



The City of San Diego

Staff Report

DATE ISSUED: 2/25/2019
TO: City Council
FROM: Planning Department
SUBJECT: Morena Corridor Specific Plan

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Council District(s): 2

OVERVIEW:

This action requests the approval of the Morena Corridor Specific Plan and associated Community Plan and General Plan amendments, Local Coastal Program amendment, Land Development Code amendment, and rezoning.

The Morena Corridor Specific Plan (Specific Plan) identifies new land uses and mobility infrastructure improvements to capitalize on the Mid-Coast Blue Line Trolley extension. The trolley will connect Downtown San Diego to the University of California, San Diego and the University Towne Center via a new line along the west side of Morena Boulevard. The Specific Plan area includes the Morena/Linda Vista, Tecolote Road, and Clairemont Drive trolley stations. The proposed Specific Plan will improve access between the communities of Clairemont and Linda Vista and the trolley stations, as well as regional amenities including Tecolote Canyon and Mission Bay Park. The Specific Plan effort has been funded through the San Diego Association of Government's *TransNet* Smart Growth Incentive Program.

The Specific Plan proposes to increase the capacity for new housing within Linda Vista. There are approximately 996 existing residential dwelling units within the Specific Plan area. The adopted community plan land uses within the Specific Plan area, at buildout, allow for a total of 1,386 residential dwelling units. A total of 5,630 additional residential dwelling units could be built beyond the adopted community plan build out, with an estimated build out of approximately 7,016 residential dwelling units within the Specific Plan area. This is a 406 percent increase over the adopted community plan land uses within the Specific Plan area.

PROPOSED ACTIONS:

Approve the following Resolutions and Ordinances for the Morena Corridor Specific Plan and Associated Discretionary Actions:

RESOLUTION certifying that the Final Program Environmental Impact Report (PEIR) Project No. 582608/SCH No. 2016101021 has been prepared in accordance with the California Environmental Quality Act (CEQA), and that said report reflects the independent judgement of the City of San Diego as Lead Agency. Stating for the record that the final PEIR has been reviewed and considered prior to approving the project, and adopting the Findings, and Mitigation, Monitoring and Reporting Program (MMRP); and

RESOLUTION amending the Linda Vista Community Plan, General Plan, and the City's certified Local Coastal Program; and

RESOLUTION amending the Clairemont Mesa Community Plan and the General Plan for purposes of mobility/circulation network changes; and

ORDINANCE amending the City's Land Development Code Chapter 13 Article 2 Division 14 (Community Plan Implementation Overlay Zone; and amending the City's certified Local Coastal Program);

ORDINANCE adopting a Specific Plan for the Morena Corridor; and

ORDINANCE rezoning land within the Linda Vista community consistent with the Morena Corridor Specific Plan.

BACKGROUND:

A Specific Plan has been prepared for the Morena Corridor to identify new land uses and mobility infrastructure improvements to capitalize on the Mid-Coast Blue Line Trolley extension. The trolley will connect Downtown San Diego to University of California, San Diego and the University Towne Center via a new line along the west side of Morena Boulevard. The Specific Plan area includes the Morena/Linda Vista, Tecolote Road, and Clairemont Drive Trolley Stations located along Morena and West Morena Boulevards. The proposed Specific Plan will improve access between the trolley stations and the Linda Vista and Clairemont Mesa communities. The Specific Plan effort has been funded through the San Diego Association of Government's Smart Growth Incentive Grant program.

The Morena Corridor Specific Plan (Specific Plan) is a comprehensive planning document that provides a policy framework and supplemental development requirements for transit-oriented development and multi-modal improvements adjacent to transit consistent with the General Plan City of Villages strategy. The Specific Plan will help implement the goals and objectives of the City's Climate Action Plan by maintaining industrial land for employment use and increasing housing opportunities within a ½ mile radius of the Tecolote and Morena/Linda Vista trolley stations; promoting walking and bicycle use as viable travel choices through an established grid street network; and improving access to the trolley stations and existing bus routes.

The Specific Plan area is approximately 280 acres along Morena Boulevard and West Morena Boulevard between Clairemont Drive and Friars Road. This area is within the Clairemont Mesa Community Plan Area and the Linda Vista Community Plan Area (Attachment 1).

The Specific Plan is located in the low-lying area north of the San Diego River generally seven feet above sea level, east of Mission Bay, south of Clairemont Drive, and west of the rolling hills and canyons that define the surrounding neighborhoods in Linda Vista and Clairemont Mesa. These neighborhoods, known as Bay Park and Overlook Heights, are situated in the hills above the Specific Plan area that climb to an elevation of approximately 200 feet above sea level.

