



THE CITY OF SAN DIEGO

## Report to the Planning Commission

DATE ISSUED: February 5, 2019 REPORT NO. PC-19-008  
HEARING DATE: February 21, 2019  
SUBJECT: Morena Corridor Specific Plan – Process Five Decision

### **SUMMARY**

**Issue:** Should the Planning Commission recommend to the City Council approval of the Morena Corridor Specific Plan, Rezone, Municipal Code and Local Coastal Program Amendments, and Amendments to the General Plan, Clairemont Mesa Community Plan, and Linda Vista Community Plan and Local Coastal Program?

#### **Staff Recommendations:**

1. RECOMMEND to the City Council **CERTIFICATION** of Program Environmental Impact Report Project No. 582608/Sch. No. 2016101021.
2. RECOMMEND to the City Council **APPROVAL** of a resolution amending the Linda Vista Community Plan, amending the General Plan, and amending the City's certified Local Coastal Program.
3. RECOMMEND to the City Council **APPROVAL** of a resolution amending the Clairemont Mesa Community Plan, and amending the General Plan.
4. RECOMMEND to the City Council **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.
5. RECOMMEND to the City Council **APPROVAL** of an ordinance rezoning land within the Linda Vista Community consistent with the Morena Corridor Specific Plan.
6. RECOMMEND to the City Council **APPROVAL** of an ordinance adopting a Specific Plan for the Morena Corridor area.

**Community Planning Group Recommendations:** On February 4, 2019, the Morena Specific Plan Ad hoc Subcommittee of the Linda Vista Community Planning Group held a meeting to consider the proposed Specific Plan. On February 11, 2019, the Morena Specific Plan Ad hoc Subcommittee of the Clairemont Mesa Community Planning Group held a meeting to consider the proposed Specific Plan. The community planning group recommendations will be presented at the hearing as part of the staff presentation.

**Environmental Review:** A Program Environmental Impact Report (PEIR) No. 582608/SCH No. 2016101021 (Attachment 3) has been prepared pursuant to the California Environmental Quality Act (CEQA) for the above referenced project. 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. Responses to public comments pertaining to the proposed Specific Plan document and policies are addressed by topic in Attachment 8.

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.

## **BACKGROUND**

### **A. Specific Plan Area Overview:**

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.

B. Community Participation and Outreach Effort:

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.

## **DISCUSSION**

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 Specific Plan establishes a process for community-review of

development projects with building heights that exceed the current 45-foot limit in Linda Vista.

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 existing lower scale buildings and planned higher scale development. 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.

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<sup>1</sup> [https://www.sdhc.org/uploadedFiles/Media\\_Center/Significant\\_Documents\\_Reports/SDHC-Housing-Production-Objectives-Report.pdf](https://www.sdhc.org/uploadedFiles/Media_Center/Significant_Documents_Reports/SDHC-Housing-Production-Objectives-Report.pdf)

### 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 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 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 does identify 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 has the potential to be a highly utilized public park that provides 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). The proposed amendments to the San Diego Municipal Code for removal of the Community Plan Implementation Overlay Zone (CPIOZ) will also 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:

- 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;
- Action 3.2: Implement pedestrian improvements in Transit Priority Areas to increase commuter walking opportunities;
- Action 3.3: Implement the City of San Diego's Bicycle Master Plan to increase commuter bicycling opportunities; and
- 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:

- Zoning Program

The 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 intent of the standards was 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 are proposed to replace the CPIOZ.

- 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.

- 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.

- 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.

## **CONCLUSION**

The Specific Plan helps implement the General Plan City of Villages and Climate Action Plan by establishing a framework for increased housing choices, improved mobility, and pedestrian-oriented urban design. Long-term realization of the Specific Plan will require public, private and non-profit investment, as well as the active participation of city departments, other public agencies, and the community at large. The result will be transit-oriented villages that capitalize on the regional transit investment in the community.

Respectfully submitted,

**[SIGNED]**

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Michael Prinz  
Senior Planner  
Planning Department

LB/tg/mjp

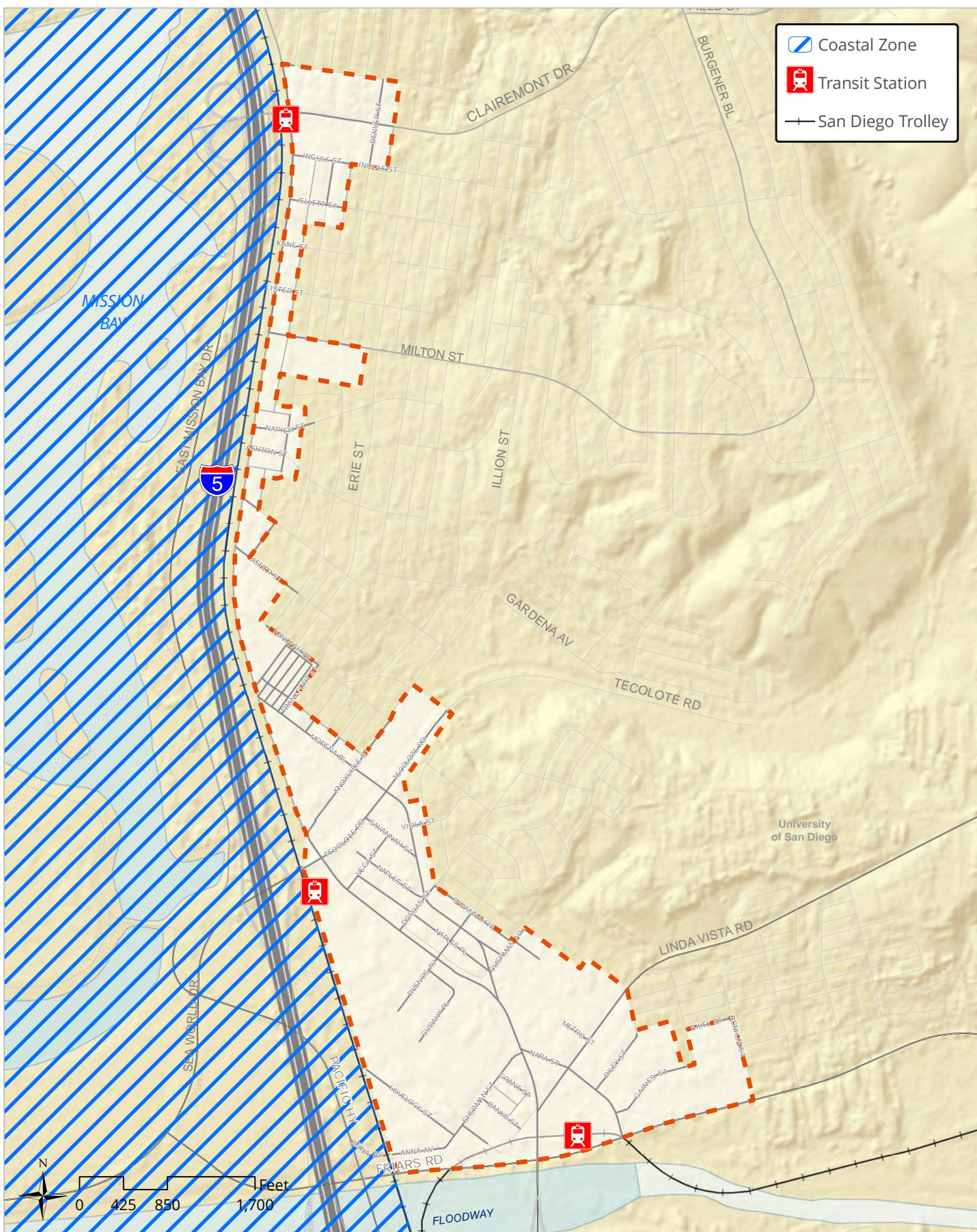
**[SIGNED]**

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Laura C. Black, AICP  
Deputy Director  
Planning Department

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



Morena Corridor Specific Plan  
January 2019 Final Draft

Available Under Separate Cover:

<https://www.sandiego.gov/planning/community/specificplans/morena-corridor>

Morena Corridor Specific Plan  
Final Program Environmental Impact Report (PEIR)  
Project No. 582608 / SCH No. 2016101021

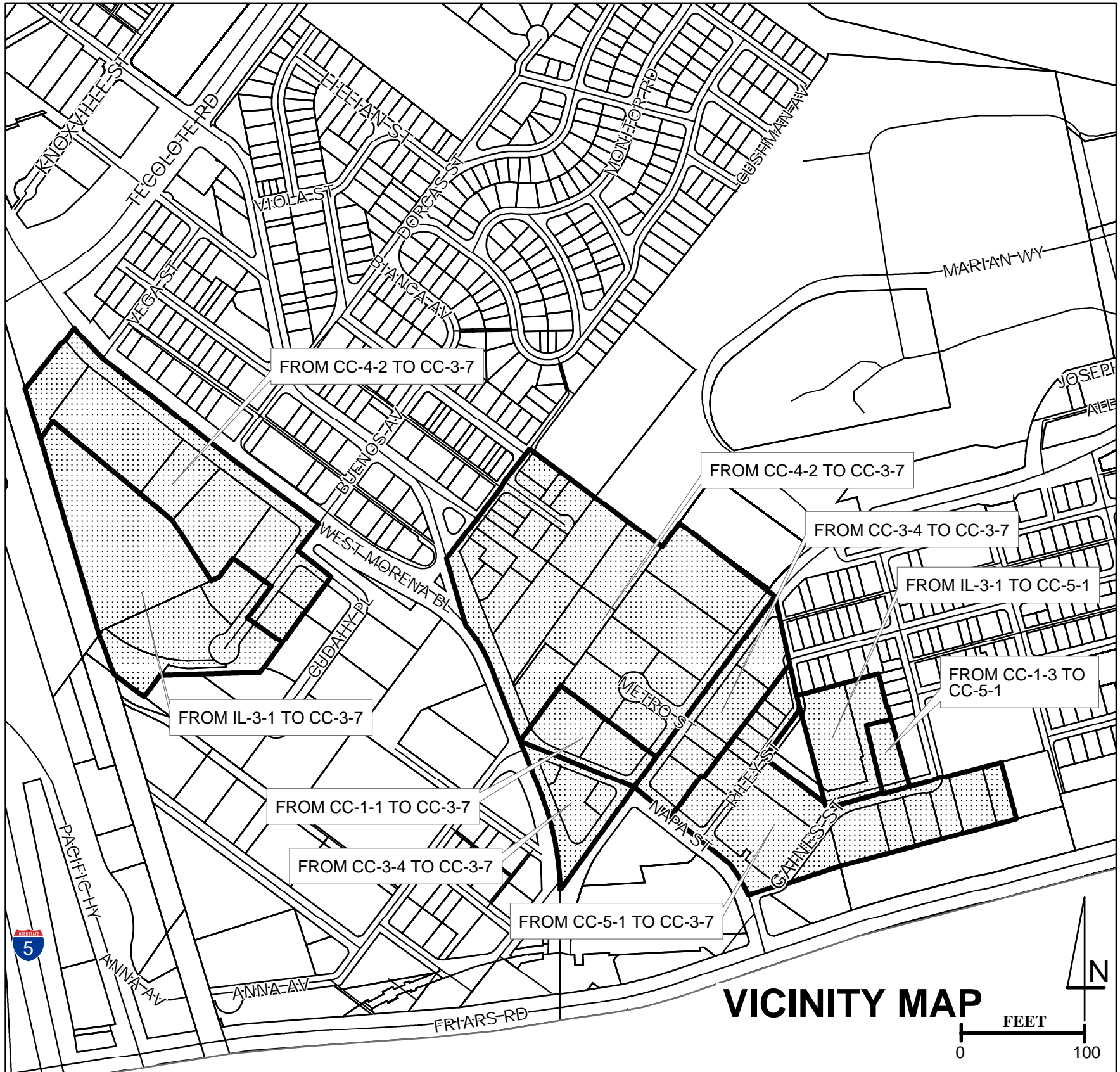
Available Under Separate Cover:

<https://www.sandiego.gov/planning/programs/ceqa#Final%20CEQA%20Documents>





# PROPOSED REZONING

**MORENA CORRIDOR SPECIFIC PLAN**

ORDINANCE NO. \_\_\_\_\_  
EFF. DATE ORD. \_\_\_\_\_  
ZONING SUBJ. TO \_\_\_\_\_  
BEFORE DATE \_\_\_\_\_  
EFF. DATE ZONING \_\_\_\_\_  
MAP NAME AND NO. \_\_\_\_\_

REQUEST **CC-3-7 & CC-5-1**

PLANNING COMM.  
RECOMMENDATION

CITY COUNCIL  
ACTION

CASE NO.

DEVELOPMENT SERVICES MANAGER

**B- 4338**

APN:

(2181707) 11-19-18 ldj



## CLIMATE ACTION PLAN CONFORMANCE EVALUATION FOR COMMUNITY PLAN UPDATES

The following Climate Action Plan (CAP) conformance questions relate to implementation actions identified in the CAP. These questions are to serve as a tool to help guide the CAP-related discussion and inform the community plan update process in conjunction with other quantifiable evaluation programs as well as an understanding of the local context of each community planning area. This information should be considered at the outset of the community plan update process and written analysis should be prepared demonstrating conformance with the following questions prior to presenting the plan to the public, the Planning Commission, and the City Council for approval.

### COMMUNITY PLAN:

#### 1. DOES THE PROPOSED COMMUNITY PLAN IMPLEMENT THE GENERAL PLAN'S CITY OF VILLAGES STRATEGY IN TRANSIT PRIORITY AREAS (TPAS) TO INCREASE THE CAPACITY FOR TRANSIT-SUPPORTIVE RESIDENTIAL AND/OR EMPLOYMENT DENSITIES? (STRATEGY 3)

##### Considerations:

- Does the land use and zoning associated with the plan provide capacity for transit-supportive residential densities within TPAs?

- Is a majority of the additional residential density proposed within TPAs?

- Does the land use and zoning associated with the plan provide capacity for transit-supportive employment intensities within TPAs?

- Has an economic analysis been performed to demonstrate that the proposed land use mix will lead to an increased number of jobs within TPAs?

- Does the plan identify sites suitable to accommodate mixed-use, village development, as defined in the General Plan, within identified TPAs?

- Does the plan include community-specific policies to facilitate the development of affordable housing within TPAs?

- Does the plan update process include accompanying implementation regulations to facilitate achievement of the plan's densities and intensities?

**2. DOES THE PROPOSED COMMUNITY PLAN IMPLEMENT THE GENERAL PLAN'S MOBILITY ELEMENT IN TRANSIT PRIORITY AREAS TO INCREASE THE USE OF TRANSIT? (STRATEGY 3)**

Considerations:

- Does the plan support identified transit routes and stops/stations?

- Does the plan identify transit priority measures, such as: exclusive transit lanes, transit ways, direct freeway HOV access ramps, transit signal priority, Safe Routes to Transit, and first mile/last mile initiatives?

