

BALBOA AVENUE STATION AREA SPECIFIC PLAN

Changes to the Proposed Specific Plan Since November 2018 Draft

Revisions made to the proposed Balboa Avenue Station Area Specific Plan since the November 2018 public review draft include the following edits as a result of subsequent comment provided by the public, Planning Commission, the Land Use & Housing Committee, and review by City staff.

Chapter Two – Land Use, Section 2.1 – Land Use Designations, Page 2-1

Added the following sentence:

“Refer to the General Plan for a description of uses within each land use designation.”

Chapter Two – Land Use, Section 2.1 – Land Use Designations, Page 2-1

Added policy 2.1.10:

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

Chapter Three – Mobility, Section 3.1 – Transit, Page 3-2

Modified policy 3.1.2 to read:

“Encourage SANDAG and MTS to consider unified payment mechanisms to facilitate transit use and first-mile/last-mile to destinations.”

Chapter Three Mobility, Section 3.1 – Transit, Page 3-2

Added policies 3.1.5 – 3.1.7 related to bicycle and pedestrian access between the Balboa Avenue Station and the Specific Plan via a connection across I-5:

3.1.5 Coordinate efforts with SANDAG and Caltrans to support the initiation of a project study report to evaluate the engineering feasibility of a pedestrian/bicycle connection across I-5 from the Balboa Station to the Pacific Beach community.

3.1.6 Coordinate efforts with SANDAG to program a pedestrian/bicycle connection in the Regional Transportation Plan (RTP) and prioritize its completion.

3.1.7 Pursue local, state, and federal grant funding available to implement a pedestrian/bicycle connection across I-5 from the Balboa Station to the Pacific Beach community.

Chapter Three – Mobility, Section 3.4 – Streets, Page 3-18

Added the following language:

“In addition to the mobility improvements identified above. The following improvements are recommended to improve mobility within the Pacific Beach and Clairemont Mesa communities:

- Garnet Avenue at Olney Street: Remove parking and restripe Olney Street to include a northbound left-turn lane.
 - Balboa Avenue at Morena Boulevard Northbound Ramps: Install a partial traffic signal to control the eastbound and northbound approaches.
 - Morena Boulevard at Jutland Drive: Install a traffic signal or roundabout.”
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Appendix – A.1, Supplemental Development Regulations

Added the following Supplemental Development Regulations:

Mobility Improvements

SDR-3 No building permits shall be issued for project that would generate more than 1,000 Average Daily Trips (ADT) or 100 peak hour trips unless existing streets and related public facilities are improved to accommodate traffic generated by the development to the satisfaction of the City Engineer, including the following:

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

Mobility Improvements - Community Village

SDR-4 No building permits shall be issued for any project in areas designated Community Village until a traffic signal has been installed at the intersection of the Morena Boulevard northbound ramp and Balboa Avenue unless the warrants for a traffic signal are not met as determined by the City Engineer in accordance with Council Policy 200-06.

SDR-5 No building permits shall be issued for any project in areas designated Community Village until either a traffic signal or roundabout is installed at the intersection of Morena Boulevard and Jutland Drive, unless the warrants for the traffic signal are not met as determined by the City Engineer in accordance with Council Policy 200-06.

SDR-6 No building permits shall be issued for any project that would generate more than 1,000 Average Daily Trips (ADT) or 100 peak hour trips in areas designated Community Village until a second westbound left turn lane and an extended eastbound right turn lane are installed along Garnet Avenue at the intersection of Mission Bay Drive to the satisfaction of the City Engineer in accordance with Council Policy 200-06.

SDR-7 No building permits shall be issued for any project that would generate more than 1,000 Average Daily Trips (ADT) or 100 peak hour trips in areas designated Community Village until a northbound left-turn lane at the intersection of Garnet Avenue and Olney Street is installed to the satisfaction of the City Engineer in accordance with Council Policy 200-06.
