

### BALBOA AVENUE STATION AREA SPECIFIC PLAN

**POSITION:** The Chamber's Public Policy Committee voted to SUPPORT the proposal on January 8, 2019 with the note to encourage more affordable housing in the Specific Plan. The Chamber's Board of Directors voted to SUPPORT the proposal on January 24, 2019.

**RATIONALE:** The Balboa Avenue Station Area Specific Plan is a straight forward plan that encourages transit-oriented development and multi-modal improvements adjacent to the Balboa Avenue Trolley Station.

**STATUS:** The proposal was approved by the San Diego Planning Commission on December 13, 2018. The City Council is expected to review the plan in January and February 2019.

#### SUMMARY

The Balboa Avenue Station Area Specific Plan is designed with the intent of providing a policy framework to guide transit-oriented development and mobility improvements adjacent to the Balboa Avenue Trolley Station. The Station is part of the Blue Line Trolley extension from Downtown to the UC San Diego Campus and University Town Center community in the heart of an employment center.

According to the [Draft Plan Overview](#), "The Specific Plan identifies mobility, streetscape, and public realm improvements identified facility recommendations creates a framework for future infrastructure improvements, and includes an implementation action plan to improve connectivity to future transit-oriented development (TOD)."

The Plan would rezone a portion of the land near the station to permit up to 3,508 dwelling units beyond what current zoning allows. The Plan allows for easy access to the Balboa Trolley Station for drivers, bike riders, and pedestrians. It allows for shared multi-use paths along commercial corridors on Garnet Avenue and Mission Bay Drive.

#### INDUSTRY/IES IMPACTED

Communities and businesses within the Specific Plan area in Clairemont and Pacific Beach will be impacted directly. Indirectly, facilitating additional housing supply puts downward pressure on housing prices which will benefit businesses from many industries struggling with talent attraction and retention due to housing options and affordability.

#### SUPPORTERS

- Building Industry Association of San Diego
- City of San Diego Planning Commission
- Housing You Matters
- Pacific Beach Planning Group

#### ARGUMENTS IN FAVOR

To achieve the greenhouse gas emission reduction targets outlined in the City's Climate Action Plan, we have no choice but to reduce Vehicle Miles Traveled by adding jobs and housing near transit.

#### OPPONENTS

- None known.

#### ARGUMENTS IN OPPOSITION

According to Matthew Vasilakis, an organizer with the nonprofit Climate Action Campaign, "The region has invested billions in the mid-coast trolley station extension, and it would be a shame if this project failed to meet or provide the necessary multi-modal connections to encourage people to take transit, bike and walk."

**MORE INFORMATION**

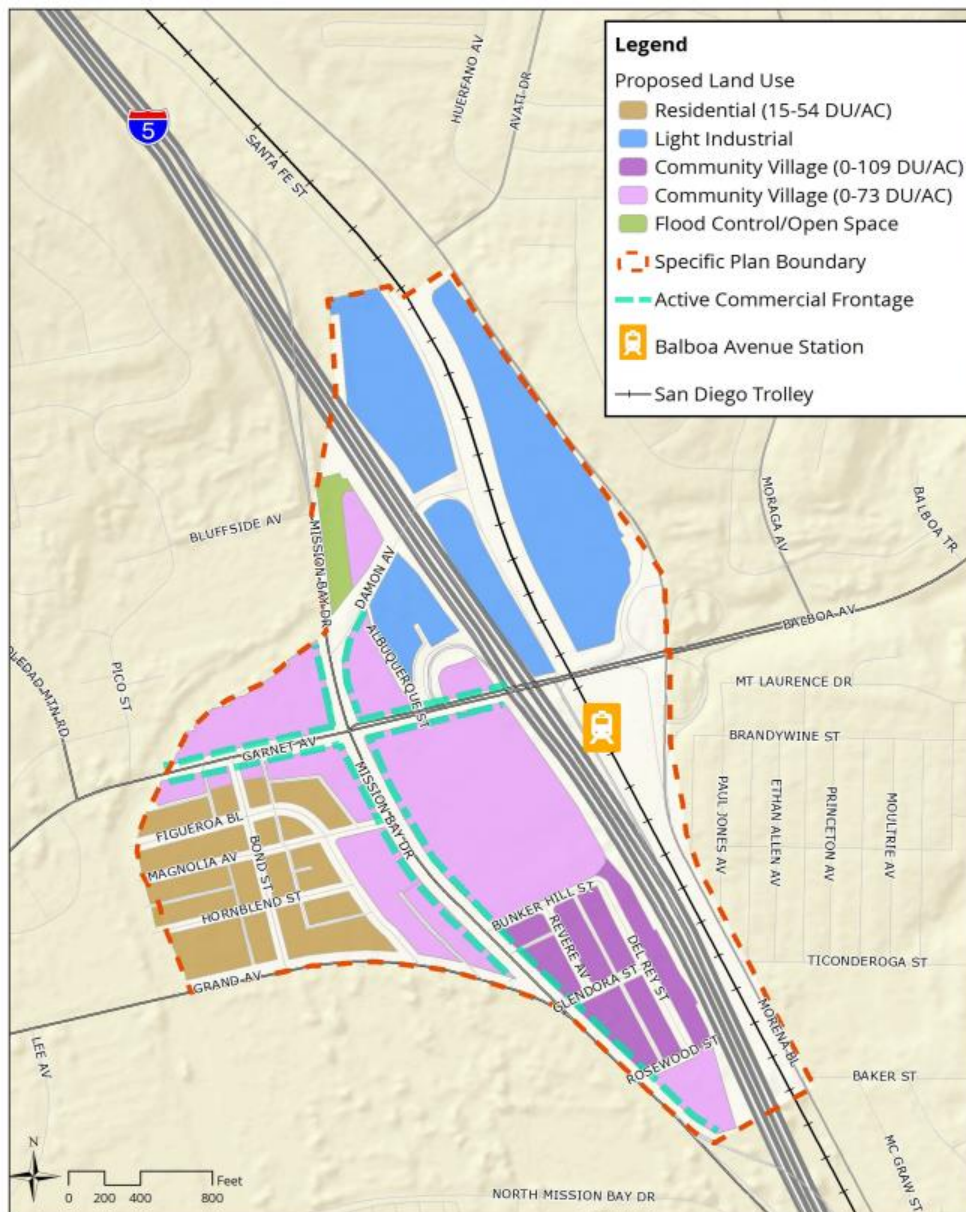
The following figures show the proposed land use zones:

Figure A: Changes in Land Use Types

	Current Community Plans	Proposed Specific Plan
Single-Family	87 Units	0 Units
Multi-Family	1,134 Units	4,729 Units
Commercial	494,057 SF	570,721 SF
Light Industrial	223,798 SF	114,698 SF
Office	115,339 SF	43,192 SF
Self-Storage	308,746 SF	308,746 SF

Source: SDRCC, Final Program EIR – Table 3-3

Figure B: Specific Plan Land Use Designations



Source: Specific Plan – Figure 2-1