To the west, the Specific Plan area is bounded by the railroad right-of-way and Interstate 5 (I-5). To the north and east, the Specific Plan area is shaped by the sloping topography and cohesive single-family residential neighborhoods in Clairemont Mesa; the University of San Diego (USD); and multifamily and student housing in Linda Vista. To the south is the San Diego River and Interstate 8 (I-8), which separate the Specific Plan area from Old Town San Diego and Mission Valley.

How does the Specific Plan implement the General Plan?

The Morena Corridor Specific Plan implements the General Plan by establishing mixed-use villages that are connected to high-quality transit, improving mobility through development of a balanced, multi-modal transportation network, and promoting a pattern and scale of development that provides distinctive districts, visual diversity, choice of lifestyle, and opportunities for social interaction.

Consistent with the City of Village strategy, the Specific Plan implements the General Plan Land Use Element's Village Types and Locations policies by revitalizing a transit corridor through the application of plan designations and zoning that permits a higher intensity of mixed-use development. The Specific Plan identifies two village areas, the Tecolote Village and Morena Station districts, that are suitable for mixed-use village development that can be served by existing and planned public facilities and services, including transit services.

The Specific Plan establishes a grid street network, bicycle facility enhancements, and intersection improvements that enhance multi-modal access throughout the plan area and implement the General Plan Mobility Element goals and policies. The Specific Plan's mobility improvements implement the Mobility Element goals of a safe and comfortable pedestrian environment and greater walkability achieved through pedestrian-friendly street, site and building design. The Specific Plan implements Transit Supportive City Land Use Planning policies by identified transit-supportive villages along the Mid-Coast transit corridor. Additionally, the Specific Plan implements the Street Layout, Design and Operations policies by establishing an interconnected grid street network which enhances pedestrian and bicycle access to transit stations and between districts.

The General Plan Urban Design Element identifies a compact and environmentally sensitive pattern of development as a key component of the City of Villages strategy. The Urban Design Element seeks to direct growth into commercial areas where a high level of activity already exists, while preserving stable residential neighborhoods. The Specific Plan implements General Plan Urban Design goals and policies by designing and retrofitting streets within Linda Vista into a grid street network that improves walkability, bicycling and transit integration, strengthens connectivity, and enhances community identity. The Specific Plan implements the goals and policies for Mixed-Use Villages and Commercial Areas by providing a mix of uses in the Tecolote Village and Morena Station districts that create vibrant, active places in villages. Additionally, the Specific Plan directs development in village areas to locate ground floor active frontages with pedestrian-oriented uses along public streets to activate the street and promote greater pedestrian activity.

DISCUSSION OF ITEM:

A. What does the Morena Corridor Specific Plan attempt to accomplish?

The Specific Plan envisions the transition of an auto-oriented commercial corridor into a high-density mixed-use village organized around a street network that enhances connectivity to the trolley stations within the Specific Plan area and provides improved access to Mission Valley, Old Town, and Mission Bay Park. Guided by the City of Villages growth strategy and citywide policy direction contained in the General Plan and Climate Action Plan, the Specific Plan identifies new land use designations within a Transit Priority Area (TPA) that allow higher density residential development within a TPA. The new land use designations in Linda Vista promote transit-oriented development that increases the capacity for new housing and improves access to transit to reduce greenhouse gas emissions.

In concert with new land use designations, the Specific Plan proposes enhancements to the mobility network that foster a more walkable and bicycle-friendly community while addressing vehicular traffic capacity and access to transit. The proposed mobility improvements include a grid street network and improve intersections that would improve the safety, comfort and operations of pedestrians, bicyclists, transit riders, and motorists. Additionally, the pedestrian and bicycle facilities identified within Clairemont Mesa will help to reduce vehicle miles traveled within the community and provide improved access to the Clairemont Drive Trolley Station.

B. What are some of the more significant changes being proposed in the Specific Plan?

1. Land Use, Districts, and Village Areas

The Specific Plan provides a mix of uses and development intensities that support smart growth/transit-oriented development and heightened multi-modal use within the Morena Corridor and identifies a modified grid network through the realignments of Morena, West Morena Boulevard and the intersecting streets. The Land Use Chapter organizes land uses and growth within Village Districts and focus areas.

