May 3, 2021

RE: Clairemont Community Plan May 2021 Draft

Dear Clairemont Community Stakeholders,

This first public review draft of the updated Clairemont Community Plan is being released for community review, discussion and input. Planning Department staff has worked hard to develop a community plan document based on community input that provides clear goals, policy direction and photo and concept illustrations for future development in the Clairemont community.

We invite the community’s input and contributions on the draft Community Plan Update as we continue with the update process. Please let us know if you have any suggestions regarding the discussions, policies or images. We will continue to work with the Clairemont Community Planning Group (CCPG) and other community stakeholders during scheduled CCPG meetings to consider input and to fine-tune the draft over the next three months, prior to CCPG’s recommendation and finalization of the draft plan.

We look forward to your comments, which can be submitted to Marlon I. Pangilinan via email at mpangilinan@sandiego.gov or via letter at 9485 Aero Drive, MS 413, San Diego, CA 92123. Updates on the CPU process can also be found at the project website: clairemontplan.org. Thank you for your continued participation in the Clairemont Community Plan Update process!

Sincerely,

[Signature]

Senior Planner
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INTRODUCTION
CHAPTER 1: INTRODUCTION

1.1 SETTING

Clairemont offers San Diegans safe, walkable family-oriented neighborhoods and thrives as an urbanized community, envisioned with active community centers and where parks and open space canyons provide a balance between nature and city life.

Clairemont’s attraction draws from its central location within the City and its proximity to Mission Bay, employment opportunities in neighboring Kearny Mesa, regional transit via the Mid-Coast Trolley line, and local university institutions which make it a desirable and convenient community for San Diegans to live.

Looking toward the future, Clairemont has the capacity for new mixed-use villages and park facilities that will enhance existing commercial centers, continue to enliven neighborhoods, and provide new housing options. An improved transportation network will further encourage walkability and transit options, as well as include new bicycle facilities that are safe and convenient.

VISION

The development of active, pedestrian-oriented nodes, corridors, and unique villages that contribute to a strong sense of place and community identity, which are connected through a transportation network that serves vehicles and encourages walking, biking, and transit use, as well as acknowledges the natural network of canyons and open spaces as an integral part of intra-community connectivity.

To achieve this vision, the following Guiding Principles provide the framework for detailed Community Policies:

- Protection of canyons and creeks as community assets
- Parks and recreation facilities that serve the needs of the community
- Infrastructure and public facilities that meet existing needs and future growth
- Development that compliments neighborhood scale
- Crime prevention through environmental design
- Safe and efficient facilities that improve connectivity for motorists, bicyclists, pedestrians, and transit users
- A community focus on sustainability and urban greening
- Community identity that enhances Clairemont’s diversity, sense of place, and history
Chapter 1 Introduction

Clairemont’s canyons and open space system, will continue to represent the community’s commitment to conservation and stewardship of its natural resources. Together these facets of the community’s vision, which are embodied and furthered in this community plan make Clairemont a model for sustainable and healthy communities.

As a reference, Figure 1-2 shows the five neighborhoods identified within Clairemont.

1.2 PURPOSE

- Establishes a vision with policies to guide the future growth and development within Clairemont, consistent with the General Plan
- Provides strategies and implementing actions to accomplish the vision
- Provides guidance to design and evaluate development proposals and improvement projects
- Provides the basis for plan implementation including zoning, development regulations, and a public facilities financing plan.

While neighborhood boundaries are not officially defined, they are illustrated in this plan and are based upon factors such as historical documents, county assessor’s parcel maps, property deeds, subdivision maps, police beat maps, the existence of active neighborhood organizations, and residents’ perceptions about where they live within the community.

Clairemont NEIGHBORHOODS

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FIGURE 1-2: NEIGHBORHOODS

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Chapter 1

Introduction

1.3 LEGISLATIVE FRAMEWORK

RELATIONSHIP TO THE GENERAL PLAN
The General Plan provides a policy framework for how the City of San Diego will grow and develop. The Clairemont Community Plan further expresses General Plan policies in the context of Clairemont with policies that complement both citywide goals and addresses community needs. All applicable General Plan policies may be cited in conjunction with the Community Plan policies during design or review of development proposals. The Community Plan is consistent with the General Plan, and the two documents work together to establish the framework for growth and development in Clairemont.

RELATIONSHIP TO THE MUNICIPAL CODE
The San Diego Municipal Code implements the Community Plan policies through zoning, development regulations, and other controls pertaining to land use density and intensity, building massing, landscape, streetscape, and other development characteristics.

ENVIRONMENTAL REVIEW
The Program Environmental Impact Report (PEIR) for the Clairemont Community Plan provides a programmatic assessment of potential impacts that could occur with the implementation of the Community Plan, in accordance with the California Environmental Quality Act (CEQA). Projects consistent with the Community Plan and PEIR may not require further environmental review.

RELATIONSHIP TO 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 a number of targets and actions, which together will meet the GHG reduction target for 2020, as well as an interim target set for 2035 that is on the trajectory to the 2050 statewide goal established in California Executive Order SB-3-05. One of the five primary strategies identified in the CAP is to implement bicycling, walking, transit, and land use strategies that promote increased capacity for transit-supportive residential and employment densities, and provide more walking and biking opportunities in these areas.

The Clairemont Community Plan provides capacity for development of residential and employment uses in proximity to transit and takes a balanced, multimodal approach to improving circulation and access, through and within the community. These mobility policies and recommendations in the community plan build from the General Plan’s Mobility Element and propose a mobility strategy to improve access to transit through better pedestrian and bicycle infrastructure that complements the increased residential capacity of the community. The Community Plan enhances the community’s character and access to its many attractions by improving pedestrian and bicycle connections. Other recommendations include improvements to streetscapes and the urban forest, and identifying opportunities for linear/pocket parks, plazas, and courtyards to create a more friendly and active urban environment. Policies related to CAP strategies can be found in the Land Use Element, Mobility Element, Urban Design Element, and Conservation Element.

OTHER PLANNING EFFORTS
The Balboa Avenue Revitalization Action Program (RAP) adopted in September 2005, was developed with the aim of transforming Balboa Avenue into a pedestrian-oriented corridor in the community. The Morena Corridor Specific Plan and Balboa Station Area Specific Plan, which were both adopted in September 2019, provide recommendations to address the future form of development adjacent to the Mid-Coast Light Rail Transit (LRT) Trolley stations at Tecolote Road, Clairemont Drive, and Balboa Avenue within Clairemont and in adjacent community planning areas.

PLAN ORGANIZATION
The Community Plan is organized into nine Elements and includes introduction and implementation chapters. Each plan Element contains an introduction section that describes its contents and relationship to the Community Plan as a whole. Many of the Elements are divided into sections that discuss specific topics. Each Element contains one or more goals that express a broad intent. Most of the Elements also contain policies that reflect specific direction, practice, guidance, or directives that may need to be developed further and/or carried out through implementing plans by the City or another governmental agency.
CHAPTER 1:
LAND USE ELEMENT

INTRODUCTION

The Community Plan envisions a cohesive mixed-use village that would be connected to residential areas through a balanced, interconnected mobility network. This network would strengthen connectivity between residential neighborhoods and commercial areas and employment areas, and would also link residents to schools, parks, canyons, and to Mission Bay.

The villages provide an opportunity to transform the community through the creation of cohesive mixed-use areas, as shown in Figure 2-2, that include various types of parks, public spaces, and amenities to support community identity and livability.

