

Pacific Beach Community Planning Group  
December 7, 2015





# Presentation Overview

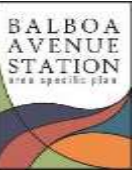


- Welcome/Introductions
- Specific Plan Overview
- Role of the Subcommittee
- Review Existing Conditions Analysis
- Input Gathering Discussion
- Mobility Existing Conditions
- Mapping Exercise





# Specific Plan Team



- Community Planning Groups – Pacific Beach and Clairemont Mesa
- City Staff
- RRM Design Group – Land Use and Urban Design
- Kimley-Horn – Mobility and Parking
- HR&A – Market Demand and Economics
- Helix Environmental Planning/Baranek Consulting – Environmental
- Circulate San Diego – Community Engagement Support

Kimley»Horn

HR&A  
Analyze. Advise. Act.

HELIX  
Environmental Planning

 BARANEK  
Consulting Group

 CIRCULATE  
SAN DIEGO



# Purpose of the Plan Effort

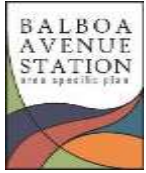


- Engage Pacific Beach and Clairemont Mesa communities and develop a plan that addresses land use, urban design concepts, and multi-modal improvements
- Identify multi-modal improvements to increase bicycle, pedestrian, and transit access to the station
- Establish goals and policies to guide future public and private development to establish transit-oriented development (TOD) adjacent to the planned Balboa Avenue Trolley station
- Identify strategies to fund infrastructure improvements





# Specific Plan Context



Mid-Coast Rail Study Area and nearby planning studies



# Specific Plan Study Area





# What is a Specific Plan?

A document that will...

- Identify mobility improvements
- Establish zoning for private development
- Contain architectural and urban design policies/guidelines
- Provide streetscape, public improvement and facility recommendations
- Create framework for future infrastructure and phasing
- Tailor review processes and potential streamlining, if desired
- Include an implementation action plan that results in improved transit focus and connectivity



# Specific Plan Process

## PROJECT UNDERSTANDING

### EXISTING CONDITIONS

- Mobility Assessment
- Market Analysis
- Zoning and Community Plan
- Environment Assessment



Existing Conditions Photos

### OPPORTUNITIES & CONSTRAINTS

## PRELIMINARY CONCEPTS

- Multi-Modal Mobility:
  - Trolley
  - Bus
  - Bicycle
  - Pedestrian
  - Automobile
- Urban Fabric:
  - Building Form
  - Streetscapes
  - Public Spaces
  - Connectivity

## DOCUMENT PREPARATION

### SPECIFIC PLAN

- Mobility
- Urban Design
- Infrastructure
- Public Facilities
- Implementation

### ENVIRONMENTAL IMPACT REPORT



Specific Plan Boundary

## APPROVAL PROCESS

- Draft EIR: Public Review Period
- Responses to Comments and Final EIR
- Public Hearings
- Adoption

## COMMUNITY ENGAGEMENT • Pacific Beach Planning Group Meetings • Clairemont Mesa Planning Group Meetings • Pop-Up Events • Project Website • Public Hearings

FALL - WINTER 2015

WINTER - SPRING 2016

SPRING - FALL 2016

FALL 2016 - SPRING 2017



# Subcommittee Role

- You are representatives of the larger community
- Your input will be summarized for the Community Planning Group, Planning Commission, and City Council
- You are encouraged to solicit involvement from other community members during outreach events
- You are asked to be partners with us in considering the broader community input
- You are ambassadors and stewards of the Balboa Avenue Station Area Specific Plan process



# Subcommittee Involvement



Input at key project milestones:

- Kick-off / Existing Conditions / Gather Input – Tonight
- Preliminary Concept Review
- Refined Concept / Environmental Impact Report Scoping Meeting
- Draft Specific Plan





# Community Engagement

- Subcommittee meetings
- Pop-up community events
- Regular updates to Planning Groups
- Updates on City website



