



THE CITY OF SAN DIEGO

## Report to the Planning Commission

DATE ISSUED: December 4, 2018 REPORT NO. PC-18-054  
HEARING DATE: December 13, 2018  
SUBJECT: Balboa Avenue Station Area Specific Plan – Process Five Decision

### **SUMMARY**

Issue: Should the Planning Commission recommend to the City Council approval of the Balboa Avenue Station Area Specific Plan, Rezone, and amendments to the General Plan, Clairemont Mesa Community Plan, and Pacific Beach Community Plan and Local Coastal Program amendment?

#### Staff Recommendations:

1. RECOMMEND to the City Council **CERTIFICATION** of Program Environmental Impact Report Project No. 586601/Sch. No. 2017071007.
2. RECOMMEND to the City Council **APPROVAL** of a resolution amending the Pacific Beach Community Plan, amending the General Plan, and amending the City's certified Local Coastal Program.
3. RECOMMEND to the City Council **APPROVAL** of a resolution amending the Clairemont Mesa Community Plan.
4. RECOMMEND to the City Council **APPROVAL** of an ordinance adopting a Specific Plan for the Balboa Avenue Station Area.
5. RECOMMEND to the City Council **APPROVAL** of an ordinance rezoning land within the Pacific Beach Community consistent with the Balboa Avenue Station Area Specific Plan.

Community Planning Group Recommendations: On November 28, 2018, the Pacific Beach Community Planning Group held a meeting to consider the proposed Specific Plan. On November 29, 2018, the Balboa Specific Plan Ad hoc Subcommittee of the Clairemont Mesa Community Planning Group held a meeting to consider the proposed Specific Plan. The community planning group recommendations will be presented at the hearing as part of the staff presentation.

Environmental Review: A Program Environmental Impact Report (PEIR) No. 586601/SCH No. 2017071007 (Attachment 3) has been prepared pursuant to the California Environmental Quality Act (CEQA) for the above referenced project. A Notice of Preparation (NOP) soliciting input on the scope of the PEIR was issued on July 5, 2017. The Draft PEIR was made available for public review beginning April 13, 2018. The Final PEIR has been distributed with this report. Although responses to public comments regarding the EIR are included in the Draft EIR,

responses to public comments pertaining to the proposed community plan document and policies are addressed by topic in Attachment 8.

Housing Impact Statement: There are approximately 763 existing residential dwelling units within the Balboa Avenue Specific Plan area. The adopted community plan land uses within the Specific Plan area, at buildout, allow for a total of 1,221 residential dwelling units. A total of 3,508 additional residential dwelling units could be built beyond the adopted plan build out, with an estimated build out of approximately 4,729 residential dwelling units within the Specific Plan area. This is a 287 percent increase over the adopted community plan land uses within the Specific Plan area. All existing and proposed residential development is located within the Pacific Beach portion of the Specific Plan area. There is no change to land uses within the Clairemont Mesa Community Plan area.

## **BACKGROUND**

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

A Specific Plan has been prepared for the Balboa Avenue Station Area to identify new land uses and mobility infrastructure improvements to capitalize on the Mid-Coast Blue Line Trolley extension. The trolley will connect Downtown San Diego to the University of California, San Diego and the University Towne Center via a new line along the west side of Morena Boulevard. The Specific Plan area includes the Balboa Avenue Trolley Station at Morena Boulevard and Balboa Avenue. The proposed Specific Plan will improve access from the trolley station to the Pacific Beach and Clairemont Mesa communities, as well as regional amenities including the Rose Creek Bike Path and Mission Bay Park. The Specific Plan effort has been funded through the State of California's Sustainable Communities Planning Grant program.

The Balboa Avenue Station Area Specific Plan (Specific Plan) is a comprehensive planning document that provides a policy framework and supplemental development requirements for transit-oriented development and multi-modal improvements adjacent to the Balboa Avenue Trolley Station consistent with the General Plan City of Villages strategy. The Specific Plan will help implement the goals and objectives of the City's Climate Action Plan by maintaining industrial land for employment use and increasing housing opportunities within a ½ mile radius of the Balboa Avenue Trolley Station; promoting walking and bicycle use as viable travel choices through enhancements to pedestrian and bicycle facilities throughout the Specific Plan area; and improving access to the Balboa Avenue Trolley Station and existing bus routes.

The Specific Plan area encompasses approximately 210 acres and is in the Pacific Beach and Clairemont Mesa communities, just north of Mission Bay. Rose Creek borders the western portion of the Specific Plan area and provides an open space connection to Mission Bay Park. Within Clairemont Mesa, the Specific Plan area is bordered by Morena Boulevard to the east, Avati Drive to the north, and Baker Street to the south. In Pacific Beach, the Specific Plan area's southern boundary is the Interstate-5 (I-5) off-ramp at Mission Bay Drive. 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 and the Clairemont Mesa community on the east (Attachment 1).

B. Community Participation and Outreach Effort:

Community outreach for the Specific Plan was primarily conducted through subcommittees of the Pacific Beach and Clairemont Mesa Community Planning Groups. The Subcommittees held multiple meetings throughout the process to provide input on all components of the Specific Plan. City staff worked with Circulate San Diego to engage a wide range of stakeholders, including those not traditionally involved, throughout the process. Circulate San Diego hosted multiple pop-up engagement booths at community events to gather community input and engage residents in the planning process and bring awareness to the Specific Plan effort. The pop-up events provided an informal space for residents and stakeholders to participate in this process who may not have taken the opportunity otherwise.

As part of the planning effort, to reach non-traditional stakeholders, City staff and Circulate San Diego worked with faculty at Clairemont and Mission Bay High Schools (which are near the Balboa Avenue Trolley Station), to engage high school students in the process. City staff and Circulate San Diego presented the proposed land use and mobility improvements and engaged the students in an interactive mapping exercise to solicit feedback from students who live in the area and are likely to utilize the trolley station. The feedback from the students informed the recommended mobility improvements along Balboa Avenue and Grand Avenue, which provide access between the high schools and the trolley station.

In addition to the in-person engagement meetings and pop-up outreach events, a project website was created to provide regular updates on all aspects of the Specific Plan effort. The website hosted surveys, completed by nearly 500 individuals.

## **DISCUSSION**

A. What does the Balboa Avenue Station Area Specific Plan attempt to accomplish?

The Specific Plan envisions the transition of an auto-oriented commercial corridor into a high density mixed-use village organized around a street network that enhances connectivity to the Balboa Avenue trolley station and provides improved access to regional amenities including Rose Creek and Mission Bay Park. Guided by the City of Villages growth strategy and citywide policy direction contained in the General Plan and Climate Action Plan, the Specific Plan identifies new land use designations within a Transit Priority Area (TPA) that allow higher density residential development. The new land use designations in the Pacific Beach Community Plan area promote transit-oriented development that increases the capacity for new housing and improves access to transit to reduce greenhouse gas emissions.

In concert with new land use designations, the Specific Plan proposes enhancements to pedestrian and bicycle facilities throughout the area to foster a more walkable and transit-oriented community. The proposed mobility improvements include a shared pedestrian/bicycle pathway along Garnet Avenue and Mission Bay Drive that establishes a connection between the Balboa Avenue Trolley Station and the Pacific Beach community to support walking and bicycling as primary modes to access the trolley station. Additionally, the pedestrian and bicycle facilities identified within Clairemont Mesa will help to reduce vehicle miles traveled within the community and provide improved access to the Balboa Avenue Trolley Station.

B. What are some of the more significant changes being proposed in the Specific Plan?

1. Land Use

The Specific Plan provides a mix of uses and development intensities that support smart growth/transit-oriented development and increased multi-modal use within the Pacific Beach portion of the Specific Plan area. The Specific Plan designates land along the commercial corridors of Garnet Avenue and Mission Bay Drive as Community Village to allow for the transition of an auto-oriented commercial corridor into a high-density transit-oriented village. The Community Village land use designation is proposed to promote a cluster of activities and services that would establish a balance of housing, jobs, shopping, civic uses, and recreation; while also providing residents and employees with the option of walking, biking, or using transit in place of driving. Residential densities up to 73 dwelling units per acre (du/ac) would be primarily applied to land that fronts Mission Bay Drive and Garnet Avenue. This area has larger lot sizes with existing auto-oriented uses, including auto dealerships, self-storage, and drive-thru restaurants. Higher density residential development, with densities up to 109 du/ac would be focused between Bunker Hill Street and Rosewood Street, which has a traditional grid pattern and smaller lots. The allowance for higher density residential in this area would help support diverse, balanced and affordable housing within the Specific Plan area. The Specific Plan maintains the Coastal Height Limit Overlay Zone, which limits building heights to a maximum of 30 feet.

The Community Village designation allows for housing in a mixed-use setting with residential units located above or behind ground-floor commercial storefronts. The Specific Plan requires ground-floor commercial storefronts along Mission Bay Drive and Garnet Avenue to include retail, restaurant, and other commercial uses that foster pedestrian activity. The Community Village designation promotes a mixture of ground floor residential and commercial uses along neighborhood streets, including Del Rey Street and Revere Avenue located West of Mission Bay Drive, to provide greater flexibility for residential development within the area.

The Specific Plan designates land for residential use in the area generally bounded by Rose Creek on the west, Figueroa Boulevard on the east and north, and Grand Avenue on the south. Much of the residential development in this area is currently a mix of single-family and multi-family housing. The area is envisioned as the primary residential area with densities ranging from 15 to 54 du/ac. A variety of housing types are encouraged to accommodate additional density while maintaining the residential character of the neighborhood.

The Specific Plan proposes to maintain industrial land in the northeast portion of the Specific Plan area, primarily located east of I-5 in the Clairemont Mesa community.



### Why does the Specific Plan maintain adopted community plan land uses in Clairemont Mesa?

In January 2017, the Planning Department began work on a comprehensive update to the Clairemont Mesa Community Plan. Approximately 78 acres of the Specific Plan area is located within the Clairemont Mesa community planning area. The community plan update process will review all land uses within Clairemont Mesa as a whole, to comprehensively address the appropriate areas of change in the Clairemont Mesa community. As a result, the Specific Plan will maintain the adopted industrial land uses along Morena Boulevard within Clairemont Mesa.

## 2. Housing

The draft Specific Plan proposes to increase the capacity for new housing within the area by 3,508 units as compared to the adopted Pacific Beach Community Plan. The range of densities within the Specific Plan area presents an opportunity to provide a range of housing opportunities, housing typologies, and affordability levels.

As discussed in the recent report by the San Diego Housing Commission, “Addressing the Housing Affordability Crisis”<sup>1</sup>, rezoning residential areas within a half mile radius of the City’s transit opportunity areas will be the largest single tool in providing additional housing in San Diego, a key factor in increasing the supply of units affordable to low- and moderate-income families. Concentrating housing around transit opportunity areas aligns with City, regional, and State goals, including the General Plan City of Villages Strategy, SANDAG’s Smart Growth Plan, and the State of California’s climate commitments, by facilitating alternatives to private vehicle transport and creating walkable, mixed-use areas.

## 3. Multi-Modal Mobility Network

The Specific Plan envisions a multi-modal network that prioritizes access to the Balboa Avenue Trolley Station. The Specific Plan recommends improvements that balance the needs of all users, while establishing a street network that provides a walkable, pedestrian-friendly environment. Mobility improvements are recommended along streets within the area to establish new and improved pedestrian, bicycle, and multi-use connections between the Specific Plan area, the Balboa Avenue Trolley Station, and regional amenities such as the Rose Creek Trail and Mission Bay Park.

The Specific Plan envisions transforming the large block between Garnet Avenue and Bunker Hill Street into smaller blocks that establish a grid pattern for the Specific Plan area to improve mobility for all modes. The multi-modal connections within the large block would create a grid pattern by connecting to existing public streets within the Specific Plan area. The proposed grid pattern would provide greater connectivity

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

within and between village areas that fosters greater pedestrian and bicycle access. This transformation would occur as properties in this area are redeveloped.

How does the Specific Plan improve access from Pacific Beach to the Balboa Avenue Trolley Station?

The Specific Plan identifies improvements along Balboa Avenue including shared-use pedestrian and bicycle paths, dedicated bus areas in the eastbound direction along a portion of Balboa and Garnet Avenue, and removal of free right turns to reduce conflicts between modes. The Specific Plan identifies enhancement of the Garnet Avenue sidewalk within the I-5 under-crossing that connects Pacific Beach to the Balboa Avenue Trolley Station. The I-5 under-crossing would be modified to provide a shared pedestrian/bicycle facility that connects to the planned Multi-Use Path identified for Garnet Avenue and Mission Bay Drive in Pacific Beach.

The intent of the Multi-Use Path is to create a streetscape along Mission Bay Drive and Garnet Avenue that reflects the importance of pedestrian and bicycle activity in the Balboa Station Area and provides continuity between the trolley station and Mission Bay Park. The Multi-Use Path would be a requirement of all new development within the Community Village area and is identified as Active Commercial Frontage on the Specific Plan Land Use Map.

Additionally, the Specific Plan includes a policy to support the San Diego Association of Governments (SANDAG) and the San Diego Metropolitan Transit System (MTS) to consider a bicycle and pedestrian access via a connection across I-5 from the Balboa Avenue Trolley 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.

What are the proposed mobility improvements along Morena Boulevard?

The Specific Plan identifies Morena Boulevard within the Clairemont Mesa Community Plan area as a 3-lane collector, with a two-way cycle track located along the west side of the roadway. Pedestrian access to the Balboa Avenue Trolley Station would be provided via new sidewalks, primarily located along the east side of Morena Boulevard south of Balboa Avenue, connecting the trolley station with the community of Bay Park. The proposed reclassification of Morena Boulevard from a 4-lane roadway to a 3-lane roadway would allow for the reconfiguration of existing right-of-way to provide a two-way cycle track (Class IV bicycle facility) that connects with the proposed Cycle Track along Morena Boulevard within the Morena Corridor Specific Plan. The Morena Boulevard Cycle Track would provide cyclists with a 3-mile separated bicycle facility that connects to bicycle facilities in neighboring communities, with access to the trolley stations of Morena/Linda Vista, Tecolote, Clairemont Drive, and Balboa Avenue.

#### How does the Specific Plan interface with Mission Bay Park?

The Specific Plan identifies improved pedestrian and bicycle connections along Garnet Avenue, Grand Avenue, and Mission Bay Drive that connect the Trolley Station with the Specific Plan area and through to Mission Bay Park. The Specific Plan shares a boundary with Mission Bay Park along Grand Avenue between Rose Creek and I-5, and identifies Class II bicycle lanes along Grand Avenue that connect to the bicycle facilities within Mission Bay Park. The Specific Plan proposes a reconfiguration of the intersection at Grand Avenue and Mission Bay Drive to redirect through traffic along Grand Avenue rather than Mission Bay Drive. This reconfiguration would include improvements to pedestrian and bicycle crossings that connect to the south side of Grand Avenue, with direct access to Mission Bay Park along the southern end of Mission Bay Drive. Additionally, the proposed Multi-Use Path along Garnet Avenue provides access to the Rose Creek bike path, which provides a connection to Mission Bay Park through Rose Creek.