To minimize impacts on the transportation system and environment, new development will be concentrated in mixed-use areas with compact land use patterns that include housing, public parks and plazas, jobs, and services. These mixed-use areas will be concentrated along major points in the transit system.

This development approach supports sustainability, multiple modes of transportation, and active and healthy lifestyles by integrating a mix of uses including housing, offices, retail, restaurants, entertainment, and civic uses nearby a trolley or major bus station.

A key focus of this plan is to further the General Plan’s City of Villages Strategy for the creation of a network of urban villages connected by transit. The vision and policies of the Land Use Element work strategically with the vision and policies of the Mobility, Urban Design, and Recreation Elements to foster a livable community that takes advantage of its access to transit and improves connectivity and infrastructure to support its pedestrians and bicyclists.

The Community Plan envisions a diversity of businesses that increases the economic base, generates jobs, and provides a variety of goods and services. Prime Industrial Lands, as shown in Figure 2-3 provide opportunities for start-up and smaller base sector industries in the technological, scientific, and professional services, and national security sectors. Prime Industrial Lands protect base sector industrial areas for employment, providing business incentives to businesses that provide middle-income jobs and contribute to community revitalization.

Hotels within commercial areas serve business related trips that help to support employment growth in the Rose Canyon industrial business park.

LAND USE ELEMENT GOALS

- A vibrant, balanced, and pedestrian-oriented community that provides residential, commercial, office, industrial, institutional, and civic uses.
- Villages that are centers for community activity and entertainment
- A compatible mix of land uses that support a healthy environment
- Stable base sector employment uses and supportive residential, commercial, and industrial uses
- A variety of housing types for all age, income, and social groups
- Efficient use of commercial and industrial land in a manner that enhances the economic base, community, and generates job opportunities for residents
- Attraction, expansion, and retention of economically healthy, locally-owned and operated businesses
- A diverse mix of community and neighboring serving businesses that provide a variety of goods and services

GENERAL PLAN TOPICS

Together the Land Use and Economic Prosperity Elements of the General Plan and the Community Plan provide goals and policies to implement the City of Villages Strategy, designate land uses, and identify site-specific recommendations, and encourage employment and economic development. Related Land Use and Economic Prosperity Element Topics covered in the General Plan include the following and should be referenced as applicable:

- City of Villages Strategy
- Airport Land Use Compatibility
- Balanced Communities and Equitable Development
- Environmental Justice
- Base Sector Industrial Uses
- Non-Base Sector Employment Uses
- Prime Industrial Land/Other Industrial Land
- All Industrial Areas
- Neighborhood Commercial Areas
- Community Commercial Areas
- Transit Corridors
- Redesignating Commercial Land
- Education and Workforce Development
- Employment Development
- Business Development

The Land Use and Economic Prosperity Element aims to create a strong mix of vibrant, balanced commercial, office, residential, industrial, institutional, and civic uses.

Villages provide an opportunity to transform the community through new cohesive mixed-use areas.
2.1 PLANNED LAND USE

The land use designations in the Community Plan are based on the General Plan’s land use designations and have been tailored as needed to guide development to achieve the overarching Community Plan vision and the vision for each village.

The Community Plan Land Use Map (Figure 2-1) is a visual representation of land use policies contained in the Community Plan and General Plan. Complementing the Land Use Element, the Community Plan and General Plan Urban Design Elements provide building and site design policies to guide future development design. The land use designation categories that are used in this plan are described in this section, and Table 2-1 summarizes the range of residential densities associated with the specific land use designations found on the Land Use Map. The text and figures of the Community Plan and General Plan are of equal importance in communicating the intent of the plans’ land use policies.

The City’s Land Development Code implements the Community Plan and General Plan policies through zoning and development regulations pertaining to land use density and intensity, building massing, landscape, streetscape, and other development features.

RESIDENTIAL
The residential designations provide for a range of housing types, and companion housing units. Commercial, Business Park, and Village land use designations allow residential uses, including live/work quarters and shopkeeper units, as part of mixed-use or multiple-use developments.

OFFICE COMMERCIAL
The Office Commercial land use designation is similar to other commercial land use designations, however with an emphasis on employment and professional office uses with limited retail and residential use.

COMMUNITY AND NEIGHBORHOOD VILLAGE
Community Village Center and Neighborhood Village Centers designations allow for areas with commercial, office, and multi-family residential uses, including mixed-use buildings integrating office or residential space with retail space. Village Centers contain public gathering spaces and/or civic uses. Uses will be integrated to the maximum extent possible to encourage a pedestrian-oriented design and encourage transit ridership, walking, and bicycling. Community and Neighborhood Village Centers range in size, density, and intensity. Community Village Centers are intended to serve a larger area than Neighborhood Village Centers. Community Village Centers may also have a more significant office employment uses.

INDUSTRIAL PARK
The business park designation provides for employment uses such as business/professional office and research and development, with limited commercial service, flex-space, and retail uses, as well as residential uses. Mixed business park/residential developments can create unique urban housing opportunities to support office, urban business, and high-tech research and development employment uses. Refer to the Economic Prosperity Element for related discussion.

INSTITUTIONAL
The institutional designation provides for public and semi-public facilities that provide services to the community and/or City. Institutional uses provide either public or private facilities that serve a public benefit. These uses may serve the community or a broader area. Institutional land uses within the community consist mainly of Fire Stations, Branch Libraries, Mesa College, and several public, charter, and private schools, and places of worship. Refer to the Public Facilities, Services & Safety Element for additional policies.

OPEN SPACE
The open space designation maintains areas of undeveloped canyons and hillsides which contain environmentally sensitive resources. This designation applies to both public and privately-owned land. Privately owned open space can contain very-low intensity residential uses.

PARKS
The park designation provides for areas designated for passive and/or active recreational uses, and allows for facilities, services, and programs to meet the recreational needs of the community as identified in the Recreation Element. The Community Plan identifies opportunity locations for parks within village areas, as shown on the Land Use Map.
Chapter 2  Land Use Element

FIGURE 2-1: LAND USE MAP

TABLE 2-1: LAND USE DESIGNATIONS

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</tr>
<tr>
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<td>Schools, Libraries, Fire Stations: N/A</td>
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<td>College: N/A</td>
</tr>
<tr>
<td></td>
<td>150-Foot SDG&amp;E Easement: N/A</td>
</tr>
</tbody>
</table>

Residential density in privately-owned designated open space areas is 1 dwelling unit per lot.
### Residential - Medium
Medium is typically townhomes and garden apartments/condominiums, and can occur on small lots. Buildings can be organized around a central courtyard with individual or shared open space. Parking is typically a mix of garages and surface spaces.

### Residential - Medium High
Medium High Residential supports compact and compatible condominium/apartment buildings that are typically designed with single or double-loaded access corridors. Parking is typically integrated into the ground level of the development or below grade. Private and shared open space is a key component of the design.

### Residential - Low Medium
Low Medium allows for a mix of single-family, townhome, and multi-family units. This combination of residential types supports a pedestrian scale. Town homes or row homes are typically clustered in groups of 4 to 6 units. Parking is integrated into the ground-floor of the units.

### Residential - Low
Low is intended predominantly for single-family residential development on small lots. Single-family homes may be arranged as stand-alone detached units, with front, rear, and side yards. Parking is typically integrated into the ground-floor of the units in a garage.