The villages are envisioned to have an integrated mixture of uses, accessible and attractive streets, and public spaces. The Village Districts are within TPAs in close proximity to trolley and high frequency bus services. The placement of future higher-intensity residential and commercial/retail uses have been identified to occur within two of the four designated Village Districts – the Tecolote Station District and the Morena Village District. The intent of placing higher density and intensity uses around the transit stations is not only to identify appropriate multi-modal areas for future growth but to also preserve the commercial design focus of businesses between Morena and West Morena Boulevard and maintain the industrial lands for employment-related uses.

- Tecolote Village District

This community village is anchored by the Tecolote Road trolley station and encompasses approximately 20 acres of land between the trolley line and West Morena Boulevard north of Cudahy Street. The area currently contains a mixture of large-format retail and storage businesses. The plan would guide new high-density mixed-use development to establish a network of public and private streets and pedestrian and bicycle connections that break up the superblock to create a walkable block pattern for development while improving pedestrian and bicycle access to the transit center and adjacent districts. West Morena Boulevard would provide a neighborhood focal point, pedestrian-oriented retail uses for shopping and dining, and spaces for social interaction and gathering. Public parks, plazas or urban greens in the village will provide active and passive recreation opportunities.

- Morena Station District

The Morena Station District encompasses approximately 55 acres adjacent to the Morena/Linda Vista Trolley Station and University of San Diego. This district presents an opportunity to provide a mix of diverse housing types for students and professionals and enhance the interface with the University of San Diego. The extension of Morena Boulevard connecting Linda Vista Road would establish a grid network that relieves congestion and enhances multi-modal connectivity within the community. The realignment of public rights-of-way through the extension of Morena Boulevard also presents an opportunity to increase public spaces within the district to function as focal points within the village by providing social and recreation opportunities for residents, employees, and visitors.

- Employment District

The Employment District encompasses approximately 43 acres of industrial land located between West Morena Boulevard and the railroad tracks south of Cudahy Street. The Specific Plan would maintain the existing industrial zoning for the area and envisions a range of urban-oriented light industrial, creative office/business, and commercial uses that provide a sub-regional job center for small and medium size businesses. Streetscape enhancements will support connections to the trolley stations.

- Design District

The Specific Plan envisions Design District primarily located between Morena and West Morena Boulevard as a destination for crafts, distinct products, and specialty foods and beverages to locate with similar businesses. The foundation for the district is the production of artisan goods, food, and beverages with wholesale and retail sales supported through tasting rooms, show rooms, galleries, shops, and eateries. The unique businesses are linked together through the public realm, which unifies the diverse and eclectic businesses.

- Clairemont District

The Clairemont District encompasses an approximately 1.5 mile stretch of Morena Boulevard from Tecolote Drive to just north of Clairemont Drive. The Plan calls for an expansion of commercial nodes of pedestrian activity along Morena Boulevard—primarily between Ashton Street and Napier Street—that include restaurant and stores to further create a neighborhood village-like setting to serve residents and visitors. This would be enhanced by the creation of a boardwalk concept along Morena Boulevard that expands the sidewalk to create an active pedestrian area with retail uses as part of the village area. Enhanced bicycle connections to the Clairemont Drive Trolley Station and to Mission Bay will encourage pedestrian and bicycle activity.

Why does the Specific Plan maintain adopted community plan land uses in Clairemont Mesa?

In January 2017, the Planning Department began work on a comprehensive update to the Clairemont Mesa Community Plan. Approximately 80 acres of the Specific Plan area is located within the Clairemont Mesa community planning area. The community plan update process will review all land uses within Clairemont

Mesa as a whole, to comprehensively address the appropriate areas of change in the Clairemont Mesa community. As a result, the Specific Plan will maintain the adopted industrial land uses along Morena Boulevard within Clairemont Mesa.

How does the Specific Plan address building height limits within the Specific Plan area?

The Specific Plan maintains the Clairemont Mesa Height Limit Overlay Zone. Within Linda Vista, the current Community Plan Implementation Overlay Zone (CPIOZ), allows building heights up to 30 feet through a ministerial review process, and up to 45 feet through a discretionary review process. The Specific Plan would replace the existing CPIOZ and establish a process for discretionary review for development projects with building heights that exceed 45-feet.

In the Tecolote Station District, building heights would be allowed up to 100 feet through a public review and decision process. In the Morena Station District, land designated Community Village would be allowed up to 65 feet through a public review and decision process.

The majority of land within the Linda Vista portion of the Specific Plan area (approximately 130 acres) would be limited to a maximum building height of 45 feet, with an allowance for architectural projections to exceed this limit by 5 feet. Architectural projections are defined in the Municipal Code as any building feature that extends beyond the structural envelope or above the roof or parapet line. This includes all land within the Design District, which is located directly adjacent to the Overlook Heights neighborhood. Increases in building heights through the Transit Oriented-Development Enhancement Program are limited to approximately 50 acres of land within Linda Vista.

