



Balboa Avenue Station Area Specific Plan

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City of San Diego

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Balboa Avenue Station Area Specific Plan



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CHAPTER ONE

Introduction

1.1 PURPOSE

The Balboa Avenue Station Area Specific Plan (Specific Plan) is a comprehensive planning document that provides a policy framework to guide transit-oriented public and private development and multi-modal improvements adjacent to the Balboa Avenue Trolley Station consistent with the General Plan City of Villages strategy. The Station is part of the Blue Line Trolley line from Downtown to the University community designed by the San Diego Association of Governments (SANDAG). The California Strategic Growth Council awarded the City of San Diego grant funding to prepare the Specific Plan as part of the Sustainable Communities Planning Grant and Incentives Program.

The Specific Plan contains policies and supplemental development regulations for properties within the Pacific Beach portion of the Specific Plan area. Properties located within Clairemont Mesa are not subject to the Specific Plan supplemental development regulations. Policies within the Specific Plan provide direction on the qualitative aspects for development and the flexibility necessary to encourage creative design. The Specific Plan provides recommendations to Caltrans and SANDAG for their consideration as part of regional planning efforts. Photographs depict concepts related to building elements and site design rather than a specific architectural theme or style. The Specific Plan also identifies mobility, streetscape, and public realm improvements and facility recommendations, creates a framework for future infrastructure improvements, and includes an implementation action plan to improve connectivity to future transit-oriented development (TOD).

The Specific Plan will help implement the goals and objectives of the City's Climate Action Plan by increasing employment and housing opportunities near transit; promoting walking and bicycle use as viable travel choices; and improving transit access and frequency.

1.2 GUIDING PRINCIPLES

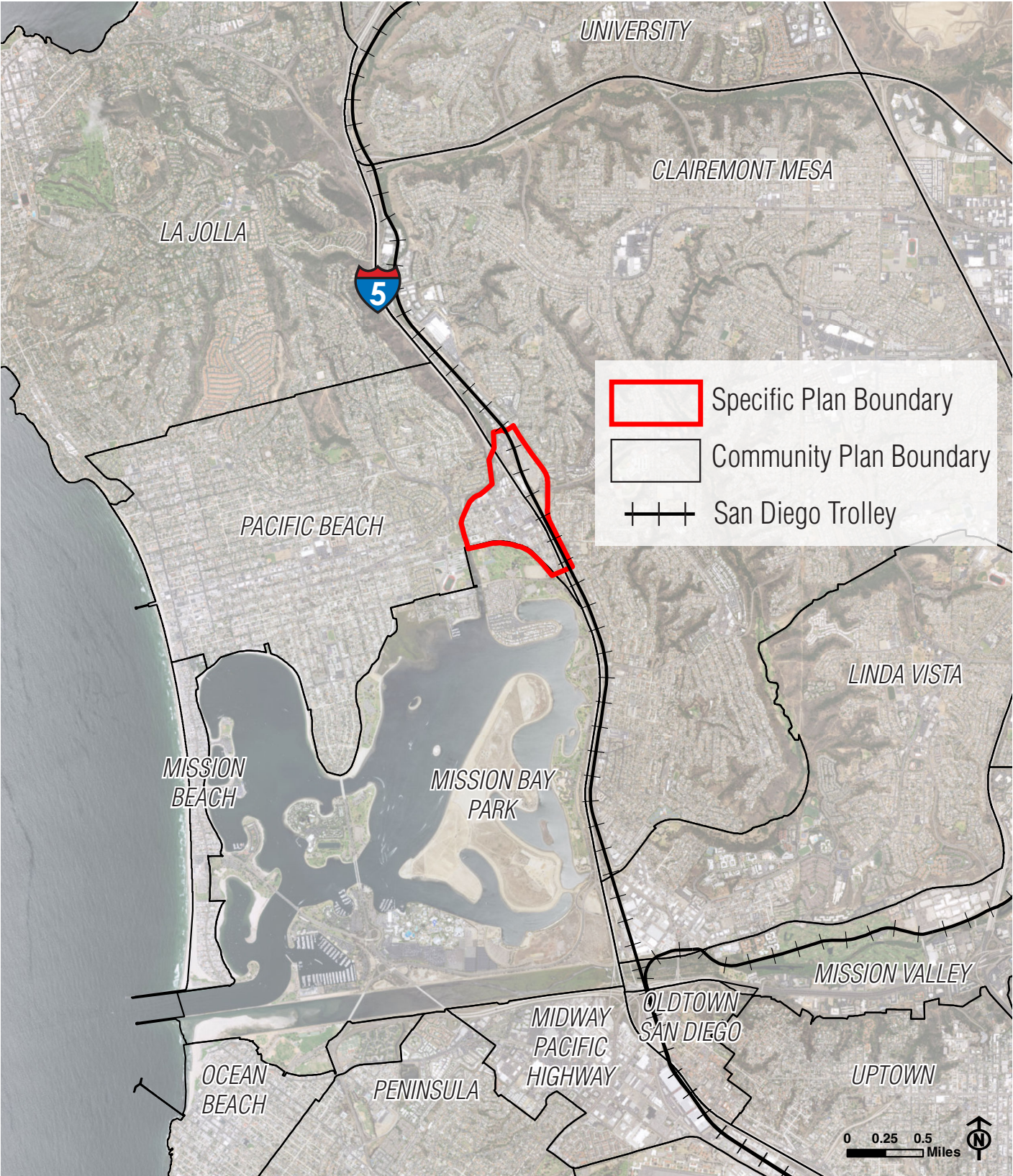
- Identify multi-modal improvements to increase bicycle, pedestrian, and transit access to the station.
- Establish goals and policies to guide future public and private development to establish transit-oriented development adjacent to the station.
- Identify strategies to fund infrastructure improvements.

1.3 SPECIFIC PLAN AREA

The Specific Plan area is approximately 0.33 square miles (210 acres) and is located in the Pacific Beach and Clairemont Mesa communities, just north of Mission Bay (see Figure 1-1, Specific Plan Vicinity). Rose Creek borders the western part of the Specific Plan area and provides an open space connection to Mission Bay Park. Interstate-5 (I-5) runs north-south through the middle of the Specific Plan area and is the boundary between the Pacific Beach community on the west side and the Clairemont Mesa community on the east side (see Figure 1-2, Specific Plan Boundary).

PREHISTORIC AND HISTORIC OVERVIEW

The earliest accepted archaeological manifestation of Native Americans in the San Diego area is the San Dieguito complex, dating approximately 10,000 years ago. The traditional view of San Diego prehistory has the San Dieguito complex followed by the La Jolla complex at least 7,000 years ago, possibly as long as 9,000 years ago. The Late Prehistoric period is represented by the Cuyamaca complex in southern San Diego County and the San Luis Rey complex in the northern portion of the county. The Cuyamaca complex represents the Yuman forebears of the Kumeyaay (Diegueño, named for the San Diego Mission). Evidence of settlements within the area have been documented with development, and redevelopment, of properties within the Specific Plan area.



Specific Plan Vicinity

Figure 1-1

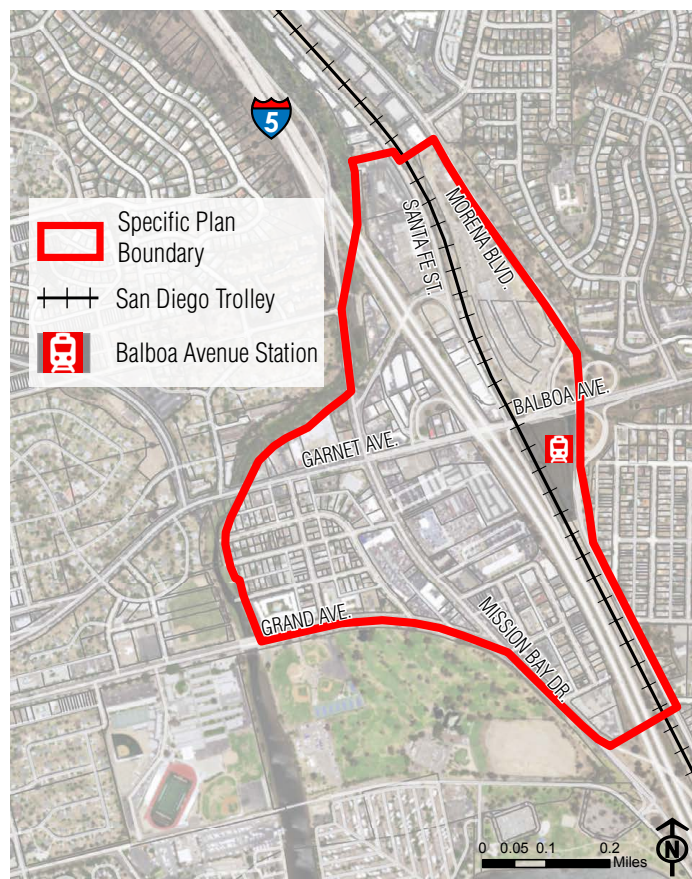
The Specific Plan area was sparsely developed until after World War II. Large portions of land were subdivided as early as the late 1800s and early 1900s, and a small village began to form around the San Diego College of Letters, which was established in 1887; however, based on aerial photographs, development of the area did not begin in earnest until the early 1950s. Following the bombing at Pearl Harbor, Pacific Beach's proximity to the coast made it a prime location for military encampments, increasing the population by more than 500 percent. Then, in 1945, a \$2 million bond was passed to improve Mission Bay, eventually becoming Mission Bay Regional Park, a draw for development and tourism in the area in the coming decades.

The development of this area continued throughout the twentieth century and by the early 1980s, very little vacant land remained within the Specific Plan area. Much of the commercial development, which includes fast-food restaurants, gas stations, hotels, and motels, benefits from the surrounding communities, nearby interstate, and Mission Bay Regional Park visitors. Industrial development is generally located east of I-5, farther away from the beach and recreational areas, and consists of light manufacturing and municipal, storage, and office facilities. Residential properties are all remnants of post-war development, primarily small-scale single-family homes, with some instances of multi-family properties such as apartment buildings or bungalow courts. The infrastructure in the area is fully-developed, with wide, asphalt-paved streets, concrete sidewalks, curbs, and gutters, and street lighting.

1.4 RELATIONSHIP TO OTHER PLANNING DOCUMENTS

1.4.1 General Plan

The General Plan expresses a citywide vision and provides a comprehensive policy framework for how the City should grow and develop, provide public services, and maintain the qualities that define the City. The Specific Plan is consistent with, and furthers the goals and policies of, the General Plan by providing detailed criteria for development of a mixed-use TOD "village" within the "City of Villages Strategy."



Specific Plan Boundary

Figure 1-2

1.4.2 Community Plans

The Specific Plan area falls within the boundaries of the Pacific Beach Community Plan and the Clairemont Mesa Community Plan.

PACIFIC BEACH COMMUNITY PLAN AND LOCAL COASTAL PLAN

The Pacific Beach Community Plan establishes a balance between providing for the needs of the residential community and serving as a visitor destination. The Pacific Beach Community Plan calls for increased multi-modal access to the Balboa Avenue Station. The Specific Plan will complement and build upon the recommendations within the Community Plan.

CLAIREMONT MESA COMMUNITY PLAN

The Clairemont Mesa Community Plan calls for direct, landscaped pedestrian connections to the Balboa Avenue Station with landscaping designed to link it to Clairemont Drive. The Community Plan includes recommendations for the station and surrounding areas including amenities, and access to multi-modal alternatives.

1.4.3

Climate Action Plan

The Climate Action Plan (CAP) is intended to ensure the City achieves Greenhouse Gas (GHG) reductions through local action. The CAP identifies five primary strategies implemented by targets and actions, which together will meet GHG reduction target for 2020, as well as an interim target set for 2035 that is on the trajectory to the 2050 statewide goal. One of the five primary strategies identified in the CAP is to implement bicycling, walking, transit and land use strategies that promote increased capacity for transit-supportive residential and employment densities and provide more walking and biking opportunities in these areas. These concepts are consistent with the General Plan Mobility Element and the City of Villages Strategy, and include a focus on increased capacity as the entire plan area is designated as a Transit Priority Area (TPA). The Specific Plan provides site specific recommendations consistent with these land use and mobility strategies within a TPA. The land use and zoning associated with the Specific Plan increases the capacity for mixed-use TOD village development. Refer to Chapter 7, Conservation, for additional discussion of the CAP.

1.4.4

Balboa Avenue Revitalization Action Program

The Balboa Avenue Revitalization Action Program (RAP) implements a vision for pedestrian-oriented improvements to Balboa Avenue within Clairemont Mesa. The RAP provides recommendations for the Balboa Avenue right-of-way

including: landscaping, street design, and walkways and crossings. Located within Segment Four (Western Gateway-Clairemont Drive to Interstate 5) of the RAP the Specific Plan complements and builds upon the recommendations in the RAP by establishing multi-modal roadways with enhanced streetscape design and amenities that facilitate pedestrian and bicycle connectivity within the Specific Plan area.

1.5

PLANNING PROCESS

Public outreach for the Specific Plan was primarily conducted through Pacific Beach and Clairemont Mesa Planning Group Subcommittee meetings and pop-up events. Outreach was a collaborative process between community members, stakeholders, agencies, consultants, and the City with the participation strategy designed to:

- Enhance community participation and input.
- Integrate consensus building with the planning process.
- Strengthen community partnerships.
- Provide learning opportunities to improve mobility, housing, recreation, access, and quality of life issues for residents, businesses, and visitors.
- Gather and integrate community input and feedback.



Community Workshop

CHAPTER TWO

Land Use

The Specific Plan envisions a thriving, mixed-use urban environment that provides multiple opportunities for living and working near the Balboa Avenue Transit Station.

2.1 LAND USE DESIGNATIONS

The Specific Plan area contains the land use designations as shown in Figure 2-1. Refer to the Appendix for supplemental zoning and development regulations.

POLICIES

- 2.1.1 Support pedestrian and transit-oriented development to create a vibrant community village in the Balboa Station Area.
- 2.1.2 Encourage ground floor active frontages along Mission Bay Drive and Garnet Avenue in mixed use developments. Active commercial frontages, as shown in Figure 2-1, include retail, eating and drinking establishments, and other similar commercial uses that foster pedestrian activity.
- 2.1.3 Promote a cluster of activities and services to establish a balance of housing, jobs, shopping, schools, and recreation, providing residents and employees with the option of walking, bicycling or using transit in place of driving.
- 2.1.4 Encourage uses that promote physical activity and a vibrant, healthy and sustainable community resulting in lower greenhouse gas emissions.