### Residential - Very Low
Very Low is intended for single-family residential development on large lots with front, rear, and side yards. Parking is typically integrated into the ground-floor of the units in an individually secured garage.

### Residential - Low
Low is intended predominantly for single-family residential development on small lots. Single-family homes may be arranged as stand-alone detached units, with front, rear, and side yards. Parking is typically integrated into the ground-floor of the units in a garage.

### Residential - High
High supports compact and compatible condominium/apartment buildings that are typically designed with single or double-loaded access corridors. Parking is typically integrated into the ground level of the development or below grade. Private and shared open space is a key component of the design.

### Residential - Very Low
Very Low is intended for single-family residential development on large lots with front, rear, and side yards. Parking is typically integrated into the ground-floor of the units in an individually secured garage.
Neighborhood Village allows for pedestrian-oriented, mixed-use areas with neighborhood-serving office, visitor, retail, and institutional uses, and promotes multi-family residential, including mixed-use buildings with office or residential space above retail. Neighborhood Village also contains public gathering spaces and/or civic uses. Large surface parking areas are discouraged.

Residential – Very High

Very High Residential supports compact and compatible condominium/apartment buildings that are typically designed with single or double-loaded access corridors. Parking is typically integrated into the ground level of the development or below grade. Private and shared open space is a key component of the design.

Office Commercial

Office Commercial provides for employment and professional office uses with limited retail and residential uses.

Neighborhood Commercial

Neighborhood Commercial allows small-scale, pedestrian-oriented, mixed-use areas with neighborhood-serving office, visitor, retail, and institutional uses. This designation promotes primarily 1- to 2-story development with active ground-floor commercial uses and allows residential uses above or behind commercial uses.

Community Commercial

Community Commercial allows a variety of commercial uses, such as retail, financial services, hotels, service stations and office, that serve residents and workers in the community and adjacent communities. Residential uses are allowed as part of mixed-use development that features ground floor commercial uses.

Community Village

Community Village allows for commercial, office, and multi-family residential uses, including mixed-use with office or residential space above retail space, with an emphasis on employment uses. This use also contains public gathering spaces and/or civic uses. Large surface parking areas are discouraged.
2.2 AIRPORT LAND USE COMPATIBILITY

The Airport Influence Area for Montgomery-Gibbs Executive Airport and Marine Corps Air Station (MCAS) Miramar includes portions of the Clairemont community. The Airport Influence Area serves as the planning boundary for the Airport Land Use Compatibility Plan, and is divided into two review areas.

Review Area 1 is composed of the airport’s noise contours, safety zones, airspace protection surfaces, and overflight areas. Review Area 2 is composed of the airspace protection surfaces and overflight areas.

The Airport Land Use Commission for San Diego County adopted the Airport Land Use Compatibility Plan for San Diego International Airport to establish land use compatibility policies and development criteria for new development within the Airport Influence Area to protect the airport from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airport.

The policies and criteria contained in the Airport Land Use Compatibility Plan are addressed in the General Plan (Land Use and Community Planning and Noise Elements) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code. Refer also to the Noise Element.

2.3 PLANNING HORIZON

The Community Plan policies provide land use direction that covers a 30-year planning horizon. The following sidebar presents the potential development resulting from the application of the Community Plan land uses. These projections provide a reasonable assessment of Clairemont’s development potential. Designation of an area for a use does not mean that all of the properties within an area will undergo change within the 30-year horizon of the Community Plan, or that other sites not included in this acreage will not undergo change.

2.4 AFFORDABLE HOUSING

The production of a diversity of housing types, especially those that include housing for low to moderate income residents can help to ensure an adequate supply of affordable housing will meet the needs of future residents, and support existing employers in the community.

LU-1
Support the inclusion of larger sized (three-bedrooms) affordable units for families for multi-family and mixed-use development.

LU-2
Promote the inclusion of affordable housing in a variety of building designs (e.g. townhomes, duplexes, apartments, rowhomes, etc.) with market rate housing for multi-family and mixed-use development.

LU-3
Encourage affordable home ownership opportunities for moderate income buyers.

 Ensuring an adequate supply of affordable housing helps meet the needs of current and future residents of the community.
Chapter 2 Land Use Element

2.5 VILLAGES, CORRIDORS, AND NODES

This section includes land use and urban design policy guidance specific to each of the villages and corridors as shown in Figure 2-2 Villages, Corridors, and Nodes. Additional information and policies related to urban design concepts are found in the Urban Design Element.

COMMUNITY VILLAGES

Community villages are active community centers with both large and small retail stores, community serving offices, residential, and public spaces such as linear parks, plazas, and promenades. The design theme of centers includes designing and maintaining a unifying architectural, signage, and landscaping theme along with an internal system of pedestrian paths.

NEIGHBORHOOD VILLAGES

Neighborhood villages are pedestrian-oriented, mixed-use areas with neighborhood-serving office, visitor, retail, and institutional uses.

CORRIDORS

Corridors include linear, multi-family residential areas along major streets. Other types of corridors within the community include The Rose Canyon/Creek Industrial Corridor which contains the Clairemont’s Prime Industrial land and supports employment and base-sector industries and the Morena Corridor that supports neighborhood serving services and establishments in a mixed-use, pedestrian oriented environment.

NODES

Nodes are pedestrian-oriented commercial areas that can be found within residential neighborhoods as shown in Figure 2-2 Villages, Corridors, and Nodes.

The following list includes the Villages, Corridors, and Nodes shown in Figure 2-2, along with corresponding symbology per the map.

- **CLAIREMONT TOWN SQUARE**
- **DIANE VILLAGE**
- **CLAIREMONT MESA GATEWAY VILLAGE**
- **ROSE CANYON GATEWAY VILLAGE / BALBOA TROLLEY STATION VILLAGE**
- **CLAIREMONT CROSSROADS VILLAGE**
- **COMMUNITY CORE**
- **BAY VIEW VILLAGE**
- **TECOLOTE GATEWAY VILLAGE**
- **CLAIREMONT DRIVE COMMUNITY VILLAGE**
- **ROSE CREEK/CANYON INDUSTRIAL CORRIDOR**
- **MORENA CORRIDOR**
- **MULTI-FAMILY CORRIDORS**
- **NODES**
**Vision**

A vibrant mixed-use village that benefits from a balanced multi-modal transportation system. Within this village, the combination of commercial and entertainment uses along with residential uses will provide activity and vitality. A network of pedestrian walkways and promenades will serve to break up the superblock to create a walkable block pattern for development while improving internal vehicular, pedestrian, and bicycle circulation and connectivity to the surrounding neighborhoods. Public spaces such as promenades, mini parks, and plazas will provide spaces for recreation, public gatherings, and community activities (e.g. outdoor markets and festivals).

**LU-4**
Establish an internal street network that supports bicycling and creates a walkable scale for pedestrians where feasible as part of future infill, mixed-use development of the village.

**LU-5**
Incorporate linear parks or multi-use paths internally or along street frontages when developing residential and mixed-use development within the core. These opportunities which could include plazas and paseos can tie into meeting public park recreation needs. Refer to the Recreation Element.

**LU-6**
Build upon the existing internal circulation network of the Community Core and/or consider incorporating new drives to create a walkable bicycle pattern where feasible.

**LU-7**
Consider multi-modal connections both internal and external to the Community Core, when planning for new mixed-use buildings, which could include promenades, shared use paths, main streets, or paseos where feasible.