#### 4. Urban Design

The Specific Plan seeks to transition an auto-oriented corridor into a transit-oriented village by fostering a sense of place and livability with improvements in the public realm and development design. The Urban Design chapter envisions pedestrian-oriented development through building design and streetscape improvements that support pedestrian activity. Mixed-use development would be supported with buildings placed along the street edge and parking located to minimize the exposure of parked vehicles to the public view and to increase pedestrian activity.

The Specific Plan identifies gateways that contribute to community identity and provides a wayfinding program with a focus on connections to the Balboa Avenue Trolley Station. The Urban Design chapter would help transform the public realm into a pedestrian-friendly environment by promoting more opportunities for public space along sidewalks and as part of private development. The public realm would be improved through the provision of shade-producing street trees in landscaped parkways within village areas. The Urban Design Chapter includes policies to incorporate low-impact design features to treat runoff, using native or naturalized plant species in streetscapes and project designs, integrating pedestrian-scale lighting to delineate walkways, and other design features that would create a pleasant and inviting environment within the Specific Plan area.

#### How does the Specific Plan interface with Rose Creek?

The 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 land would apply to the area.

City-owned property within Rose Creek is primarily managed by the Transportation and Storm Water (TSW) Department; other City-owned property within Rose Creek is managed by the Real Estate Assets and Parks and Recreation Departments. A majority

of the City-owned property has storm water related projects and is currently used for storm water management. As a result, this property is not suitable to be Dedicated Parkland pursuant to Charter Section 55 due to the current or future TSW uses.

The Urban Design Chapter's policies envision pedestrian and bicycle connections to the creek and promote outdoor dining and public spaces taking advantage of views of Rose Creek. Policies also discourage parking or blank walls fronting Rose Creek and the City's Land Use Adjacency Guidelines for protected open space lands would apply to the area.

## 5. Conservation

The Conservation Chapter provides guidance for sustainable development practices and protection of natural resources. Sustainable development policies address implementation of transit-supportive land use policies, multi-modal mobility improvements, resource conservation, urban forestry, and other measures to meet the City's sustainable development goals.

### C. Why does the Specific Plan include a Local Coastal Program (LCP) amendment?

Portions of the Balboa Avenue Station Area are within the California Coastal Zone; specifically, the area south of Garnet Avenue and west of I-5 (Attachment 1). The Coastal Resources section of the Conservation Chapter and assorted policies in other chapters address Coastal Zone land resources, public access, recreation, marine/wetland environment, development, and climate change. The Specific Plan will require certification by the California Coastal Commission.

### D. How does the Specific Plan implement the Climate Action Plan?

The Climate Action Plan (CAP) is intended to ensure the City of San Diego achieves Greenhouse Gas (GHG) reductions through local action. The CAP identifies five primary strategies implemented by several programs and actions, which together will meet state GHG reduction targets. Community plans and specific plans play a major role in implementing Strategy 3: Bicycling, Walking, Transit & Land Use. Key specific plan-related measures under Strategy 3 include:

- Action 3.1: Implement the General Plan's Mobility Element and the City of Villages Strategy in Transit Priority Areas to increase the use of transit;
- Action 3.2: Implement pedestrian improvements in TPAs to increase commuter walking opportunities;
- Action 3.3: Implement the City of San Diego's Bicycle Master Plan to increase commuter bicycling opportunities; and
- Action 3.6: Implement transit-oriented development within Transit Priority Areas.

The proposed Specific Plan complies with the CAP through the following:

- (1) identifying a high-density community village within a TPA;
- (2) applying land use designations, residential densities, and implementing zoning to support transit-oriented development;

- (3) providing policies and planned mobility improvements to support transit operations and access; and
- (4) designing a planned multi-modal mobility network that includes robust pedestrian and bicycle facilities that connect people to transit.

E. How will the Specific Plan be implemented?

The Specific Plan contains community-specific land use designations and policies that are implemented through the application of citywide zones and supplemental development regulations for the Pacific Beach portion of the Specific Plan area. The supplemental development regulations are included to require ground floor commercial uses along Mission Bay Drive and Garnet Avenue with shared multi-use paths that emphasize the importance of pedestrian activity in the village area and provide continuity between the Balboa Avenue Trolley Station and Mission Bay Park. The supplemental development regulations include Multi-Use Path requirements which would include non-contiguous sidewalks and street trees in the parkway to provide an improved pedestrian-oriented environment.

The plan will guide city staff, decision makers, property owners, and citizens engaged in community development. Key actions to implement the Specific Plan include private investment through development consistent with the underlying zoning; public facilities included in the City's capital improvement program that are prioritized and funded in part through development impact fees; and other sources of public, private, and non-profit initiatives such as regional transportation improvements. Key tools to implement the plan include:

1. Zoning

The plan includes application of Citywide zones (Attachment 4) to implement the land use map. The proposed rezoning map utilizes Citywide commercial and residential zones to implement the Community Village land use designation. The CC-3-8 zone is proposed to implement the Community Village designation allowing up to 73 du/ac. The CC-3-9 and RM-4-10 zones are proposed to implement the Community Village designation allowing up to 109 du/ac. The RM-4-10 zone is applied to land along Del Ray Street and Revere Avenue to provide greater flexibility of use along the ground floor, with allowances for residential or commercial uses along these neighborhood streets.

2. Impact Fee Study (IFS)

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 the applicable DIF. The DIF, when the IFS is adopted, will be a partial funding source for the public facilities envisioned for the community and contained within the IFS. Portions of facilities costs not funded by DIF will need to be

identified by future City Council actions in conjunction with the adoption of Capital Improvements Program (CIP) budgets.

### 3. Streamlining for Infill Projects

CEQA Guidelines Section 15183.3 allows the City to streamline environmental review for individual infill projects. Future development projects can rely on the analyses in the PEIR if the project meets applicable criteria for an infill project and would need to address project-specific impacts not addressed in the PEIR.

## **CONCLUSION**

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

Respectfully submitted,



Michael Prinz  
Senior Planner  
Planning Department



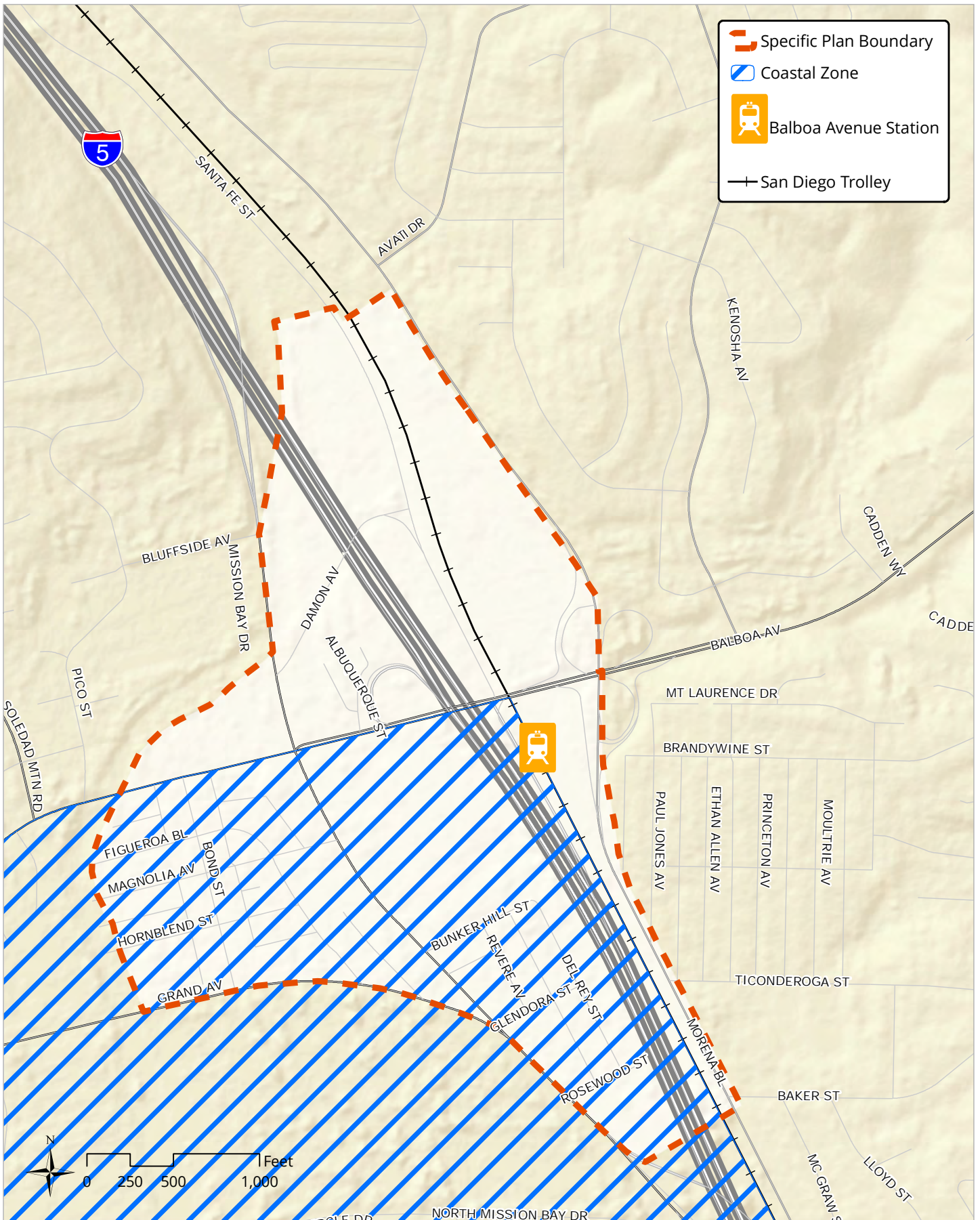
Laura C. Black, AICP  
Deputy Director  
Planning Department

LB/tg/mjp

#### Attachments:

1. Balboa Avenue Station Area Specific Plan Area and Coastal Zone Map
2. Proposed Balboa Avenue Station Area Specific Plan - November 2018 (Under Separate Cover)
3. Balboa Avenue Station Area Specific Plan Final PEIR (Under Separate Cover)
4. Balboa Avenue Station Area Specific Plan Proposed Zoning Map (B-4330)
5. Climate Action Plan (CAP) Conformance Evaluation
6. Proposed Pacific Beach Community Plan Amendment
7. Proposed Clairemont Mesa Community Plan Amendment
8. Specific Plan Comment Topics
9. Draft Resolution – Amending the Clairemont Mesa Community Plan and General Plan
10. Draft Resolution – Amending the Pacific Beach Community Plan, General Plan, and Local Coastal Program for the Pacific Beach Community
11. Draft Resolution – Certifying the PEIR
12. Draft Rezone Ordinance
13. Draft Specific Plan Ordinance





- Specific Plan Boundary
- Coastal Zone
- Balboa Avenue Station
- San Diego Trolley

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Balboa Avenue Station Area Specific Plan  
November 2018 Draft

Available Under Separate Cover:

<https://www.sandiego.gov/planning/community/specificplans/balboa-station>



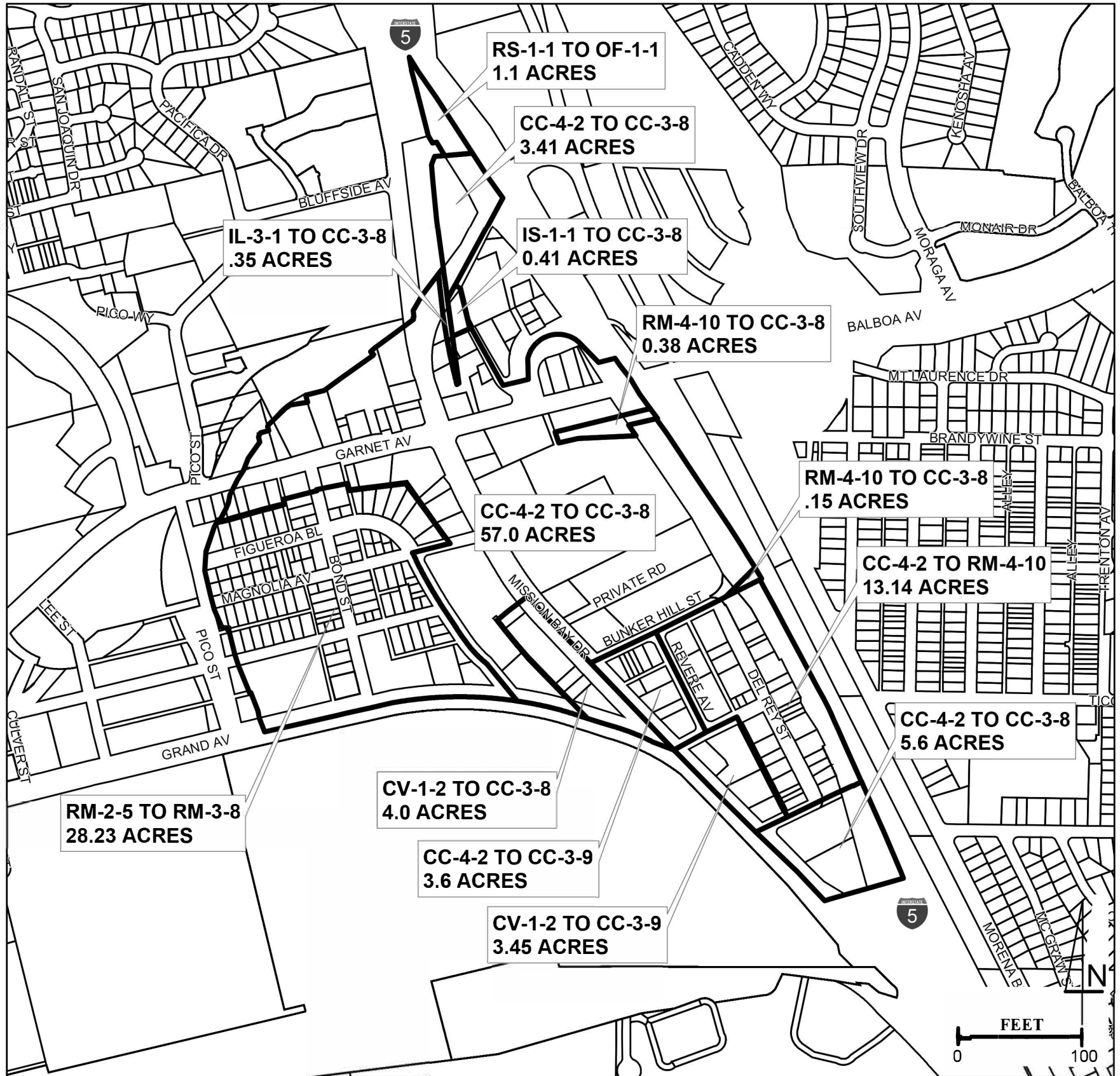
Balboa Avenue Station Area Specific Plan  
Final Program Environmental Impact Report (PEIR)  
Project No. 586601 / SCH No. 2017071007

Available Under Separate Cover:

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



# PROPOSED REZONING



## BALBOA AVENUE STATION AREA SPECIFIC PLAN

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

REQUEST RM-3-8, RM-4-10, CC-3-8,  
CC-3-9 & OF-1-1

PLANNING COMM.  
RECOMMENDATION

CITY COUNCIL  
ACTION

CASE NO.