To address concerns related to building heights, the Specific Plan includes policies in the Land Use and Urban Design Chapters for future development projects to provide for a transition in scale of building heights to address transitions between new and existing development. The policies direct design of future development projects to provide for a transition in scale of building heights between areas that have lower structure height maximums and planned higher scale development within land designated Community Village. Additional policies are included to ensure new development incorporates design features to reduce the overall mass of buildings with variations in roof form, height, and profiles.

2. Housing

The Specific Plan proposes to increase the capacity for new housing within the area by 5,630 units as compared to the adopted Linda Vista Community Plan. The range of densities within the Specific Plan area presents an opportunity to provide a range of housing opportunities, types, and affordability levels. Additionally, all properties are subject to the City's affordable housing requirements as outlined in the Inclusionary Housing Ordinance.

As discussed in the recent report by the San Diego Housing Commission, "*Addressing the Housing Affordability Crisis*", rezoning residential areas within a half mile radius of the City's transit opportunity areas will be the largest single tool in providing additional housing in San Diego, a key factor in increasing the supply of units affordable to low- and moderate-income families. Concentrating housing around transit opportunity areas aligns with City, regional, and State goals, including the General Plan City of Villages Strategy, SANDAG's Smart Growth Plan, and the State of California's climate commitments, by facilitating alternatives to private vehicle transport and creating walkable, mixed-use areas.

3. Multi-Modal Mobility Network

The Specific Plan establishes a framework to provide multi-modal benefits that would improve the safety, comfort and operations of pedestrians, bicyclists, transit riders, and motorists. The current roadway configuration represents challenges for all modes with transitions at Linda Vista Road and along Morena and West Morena Boulevard that can cause confusion for motorists, and limits pedestrian crossings at major intersections. There

¹ https://www.sdhc.org/uploadedFiles/Media_Center/Significant_Documents_Reports/SDHC-Housing-Production-Objectives-Report.pdf

are high traffic volumes concentrated around the Linda Vista, Morena, and Napa Street triangle which creates congestion and difficulties for all users.

The Specific Plan establishes a grid network through roadway extensions and intersection realignments that would improve mobility for all modes by enhancing pedestrian and bicycle safety, while providing more connections within the area to reduce vehicular congestion within the area. The modified grid network would be established through the extension of Morena Boulevard and the realignment of streets within Linda Vista. Morena Boulevard would extend east to connect to Linda Vista Road, and Sherman Street would extend north to connect to Morena Boulevard. The roadway extensions would transform a large block between Cushman Avenue and Linda Vista Road into smaller blocks that establish a grid pattern for the Specific Plan area. The proposed grid pattern would provide greater connectivity within and between village areas that fosters greater pedestrian and bicycle access. This transformation would occur as properties in this area are redeveloped. In addition, the roadway extensions, intersection improvements are proposed for Buenos Avenue, Cushman Avenue, Sherman Street and West Morena Boulevard to shorten crossing distances for pedestrians and improve vehicular access within the Specific Plan area.

What are the proposed mobility improvements along Morena Boulevard in Clairemont?

The Specific Plan identifies Morena Boulevard within the Clairemont Mesa Community Plan area as a 3-lane collector, with a two-way cycle track located along the west side of the roadway. Pedestrian access to the Clairemont Drive and Tecolote Road trolley stations would be provided via new sidewalks, along Morena Boulevard, connecting the trolley station with the communities of Bay Park and Linda Vista. The proposed reclassification of Morena Boulevard from a 4-lane major to a 3-lane collector roadway would allow for the reconfiguration of existing right-of-way to provide a two-way cycle track (Class IV bicycle facility) that connects with the proposed Cycle Track along Morena Boulevard within the Balboa Avenue Station Area Specific Plan. The Morena Boulevard Cycle Track would provide cyclists with a 3-mile separated bicycle facility that connects to bicycle facilities in neighboring communities, with access to the trolley stations of Morena/Linda Vista, Tecolote, Clairemont Drive, and Balboa Avenue.

How does the Specific Plan address access to Mission Bay Park?

The Specific Plan includes policies to coordinate with Caltrans and SANDAG to improve pedestrian and bicycle access across the Clairemont Drive and Sea World Drive/Tecolote Road bridges that connect the Specific Plan area to Mission Bay Park. The policies identify the potential to “square-up” the southbound Interstate-5 on- and offramps at Clairemont Drive to enhance safety for pedestrians and bicyclists. The Plan includes a conceptual design for buffered Class II bicycle lanes on the Clairemont Drive I-5 overcrossing that connects Clairemont to Mission Bay.