**LU-8**
Consider multi-modal connections both internal and external to the Community Core, when planning for new mixed-use buildings, which could include promenades, shared use paths, main streets, or paseos where feasible.

**LU-9**
Transition building heights with taller buildings concentrated along the intersection of Genesee and Balboa Avenues with a transition to lower buildings at the edge of the village areas.
COMMUNITY CORE

For illustrative purposes only. Conceptual rendering of Community Core (looking northeast at the corner of Balboa Avenue and Genesee Avenue).
COMMUNITY CORE

For illustrative purposes only. Conceptual rendering of Community Core (looking northwest at the corner of Balboa Avenue and Genesee Avenue).
Vision

Clairemont Town Square is envisioned as pedestrian-oriented, mixed-use village with an emphasis on creating new housing opportunities within the existing shopping center and a pleasant and convenient shopping environment for Clairemont residents. A network of safe, well-defined pedestrian pathways within the Town Square will create a walkable, pedestrian scale for new development and improve access within the Town Square and to the surrounding residential neighborhoods. Mini-parks, pedestrian promenades, plazas, and other public spaces and recreational amenities would be incorporated to create active spaces and transitional areas.

LU-10
Transition building heights of new development with the taller height concentrated in the center of the village and stepped down to lower heights along the edges of the village.

LU-11
Establish building frontages along Clairemont Mesa Boulevard and Clairemont Drive with uses that enhance a pedestrian environment and promote active frontages, such as retail storefronts and multi-family residential.

LU-12
Create a linear park and multi-use urban paths through easements and through agreements with property owners.
CLAIREMONT TOWN SQUARE

For illustrative purposes only. Conceptual rendering of Community Town Square.
Vision

A neighborhood-serving retail center with residential uses. Its location is focused around an East Village Area and West Village Area located on both sides of Clairemont Drive, located west of Tecolote Canyon.

LU-13
Create a pedestrian connection that links both the west and east areas of Clairemont Drive Village which could include a mid-block crossing or signalized intersection.

LU-14
Establish building frontages along Clairemont Drive with uses that enhance a pedestrian environment and promote active frontages, such as retail storefronts and multi-family residential with walk-up entrances.

LU-15
Locate higher-density residential development along Cowley Way to serve as a transition between the commercial uses of the village and the adjacent residential tower.

LU-16
Site buildings along Cowley Way to increase frontage activation through walk-up units, front porches, stoops and other street-level activation to make Cowley Way a more pedestrian-friendly and walkable street in the village area.

LU-17
Create a linear park and multi-use urban path along Clairemont Drive, Cowley Way, Field Street, and Burgener Drive.

LU-18
Maintain a pedestrian connection that links the mid-block crossing on Cowley Way to the village area.

LU-19
Establish pedestrian connections between residential and commercial uses through paseos and dedicated pedestrian crossings.

LU-20
Consolidate commercial properties with internalized parking to cluster development and take advantage of views to the canyon.

LU-21
Design new development west of Clairemont Drive to step with the slope of the street, follow the curve of the street to avoid blank walls along the canyon.

LU-22
Design buildings with varied rooflines, stepped buildings, reduced building mass, and visual breaks.
Vision
The transformation of the Rose Canyon City Operations Yard into a mix of residential, visitor, office, employment, and commercial uses that benefit from regional transit access via the Balboa Avenue Trolley Station, located in the Balboa Trolley Station Village portion of the larger community village south of Balboa Avenue. A central pedestrian promenade will create a central linkage connecting residential, commercial, and office uses to public spaces and the Balboa Avenue Transit Station.

Prepare a Request for Proposals to redevelop the City Operations yard that transformation of the City-owned property consistent with the following Community Plan policies:

Uses
A. Identify a mix of residential, commercial, public, and park uses.
B. Incorporating a minimum percentage of affordable housing.

Mobility
A. Encourage the use of shared structured parking serving multiple uses to efficiently meet parking needs
B. Extend Damon Avenue to Morena Boulevard as a primary entrance to create an east-west main street through the village with pedestrian and bicycle facilities.
C. Provide convenient and easy access to the Rose Canyon Gateway Village from Morena Boulevard and Balboa Avenue.

Parks and Public Space
A. Incorporate public space features such as plazas, promenades, and squares as focal aspects of the village to encourage public interaction, gatherings, outdoor markets, and events at the southern end of the main street.
B. Incorporate a pedestrian promenade or linear park from the main street to the Balboa Trolley Station pedestrian bridge over Balboa Avenue to provide a pedestrian and bicycle link connecting the Rose Canyon Gateway Village to the Balboa Trolley Station Village.
C. Incorporate a public park at the southern end of Rose Canyon Gateway to serve as a pedestrian gateway from the Trolley Station.
ROSE CANYON GATEWAY VILLAGE

Urban Design
A. Incorporate a central “spine” that runs north-south and organizes the village into east and west blocks which may take the form of a main street through the village with potential for neighborhood serving mixed-use retail and a strong pedestrian and bicycle connection from one end of the village to another.
B. Develop buildings around courtyards, paseos, and plazas that connect with the central “spine” internal street.
C. Incorporate pedestrian-scaled façade articulation to create an active and inviting public realm and reinforce the pedestrian scape and character of the main street.
D. Design buildings to terracing across the village site so that buildings follow the topography of the site and provide a variation in roof lines and building mass.
E. Provide landscaped setbacks with berms and trees to screen the rail corridor and Interstate-5.

Phasing and Implementation
A. Provide a development phasing and implementation program that considers the existing long-term city operational needs and addresses the implementation of public facilities, including on-site parks to serve residential uses.

For illustrative purposes only. Conceptual rendering and cross section of Rose Canyon Gateway Village.
Vision
The development of a mixed-used village at the Balboa Avenue Station.

For illustrative purposes only. Conceptual rendering of Balboa Trolley Station Village (looking northeast).

LU-24
Encourage mixed-use development at the Balboa Trolley Station with public spaces, such as a transit plaza, to create an attractive destination with activation through residential and retail use.

LU-25
Establish a strong pedestrian/bicycle connection to the Balboa Avenue Transit Station and orient all internal circulation of the village sites toward the transit station.

LU-26
Support SANDAG and MTS’s consideration of the implementation of a bicycle and pedestrian access between the Balboa Avenue Station and the Specific Plan via a connection across Interstate-5 from the Balboa 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.

LU-27
Provide convenient and easy access to the Balboa Trolley Village from Morena Boulevard.
For illustrative purposes only. Conceptual rendering of Balboa Trolley Station Village (looking north).
CLAIREMONT CROSSROADS VILLAGE

Vision
A pedestrian-oriented mixed-use development with public spaces and plazas oriented towards the intersection and/or Tecolote Canyon.

LU-28
Incorporate building design and site planning that provides a visual connection to the canyon.

LU-29
Establish a gateway by locating buildings on the corners of the intersection of Balboa Avenue and Clairemont Drive to create sense of place with pedestrian-oriented plazas and architectural features.

For illustrative purposes only. Conceptual rendering of Clairemont Crossroads Village.
CLAIREMONT CROSSROADS VILLAGE

For illustrative purposes only. Conceptual rendering of Clairemont Crossroads Village (looking northeast at the corner of Balboa Avenue and Clairemont Drive).

LU-30

Locate commercial uses adjacent to Balboa Avenue and site new residential uses to serve as a transition between commercial uses and any abutting residential neighborhoods.
Vision
Diane Village is envisioned as a mixed-use village providing goods and services to the surrounding neighborhood.