# Existing Conditions Analysis

- Land Use, Zoning, and Character Economic
- Environmental







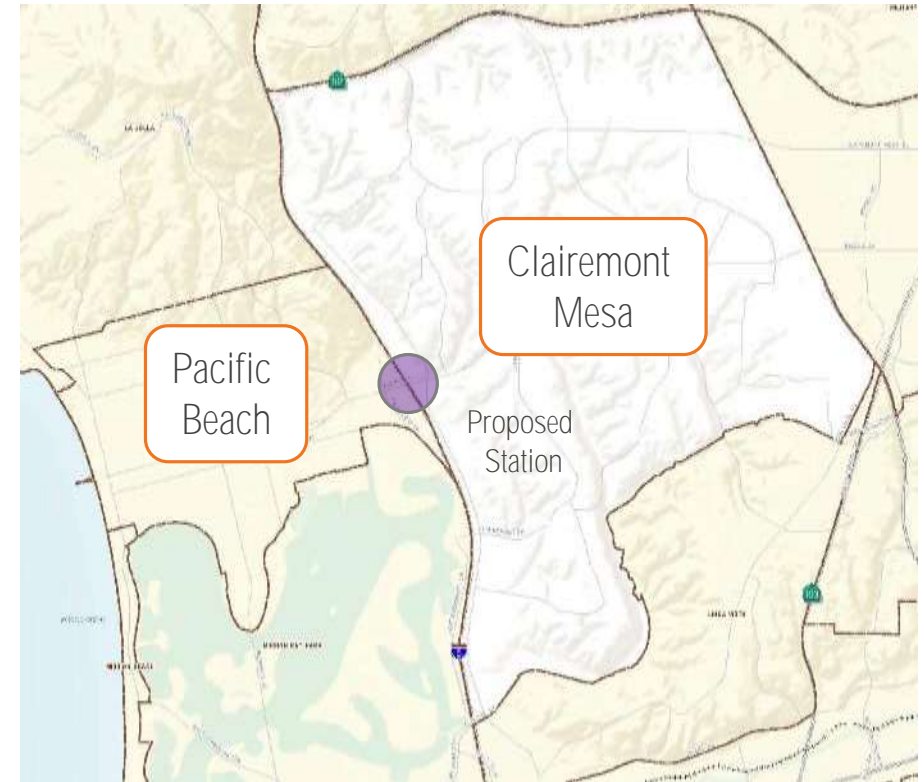
# Land Use



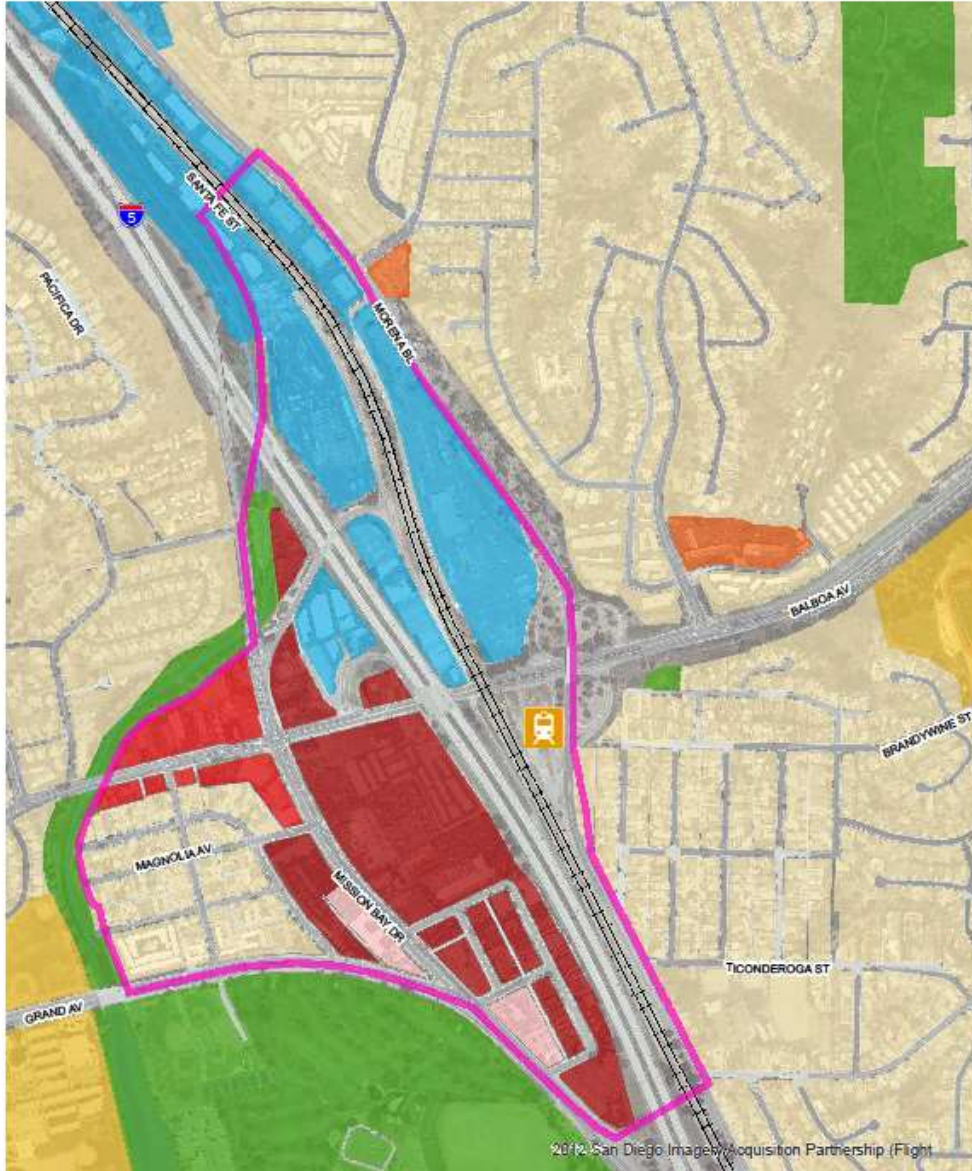
City of San Diego General Plan

Clairemont Mesa Community Plan

Pacific Beach Community Plan & LCP Land Use Plan



# Adopted Community Plan Land Use



## Legend

### Adopted Plan Land Use

- Residential
- Commercial Employment, Retail, & Services
- Industrial Employment
- Institutional & Public and Semi-Public Facilities
- Park, Open Space, & Recreation
- Regional Commercial
- Community Commercial
- Visitor Commercial
- Planned Transit Station
- Balboa Avenue Station Area





# Land Use

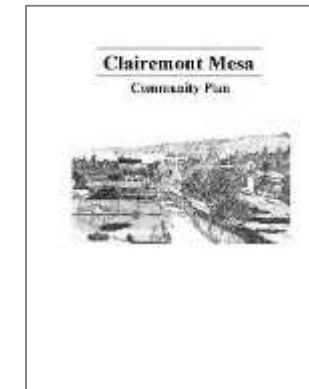
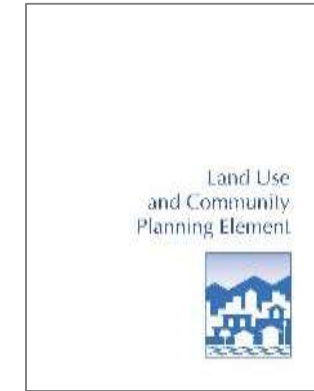


**Pacific Beach Community Plan & LCP Land Use Plan:** balancing a visitor destination and residential community

- traffic and mobility
- regulation of commercial versus residential uses
- maintenance and demand for parks/recreational facilities
- preservation of community character

**Clairemont Mesa Community Plan:** unique identity, residential and commercial uses, and low-scale development, with plentiful open space and recreation

- preserve low-density residential character
- redevelop industrial uses,
- address traffic, erosion, and pollution





# General Plan

## Mobility Element

“...transit and land use will be tightly linked, with transit stations integrated into walkable, transit-oriented neighborhoods and centers.”

## Urban Design Element

Incorporate existing and proposed transit stops or stations into project design

- Provide attractively designed transit stops and stations adjacent to active uses and recognizable by the public
- Design safe, attractive, accessible, lighted, and convenient pedestrian connections
- Locate buildings along transit corridors to allow convenient and direct access to transit stops/stations



# Future Station Community Plan Policies



*“The San Diego Trolley light rail transit line along Interstate 5 will serve the community and will provide linkages with convenient shuttle buses or other transit that will service key destinations within the community.” - PBCP*