- 2.1.5 Support diverse, balanced, and affordable housing.
- 2.1.6 Incorporate multi-family housing to achieve maximum allowed densities and support workforce housing.
- 2.1.7 Support the development of small lot single family units and townhouses.
- 2.1.8 Encourage the development of affordable and senior housing units at different income levels.
- 2.1.9 Promote a mixture of ground floor residential and commercial uses along Del Rey Street and Revere Avenue.

2.2 AIR QUALITY

Interstate 5 is a primary source of air pollution that affects the Specific Plan area. Air pollution diminishes as distance from the freeway increases. For residential and other sensitive receptor land uses within 500 feet of a freeway, building design features can minimize the effect of air pollution. Building features that can attenuate air pollution include individual dwelling ventilation systems with HEPA filters, careful location of HVAC intake vents away from pollution sources, and/or fixed windows facing the freeway.

POLICIES

- 2.2.1 Encourage the incorporation of building features into new residential buildings located within 500 feet of the outside freeway travel lane to reduce the effects of air pollution.

2.3 NOISE

Noise-sensitive land uses are locations where the presence of unwanted sound could adversely affect the use of the land. These include residences, schools, lodging, libraries, religious facilities, nursing homes, playgrounds, and parks. The main sources of unwanted sound in the Specific Plan are related to rail and freeway operations. Heavily traveled streets including Mission Bay Drive, Grand Avenue, and Garnet Avenue, as well as certain activities associated with commercial and industrial land uses have the potential to generate unwanted noise.

The General Plan provides compatibility guidelines for evaluating land uses based on noise levels. Per the General Plan, multi-family residential developments may be allowed at locations with an exterior noise exposure at or below 70 dBA if additional sound attenuation measures are included to reduce the interior noise levels to 45 dB. Typical attenuation measures are addressed in the General Plan Noise Element. Refer to General Plan Noise Element Section B Motor Vehicle Traffic Noise. Although not generally considered compatible, the City conditionally allows multiple unit and mixed-use residential uses up to the 75 dba CNEL in areas affected primarily by motor vehicle noises with existing residential uses.

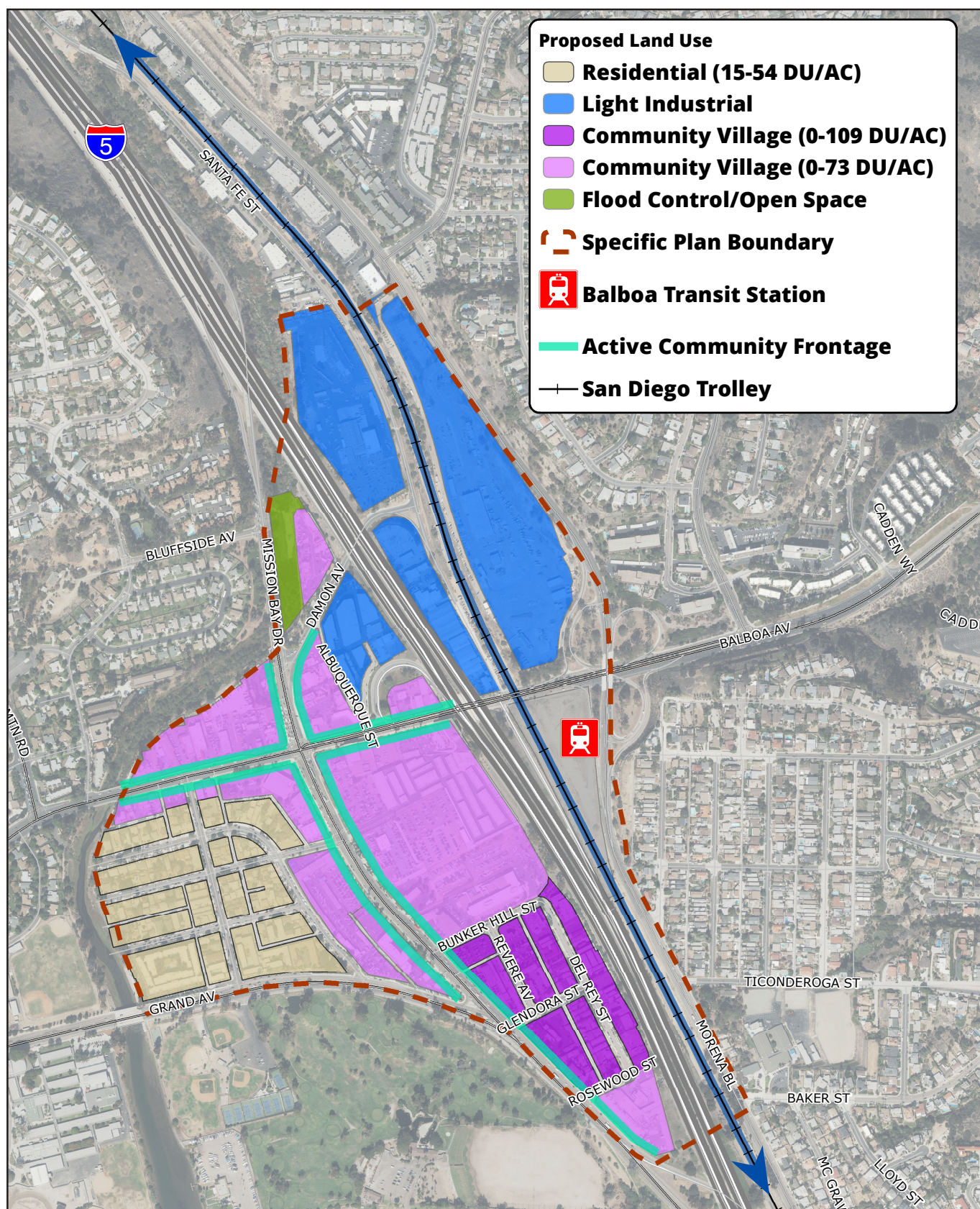
POLICIES

- 2.3.1 Provide noise attenuation for noise-sensitive uses which include residential units and hotels as addressed in the General Plan Noise Element.
- 2.3.2 Reduce the effect from commercial activity noise through site planning and integrating noise attenuation measures in new buildings that will reduce interior sound levels. Refer to General Plan Policies NE-E-1 through NE-E-6.

2.4 SEISMIC HAZARDS

Much of the Balboa Avenue Station Area Specific Plan area is located within or adjacent to the northwest trending Rose Canyon fault zone. The fault zone is characterized by anastomosing and en echelon fault strands, which likely could present a surface fault rupture hazard. While the zone of faulting is relatively well defined on a regional scale, the precise location and activity of the fault strands within the zone are less defined in the Specific Plan area of Balboa Avenue. Several fault strands have been tentatively located by interpretation of geomorphic features from aerial photographs and these faults are shown on the San Diego Seismic Safety Study Geologic Hazards and Faults Maps¹. Detailed geologic studies are necessary to precisely locate faults and determine fault activity within the broader fault zone.

¹ City of San Diego Seismic Safety Study, Geologic Hazards and Faults Updated 2008: <http://archive.sandiego.gov/development-services/industry/hazards/pdf/seismicstudy.pdf>



Land Use Designations

Figure 2-1

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CHAPTER THREE

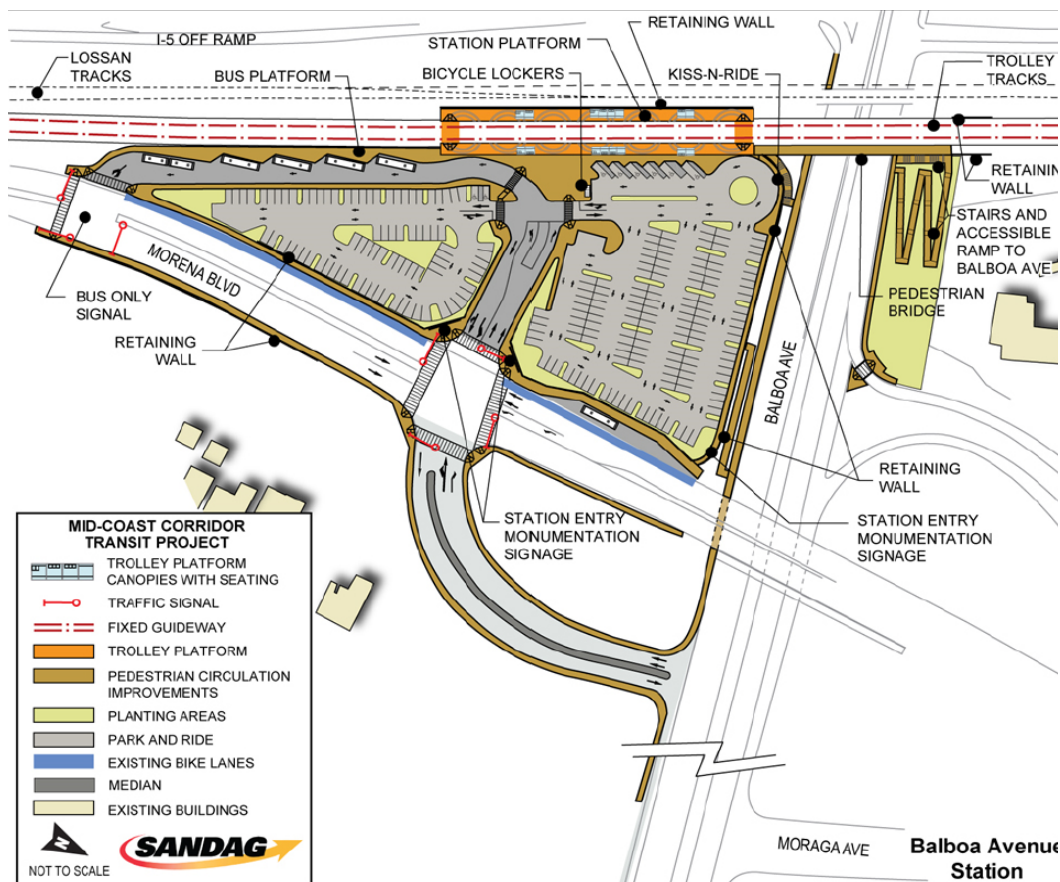
Mobility

The Specific Plan envisions a multi-modal network that focuses on access to the Balboa Avenue Station. The Specific Plan recommends improvements that balance the needs of all users, decrease dependence on single occupancy vehicles, and reduce average commute distances. The Mobility chapter provides policies and network recommendations for the public right of way that will help accommodate future travel demands. The policies prioritize the establishment of a complete streets network by ensuring safe and efficient travel for all modes throughout the study area, including pedestrians, bicyclists, transit riders, and motorists. Recommended improvements sought to improve connectivity and access to regional amenities such as Mission Bay Park, Rose Creek Bike Path, and Pacific Beach.

3.1 TRANSIT

Overseen by the San Diego Association of Governments (SANDAG) and serviced by Metropolitan Transit System (MTS), the Balboa Avenue Station is part of the Mid-Coast Trolley extension which extends the Blue Line services from Downtown to University City. The Station will be at-grade with canopies for seating, a bus platform, a pedestrian bridge over Balboa Avenue, sidewalks, bicycle lockers, traffic signals, a “Kiss-n-Ride” drop-off area, a surface parking lot with approximately 238 spaces, and other circulation and landscape improvements (see Figure 3-1, Balboa Avenue Station Concept Plan). Service is anticipated to begin in 2021 and by 2030 SANDAG predicts 3,180 daily boardings.

Off-site improvements include the removal of the eastbound



Balboa Station Concept Plan (Source: SANDAG)

Figure 3-1

Balboa Avenue to southbound Morena Boulevard ramp. Traffic will be diverted to the eastbound Balboa Avenue to Morena Boulevard ramp; this ramp will be widened and its intersection with Morena Boulevard will be signalized. A new signalized intersection will also be constructed at the southern end of the station site. The northbound I-5 off-ramp to eastbound Balboa Avenue will also be widened to include two turn lanes and a new traffic signal at Balboa Avenue.

Pedestrian access from Morena Boulevard to the Balboa Avenue Station will be provided via new sidewalks on both the east and west sides of Morena Boulevard south of Balboa Avenue. A pedestrian bridge with ramps and stairs will be provided across Balboa Avenue for access to the Station from the north side of Balboa Avenue. Access from the south side of Balboa Avenue will be provided via both ramps and stairs.

Figure 3-2 illustrates the existing transit routes within the Specific Plan area.

POLICIES

- 3.1.1 Encourage SANDAG and MTS to improve the transit stop environment, reduce the necessity for automobile use, and provide the “first mile last mile” connectivity which could include, but is not necessarily limited to the following:
 - a. Pedestrian oriented lighting,
 - b. Photovoltaics powered shelters with additional seating, and real-time transit schedules,
 - c. Shade-producing street trees,
 - d. Trash receptacles,
 - e. Bicycle share station, and
 - f. Wider sidewalks where needed.
- 3.1.2 Encourage SANDAG and MTS to expand the use of compass card to cover bike share use.
- 3.1.3 Improve pedestrian and bicycle connections to bus transit stops with wayfinding signage.

3.1.4 Support SANDAG and MTS to consider a bicycle and pedestrian access between the Balboa Avenue Station and the Specific Plan via a connection across I-5 from the Balboa Station to the area east of Mission Bay Drive within the vicinity of Magnolia Avenue and Bunker Hill Street. This connection could include a bridge, aerial skyway, or other means with potential connections to Mission Bay Park and Mission Boulevard.