- Does the plan circulation system address the potential for re-purposing of existing street right-of-way for multi-modal transportation?

**3. DOES THE PROPOSED COMMUNITY PLAN IMPLEMENT PEDESTRIAN IMPROVEMENTS IN TRANSIT PRIORITY AREAS TO INCREASE WALKING OPPORTUNITIES? (STRATEGY 3)**

Considerations:

- Does the plan's circulation system provide multiple and direct pedestrian connections and accessibility to local activity centers, such as transit stations, schools, shopping centers, and libraries?

- Does the plan's urban design element include design recommendations for walkability to promote pedestrian supportive design?

**4. DOES THE PROPOSED COMMUNITY PLAN IMPLEMENT THE CITY OF SAN DIEGO'S BICYCLE MASTER PLAN TO INCREASE BICYCLING OPPORTUNITIES? (STRATEGY 3)**

Considerations:

- Does the plan's circulation system identify bicycle improvements in consideration of the Bicycle Master Plan that include, but are not limited to: Class I bicycle path, Class II bicycle lanes with buffers, Class III bicycle routes, or Class IV protected bicycle facilities?

- Does the plan's circulation system provide a balanced, multimodal, "complete streets" approach to accommodate mobility needs of all users?

**5. DOES THE PROPOSED COMMUNITY PLAN IDENTIFY IMPLEMENTATION MECHANISMS TO SUPPORT TRANSIT ORIENTED DEVELOPMENT? (STRATEGY 3)**

Considerations:

- Does the plan identify new or expanded urban public spaces such as plazas, pocket parks, or greenways in TPAs?



- Does the plan locate new public facilities that generate large numbers of person trips, such as libraries and recreational facilities in TPAs?

- Does the plan and associated Impact Fee Study include new transit-supportive infrastructure within TPAs and census tracts ranking in the top 30% of [CalEnviroScreen](#) scores? (Where Applicable)

- Do the zoning/implementing regulations associated with the plan support the efficient use of parking through mechanisms such as: shared parking, parking districts, unbundled parking, reduced parking, paid or time-limited parking, etc.?

- For increases in density/intensity outside of a TPA, does the plan include policies to reduce auto dependence at those locations?

**6. DOES THE PROPOSED COMMUNITY PLAN INCLUDE ANY COMMUNITY-SPECIFIC ADAPTATION AND RESOURCE CONSERVATION MEASURES? (STRATEGY 5)**

Considerations:

- Does the plan include a street tree master plan that provides at least three different species for the primary, secondary and accent trees in order to accommodate varying parkway widths?

- Does the plan include policies or strategies for preserving existing trees?

- Does the plan call for tree planting in villages, sidewalks, and other urban public spaces or include a strategy for contributing to the City's tree canopy goal?

- Does the plan include policies which address climate resiliency measures (sea-level rise, increased fire risk, flooding, urban heat island, or other locally specific impact of climate change)?

- 7. DOES THE PROPOSED COMMUNITY PLAN INCLUDE ANY COMMUNITY-SPECIFIC STRATEGIES TO SUPPORT CITYWIDE ENERGY, WATER, WASTE REDUCTION OR ANY OTHER CAP GOALS IN ADDITION TO THOSE DESCRIBED ABOVE? (STRATEGIES 1, 2,3,4, AND 5)**

Proposed Community Plan Amendment for the  
Morena Corridor Specific Plan

# Linda Vista

## Community Plan

*“A Community of Neighbors...”*



*LINDA VISTA  
COMMUNITY PLAN  
and  
Local Coastal Program  
Land Use Plan*

City of San Diego Planning Department  
202 C Street, MS 5A  
San Diego, CA 92101



Printed on recycled paper.

This information, or this document (or portions thereof), will be made available in alternative formats upon request.

## EXECUTIVE SUMMARY

### COMMUNITY FEATURES

Linda Vista is a primarily residential community with distinct neighborhoods. It is centrally located near Centre City, Mission Valley, and Mission Bay, with easy freeway access and a street system with relatively good traffic flow. Despite its strategic location, Linda Vista has remained a low to medium density residential area; and aside from the Morena area and several large educational institutions, is not a major job center for the City.

Some of Linda Vista's best assets are its location, the cultural diversity of its people, and the presence of the University of San Diego. Other assets include moderately-priced housing and a strong sense of community spirit and cooperation. Conversely, the community suffers from the lack of a major chain-type grocery store, some localized physical deterioration, and poor name identification.

### VISION STATEMENT

The Linda Vista community will experience moderate growth over the next twenty years. Increases in residential density will occur primarily in the central area of the community. This increase will occur through the redevelopment of existing parcels, rather than through the development of raw land. New residential development will be accompanied by adequate parking and landscaping, and by commensurate improvements to the community library, parks, roads, and other public facilities.

Tecolote Canyon, the community's major open space resource, will be preserved in its natural state. It will also provide recreational opportunities for residents of Linda Vista and the entire City of San Diego. Scenic resources, such as the slopes above Mission Valley, views to and from the University of San Diego, and views from public streets to Mission Bay will be maintained.

The circulation system will be enhanced by initiation of light rail service on the Mission Valley line and the mid-coast corridor to La Jolla. Bus and private shuttle transportation will link into these new rail lines. Pedestrian travel will also be enhanced by improved sidewalks and added landscaping.

The Morena industrial area will continue to be an important job center. The Morena commercial area will continue to provide for regional shopping opportunities, and will provide expanded local services, particularly restaurants. This area will add residential units through the conversion of some industrial land east of Napa Street, and around the Tecolote trolley station to residential uses.

The Linda Vista Plaza and the blocks surrounding it will be strengthened as the heart of Linda Vista. Commercial and civic facilities will be concentrated here. This commercial area will be pedestrian-oriented, with street level commercial uses, improved sidewalks, landscaping, and the redevelopment of vacant or under-utilized parcels. Automobile-oriented uses will give way to retail and office development, and residential units on upper floors.





# LINDA VISTA COMMUNITY PLANNING AREA/ COMMUNITY PLAN LAND USE MAP

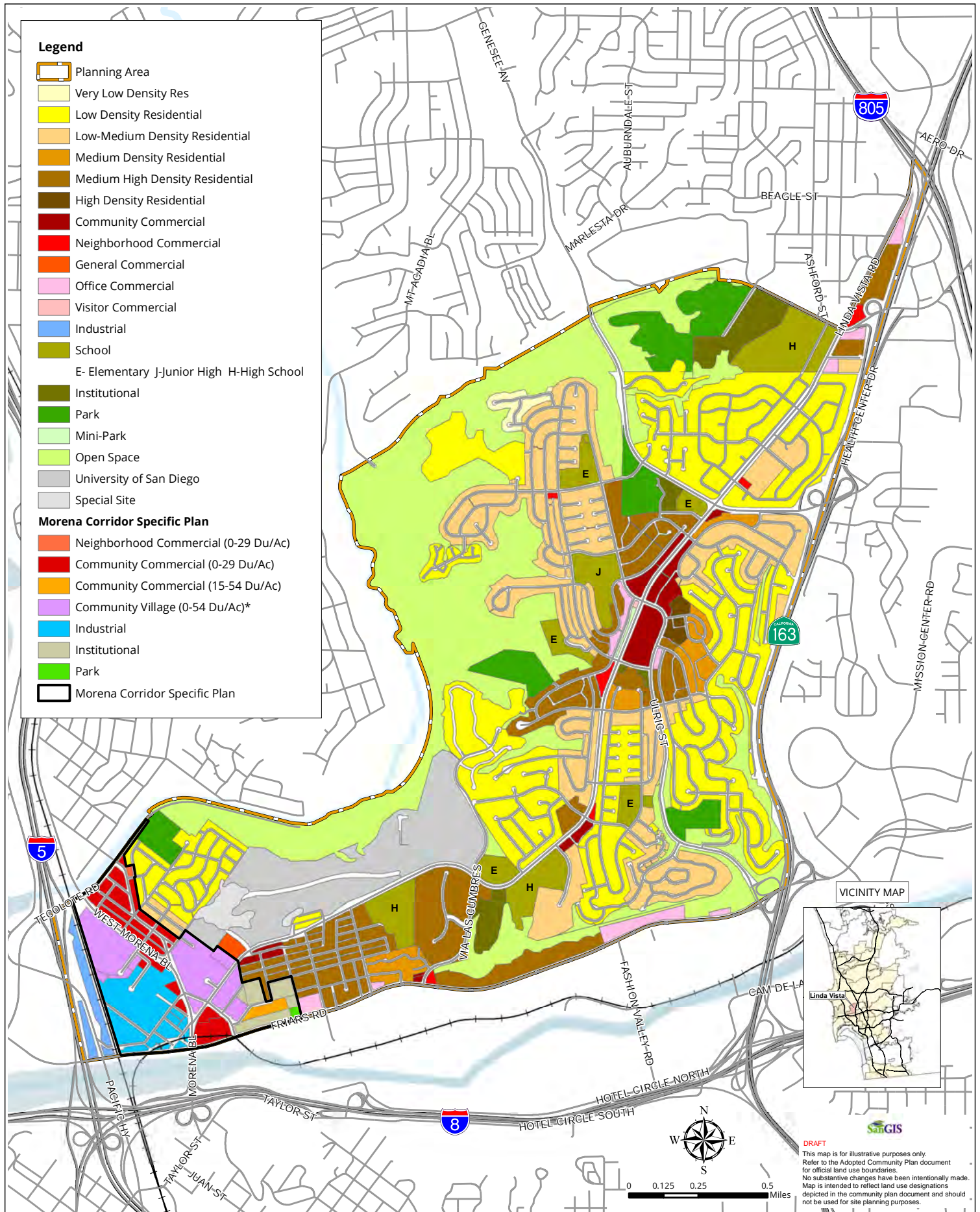
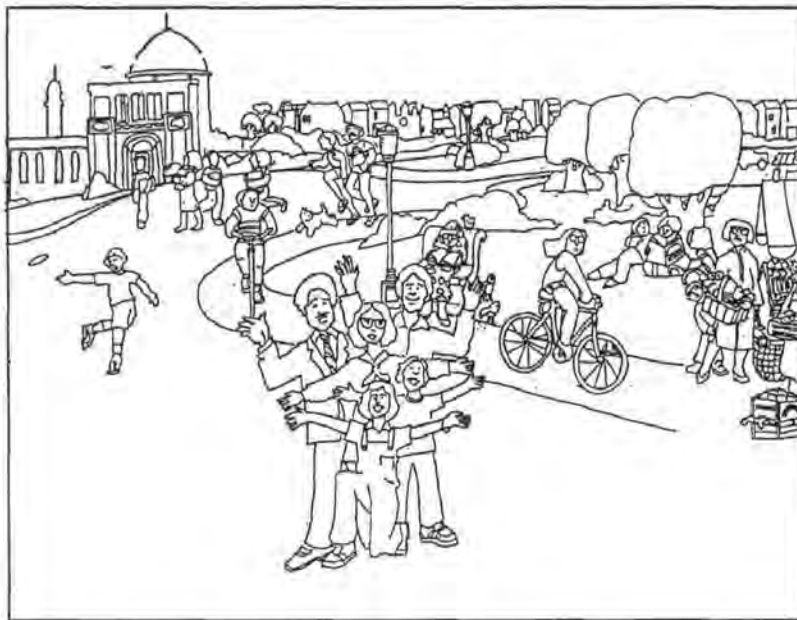


Figure 1





# INTRODUCTION

# INTRODUCTION

## PURPOSE OF THE PLAN

The Linda Vista Community Plan and Local Coastal Program Land Use Plan is the City of San Diego's statement of policy regarding growth and development of the Linda Vista community planning area over the next two decades. The plan proposes goals, policies, and strategies for land uses and public facilities. The plan designates areas for residential, commercial, industrial, and public uses, as well as areas that are to remain undeveloped. This document establishes the basis for development regulations, including such measures as zoning designations and development impact fees, and for the expenditure of public resources within the community.

## PLAN ORGANIZATION

The Linda Vista Community Plan contains goals, policies, and recommended actions, and land use maps which illustrate the recommendations. A large (1 inch = 600 feet) map on file with the City depicts land use designations with greater clarity.

The Linda Vista Community Plan is organized as follows:

The Introduction describes the purpose of the plan, its organization and its development. The Planning Context section provides background information on the planning area, history, and urban and environmental settings which guide the development of plan policies.

The bulk of the plan consists of the "Plan Elements," each of which provides goals, policies, and proposals regarding a specific land use type - for example, residential, commercial, and industrial land uses, the circulation system and public facilities. Goals are ideal future conditions or expressions of community values. Policies are statements that guide future decisions in a manner that achieves these goals. Proposals are actions, procedures, programs, or techniques to carry out the policy. Examples of proposals include funding, zoning regulations, and future studies or plans. Each plan element also contains an "action plan," which identifies the funding, timing, and responsibility for the plan recommendations. The goals, policies, proposals, and action plans are designed to be consistent and mutually reinforcing.

### *Morena Corridor Specific Plan*

The Morena Corridor Specific Plan (Specific Plan) envisions the transformation of an auto-oriented commercial corridor into pedestrian-oriented village areas, with employment, retail, and residential uses, adjacent to the Tecolote and Morena/Linda Vista trolley stations. The villages will be linked by pedestrian and bicycle facilities connecting to the trolley stations. The Specific Plan implements the goals of the City's General Plan and Climate Action Plan (CAP) by increasing employment and housing opportunities near transit, promoting walking and bicycle use as viable travel choices, and improving transit access and frequency.

The Specific Plan contains policies and supplemental development regulations for development within the Specific Plan area (see Community Plan Land Use Map, Figure 1). The policies provide direction on the qualitative aspects of development and the flexibility necessary to encourage creative design. For land within Linda Vista that is located within the Specific Plan area, the Specific Plan policies and supplemental development regulations apply.