Additionally, a policy has been added to the Mobility Chapter to coordinate with SANDAG and Caltrans to provide a pedestrian/bicycle bridge over I-5 to connect the community of Bay Park with Mission Bay Park. The new connection would improve access from the community and transit stations to Mission Bay Park.

How does the Specific Plan address the proposed roadway extensions?

As discussed above, the Specific Plan establishes a grid network through roadway extensions and intersection realignments. The roadway extensions would be provided through redevelopment of property within the Morena Station village area. Potential acquisition or dedication of right-of-way to complete the roadway extensions would occur as part of the development review process. The locations shown in the Specific Plan are for illustrative purposes to conceptualize the grid network. The exact location and design of the roadway extensions would be subject to further engineering analysis to the satisfaction of the City Engineer.

4. Urban Design

The Specific Plan seeks to transition an auto-oriented corridor into a transit-oriented village by fostering a sense of place and livability with improvements in the public realm and development design. The Urban Design chapter envisions pedestrian-oriented development through building design and streetscape improvements that support

pedestrian activity. Mixed-use development would be supported with buildings placed along the street edge and parking located to minimize the exposure of parked vehicles to the public view and to increase pedestrian activity.

The Urban Design chapter would help transform the public realm into a pedestrian-friendly environment by promoting more opportunities for public space along sidewalks and as part of private development. The public realm would be improved through the provision of shade-producing street trees in landscaped parkways within village areas and as part of the roadway extensions. The Urban Design Chapter addresses sustainable design through policies directing development to incorporate energy efficient design, low-impact design features to treat runoff, and use of native or naturalized plant species in the streetscapes and project designs. The integration of pedestrian scale lighting to delineate walkways, and other design features promoted in the Chapter would create a pleasant and inviting environment within the Specific Plan area.

5. Recreation

The Recreation Chapter provides guidance for additional park and recreation facilities within the Specific Plan area. While the Specific Plan area has limited park space, the area surrounding the Specific Plan has numerous park and recreation facilities, including the Tecolote Canyon Natural Park and Community Park and Mission Bay Park. Most opportunities for new park space within the Specific Plan area are anticipated to occur primarily through redevelopment of private properties within the Village areas. The Specific Plan identifies a linear park along the southern side of Tecolote Road within the Design District that would provide a multi-use trail as well as typical neighborhood park amenities on City-owned land in the Linda Vista Community. This site would provide a pedestrian connection to the Tecolote Village and Tecolote Road. The design of the park would occur through a public process.

6. Conservation

The Conservation Chapter provides guidance for sustainable development practices and protection of natural resources. Sustainable development policies address implementation of transit-supportive land use policies, multi-modal mobility improvements, resource conservation, urban forestry, and other measures to meet the City's sustainable development goals.

C. Why does the Specific Plan include a Local Coastal Program (LCP) amendment?

Within Linda Vista, a small portion of land west of the Specific Plan boundary is within the Coastal Zone (Attachment 1). While the Specific Plan boundary does not include land within the Coastal Zone, the proposed amendments to the San Diego Municipal Code for removal of the Community Plan Implementation Overlay Zone (CPIOZ) will require Coastal Commission certification, as the Municipal Code is also part of the City's Local Coastal Program.

D. How does the Specific Plan implement the Climate Action Plan?

The Climate Action Plan is intended to ensure the City of San Diego achieves Greenhouse Gas (GHG) reductions through local action. The Climate Action Plan identifies five primary strategies implemented by several programs and actions, which together will meet state GHG reduction targets. Community plans and specific plans play a major role in implementing Strategy 3: Bicycling, Walking, Transit & Land Use. Key specific plan-related measures under Strategy 3 include:

1. Action 3.1: Implement the General Plan's Mobility Element and the City of Villages Strategy in Transit Priority Areas to increase the use of transit;
2. Action 3.2: Implement pedestrian improvements in Transit Priority Areas to increase commuter walking opportunities;
3. Action 3.3: Implement the City of San Diego's Bicycle Master Plan to increase commuter bicycling opportunities; and
4. Action 3.6: Implement transit-oriented development within Transit Priority Areas.

The Specific Plan complies with the CAP through the following:

- (1) identifying a high-density community village within a Transit Priority Area;

- (2) applying land use designations, residential densities, and implementing zoning to support transit-oriented development;
- (3) providing policies and planned mobility improvements to support transit operations and access; and
- (4) designing a planned multi-modal mobility network that includes robust pedestrian and bicycle facilities that connect people to transit.