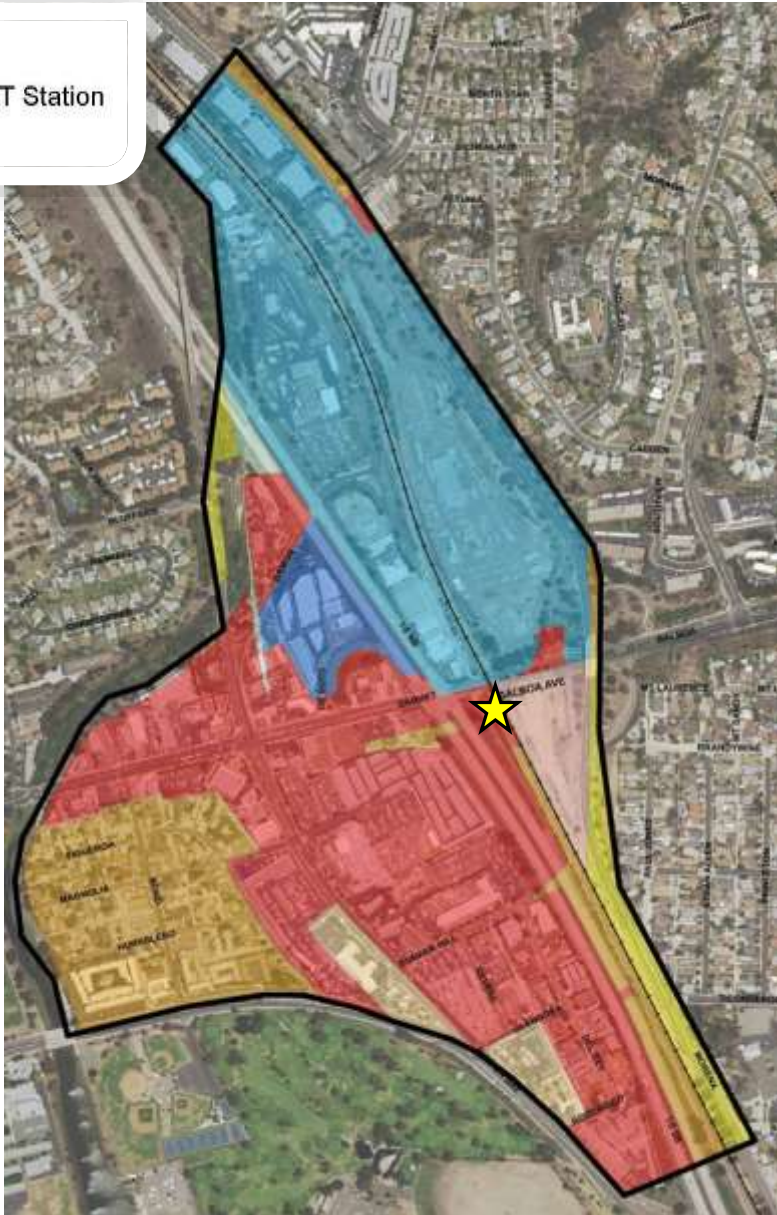
- Consider a reduction in parking requirements
- Incorporate park and ride lots
- Expand existing bus routes and provide enhanced transit stops
- Streetscape design and entryway program
- Enhance with landscaping
- Accommodate automobile and bicycle parking
- Route bus service and bikeways to serve station



# Zoning

Legend

- ★ Proposed LRT Station
- ▭ Project Area



- Residential
- Commercial
- Industrial

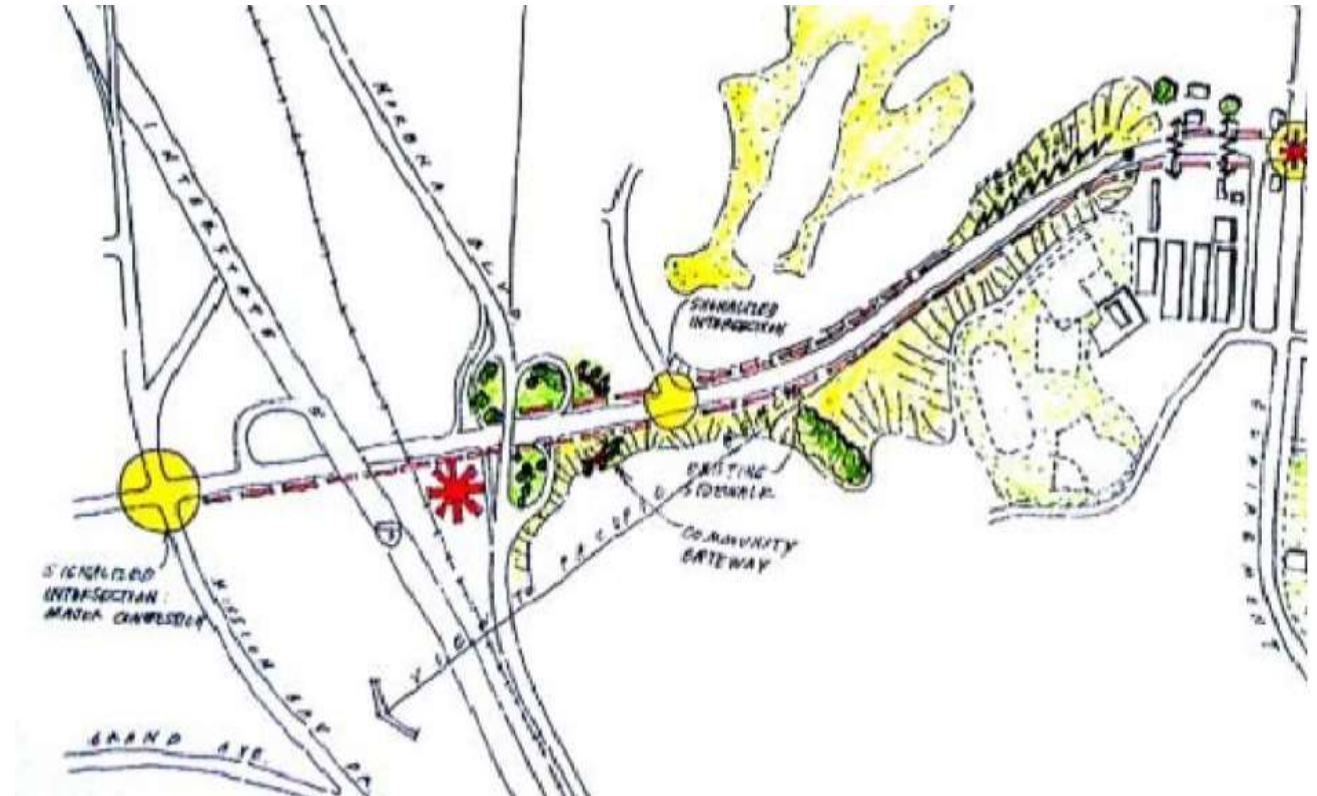
- Maximum building height in plan area is 30'
- Regulated by Coastal Height Limit and Clairemont Mesa Height Limit Overlay Zones

# Revitalize Balboa Ave



## Balboa Avenue Revitalization Action Program

- In Pacific Beach, I-5 southbound ramp landscaping improvement recommendations included.
- Specific Plan will complement recommendations in program.