**RESIDENTIAL**

## RESIDENTIAL LAND USE

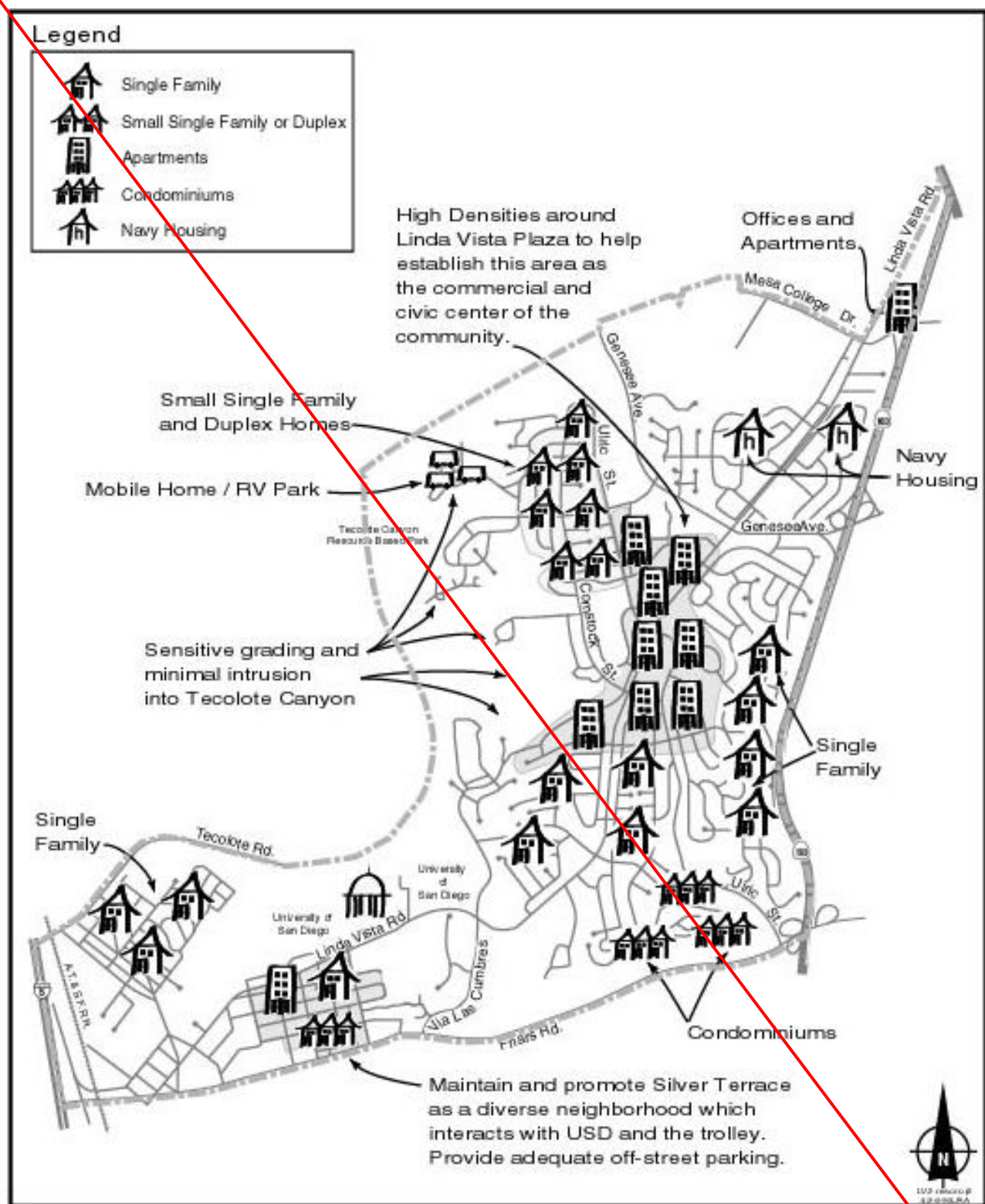
### BACKGROUND

Approximately one half the acreage of the community is devoted to residential development. Few vacant parcels are available for residential development. Single-family areas are largely built out. However, the multifamily areas could be redeveloped with a greater number of units under current zoning, especially in the central Linda Vista area.

The Linda Vista community contains a wide variety of housing types, including 3,900 single-family detached units, 6,900 multiple family units, and 220 mobile homes (as of 1990). This is a ten percent increase from the total number of units reported in 1980. For land use designations within the Morena Corridor, please refer to the Morena Corridor Specific Plan.

### **Residential Densities**

1. Low density (5-<9 dwelling units per acre) occurs in the northern part of the community in the Chesterton Navy housing project, in the Alcala Knolls and Overlook Heights neighborhoods, and in the central western area along Linda Vista Road and State Route 163. These areas are characterized by detached single-family homes on lots typically ranging from 5,000 to 10,000 square feet.
2. Low-medium density (9-< 15 dwelling units per acre) exists in the areas along Judson Street, Lanston Street, Drescher Street, and in Fashion Hills. These are typically duplexes, two-on-ones, and triplexes mixed with single-family homes in the central areas of Linda Vista, and condominiums mixed with significant open space acreage in the southern neighborhoods near Friars Road.
3. Medium density (15-<30 dwelling units per acre) occurs in small areas throughout the community and are either condominium projects or small (four to six-unit) apartment buildings.
4. Medium-high density (30-<43 dwelling units per acre) development occurs in the Silver Terrace neighborhood, student housing on the University of San Diego campus, in areas just east and south of Linda Vista Plaza, at Friars Village, along Friars Road, and in the Linda Vista Hills neighborhood at the northeastern apex of the community. These areas are developed with multi-unit condominium and apartment complexes.
5. High density (43-75 dwelling units per acre) development occurs in a 30-unit apartment complex east of Ulric Street behind Linda Vista Plaza, and a 43-unit apartment building (student housing) on Linda Vista Road at Josephine Street.



## Residential Concept

### Linda Vista Community Planning Area


City of San Diego • Community and Economic Development

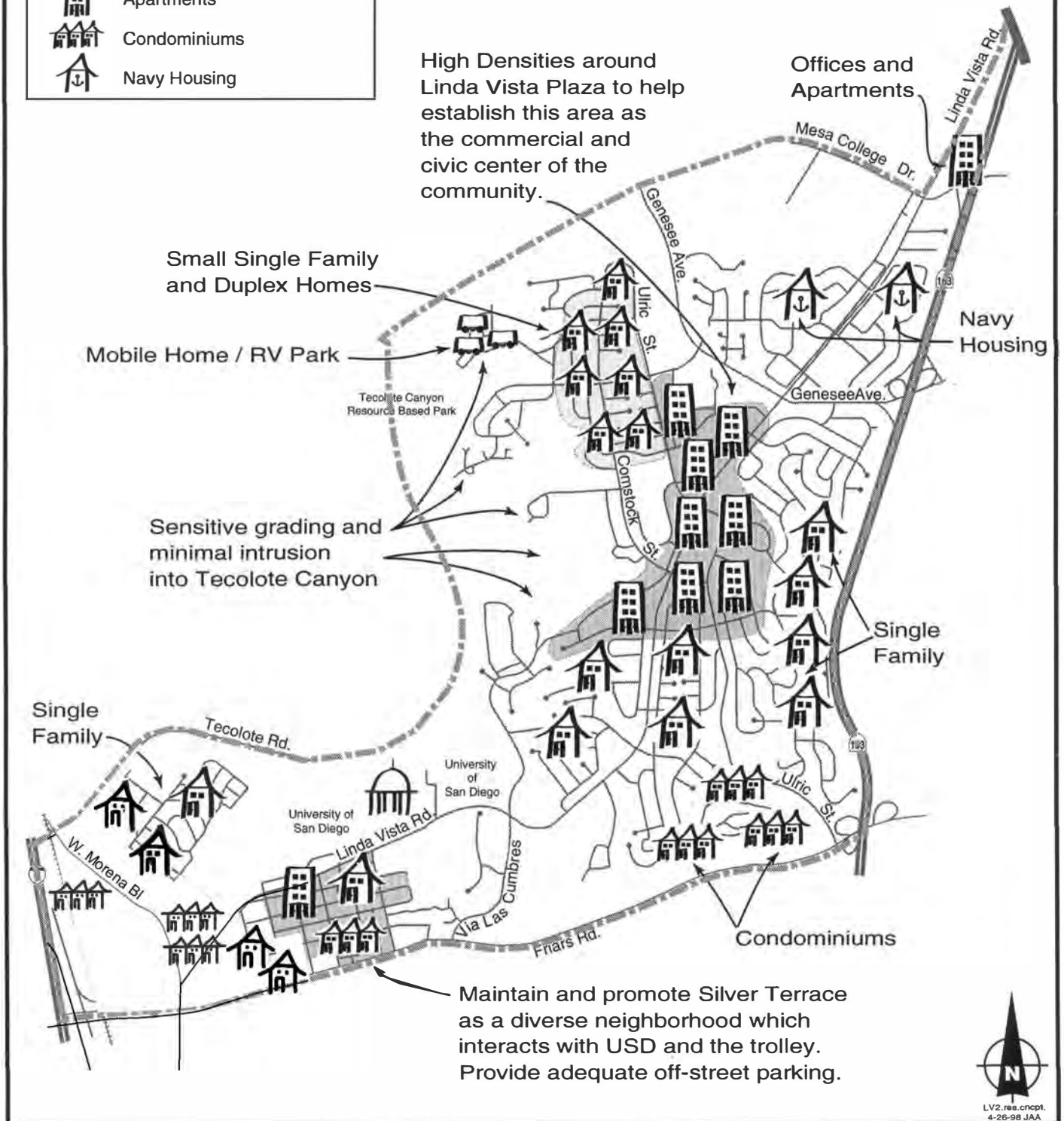
Figure

5



## Legend

-  Single Family
-  Small Single Family or Duplex
-  Apartments
-  Condominiums
-  Navy Housing



## Residential Concept

### Linda Vista Community Planning Area

City of San Diego • Community and Economic Development

Figure

5



# RESIDENTIAL DENSITY

- Very Low Density 0-5 du/ac
- Low Density 6-9 du/ac
- Low-Medium Density 9-15 du/ac
- Medium Density 15-30 du/ac
- Medium High Density 30-43 du/ac
- High Density 43-75 du/ac









## Residential Designations Linda Vista Community Planning Area

CITY OF SAN DIEGO • COMMUNITY AND ECONOMIC DEVELOPMENT

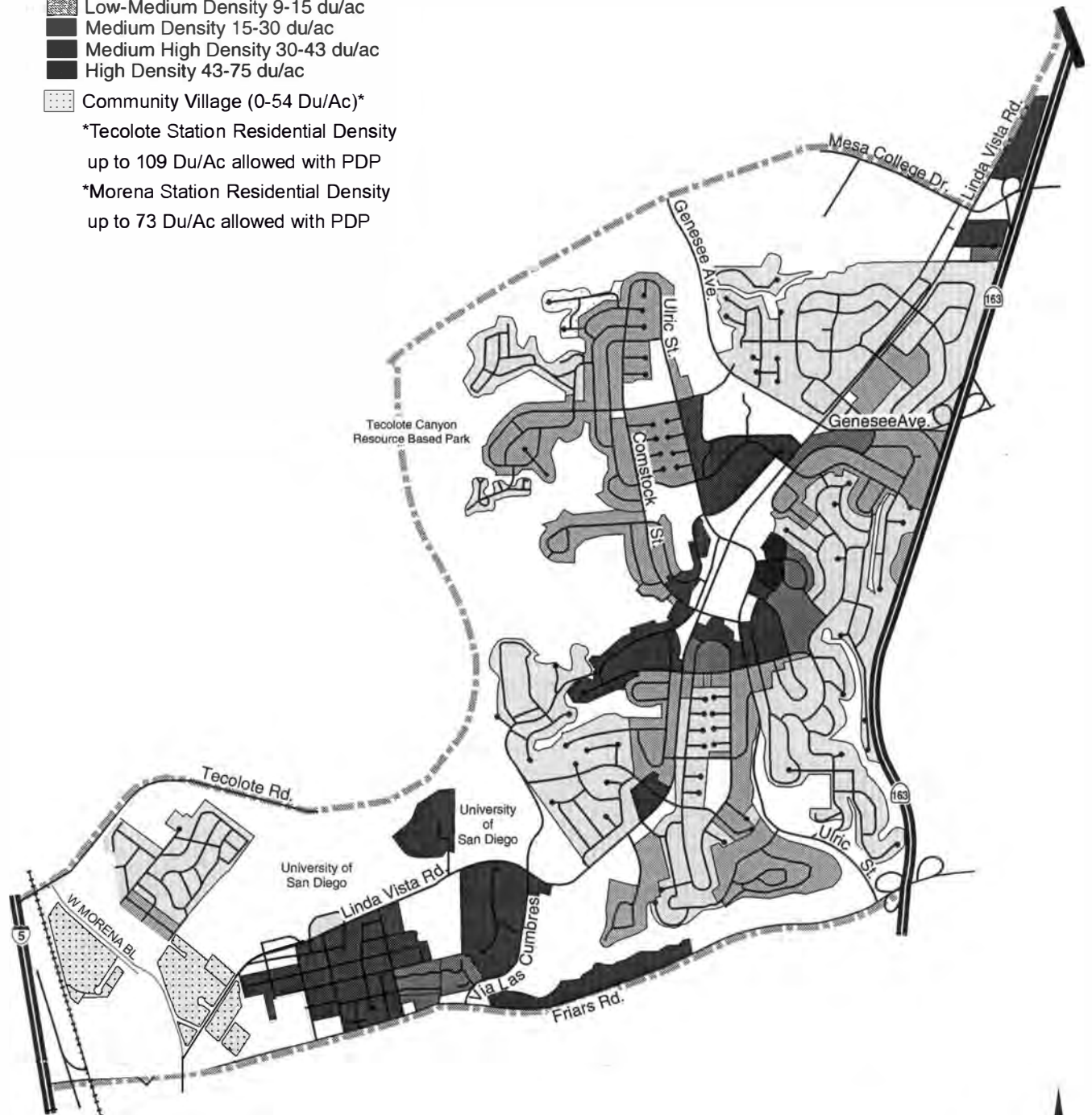
Figure  
**8**

## RESIDENTIAL DENSITY

-  Very Low Density 0-5 du/ac
-  Low Density 5-9 du/ac
-  Low-Medium Density 9-15 du/ac
-  Medium Density 15-30 du/ac
-  Medium High Density 30-43 du/ac
-  High Density 43-75 du/ac
-  Community Village (0-54 Du/Ac)\*

\*Tecolote Station Residential Density  
up to 109 Du/Ac allowed with PDP

\*Morena Station Residential Density  
up to 73 Du/Ac allowed with PDP



10-14-98 JAA  
LVLU.luplan65%



## Residential Designations Linda Vista Community Planning Area

CITY OF SAN DIEGO • COMMUNITY AND ECONOMIC DEVELOPMENT

Figure

8







## Proposed Zoning

### Linda Vista Community Planning Area

City of San Diego • Community and Economic Development




Figure

9



**COMMERCIAL  
INDUSTRIAL**

# **Legend**

-  Community Commercial
-  Neighborhood Commercial
-  General Commercial
-  Office Commercial
-  Visitor Commercial
-  Industrial
- ★ Conditional Commercial  
(see pages 60 and 113)



1:50,000  
1/1/2000



## **Commercial and Industrial Designations Linda Vista Community Planning Area**

CITY OF SAN DIEGO • COMMUNITY AND ECONOMIC DEVELOPMENT

Figure  
**12**

## Legend

-  Community Commercial
-  Neighborhood Commercial
-  General Commercial
-  Office Commercial
-  Visitor Commercial
-  Industrial

★ Conditional Commercial  
(see pages 50 and 113)