**B- 4330**

## CLIMATE ACTION PLAN CONFORMANCE EVALUATION FOR COMMUNITY PLAN UPDATES

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

### COMMUNITY PLAN:

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

##### Considerations:

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

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

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

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

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

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

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

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

Considerations:

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

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

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

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

Considerations:

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



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

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

Considerations:

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

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

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

Considerations:

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

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

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

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

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

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

Considerations:

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

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

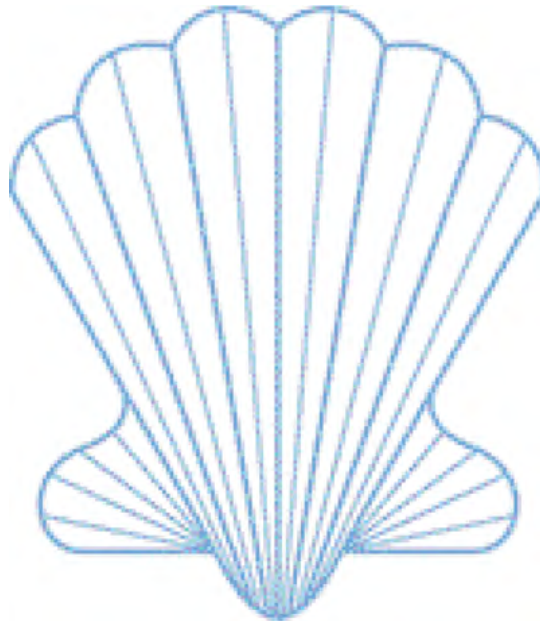
- Does the plan call for tree planting in villages, sidewalks, and other urban public spaces or include a strategy for contributing to the City's tree canopy goal?

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

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

Proposed Community Plan Amendment for the  
Balboa Avenue Station Area Specific

**Pacific Beach Community Plan  
and Local Coastal Program Land Use Plan**



City of San Diego Planning Department  
202 C Street, MS 4A  
San Diego, CA 92101



Printed on recycled paper.

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



## PACIFIC BEACH COMMUNITY PLAN AMENDMENTS

The following amendments have been incorporated into this February 2005 posting of this Plan:

Amendment	Date Approved by Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
Pacific Beach Community Plan adopted	December 2, 1993		February 28, 1995	R-28517
<a href="#"><u>Balboa Avenue Station Area Specific Plan</u></a>				<a href="#"><u>R-</u></a>

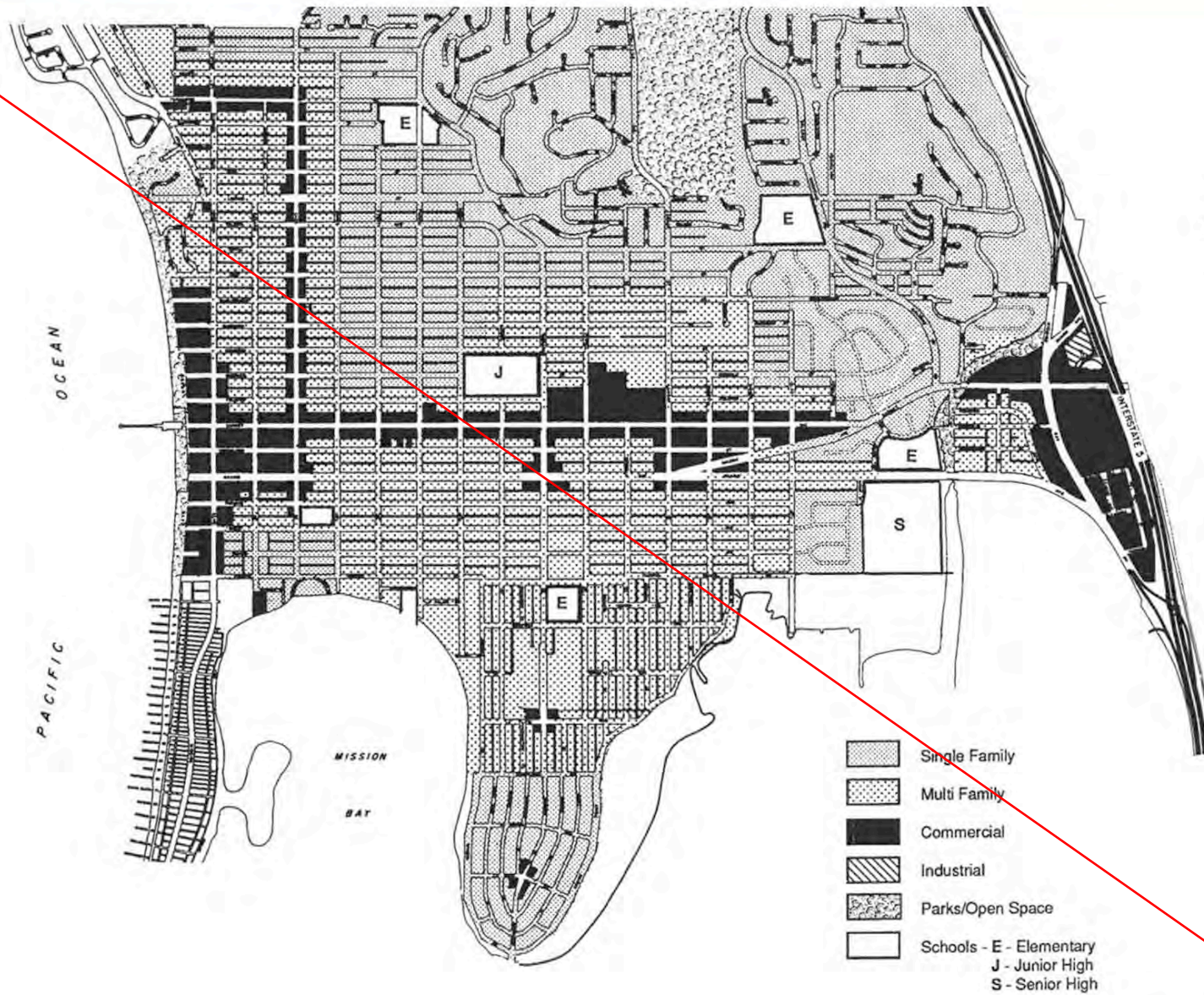
Certified by the California Coastal Commission on May 11, 1995 by Certificate Number 2-95C0



# Introduction

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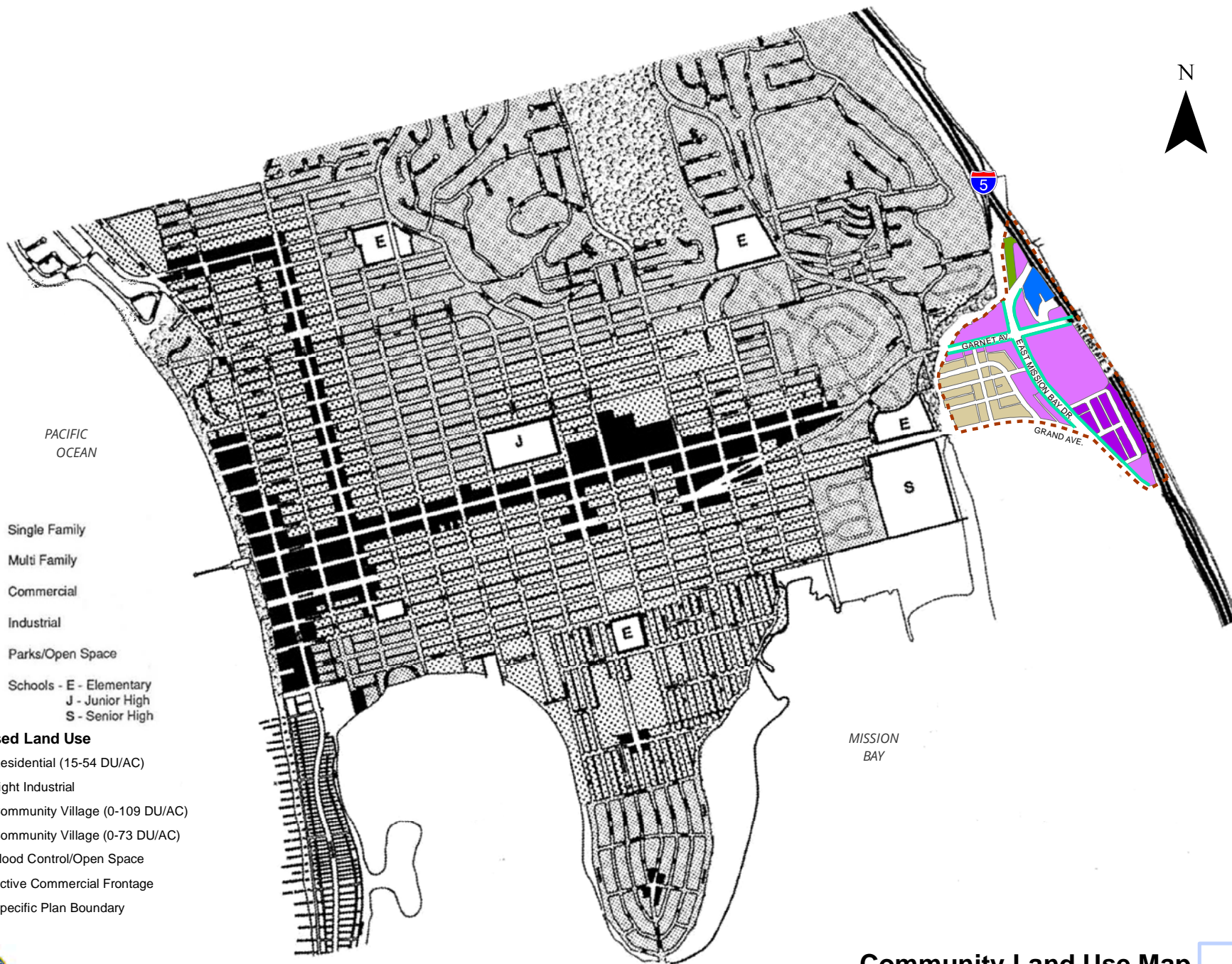
- Purpose of the Plan
- Plan Organization
- How the Plan was Developed



**Community Land Use Map**  
**Pacific Beach Community Plan**

**1**  
**FIGURE**





**Community Land Use Map**  
**Pacific Beach Community Plan**

**1**  
**FIGURE**

## **INTRODUCTION**

### **PURPOSE OF THE PLAN**

The Pacific Beach Community Plan and Local Coastal Program Land Use Plan is the City of San Diego's adopted statement of policy for growth and development of the Pacific Beach planning area over the next decade. The plan proposes specific goals, policies and strategies regarding the use and development of land within Pacific Beach and identifies how land use and development will affect public services and facilities such as local schools, parks, roads, water and public safety.

The plan designates areas for residential, commercial, community facilities and recreational uses. The plan recommends areas that should remain free from development to preserve natural resources, especially the unique relationship that exists between Pacific Beach and its primary natural resource--the Pacific Ocean and Mission Bay.

### **PLAN ORGANIZATION**

The Pacific Beach Community Plan includes goals, policies and recommended actions, and land-use maps which illustrate plan recommendations. The final plan will include a fold-out land-use map (scale of 1 inch to 800 feet). A large 1 inch to 400 foot scale map on file with the Planning Department depicts land-use designations with greater clarity.

The Pacific Beach Community Plan text is organized as follows:

The *Introduction* describes the purpose of this plan, its organization and development.

The *Planning Context* provides background on the planning area, history, and urban and environmental settings which serve as the framework for future development.

The *Elements of the Community Plan* contain land-use goals for development of the community, and the policies to achieve these goals. Each element also contains a table of recommended actions and time frames to implement the policies and proposals of the plan.

The *Appendices* contain lists of reference documents used in preparing this plan, supplemental documents that provide additional detailed recommendations, and proposed streetscape plans for specific residential and commercial areas.

### **HOW THE PLAN WAS DEVELOPED**

The update of the Pacific Beach Community Plan was a cooperative effort involving the citizens of the community, the Pacific Beach Community Planning Committee, other community organizations, the City of San Diego Planning Department, and other City Departments and governmental agencies. The update process began with Planning Department preparation of a community outreach paper that was printed in the *Beach and Bay Press*, Pacific Beach's community newspaper. The outreach paper outlined the

community planning process, the overall goals of the community plan and encouraged broad community involvement in the update process.

At the onset of the plan update process, the Pacific Beach Community Planning Committee established subcommittees to work on different elements of the plan update. Representation on the subcommittees included local business and property owners, architects, planners and community residents. The subcommittees identified a number of issues that served as the general framework for the development of the goals, policies and proposals of the plan update.

On August 8, 1992, an all-day Community Forum was held by the Community Planning Committee at the Catamaran Hotel. At that meeting approximately 80 people participated and, with the Committee, set goals and objectives for the future development of Pacific Beach.

After the forum, the Committee regularly held monthly, and sometimes bi-weekly, meetings where they and members of the public worked with the Planning Department to prepare this plan.

In updating this plan, the Planning Department reviewed a variety of documents, including the existing Pacific Beach Community Plan and Local Coastal Program Land Use Plan, the Beach Communities Traffic Options Study, the draft Transit Oriented Development Design Guidelines, the City of San Diego Progress Guide and General Plan (General Plan), and the Coastal Act. A complete list of the reference documents used in the preparation of this plan is included in Appendix J.