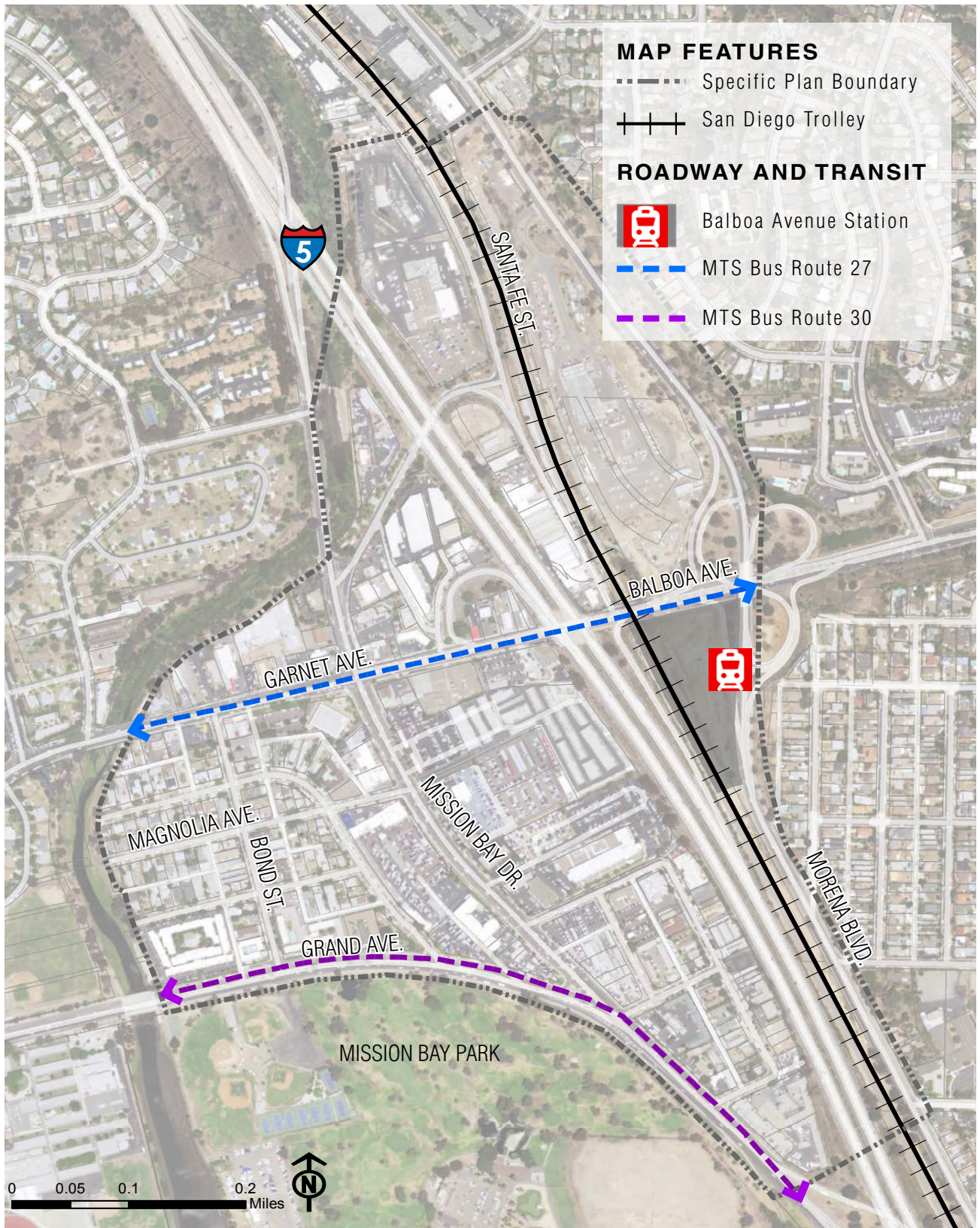
3.1.5 Support the implementation of Transit Priority Measures such as queue jumpers and priority signal operations along Balboa Avenue, Garnet Avenue, Grand Avenue and any future transit corridors.



Existing Bus Stop on Grand Avenue

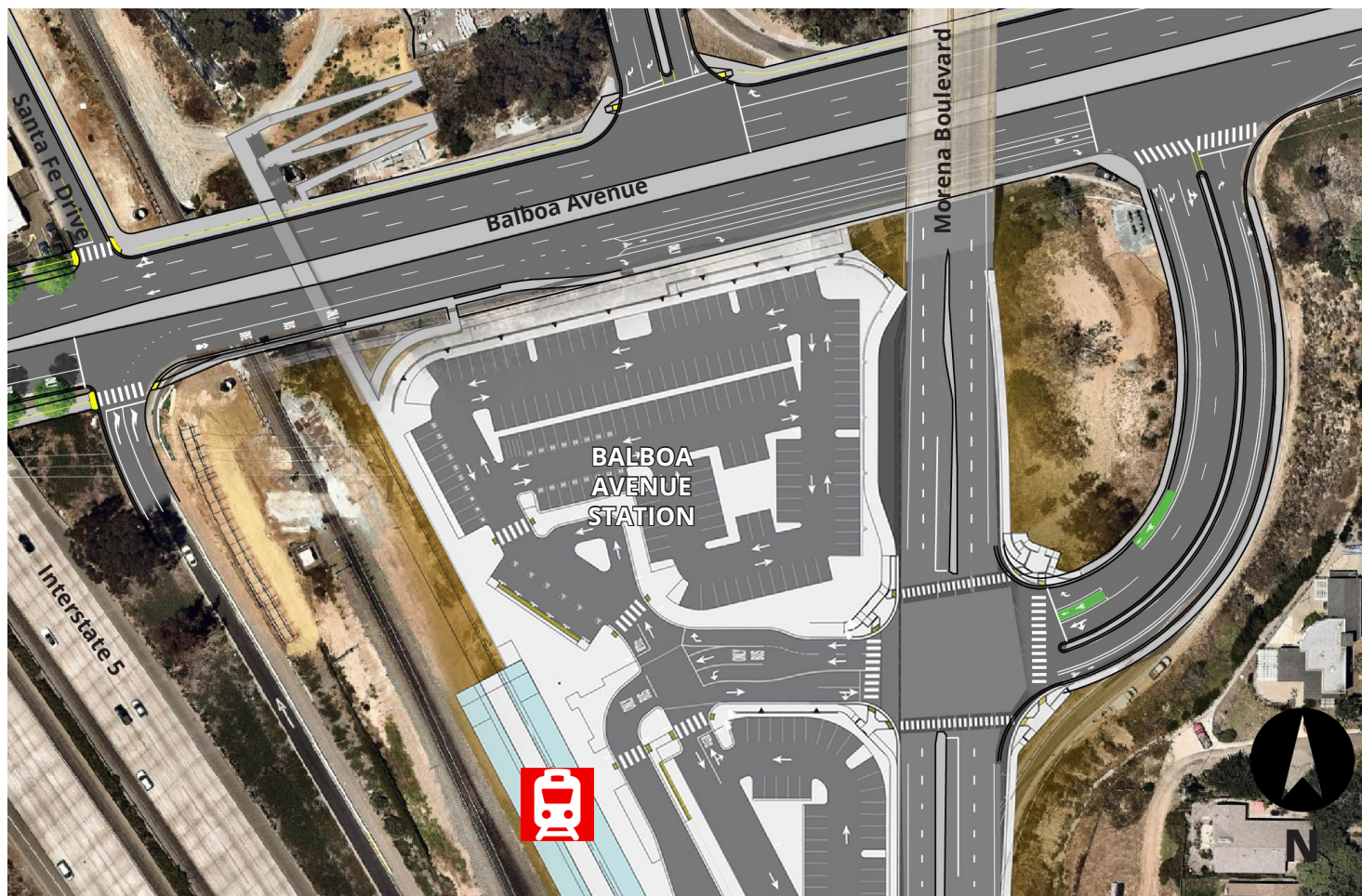


An Enhanced Bus Stop Includes Curb Extensions, Shelter, Bicycle Racks, Seating, Lighting, and Landscaping



Transit Network

Figure 3-2



Conceptual Rendering of Balboa Avenue improvements in the vicinity of the Balboa Avenue Station.

Figure 3-3

3.1.6 Encourage SANDAG and MTS to implement amenities that support transit ridership to the Balboa Avenue Station. These include but are not limited to the following:

- Provide bicycle share station;
- Designate car share drop-off and pick-up area;
- Provide dedicated parking for electric vehicles;
- Provide dynamic parking management;
- Provide real-time transit traveler information, ridesharing, and loading areas; and
- Provide a wayfinding program directing users between the station and the connecting bicycle and pedestrian facilities.



Wider sidewalks improve walkability



Conceptual rendering of enhanced under-pass at I-5 freeway.

3.2 WALKABILITY

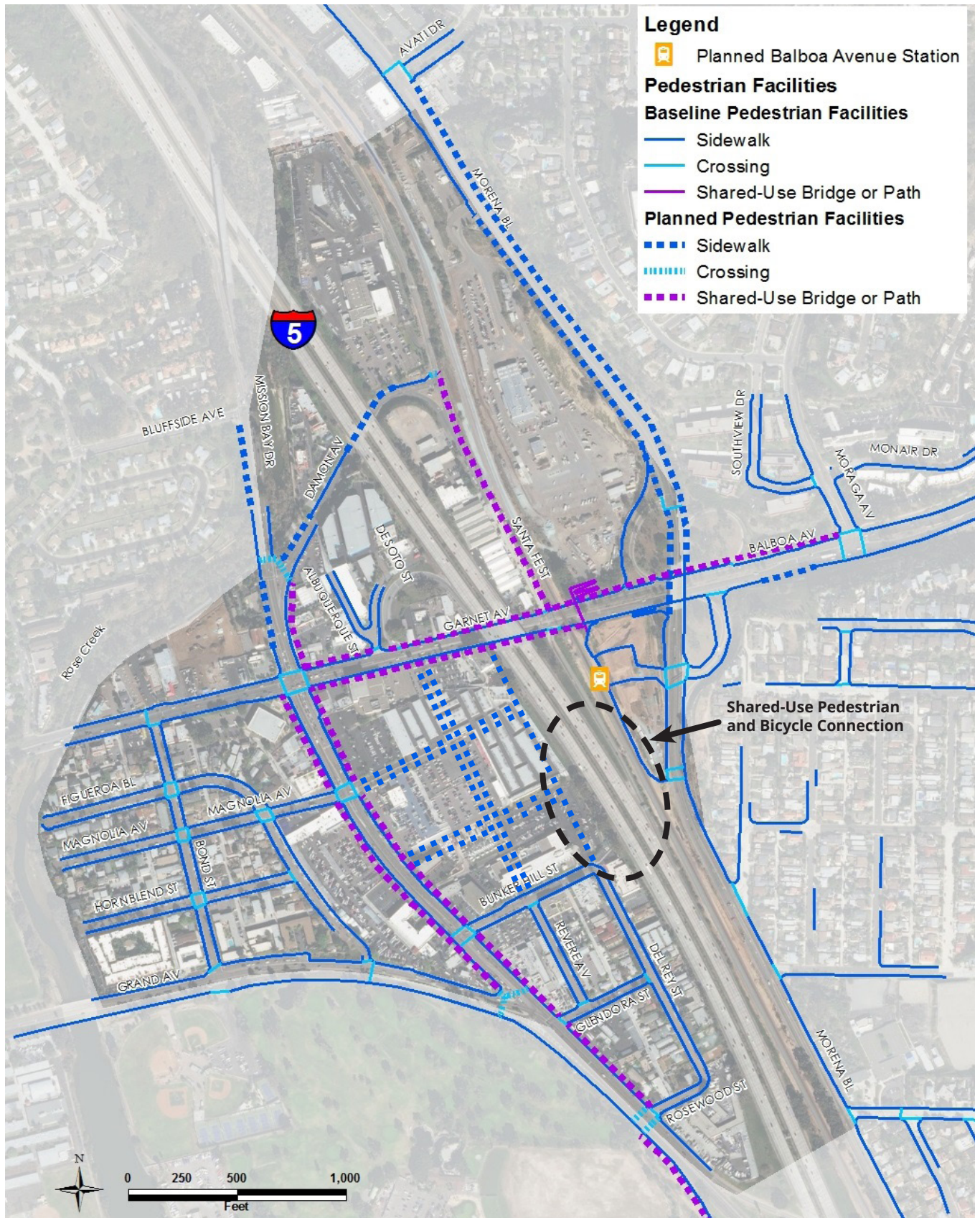
Pedestrian facilities are critical to connecting the Balboa Station with Pacific Beach, Clairemont, and Mission Bay Park. In addition to sidewalks, pedestrian connections can include paseos, pedestrian nodes, and multi-use paths which connect pedestrians to parks and destinations within and adjacent to the Specific Plan area. Pedestrian nodes are points containing pedestrian-related amenities that enhance pedestrian, bicycle, and transit use. Amenities could include shade-oriented structures, seating, drinking fountains, landscaping, information displays, and bicycle rest stops. Figure 3-4 shows the recommended pedestrian improvements.

POLICIES

- 3.2.1 Provide marked crosswalks, adaptive traffic signals, and pedestrian countdown timers at all signalized intersections.
- 3.2.2 Provide adequate sidewalk widths for shade-producing street trees and street furnishings within the community village along Mission Bay Drive and Garnet Avenue.
- 3.2.3 Support and promote walkability and connectivity features, which may include, but are not limited to the following:
- Removal of accessibility barriers;
 - Undergrounding of utility boxes; and
 - Installation of missing sidewalks and curb ramps.



Enhanced crosswalk striping



Pedestrian Facilities

Figure 3-4

- 3.2.4 Coordinate with Caltrans to enhance the Balboa Avenue freeway underpasses to accommodate a multi-use path on both sides of the street with pedestrian-scale lighting to foster pedestrian connections to the Balboa Avenue Station, Mission Bay Park, De Anza Cove and Rose Creek Trail.
- 3.2.5 Include pedestrian paths or paseos, within the community village areas, between and/or through developments to provide better connectivity.
- 3.2.6 Coordinate with Caltrans to retrofit and/or reconstruct freeway on and off ramps to improve the pedestrian environment through the installation and maintenance of signs, lighting, high-visibility crosswalks, and reducing turning radii.

3.3 BICYCLE NETWORK

Expansion and enhancement of bicycle facilities are an important component of the Specific Plan's multi-modal strategies. Figure 3-5 describes and illustrates the City's bicycle classification system. Figure 3-6 displays the recommended bicycle facilities within the Specific Plan area that will help to improve bicycle mobility through connections and improved access to key destination areas (regional amenities).

POLICIES

- 3.3.1 Provide bicycle facilities that connect to the Balboa Avenue Station through the implementation of improvements identified in Figure 3-6.
- 3.3.2 Increase the level of comfort and safety for bicycling at signalized intersections and streets, through loop detection, bicycle signals, bicycle boxes, protected intersections, no turn on red restrictions, wayfinding signage and markings, enhanced bicycle lanes, and separated bicycle facilities, where feasible.
- 3.3.3 Enhance connections from the Balboa Avenue Station and Mission Bay park along Rose Creek Bike Path to accommodate bicycle and pedestrian traffic.
- 3.3.4 Improve connectivity, capacity, accessibility and safety of the Rose Creek Trail for all users through the implementation of bicycle rails, slip ramps, lighting and other trail access improvements at the following locations:
 - Damon Avenue
 - Garnet Avenue
 - Figueroa Boulevard
 - Magnolia Avenue
 - Hornblend Street
 - Grand Avenue
- 3.3.5 Encourage the design of commercial, residential, and mixed-use developments to include secure, accessible bicycle parking and bike share near building entrances and/or easily identifiable locations that may include, but may not be limited to, bicycle corrals, racks, lockers, or other type of protected facility.
- 3.3.6 Introduce traffic calming measures to improve pedestrian and bicyclist safety and comfort, and to reduce speeding and traffic diversion from arterial streets onto residential streets and alleyways.
- 3.3.7 Coordinate with Caltrans to retrofit and/or reconstruct freeway underpasses to foster bicycle connections to the Balboa Avenue Station, Mission Bay Park, De Anza Cove and Rose Creek Trail.