## Commercial and Industrial Designations Linda Vista Community Planning Area

CITY OF SAN DIEGO • COMMUNITY AND ECONOMIC DEVELOPMENT

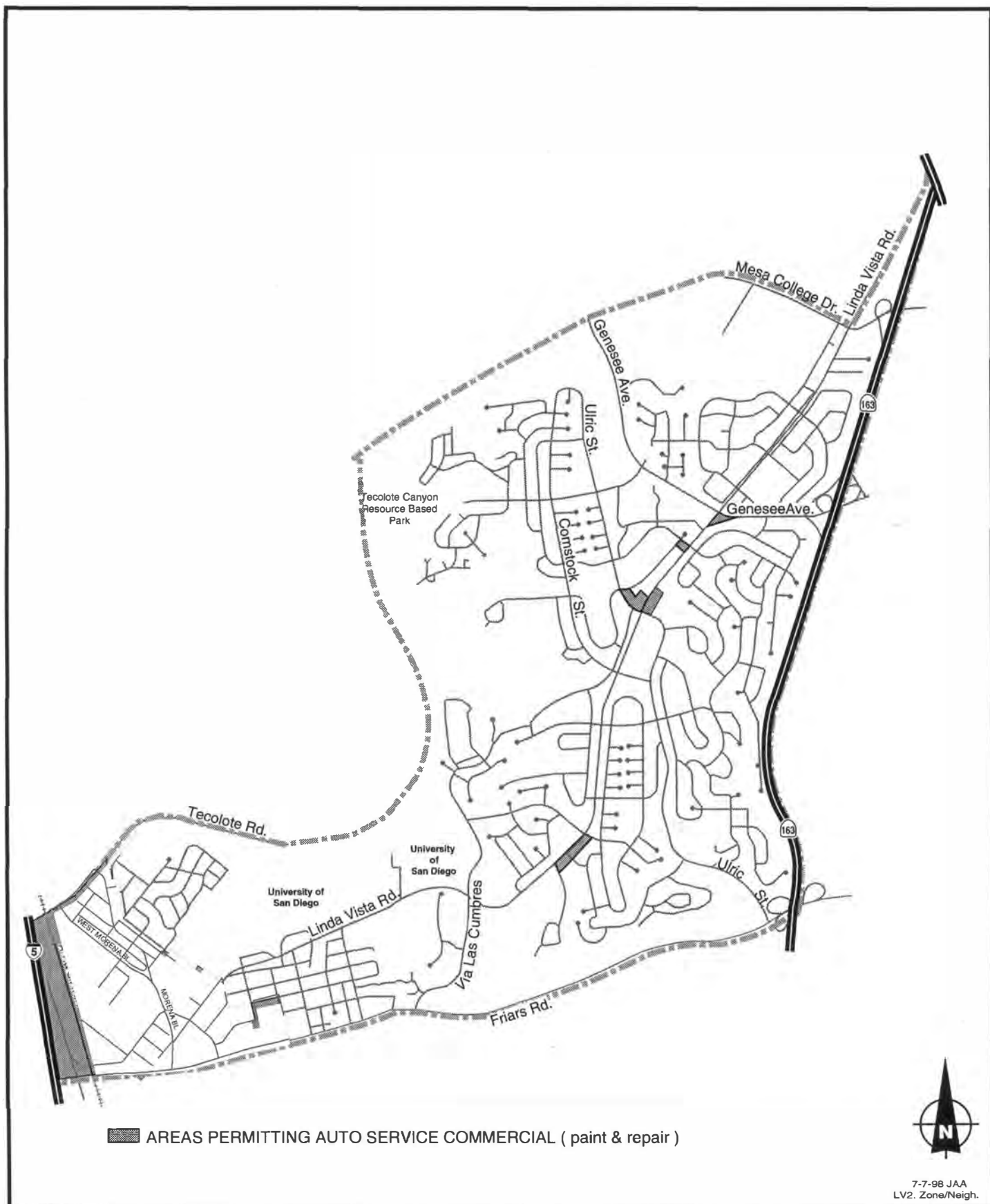
Figure  
**12**



# **Automobile - Oriented Commercial Areas** **Linda Vista Community Planning Area** City of San Diego • Community and Economic Development

Figure  
**13**





## Automobile - Oriented Commercial Areas

### Linda Vista Community Planning Area

City of San Diego • Community and Economic Development

Figure  
**13**

9. Designate the mixed residential area on both sides of Naples Street east of Tecolote Road for general commercial use. Apply zoning that permits small to medium scale commercial as well as office and residential uses.



- ~~10. Designate the remainder of the Morena area for light industrial uses. Apply zoning that permits commercial as well as light industrial uses, but do not permit residential development.~~



### **Commercial Design Standards****Specific Plan Policies and Regulations**

The Specific Plan contains supplemental development regulations to provide standards for the evaluation of development projects for use in the Morena Corridor (see Figure 14). It is intended that the supplemental regulations, in combination with the development regulations of the applicable base zone, create the type of development envisioned by the Specific Plan and Community Plan. The supplemental development regulations included building height maximums of 45 feet, while allowing architectural projections to exceed this limit by 5 feet, 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. The following standards apply to the area designated for commercial and industrial use in the Morena area (see Figure 14). These standards are intended to improve the pedestrian environment, provide a greater unity of design, and preserve views from the community to the Presidio and Mission Bay. These standards are to be implemented through a ministerial (Type A) Community Plan Implementation Overlay Zone (CPIOZ) permit procedure.

The Specific Plan also includes the Transit-Oriented Development Enhancement Program. 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 CAP and implements the Mobility and Urban Design policies of the Specific Plan. Please refer to the Morena Corridor Specific Plan for further direction.

- ~~11. Building height within the coastal zone shall be limited to 30 feet. Elsewhere, the maximum allowable building height “by right” shall be 30 feet; however, up to 45 feet may be considered with a discretionary permit. Architectural projections may exceed this limit by five feet. In the area designated for light industrial use, building heights up to 45 feet may be considered under a discretionary permit.~~
- ~~12. No building shall be erected or substantially enlarged unless a sidewalk is provided and maintained. Minimum sidewalk width in the designated commercial areas is seven feet, and minimum width in the industrial areas is five feet.~~
- ~~13. Off-street parking shall be provided according to the following standards:~~

| <del>Land Use Category</del>                          | <del>Parking Spaces/Square Feet Floor Area</del> |
|---|--|
| <del>Medical and dental office</del>                  | <del>————— 1/250</del>                           |
| <del>Professional business office</del>               | <del>————— 1/300</del>                           |
| <del>Retail and commercial service</del>              | <del>————— 1/400</del>                           |
| <del>Wholesale, distribution, and Manufacturing</del> | <del>————— 1/1500</del>                          |
| <del>Residential</del>                                | <del>Refer to citywide regulations</del>         |
| <del>Hotel</del>                                      | <del>————— 1/room</del>                          |

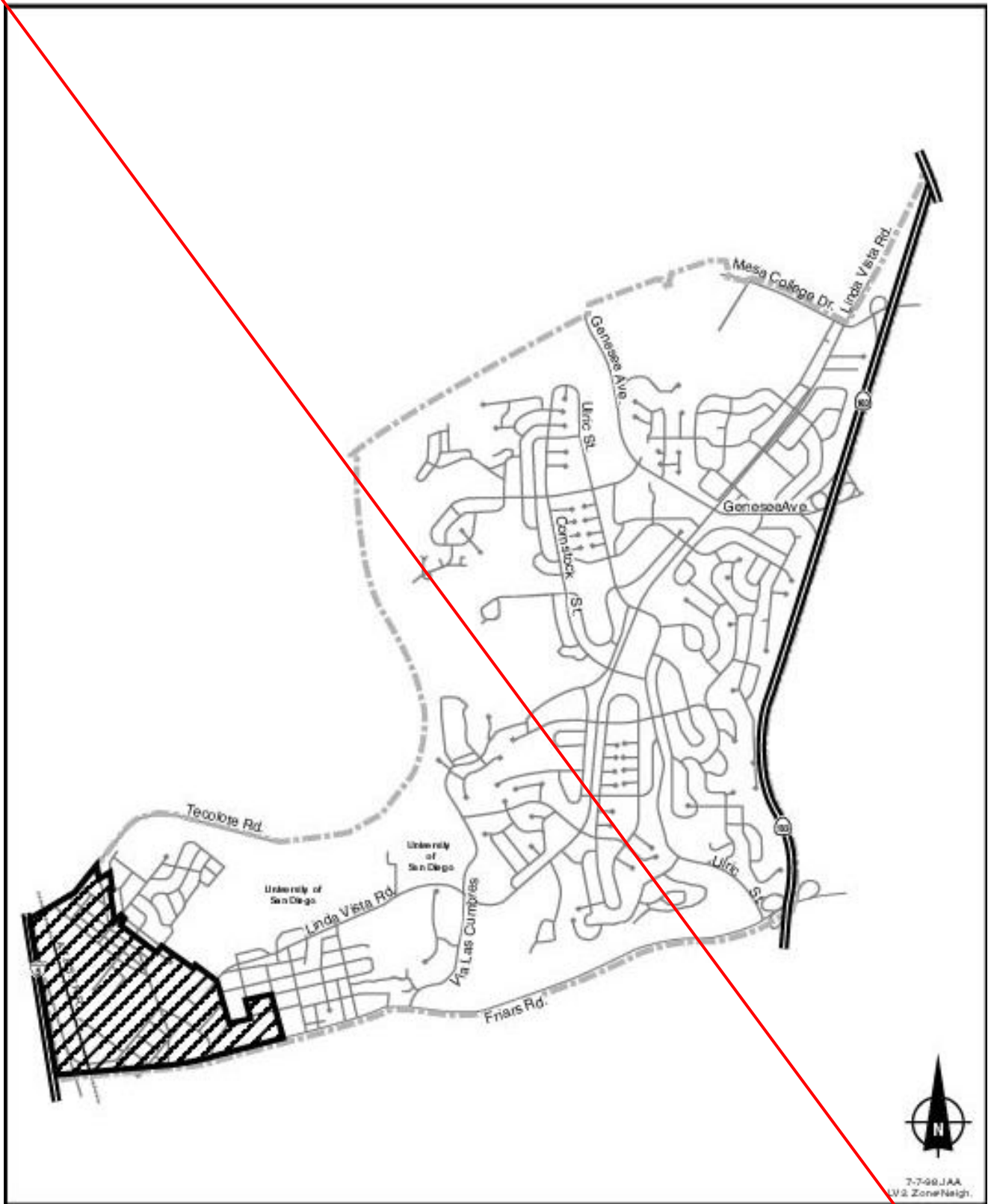
- ~~14. Landscaping should be required in accordance with the citywide landscape ordinance using the guidelines included in the Urban Design Element of this community plan.~~
- ~~15. For rehabilitation of existing structures or minor alterations, every effort shall be made to comply with these standards, but the City Manager may authorize variations from the standards for parking, landscaping, and sidewalk widths where conditions warrant. Minor alterations involve less than 50 percent of the market value of the structure.~~

### **Economic Development Proposals**

16. The City should direct public funds to reinforce the area of Linda Vista Road and Comstock Street, including Linda Vista Plaza, as the social and commercial center of the community. The construction and maintenance of public facilities and the operation of social services

should occur in this area. Public facilities should be of high architectural quality and should incorporate public art and distinctive signage to create a sense of place that is uniquely Linda Vista.

17. The City and community should identify a parcel of land in Linda Vista for use as a community garden.
18. Form a Micro Business Improvement District or Association (BID/BIA) (subject to voter approval) in the central Linda Vista area and one in the Morena area to coordinate marketing, landscaping, and signage. The BID/BIA should apply for start-up funds from the City's Office of Small Business, but would be subsequently self-financed. The business associations should work in partnership with the City to enhance these two commercial areas. The City's contribution would focus on public improvements (streets, lighting, pedestrian access) and the maintenance of these improvements.
19. The Civic Association in partnership with Kearny High School has brought weekly farmer's market to Linda Vista. The parking lot at Kearny High School is used for this activity.



7-7-98 JAA  
LV2 Zone Neigh.



**Area Subject to CPIOZ Regulations**  
**Linda Vista Community Planning Area**  
 City of San Diego • Community and Economic Development

Figure  
**14**



**Area Subject to Specific Plan Policies and Regulations**  
**Linda Vista Community Planning Area**  
 City of San Diego • Community and Economic Development



# TRANSPORTATION



# TRANSPORTATION

## BACKGROUND

The transportation system in Linda Vista consists of vehicular, bicycle, pedestrian, and mass transit components. The transportation network services the internal Linda Vista community and links to the adjacent communities of Clairemont Mesa, Kearny Mesa, Serra Mesa, Mission Valley, Old Town, Mission Bay Park, and the regional freeway system.

The Linda Vista community is accessed by two freeways, Interstate 5, a major north-south freeway that runs parallel to the coast and State Route 163, a north-south freeway that connects downtown with the Interstate 15 corridor. Interstate 8, a major east-west freeway, is just to the south of the community. Figure 17 shows the existing functional street classifications in Linda Vista. A map depicting signalized intersections in Linda Vista is shown on Figure 18. The level-of-service (LOS) for congested intersections (defined as LOS D or worse) are shown on Figure 19.

### *Morena Corridor Specific Plan*

The Morena Corridor Specific Plan establishes a grid network of streets through roadway extensions and intersection realignments that will improve mobility for all modes, enhancing pedestrian and bicycle safety, and provide more connections to reduce vehicular congestion. 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. Refer to the Morena Corridor Specific Plan for further direction regarding mobility improvements within the Morena Corridor.