# Pacific Beach Character

## Types of Uses



# Urban Design



Varying architectural style/lacking cohesive theme



Predominately 1-2 story buildings



No wayfinding program



# Streetscapes



Few pedestrian amenities such as benches



Limited parkway/median landscaping

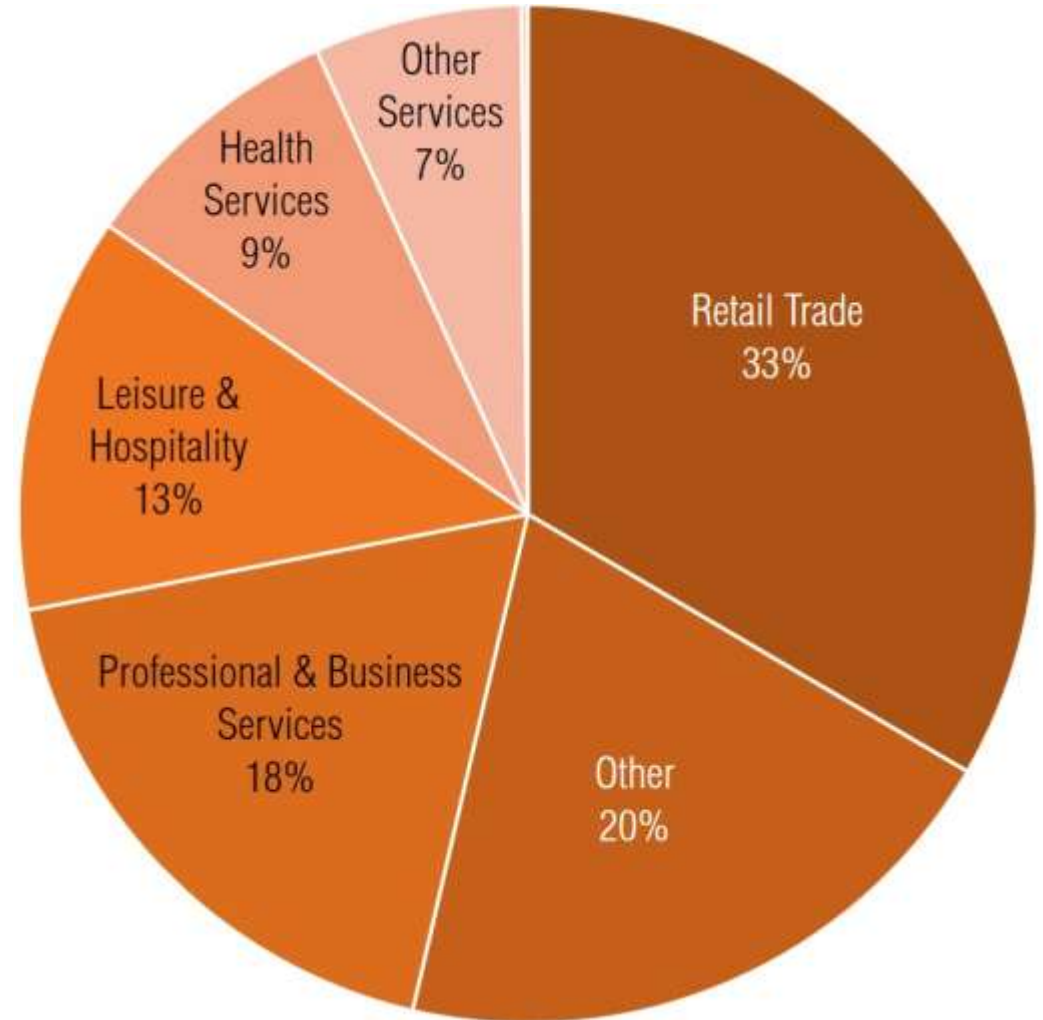


Sidewalks inconsistent, narrow or nonexistent



# Economic Context

Retail trade, which includes auto dealerships, is the largest employment sector in the Study Area



Study Area Employment Profile





# Economic Context

## Demographics and Employment Context Conclusions

- Pacific Beach and Clairemont are adjacent the future Mid-Coast Trolley extension, and also have good connections to major freeways and strong visibility along Interstate 5.
- Generally, the area has a higher proportion of middle class residents than SD County as a whole.
- High proportion of the local population is in their 20s and 30s and high proportion are renters (94%).
- While leisure & hospitality suffered through the recession, strong gains have been made in the Professional & Business as well as the Health Services sectors.

# Market Analysis

## Multifamily Residential Demand by 2035



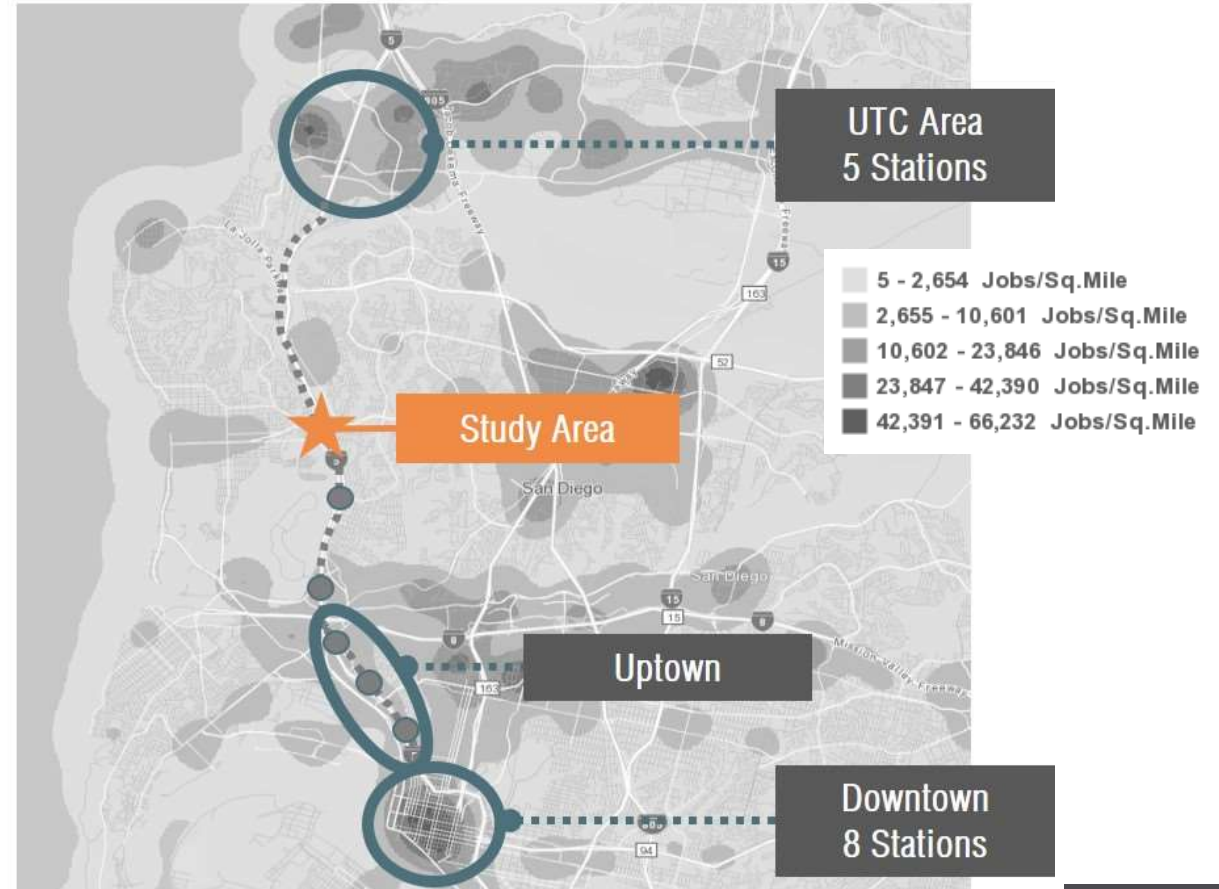
- Study Area can capture commuters working in the UTC area, Uptown, and Downtown.