E. How will the Specific Plan be implemented?

The Specific Plan contains community-specific land use designations and policies that are implemented through the application of Citywide zones and supplemental development regulations for the Specific Plan area. The Specific Plan will guide city staff, decision makers, property owners, and citizens engaged in community development. Key actions to implement the Specific Plan include private investment through development consistent with the zoning program; public facilities included in the City's capital improvement program that are prioritized and funded in part through development impact fees; and other sources of public, private, and non-profit initiatives such as regional transportation improvements. Key tools to implement the plan include:

1. Zoning Program

The Specific Plan includes application of Citywide zones (Attachment 4) to implement the land use map. The proposed zoning map includes Citywide commercial zones to implement the Community Village land use designation. The CC-3-7 is proposed to implement the Community Village designation allowing up to 54 dwelling units per acre.

An amendment to the Land Development code is required to remove the existing CPIOZ within the Linda Vista portion of the Specific Plan area. The CPIOZ establishes building height limits that allow buildings up to 30 feet through a ministerial process and up to 45 feet through a discretionary permit process. The CPIOZ allows for architectural projections to exceed the 45-foot limit by 5 feet. The CPIOZ also established standards for sidewalk widths, off-street parking, and landscaping. The standards were intended to improve the pedestrian environment, provide a greater unity of design, and preserve views from the community to the Presidio and Mission Bay.

The Specific Plan's supplemental development regulations and Transit-Oriented Development Enhancement Program are proposed to replace the CPIOZ. The Specific Plan's policies and regulations, along with the development regulations of the CC-3-7 zone, address building heights, sidewalks, parking requirements, and landscaping.

2. Supplemental Development Regulations

The Specific Plan establishes supplemental development regulations for land with the Linda Vista portion of the Specific Plan area that provide standards for the evaluation of development projects. The intent of the regulations is to create the type of transit-oriented development envisioned by the Specific Plan. The supplemental development regulations included building height maximums of 45 feet, while allowing architectural projections to exceed this limit by 5 feet, is consistent with the current maximum height limits within Linda Vista. Additional requirements prohibit new drive-thru commercial uses and require ground floor commercial uses along public streets within the village areas of the Tecolote Village and Morena Station Districts to foster pedestrian-oriented development.

- Transit-Oriented Development Enhancement Program

The Transit-Oriented Development Enhancement Program is available to properties within the Tecolote Village and Morena Station Districts with the Community Village Land Use Designation (which allows for a residential density of 54 dwelling units per acre). See Land Use Chapter Figure 2-1 for location. The intent of the Transit-Oriented Development Enhancement Program is to allow for increased residential densities and building heights, to create transit-oriented development that supports the

implementation of the Climate Action Plan and implements the Mobility and Urban Design policies of the Specific Plan. The Transit-Oriented Development Enhancement Program allows for the density range for this area to be increased up to 109 dwelling units per acre and the building height to be increased up to 100 feet in the Tecolote Village District, and 73 dwelling units per acre and building height up to 65 feet in the Morena Station District, whereby an applicant may request approval of the increased density on a specific property through a Planned Development Permit.

3. Impact Fee Study (IFS)

A comprehensive Impact Fee Study (IFS) will be completed for the Linda Vista community planning area subsequent to the adoption of the Specific Plan that will define applicable Development Impact Fees (DIF) fees for future development. The IFS will contain a list of public facilities projects and cost estimates within the Specific Plan area that will establish fees for funding public facilities in the Linda Vista community. As future development is proposed within the Specific Plan area, individual projects would be subject to applicable DIF for public facilities financing. The DIF, when the IFS is adopted, will be a partial funding source for the public facilities envisioned for the community and contained within the IFS. Portions of facilities costs not funded by DIF will need to be identified by future City Council actions in conjunction with the adoption of Capital Improvements Program (CIP) budgets.

A comprehensive IFS will be completed for the Clairemont Mesa concurrent with the comprehensive Community Plan Update currently in process.

4. Streamlining for Infill Projects

CEQA Guidelines Section 15183.3 allows the City to streamline environmental review for individual infill projects. Future development projects can rely on the analyses in the PEIR if the project meets applicable criteria for an infill project and would need to address project-specific impacts not addressed in the PEIR.

F. What Alternatives were analyzed for City Council consideration?

As part of the Program Environmental Impact Report, three alternatives to the proposed Specific Plan were analyzed for consideration by the City Council. A summary of each alternative is provided below.

