

### MORENA CORRIDOR SPECIFIC PLAN

**POSITION:** The Chamber's Infrastructure, Housing & Land Use Committee voted to SUPPORT the proposal on January 8, 2019, with the recommendation that the City Council reinstate the original height limits proposed (65ft and 100ft), as well as specify that existing land uses would be grandfathered in, but also zone light industrial to align with the adjacent CC3-7 zoning. The Public Policy Committee voted to SUPPORT the proposal. The Chamber's Board of Directors voted to support the Plan on February 28, 2019.

**RATIONALE:** In order to address our housing crisis and achieve our Climate Action Plan goals, we must be willing to increase density dramatically along major transportation corridors. The Morena Corridor Specific Plan does this while creating the potential for vibrant, walkable communities with access to employment centers through mass transit.

**STATUS:** The proposal will be before the Linda Vista Community Planning Group in February 2019, and is set for public hearings in the spring of 2019.

#### SUMMARY:

The Morena Corridor Specific Plan (Specific Plan) covers 280 acres of land on the western side of the Clairemont Mesa and Linda Vista communities, butting up to the I-5 freeway. The plan "envisions the transformation of an auto-oriented commercial corridor into a transit-oriented village" that builds on the transit opportunities that are included in the three trolley stops covered by the plan area. These trolley stops are the Tecolote, Morena and Clairemont Drive stations that are part of the Blue Line that is poised to connect University City to the Old Town Transit Center.

The Specific Plan is divided into five distinct districts that are designed to include existing businesses and uses, but also to promote increased housing density and improve mobility. Currently, the plan has returned to the originally proposed 100 foot height limits in Linda Vista and 65 foot limits in Clairemont Mesa, back from the recent iteration of the plan lowering the height limits to 45 feet. Today, the area has 996 housing units and the currently adopted plan allows for 1,386 units. To effectively maximize both the financial investment and the transit-oriented-development opportunity presented by the trolley however, the proposed plan allows for 7,000 units in the plan area in three of the five districts (Tecolote Village, Morena Station and Clairemont). Maximum density allowable within these districts vary, but may be up to 109 du/ac, but would trigger the discretionary review process in some parts of the plan area.

Significant mobility improvements including linkages, enhanced pedestrian and bike lanes and configurations will decrease congestion in the area. Specifically, eighteen mobility improvements are listed, but of note are the increased number of lanes on Morena Boulevard and the reconfiguration of the Morena triangle located toward the southern end of the area.

Existing land uses in the plan would be maintained, however the Chamber's Infrastructure, Housing & Land Use Committee asked that the light industrial that is allowed so close to the trolley station also be planned for CC3-7, which is the zoning for the adjacent area to ensure maximized use of the trolley. Thus, while the light industrial use is grandfathered, the City could easily shift to better accommodate additional density.

## INDUSTRY/IES IMPACTED

Communities and businesses within the Specific Plan area will be impacted directly. Indirectly, facilitating additional housing supply puts downward pressure on housing prices which will benefit businesses from many industries struggling with talent attraction and retention due to housing options and affordability. Further, businesses located in, or that will be located in this area, can expect to benefit from the addition of transit and density.

## SUPPORTERS

- None known

## OPPONENTS

- Clairemont Community Planning Group
- Linda Vista Community Planning Group

## ARGUMENTS IN FAVOR

- Over \$2B is being invested to connect Old Town to University City via the Blue Line, which makes the area surrounding these three trolley stations critical to its success, use, and our larger climate goals.
- Increasing density and improving mobility as outlined in this plan will leverage the investment in transit, and help to alleviate our current housing shortage which continues to be a top priority of the business community.

## ARGUMENTS IN OPPOSITION

- The density proposed in this specific plan is too aggressive and will negatively impact the infrastructure surrounding the area, traffic congestion and the general quality of life for existing residents.
- Community members in the area have argued that there is nothing in the plan that would explain the reasoning for the proposed densification.

## MORE INFORMATION

The following shows the Specific Plan area, and the proposed land use zones.