15 Minutes to Downtown San Diego

18 Minutes to UTC

- Resident growth, turnover, and employment near Trolley stations are projected to support 500-1,100 new households
- Low-rise residential buildings with ground-floor retail appropriate for the area
- Large City-owned utility yard provides a major opportunity for future housing development

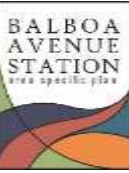
### Job Density along Future Trolley Line





# Market Analysis

## Retail & Office Demand by 2035



### Retail

- 10,000 SF\* of additional retail, primarily in fast-casual retail and dining, or personal/convenience stores
- 20,000 to 50,000 SF of demand for groceries, personal care, restaurants and bars

### Office

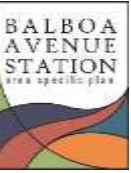
- 8,000-25,000 SF of office space such as dental and eye clinic, local bank branches, and other office users med at serving local residents
- 45,000-85,000 SF of office based on the projected growth of office-using employment and a fair share capture



\*Does not include demand that could be captured by a major shopping center.



# Environmental



## Environmental Impact Report Topics

- Air Quality/Greenhouse Gas Emissions
- Biological, Geological, Cultural, and Historical Resources
- Hydrology/Water Quality
- Noise
- Sewer/Water/Storm Drainage
- Traffic

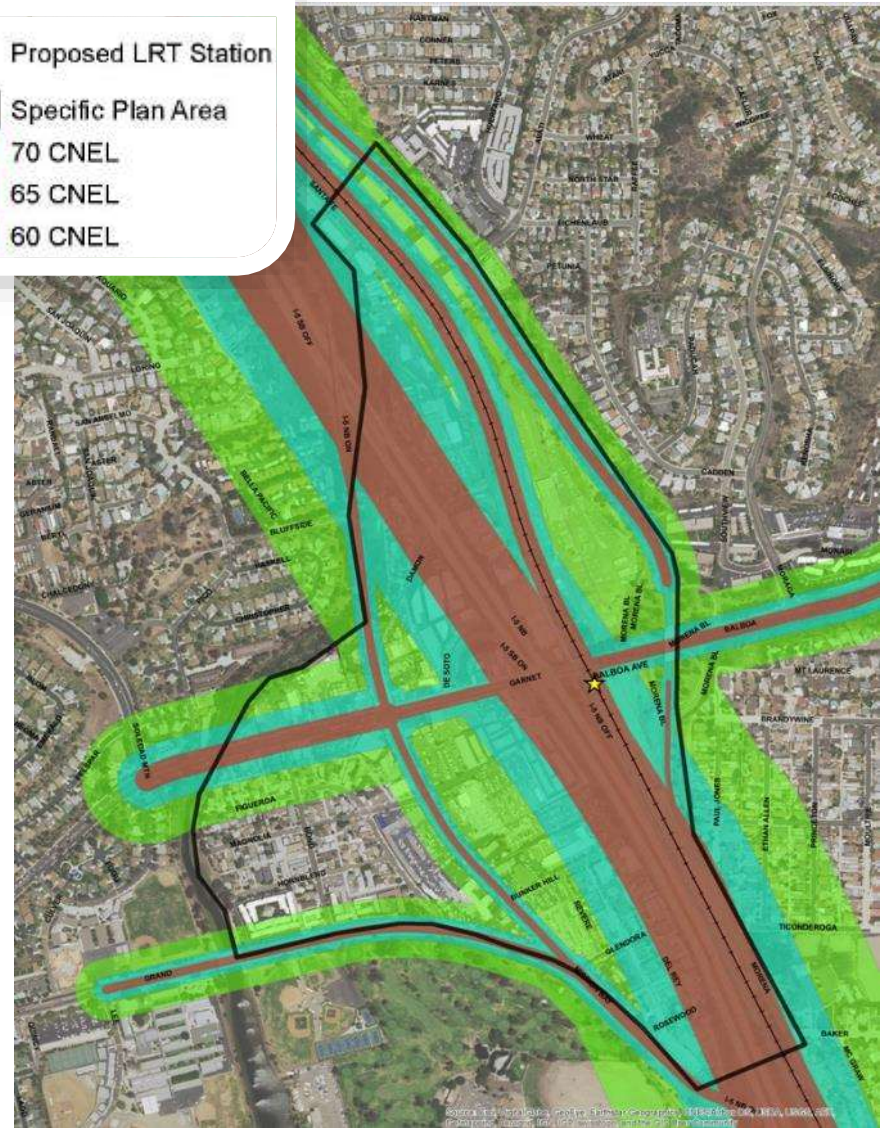




# Environmental

## Noise

- Transportation noise is dominant noise source
- I-5 generates greatest noise levels
- Noise-sensitive land uses are residences and motels



