

MORENA CORRIDOR SPECIFIC PLAN

Changes to Proposed Specific Plan Since January 2019 Draft

Revisions made to the proposed Morena Corridor Specific Plan since the January 2019 public review drafted presented to Planning Commission in February 2019 include the following edits as a result of subsequent comment provided by the public, Planning Commission, the Land Use & Housing Committee, and review by City staff.

Chapter Two - Land Use, Section 2.3. – Tecolote Village District, Page 15

Added Policy 2.3.4.:

“Encourage the inclusion of on-site affordable housing units in residential development.”

Subsequent policies within this Section were renumbered.

Chapter Two - Land Use, Section 2.3. – Tecolote Village District, Page 17

Added Policy 2.3.18.:

“Employ a combination of setbacks, upper-story setbacks, and articulated sub-volumes to reduce the perceived scale of buildings fronting West Morena Boulevard.”

Subsequent policies within this Section were renumbered.

Replaced Figure 2-5 with figure illustrating Upper-Story Setbacks from Street to provide illustrative example of stepback policies.

The previous labeled Figure 2-5 remains on page 17 as an unlabeled illustration of the Tecolote Village District.

Chapter Two - Land Use, Section 2.4. – Morena Station District, Page 19

Added Policy 2.4.4.:

“Encourage the inclusion of on-site affordable housing units in residential development.”

Subsequent policies within this Section were renumbered.

Chapter Three - Mobility, Section 3.2. – Mobility Improvements, Page 31

Added the following language after Improvement 2: Intersection of Morena Boulevard and West Morena Boulevard:

“In addition to the mobility improvements identified in this section, the following improvements are recommended to improve mobility within the Clairemont Mesa area:

- E. Mission Bay Drive and Clairemont Drive – Signalize the intersection and restripe the northbound approach to include a dedicated right-turn lane. Subject to the approval of the City Engineer, a roundabout may be utilized in-lieu of signalization at this location.
- Morena Boulevard and Jellett Street – Signalize the intersection. Subject to the approval of the City Engineer, a left-turn restriction may be utilized in-lieu of signalization at this location.
- Morena Boulevard and Savannah Street – Signalize the intersection. Subject to the approval of the City Engineer, a left-turn restriction may be utilized in-lieu of signalization at this location.

Chapter Seven - Infrastructure, Public Facilities and Services, Section 7.3. – Stormwater, Page 72

Added language addressing the Alternative Compliance Program:

“The Municipal Separate Storm Sewer System (MS4) Permit (Order No. R9-2013-0001 as amended by Order No. R9-2015-001 and Order No. R9-2015-0100) provides the City of San Diego discretion to allow priority development project (PDP) applicants to transfer onsite obligations to implement pollutant control and hydromodification controls to an offsite project under specific conditions. The City of San Diego has developed the Offsite Alternative Compliance Program to allow developments to implement offsite treatment under this provision.

It is recommended that future development in the Morena Corridor Specific Plan take advantage of Alternative Compliance Program, as described in Part 3 of the City of San Diego Storm Water Standards Manual, to help facilitate compliance with storm water treatment standards and promote locating treatment facilities in an optimal location to treat regional stormwater runoff.”

Chapter Eight - Implementation, Section 8.6. – Supplemental Development Regulations, Pages 77-79

Added the following Supplemental Development Regulations:

SDR-1. Mobility Improvements. No building permits shall be issued for projects that would generate more than 1,000 Average Daily Trips (ADT) or 100 peak hour trips unless existing streets and related public facilities are improved to accommodate traffic generated by the project to the satisfaction of the City Engineer, including the following:

- a. Installation of traffic signals, turn lanes, turn lane storage capacity, and bicycle serving infrastructure at intersections, entrances, and exits that serve the project;
- b. Modification of existing traffic signal at access points that serve the project; and
- c. Installation of bicycle and pedestrian-serving infrastructure along the frontage of the project at intersections, entrances, and exits that serve the project.

SDR-4. Sidewalks. Provide noncontiguous sidewalks consistent with the requirements of the City of San Diego Street Design Manual.

SDR-7. Traffic Signal Installation. No building permits shall be issued in the Tecolote Village and Morena Station Districts for any project until a traffic signal has been installed at the intersection of Morena Boulevard & Savannah Street or left turn movements have been restricted from Savannah Street onto Morena Boulevard, unless the warrants for a traffic signal are not met as determined by the City Engineer in accordance with Council Policy 200-06.

SDR-8. Roadway Extensions. The roadway extensions identified in Figure 8-1 illustrate the future right-of-way area for the Morena Station District. No new structures shall be constructed within the future roadway extension for projects on properties identified within a future roadway extension in the Morena Station District. Prior to the construction of the roadway extension no new development shall be permitted within the area identified for the roadway extension, except for the following: landscaping, parking facilities, or driveways.

SDR-10. Transportation Improvements. No building permits shall be issued in the Clairemont District for any project until the following transportation improvements are installed, unless the warrants for the traffic signals are not met as determined by the City Engineer in accordance with Council Policy 200-06:

- a. Installation of a traffic signal at the intersection of Morena Boulevard & Jellett Street, or restriction of left turn movements from Jellett Street onto Morena Boulevard; and
- b. Installation of a traffic signal at the intersection of E. Mission Bay Drive and Clairemont Drive.