LU-31
Transition uses, intensity and scale from high along Clairemont Mesa Boulevard to low along Conrad Avenue.

LU-32
Establish multiple pedestrian and bicycle connections into the village from surrounding neighborhoods, especially from Conrad Avenue.

LU-33
Provide landscaping along Conrad Avenue and Diane Avenue to provide a buffer between the Diane Center and the surrounding residential neighborhood.
Chapter 2  Land Use Element

BAY VIEW VILLAGE

For illustrative purposes only. Conceptual rendering of Bay View Village (view from Morena Boulevard).

Vision
Bay View Village provides opportunities for additional housing, shopping, and employment within proximity of Mid-Coast Trolley and Mission Bay.

LU-34
Utilize site topography to provide below-grade parking, capture views, and reduce apparent building mass. Buildings should terrace downward from the slope, include varying roofline design, and maximize ground floor area for parks, plazas, and public space.

LU-35
Terrace buildings downward toward Morena Boulevard and provide opportunities for view decks and balconies facing the bay.

LU-36
Provide a landscaped setback along Clairemont Drive to separate development from vehicular traffic exiting Interstate-5.

LU-37
Provide a plaza for community gathering spaces, outdoor cafe seating, and retail uses across from the transit station.

LU-38
Link Clairemont Drive to Morena Boulevard with a pedestrian connection.

LU-39
Utilize the existing alley between Morena Boulevard and Chicago Street for vehicle ingress and egress to minimize additional curb-cuts and driveways on those streets.

LU-40
Provide clear access points to the West Clairemont Plaza site with primary vehicular access taken from Clairemont Drive.

LU-41
Reconnect the village site to the street grid and neighborhood context of the area with a strong access point into the village from Chicago Street.
Vision
This commercial node located immediately west of Interstate-805 is envisioned with a focus on visitor-serving uses with convenient access to the freeway, along with commercial and mixed-use development.

For illustrative purposes only. Conceptual rendering of Clairemont Mesa Gateway Village (looking northeast toward Clairemont Mesa Boulevard from Doliva Drive).

LU-42
Incorporate prominent architectural features and building designs (such as towers, signs, roof and overhang projections, glazing and other defining features of the building) to new development at Clairemont Mesa Boulevard west of Interstate 805, so that they contribute to a gateway experience as one enters or exits the community.

LU-43
Provide a landscape buffer and screening from new development to the adjacent residential uses to the north.
**TECOLOTE GATEWAY VILLAGE**

Vision

Tecolote Gateway Village serves as the southern community gateway in Clairemont. This village is envisioned to provide employment opportunities and additional housing opportunities within a mixed-used setting. This village anchors the southern end of the Morena Corridor.

**LU-44**
Focus larger-scale development along West Morena Boulevard, where the properties are substantial, and the rail and highway corridor provide an expansive fore-ground for development.

**LU-45**
Incorporate a linear park connection along Tecolote Canyon from Morena Boulevard to the Tecolote Canyon Natural Park.

**LU-46**
Encourage a mixed-use corridor along Morena Boulevard between West Morena Boulevard and Tecolote Road and include new small-lot housing opportunities for the mobile home area along Knoxville Street.

**LU-47**
Focus smaller-scale, fine-grain development along the east side of Morena Boulevard, where the properties are small, and the street width is conducive to a pedestrian experience.

**LU-48**
Maximize the design potential that exists at the triangular lot located where West Morena Boulevard and Morena Boulevard split. The site provides a unique opportunity for a signature gateway building, a plaza, a park, art, and/or signage.

**LU-49**
Locate parking for new development to the side or rear of buildings, out of view from the public right-of-way to the extent possible, with access to parking areas from the rear or side streets.
MORENA CORRIDOR

Vision
The Community Plan envisions the Morena Boulevard Corridor from Gesner Street to Tecolote Road, as a pedestrian-oriented corridor with residential uses, restaurants, entertainment, and shopping in a neighborhood village-like setting to serve residents and visitors. The Corridor includes the creation of a neighborhood for artisan crafts and specialty foods and beverage establishments.

Defining features of the Corridor include a multi-use boardwalk along Morena Boulevard that would provide pedestrian and bicycle access to restaurants, entertainment, shopping, the trolley, and Mission Bay; and a linear park along Tecolote Creek connecting the Corridor to Tecolote Canyon Natural Park.

Milton Street/Morena Boulevard Commercial Node

LU-50
Encourage mixed-use development that incorporates a diverse range of housing product types and building designs that provide compatible transitions to the residential neighborhood.

A. Consider continuation of Denver Street south of Milton Street as a public street when new residential development occurs, to increase interconnectivity with the surrounding neighborhood.

B. Encourage multi-family housing between the alley and Denver Street with private and shared open space and pedestrian connections throughout.

C. Encourage development of small lot or townhome development east of where Denver Street to create a compatible transition between new development and existing neighborhood.

LU-51
Consider connecting Denver Street from Milton Street to Mayo Street with a public street or pedestrian promenade to improve mobility access through the site.

For illustrative purposes only. Conceptual rendering of potential public realm enhancements associated with Tecolote Gateway Village (looking southwest along Tecolote Road).

Narray Street/Ashton Street Commercial Node

LU-52
Support the development of a pocket park or similar type of public space between Ashton and Napier Streets that could provide a central gathering place for community events and activities.

Corridor-wide Policies

LU-53
Encourage local businesses to create a design corridor through branding, identity, wayfinding signage, and improvements to the public realm.

LU-54
Support the consolidation of lots to allow for larger buildings yet maintain the appearance of smaller buildings with the use of façade modulation.

A. Encourage stepbacks, recesses, or projections above the ground floor to create vertical rhythm.

B. Encourage irregularity of vertical rhythm to achieve greater diversity.

C. Encourage the use of different materials and openings along the façade planes.

LU-55
Promote the reconfiguration of the concrete channel on the north side of Tecolote Road as a linear park amenity with pedestrian and bicycle paths that connect the Tecolote Canyon Natural Park to the Mission Bay.

LU-56
Incorporate a boardwalk concept with a wider pedestrian area along Morena Boulevard from Gesner Street to Tecolote Road.

LU-57
Design buildings with active frontage elements such as windows, storefront treatments, and public spaces that front the street.

LU-58
Establish landscaping that enhances structures, creates and defines public and private spaces, and provides shade, aesthetic appeal, and environmental benefits.

LU-59
Promote parking at the rear and sides of street-oriented buildings to reduce the amount and visual impact of surface parking lots.
Development within the Morena Corridor is subject to the Clairemont Mesa Height Limit Overlay Zone (CMHLOZ), which provides regulations to limit the height of buildings and structures to thirty feet.
Development within the Morena Corridor is subject to the Clairemont Mesa Height Limit Overlay Zone (CMHLOZ), which provides regulations to limit the height of buildings and structures to thirty feet.
Vision
The Rose Creek/Canyon Industrial Corridor is the primary employment center within the community for start-up and smaller innovation, design, and technology businesses. The corridor also has the potential to provide office and research space for defense, high-tech, cleantech, and research and development businesses along with flex space for other businesses.

A large portion of the Rose Creek/Canyon Industrial Corridor is designated as Prime Industrial Land per the General Plan (EP-7 through EP-12). Prime Industrial Land supports export-oriented base sector activities which include manufacturing, research and development, assembly, corporate headquarters, warehousing, distribution, marketing, and certain related professional and administrative functions associated with product/process conception, development, sales, and distribution.