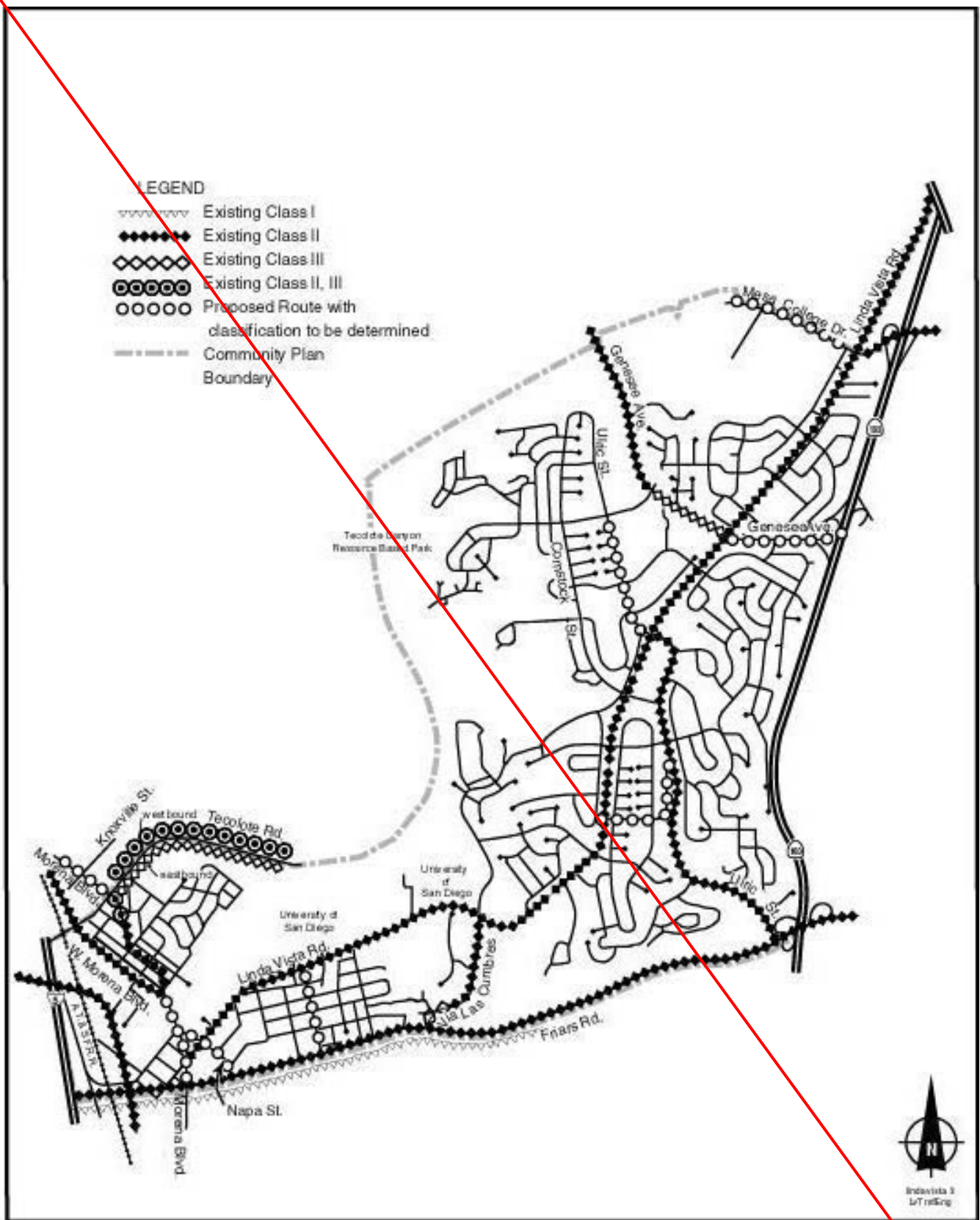
### **Existing Roadway Network**

City streets are classified according to function and traffic volume. Collector streets, which provide moderate volume through traffic movement between local streets and higher street classifications, include Collusa Street, portions of Comstock Street, Glidden Street, Osler Street, Pacific Highway, Tait Street, portions of Ulric Street, and Via Las Cumbres.

Major streets are designed to carry high volume through traffic, but allow for access from abutting properties and provide a connection between collector streets, primary arterials, and freeways. Streets in the community which are currently functioning as major streets are Friars Road, Genesee Avenue, Linda Vista Road, Mesa College Drive, Morena Boulevard, Napa Street, Tecolote Road, portions of Ulric Street, and West Morena Boulevard.

Primary arterials are designed to carry very large volumes of traffic from major streets and to connect to the freeway system. Direct access to abutting properties is generally not permitted. Friars Road at State Route 163 functions as a primary arterial.





## Bikeways Linda Vista Community Plan Area

City of San Diego & Community and Economic Development Dept.  
Transportation Planning Section

Figure  
**22**

# LEGEND

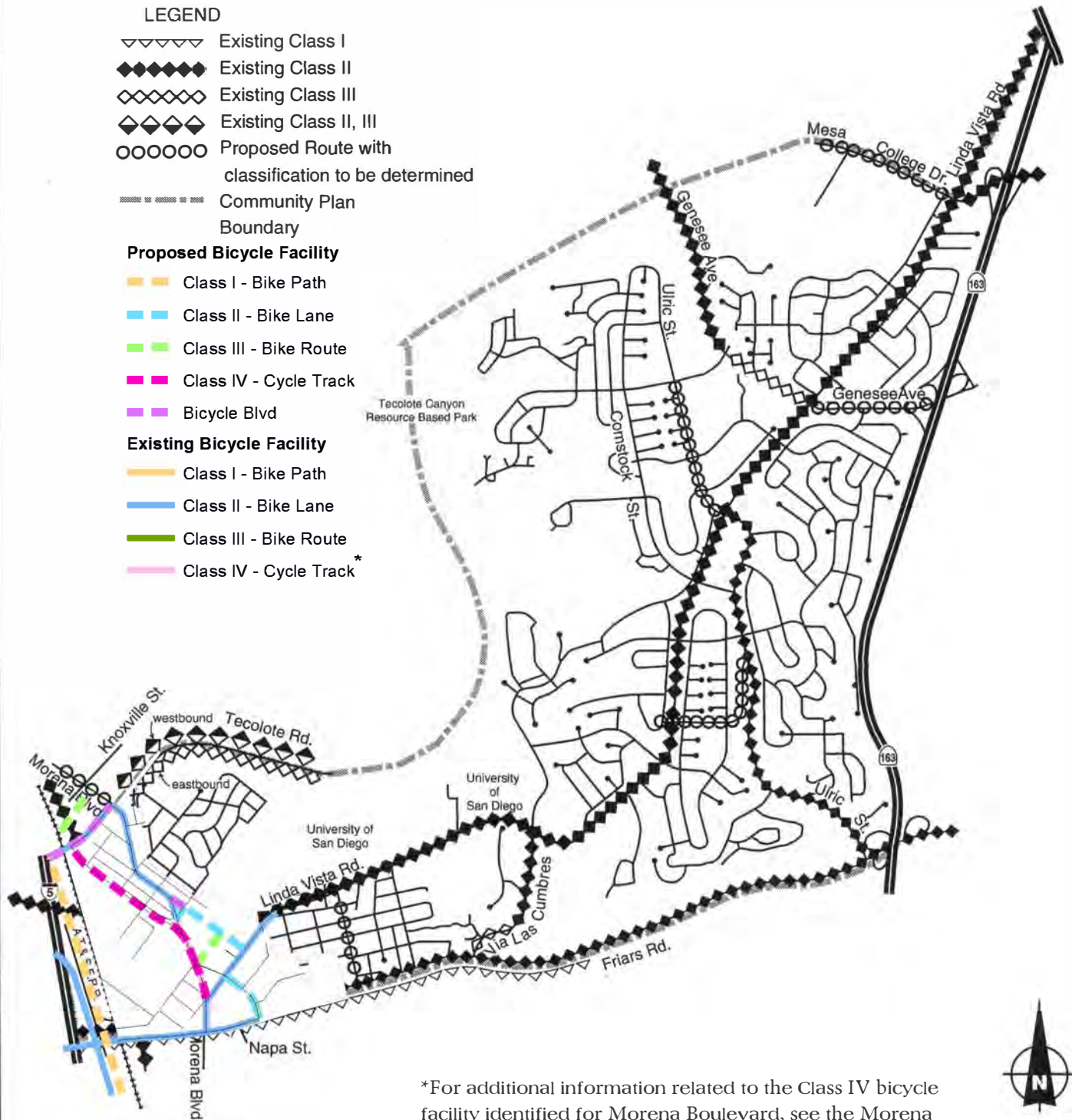
- ▽▽▽▽ Existing Class I
- ◆◆◆◆ Existing Class II
- ◇◇◇◇ Existing Class III
- ◆◆◆◆ Existing Class II, III
- Proposed Route with classification to be determined
- Community Plan Boundary

## Proposed Bicycle Facility

- Class I - Bike Path
- Class II - Bike Lane
- Class III - Bike Route
- Class IV - Cycle Track
- Bicycle Blvd

## Existing Bicycle Facility

- Class I - Bike Path
- Class II - Bike Lane
- Class III - Bike Route
- Class IV - Cycle Track \*



\*For additional information related to the Class IV bicycle facility identified for Morena Boulevard, see the Morena Corridor Specific Plan.



9-21-98 JAA  
LV3. lv traf eng



## Bikeways

### Linda Vista Community Planning Area

City of San Diego • Community and Economic Development

Figure

22

## GOALS

1. Limit traffic congestion by designating appropriate land uses and intensity of residential, commercial, and industrial development within the community.
2. Maintain and improve the street system to enhance traffic flow.
3. Promote the use of transit and shuttle service.
4. Provide safe and pleasant pedestrian walkways and bikeways to connect residential neighborhoods, schools, parks, and commercial areas.
5. Provide adequate parking facilities.
6. Provide street landscaping along the major streets and at community entrances.

## POLICIES

1. Maintain at least the existing level of bus service, and encourage the major educational institutions to supplement public transit with shuttle service.
2. Require parking in accordance with citywide standards for new commercial and residential development. Reduce the parking requirement for industrial development.
3. The City should improve the road network by modifying congested intersections and street segments where feasible. All road improvements shall include sidewalks and landscaping.
4. Improve the signage connecting Interstate 5 and the Morena area.
5. Where possible, street medians and excess right-of-way should be enhanced with landscaping, hardscape, public art, or other amenities.

## SPECIFIC PROPOSALS

The following roadway segments should be improved to meet the future traffic demand, improve traffic flow, and reduce delay and congestion.

### Transportation Element

~~1. **Napa Street.** Napa Street between Linda Vista Road and Morena Boulevard should be widened to a modified four-lane collector street. This would require the widening of Napa Street to provide two westbound lanes, one eastbound left-turn lane, one left turn/through lane, one eastbound through lane, and bike lanes but no center median.~~

2.1. **Ulric Street.** Widen between Linda Vista Road and Fulton Street to a two-lane collector street with a center turn lane.

**3.2. Via Las Cumbres.** Restripe Via Las Cumbres from Friars Road to Linda Vista Road to provide four through lanes and designate this section for Class II bike lanes where parking is prohibited and a Class III bike route where parking is allowed.

**4.3. Genesee Avenue.** Widen Genesee Avenue from Osler Street to north of Marlesta Drive to provide four through lanes as a four-lane major street.

The following intersections should be improved to accommodate traffic flow and reduce delay and congestion. Operational improvements, such as striping and placement of signals are subject to change over time.

6. **Linda Vista Road at Mesa College Drive.** Widen Linda Vista Road to provide an exclusive southbound right-turn lane. Restripe Mesa College Drive to provide an exclusive westbound right-turn lane.

7. **Linda Vista Road at Genesee Avenue.** Restripe Genesee Avenue to provide an exclusive eastbound right-turn lane. Widen Linda Vista Road to provide an exclusive northbound right-turn lane. Lengthen the Genesee Avenue westbound left-turn lanes to 300 feet of vehicle storage length.

~~8. **Linda Vista Road at Napa Street.** Widen Linda Vista Road to provide an exclusive right-turn lane for southbound traffic. Widen Napa Street west of Linda Vista Road to provide one eastbound left-turn lane, one optional left-turn or through lane, one eastbound through lane, two westbound through lanes, and bike lanes but no parking allowed.~~

**9.8. Morena Boulevard at Tecolote Road.** Widen Morena Boulevard north of Tecolote Road including the bridge over Tecolote Creek, to provide two northbound lanes, one southbound left-turn lane, one southbound through/right turn lane, and an exclusive southbound right-turn lane. Restripe and/or widen Morena Boulevard south of Tecolote Road to include two northbound left-turn lanes, one northbound through lane and a shared northbound through/right-turn lane, and one southbound through lane.

Improvements to Genesee Avenue and Mesa College Drive should be designed to comply with the City's Multiple Species Conservation Plan. Based on the goals discussed above, the future traffic forecast volumes, and the recommended transportation improvements, the recommended future street classifications are shown on Figure 25.

Other proposals are as follows:

10. Install landscaping, public art, and/or neighborhood identification signage on the two triangular asphalt islands at the juncture of Morena and West Morena Boulevards. Remove unnecessary medians on the east side of West Morena Boulevard. Where sufficient right-of-way exists, widen sidewalks along Morena and West Morena Streets to allow room for street trees.

11. Examine whether alternative on-street parking can be provided in the Morena area.



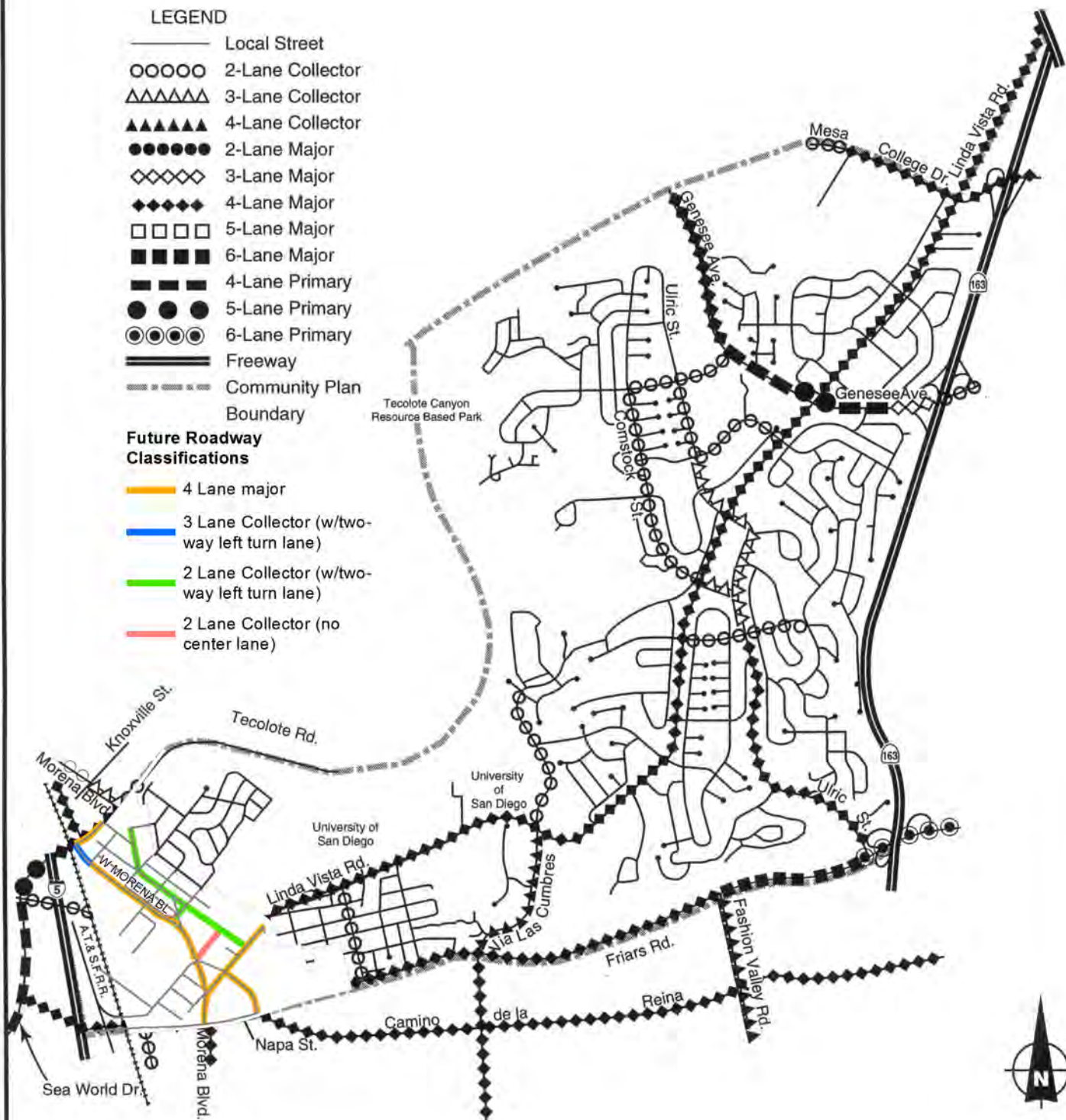


# LEGEND

- Local Street
- OOOOO 2-Lane Collector
- △△△△△ 3-Lane Collector
- ▲▲▲▲▲ 4-Lane Collector
- 2-Lane Major
- ◇◇◇◇◇ 3-Lane Major
- ◆◆◆◆◆ 4-Lane Major
- 5-Lane Major
- ■ ■ ■ ■ 6-Lane Major
- — — — — 4-Lane Primary
- ● ● ● ● 5-Lane Primary
- ○ ○ ○ ○ 6-Lane Primary
- == Freeway
- - - - - Community Plan Boundary