### **BALBOA AVENUE STATION AREA SPECIFIC PLAN**

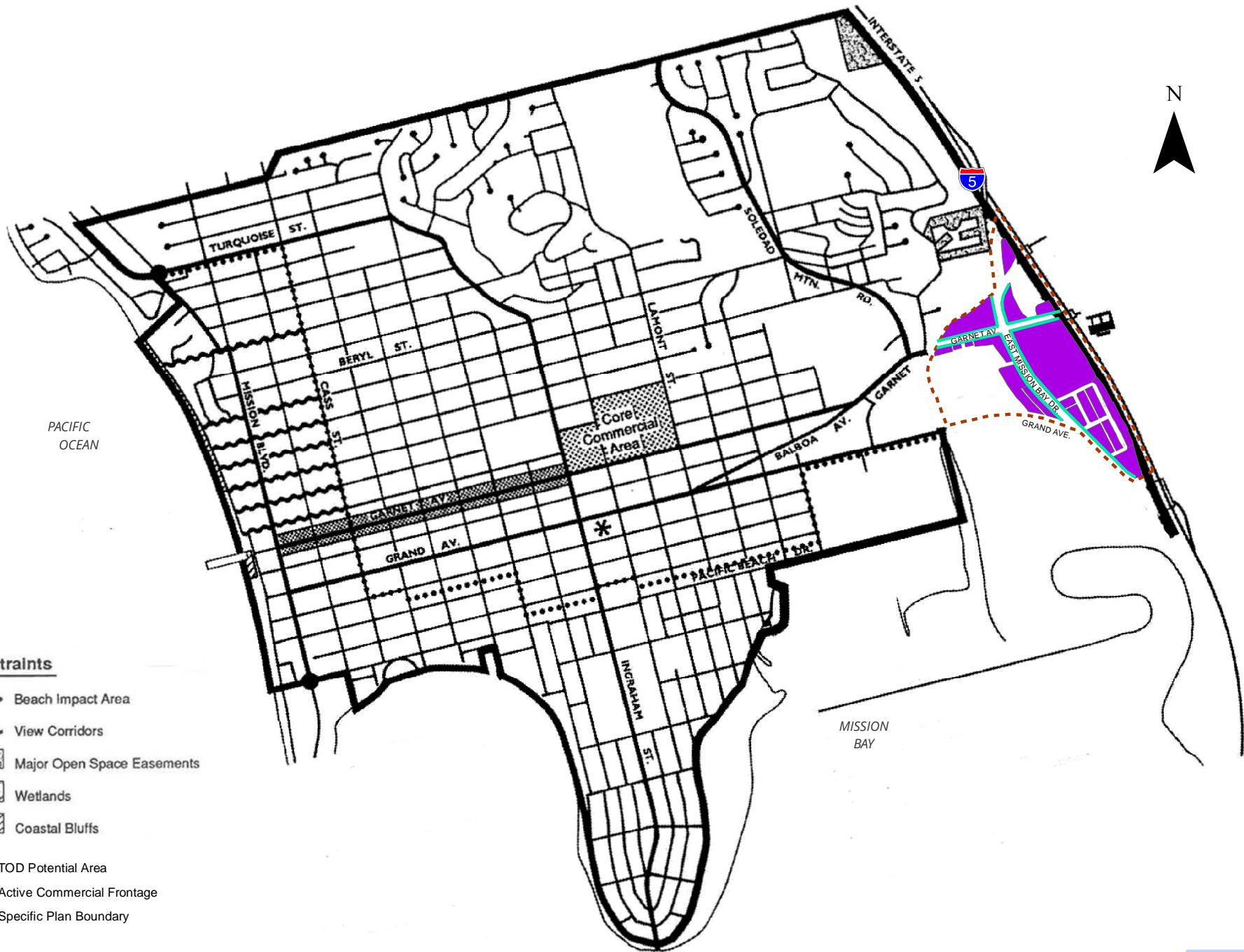
The Balboa Avenue Station Area Specific Plan (Specific Plan) is a comprehensive planning document that provides a policy framework to guide transit-oriented development and multi-modal improvements adjacent to the Balboa Avenue Trolley Station consistent with the General Plan City of Villages strategy. The Specific Plan contains policies and supplemental development regulations, identifies mobility, streetscape, and public realm improvements and facility recommendations. The Specific Plan creates a framework for future infrastructure improvements, and includes an implementation action plan to improve connectivity between Pacific Beach and the trolley station. The Specific Plan encompasses approximately 140 acres of land within the Pacific Beach community planning area between Rose Creek, Mission Bay Park, and I-5. For land within this area, the Specific Plan policies and supplemental development regulations apply.





**Opportunities and Constraints Map**  
**Pacific Beach Community Plan**

**4**  
**FIGURE**

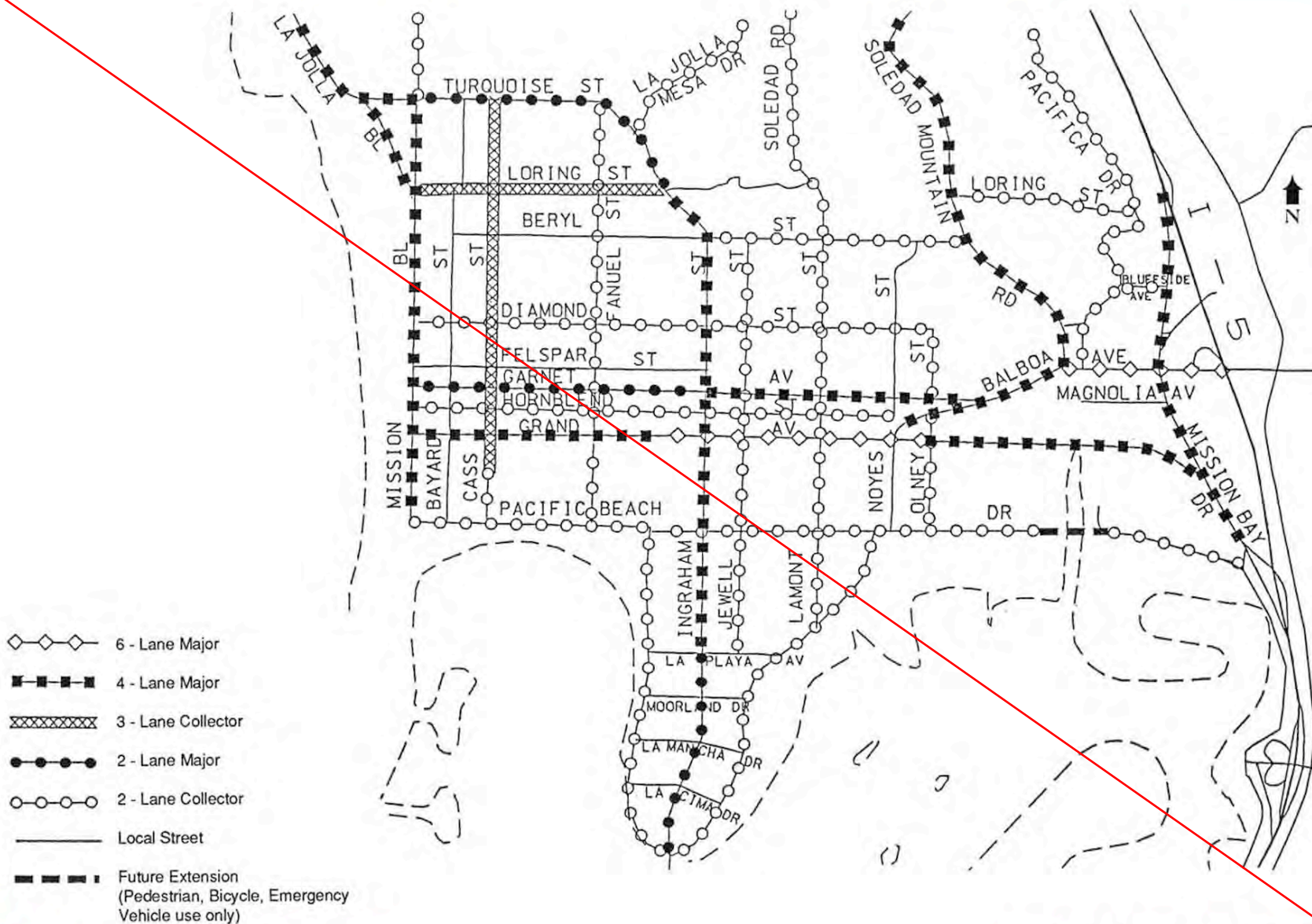


**Opportunities and Constraints Map**  
**Pacific Beach Community Plan**

**4**  
**FIGURE**












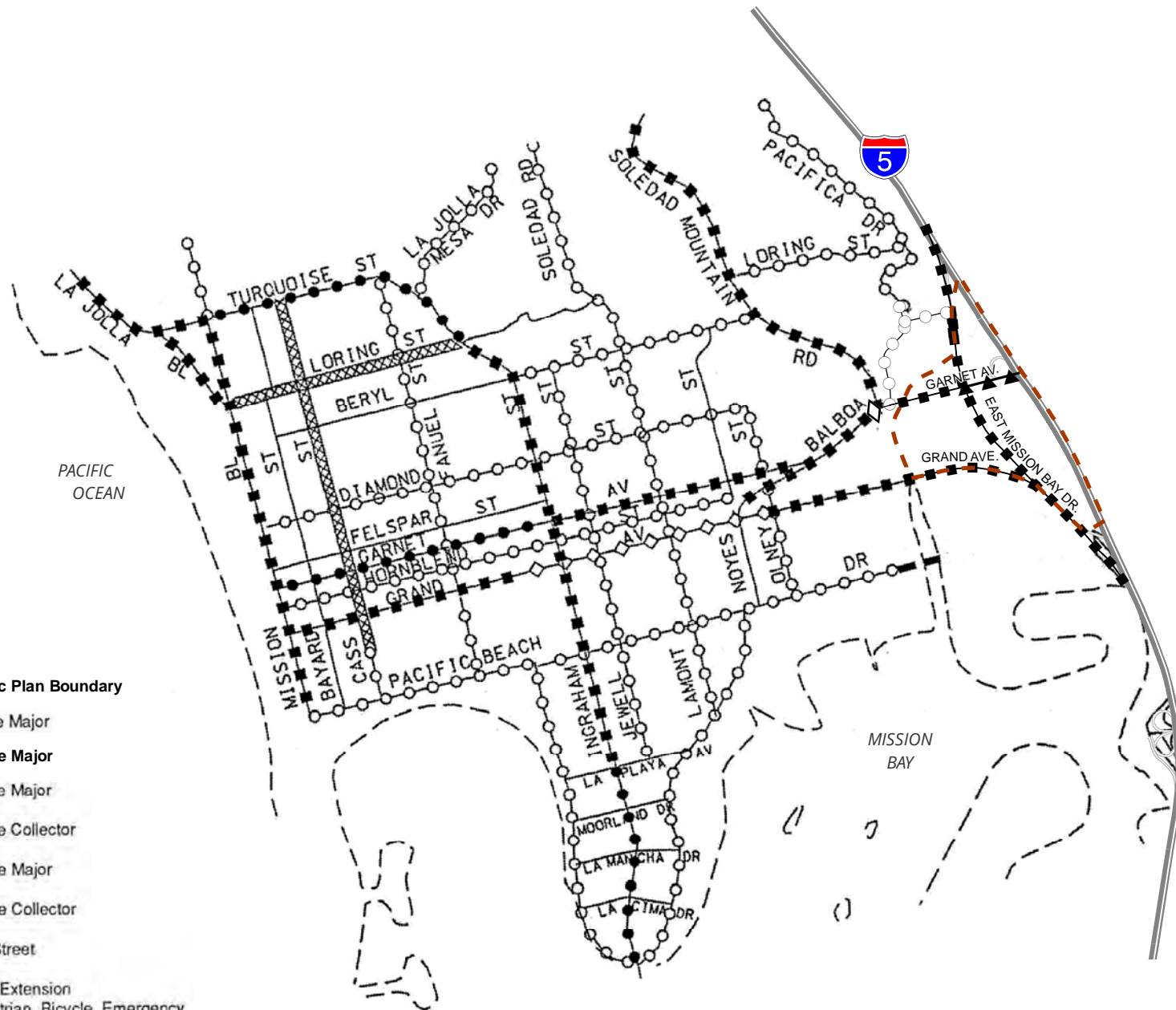




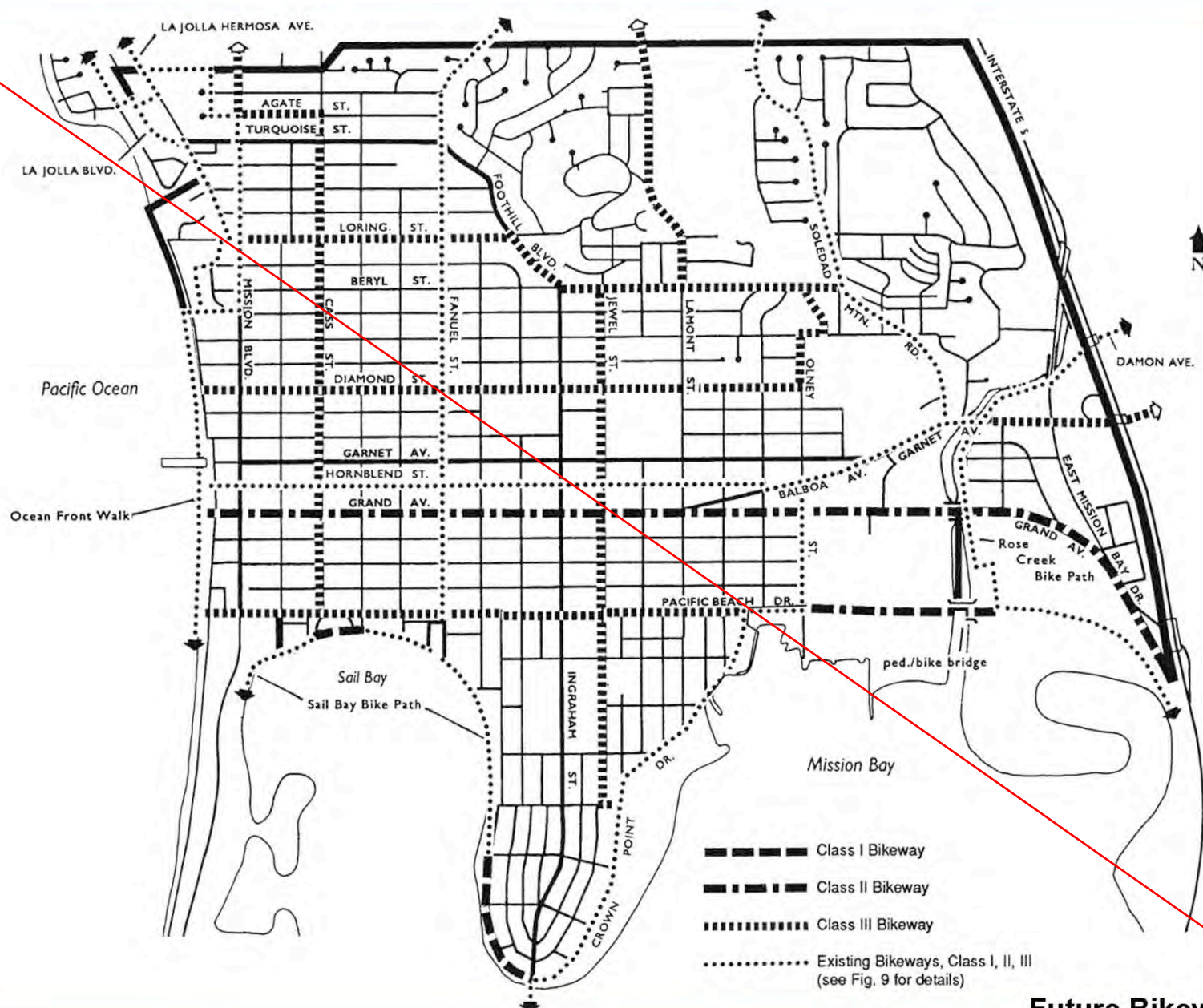
**Street Classifications**  
Pacific Beach Community Plan