Economic base sector industries create economic growth by exporting products and services primarily to national and international markets outside of the San Diego region. The warehouses and flex space buildings along Morena Boulevard and Santa Fe Street area support light industrial and heavy commercial uses. These areas also provide opportunities for artisan and craft manufacturing businesses.

LU-60
Encourage office, research and development, and other base sector employment-oriented uses and supportive commercial and industrial services.

LU-61
Encourage the siting of businesses that focus on creative innovation, design, and technology jobs.

LU-62
Encourage the attraction, retention, and expansion of start-up and smaller businesses that develop innovative products and technologies.

The Community Plan supports office, research and development, and other base sector employment-oriented uses within the corridor. Photograph courtesy of Alexandria Real Estate.
Design buildings located on Morena Boulevard with a low profile so that the structures will not be out of scale with the adjacent canyon slopes when observed from Interstate-5.

Incorporate stepbacks with successive building floors on sloping sites to follow the natural topography.

Blend grading pads into the environment to reduce obtrusiveness and to avoid stark, abrupt appearances of buildings and building pads.

Coordinate with SANDAG to consider a future trolley station at Jutland Drive to serve employees and residents.

The corridor also has the potential to provide office and research space for defense, high-tech, cleantech, and research and development businesses along with flex space for other businesses. Photograph courtesy of Alexandria Real Estate.
2.6 COMMUNITY PLAN IMPLEMENTATION OVERLAY ZONE

The Community Plan Implementation Overlay Zone (CPIOZ) Type A is applied within the boundaries of the Community Plan per Chapter 13, Article 2, Division 14 of the Municipal Code, as shown in Figure 2-4, to provide Supplemental Development Regulations that are tailored to implement the vision and policies of this Community Plan. Where there is a conflict between a CPIOZ Supplemental Development Regulation (SDR) in this section and the development regulation of the applicable base zone, the CPIOZ SDR applies.

Any development permit application within the boundaries of CPIOZ - Type A where the proposed development complies with the SDR can be processed ministerially. Any development permit application within the boundaries of CPIOZ - Type A that does not comply with the SDR in this section requires a Process Three Site Development Permit.

Interior building improvements that do not involve a change of use or provide additional floor area or improvements that do not require a construction permit are not subject to CPIOZ, and exceptions to CPIOZ may be granted for proposed development that is minor, temporary, or incidental, and is consistent with the intent of CPIOZ.

Applicable SDRs for each of the areas highlighted in Figure 2-4 and listed below are included in the following pages.

The following list includes the areas where CPIOZ - Type A applies, according to Figure 2-3, along with corresponding symbology per the map.

- CLAIREMONT TOWN SQUARE
- BAY VIEW VILLAGE
- ROSE CANYON GATEWAY VILLAGE
- COMMUNITY CORE
- MOUNT ETNA SITE
Chapter 2 Land Use Element

Clairemont Town Square SDRs

DENSITY, BUILDING MASS, AND SCALE

SDR-1
Along Clairemont Drive and Clairemont Mesa Boulevard, any portion of a new building or structure exceeding 40 feet in height shall be stepped back from the front property line by a minimum of 10 feet, as measured from the plane of the lower story façade.

SDR-2
The maximum building height with the Clairemont Town Square Village shall be 75 feet, as shown in Figures 2-19, 2-20, and 2-21.

SDR-3
The residential density applicable to the Clairemont Town Square Village CPIOZ shall be 44 du/ac.

SDR-4
Building height shall transition under an established 45-degree angled building envelope plane sloping inward from the first 30 feet of a structure to the maximum structure height, along a major street facing opposite to residentially zoned property as shown in Figure 2-21.

URBAN PATHWAYS AND LINEAR PARKS

SDR-5
Development shall provide an urban pathway and a linear park along the north side of Clairemont Drive from the intersection of Clairemont Mesa Boulevard and Kleefeld Avenue, to the intersection of Clairemont Drive and Clairemont Mesa Boulevard. The standards for the required urban pathway and linear park are:

A. Urban Pathway – An urban pathway consisting of a minimum of 14 feet of public-right-of-way from the face of the curb to the property line. Within the urban pathway there shall include:
   i. A 6-foot minimum landscaped parkway between the face of the curb and the pathway.
   ii. An 8-foot minimum pedestrian pathway and furnishing zone between the landscaped parkway and linear park.

B. Linear Park – An average front setback of 30 feet that provides a publicly accessible linear park, which would be adjacent to the urban pathway. Within the 30 feet front setback, development shall provide publicly accessible plaza space, seating, and/or landscaping.

COMMERCIAL USES

SDR-6
Commercial uses with a drive-in/drive-through component shall be allowed only where access is taken from an internal street or drive.

Bay View Village

PEDESTRIAN CONNECTIVITY AND PUBLIC SPACE

The following SDRs are only applicable within the former West Clairemont Plaza Site.

SDR-1
An east to west -oriented, publicly accessible pedestrian corridor shall be included in the village to provide a direct connection from the neighborhood to the trolley station.

SDR-2
A public plaza shall be located at the western terminus of the pedestrian corridor.

SDR-4
Sidewalks along Clairemont Drive and Ingulf Street shall be 8 to 10 feet wide.

BUILDING DESIGN

SDR-4
Buildings shall incorporate upper-story stepbacks and terrace away from Morena Boulevard.
Clairemont Town Square

FIGURE 2-19: CLAIREMONT TOWN SQUARE - HEIGHT AND MASSING CONCEPT
Clairemont Town Square

FIGURE 2-20: CLAIREMONT TOWN SQUARE - MAIN STREET CONCEPTUAL CROSS SECTION

FIGURE 2-21: CLAIREMONT DRIVE CONCEPTUAL CROSS SECTION
Chapter 2 Land Use Element

SDR-1
The residential density applicable to the Rose Canyon Gateway Village CPIOZ shall be 109 du/ac.

PEDESTRIAN CONNECTIVITY

SDR-2
Provide an east-west oriented pedestrian accessways, or paseos every 1,500 linear feet of frontage along the rail corridor. The minimum unobstructed width of any pathway or paseo shall be 12 feet at any point.

SDR-3
Development shall provide a public access corridor in accordance with the following:
A. One north-south public access corridor shall be provided along the central spine of the Rose Canyon Gateway site, providing connectivity from Morena Boulevard to the north to Balboa Avenue to the south.
B. The public access corridor shall be a minimum of 30-feet wide and serve as a central “green spine” to the development.
C. The public access corridor shall include at least one paved pedestrian pathway a minimum of 8 feet wide.
D. The public access corridor shall be accessible and useable by the public (i.e. no gate, wall, or other form of separation or restriction of access).
E. An easement for public use shall be required for public access corridors.

PUBLIC OPEN SPACE

SDR-4
A public park shall be provided at the southern end of Rose Canyon Gateway as follows:
A. One 3-acre minimum public park shall be dedicated with an easement that allows public access and shall be completed prior to final inspection of any building associated with a development.
B. The park shall be accessible and useable by the public (i.e. no gate, wall, or other form of separation or restriction of access).
C. The park shall include a minimum of one pedestrian pathway of a minimum of 8 feet from the public access corridor to Balboa Avenue and the northern end of the Balboa Transit Station platform.

Community Core

DENSITY, AND BUILDING HEIGHT

SDR-1
Any portion of a new building or structure exceeding 45 feet shall be located within the first 750 feet of the intersection of Genesee Avenue and Balboa Avenue and away from the neighboring lower scale residential areas along Balboa Arms Drive.

