

BALBOA AVENUE STATION AREA SPECIFIC PLAN

Changes to Proposed Specific Plan Since December 2017 Draft

Revisions made to the proposed Balboa Avenue Station Area Specific Plan since the December 2017 public review draft include the following edits as a result of subsequent comment provided by the public and review by City staff.

Throughout Document

All figures updated with consistent backgrounds.

Mobility figures updated to show connections and improvements with adjacent areas outside of the Specific Plan boundary.

Conceptual renderings of access to the Balboa Avenue Trolley Station and the Balboa Avenue I-5 Undercrossing are provided to illustrate proposed improvements.

Chapter One Introduction, Guiding Principles, Page 1-1, Section 1.2,

The Guiding Principle “Identify strategies to fund infrastructure improvements” was removed.

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

Chapter One Introduction, Section 1.5-Planning Process, Page 1-4,

The following sentence was added:

“Community organizations including Beautiful PB, the PB Eco-District, and the Friends of Rose Creek provided valuable input throughout the community engagement process.”

Chapter Two Land Use, Section 2.2 - Air Quality, Page 2-1

Removed Policy 2.2.2:

“Encourage Caltrans to plant trees in the landscaped areas in Caltrans right-of-way adjacent to I-5 where feasible to assist in air pollution mitigation and noise mitigation.”

This policy was removed based on input from Caltrans.

Caltrans does not have a federally-acceptable air quality dispersion model that quantifies the effect of roadside barriers on pollutant dispersion and concentration.

Chapter Two Land Use, Section 2.4 – Seismic Hazards, Page 2-2

Discussion added related to Seismic Hazards within the Specific Plan area and the requirements for evaluation of faults within the area.

Chapter Three Mobility, Section 3.1 – Transit, Page 3-1

Figure 3-1, Balboa Station Concept Rendering updated to better illustrate the trolley station's site plan.

Chapter Three Mobility, Section 3.1 – Transit, Page 3-4

Figure 3-3, *Conceptual Rendering of Balboa Avenue improvements in the vicinity of the Balboa Avenue Station* updated to better illustrate the trolley station's site plan and access from Morena Boulevard and Balboa Avenue.

Chapter Three Mobility, Section 3.2 – Walkability, Page 3-6

Figure 3-4, *Pedestrian Facilities* updated to illustrate potential location of Shared-Use Pedestrian Bicycle Connection, with the potential to be located in the vicinity of Bunker Hill Street and Magnolia Avenue.

Additionally, the Shared Multi-Use Path is expanded along Garnet Avenue west of Mission Bay Drive.

Chapter Three Mobility, Section 3.3 – Bicycle Network, Page 3-7

Added Policy 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."

Remaining policies in this section renumbered.

Removed previous Policy 3.3.5:

"Consider locating bicycle share stations as part of mixed use developments."

Chapter Three Mobility, Section 3.2 – Walkability, Page 3-10

Figure 3-6, *Bicycle Facilities* updated to illustrate potential location of Shared-Use Pedestrian Bicycle Connection, with the potential to be located in the vicinity of Bunker Hill Street and Magnolia

Avenue. Additionally, class III bicycle facilities added west of Mission Bay Drive to be consistent with the internal pedestrian pathways identified on Figure 3-4, *Pedestrian Facilities*.

Chapter Three Mobility, Section 3.4 – Streets, Page 3-11

Conceptual Rendering of Mission Bay Drive and Grand Avenue Intersection Improvement added.

Removed previous Policy 3.4.6:

“Consider the establishment of a residential parking district.”

Added Policy 3.4.6:

“Support parking management strategies to maximize the efficiency of parking utilization.”

Chapter Three Mobility, Section 3.4 – Streets, Page 3-12

Figure 3-7, *Specific Plan Circulation*,

Garnet Avenue west of Mission Bay Drive reclassified to a 4-lane Major

Balboa Avenue between I-5 and Morena Boulevard reclassified to a 5-lane Major

Chapter Three Mobility, Section 3.4 – Streets, Page 3-14

1-3. Balboa Avenue/Garnet Avenue Street Improvement:

Language added:

“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, Proposed 1 Cross Section updated to reflect Garnet Avenue Between Soledad Mountain Road and Mission Bay Drive as a 4-lane Major.

Chapter Three Mobility, Section 3.4 – Streets, Page 3-15

4. Mission Bay Drive Street Improvement:

Figure 3-12, Proposed 4 Cross Section updated to reflect Shared-Multi-Use path and Class II bicycle lanes.

Conceptual rendering of Mission Bay Drive added to illustrate proposed improvements.

Chapter Three Mobility, Section 3.4 – Streets, Page 3-17

10. Damon Avenue Street Improvement:

Figure 3-18, Proposed 4 Cross Section updated to reflect Class IV Cycle Track.

Conceptual rendering of Damon Avenue added to illustrate proposed improvements.

Chapter Four Urban Design, Section 4.3 – Gateways and Wayfinding Signage, Page 4-6

Policy 4.3.2 modified:

Balboa Avenue added to areas to consider gateway enhancements:

“Consider gateway enhancements at community entrances, including at the intersections of Mission Bay Drive, Garnet/Balboa Avenue, and Grand Avenue.”

Chapter Four Urban Design, Section 4.4 – Public Realm, Page 4-6

Policy 4.4.6 added:

“Plant drought tolerant trees as referenced in the Pacific Beach Community Plan Community Street Tree Plan.”

Chapter Five Recreation, Section 5.1 – Overview, Page 5-1

Policy 5.1.2 removed:

“Explore opportunities and funding sources to enhance the Rose Creek bicycle path as a linear park.”

Policy 5.1.4 removed:

“Encourage the creation of linear parks, such as a greenway along Rose Creek, as a component of the recreational system.”

The draft Specific Plan does not propose any changes to land use within Rose Creek. The parcels would remain designated open space and the City’s Multiple Species Conservation Program (MSCP) Land Use Adjacency Guidelines for protected open space lands would apply to the area.

City-owned parcels within Rose Creek are primarily managed by the Transportation and Storm Water (TSW) Department; other City-owned parcels within Rose Creek are managed by the Real Estate Assets and Parks and Recreation Departments. A majority of the City-owned parcels have storm water related projects and are currently used for storm water management. As a result, these parcels are not suitable for Dedicated Parkland per Charter Section 55 due to the current or future TSW uses.

Appendix, Supplemental Development Regulations

Removed former Supplemental Development Regulation-1:

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 Ground-floor height requirements do not apply to development designated Community Village.”

This regulation was removed following the change to the Land Development Code in 2018, which modified the ground-floor height requirements for development in the Coastal Zone.