**7**  
FIGURE

-  Specific Plan Boundary
-  6 - Lane Major
-  5 - Lane Major
-  4 - Lane Major
-  3 - Lane Collector
-  2 - Lane Major
-  2 - Lane Collector
-  Local Street
-  Future Extension  
(Pedestrian, Bicycle, Emergency  
Vehicle use only)



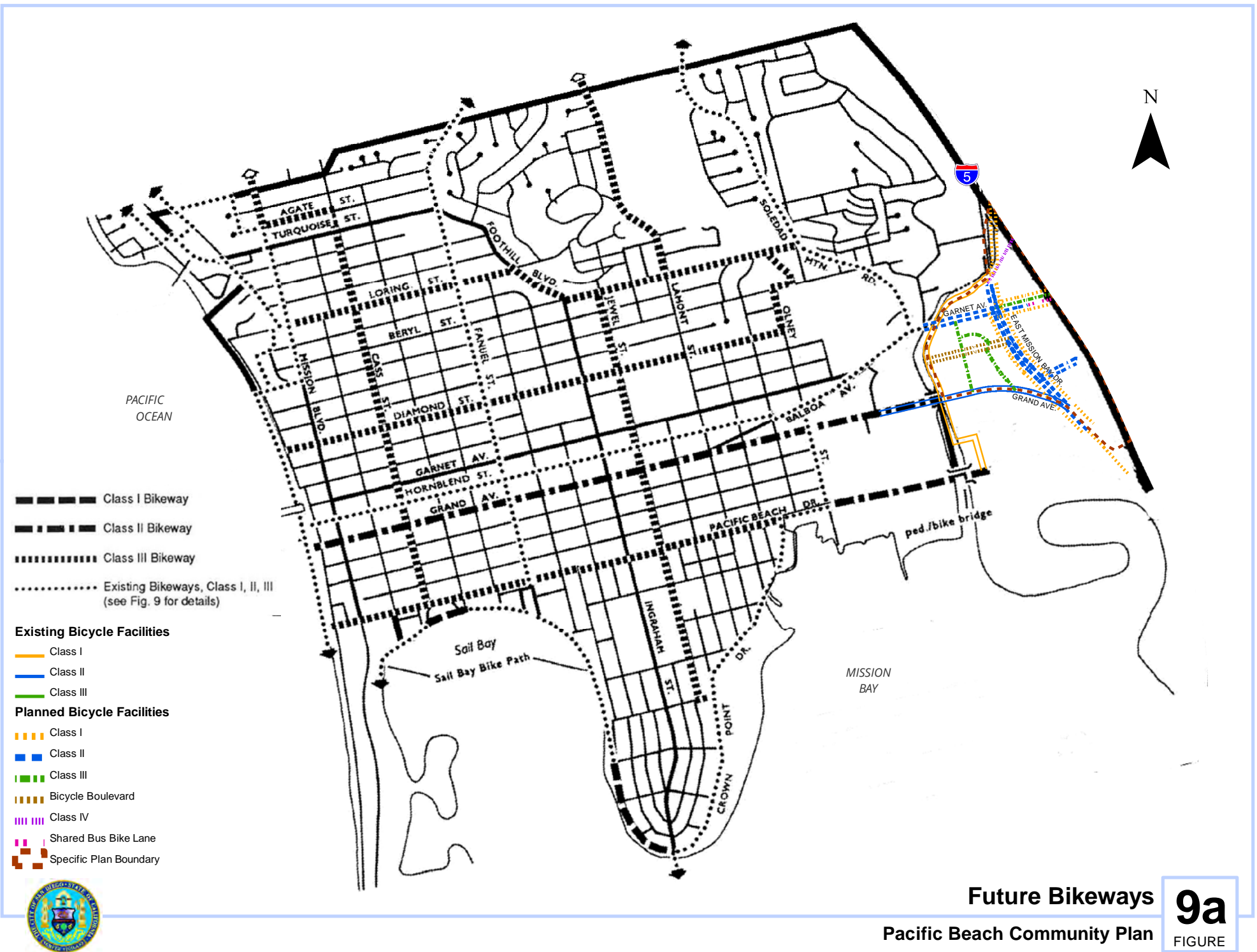
**Street Classifications**  
Pacific Beach Community Plan



**Future Bikeways**  
**Pacific Beach Community Plan**  
**9a**  
**FIGURE**

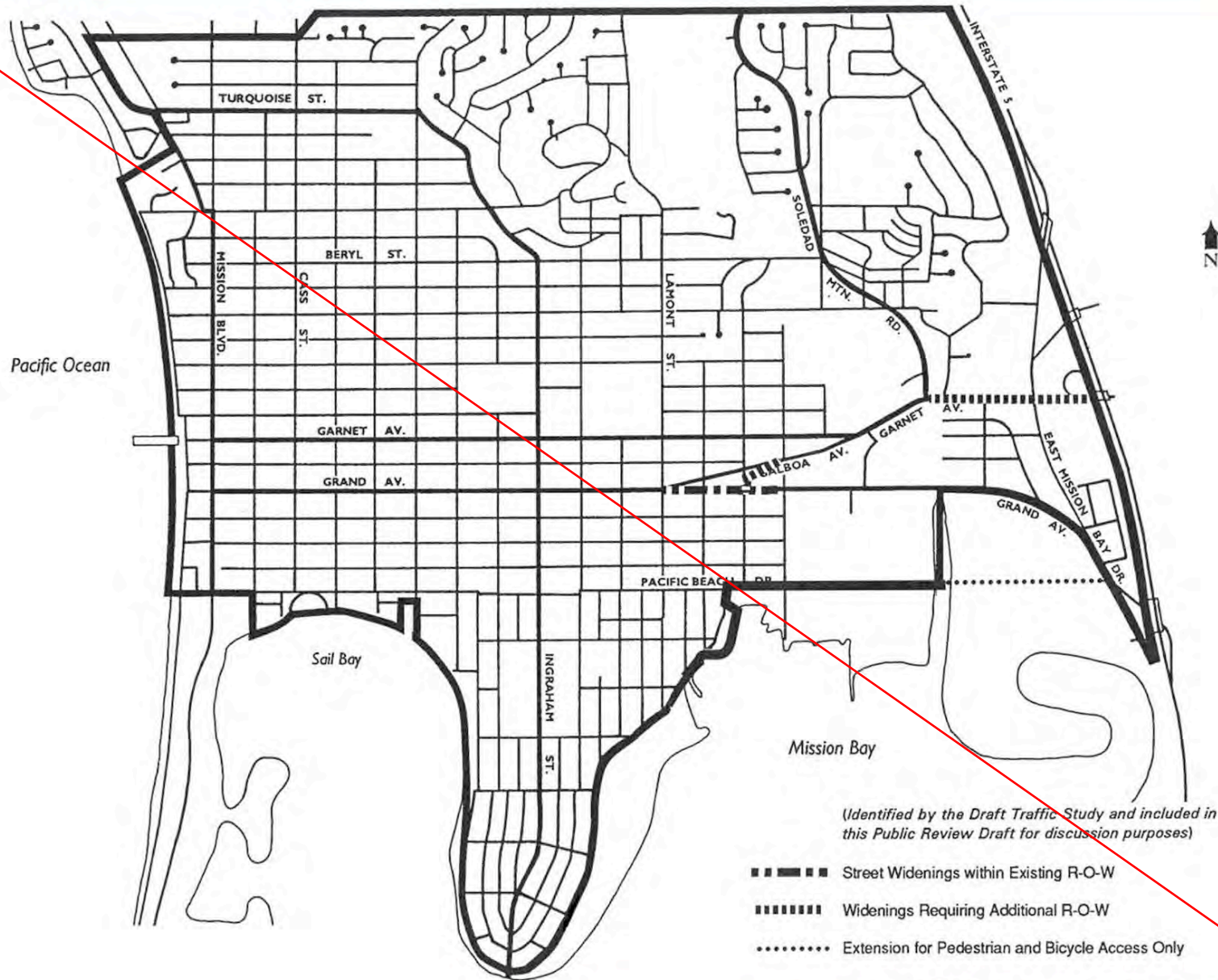






**Future Bikeways**  
**Pacific Beach Community Plan**  
**9a**  
**FIGURE**

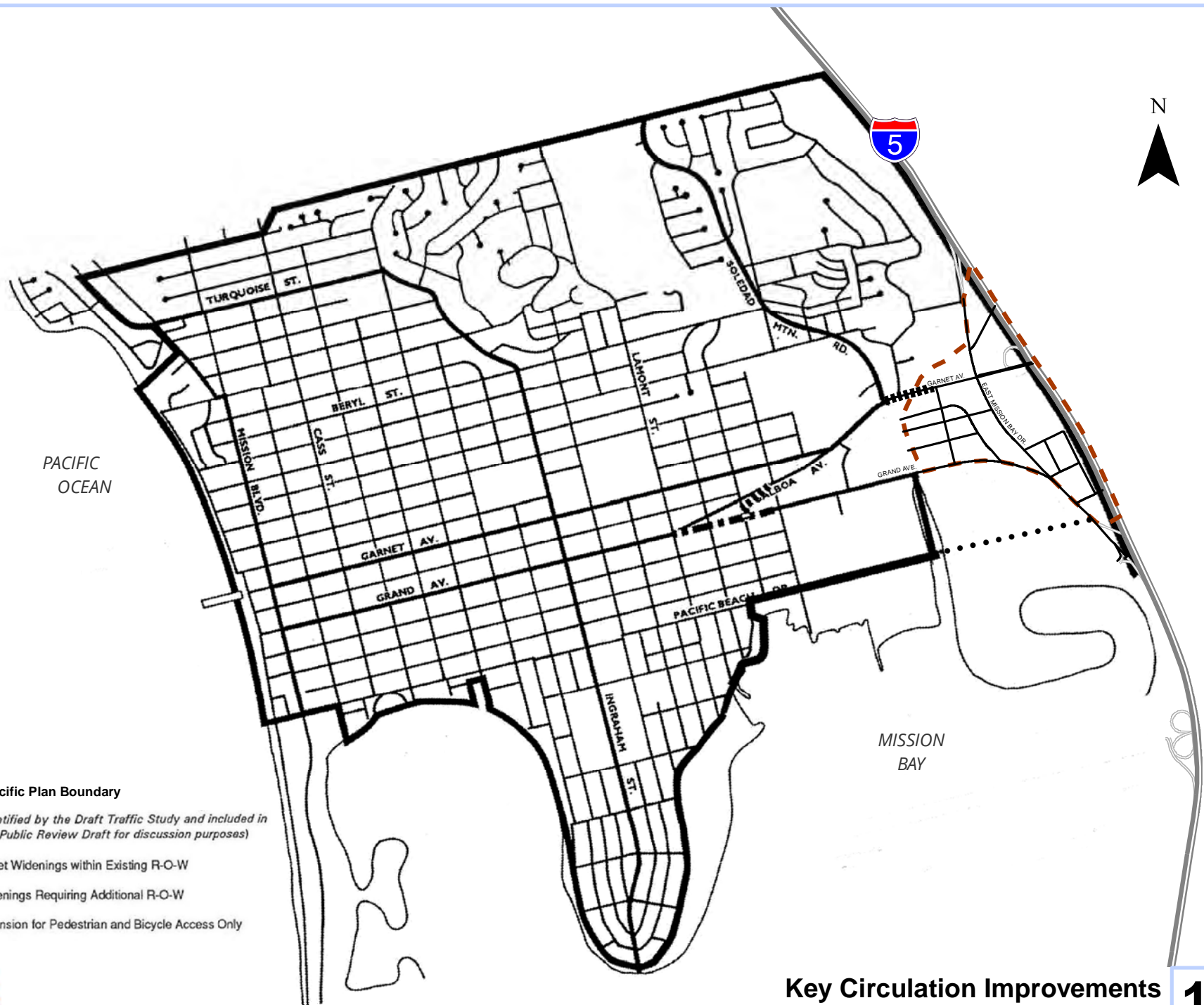




**Key Circulation Improvements**  
**Pacific Beach Community Plan**

**10**  
**FIGURE**





**Specific Plan Boundary**

*(Identified by the Draft Traffic Study and included in this Public Review Draft for discussion purposes)*



**Street Widening within Existing R-O-W**



**Widening Requiring Additional R-O-W**



**Extension for Pedestrian and Bicycle Access Only**



## Key Circulation Improvements

Pacific Beach Community Plan

**10**  
FIGURE





**Commercial Designations and Districts**  
Pacific Beach Community Plan

**11**  
FIGURE







- f. Establishment of a redevelopment project area should be considered for the Garnet Avenue commercial district. The project could focus on the provision of a full range of housing types, including affordable housing, mixed with community-serving commercial uses. Such a program could revitalize commercial areas showing signs of economic and physical decline. Pursue Community Development Block Grants to fund "demonstration" blocks along Garnet Avenue, utilizing the streetscape recommendations and facade improvements included in this plan.
- g. The development of single room occupancy and living unit quarters shall be promoted in the Garnet Avenue, Mission Boulevard and Mission Bay Drive commercial areas to provide more affordable housing in Pacific Beach and to promote residential activity in conjunction with transit corridors and activity centers (such as Mission Bay Hospital).
- h. New development in the Crown Point neighborhood commercial district at Ingraham Street and La Cima Drive shall be required to be processed under the community plan implementation overlay zone or other zoning mechanism to limit the bulk and scale of new development and to further limit residential density so that it complements the scale and intensity of surrounding single-family development.
- i. Reduce impediments to the redevelopment of commercial properties in the coastal zone by applying appropriate citywide zones to implement the recommendations of this plan and pursuing categorical exclusion, thereby eliminating the need for coastal development permits requiring discretionary review and public notice.
- j. To make streets user friendly, kiosks shall be encouraged on sidewalks in key commercial areas, containing maps and directories of Pacific Beach and providing space for posting of special-event notices.