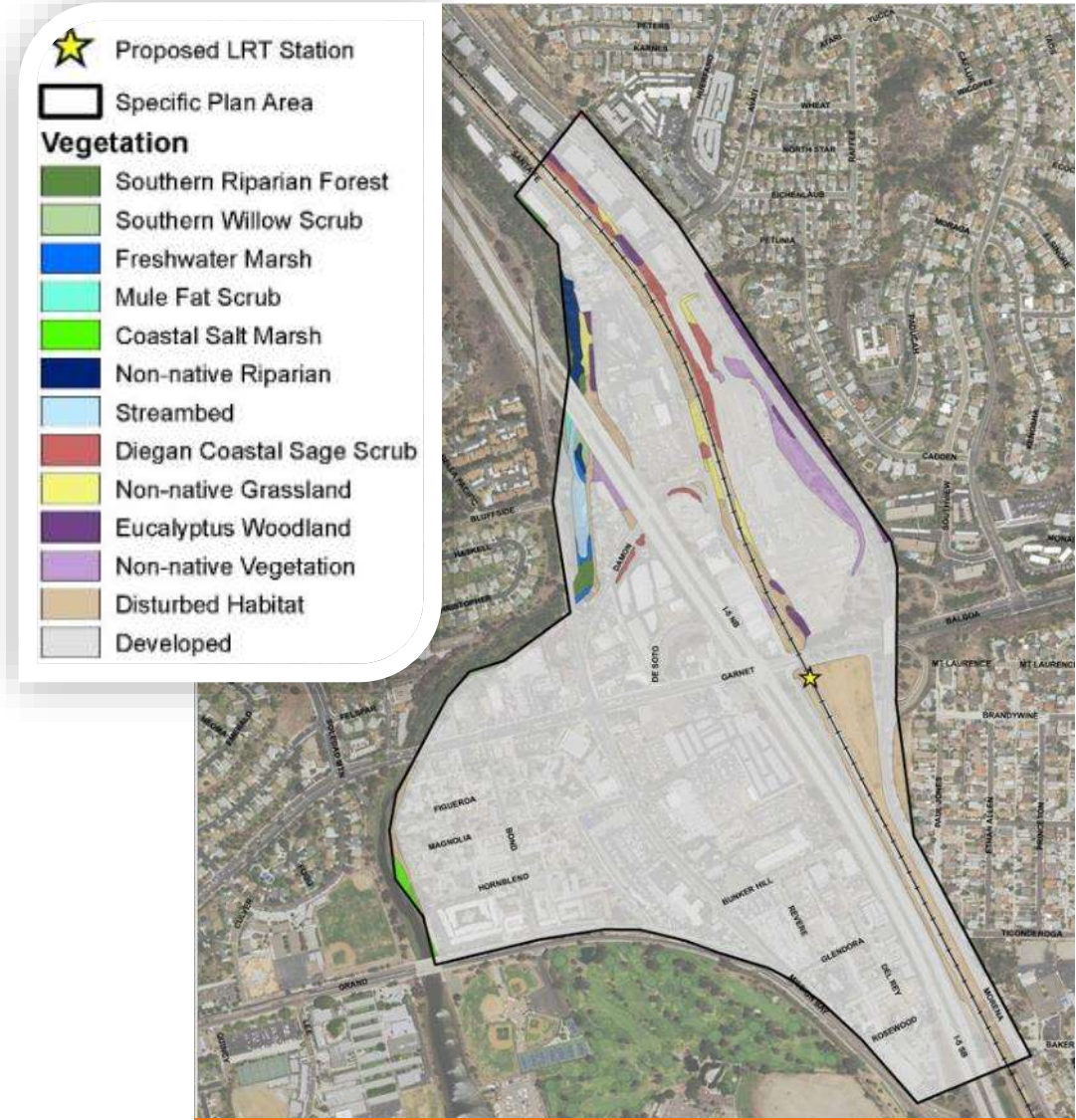
Existing Noise Contours



# Environmental

## Biological Resources

- Mostly developed land and disturbed habitat
- Riparian habitat along Rose Creek
- Sensitive species within Rose Creek
- Other scattered sensitive habitat




Existing Vegetation



# Gathering Your Input

- 1 How would you define the character of the specific plan area?
- 2 What do you currently see as the challenges associated with the area?
- 3 What would you like to see improved through this process?
- 4 What would you like to be protected or retained?
- 5 What is your big idea?



# Mobility - Overview

## Existing Conditions Analysis

- Summary of Existing Network and Research past studies
- Parking availability
- Pedestrian walkshed analysis
- Bicycle level of traffic stress

## Future Analysis

- Evaluate planned/proposed mobility and land use changes
- Parking availability
- Pedestrian walkshed analysis
- Bicycle level of traffic stress
- Vehicle Level of Service (existing and future)

## Opportunities & Constraints

## Provide Recommendations





# Balboa Station Concept



- Pedestrian facilities
- Bicycle lockers
- 2 new signals on Morena
- 1 new signal on Balboa

## MID-COAST CORRIDOR TRANSIT PROJECT

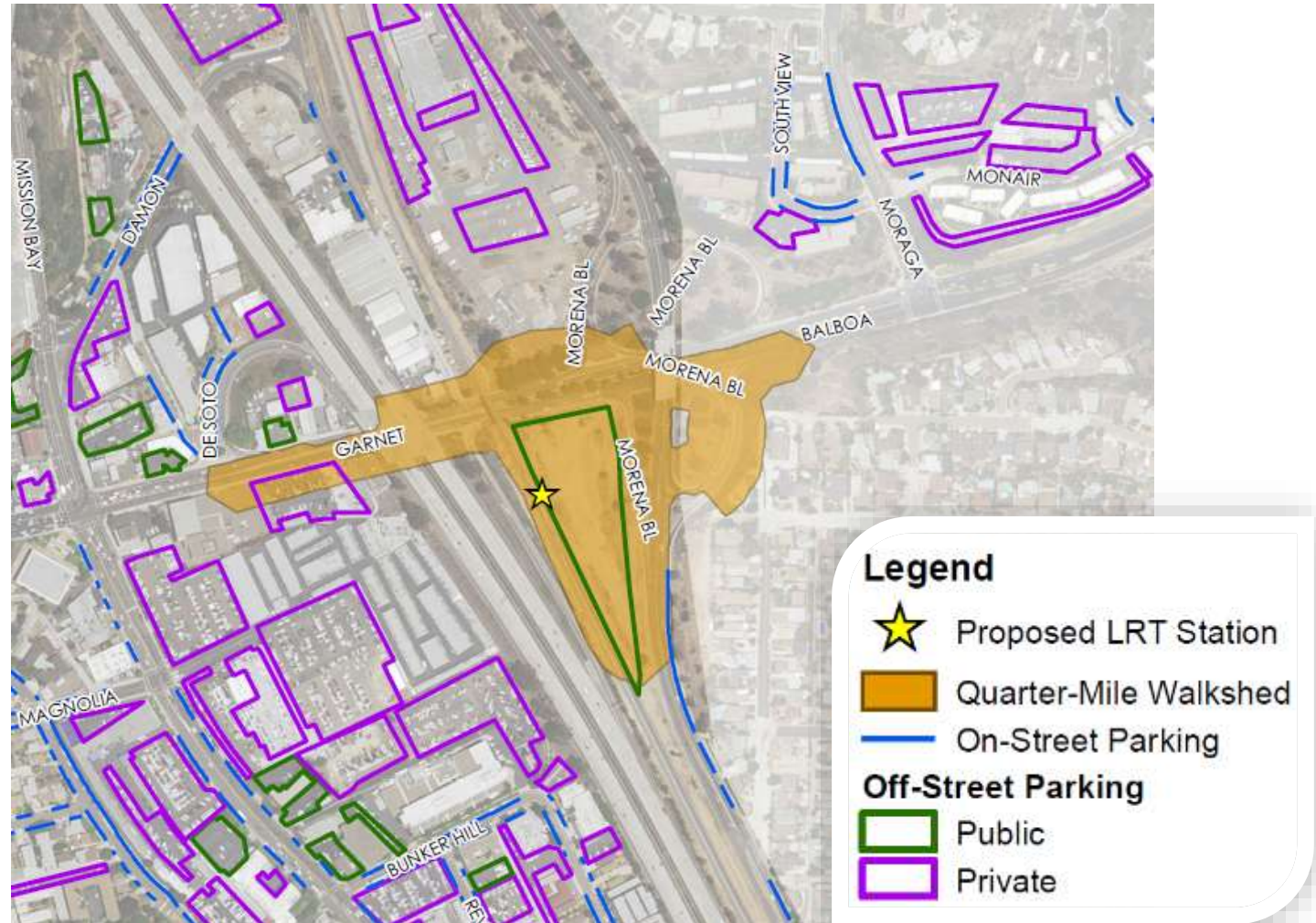
- TROLLEY PLATFORM CANOPIES WITH SEATING
- TRAFFIC SIGNAL
- FIXED GUIDEWAY
- TROLLEY PLATFORM
- PEDESTRIAN CIRCULATION IMPROVEMENTS
- PLANTING AREAS
- PARK AND RIDE
- EXISTING BIKE LANES
- MEDIAN
- EXISTING BUILDINGS