SDR-2
The maximum height within the Community Core shall be 75 feet, as shown in Figures 2-23, 2-24, and 2-25.

SDR-3
The residential density applicable to the Community Core Village CPIOZ shall be 44 du/ac.

SDR-4
Building height shall transition under an established 45-degree angled building envelope plane sloping inward from the first 30 feet of a structure to the maximum structure height, along a major street facing opposite to residentially zoned property as shown in Figure 2-25.

URBAN PATHWAYS AND LINEAR PARKS

SDR-5
Development shall provide an urban pathway and a linear park along the south side of Balboa Arms Drive from Mount Abernathy Avenue to Derrick Drive, and along the north side of Mount Alifan from Mount Abraham to Genesee Avenue. The standards for the required urban pathway and linear park are:
A. Urban Pathway – An urban pathway consisting of a minimum of 14 feet of public-right-of-way from the face of the curb to the property line. Within the urban pathway there shall include:
   i. A 6-foot minimum landscaped pathway between the face of the curb and the pathway.
   ii. An 8-foot minimum pedestrian pathway and furnishing zone between the landscaped pathway and linear park.
B. Linear Park – An average front setback of 30 feet that provides a publicly accessible linear park, which would be adjacent to the urban pathway. Within the 30 feet front setback, development shall provide publicly accessible plaza space, seating, and/or landscaping.
Rose Canyon Gateway

FIGURE 2-22: ROSE CANYON GATEWAY - HEIGHT AND MASSING CONCEPT
Community Core (Genesee Plaza)

FIGURE 2-23: COMMUNITY CORE - GENESEE PLAZA HEIGHT AND MASSING CONCEPTS

- Genesee Plaza
- Conceptual Design
- Mixed Use: Commercial, Offices, Residential
- Linear Park
- Public Plaza
- Residential Street

75-foot structure height

See Figure 2-24

See Figure 2-25

0ft 100ft 200ft 400ft
Chapter 2 Land Use Element

Community Core (Genesee Plaza)

FIGURE 2-24: GENESEE AVENUE - CONCEPTUAL CROSS SECTION

FIGURE 2-25: BALBOA ARMS DRIVE - CONCEPTUAL CROSS SECTION

75-foot structure height

30-foot structure height
PERMITTED USES

SDR-1
Permitted uses within the Mount Etna CPIOZ, Type A area are as follows:

Multiple Dwelling Units:
A. The total number of dwelling units shall not exceed 404.
B. The multiple dwelling units may have on-site support services.

Non-Residential Ground Floor Area:
C. A minimum of 1,500 square feet of non-residential ground floor area is required.
D. The non-resident ground floor area can have uses allowed in the base zone.

BUILDING HEIGHT

SDR-2
The maximum building height shall not exceed 70 feet including all affordable housing incentives.

FAÇADE ARTICULATION AND OFFSETTING PLANES

SDR-3
Diminish the overall visual mass of the building, by creating significant variations of the exterior façade, and enhancing the view of the building by pedestrians and passersby.

A. Building façades shall be varied and articulated to provide visual interest. This can be accomplished by incorporating the following: changes in wall texture and color, changes in material and color, and special architectural elements such as: inset balconies, vertical fins, horizontal shading devices, roof overhangs, varied decorative railings, and offsetting planes.

B. All building elevations fronting a public street or private street shall be composed of offsetting planes that provide relief in the building façade by insetting or projecting surfaces (planes) of the building.

C. The minimum horizontal separation between planes is based on the length of the new building façade as addressed in the table to the right.

<table>
<thead>
<tr>
<th>Length of Building Façade</th>
<th>Offsetting Plan Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-25 feet</td>
<td>Two planes with a minimum separation of 6 inches</td>
</tr>
</tbody>
</table>
| More than 25 feet, but less than or equal to 50 feet | Four planes:  
  * Two with a minimum of 6 inches
  * Two with a minimum of 1 foot |
| Each additional 50 feet of façade beyond the first 50 feet | Must incorporate the requirement of #2 |

1 This requirement can be satisfied with one of the following:
  1. Nominal 2-inch recess round windows
  2. The use of two building materials
  3. Building color blocking using two colors
  4. Variation of balcony guardrail design
  5. Inclusion of a court
  6. Addition of bay windows
  7. Insert balconies
  8. Exterior shading devices such as overhangs, shadow boxes, and vertical fins

BUILDING SETBACKS

SDR-4
The following building setbacks are intended to encourage pedestrian scale and compatibility with adjacent uses. Any minimum setback not included below would be consistent with the existing San Diego Municipal Code standard for the RM-3-9 zone.

A. The minimum building setback from Genesee Avenue is 0 feet from the property line.
B. The minimum building setback from the south property line is 10 feet (this does not apply to Genesee Avenue).
C. The minimum building setback from the westerly property line is 10 feet.

GROUND FLOOR DESIGN

SDR-5
A minimum of 1,500 square feet of non-residential ground floor uses shall be oriented so that the primary pedestrian entrance(s) are from an abutting public street.

PEDESTRIAN ENTRANCES AND CONNECTIONS

SDR-6
A minimum of one direct at-grade pedestrian entrance shall be required from the public right-of-way for every 300 feet of street frontage.

SDR-7
A system of walkways shall connect all pedestrian entrances on the site and provide connections to other areas of the site used by building occupants and visitors, including parking areas, and any pedestrian amenities.

ROOF DESIGN

SDR-8
Roof design shall include breaks and variations in the roof line.

SDR-9
All appurtenances or mechanical equipment on a flat roof shall be grouped and screened.
LANDSCAPING AND STREETScape

SDR-10

A minimum of 15 percent of the site must be landscaped. Any required landscaping, such as for required setbacks or parking lots, will count towards meeting the minimum amount of required landscaped area.

A. The minimum required landscaped area may be reduced to 10 percent of site area when the site includes an area with minimum dimensions of 15 feet by 15 feet planted with at least one large-canopy tree. At least 50 percent of the ground area within this space must be planted with ground cover plants and the remainder may be hard-surfaced for use by pedestrians.

B. Landscaped areas raised above ground level may be used to meet the minimum landscaped area standard when soil depth is a minimum of 30 inches.

C. Up to 50 percent of the required landscaped area may be for pedestrian use, such as walkways and plazas, if the area is surfaced with pervious pavement approved by the Development Services Director. If this provision is used, no impervious surfaces can be counted toward meeting the minimum landscaped area standard.

SDR-11

Landscaped areas raised above ground level may be used to meet the minimum landscaped area standard when soil depth is a minimum of 30 inches.

SDR-12

Up to 50 percent of the required landscaped area may be for pedestrian use, such as walkways and plazas, if the area is surfaced with pervious pavement approved by the City. If this provision is used, no impervious surfaces shall be counted toward meeting the minimum landscaped area standard.

STREET TREES

SDR-13

Street trees shall be planted and maintained by the property owner along public street frontages. As determined feasible and agreed upon by the City Engineer, the street trees shall conform to the following conditions:

A. Each street tree shall receive a minimum of 10 cubic feet of below surface volume.

B. Street trees in tree grates are allowed; however, if trees in tree grates are selected landscaped parkways must incorporate a permeable hardscape that allows water infiltration.