## **SPECIFIC PROPOSALS**

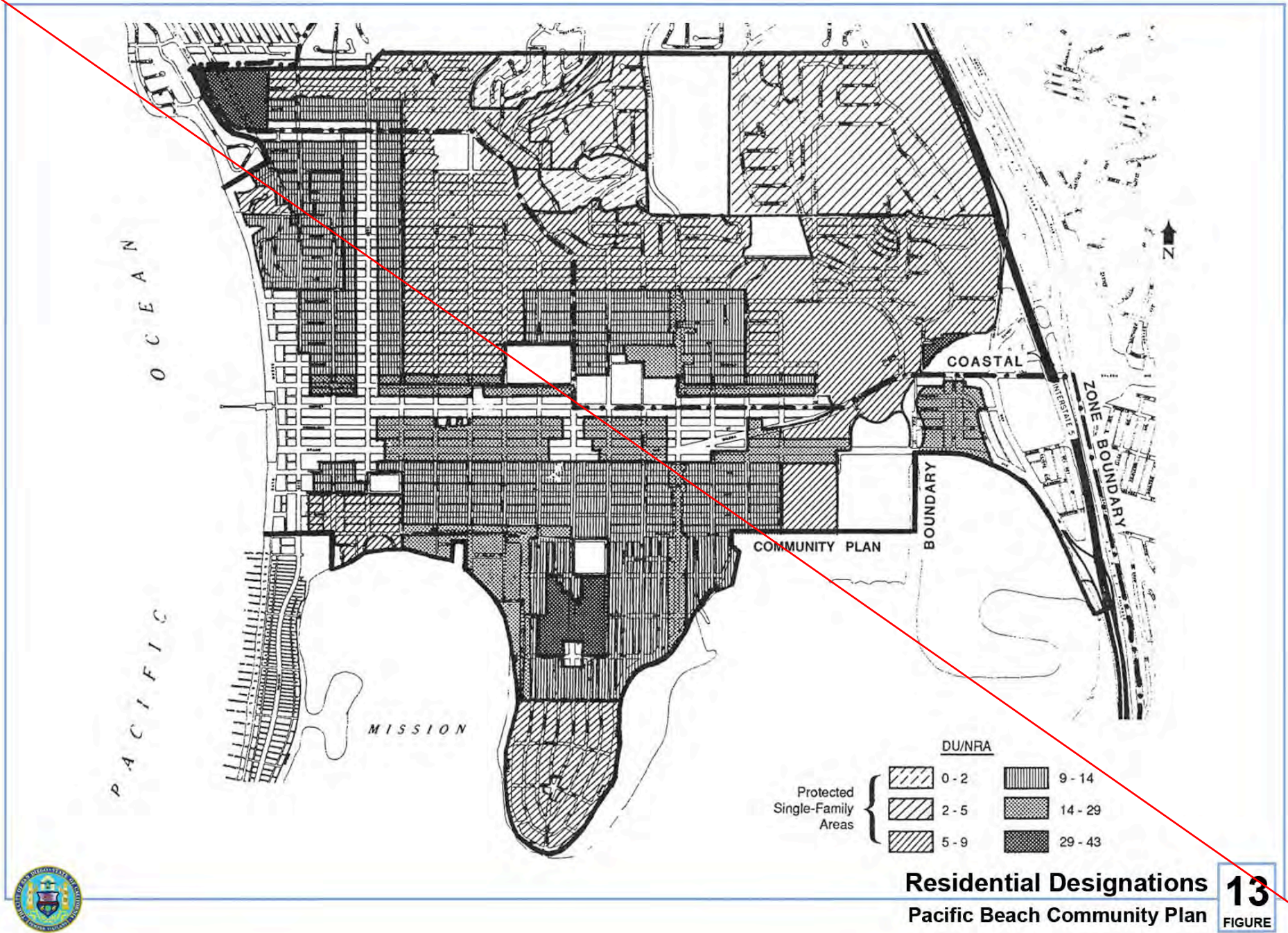
### **Commercial Designations**

Proposals 1-7 below correspond to the seven commercial districts identified on Figure 11.

- 4.—Designate the Mission Bay Drive commercial area for Community Village uses that support pedestrian and transit-oriented development, Mission Bay Park Visitors, and help implement the policies of the Balboa Avenue Station Area Specific Plan. Uses include community and neighborhood serving retail, a mix of hotel, restaurant, and business/professional office uses. ~~regional-serving and visitor-serving commercial use and apply commercial zoning that provides for a mix of larger scale retail, wholesale, commercial service, hotel, and business/professional office uses. In the area designated for regional commercial uses, both large scale retail, such as automobile dealerships, and small scale retail, such as hotels and restaurants shall be permitted. In the areas designated for visitor commercial uses, which includes the area closest to Mission Bay Park, only visitor-serving uses shall be permitted.~~

## ACTION PLAN

Implementation Measures	Timing						Development Impact Fee Dependent	Responsibility For Implementation	Source of Funding	See For More Detail
	On-Going	Adopt With Plan	Within 2 Years	Within 5 Years	Within 10 Years	Within 20 Years				
Rezone Mission Bay Drive and Mission Blvd. commercial areas to <a href="#">CV, CA and RV commercial and residential zones that implement the Community Village designation.</a>		●	●					Planning Dept., Planning Commission, City Council, Calif. Coastal Commission	City	Policies 1 & 2 Proposal 1 & 5-6
Require projects along transit corridors to employ pedestrian, bicycle and transit-oriented development standards.	●	●						City Council, Calif. Coastal Commission	City	Policy 3 Proposal 8
Permit a density of 43 du/nra and shared parking for mixed-use projects..		●						City Council, Calif. Coastal Commission	recoverable	Policy 4 Proposal 7
Require projects to conform to the streetscape recommendations of this plan..	●							Planning Dept.	City	Policy 5 Appendix D
Pursue opportunities for funding redevelopment/ revitalization projects.								Planning Dept., Economic Development	N/A	Policy 6
Amend the Living Unit enabling legislation to allow development in Pacific Beach commercial zones.			●					Planning Dept., Planning Commission, City Council, Calif. Coastal Commission	City	Policy 7
Require new projects in the Ingraham/La Cima commercial area to conform to the CPIOZ-B guidelines of this plan.	●							Planning Dept.	reimbursable	Policy 8 Proposal 7 Proposal 12
Pursue Categorical Exclusion of Pacific Beach commercial areas.	●		●					Planning Dept.	City	Policy 9
Encourage the placement of kiosks in the public R.O.W.								Planning Dept., Economic	N/A	Policy 10



**13**  
FIGURE





Document Path: L:\GIS\GIS\Community Planning\Pacific Beach\CPN\_PKO & CTS Specific Plan Amendment\Bibb\Station Smart\Overlaid\Fig 13\_Bibb\Station Residential Designations.mxd Date: 2/20/19



**Public Facilities**  
Pacific Beach Community Plan

**17**  
FIGURE



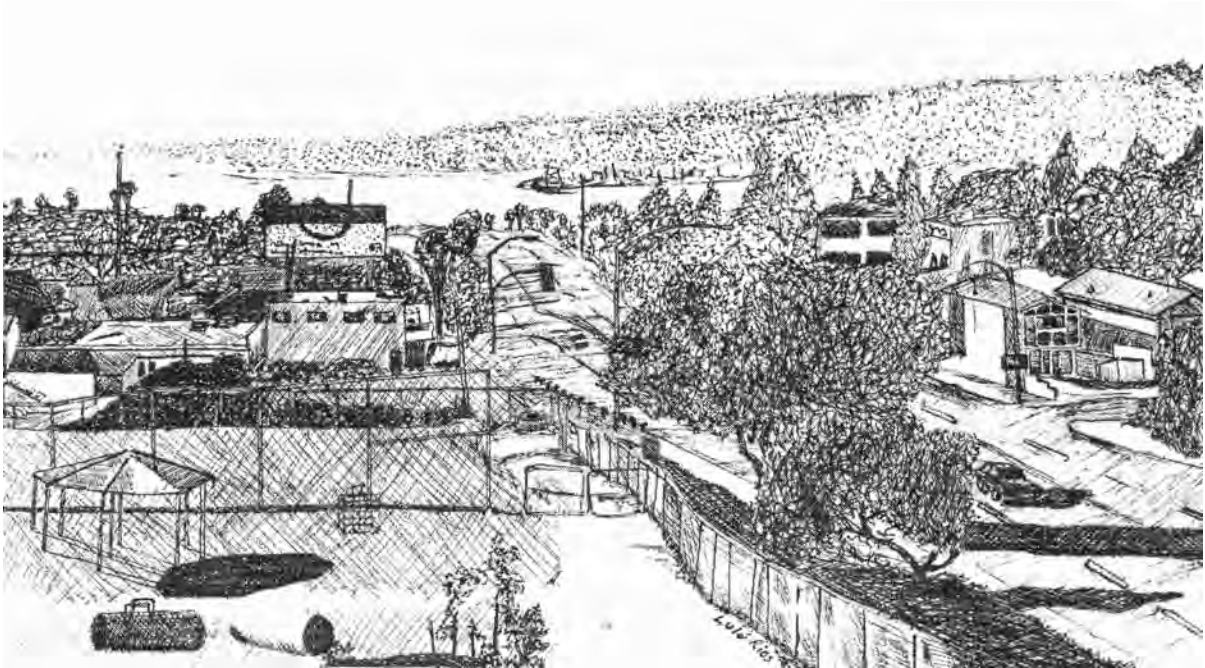


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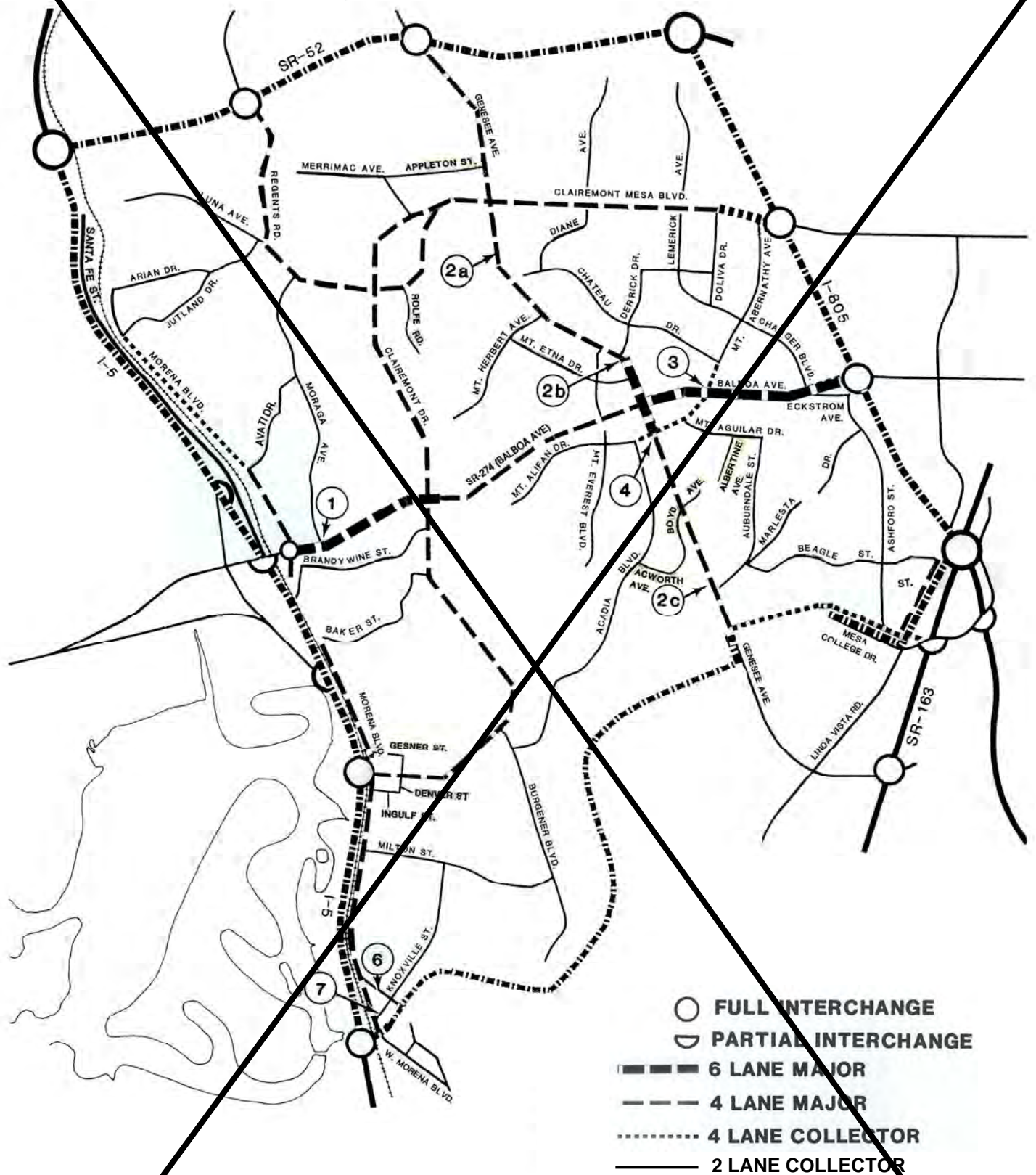
# Clairemont Mesa