1. No Project/Adopted Community Plan

The existing land use designations in the Clairemont Mesa Community Plan and the Linda Vista Community Plan would remain in effect, building heights would continue to be limited to 30 feet (45 feet with a discretionary permit in Linda Vista), and no Transit-Oriented Development Enhancement Program (TODEP) provisions allowing greater height and density within the Tecolote Village and Morena Station districts would be adopted. This alternative would not include any of the mobility improvements included within the Specific Plan, such as roadway extensions, intersection improvements, or pedestrian and bicycle facilities. This alternative would allow for 1,386 dwelling units at build out.

2. Mid-Density Alternative

This alternative would revise the proposed project to reduce the maximum density allowed with a Planned Development Permit in the Tecolote Village District from 109 to 73 dwelling units per acre and would cap the density in the Morena Station District at 54 dwelling units per acre. All other aspects of the proposed project are assumed to be implemented, including the TODEP provisions that allow building heights of 100 and 65 feet for the Tecolote Village District and for the Morena Station District, respectively, and all mobility improvements. This alternative would allow for 4,734 dwelling units at build out.

3. Low-Density Alternative

This alternative would revise the proposed project to cap the maximum density allowed in the Tecolote Village District and the Morena Station District at 54 dwelling units per acre. The TODEP provisions of the proposed project would not be included in this alternative, because the maximum density of 54 dwelling units per acre is within the density range of the Community Village land use designation, and the building height of 45 feet would be adequate to accommodate low-density housing. The proposed project's mobility improvements would be implemented. This alternative would allow for 3,780 dwelling units at build out.

City Strategic Plan Goal(s)/Objective(s): The Specific Plan is in direct alignment with the following City of San Diego Strategic Plan goals and objectives; specifically,

- Goal 2 – Work in partnership with all of our communities to achieve safe and livable neighborhoods) and,
- Goal 3 – Create and sustain a resilient and economically prosperous City.

Fiscal Considerations: None.

Charter Section 225 Disclosure of Business Interest: N/A.

Environmental Impact: The City of San Diego, as Lead Agency under the California Environmental Quality Act (CEQA) has prepared and completed a Program Environmental Impact Report (PEIR) No. 582608/SCH No. 2016101021 dated February 1, 2019 covering this activity.

A Notice of Preparation (NOP) soliciting input on the scope of the PEIR was issued on October 20, 2016. The Draft PEIR was made available for public review beginning August 1, 2018. The Final PEIR has been distributed with this report. Although responses to public comments regarding the Draft PEIR are included in the Final PEIR, responses to public comments pertaining to the proposed Specific Plan document and policies are addressed by topic in an attachment to this report.

Housing Impact Statement: There are approximately 996 existing residential dwelling units within the Morena Corridor Specific Plan area. The adopted community plan land uses within the Specific Plan area, at buildout, allow for a total of 1,386 residential dwelling units. A total of 5,630 additional residential dwelling units could be built beyond the adopted plan build out, with an estimated build out of approximately 7,016 residential dwelling units within the proposed Specific Plan area. This is a 406 percent increase over the adopted community plan land uses within the Specific Plan area. All proposed residential density increases are located within the Linda Vista portion of the Specific Plan area. There is no change to land uses within the Clairemont Mesa Community Plan area.

Previous Council and/or Committee Actions:

Planning Commission Recommendation:

On February 21, 2019, the Planning Commission voted 6-0-0 to approve the following motions:

1. RECOMMEND to the City Council **CERTIFICATION** of Program Environmental Impact Report Project No. 582608/SCH No. 2016101021; **APPROVAL** of a resolution amending the Linda Vista Community Plan, amending the General Plan, and amending the City’s certified Local Coastal Program; **APPROVAL** of a resolution amending the Clairemont Mesa Community Plan for purposes of mobility plan changes; **APPROVAL** of an ordinance adopting a Specific Plan for the Morena Corridor; **APPROVAL** of an ordinance rezoning land within the Linda Vista Community consistent with the Morena Corridor Specific Plan; and **APPROVAL** of an ordinance amending the City’s Land Development Code Chapter 13 Article 2 Division 14 (Community Plan Implementation Overlay Zone); and amending the City’s certified Local Coastal Program.

In addition to recommending approval of the Staff recommendation, the Planning Commission provided the following direction related to the Specific Plan:

- a. The Planning Commission supports a pedestrian/bicycle bridge over I-5 that connects Bay Park with Mission Bay Park.
- b. Provide additional urban design guidelines addressing building step backs for upper floors in village developments.
- c. Consider density bonus opportunities for projects that provide parks and public spaces.
- d. Strongly encourage measures to promote electric vehicle usage which could include identifying locations for electric vehicle charging stations; and new residential should promote prewiring for electric vehicle spaces beyond the current Municipal Code requirements.
- e. Consider residential density minimums in land designated as Community Village.
- f. Consider enhancements to visual quality through street fronts and public spaces.
- g. Consider providing street trees in the Morena Boulevard Cycle Track buffer.