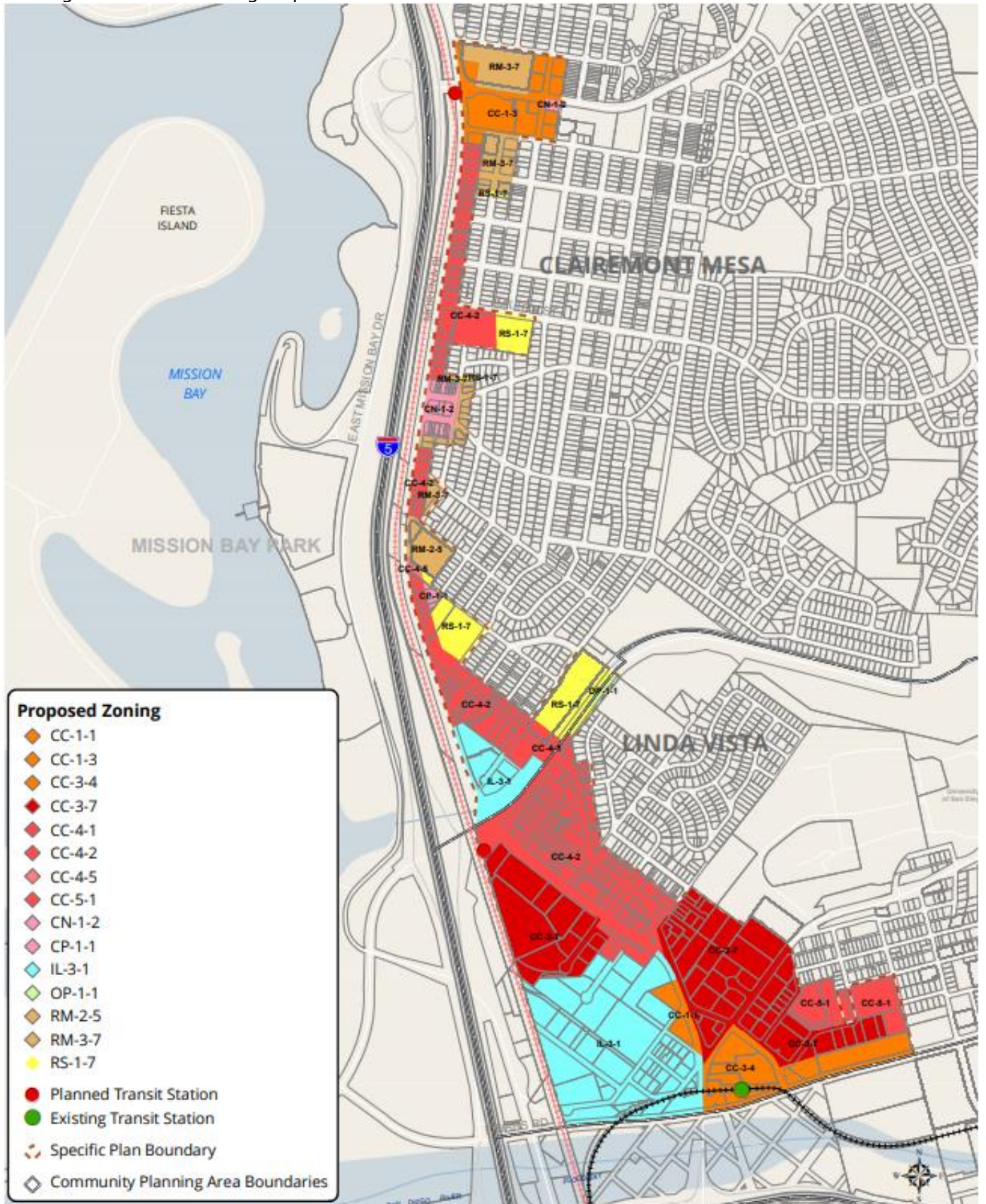
Figure A: Morena Corridor Potential Build-Out

	Existing 2010	Build Out
Residential Development (Number of Dwelling Units)		
Single-Family	27	18
Multi-Family	969	6,898
Total Residential	996	7,016
Non-Residential Development (Floor Area Square Footage)*		
Commercial, Employment, Retail & Services	2,990,000	2,535,000
Institutional	150,000	150,000
Total Non-Residential	3,140,000	2,685,000

*\*Square footages reflect rounded estimations.*

Source: Morena Corridor Specific Plan

Figure B: Draft Zoning Map



Source: Morena Corridor Specific Plan