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## Community Plan



Proposed Community Plan Amendment for the  
Balboa Avenue Station Area Specific

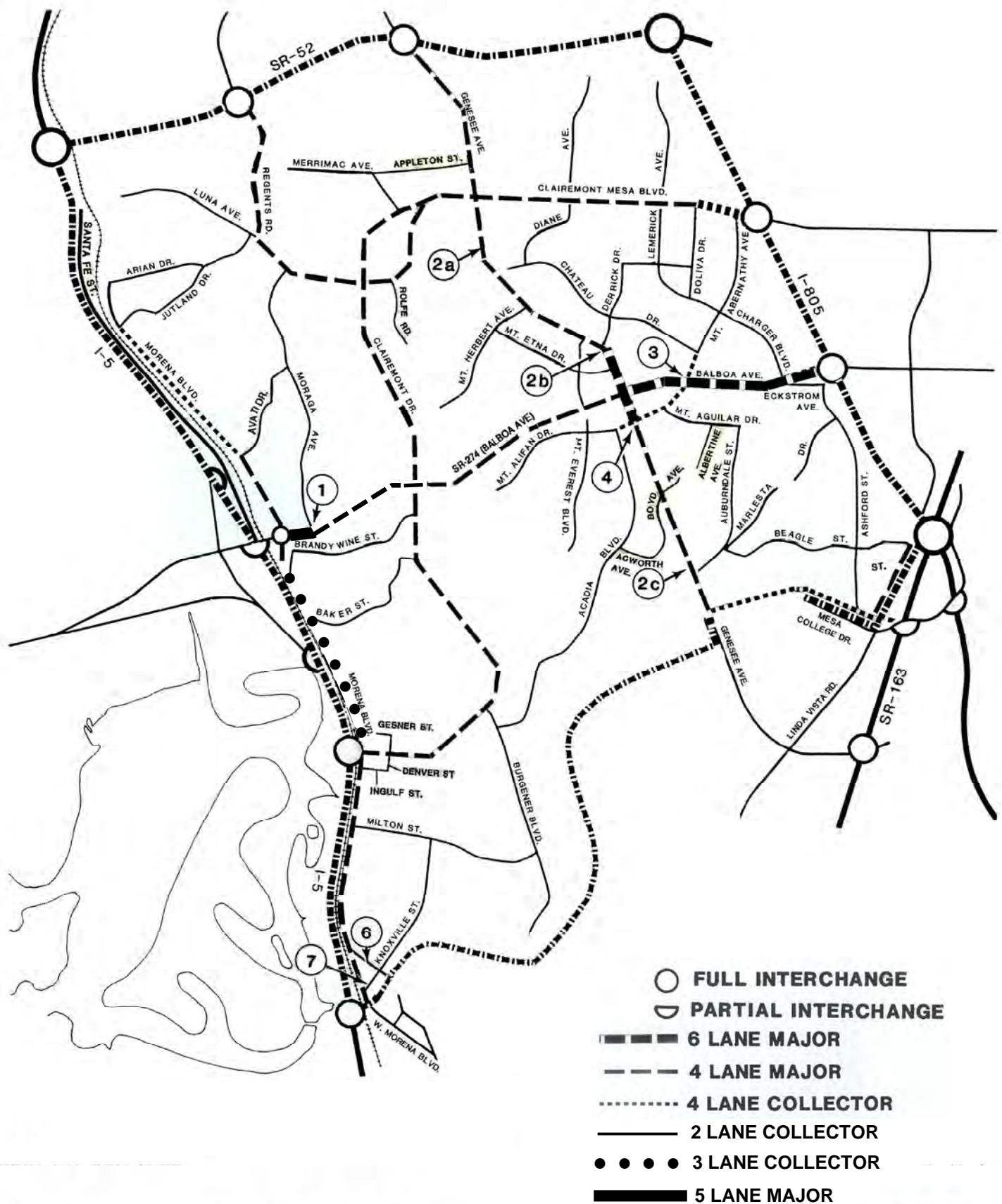


## 2005 Street Classifications and Recommendations

### Clairemont Mesa Community Plan

**22**  
FIGURE





## 2005 Street Classifications and Recommendations

### Clairemont Mesa Community Plan

**22**  
FIGURE

## RECOMMENDATIONS FOR STREET IMPROVEMENTS

A series of street improvements should take place in Clairemont Mesa to accommodate the increase in traffic volumes projected for the year 2005 (**Figures 22 and 23**). (The recommendation numbers below correspond to numbers on **Figure 22**.)

### 1. Balboa Avenue

Balboa Avenue should be ~~widened-maintained from as~~ a four-lane major ~~to a six-lane major~~ from Clairemont Drive to Moraga Avenue and maintained as a five-lane major from Moraga Avenue to the community's western boundary at I-5. ~~The six-lane major should continue just east of the intersection at Clairemont Drive to provide a transition to the four-lane major.~~

### 2. Genesee Avenue

- a. Standard curb, gutter, and sidewalk should be constructed on Genesee Avenue from Sauk Avenue to north of Derrick Drive.
- b. Genesee Avenue should be widened from five to six lanes between Derrick Drive and Mt. Alifan Drive as adjacent property develops or redevelops.
- c. Genesee Avenue should be widened to four lanes with bike lanes from Boyd Avenue south to the community boundary.

### 3. Mt. Abernathy Avenue

The operating level of service at the intersection of Mt. Abernathy Avenue, Mt. Alifan Drive and Balboa Avenue should be improved by providing dual left-turn lanes for southbound to eastbound traffic. This will require reconstruction of the median on the north side of the intersection (Mt. Abernathy Avenue), modification of the traffic signal, and some restriping.

### 4. Mt. Alifan Drive

Mount Alifan Drive should be widened to a four-lane collector street between Mt. Acadia Boulevard and Genesee Avenue. This will require the acquisition of additional right-of-way as development or redevelopment occurs.

### 5. Morena Boulevard

Morena Boulevard should be restriped to three lanes (two through lanes and a center, two-way turn lane) between West Morena Boulevard (north intersection) and Tecolote Road. Access from Morena Boulevard to I-5 should be improved. The current access route takes motorists from Morena to Clairemont Drive via Ingulf Street, impacting residential neighborhoods. Direct freeway access from Morena Boulevard to I-5 should be provided. A direct ramp from Morena Boulevard to Clairemont Drive should be developed to provide direct access to I-5. This would reduce the through traffic on







## **Recommended Bikeway System**

### **Clairemont Mesa Community Plan**

## Balboa Avenue Station Area Specific Plan Comment Topics

The Draft Program Environmental Impact Report (PEIR) for the Balboa Avenue Station Area Specific Plan was made available for public review beginning April 13, 2018. Public review comments and responses to comments addressing the Environmental Impact Report are found in the Final Environmental Impact Report. Public review comments that specifically pertained to the Specific Plan received during the public review period for both the Draft Specific Plan and Draft PEIR are addressed below. The comments provided through the public review process addressed a range of topics related to the Specific Plan, including a pedestrian bridge over Interstate 5 (I-5), infrastructure financing, potential impacts of development on Rose Creek, potential traffic impacts associated with development, proposed residential densities, proposed bicycle facilities.

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

<p><b>Comment Topic: Residential Densities</b></p> <p>The Specific Plan will implement the goals of the City's General Plan and Climate Action Plan (CAP) by increasing employment and housing opportunities near transit, promoting walking and bicycle use as viable travel choices, and improving transit access and frequency in order to reduce greenhouse gas emissions.</p> <p>The draft Specific Plan focuses increased density in the Community Village areas within Pacific Beach along Garnet Ave and Mission Bay Drive and allows for a range of dwelling units in the residential neighborhood surrounding Bond Street adjacent to Rose Creek.</p> <p>The draft Specific Plan proposes to increase the capacity for new housing within the area by approximately 3,500 units as compared to the adopted Pacific Beach Community Plan. The range of densities within the Specific Plan area presents an opportunity to provide a range of housing opportunities, types, and affordability levels. Additionally, all properties are subject to the City's affordable housing requirements as outlined in the Inclusionary Housing Ordinance.</p> <p>As discussed in the recent report by the San Diego Housing Commission, Addressing the Housing Affordability Crisis, rezoning residential areas within a half mile radius of the City's transit opportunity areas will be the largest single tool in providing additional housing in San Diego, a key factor in increasing the supply of units affordable to low- and moderate-income families. Concentrating housing around transit opportunity areas aligns with City, regional, and State goals, including the General Plan City of Villages Strategy, SANDAG's Smart Growth Plan, and the State of California's climate commitments, by facilitating alternatives to private vehicle transport and creating walkable, mixed-use areas.</p> <p><b>How can the proposed densities be achieved within the Coastal Height Limit (30 feet)?</b></p> <p><i>Planning Department Response:</i></p> <p>The proposed residential densities could be achieved through maximizing a site's buildable area and through the inclusion of smaller units.</p>
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There are multiple examples of three-story residential development projects with comparable density along Hancock Street, located within the Midway-Pacific Highway community of San Diego. Within the Specific Plan area, the recently approved Jefferson Project located at Mission Bay Drive and Rosewood Street is under construction for 171 dwelling units at a density of approximately 60 dwelling units per acre.

**Comment Topic: How does the draft Specific Plan address the community's request for a pedestrian bridge connecting the trolley station to Pacific Beach?**

*Planning Department Response:*

The draft Specific Plan includes a policy to support the San Diego Association of Governments (SANDAG) and the San Diego Metropolitan Transit System (MTS) to consider a bicycle and pedestrian access via a connection across I-5 from the Balboa Avenue Trolley 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.

Identification of funding sources and implementation of the facility would require further coordination by SANDAG and MTS.

**Comment Topic: Infrastructure Finance Study**

**The "Infrastructure Financing Study" should be completed before the draft Specific Plan moves forward in the planning process so that the community can understand the improvements to be made, who will pay for them, and the timeline for implementation before increased housing density is permitted.**

*Planning Department Response:*

Chapter 6 of the draft Specific Plan identifies the infrastructure and facilities that serve the Specific Plan area. The draft PEIR includes analysis of the impacts of the draft Specific Plan on public services, including fire protection and emergency services, police protection, schools, libraries, and parks and recreational facilities.

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.

**Comment Topic: Rose Creek**

**The draft Specific Plan should include the dedication of Rose Creek as parkland managed for habitat, water quality, and recreational uses.**

*Planning Department Response:*

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.

**The draft Specific Plan should address lighting installed along the Creek to avoid negative impacts to wildlife.**

*Planning Department Response:*

All lighting installed along or adjacent to Rose Creek is subject to the lighting requirements of the MSCP Land Use Adjacency Guidelines.

**New development on Rose Creek must celebrate the creek not turn its back on the Creek. Do not allow walling off the Creek Frontage.**

*Planning Department Response:*

The Urban Design Chapter's policies (Section 4.2) envision pedestrian and bicycle connections to the creek and promote outdoor dining and public spaces taking advantage of views of Rose Creek (Policy 4.2.2). Policies also discourage parking or blank walls fronting Rose Creek (Policy 4.3.3) and the City's Land Use Adjacency Guidelines for protected open space lands would apply to the area.

**Any additional parks or parklets provided by redevelopment should be publicly accessible and include dog accessible areas to reduce the impact of Rose Creek being the only community dog walking area.**

*Planning Department Response:*

The Recreation Chapter of the Draft Specific Plan includes policies to provide community park facilities that meet the need of the future residential population and encourages new development to incorporate park amenities within their building footprint or on site.

The City's public park design and development regulations require public access to all public park facilities.

**Planting along Rose Creek should consist solely of plants in the Coastal Sage Scrub community to protect the habitat within the creek. Non-native plants should be prohibited along the creek or within the neighboring community.**

*Planning Department Response:*

The Conservation Chapter of the Specific Plan includes a policy to implement the MSCP Land Use Adjacency Guidelines through the project review process for properties in proximity to Rose Creek.

The Land Use Adjacency Guidelines prohibit the inclusion of invasive non-native plant species in areas adjacent to land within the City's Multiple Habitat Planning Area (MHPA). Rose Creek includes areas that are within the City's MHPA.

**Comment Topic: Traffic Impacts**

**How does the draft Specific Plan ensure easy pedestrian and bicycle access in all directions? How does the plan propose to minimize potential conflicts between pedestrians and motorists?**

*Planning Department Response:*

The draft Specific Plan identifies multi-modal improvements to enhance access from Clairemont Mesa and Pacific Beach to the Balboa Avenue Trolley Station. Section 3.2 of the Specific Plan identifies pedestrian improvements, which include non-contiguous sidewalks and shared use paths along Garnet Avenue and Mission Bay Drive, as well as modifications at intersections to improve pedestrian mobility by shorten crossing distances. Bicycle improvements are identified in Section 3.3 and include a variety of facilities within the area for bicyclists of different abilities.

**How does the Specific Plan address access to the Balboa Avenue Station for travelers located east of Morena Boulevard?**

*Planning Department Response:*

The draft Specific Plan identifies pedestrian and bicycle improvements along Balboa Avenue and Morena Boulevard to improve multimodal access to the Balboa Avenue Trolley Station.

For individuals travelling north along Morena Boulevard to the Balboa Avenue Trolley Station, the draft Specific Plan recommends a two-way cycle track (Class IV bicycle facility) along the west side of Morena Boulevard. Pedestrian access to the Balboa Avenue Trolley Station would be provided via new sidewalks on both the east and west sides of Morena Boulevard south of Balboa Avenue.

For individuals travelling west along Balboa Avenue to the trolley station, sidewalk improvements are identified along both sides of the street and pedestrian access is included in the Morena Boulevard ramp improvements along the southside of Balboa Avenue. The Specific Plan's recommendation to consolidate the loop ramps at Balboa Avenue and Morena Boulevard is proposed to reduce pedestrian-vehicular conflicts both along Balboa Avenue as well as Morena Boulevard.

**How does the draft Specific Plan address mobility along Morena Boulevard?**

*Planning Department Response:*

The proposed reconfiguration of the right-of-way would allow for a two-way cycle track (Class IV bicycle facility) along the west side of Morena Boulevard to enhance bicycle access to the trolley station and connect to the City's bicycle network.



As addressed in the Traffic Impact Study of the draft PEIR (which is included as Appendix K), Morena Boulevard is not anticipated to result in significant impacts to vehicle travel capacity with the reduction of one southbound travel lane.

**How does the draft Specific Plan address vehicle traffic associated with new development?**

*Planning Department Response:*

The draft Specific Plan establishes a multi-modal network that focuses on access to the Balboa Avenue Trolley Station. The Specific Plan recommends improvements that balance the needs of all users, decrease dependence on single occupancy vehicles, and reduce average commute distances.

Mission Bay Drive at Grand Avenue would be changed to realign the travel lanes so that Grand Avenue becomes the through movement rather than Mission Bay Drive. This would reduce delays at the intersection and provide a pedestrian crossing to enhance access to Mission Bay Park.

Improvements to the Garnet Avenue and Mission Bay Drive intersection including the addition of a second left turn lane for westbound traffic to increase the capacity for vehicles traveling to Pacific Beach.

Garnet Avenue west of Mission Bay Drive would be widened from four lanes to six lanes to enhance vehicle capacity in the area and facilitate the bus connection from Pacific Beach to the Balboa Avenue Trolley Station.

**Comment Topic: Bicycle Facilities**

**The draft Specific Plan identifies Class III bike lanes along Garnet Avenue near the I-5 loops and the Mission Bay Avenue intersection.**

**Community members identified bicycle access along Balboa/Garnet Avenue as a concern and suggested a Class IV bicycle facility along the roadway.**

*Planning Department Response:*

With redevelopment along Garnet Avenue, a shared-use path (Class I facility) will be constructed along the north and south sides of Garnet Avenue from Mission Bay Drive to the I-5 freeway underpass. The shared-use path will then continue along the north side of Garnet/Balboa Avenue further east to Moraga Avenue. The Specific Plan identifies a Class II facility along the south side of Garnet /Balboa Avenue east of the I-5 freeway underpass.