# Mobility – Station Parking

- Station will provide on-site parking spaces, but estimated to not be enough to handle the anticipated demand
- There is minimal on-street parking nearby within ¼ mile walking distance
- Alternate modes of travel connections are needed



# Mobility - Pedestrians

- Uncomfortable pedestrian area
- Station provides new pedestrian facilities, but still lacks connections
- Other improvements will be needed



**Legend**

- ★ Proposed LRT Station
- Quarter-Mile Walkshed

**PEQE Segment**

- Poor
- Fair
- Good





# Mobility - Bicycling

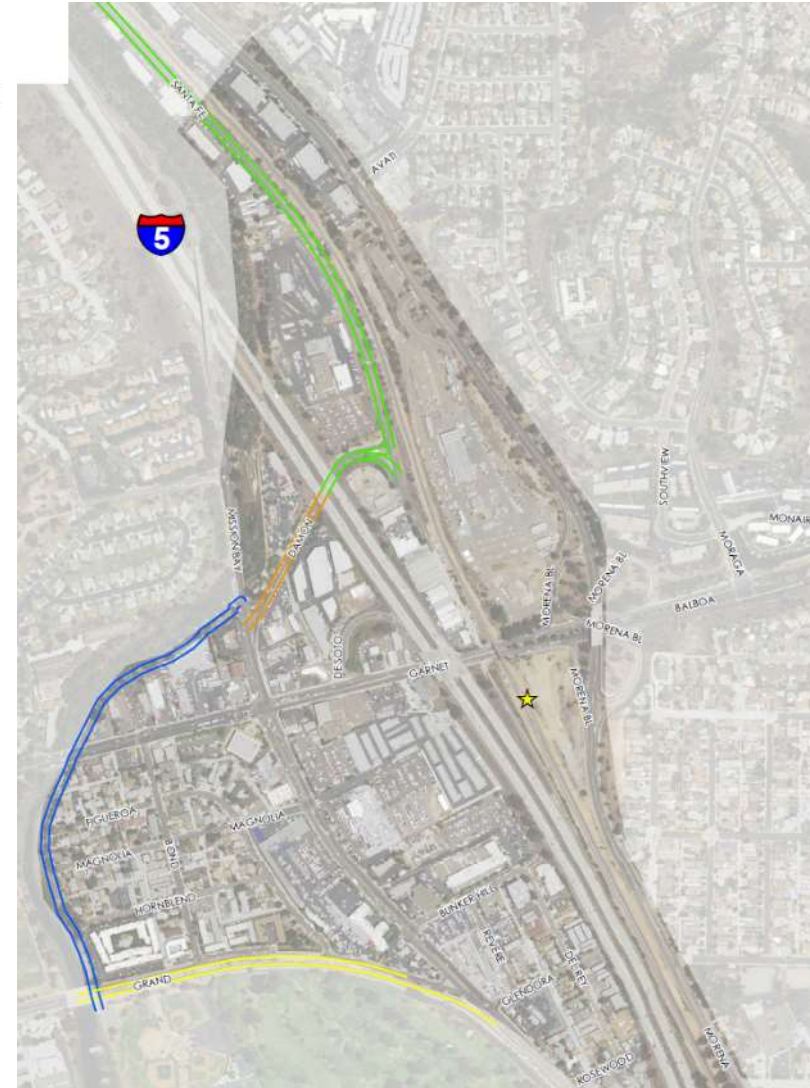
- No current facilities connecting to transit station