## Future Roadway Classifications

- 4 Lane major
- 3 Lane Collector (w/two-way left turn lane)
- 2 Lane Collector (w/two-way left turn lane)
- 2 Lane Collector (no center lane)



9-21-98 JAA  
LV3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100



## Future Street Classifications

### Linda Vista Community Planning Area

City of San Diego • Community and Economic Development

Figure  
**25**

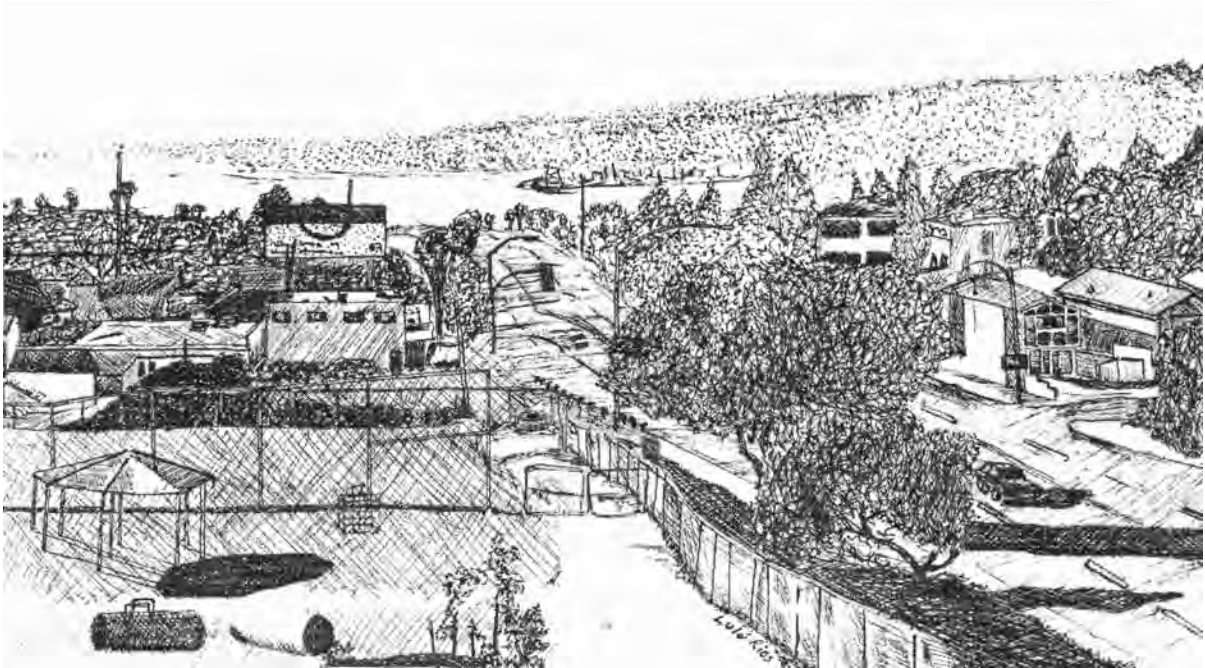


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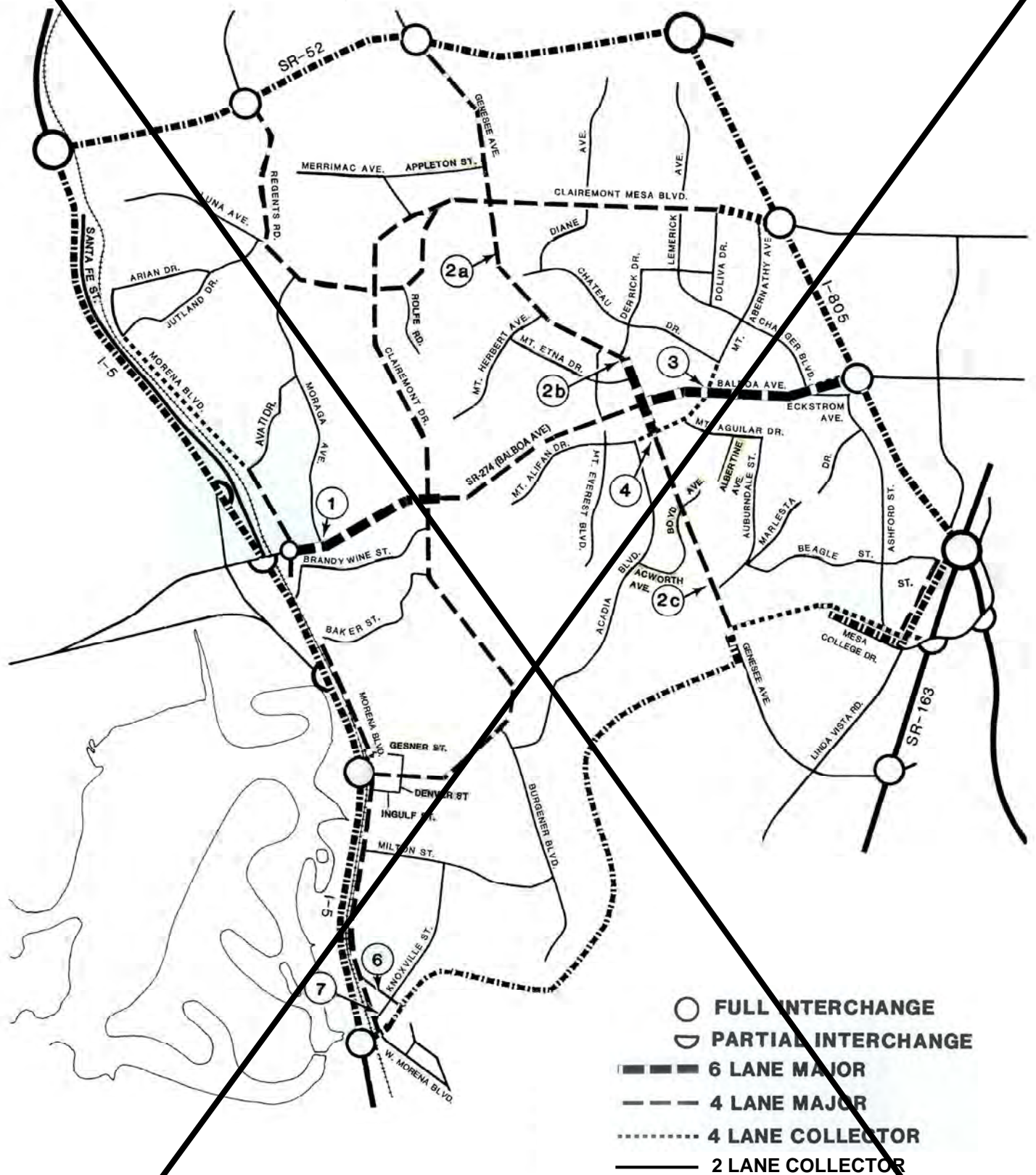
# Clairemont Mesa