Bike corrals replace one parking space to allow for bicycle parking

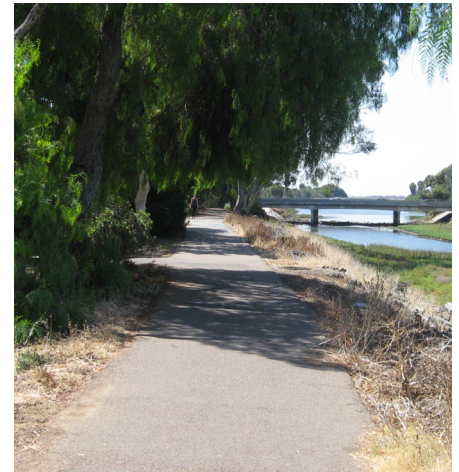
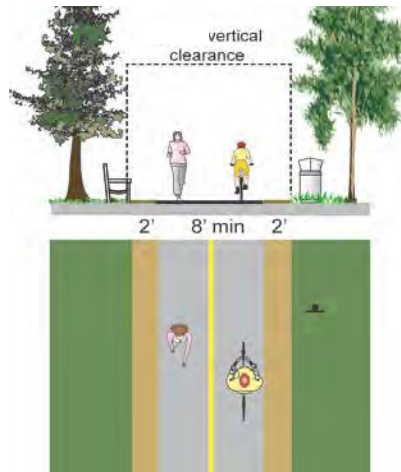
Figure 3-5 Bicycle Classification System. (Source: SANDAG 2050 Regional Transportation Plan. The City of San Diego uses the following bikeway classes for planned bicycle facilities in the Bicycle Master Plan. Caltrans does not identify Class IV and Bicycle Boulevards as bicycle facilities. The City may consider modified bikeway design to better enhance user experience.)

Class I - Bicycle Path

Bike paths are bikeways that are physically separated from vehicular traffic.

RECOMMENDATIONS

- Enhance the Class I Rose Creek Trail from Damon Avenue to Grand Avenue to improve capacity and user safety; improve access connections at Magnolia Avenue, Grand Avenue, and Garnet Avenue.



Class II - Bicycle Lanes

Bike lanes are defined by pavement markings and signage used to allocate a portion of a roadway for exclusive or preferential bicycle travel.

RECOMMENDATIONS

- Incorporate Class II Bicycle Lanes on Mission Bay Drive from Rosewood Street to the intersection of the Rose Creek trail, and along Morena Boulevard from the transit station to Jutland Drive.
- Incorporate Class II Bicycle Lanes on Garnet Avenue/Balboa Avenue from Santa Fe Street to Moraga Avenue where width permits. Consider Class III Bicycle Route with sharrows where width does not permit a Class II facility.
- Incorporate Class II Bike Lanes on Bunker Hill Street from Mission Bay Drive to the eastern end of the roadway.



Class III - Bicycle Routes

Bike routes are located on shared roadways that accommodate vehicles and bicycles in the same travel lane.

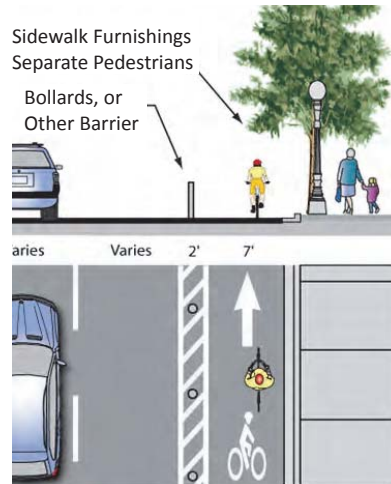
RECOMMENDATIONS

- Incorporate Class III Bike Routes on Garnet Avenue from Soledad Mountain Road to Santa Fe Street.



Class IV - Cycle Tracks

A cycle track is a hybrid type of bicycle facility that combines the experience of a separated path with the on-street infrastructure of a conventional bike lane. Cycle tracks are bikeways located in roadway right-of-way but separated from vehicle lanes by physical barriers or buffers. Cycle tracks provide for one-way or two-way bicycle travel adjacent to vehicular travel lanes and are exclusively for bicycle use.



RECOMMENDATIONS

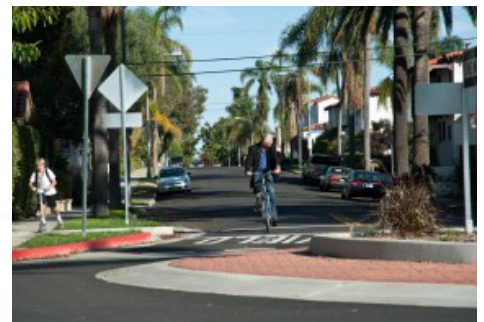
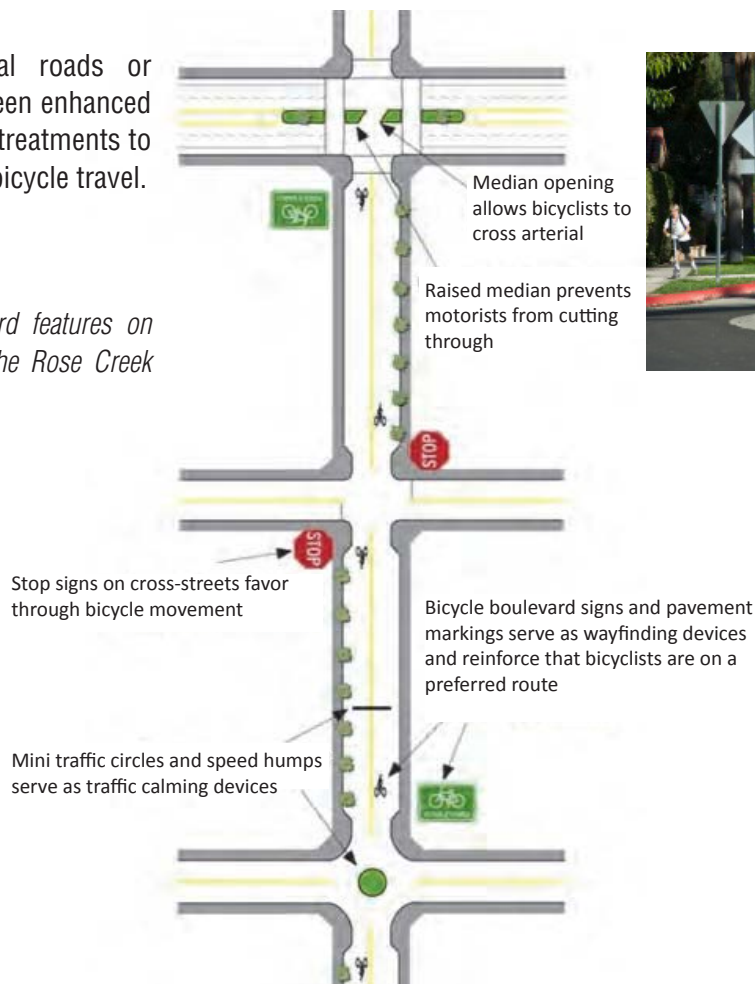
- Incorporate two-way Class IV Cycle Tracks along the east side of Santa Fe Street from Balboa Avenue to Damon Street.
- Incorporate two-way Class IV Cycle Tracks along the west side of Morena Boulevard from Gesner Street to the Balboa Station.

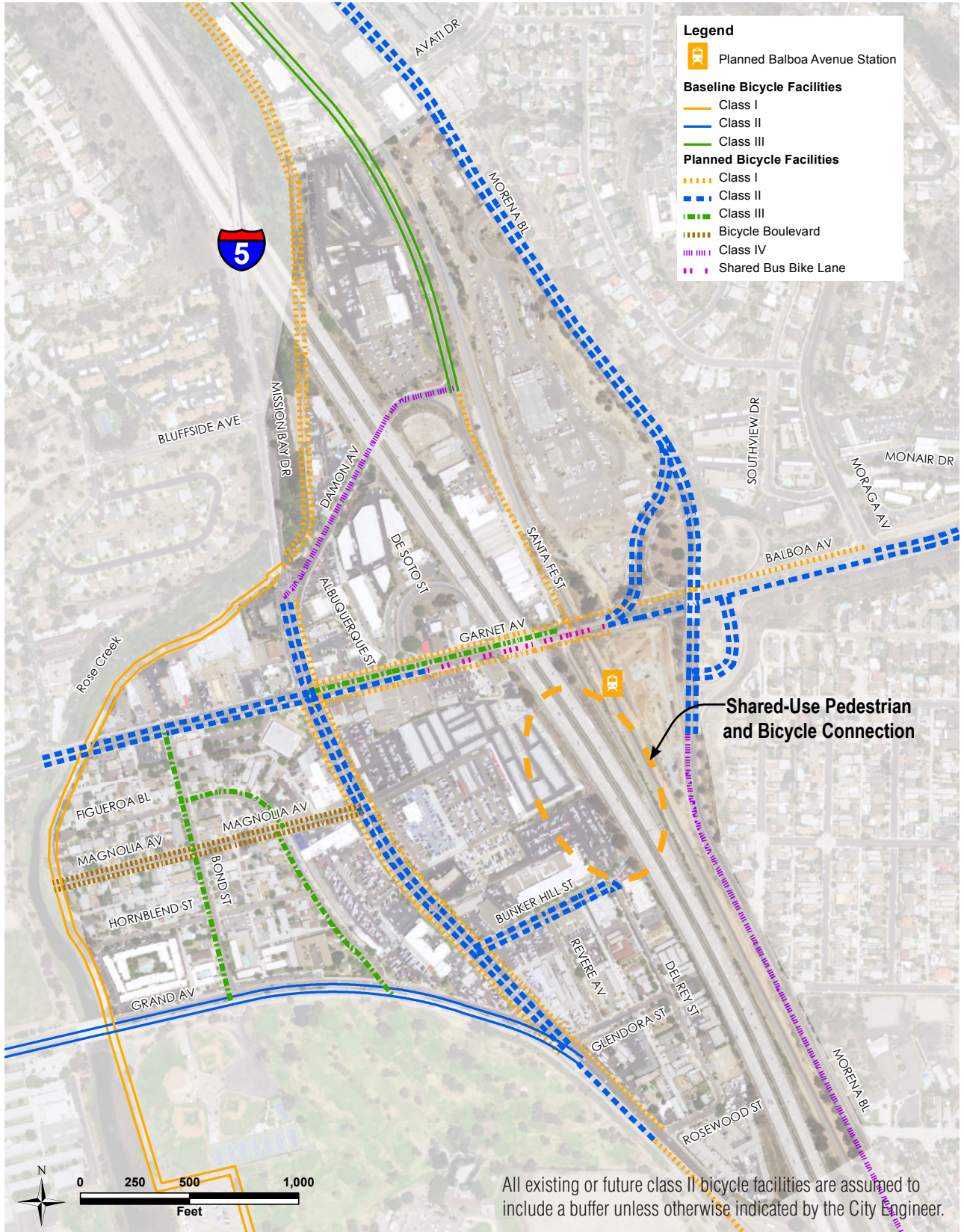
Bicycle Boulevards

Bicycle boulevards are local roads or residential streets that have been enhanced with traffic calming and other treatments to facilitate safe and convenient bicycle travel.

RECOMMENDATIONS

- Incorporate Bicycle Boulevard features on Magnolia Avenue between the Rose Creek Trail and Mission Bay Drive.





Bicycle Facilities

Figure 3-6

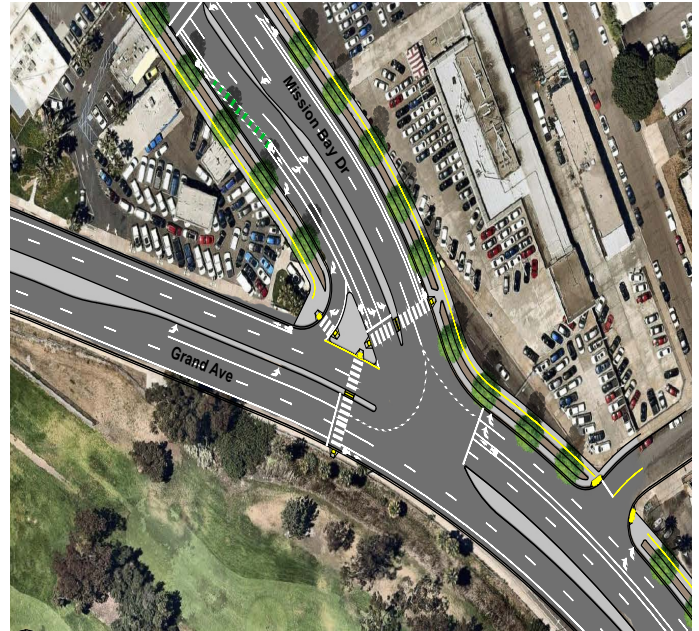
3.4 STREETS

The Specific Plan envisions shifting a large amount of new trips to public transit, walking, and biking, while also accommodating new vehicle traffic and minimizing conflicts between modes. Targeted street improvements, transportation system management techniques, and traffic calming projects should be implemented and expanded to increase street capacity, reduce congestion, reduce speeding, and improve neighborhood livability. New technologies should be pursued to respond to current traffic conditions and move people and goods safely and efficiently through the community, while minimizing conflicts between pedestrians, bicyclists and vehicles, including transit vehicles.

Street and freeway system policies are numbered below as 3.4.1 – 3.4.6. Additional related policies and guidance may be found in the City of San Diego's General Plan policies ME-C.1 through ME-C.10 and Table ME-2 (Traffic Calming Toolbox). Also, policies may be found in the Urban Design Element of this document in Chapter 4 (Section 4.4).