## Legend

★ Proposed LRT Station

## Bike Facilities

- Lane
- Route
- Route (w/ Sharrow)
- Trail



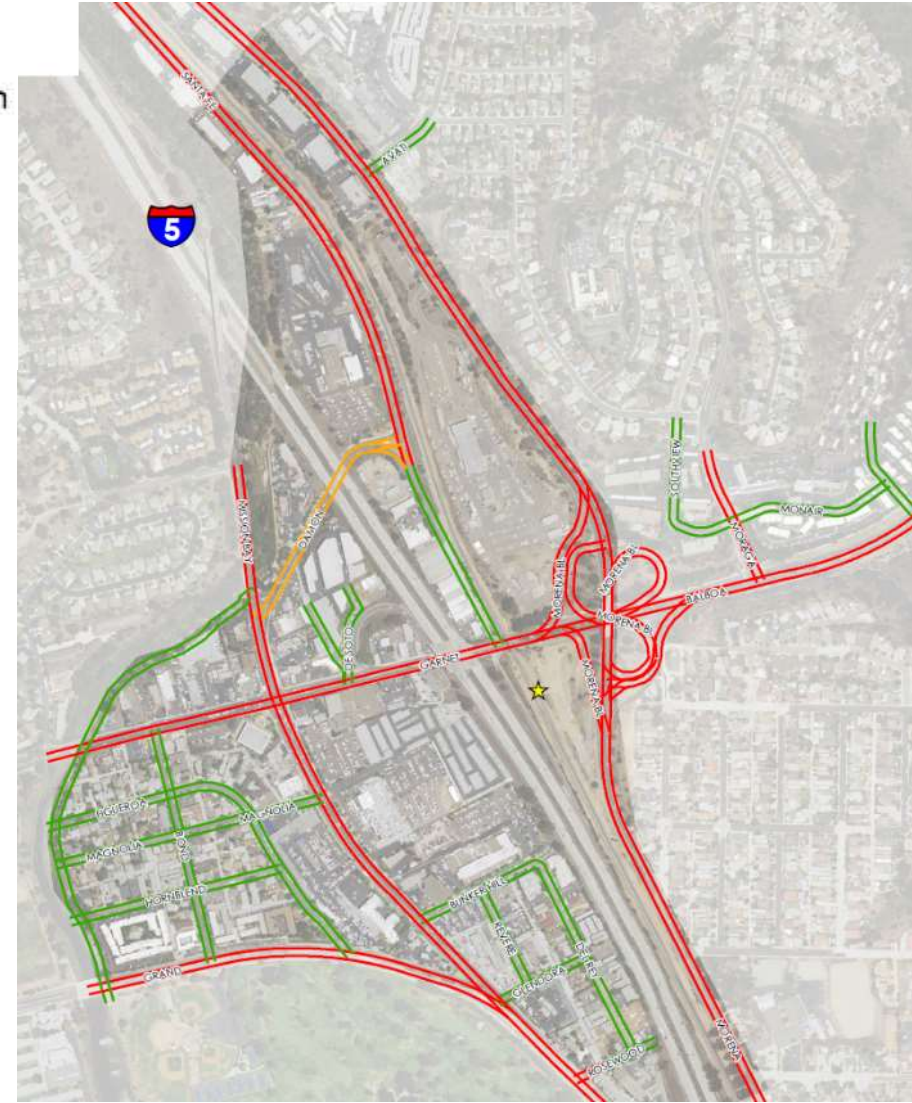
# Mobility - Bicycling

- Uncomfortable bicycling area
- Lacking low stress facilities to/from station

## Legend

★ Proposed LRT Station

## BLTS Score





# Mobility - Bicycling

- Some planned connections
  - Trail extension
  - Balboa Avenue bike lanes
  - Morena Boulevard bike lanes
  
- Still missing connections

## Legend

★ Proposed LRT Station

## Bike Facilities

— Lane

— Route

— Sharrow

— Trail





# Mobility – Community Plans



- Garnet/Balboa Corridor
  - 6-lane major
  - Bike lanes
  - Widen sidewalks
- Park and ride on Mission Bay Drive
- Grand / Mission Bay Dr Pedestrian crossing (City Pedestrian Master Plan)



# Mobility – Connect PB

- Pedestrian improvements
  - Garnet Ave / Mission Bay Dr crosswalk and signal changes
  - Pedestrian bridge crossing I-5
  
- Bicycle improvements
  - Improve connection to existing trail
  
- Transit improvements
  - Shuttle between station and PB and Mission Beach





# Mobility - Opportunities



- Damon Ave / Santa Fe St bicycle connection between station and existing trail

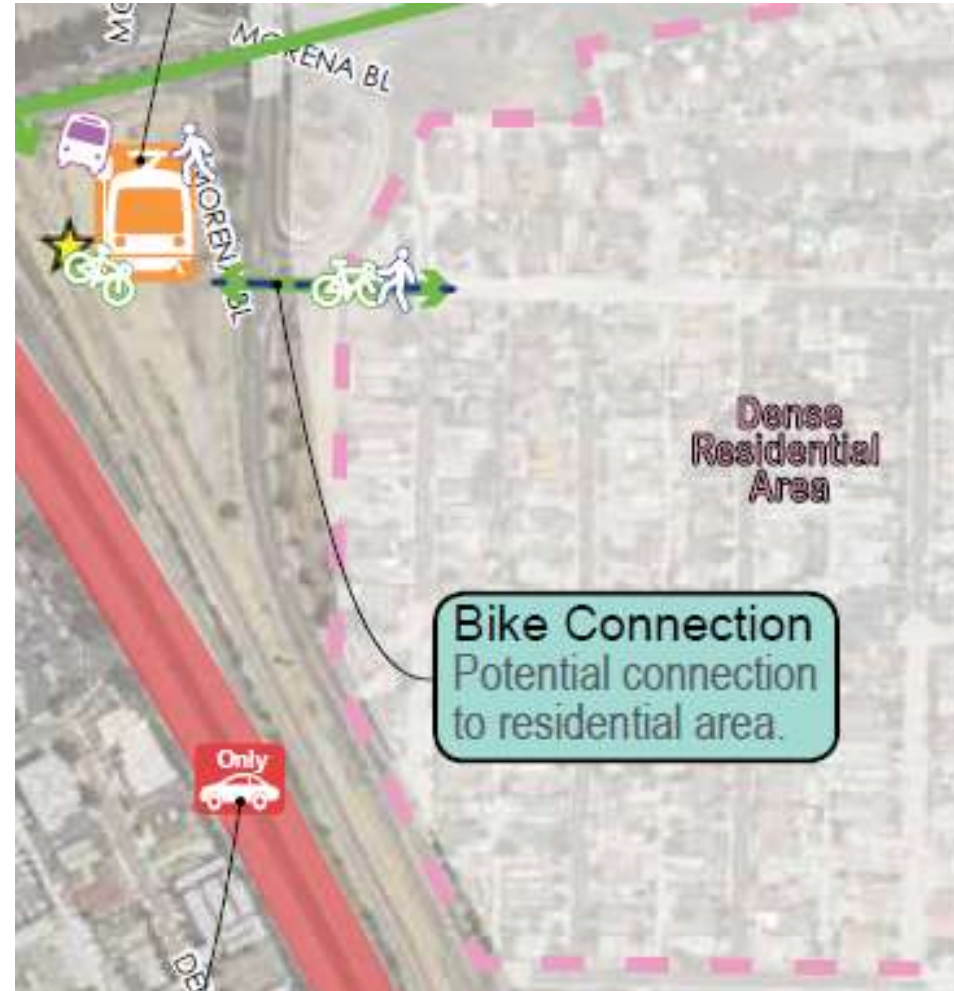




# Mobility - Opportunities



- Pedestrian/Bicycle connection to adjacent residential area via Brandywine St





# Mobility - Opportunities



- Pedestrian-scale lighting for pedestrian route to/from station
- Wayfinding
- Bike share program on site
- Car share program on site
- Utilize App-enabled ride share services; dedicate pick-up / drop-off area





# Mobility - Constraints

- 1/4 mile walk still does not reach many destinations
- Heavy vehicle traffic; roads designed for vehicle traffic
- I-5 freeway
  - Undercrossing width may be constraint
  - Barrier to connectivity; Damon, Garnet, and off-street trail are current crossing locations
- Steep slopes
  - Balboa Avenue
  - Adjacent residential area





# Mapping Exercise