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## Community Plan



Proposed Community Plan Amendment for the  
Morena Corridor Specific Plan

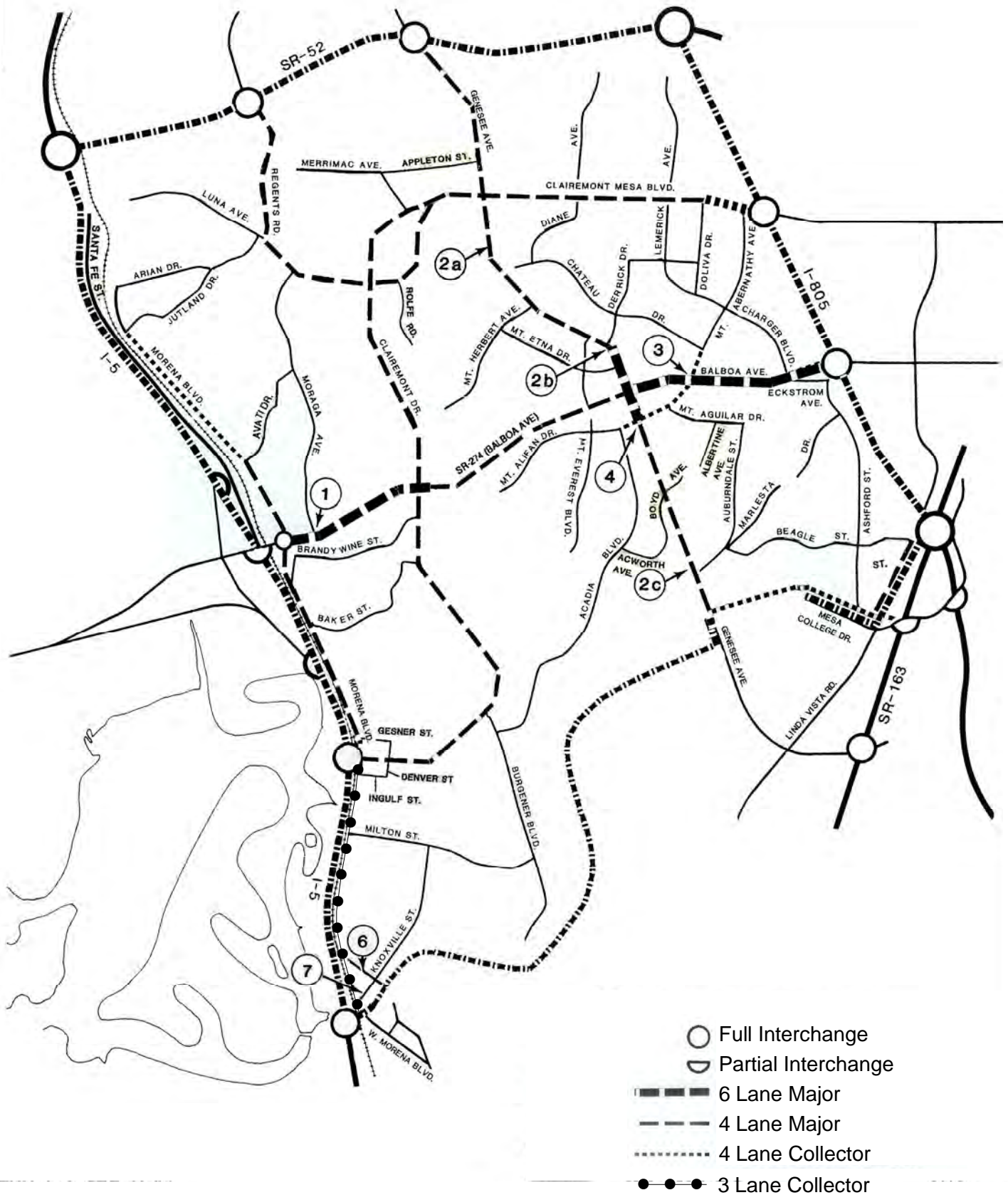


## 2005 Street Classifications and Recommendations

### Clairemont Mesa Community Plan

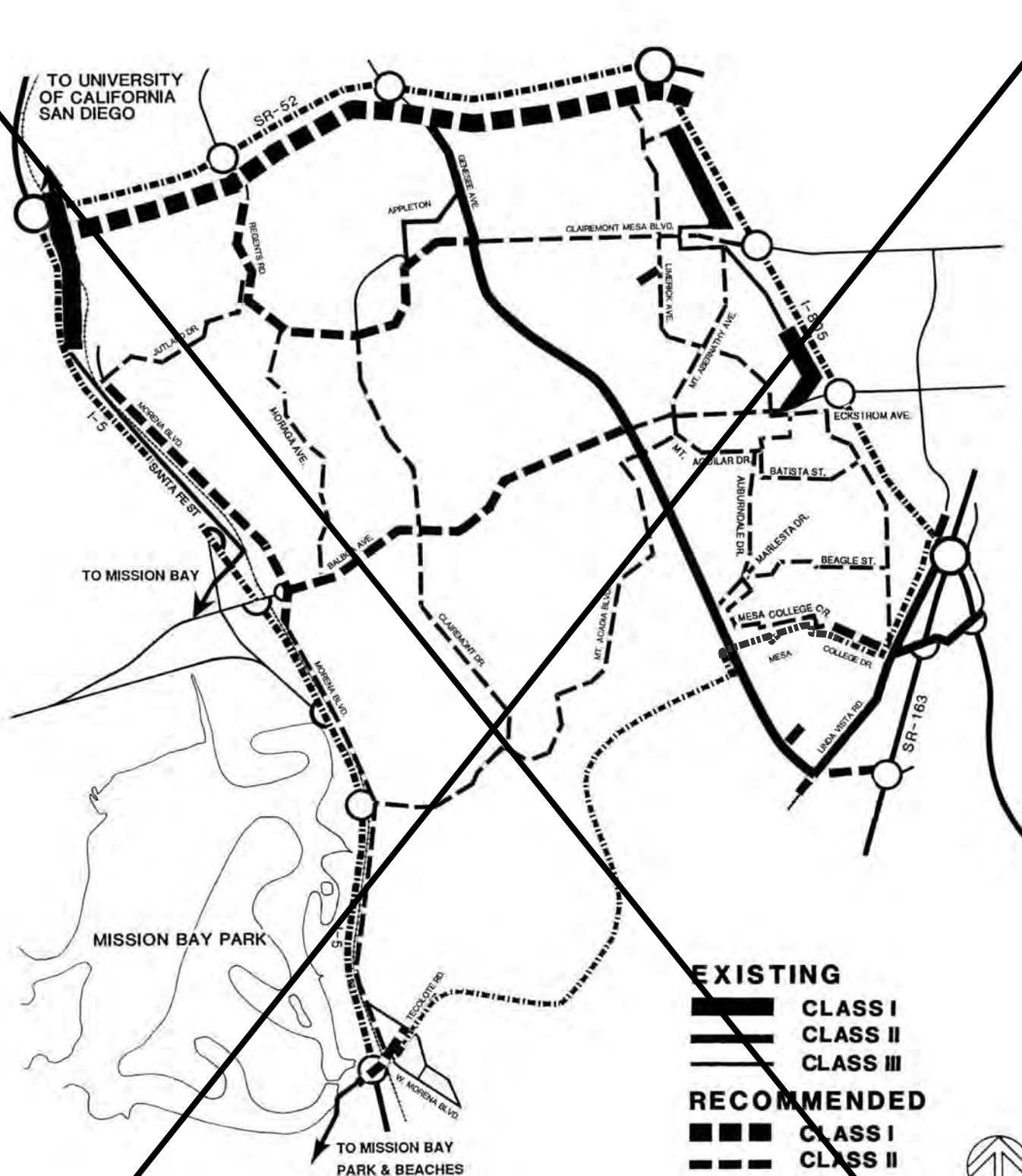
**22**  
FIGURE





## 2005 Street Classification and Recommendations

### Clairemont Mesa Community Plan



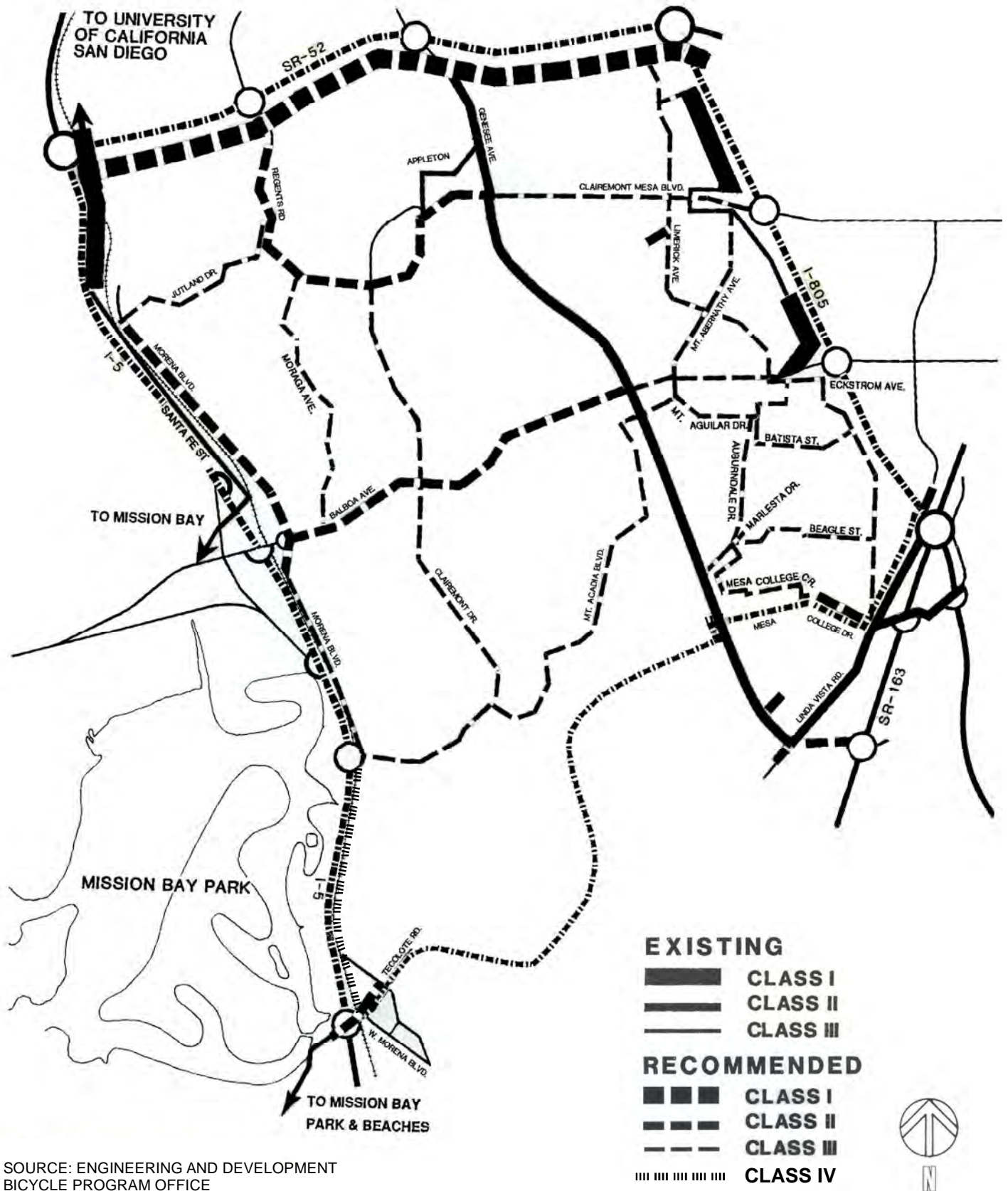
SOURCE: ENGINEERING AND DEVELOPMENT  
BICYCLE PROGRAM OFFICE

## Recommended Bikeway System

### Clairemont Mesa Community Plan

26  
FIGURE





SOURCE: ENGINEERING AND DEVELOPMENT  
BICYCLE PROGRAM OFFICE

## Recommended Bikeway System

### Clairemont Mesa Community Plan

\*For additional information related to the Class IV bicycle facility identified for Morena Boulevard, see the Morena Corridor Specific Plan.

## Morena Corridor Specific Plan Public Comment Summary

The Draft Program Environmental Impact Report (PEIR) for the Morena Corridor Specific Plan was made available for public review beginning August 1, 2018. Public review comments and responses to comments addressing the Environmental Impact Report are found in the Final Environmental Impact Report. Public review comments that specifically pertained to the Specific Plan received during the public review period for both the Draft Specific Plan and Draft PEIR are addressed below. The comments provided through the public review process addressed a range of topics related to the Specific Plan, including proposed residential densities, building height limits, a pedestrian bridge over Interstate 5 (I-5) connecting to Mission Bay, infrastructure and services, potential traffic impacts associated with development, and Climate Action Plan implementation.

Below is a summary of the issues raised and the Planning Department's response.

|   |
|---|
| <p><b>Comment Topic: Proposed Residential Densities</b></p> |
|---|

|  |
|--|
| <p>A majority of the comments expressed concern with the proposed increases in residential density within the Tecolote Village and Morena Station districts.</p> |
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| <p><i>Planning Department Response:</i></p> |
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| <p>The draft Specific Plan land use recommendations for Linda Vista were developed over the course of more than ten subcommittee meetings and additional pop-up outreach events in the community. Through the community engagement process, four districts were established in Linda Vista that provide a vision and policies that address the form and character envisioned for each area. No land use changes are proposed within the Clairemont Mesa portion of the Specific Plan area.</p> |
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| <p>Early in the engagement process, subcommittee and community members expressed a desire to maintain land within the corridor that would retain jobs, support employment-related uses, and promote the Morena Corridor as a design district. In response, the Specific Plan proposed to maintain the adopted commercial and industrial land uses for the Employment and Design Districts to encourage small and craft goods productions and other employment-related uses.</p> |
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| <p>The Specific Plan will implement the goals of the City's General Plan and Climate Action Plan (CAP) by increasing employment and housing opportunities near transit, promoting walking and bicycle use as viable travel choices, and improving transit access and frequency in order to reduce greenhouse gas emissions.</p> |
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| <p>The draft Specific Plan focuses increased density within two of the four districts within Linda Vista – the Tecolote Village and Morena Station Districts. Land designated for higher density residential uses comprises approximately 50 acres of land (approximately 27% of land within the Linda Vista portion of the Specific Plan area) as Community Village. To address community concerns related to higher density residential uses, the draft Specific Plan maintains the adopted commercial land uses within the Design District to serve as a transition between the higher-density Tecolote Village (up to 109 dwelling units per acre) and the existing Overlook Heights neighborhood.</p> |
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| <p>The proposed community village densities (up to 73 dwelling units per acre) within the Morena Station District would be generally compatible with the bulk and scale of the existing Morena Village</p> |
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development adjacent to the Morena/Linda Vista Trolley Station (approximately 50 dwelling units per net acre) and the Pacific Ridge Apartments across from USD (approximately 60 dwelling units per net acre).

Additionally, the Program Environmental Impact Report (PEIR) analyzes two lower density alternatives and a no-project alternative (the adopted Community Plan), allowing the City Council to adopt a lower density alternative if preferred.

**Comment Topic: Building Height Limits**

A majority of the comments expressed concern with the proposed height limit increases within Linda Vista. The comments expressed concern that the proposed height limits would be out of scale with the existing neighborhood character and would impact views to Mission Bay.

*Planning Department Response:*

The draft Specific Plan maintains the Clairemont Mesa Height Limit Overlay Zone. For Linda Vista, the Specific Plan establishes a process for community-review of development projects with building heights that exceed the current 45-foot limit in Linda Vista.

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. This includes all land within the Design District, which is located directly adjacent to the Overlook Heights neighborhood. Increases in building heights 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 existing lower scale buildings and planned higher scale development. 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.

**Comment Topic: Affordable Housing**

*Planning Department Response:*

The draft Specific Plan proposes to increase the capacity for new housing within the area by approximately 5,600 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.

**Comment Topic: Traffic Impacts**

A majority of the comments expressed concern that the proposed land use changes and residential density increases would result in traffic impacts to community roadways.

*Planning Department Response:*

The draft Specific Plan proposes a modified grid network through the extension of Morena Boulevard and the realignment of streets within Linda Vista to enhance pedestrian and bicycle safety, while providing more connections within the Specific Plan area to reduce vehicular congestion.

A Traffic Impact Study (TIS) was conducted for the draft Specific Plan and is included as an appendix of the draft PEIR. The TIS analyzes traffic impacts associated with full build out of the Specific Plan land uses.

Potential impacts and mitigation measures are identified in the TIS. Recommended improvements are incorporated into the draft Specific Plan that would reduce congestion on roadways within Linda Vista, including Morena Boulevard and Linda Vista Road.

**Comment Topic: Parking**

*Planning Department Response:*

The draft Specific Plan includes a goal in the Mobility Chapter to provide adequate parking for all new development.

The draft Specific Plan utilizes Citywide parking regulations for all new development.

Additionally, improvements to roadways within the Specific Plan area include the extension of public streets that increase on-street parking within the Corridor, specifically within the Morena Station District.

The draft Specific Plan includes policies for the Tecolote and Morena Station Village areas that promote the utilization of shared structured parking serving multiple uses to efficiently meet the parking needs of the village. (Policies 2.3.8 and 2.4.10).

**Comment Topic: Pedestrian/Bicycle Safety – Pedestrian Bridge to Mission Bay**

*Planning Department Response:*

The draft 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. Additionally, 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. 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. (Policies 3.4.6 and 3.4.7)

The draft Specific Plan also includes a policy to coordinate with SANDAG and Caltrans to provide a

pedestrian/bicycle bridge over I-5. The location of the bridge should improve access from the community and transit stations to Mission Bay Park (Policy 3.4.9).

**Comment Topic: Infrastructure and Services**

*Planning Department Response:*

Chapter 7 of the draft Specific Plan identifies the infrastructure and facilities that serve the Morena Corridor. The draft PEIR includes analysis of the impacts of the draft Specific Plan on public services, including fire protection and emergency services, police protection, schools, libraries, and parks and recreational facilities.

The draft Specific Plan includes proposed mobility improvements in the communities of Linda Vista and Clairemont Mesa. As each of these communities' Impact Fee Studies (IFS) are updated, the community-serving infrastructure identified in the Specific Plan will be incorporated into the IFS and included as part of the Development Impact Fee (DIF) that will be assessed on future development. The DIF is a partial funding source for the public facilities envisioned for the community and contained within the IFS. Those portions of the 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.

**Comment Topic: Conservation Policies and Climate Action Plan (CAP) Implementation**

*Planning Department Response:*

The draft Specific Plan includes a Conservation Chapter which details the sustainable development strategies and policies that will help implement the CAP. The proposed land use plan implements the CAP's land use and mobility strategy by designing areas for higher density housing with a Transit Priority Area. The Specific Plan identifies bicycle and pedestrian facility improvements that complement the land use strategy to provide housing growth opportunities within TPAs. The Specific Plan establishes a modified grid network that facilitates shifting trips to transit, walking, and bicycling, while also accommodating vehicle traffic and minimizing conflicts between travel modes.

The Urban Design and Conservation Chapter further promote sustainability within the Corridor through the inclusion of policies addressing site and building design, including energy consumption, use of drought-tolerant landscaping, and integration of storm water best management practices to help implement the goals of the General Plan and CAP. Also, the CAP consistency checklist would be applied as a part of the development permit review process.

Additionally, energy efficiencies within future development would be realized through the mandatory energy requirements of the California Green Building Standards Code (CALGreen) and the California Energy Code (Title 24 of the California Code of Regulations). CALGreen addresses enhanced design and construction of buildings using concepts which reduce negative impacts and promote those principles which have a positive environmental impact and encourage sustainable construction practices.

RESOLUTION NUMBER R-\_\_\_\_\_

DATE OF FINAL PASSAGE \_\_\_\_\_

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN  
DIEGO ADOPTING AN AMENDMENT TO THE  
CLAIREMONT MESA COMMUNITY PLAN AND GENERAL  
PLAN.

WHEREAS, on \_\_\_\_\_, the City Council of the City of San Diego held a public hearing for the purpose of considering an amendment to the Clairemont Mesa Community Plan and General Plan, and other actions associated with the Morena Corridor Specific Plan; and

WHEREAS, the current Clairemont Mesa Community Plan and Local Coastal Program was adopted in 1989 and last amended in 2011; and

WHEREAS, the Planning Commission of the City of San Diego held a public hearing on February XX, 2018, to consider the proposed Morena Corridor Specific Plan and associated amendments to reflect mobility improvements within the Clairemont Mesa Community Plan; and

WHEREAS, the Planning Commission recommended certification of Final Environmental Impact Report Project No.582608/SCH No. 2016101021 prepared for the proposed Morena Corridor Specific Plan; and

WHEREAS, the Planning Commission found, based on its hearing record, that the proposed Clairemont Mesa Community Plan amendment is consistent with and implements the City of San Diego's General Plan; that the proposed plan amendment helps achieve long-term community and city-wide goals related to multimodal mobility; and

WHEREAS, the City Council has considered the Planning Commission record and recommendation as well as the maps, exhibits, and written documents contained in the file for



the Clairemont Mesa Community Plan amendment on record in the City of San Diego, and has considered the oral presentations given at the public hearing; NOW, THEREFORE,

BE IT RESOLVED, by the City Council of the City of San Diego that it adopts the amendment to the Clairemont Mesa Community Plan, a copy of which is on file in the Office of the City Clerk as Document No. RR- \_\_\_\_\_.

BE IT FURTHER RESOLVED, by the City Council of the City of San Diego that it adopts the amendment to the General Plan, a copy of which is on file in the Office of the City Clerk as Document No. RR- \_\_\_\_\_.