POLICIES

- 3.4.1 Support the implementation of multi-modal improvements to enhance transit, bicycle and pedestrian facilities designed to increase safety at the intersection of Garnet Avenue and Mission Bay Drive and Grand Avenue at Mission Bay Drive.
- 3.4.2 Explore opportunities to incorporate traffic circles and bulbouts on local streets to slow traffic and increase bicycle and pedestrian safety at intersections that could include:
- Magnolia Avenue and Bond Street
 - Figueroa Boulevard and Magnolia Avenue
 - Hornblend Street and Bond Street
 - Figueroa Boulevard and Bond Street
- 3.4.3 Evaluate improvements at intersections to minimize conflicts and improve safety. This could include reconfiguration of Mission Bay Drive and Grand Avenue and protected intersection treatments at Mission Bay Drive and Garnet Avenue, and elimination of free-right turn movements at Damon Avenue and Mission Bay Drive.
- 3.4.4 Support infrastructure for electric vehicles which includes the ability to install vehicle charging

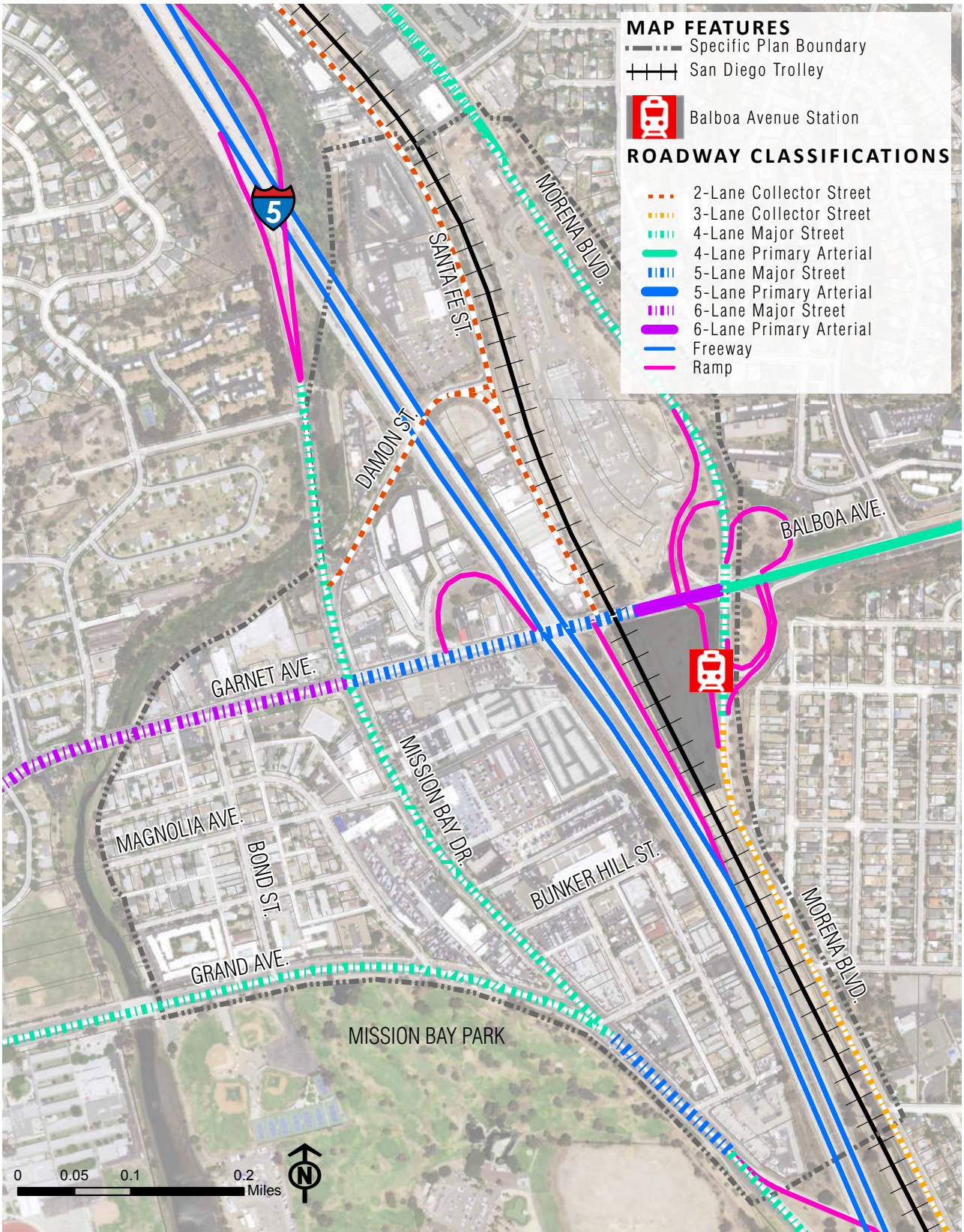


Conceptual Rendering of Mission Bay Drive and Grand Avenue Intersection Improvement

stations for multi-family residential, commercial and industrial uses based on future demand and changes in technology.

- 3.4.5 Encourage the evaluation of infrastructure for autonomous vehicles when designing right-of-way infrastructure projects and operational improvements based on future demand and changes in technology.
- 3.4.6 Support parking management strategies to maximize the efficiency of parking utilization.

Figure 3-7 illustrates future roadway classifications within the Specific Plan area. The following cross-sections correspond to locations in Figure 3-8.



Specific Plan Circulation

Figure 3-7



Specific Plan Circulation

Figure 3-8

1-3. Balboa Avenue/Garnet Avenue

- Support the modification of westbound Balboa Avenue travel lanes to provide three westbound lanes and two eastbound lanes from Moraga Avenue to Morena westbound ramps.
- Support the modification of the I-5 Northbound Ramp to a dual right-turn only with signal control at Balboa Avenue.
- Support the removal of the northbound Morena Boulevard to westbound Balboa Avenue ramp to remove barriers that deter bicyclists and pedestrians along the roadway.
- Support the modification of the Morena Boulevard ramp roadway and the existing traffic signal at Morena Boulevard north of Balboa Avenue to accommodate northbound Morena Boulevard traffic traveling west to Balboa Avenue.
- Support the installation of a traffic signal at the westbound Balboa Avenue and Morena Boulevard ramps to provide safe crossings for pedestrians and bicyclists while maintaining right turning movements at the intersection.
- Support the modification of the I-5 southbound on-ramp along westbound Garnet/Balboa Avenue to reduce turning speeds and improve visibility of pedestrians and cyclists
- Support the inclusion of wider sidewalks with trees and planted parkways on the north and south sides to enhance the pedestrian experience.
- Support the incorporation of pedestrian-scale lighting, especially near transit stops.
- Support the removal of the free-right movements at intersections with Morena Boulevard.
- Support the enhancement of the I-5 under-crossing with a multi-use path for pedestrian and bicycles with pedestrian lighting to increase pedestrian and bicycle safety.

Figure 3-9 Garnet Avenue Between Soledad Mountain Road and Mission Bay Drive

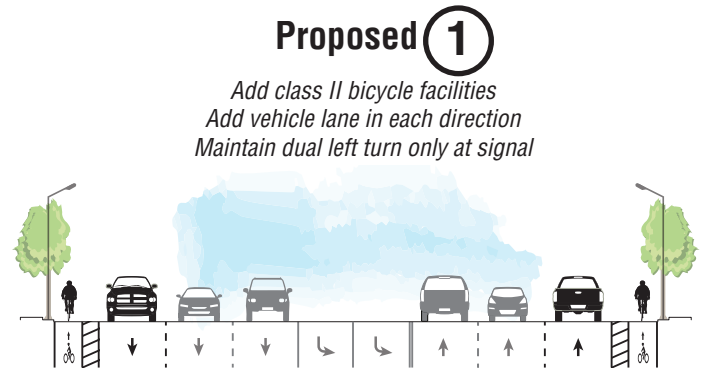


Figure 3-10 Garnet Avenue/Balboa Avenue Between Santa Fe Street and Moraga Avenue

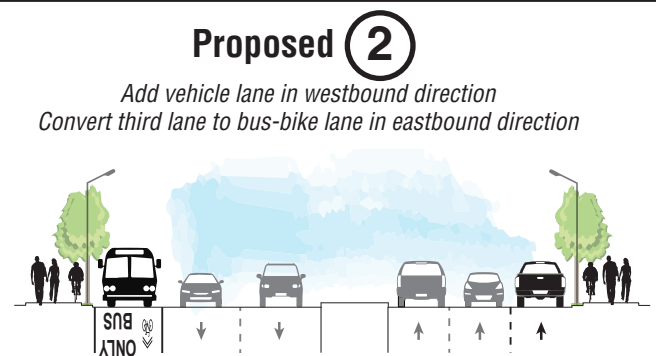


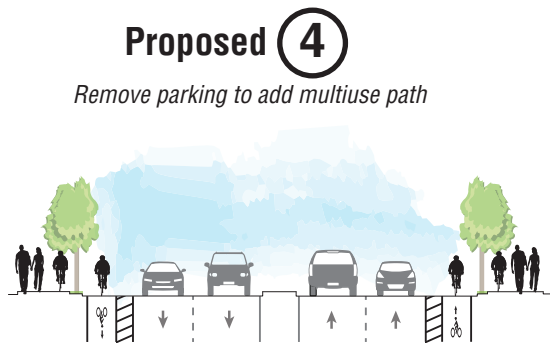
Figure 3-11 Balboa Avenue Between Moraga Avenue and Clairemont Drive



4. Mission Bay Drive

- Support the inclusion of a multi-use path for pedestrians and bicyclists on both sides.
- Support the incorporation of pedestrian-scale lighting.
- Support the enhancement of the traffic island at the intersection of Mission Bay Drive and Grand Avenue with pedestrian crossings and landscaping to enhance the streetscape.
- Support shared driveways and the reduction of curbcuts.

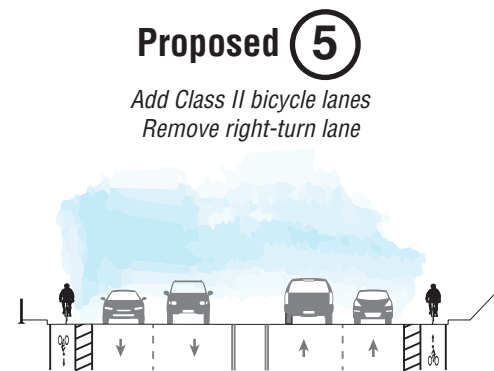
Figure 3-12 Mission Bay Drive Between Garnet Avenue and Grand Avenue



5. Morena Boulevard

- Support the inclusion of wider sidewalks for pedestrians.
- Support the removal of the free-right movements at intersections with Balboa Avenue.

Figure 3-13 Morena Boulevard North of Ramps



6-7. Morena Boulevard

- Support the inclusion of wider sidewalks for pedestrians.
- Support the removal of the free-right movements at intersections with Balboa Avenue.

Figure 3-14 Morena Boulevard between Balboa Avenue Ramps and Baker Street.

Proposed ⑥

Add Class IV (two-way cycle track), remove right-turn lane

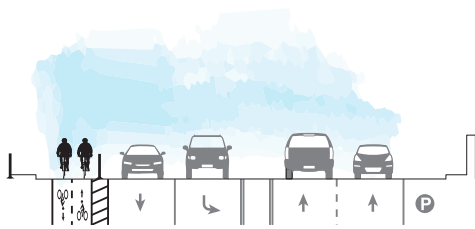
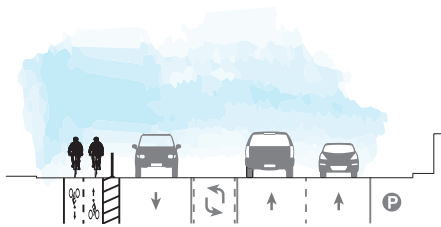


Figure 3-15 Morena Boulevard south of Baker Street

⑦

Add cycle track, reduce to one vehicle lane in southbound direction and maintain two northbound travel lanes



8-9. Grand Avenue

- Support the installation of enhanced pedestrian crossings at signalized intersections to connect uses on the north and south sides of the street.

Figure 3-16 Grand Avenue at Rose Creek Trail

Proposed ⑧

No improvements proposed

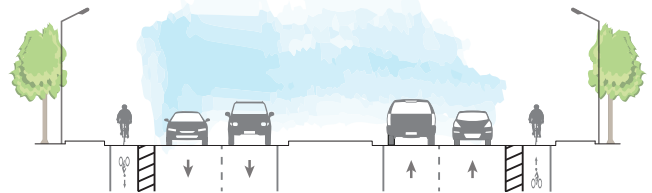
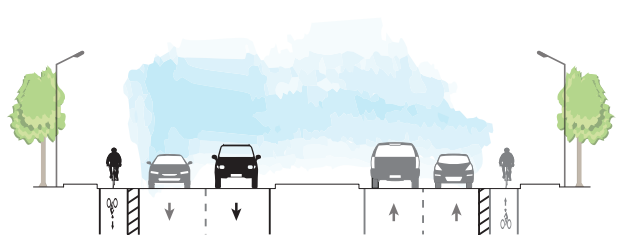


Figure 3-17 Grand Avenue East of Figueroa

Proposed ⑨

No improvements proposed



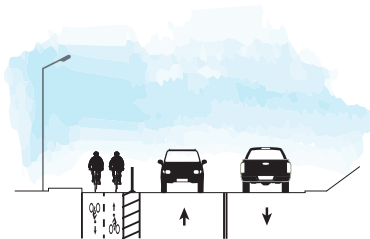
10. Damon Avenue

- Support the installation of lighting along the I-5 underpass.
- Support the enhancement of the traffic island at the intersection of Damon Street and Santa Fe Street with pedestrian refuge areas.

Figure 3-18 Damon Avenue Between Mission Bay Drive and Santa Fe Street

Proposed 10

No improvements proposed



11-12. Santa Fe Street

- Provide a shared-use pedestrian/bicycle facility along the east side from Garnet Avenue to Damon Avenue.
- Coordinate with MTS to provide a shared-use pedestrian/bicycle facility along the east side from Garnet Avenue to Damon Avenue.