**Bicycle advocates and community members recommended allowing Class II bikeways to have an option for upgrade to Class IV status.**

*Planning Department Response:*

Class II bikeways are assumed to include a buffer. The City Engineer has the discretion to convert a bicycle facility from a Class II to a Class IV facility. In addition, the Specific Plan policies include consolidating/sharing driveways, which would help to reduce conflicts between motorists and cyclists. The Specific Plan also includes policies that support enhanced bicycle lanes which can include Class IV bikeways. During implementation, feasibility of bicycle facility improvements will be considered and addressed at a project level analysis to provide the best facility feasible for cyclist taking into consideration the balance of all modes and constraints along the specific roadway.

<b>Comment Topic: Pacific Beach EcoDistrict</b>
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<b>How does the draft Specific Plan relate to the Project Design Guidelines for the Pacific Beach EcoDistrict Compatibility Checklist?</b>
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<i>Planning Department Response:</i>
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<p>The draft Specific Plan includes policies within the Land Use, Mobility, Urban Design, and Conservation Chapter that are consistent with the measures of the EcoDistrict Performance areas, including Appropriate Development, Health and Well Being, and Access and Mobility. Policies within the Specific Plan require active frontages and address measures including multimodal connections, street trees, storm water filtration, drought-tolerant landscaping, and provide guidance for usable outdoor spaces.</p>
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<p>The Urban Design and Conservation Chapters further promote sustainability within the Specific Plan area through the inclusion of policies addressing site and building design, including energy consumption, use of drought-tolerant landscaping, and integration of storm water best management practices to help implement the goals of the General Plan and CAP. Also, the CAP Consistency Checklist would be applied as a part of the development permit review process.</p>
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<p>Additionally, energy efficiencies within future development would be realized through the mandatory energy requirements of the California Green Building Standards Code (CALGreen) and the California Energy Code (Title 24 of the California Code of Regulations). CALGreen addresses enhanced design and construction of buildings using concepts which reduce negative impacts and promote those principles which have a positive environmental impact and encourage sustainable construction practices.</p>
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<b>Comment Topic: Specific Plan Graphics</b>
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<b>Will the Final Specific Plan include any updates to maps or graphics, which more clearly indicate the changes that are proposed?</b>
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<i>Planning Department Response:</i>
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<p>The Draft Final Specific Plan has been updated to include improved mobility maps and graphics that more clearly identify the proposed multi-modal improvements within the Specific Plan area.</p>
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RESOLUTION NUMBER R-\_\_\_\_\_

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

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

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

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

WHEREAS, the Planning Commission of the City of San Diego held a public hearing on December 13, 2018, to consider the proposed Balboa Avenue Station Area Specific Plan and associated amendments to the Clairemont Mesa Community Plan; and

WHEREAS, the Planning Commission recommended certification of Final Environmental Impact Report Project No. 586601/SCH No. 2017071007 prepared for the proposed Balboa Avenue Station Area Specific Plan; and

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

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

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

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

BE IT FURTHER RESOLVED, that this Resolution shall take effect when Ordinance O- \_\_\_\_\_, adopting the Balboa Avenue Station Area Specific Plan, is effective,

APPROVED: MARA W. ELLIOTT, City Attorney

By \_\_\_\_\_  
Shannon Thomas  
Deputy City Attorney

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

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

ELIZABETH S. MALAND  
City Clerk

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

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

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

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

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

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

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

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

WHEREAS, on \_\_\_\_\_, the City Council of the City of San Diego held a public hearing for the purpose of considering an amendment to the Pacific Beach Community Plan and Local Coastal Program, General Plan, and other actions associated with the Balboa Avenue Station Area Specific Plan; and

WHEREAS, the current Pacific Beach Community Plan and Local Coastal Program was adopted in 1995; and

WHEREAS, the Planning Commission of the City of San Diego held a public hearing on December 13, 2018, to consider the proposed Balboa Avenue Station Area Specific Plan and associated amendments to the Pacific Beach Community Plan and Local Coastal Program; and

WHEREAS, the Planning Commission recommended certification of Final Environmental Impact Report Project No.586601/SCH No. 2017071007 prepared for the proposed Balboa Avenue Station Area Specific Plan; and

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

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

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

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

BE IT FURTHER RESOLVED, that this Resolution shall take effect when Ordinance O- \_\_\_\_\_, adopting the Balboa Avenue Station Area Specific Plan, is effective, except that the provisions of this Resolution applicable inside the Coastal Overlay Zone, which are subject to California Coastal Commission jurisdiction as a City of San Diego Local Coastal Program amendment, shall not take effect until the date the California Coastal Commission unconditionally certifies those provisions as a local coastal program amendment.

APPROVED: MARA W. ELLIOTT, City Attorney

By \_\_\_\_\_  
Shannon Thomas  
Deputy City Attorney

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

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

ELIZABETH S. MALAND  
City Clerk

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

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

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

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

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

DRAFT

(R-2019-XXX)

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

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

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN  
DIEGO CERTIFYING ENVIRONMENTAL IMPACT REPORT  
NO. 586601/SCH NO. 2017071007, ADOPTING THE FINDINGS, STATEMENT OF  
OVERRIDING CONSIDERATIONS, AND THE MITIGATION MONITORING AND  
REPORTING PROGRAM FOR THE BALBOA AVENUE STATION AREA SPECIFIC  
PLAN.

WHEREAS, on February 26, 2014, the City Council adopted Resolution No. R-308737, authorizing an agreement with the State of California to complete the Balboa Avenue Station Area Specific Plan to guide future land use policy changes to support transit-oriented development adjacent to the programmed light rail transit station and mobility improvements to increase access to the stations within the communities of Clairemont Mesa and Pacific Beach; and

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

WHEREAS, the City Council considered the issues discussed in Environmental Impact Report No. 586601/SCH No. 2017071007 (Report) prepared for this Project; NOW  
THEREFORE,

BE IT RESOLVED, by the City Council of the City of San Diego, that it is certified that the Report has been completed in compliance with the California Environmental Quality Act of 1970 (CEQA) (Public Resources Code Section 21000 et seq.), as amended, and the State CEQA Guidelines thereto (California Code of Regulations, Title 14, Chapter 3, Section 15000 et seq.), that the Report reflects the independent judgment of the City of San Diego as Lead Agency and



that the information contained in said Report, together with any comments received during the public review process, has been reviewed and considered by the City Council in connection with the approval of the Project.

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

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

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

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

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

APPROVED: MARA W. ELLIOTT, City Attorney

By: \_\_\_\_\_  
Shannon Thomas

Deputy City Attorney

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

DRAFT

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

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

AN ORDINANCE OF THE COUNCIL OF THE CITY OF  
SAN DIEGO APPROVING THE REZONE OF  
APPROXIMATELY 121 ACRES WITHIN THE PACIFIC  
BEACH COMMUNITY PLAN AREA, IN THE CITY OF  
SAN DIEGO, CALIFORNIA;

WHEREAS, Ordinance No. \_\_\_\_\_, which was considered along with  
this Ordinance, adopts a Specific Plan for the Balboa Avenue Station Area; and

WHEREAS, rezoning the land within the Pacific Beach Community Plan area to  
use citywide zones as set forth in San Diego Municipal Code Chapter 13, Division 1 is  
proposed to be consistent with the land use designations set forth in the Balboa Avenue  
Station Area Specific Plan; and

WHEREAS, on December 13, 2018, the Planning Commission of the City of San  
Diego considered the Pacific Beach Rezone, and voted X-X-X to recommend City  
Council approval of the Pacific Beach Rezone; and

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

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

Section 1. That 121 acres located in the Pacific Beach Community Plan area  
legally described as the parcels listed in Exhibit A- Pacific Beach Rezone Parcel

Information, within the Pacific Beach Community Plan area, in the City of San Diego, California, as shown on Zone Map Drawing No. B-4330, on file in the Office of the City Clerk as Document No. OO-\_\_\_\_\_, are rezoned into the zones shown in Zone Map Drawing No. B-4330, as the zones are described and defined by San Diego Municipal Code Chapter 13, Article 1. This action amends the Official Zoning Map adopted by Resolution R-301263 on February 28, 2006.

Section 2. That a full reading of this ordinance is dispensed with prior to its final passage, a written or printed copy having been available to the City Council and the public prior to the day of its passage.

Section 3. That permits shall not be issued for development that is inconsistent with the provisions of this Ordinance unless complete applications for such permits are submitted to the City prior to the effective date of this Ordinance.

Section 4. That this Ordinance shall take effect and be in force on the thirtieth day from and after its final passage, except that the provisions of this Ordinance applicable inside the Coastal Overlay Zone, which are subject to California Coastal Commission jurisdiction as a City of San Diego Local Coastal Program amendment, shall not take effect until the date the California Coastal Commission unconditionally certifies those provisions as a local coastal program amendment.

APPROVED: MARA W. ELLIOTT, City Attorney

By \_\_\_\_\_

Shannon Thomas  
City Attorney

IL:  
Date  
Or. Dept: Planning  
Doc No.

Attachments: Exhibit A – Pacific Beach Parcel Information

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

ELIZABETH MALAND  
City Clerk

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

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

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

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

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

Balboa Avenue Station Area Specific Plan  
Rezone Parcel List by Assessor's Parcel Number (APN)

4241400300	4243212400	4243210100	4172921700
4172910800	4241210900	4172503500	4241210102
4243210200	4241111600	4241401200	4241210103
4241111000	4241320501	4243620400	4243611100
4243221400	4241320504	4241211000	4245710300
4241112300	4243212300	4243232500	4241220800
4245721400	4241320503	4172920500	4243622700
4173012104	4172921600	4243622900	4172503700
4243224000	4173020300	4173011900	4241112600
4172912400	4241110500	4243225000	4241330900
4172501600	4173012500	4241220900	4243224600
4173020500	4172920400	4241410100	4241112100
4172502300	4173010800	4243233600	4243613900
4173011100	4241111800	4241112200	4172921200
4243212100	4172922200	4243614100	4241331700
4172504200	4172921500	4241310200	4245721700
4243224400	4243622400	4243611000	4172500600
4172911400	4243620300	4172504300	4173011200
4173010300	4241410800	4241210600	4172910900
4172921800	4241210300	4243612300	4243222900
4241121100	4241220600	4241401300	4243621500
4243800600	4241123302	4243623000	4172912500
4241400400	4241123307	4241210500	4241112500
4241111500	4241123311	4172502400	4241221400
4173020600	4241123305	4241222100	4172920300
4241121200	4241123314	4241123309	4243224500
4241310400	4172423800	4241321000	4243623100
4172911100	4173012600	4241123312	4172911500
4245720500	4172920100	4243611300	4241110800
4241111700	4173011700	4243233200	4241410200
4241210800	4172921300	4245710100	4173011500
4241121400	4241410900	4172504400	4241310300
4241123200	4241221300	4241110200	4241401400
4241110300	4241331600	4172922000	4172910500
4241110400	4241111200	4243211600	4241210700
4245720600	4245721600	4243621600	4173012102
4243223100	4172502200	4241400600	4241111100
4243120500	4173010100	4172911200	4173010200
4172912200	4172922100	4241123308	4243611400

Balboa Avenue Station Area Specific Plan  
Rezone Parcel List by Assessor's Parcel Number (APN)

4173020400	4172911900	4172921400
4241210101	4243211900	4173012200
4243221900	4173020100	4173012103
4173012000	4241110600	4241210200
4241221100	4241310100	4241220700
4172422300	4241310500	4241112800
4243233702	4241221000	4245720200
4241111400	4241222000	4243611200
4241221200	4241211100	4241123306
4241123301	4245720100	4172920700
4173011600	4172912000	4243622800
4241110700	4243120900	4172912100
4243233701	4173020200	4241111900
4241123316	4173012300	4245721500
4172911000	4172500900	4241320600
4243210300	4172922300	4241320800
4241121300	4241320502	4241210400
4241123315	4172911800	
4241123310	4172921000	
4241123313	4243610900	
4241123303	4172501500	
4172911300	4243212200	
4243211800	4243224900	
4243611500	4173010400	
4241410400	4172920200	
4243614000	4241320700	
4245722000	4241110900	
4241111300	4241112400	
4241410300	4173012101	
4173012105	4245720400	
4241320100	4241320400	
4243613500	4243233703	
4172920900	4243121100	
4243623200	4243210400	
4241320900	4172921100	
4245720300	4241123304	
4241112000	4172920600	
4243800700	4243231800	
4172921900	4243121000	

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

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

AN ORDINANCE OF THE COUNCIL OF THE CITY OF  
SAN DIEGO ADOPTING THE BALBOA AVENUE  
STATION AREA SPECIFIC PLAN IN THE  
CLAIREMONT MESA AND PACIFIC BEACH  
COMMUNITY PLAN AREAS.

WHEREAS, Resolution No. \_\_\_\_\_, and Resolution No. \_\_\_\_\_  
\_\_\_\_\_, which were considered along with this Ordinance, adopts amendments to the  
Clairemont Mesa Community Plan and Pacific Beach and Local Coastal Program Land  
Use Plan (Community Plans) to be consistent with the Balboa Avenue Station Area  
Specific Plan; and

WHEREAS, on December 13, 2018, the Planning Commission of the City of San  
Diego considered the Balboa Avenue Station Area Specific Plan, and voted XXX to  
recommend City Council approval of the Balboa Avenue Station Area Specific Plan; and

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

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



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

Section 2. That notwithstanding San Diego Municipal Code section 122.0107, the supplemental development regulations as specified in the Balboa Avenue Station Area Specific Plan, Appendix A shall be applicable where there is a conflict with the base zones set forth in San Diego Municipal Code Chapter 13.

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

Section 4. That permits shall not be issued for development that is inconsistent with the provisions of this Ordinance unless complete applications for such permits are submitted to the City prior to the effective date of this Ordinance.

Section 5. That this Ordinance shall take effect and be in force on the thirtieth day from and after its final passage, except that the provisions of this Ordinance applicable inside the Coastal Overlay Zone, which are subject to California Coastal Commission jurisdiction as a City of San Diego Local Coastal Program amendment, shall not take effect until the date the California Coastal Commission unconditionally certifies those provisions as a local coastal program amendment.

APPROVED: MARA W. ELLIOTT, City Attorney

By \_\_\_\_\_  
Shannon Thomas  
City Attorney

IL:  
Date  
Or. Dept: Planning  
Doc No.

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

ELIZABETH MALAND  
City Clerk

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

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

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

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

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