- h. Consider adding policies that address off site storm water alternative compliance opportunities.
2. RECOMMEND to the City Council consideration of increasing the inclusionary housing requirement above the current ten percent requirement and strong incentives are encouraged to provide onsite affordable housing.

Community Planning Group Recommendation:

On February 4, 2019, the Linda Vista Ad hoc Subcommittee for the Morena Corridor Specific Plan held a meeting to consider the proposed Specific Plan. The Subcommittee voted 4-2-0 to recommend approval of the draft Morena Corridor Specific Plan with the following conditions (Attachment 15):

- The Plan be amended to provide for 40% affordable housing, building heights of no more than 45 feet, density of not more than 30-44 units to the acre (Residential Medium High density) in the Tecolote Village District and Morena Station District, maintaining four lanes on Morena Boulevard, and
- The Plan be recommitted to the Planning Department for meaningful discussions with the affected communities on matters such as infrastructure, off-street parking, and traffic.

On February 19, 2019, the Clairemont Mesa Community Planning Group voted 13-3-0 to recommend approval of the draft Morena Corridor Specific Plan with the following conditions (Attachment 16):

- Implementation of the Low-Density Alternative. Require a Planned Development Permit process for all structures over 45 feet in Linda Vista to facilitate collaboration with the community in order to minimize negative impacts of new development while maximizing public benefits.
- Clearly state in the Specific Plan that the 30-foot height limit within the Clairemont Height Overlay Zone is maintained. All changes in land use and zoning within the Clairemont portion of the Morena Corridor to be determined through the Community Plan Update process.
- Prioritize public infrastructure improvements to meet both present and future needs within the community.
 - -Provide without delay pedestrian/bicycle improvements on both Clairemont Dr and Tecolote Rd freeway overpasses and throughout the plan area.
 - -Provide additional parks, open space and green corridors before the MCSP is built out to 1500 units.
 - -Require completion of the pedestrian/bicycle only bridge over Interstate 5 prior to construction of more than 2,000 units.
- Provide a physical barrier rather than flexible delineators for the Morena Urban Trail cycle track rather than flexible delineators and include bicycle infrastructure improvements over Tecolote Creek and the San Diego River.
- Morena Blvd to remain 4 lanes until the feasibility of 3 lanes can be effectively evaluated with consideration of any land use changes in Clairemont determined through the Community Plan Update process.
- Coordinate with MTS to provide effective transportation service from the communities of Clairemont and Linda Vista to the related trolley stations (services such as Dial-A-Ride, Flex Route Shuttles, and frequent feeder buses).

Key Stakeholders and Community Outreach Efforts: Community outreach for the Specific Plan was primarily conducted through subcommittees of the Linda Vista and Clairemont Mesa Community Planning Groups. The Subcommittees held numerous meetings throughout the process to provide input on all components of the Specific Plan. City staff also hosted multiple pop-up engagement booths at community events to gather community input and engage residents in the planning process and bring awareness to the draft Specific Plan. The pop-up events provided an informal space for residents and stakeholders to participate in this process who may not have taken the opportunity otherwise.

In addition to the in-person engagement meetings and pop-up outreach events, a project website was created to provide regular updates on all aspects of the Specific Plan effort.

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Attachments:

1. Morena Corridor Specific Plan Area Map
2. Final Draft Morena Corridor Specific Plan – January 2019 (Under Separate Cover)
3. Morena Corridor Specific Plan Final PEIR (Under Separate Cover)
4. Morena Corridor Specific Plan Proposed Zoning Map (B-4338)
5. Climate Action Plan (CAP) Conformance Evaluation
6. Proposed Linda Vista Community Plan Amendment
7. Proposed Clairemont Mesa Community Plan Amendment
8. Specific Plan Comment Topics
9. Draft Resolution – Amending the Clairemont Mesa Community Plan and General Plan
10. Draft Resolution – Amending the Linda Vista Community Plan, General Plan, and Local Coastal Program for the Linda Vista Community
11. Draft Resolution – Certifying the PEIR
12. Draft Rezone Ordinance
13. Draft Specific Plan Ordinance
14. Draft Land Development Code Amendment
15. Linda Vista Ad hoc Subcommittee Recommendation
16. Clairemont Mesa Community Planning Group Recommendation