Figure 3-19 Santa Fe Street North of Damon Avenue

Proposed 11

No improvements proposed

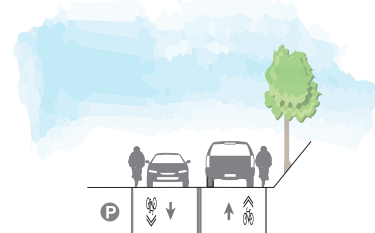
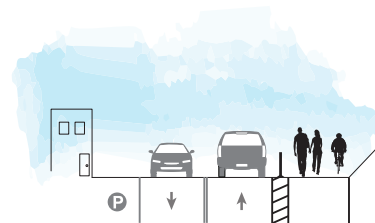


Figure 3-20 Santa Fe Street South of Damon Avenue

Proposed 12

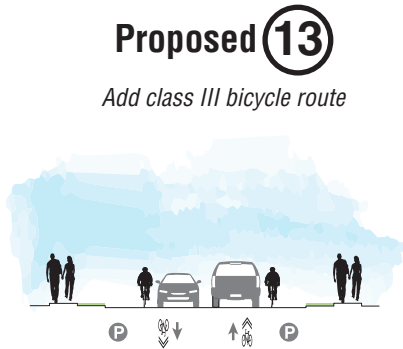
Add cycle track



13. Magnolia Avenue

- Support the utilization of signs, pavement markings, and traffic calming measures, such as bulb outs and traffic circles, to discourage motor vehicle cut-through trips and to create comfortable and convenient bicycle travel on Magnolia Avenue west of Mission Bay Drive.
- Support the enhancement of the intersection of Mission Bay Drive and Magnolia Avenue with street and pedestrian lighting and enhanced crosswalks.

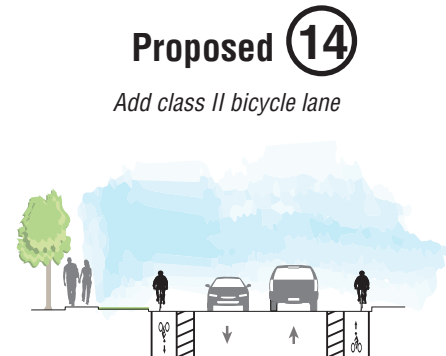
Figure 3-21 Magnolia Avenue West of Mission Bay Drive



14. Bunker Hill Street

- Support the enhancement of pedestrian and bicycle facilities to serve a potential future connection to the Station. Refer to policy 3.2.5.

Figure 3-22 Bunker Hill Street East of Mission Bay Drive



CHAPTER FOUR

Urban Design

The Specific Plan envisions building designs and streetscapes that support pedestrian activity. The graphics illustrate the desired characteristics and recommendations. Also refer to the General Plan Urban Design Element.



Intersection of Magnolia and Mission Bay Drive Existing Conditions (Before)



Intersection of Magnolia and Mission Bay Drive Conceptual Rendering of Improvements (After)

Figure 4-1

4.1 BUILDING DESIGN

Building frontage improvements create a pleasant and inviting environment for residents, businesses, and visitors and should relate to the street and neighborhood character. They can provide a consistent and cohesive theme to unify and highlight the distinctive characteristics of a neighborhood and corridor. Figures 4-2 to 4-4 illustrate the desired characteristics and recommendations associated with typical frontages, and are shown for illustrative purposes only.

The following policies provide guidance for creating pedestrian-oriented development within the Specific Plan area. The policies allow for design flexibility to achieve designs that meet the policy intent.

POLICIES

General

- 4.1.1 Design buildings to front directly onto and orient towards public streets, pedestrian pathways, and/or public space.
- 4.1.2 Design buildings to avoid uninterrupted blank walls along all building facades.
- 4.1.3 Design buildings to create an edge along streets by providing consistent building setbacks.
- 4.1.4 Incorporate Crime Prevention Through Environmental Design (CPTED) concepts within developments, along sidewalks, paseos, and walkways, at transit stops/stations, and public space to enhance the safety and comfort of the pedestrian experience as appropriate.
- 4.1.5 Promote active residential street frontages by designing ground-floor units with living space that fronts the street and/or provides direct access from the street in areas not identified as active commercial frontage.
- 4.1.6 Incorporate design features that shade the storefront glass from glare.
- 4.1.7 Encourage the integration of pedestrian-oriented areas for outdoor dining, shopping, and passive recreation or cultural events into developments to provide additional vitality to the public realm.
- 4.1.8 Encourage commercial and mixed-use buildings with active frontage elements such as enlarged windows, storefronts and public spaces that front on to the public realm to enliven the streetscape and provide eyes on the street in areas identified as active commercial frontage.
- 4.1.9 Encourage enhanced building materials, textures, and detailing at the ground level, and into building features such as plane changes, entries, and corners.
- 4.1.10 Encourage pedestrian lighting along building frontages.

Massing and Articulation

- 4.1.11 Design buildings with a pedestrian-oriented scale by utilizing different techniques, which could include, but are not necessarily limited to, differentiating the mass and scale of buildings, varying rooflines, incorporating vertical and horizontal modulations, and using color and/or architectural elements.
- 4.1.12 Design buildings with techniques which could include, but are not necessarily limited to, vertical articulation of façades through recessed façade elements, bays, and changes in wall materials and colors.
- 4.1.13 Encourage appropriate and adequate variation in frontal planes, massing, corner cuts, and building footprints to minimize bulk, promote visibility, and create variety with rhythm and order.
- 4.1.14 Encourage visual interest and reduce the overall mass of buildings with variations in roof form, height, and profiles.
- 4.1.15 Maintain and expand grid street patterns with walkable block sizes (perimeter of 1,500 feet or less where feasible) to support pedestrian-oriented development.
- 4.1.16 Incorporate street, pedestrian, and bicycle connections within the superblock along Mission Bay Drive and Garnet Avenue to create a walkable scale for new development and improve public access.



Commercial Frontage with Parking Behind Building (Conceptual Rendering)

Figure 4-2

Parking

- 4.1.17 Encourage structured parking in areas below or behind buildings in order to minimize the area dedicated to automobile parking, where possible.
- 4.1.18 Encourage the design and location of parking areas in relation to buildings to minimize the exposure of parked vehicles to the public view and the primary street.
 - a. Use active frontages (residential, retail, or commercial) to facade parking structures when placing adjacent to a primary street frontage or public space.
 - b. Utilize buildings, architectural features, public art, or landscaped buffers to screen parking areas.
 - c. Consider articulated building facades to minimize bulk and scale.
 - d. Discourage placing parking areas at the intersection of primary streets with a secondary street.
 - e. Encourage the use of shared parking structures for multiple developments.
- 4.1.19 Design the location of surface parking and structured parking entryways that minimize disruption to the pedestrian and bicycle right-of-way.
 - a. Facilitate access to parking, generally, from side streets or secondary streets where possible.
 - b. Consolidate, to the extent feasible, parking for multiple properties to minimize the number of curb cuts, and facilitate pedestrian and bicycle circulation.
 - c. Encourage shared driveway access to reduce curb cuts.
 - d. Locate driveways and access to parking areas away from intersection except in instances where it may be advantageous to have a driveway located at an intersection, as in the case of a three-legged intersection where a driveway may serve as the fourth leg.
 - e. Encourage infrastructure for electric vehicles which includes the ability to install vehicle charging stations for multifamily residential, commercial and industrial uses based on future demand and changes in technology.



Multi-family Residential Frontage with Forecourt (Conceptual Rendering)

Figure 4-3

- 4.1.20 Incorporate pedestrian pathways in surface parking and parking structure design to provide linkages between transit stops/stations, building entrances, retail uses, parking areas, and streets.
- 4.1.21 Encourage architectural style and materials for parking structures consistent with the primary building.

Entrances

- 4.1.22 Encourage public spaces, such as plazas or forecourts in residential buildings to promote a transition between public and private space.
- 4.1.23 Encourage pronounced entrances that include recessed doors, archways or cased openings, a change in wall plane, and/or projecting elements above the entrance.
- 4.4.24 Encourage primary building entries to orient toward public sidewalks, plazas, parks, and public or private pathways that connect to the public sidewalk to encourage an active public realm.



Auto Dealership Frontage with Sidewalk Display (Conceptual Rendering)

Figure 4-4

Auto Dealerships

- 4.1.25 Encourage showrooms to be set adjacent to the street to provide for sidewalk display.
- 4.1.26 Orient buildings to provide street walls along all street frontages.
- 4.1.27 Design buildings with architectural detail and articulation to avoid the appearance of blank walls.
- 4.1.28 Encourage the use of parking structures for dealerships auto storage needs.
- 4.1.29 Encourage the use of architectural detailing to avoid the appearance of the “back of the buildings” on building elevations that face public streets whether such elevations function as the front, side or rear of buildings.
- 4.1.30 Encourage the placement of vehicle storage and parking behind buildings and screen them from public streets where possible.
- 4.1.31 Provide pedestrian connections from primary building entrances to the public street.

4.2

RELATIONSHIP TO ROSE CREEK

The Specific Plan envisions Rose Creek with a pedestrian and bicycle path connecting the area to Mission Bay Park and San Clemente Canyon with residential and commercial buildings embracing the creek.

- 4.2.1 Support connecting the San Clemente Canyon and Rose Canyon trail networks and the De Anza Regional Bike Path.
- 4.2.2 Site outdoor dining and public spaces in new development to take advantage of the views of Rose Creek.
- 4.2.3 Discourage parking or blank walls fronting Rose Creek.
- 4.2.4 Support enhancing pedestrian and bicycle accessibility to the Rose Creek Bike Trail.

4.3 GATEWAYS AND WAYFINDING SIGNAGE

Enhancements to gateways contribute to community identity.

POLICIES

- 4.3.1 Encourage a unified treatment for gateways which may consist of structural elements, landscaping, lighting, and banners.
- 4.3.2 Consider gateway enhancements at community entrances, including at the intersections of Mission Bay Drive, Garnet/Balboa Avenue, and Grand Avenue.
- 4.3.3 Encourage a wayfinding program to direct pedestrians, bicyclists, and drivers to the Balboa Avenue Station and nearby destinations, such as Mission Bay Park. Consider the use of signs that can be installed and maintained by the City.



Sample of walkway with enhancements at freeway underpass.



Rose Creek

4.4 PUBLIC REALM

A primary goal of the Specific Plan area is to transform the public realm into an exciting, pedestrian-friendly environment, creating spaces for people. Streetscape improvements can enhance the character in the public realm while creating a safe and pleasant environment for pedestrians. Improvements can also encourage private property upgrades and development. Pedestrian-scale lighting can promote a safer environment and enhance the pedestrian experience. Landscaping enhances the pedestrian experience, softens the hard edges of buildings and streets, beautifies the City with trees and landscaping, and enhances the natural environment.

POLICIES

- 4.4.1 Explore opportunities to incorporate bulbouts, parklets, parkways, and landscape planting.

Street Trees

- 4.4.2 Accommodate street trees that contribute to the City's urban forest, enhance street character and neighborhood identity, and provide shade for pedestrians and parked cars and bicycles.
- 4.4.3 Identify gaps in the street tree canopy and expand and maintain new tree plantings.
- 4.4.4 Explore cost-effective options to increase and sustain the urban forest; maintain trees to reduce the impacts of drought, diseases, and pests, and storm damage.
- 4.4.5 Use tree grates or other types of material to expand the area of usable space within high pedestrian traffic areas and create a distinct sense of place.

Stormwater

- 4.4.7 Consider incorporating stormwater filtration features in bulb outs.
- 4.4.8 Consider using medians on Grand Avenue for stormwater retention
- 4.4.9 Consider providing bioswales, pervious strips, flow-through planters, and pervious pavement to help infiltrate stormwater runoff before it enters the storm drain system.

Landscaping

- 4.4.10 Conserve water resources and use sustainable practices when selecting plant material and designing irrigation systems. Integrate native, drought-tolerant, or low-water-use plant species in streetscapes and design for ease of maintenance to assure their longevity and limit water and resource use.
- 4.4.11 Integrate native, drought-tolerant, or low-water-use plant species in streetscapes and design for ease of maintenance to assure their longevity and limit water and resource use.
- 4.4.12 Encourage the use of drought tolerant or xeriscape planting along parkways.
- 4.4.13 Consider the establishment of a Maintenance Assessment District (MAD) to install and maintain landscaping and lighting and provide maintenance services beyond City standard services.



Landscaped Traffic Island



Bulbouts with flow-through planter helps reduce traffic speeds while enhancing the street with landscaping and street trees and stormwater management



Bioswale



Drought Tolerant Landscaping



Street Lighting



Linear gateway

Lighting

- 4.4.13 Encourage the use of pedestrian-scale lighting in shared pedestrian/bicycle facilities, paseos, plazas and parking lots to delineate pedestrian areas.

Street Furniture

- 4.4.14 Encourage the use of benches, street and pedestrian lighting, trash receptacles, and wayfinding signage along Balboa Avenue/Garnet Avenue and Mission Bay Drive.

Public Spaces

- 4.4.15 Encourage incorporating public spaces, which can include plazas and pedestrian nodes, along sidewalks and in private development.
- 4.4.17 Encourage the incorporation of seating areas, specialty paving, shade and accent trees, landscaping, wayfinding, and lighting into public spaces.
- 4.4.18 Encourage the use of special paving, furnishings, and pedestrian lighting to enhance character and walkability.



Patio trees, landscaping, and seating creates inviting public space.

CHAPTER FIVE

RECREATION

5.1 OVERVIEW

The Specific Plan area is situated in proximity to local- and regional-serving recreational amenities. The Specific Plan envisions enhancing and creating connections to Mission Bay and Rose Creek.

POLICIES

- 5.1.1 Provide sufficient community park and recreational facilities to meet the population need of the future resident population through implementation of development regulations for park dedications and improvements.
- 5.1.2 Encourage development to incorporate parks such as public plazas, mini parks, pocket parks, special activity parks or park equivalences within their building footprint or on site (either privately or publicly owned).



Rose Creek



Example of Creek-Adjacent Pedestrian Improvements

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CHAPTER SIX

INFRASTRUCTURE AND PUBLIC FACILITIES

As a developed and urbanized area, the Specific Plan area already has much of the basic infrastructure and utilities needed to provide infrastructure and public facilities to serve existing and future development. This chapter describes the infrastructure and public services that serve the Specific Plan area.

6.1 WATER AND WASTEWATER

The Specific Plan area is located in water pressure zones: Pacific Beach 307, University Height 390, and Northwest Mesa 559. The plan area is served in both the Alvarado and Miramar Water Treatment Plants.

There are several water main replacement projects within the Specific Plan area to replace water and wastewater infrastructure. The projects have varying levels of priority from very immediate to long range timeframes.

6.2 STORMWATER

The Specific Plan area is within the Mission Bay Watershed with identified hydrological and drainage patterns. Runoff from the Specific Plan Area is conveyed via a network of existing storm drain systems and open channels in a westerly direction toward Rose Creek which outlets into Mission Bay.

The Specific Plan area is highly impervious; the volume or rates of runoff are not likely to be increased by new development. The volume and rate of runoff could be slightly decreased due to storm water quality regulations which require implementation of low impact development (LID) practices that retain a portion of storm water on-site for infiltration, re-use, or evaporation.