APPROVED: MARA W. ELLIOTT, City Attorney

By \_\_\_\_\_  
Corrine Neuffer  
Deputy City Attorney

IL:  
DATE  
Or.Dept:PLANNING  
Doc. No.:

I hereby certify that the foregoing Resolution was passed by the Council of the City of San Diego, at this meeting of \_\_\_\_\_.

ELIZABETH S. MALAND  
City Clerk

By \_\_\_\_\_  
Deputy City Clerk

Approved: \_\_\_\_\_  
(date)

\_\_\_\_\_  
KEVIN FAULCONER, Mayor

Vetoed: \_\_\_\_\_  
(date)

\_\_\_\_\_  
KEVIN FAULCONER, Mayor

DRAFT

RESOLUTION NUMBER R-\_\_\_\_\_

DATE OF FINAL PASSAGE \_\_\_\_\_

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO ADOPTING AN AMENDMENT TO THE LINDA VISTA COMMUNITY PLAN AND LOCAL COASTAL PROGRAM LAND USE PLAN, THE GENERAL PLAN, AND THE CITY'S CERTIFIED LOCAL COASTAL PROGRAM FOR THE LINDA VISTA COMMUNITY.

WHEREAS, on \_\_\_\_\_, the City Council of the City of San Diego held a public hearing for the purpose of considering an amendment to the Linda Vista Community Plan and Local Coastal Program Land Use Plan, General Plan, and other actions associated with the Morena Corridor Specific Plan; and

WHEREAS, the current Linda Vista Community Plan and Local Coastal Program Land Use Plan was adopted in 1998; and

WHEREAS, the Planning Commission of the City of San Diego held a public hearing on February 14, 2019, to consider the proposed Morena Corridor Specific Plan and associated amendments to the Linda Vista Community Plan and Local Coastal Program Land Use Plan; and

WHEREAS, the Planning Commission recommended certification of Final Environmental Impact Report Project No582608/SCH No. 2016101021 prepared for the proposed Morena Corridor Specific Plan; and

WHEREAS, the Planning Commission found, based on its hearing record, that the proposed Linda Vista Community Plan and Local Coastal Land Use Plan amendment is consistent with and implements the City of San Diego's General Plan; that the proposed plan amendment helps achieve long-term community and city-wide goals; and

WHEREAS, the City Council has considered the Planning Commission record and recommendation as well as the maps, exhibits, and written documents contained in the file for the Linda Vista Community Plan and Local Coastal Program Land Use Plan amendment on record in the City of San Diego, and has considered the oral presentations given at the public hearing; NOW, THEREFORE,

BE IT RESOLVED, by the City Council of the City of San Diego that it adopts the amendment to the Linda Vista Community Plan and Local Coastal Program Land Use Plan, which is also an amendment to the City's certified Local Coastal Program, a copy of which is on file in the Office of the City Clerk as Document No. RR- \_\_\_\_\_.

BE IT FURTHER RESOLVED, by the City Council of the City of San Diego that it adopts the amendment to the General Plan, a copy of which is on file in the Office of the City Clerk as Document No. RR- \_\_\_\_\_.

APPROVED: MARA W. ELLIOTT, City Attorney

By \_\_\_\_\_  
Corrine Neuffer  
Deputy City Attorney

IL:  
DATE  
Or.Dept:PLANNING  
Doc. No.:

I hereby certify that the foregoing Resolution was passed by the Council of the City of San Diego, at this meeting of \_\_\_\_\_.

ELIZABETH S. MALAND  
City Clerk

By \_\_\_\_\_  
Deputy City Clerk

Approved: \_\_\_\_\_  
(date)

\_\_\_\_\_  
KEVIN FAULCONER, Mayor

Vetoed: \_\_\_\_\_  
(date)

\_\_\_\_\_  
KEVIN FAULCONER, Mayor

DRAFT

RESOLUTION NUMBER R- \_\_\_\_\_

ADOPTED ON \_\_\_\_\_

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN  
DIEGO CERTIFYING ENVIRONMENTAL IMPACT REPORT  
NO. 582608/SCH NO. 2016101021, ADOPTING THE FINDINGS, STATEMENT OF  
OVERRIDING CONSIDERATIONS, AND THE MITIGATION MONITORING AND  
REPORTING PROGRAM FOR THE MORENA CORRIDOR SPECIFIC PLAN.

WHEREAS, on February 5, 2019, the City Council of the City of San Diego held a public hearing for the purpose of considering adoption of the Morena Corridor Specific Plan, amendments to the General Plan, amendments to the Linda Vista Community Plan, amendments to the Clairemont Mesa Community Plan, amendments to the Land Development Code, associated rezoning actions, and other associated actions (Project); and

WHEREAS, the matter was set for a public hearing to be conducted by the City Council of the City of San Diego; and

WHEREAS, the City Council considered the issues discussed in Environmental Impact Report No. 582608/SCH No. 2016101021 (Report) prepared for this Project; NOW  
THEREFORE,

BE IT RESOLVED, by the City Council of the City of San Diego, that it is certified that the Report has been completed in compliance with the California Environmental Quality Act of 1970 (CEQA) (Public Resources Code Section 21000 et seq.), as amended, and the State CEQA Guidelines thereto (California Code of Regulations, Title 14, Chapter 3, Section 15000 et seq.), that the Report reflects the independent judgment of the City of San Diego as Lead Agency and that the information contained in said Report, together with any comments received during the public review process, has been reviewed and considered by the City Council in connection with the approval of the Project.

BE IT FURTHER RESOLVED, that pursuant to CEQA Section 21081 and State CEQA Guidelines Section 15091, the City Council hereby adopts the Findings made with respect to the Project, which are attached hereto as Exhibit A.

BE IT FURTHER RESOLVED, that pursuant to State CEQA Guidelines Section 15093, the City Council hereby adopts the Statement of Overriding Considerations with respect to the Project, which is attached hereto as Exhibit B.

BE IT FURTHER RESOLVED, that pursuant to CEQA Section 21081.6, the City Council hereby adopts the Mitigation Monitoring and Reporting Program, or alterations to implement the changes to the Project as required by this City Council in order to mitigate or avoid significant effects on the environment, which is attached hereto as Exhibit C.

BE IT FURTHER RESOLVED, that the Report and other documents constituting the record of proceedings upon which the approval is based are available to the public at the Office of the City Clerk, 202 C Street, San Diego, CA 92101.

BE IT FURTHER RESOLVED, that the City Clerk is directed to file a Notice of Determination with the Clerk of the Board of Supervisors for the County of San Diego regarding the Project.

APPROVED: MARA W. ELLIOTT, City Attorney

By: \_\_\_\_\_  
Corrine Neuffer  
Deputy City Attorney

ATTACHMENTS: Exhibit A, Findings  
Exhibit B, Statement of Overriding Considerations  
Exhibit C, Mitigation Monitoring and Reporting Program



ORDINANCE NUMBER O-\_\_\_\_\_ (NEW SERIES)

DATE OF FINAL PASSAGE \_\_\_\_\_

AN ORDINANCE OF THE COUNCIL OF THE CITY OF SAN DIEGO APPROVING THE REZONE OF APPROXIMATELY 55 ACRES WITHIN THE LINDA VISTA COMMUNITY PLAN AREA, IN THE CITY OF SAN DIEGO, CALIFORNIA, FROM THE CC-1-1, CC-1-3, CC-3-4, CC-4-2, CC-5-1, AND IL-3-1 ZONES TO THE CC-3-7 AND CC-5-1 ZONES, AND REPEALING ORDINANCE NOS. O-18614 N.S., ADOPTED 01-19-1999, O-18514 N.S., ADOPTED 05-18-1998, AND O-17002 N.S., ADOPTED 01-04-1988, OF ORDINANCES OF THE CITY OF SAN DIEGO INsofar AS THE SAME CONFLICT HERewith.

WHEREAS, Resolution No. \_\_\_\_\_, which was considered along with this Ordinance, adopts a Specific Plan for the Morena Corridor; and

WHEREAS, rezoning the land within the Linda Vista Community Plan area to use citywide zones as set forth in San Diego Municipal Code Chapter 13, Division 1 is proposed as well as other rezoning to be consistent with the land use designations set forth in the Morena Corridor Specific Plan, as shown on Zone Map Drawing No. B-4338, on file in the Office of the City Clerk; and

WHEREAS, on February 21, 2019, the Planning Commission of the City of San Diego considered the Morena Corridor Specific Plan and associated rezone, and voted X-X to recommend City Council approval of the Morena Corridor Specific Plan and rezone; and

WHEREAS, the matter was set for public hearing on \_\_\_\_\_,

testimony having been heard, evidence having been submitted and the City Council having full considered the matter and being fully advised concerning the same; NOW THEREFORE,

BE IT ORDAINED, by the Council of the City of San Diego, as follows:

Section 1. That approximately 55 acres located in the Linda Vista Community Plan area legally described as the parcels shown in Exhibit A – Morena Corridor Specific Plan Rezone Parcel List, within the Linda Vista Community Plan area, in the City of San Diego, California, as shown on Zone Map Drawing No. B-4338, on file in the Office of the City Clerk as Document No. OO-\_\_\_\_\_, are rezoned from the CC-1-1, CC-1-3, CC-3-4, CC-4-2, CC-5-1, and IL-3-1 zones to the CC-3-7 and CC-5-1 zones, as the zones are described and defined by San Diego Municipal Code Chapter 13, Article 1. This action amends the Official Zoning Map adopted by Resolution R-301263 on February 28, 2006.

Section 2. That Ordinance Nos. O-18614 N.S., adopted 01-19-1999, O-18514 N.S., adopted 05-18-1998, and O-17002 N.S., adopted 01-04-1988, of the ordinances of the City of San Diego are repealed insofar as the same conflict with the rezoned uses of the land.

Section 3. That a full reading of this ordinance is dispensed with prior to its final passage, a written or printed copy having been available to the City Council and the public a day prior to its final passage.

Section 4. That upon this ordinance becoming effective, no building permits for development inconsistent with the provisions of this ordinance shall be issued unless application therefore was made prior to the date of adoption of this ordinance.

APPROVED: MARA W. ELLIOTT, City Attorney

By \_\_\_\_\_  
Corrine Neuffer  
City Attorney

IL:  
Date  
Or. Dept: Planning  
Doc No.

Attachments: Exhibit A – Linda Vista Parcel Information

I hereby certify that the foregoing Ordinances were passed by the Council of the City of San Diego, at this meeting of \_\_\_\_\_.

ELIZABETH MALAND  
City Clerk

By \_\_\_\_\_  
Deputy City Clerk

Approved: \_\_\_\_\_  
(date)

\_\_\_\_\_  
KEVIN L. FAULCONER, Mayor

Vetoed: \_\_\_\_\_  
(date)

\_\_\_\_\_  
KEVIN L. FAULCONER, Mayor

Exhibit A  
 Morena Corridor Specific Plan  
 Rezone Parcel List by Assessor's Parcel Number (APN)

|            |            |
|------------|------------|
| 4362904300 | 4362903700 |
| 4363301200 | 4363301700 |
| 4363400300 | 4365000200 |
| 4363502500 | 4363400200 |
| 4365401100 | 4363302900 |
| 4363301900 | 4363302400 |
| 4364600800 | 4363301000 |
| 4363503200 | 4363400600 |
| 4363502300 | 4363300300 |
| 4363502000 | 4363300500 |
| 4364601100 | 4363300400 |
| 4362903900 | 4365401500 |
| 4363503000 | 4365401000 |
| 4363301600 | 4363400500 |
| 4363502400 | 4363503100 |
| 4363502600 | 4363301500 |
| 4361802001 | 4363303300 |
| 4363302500 | 4361802002 |
| 4365401400 | 4361801505 |
| 4361801400 | 4365401800 |
| 4363502200 | 4364600100 |
| 4363301800 | 4365401600 |
| 4362904100 | 4365400900 |
| 4362904200 | 4363302600 |
| 4363502800 | 4363502100 |
| 4362904400 | 4362904500 |
| 4363301100 | 4365000400 |
| 4363303200 | 4361801600 |
| 4361801506 | 4365401700 |
| 7601021700 | 4361801700 |
| 4363400400 | 4363400700 |
| 4364600200 |            |
| 4363301300 |            |
| 4364601300 |            |
| 4364601200 |            |
| 4363502700 |            |
| 4361801504 |            |
| 4365400800 |            |

ORDINANCE NUMBER O-\_\_\_\_\_ (NEW SERIES)

DATE OF FINAL PASSAGE \_\_\_\_\_

AN ORDINANCE OF THE COUNCIL OF THE CITY OF  
SAN DIEGO ADOPTING THE MORENA CORRIDOR  
SPECIFIC PLAN IN THE CLAIREMONT MESA AND  
LINDA VISTA COMMUNITY PLAN AREAS.

WHEREAS, Resolution No. \_\_\_\_\_, and Resolution No. \_\_\_\_\_,  
which were considered along with this Ordinance, adopts amendments to the Clairemont  
Mesa Community Plan and Local Coastal Program Land Use Plan and the Linda Vista  
and Local Coastal Program Land Use Plan (Community Plans) to be consistent with the  
Morena Corridor Specific Plan; and

WHEREAS, on February 21, 2019, the Planning Commission of the City of San  
Diego considered the Morena Corridor Specific Plan, and voted X-X-X to recommend  
City Council approval of the Morena Corridor Specific Plan; and

WHEREAS, the matter was set for public hearing on \_\_\_\_\_,  
testimony having been heard, evidence having been submitted and the City Council  
having full considered the matter and being fully advised concerning the same; NOW  
THEREFORE,

BE IT ORDAINED, by the Council of the City of San Diego, as follows:

Section 1. That it adopts the Morena Corridor Specific Plan, on file in the Office of the  
City Clerk as Document No. OO-\_\_\_\_\_.

Section 2. That notwithstanding San Diego Municipal Code section 122.0107, the zoning regulations as specified in the Morena Corridor Specific Plan shall be applicable where there is a conflict with the base zones set forth in San Diego Municipal Code Chapter 13.

Section 3. That a full reading of this ordinance is dispensed with prior to its final passage, a written or printed copy having been available to the City Council and the public a day prior to its final passage.

Section 4. That upon this ordinance becoming effective, no building permits for development inconsistent with the provisions of this ordinance shall be issued unless application therefore was made prior to the date of adoption of this ordinance.

APPROVED: MARA W. ELLIOTT, City Attorney

By

\_\_\_\_\_  
Corrine Neuffer  
City Attorney

IL:

Date

Or. Dept: Planning

Doc No.

I hereby certify that the foregoing Ordinances were passed by the Council of the City of San Diego, at this meeting of \_\_\_\_\_.

ELIZABETH MALAND  
City Clerk

By \_\_\_\_\_  
Deputy City Clerk

Approved: \_\_\_\_\_  
(date)

\_\_\_\_\_  
KEVIN L. FAULCONER, Mayor

Vetoed: \_\_\_\_\_  
(date)

\_\_\_\_\_  
KEVIN L. FAULCONER, Mayor