6.3 SOLID WASTE

The City of San Diego provides refuse, recycling, and yard waste collection services.

6.4 DRY UTILITIES

Communications systems for telephone, computers, and cable television for the Specific Plan area are serviced by private providers. Gas and electricity services are provided by the San Diego Gas and Electric Company (SDG&E).

6.5 SCHOOLS

The Specific Plan area is served by San Diego Unified School District Schools:

- Toler Elementary School
- Crown Point Elementary School
- Cadman Elementary School
- Sessions Elementary School
- Pacific Beach Middle School
- Marston Middle School
- Mission Bay High School
- Clairemont High School

6.6 POLICE

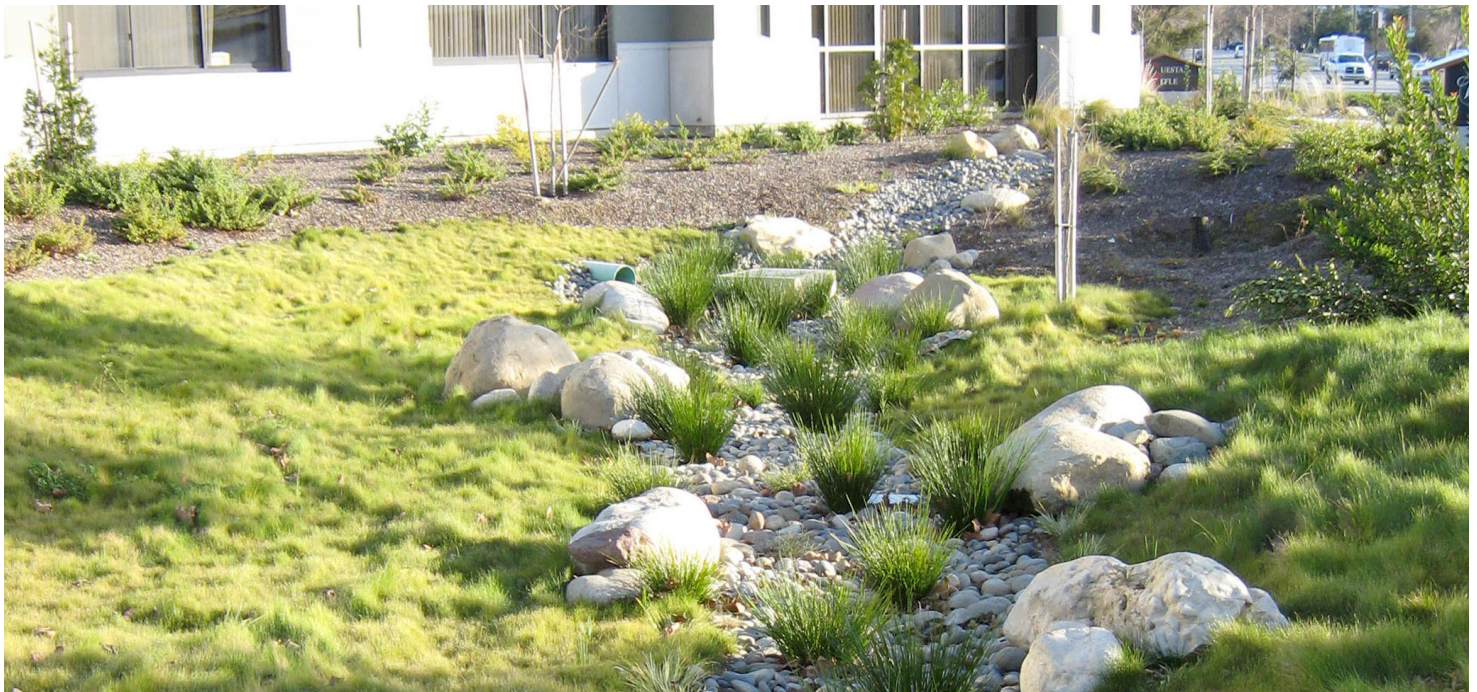
The San Diego Police Department (SDPD) provides police services including patrol, traffic, investigative, records, laboratory, and support services to the City of San Diego. The Specific Plan area is served by the Northern Division of the SDPD with headquarters located at 4275 Eastgate Mall.

6.7 FIRE/EMERGENCY SERVICES

The Specific Plan Area is serviced by San Diego Fire-Rescue Stations 21 and 25. Fire Station 21, located at 750 Grand Avenue, serves Mission Beach/Pacific Beach and its surrounding area. Fire Station 25 is located at 1972 Chicago Street.

6.8 LIBRARY

The City of San Diego Public Library serves the informational, educational and recreational interests of San Diego through 35 branches and the Central Library. The closest branch for the Specific Plan area is the Clairemont Branch Library located approximately 1.5 miles to the east at 2920 Burgener Boulevard.



Best Management Practices for new development includes LID techniques to help retain a portion of storm water on-site for infiltration, re-use, or evaporation

CHAPTER SEVEN

CONSERVATION

The concepts of conservation and sustainability address the relationship of the built environment to the natural environment with the objective of achieving environmental benefits through energy and resource conservation and sustainable development.

Building on the General Plan, the City adopted a Climate Action Plan (CAP) to achieve the State of California's mandates for greenhouse gas (GHG) emission reductions through local action and to the benefit of San Diego's environment and economy. The CAP calls for eliminating half of all GHG emissions within the City by 2035.

Sustainable development in the Specific Plan area will incorporate building features and streetscape design that reduce energy and water consumption, improve water and air quality, reduce waste, and facilitate and encourage alternatives to travel by single-occupant vehicles. The Balboa area benefits from the location of three transit centers along the corridor. Residential, commercial, and visitor-oriented uses in the community can take advantage of the easy access to regional transit services that the transit centers provide and reduce transportation-related GHG emissions.

Conservation goals for the Specific Plan area include:

- Encourage private and public development and improvements that help to reduce per capita GHG emissions, support active transportation and transit use, and support the local economy.
- Promote sustainable development, building practices, and landscapes that reduce dependence on non-renewable energy sources and natural resources
- Implement sustainable storm water management techniques to support the surrounding landscape and reduce impacts on urban infrastructure and the downstream environment

In order to convey the importance of resource conservation and sustainable building and site design, conservation policies have also been incorporated into the Urban Design Chapter.

7.1

SUSTAINABLE DEVELOPMENT

Sustainable development has a renewed importance due to the effects of global climate change resulting from GHG emissions. Potential impacts of a changing climate, including higher seasonal temperatures, diminished water supplies, and disruption of agricultural cycles, affect the built and natural environment and the Balboa Avenue Station Area's health and economic vitality.

The General Plan's goals and policies regarding climate change and natural resources strive to balance the protection of natural resources and the promotion of economic prosperity, all while safeguarding the public health, safety, and welfare of residents by making our built environment more resilient and healthy. The CAP provides a package of policies with steps the City can take to achieve the 2035 GHG emissions reductions targets and address climate change. The CAP supports implementation of the General Plan through support for continued incremental changes to the urban land use and urban form, providing a greater variety of transportation choices, and transforming how we produce and use energy and water. Further, the CAP complements the General Plan policies to reduce GHG emissions with quantifiable data and benchmarks for success.

The CAP policies and actions are organized around the following five strategies:

1. Energy & water efficient buildings
2. Clean & renewable energy
3. Bicycle, walking, transit & land use
4. Zero waste
5. Climate resilience

The CAP's mobility and land use strategy aims to expand bicycling, walking, and transit use as alternatives to automobile trips, particularly for work commute trips. The strategy's land use component would advance the General Plan's "City of Villages" concept of walkable and pedestrian-friendly neighborhoods with a mix of uses. The Specific Plan area is well-positioned to reduce dependence on the private automobile due to the community's central location in the region, walkable size, and access to transit services. A majority of the Specific Plan area is within a Transit Priority Area (TPA), defined as an area within a half-mile walking distance of a major transit stop, which makes public transit a viable transportation option. The land use plan (Figure 2-1) implements the CAP's land use and mobility strategy by designing areas for higher density housing within the TPA.

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 mobility network that facilitates shifting trips to transit, walking, and bicycling, while also accommodating vehicle traffic and minimizing conflicts between travel modes. The identified mobility improvements include intersection, sidewalk, and roadway improvements to increase accessibility and improve bicycle and pedestrian access. The identified infrastructure improvements, as well as the interconnectedness of the bicycle and pedestrian network to the transit station will support the Specific Plan area's residential and employment capacity with less increase in per capita vehicle emissions.

Sustainable development practices will implement the other CAP strategies and help meet the CAP's GHG emissions reduction goals. Modern sustainable building features can include alternative building materials, energy and water conservation systems, and alternative sources of energy.



Expanded availability of bicycle facilities



Expanded availability of transit



Enhanced sidewalk and landscaping provide an improved pedestrian environment

POLICIES

- 7.1.1 Reduce GHG emissions through a wide range of actions consistent with the General Plan and CAP.
- Implement pedestrian and bicycle infrastructure improvements in TPAs to increase commuter walking and bicycling opportunities.
 - Support higher density housing and higher intensity employment development in Transit Priority Areas to increase transit ridership.
 - Provide additional bicycle and pedestrian improvements in coordination with street resurfacing as feasible.
 - Coordinate with SANDAG and MTS to identify transit right-of-way and priority measures to support existing and planned transit routes, prioritizing for implementation of the highest priority bicycle and pedestrian improvements.
 - Support regional improvements that promote alternative modes of transportation, such as mobility hubs.
 - Provide bicycle- and car-sharing programs and their facilities such as bicycle-sharing stations and car-sharing vehicle access points.
 - Retime traffic signals and install roundabouts where needed to reduce vehicle fuel consumption.
 - Apply the CAP consistency checklist as a part of the development permit review process, as applicable.
 - Support and implement improvements to enhance transit accessibility and operations, as feasible.
 - Monitor the mode share within the Specific Plan's TPAs to support the CAP Annual Monitoring Report Program.
- 7.1.2 Encourage mobility measures that reduce dependence on single-occupant vehicle use, increase fuel efficiency and promote the use of alternative, more sustainable energy sources.
- 7.1.3 Promote car and bicycle sharing programs as cost-effective alternatives to car ownership for residents and employees.
- 7.1.4 Encourage community organizations and businesses to educate residents, employees and visitors about the accessibility of transit, community destinations, and regional recreational resources via walking and bicycling.
- 7.1.5 Promote the adaptive reuse of existing buildings in conjunction with any needed renovations to increase their energy efficiency as part of a comprehensive energy use reduction strategy.
- 7.1.6 Ensure that development is consistent with General Plan and Community Plan sustainability policies and supports implementation of the Climate Action Plan.
- Incorporate sustainable building and development practices to reduce development project-level GHG emissions to acceptable levels.
- 7.1.7 Improve energy and water conservation in the operation and design of existing and new public facilities and public landscaping areas.
- 7.1.8 Encourage the implementation of energy- and water-efficient measures for commercial uses that exceed California Code, such as energy-efficient and water-efficient machinery for laundry operations; energy-efficient and water-efficient kitchens in restaurants; and storefront shading.

- 7.1.9 Encourage new development and building retrofits to incorporate water-wise practices.
- Encourage the replacement of existing ornamental lawns with native and drought-tolerant landscaping.
 - Encourage use of recycled and/or graywater landscape irrigation systems;
 - Ensure that any community greening or community garden projects utilize water-efficient landscape and irrigation design.
- 7.1.10 Encourage residential, commercial, and institutional development to implement composting for landscaping waste and compatible food waste.
- 7.1.11 Encourage restaurant uses to participate in commercial food waste recycling programs and utilize eco-friendly take-out containers and reusable drink containers without plastic straws.
- 7.1.12 Increase the community's overall tree canopy within the public right-of-way and development sites to provide air quality benefits and urban runoff management.
- 7.1.13 Design and construct development to retain significant, mature and healthy trees located within required landscape setbacks, and within other portions of the site as feasible (also refer to Urban Design Chapter).
- 7.1.14 Ensure street trees are provided with new development where adequate right-of-way exists.
- 7.1.15 Plant or replace street trees to fill existing gaps and provide continuous, regularly spaced tree canopies.



Expanded tree canopy

7.2 URBAN RUNOFF MANAGEMENT

Urbanization and development alter and inhibit the natural hydrologic process of surface water infiltration, percolation to groundwater, evapotranspiration, and transpiration. Urban runoff is surface water runoff generated from developed or disturbed land, and storm water is one significant type of urban runoff. Increases in impervious surfaces lead to fewer opportunities for water runoff to infiltrate into the ground. This increases the magnitude and duration of storm water flows, contributing to urban flooding, and results in sediment and pollutants entering watersheds and downstream waterbodies. Urban runoff is the largest pollution source of San Diego's coastal beaches and near shore waters.

Improvements in the management of storm water runoff can help address flooding in the community during wet weather and assist regional efforts to protect water quality within streams, bays, and the ocean. Low Impact Development (LID) techniques are approaches to storm water and urban runoff management that increase the ability of water to infiltrate into the ground. LID techniques that can be implemented through development projects include reduction of impermeable surfaces and installation of bio-infiltration and bio-retention areas, green roofs, and permeable pavement. Incorporation of storm water management facilities in the public right-of-way will further improve storm water management.

POLICIES

- 7.2.1 Encourage the incorporation of LID practices into building design and site plans that work with the natural hydrology of a site to reduce urban runoff, including the design or retrofit of existing landscaped or impervious areas to better capture storm water runoff.
- 7.2.2 Encourage the incorporation of and maintainance of storm water best management practices in public infrastructure and private development projects, including streetscape improvements to limit water pollution, erosion, and sedimentation.
- 7.2.3 Encourage the prioritization of LID practices that encourage water infiltration to minimize reliance on storm drains that could be impaired by sea level rise.

7.3 COASTAL RESOURCES

The Specific Plan Area contains land within the Coastal Zone and within the City of San Diego's jurisdiction, including areas west of I-5 and south of Garnet Avenue. The Specific Plan supports the achievement of the goals of the California Coastal Act (Coastal Act) within the Coastal Zone. The key coastal issues within the community are discussed in this section and related policies are provided. Policies regarding key coastal issues found in the other sections and Chapters are listed in Table 7-1.

LAND RESOURCES AND PUBLIC ACCESS

The Coastal Zone areas within the community and public access to those areas are shown on Figure 7-1.

Table 7-1

Coastal Issue	Coastal Issue Chapter/Policy Reference
Public Access	3.2.3, 3.2.5, 3.3.3, 4.2.1, 4.2.4
Recreation	5.1.1-5.1.4
Wetland Environment	4.2.1-4.2.4, 7.3.1
Development	2.1.1-2.1.9, 4.1.1-4.1.17
Climate Change	7.1.5-7.1.15

The Coastal Zone area within the Specific Plan boundary is located south of Garnet Avenue and is designated for Community Village and Residential Use. This area includes the residential community located between Rose Creek and Figueroa Boulevard and the commercial lands along Mission Bay Drive. The Specific Plan provides multiple pedestrian and bicycle facilities that provide access from the Balboa Avenue trolley station to the Rose Creek Bike Path and Mission Bay Park.

The Mobility Chapter and Urban Design Chapter include planned facilities and policies to improve pedestrian and bicycle access to the Coastal Zone areas, as well as provide an enhanced pedestrian and bicycle connection between the Balboa Avenue trolley station and Mission Bay Park and Rose Creek.

POLICIES

- 7.3.1 Enhance public access within the Coastal Zone to Rose Creek and Mission Bay Park.

Marine/Wetland Environment

The Coastal Act calls for the protection of Environmentally Sensitive Habitat Areas within the Coastal Zone. Environmentally Sensitive Habitat Areas (ESHA) is defined by the Coastal Act as any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments. Such areas are critically important for the survival of species or valuable for maintaining biodiversity.

The City of San Diego has adopted a Multiple Species Conservation Program (MSCP) Subarea Plan in order to protect sensitive habitats and species within the City's boundaries. The MSCP Subarea Plan's policies apply to areas mapped within the City's Multiple Habitat Planning Area (MHPA). Lands in the Specific Plan area that are within the MHPA are located along the southwestern edge of the Specific Plan area, primarily within the Rose Creek channel between Grand Avenue and Mission Bay Drive. MHPA lands within the area include disturbed habitat, southern willow scrub, and developed land.

- 7.3.1 Implement the MSCP Adjacency Guidelines through the project review process for properties in proximity to Rose Creek.

7.4

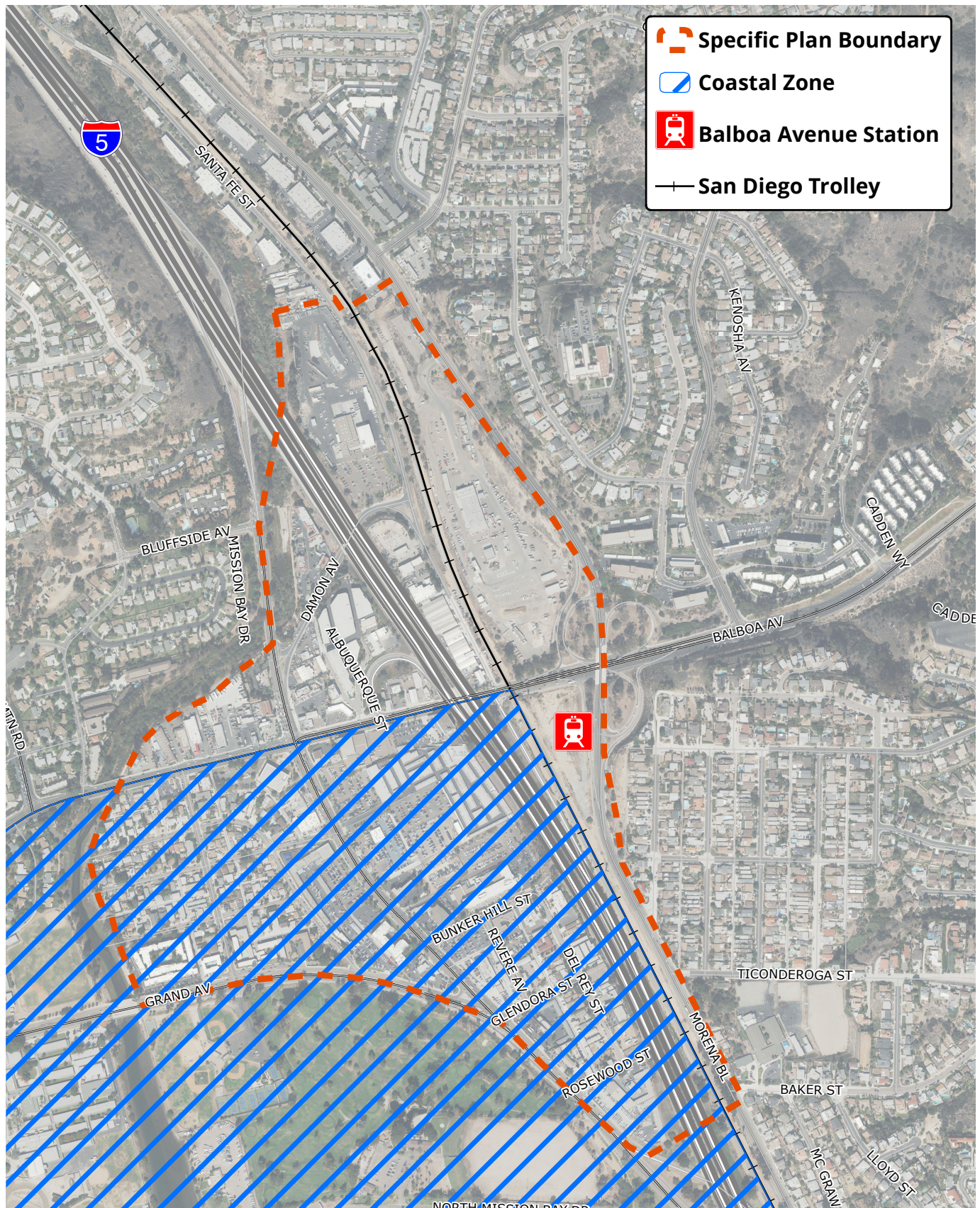
HISTORICAL AND TRIBAL CULTURAL RESOURCES

A Cultural Resources Study and a Historic Resources Technical Report were prepared in conjunction with the Specific Plan. The Cultural Resources Study for the Balboa Avenue Station Area Specific Plan (Cultural Resources Survey) describes the pre-history of the study area; identifies known significant archaeological resources; provides guidance on the identification of possible new resources; and includes recommendations for proper treatment. The Balboa Avenue Station Specific Plan Historical Resources Technical Report (Balboa Station HRTR) provides information regarding the significant historical themes in the development of the study area, and the location of potential historic resources which may be eligible for designation pending further evaluation.

An ethnohistoric village of La Rinconada de Jamo is documented as being partially located within the Specific Plan area. Related to the village and prior settlements in this area, there is the potential for subsurface cultural resources beneath development within the Specific Plan area. Given this, subsequent redevelopment of property that may occur in accordance with the Specific Plan has the potential to result in the uncovering of archaeological and tribal cultural resources. In regard to the built environment, potential historical resources may be eligible for designation pending further study and investigation that would occur at the project level. The resources identified in the Cultural Resources Study and the Balboa Station HRTR are protected and preserved to some degree through existing General Plan policies and the historical resources regulations and guidelines of the Municipal Code. The following additional policies address the identification and preservation of new historical, archaeological and tribal cultural resources of the Balboa Station Specific Plan area.

POLICIES

- 7.4.1 Evaluate properties which may be eligible for designation as historic resources, including the resources identified in the Balboa Station HRTR.
- 7.4.2 Encourage the preservation and adaptive reuse of significant historical resources within the Specific Plan area.
- 7.4.3 Conduct project-specific Native American consultation early in the development review process to ensure culturally appropriate and adequate treatment and mitigation for significant archaeological sites or sites with cultural and religious significance to the Native American community in accordance with all applicable local, state and federal regulations and guidelines.
- 7.4.4 Consider eligible for listing on the City's Historical Resources Register any significant archaeological or Native American cultural sites that may be identified as part of future development within the Balboa Avenue Station Area Specific Plan area, and refer the site to the Historical Resources Board for designation, as appropriate.



Coastal Zone

Figure 7-1

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CHAPTER EIGHT

Implementation

The Municipal Code establishes requirements for specific plans by referencing the California Government Code which requires that a specific plan be consistent with the General Plan. The Balboa Avenue Station Area Specific Plan contains policies and supplemental development regulations that are consistent with the General Plan. This Specific Plan has been adopted by ordinance.

8.1 SEVERABILITY

If any section, subsection, sentence, clause, phrase or portion of this Specific Plan, or any future amendments or additions hereto, is for any reason found to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remainder of this Specific Plan document or any future amendments or additions hereto. The City hereby declares that it would have adopted these requirements and each sentence, subsection, clause, phrase or portion or any future amendments or additions thereto, irrespective of the fact that any one or more section, subsections, clauses, phrases, portions or any future amendments or additions thereto may be declared invalid or unconstitutional.

8.2 ADMINISTRATION

The Development Services Director shall administer the Specific Plan and ensure compliance with the regulations and conformance with the policies of the Specific Plan. Where lands are subject to the jurisdiction of other agencies and organizations, including the State of California, Metropolitan Transit System, and San Diego Association of Governments any superseding land use authority of those agencies shall apply.

8.3 LAND DEVELOPMENT CODE

Chapters 11, 12, 13, and 14 of the Municipal Code are collectively referred to as the Land Development Code. The Land Development Code sets forth the procedures used in the application of land use regulations, the processes of development review, and the regulations that apply to the use and development of land in the City of San Diego including the Specific Plan.

8.3.1

Review Process

The Specific Plan shall not establish new decision processes or permit types, but shall use Process One through Process Five as established in Chapter 11 (Land Development Procedures) and permit types described in Chapter 12 (Land Development Reviews). All provisions of the Land Development Code apply. Proposed development within the Specific Plan Area will be reviewed for conformance with General Plan policies, Specific Plan policies and supplemental development regulations, and all other applicable regulations including base zones and overlay zone development regulations.

8.3.4

Supplemental Development Regulations

The Specific Plan contains supplemental development regulations, provided in Appendix A. The purpose of these regulations is to provide standards for the evaluation of development projects. It is intended that these supplemental regulations, in combination with the development regulations of the applicable base zone, create the type of development envisioned by the Specific Plan. Where there is a conflict between the supplemental development regulation and the development regulation of the applicable base zone, the supplemental development requirement within the Specific Plan applies. The Specific Plan supplemental development regulations are only applicable within the Pacific Beach Community Plan area.

8.4

ENVIRONMENTAL REVIEW

Senate Bill 743 (SB 743) provides an exemption from the California Environmental Quality Act for development that is consistent with a Specific Plan and eliminates or reduces the need to evaluate aesthetic and parking impacts as part of the environmental review. (See Public Resources Code Section 21155.4.). The exemption applies if a development meets all of the following criteria:

- It is a residential, employment center, or mixed-use project;
- It is located within a transit priority area;
- The project is consistent with a specific plan for which an environmental impact report was certified; and
- It is consistent with an adopted sustainable communities strategy or alternative planning strategy.

8.5

AMENDMENTS

8.5.1

Land Use Plan Amendments

The process for land use plan amendments, which includes specific plans, is provided by San Diego Municipal Code and the General Plan. Amendments to the Specific Plan require a Planning Commission initiation hearing and City Council adoption.

8.5.2

Technical Amendments

The General Plan provides the process for Technical Amendments which requires City Council adoption without a Planning Commission initiation hearing. Applicable technical amendments to the Specific Plan are specified in the General Plan, Land Use Element for land use plans.

APPENDIX

A.1 SUPPLEMENTAL DEVELOPMENT REGULATIONS

As established within the City of San Diego Municipal Code, the Land Development Code Base Zones and Development Regulations apply to development within the Specific Plan Area. Land Use designations are shown in Figure 2-1. The use and development regulations of Land Development Code Chapter 13 apply to property within the Specific Plan boundary, except where Supplemental Development Regulations are identified below.

Ground-floor Height Requirement

The ground-floor minimum height requirement contained in the Land Development Code (§131.0548) for properties designated Community Village does not apply within the Specific Plan Area.

SDR-1 For development designated Community Village, the ground-floor minimum height requirements of San Diego Municipal Code section 131.0548 shall not apply.

Ground Floor Restrictions

The intent of Supplemental Development Regulation SDR-2 is to allow for residential uses on the ground-floor of properties designated Community Village which are not identified as Active Commercial Frontage as shown on Figure 2-1.

SDR-2 Where Active Commercial Frontage is identified in Figure 2-1, development shall provide ground floor commercial uses in the front 30 feet of the lot.

Vehicle & Vehicular Equipment Sales & Service Uses

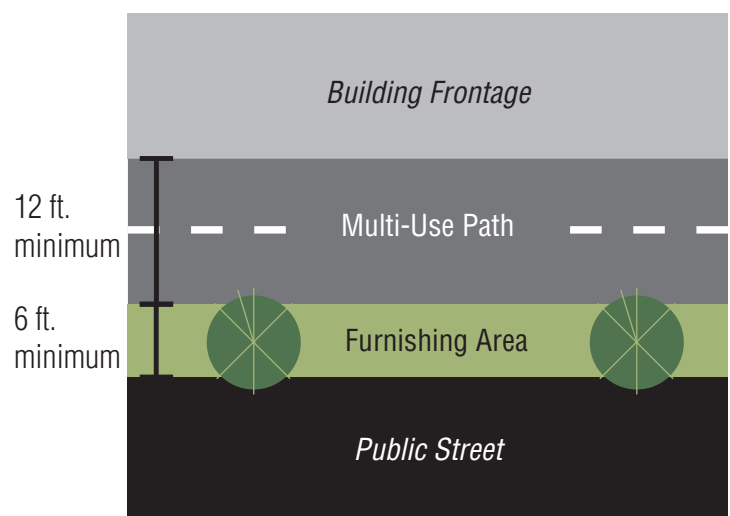
SDR-3 Vehicle & Vehicular Equipment Sales & Service uses are not permitted. Existing Vehicle & Vehicular Equipment Sales & Service uses permitted on or before January 1, 2018 are exempt from this regulation.

Multi-Use Path Requirements

The intent of the Multi-Use Path Requirements is to create a streetscape along Mission Bay Drive and Garnet Avenue that reflects the importance of pedestrian activity in the Balboa Station Area village and provides continuity between the Balboa Avenue Station and Mission Bay Park. The supplemental development regulations below apply to development designated Community Village on the streets identified with Active Commercial Frontages as shown on Figure 2-1.

SDR-4 Where Active Commercial Frontage is identified in Figure 2-1, development shall provide a non-contiguous multi-use path with a minimum width of 12 feet.

SDR-5 Where Active Commercial Frontage is identified in Figure 2-1, development shall provide street trees in the parkway between the curb and the multi-use path.



Multi-Use Path Requirements

Figure A-1