ENVIRONMENTAL PROTECTION STANDARDS

SDR-14

A minimum amount of outdoor living area must be provided for residents as follows:

A. Private Exterior Open Space: Private open space shall be provided on a balcony, patio, or roof terrace for at least 50 percent of all residential units, with a minimum area of 40 square feet and a minimum dimension of 4 feet in any direction. Balconies should be proportionately distributed throughout the development in relationship to floor levels and sizes of units.

B. Common Space: Residential development must provide common space either indoor or outdoor at grade, podium level, or roof level. Common indoor or outdoor open space areas shall have a minimum dimension of 15 feet, or 25 feet when bordered by three building walls exceeding a height of 15 feet and may contain active and/or passive areas and a combination of hardscape and landscape features, but a minimum of 10 percent of the common outdoor open space area(s) must be planted. Common outdoor open space may be separate spaces designed for families and/or seniors and must be accessible to residents of the project.

C. Surfacing materials: Required outdoor areas shall be surfaced with lawn, pavers, decking, or sport court paving to allow the area to be used for active or passive recreational use.

D. Amenities: Amenities, such as tables, benches, trees, shrubs, planter boxes, garden plots, pet areas, spas, fitness circuits, or pools, may be counted as common space. Common space may also be developed with amenities such as play areas, plazas, roof-top patios, picnic areas, and open recreational facilities.

SDR-15

A. All proposed development shall be required to implement the feasible mitigation measures described in the Final Environmental Impact Report for the Mount Etna Community Plan Amendment and Rezone Project, SCH No. 201891016. Mitigation implementation and timing is subject to the language in the final Mitigation Monitoring and Reporting Program (MMRP).

B. All proposed development shall submit a complete project-level Climate Action Plan (CAP) Consistency Checklist and have the checklist approved by the Development Services Director prior to the issuance of a building permit.

C. All proposed development shall prepare a project-specific waste management plan and have the plan approved by the Development Services Director prior to the issuance of a building permit.

D. All proposed development site access shall be determined to the satisfaction of the City Engineer prior to the issuance of a building permit.
Chapter 2 Land Use Element

2.7 VILLAGES

The Community Plan includes site-specific guidance for the identified Community Villages and Neighborhood Villages. In addition, the following policies are applicable to all villages as identified per Figure 2-2.

Uses
LU-67
Encourage a mix of entertainment, office, retail, residential, recreational, public, and park uses.
LU-68
Support the continuation of existing community serving retail uses.
LU-69
Encourage corporate, professional, and medical office uses to provide employment opportunities and services.

Underline LU-70
Encourage a range of housing product types, which could include rowhomes, shopkeeper units, townhomes, micro-units, and stacked flats.

LU-71
Encourage the inclusion of on-site affordable housing either as single development or as part of mixed-income development in all community and neighborhood village sites.

LU-72
Provide active ground-floor uses in buildings with frontages along internal main streets and public streets at primary entrances, major transit stops, public spaces, and parks where feasible.

LU-73
Encourage hotel/motel uses to accommodate tourists and business travelers within commercial areas.

LU-74
Encourage economic growth by utilizing available programs and initiatives that support local businesses including small-scale retail and service establishments.

LU-75
Encourage artisan and small-scale craft manufacturing businesses within commercial and industrial areas.

LU-76
Support live/work and shopkeeper units in commercial areas to allow space for arts and innovation.

LU-77
Encourage offices, hotels, and business to locate within village areas to promote these areas as live-work centers.

Site Design
LU-78
Incorporate an internal street network within villages that supports bicycling and creates a walkable scale for pedestrians where feasible.

LU-79
Design mixed-use development to integrate with an internal street network through pedestrian promenades, paseos, urban greens, and plazas that create a pedestrian environment with an active streetscape and public realm that connect to various uses.

LU-80
Allow either horizontal and/or vertical mixed-use development.

LU-81
Consider the location of auto-oriented and drive-thru uses away from entrances to prevent vehicle and pedestrian conflicts, and to maintain a building street wall.

LU-82
Encourage interesting building frontages by having portions of the building façade fronting the street.

LU-83
Orient building frontages, entrances, and windows to the public street, plazas, walkways, and activity areas.

LU-84
Preserve access, visibility, and viability of large commercial uses (such as grocery stores), particularly during interim phases of the village’s development.

LU-85
Expand the interior frontage areas of commercial buildings facing village parking areas to provide space for plazas, paseos, gathering areas, and ample pedestrian connections between stores.

LU-86
Locate loading and service areas off public rights-of-way and screen areas with masonry walls, landscaping, or architectural elements.
**Chapter 2: Land Use Element**

**Public Space and Parks**

**LU-87** Utilize colored concrete or other materials to visually delineate internal pedestrian pathways.

**LU-88** Accentuate key focal points, entrances, and corners of a development within villages and corridors with design features such as art, signs, special lighting, and accent landscaping.

**Building Transitions**

**LU-89** Provide transitions from new commercial development to adjacent residential neighborhoods using larger setbacks, graduated upper-story stepbacks, and landscaping.

**LU-90** Utilize landscaping and architectural design to create a transition between villages and surrounding neighborhoods. This could include the use of upper-story stepbacks, articulation and design elements, and placing taller buildings at the center of site.

**Public Space and Parks**

**LU-93** Incorporate public spaces such as plazas, promenades, mini-parks, and squares as focal aspects of a village to encourage public interaction, gatherings, outdoor markets, and events.

**LU-94** Create publicly accessible plazas, promenades, mini-parks, public squares, seating areas, and paseos as part of new development and the as focal aspects of villages to encourage public interactions, community gatherings, outdoor markets, and community events.

**LU-95** Enliven public spaces by locating active uses such as restaurants, outdoor dining, and other amenities on the ground floor where feasible.

**Mobility**

**LU-96** Identify the type, size, and location of a mix of parks and/or park equivalences that meet the population-based park needs of residential uses located within the village, which can include plazas, urban greens, linear parks, and other park and recreational amenities (refer to the Recreation Element).

**LU-97** Include a central green or square as a focal point for the village.

**LU-98** Create defined gateways at the key entry points to villages and enhanced access and wayfinding within a village.

**Parking**

**LU-99** Coordinate with SANDAG and MTS to implement mobility hubs and/or transit amenities at transit stops/stations serving villages in order to create a strong transit connection (refer to Mobility Element).

**LU-100** Establish strong pedestrian and bicycle connections to transit through building orientation and design of circulation within villages.

**LU-101** Provide an interconnected pedestrian circulation system that provides access from abutting development, through wide sidewalks and pathways that are landscaped with trees where feasible.

**LU-102** Provide multiple pedestrian entrances from the public right-of-way to the internal circulation system.

**LU-103** Establish pedestrian connections between residential and commercial uses through paseos and dedicated pedestrian crossings.

**LU-104** Incorporate drop-off and pick-up areas for ride sharing and shuttle services, space for scooter and bike-share storage, parking spaces dedicated to car-sharing services, and electric vehicle charging stations to improve first-last mile connections.

**LU-105** Provide multiple pedestrian paths from parking areas to stores, offices, homes, and gathering areas.

**LU-106** Encourage pedestrian activity and comfort by incorporating elements that shorten actual and perceived walking distances through architectural features, landscape features, or building-to-street design.

**LU-107** Minimize the number of curb cuts and driveway entrances for any parking and loading areas to reduce potential conflicts with pedestrians and bicyclists.

**LU-108** Utilize underground or above-ground parking structures either behind, or wrapped by buildings, rather than surface parking lots, where feasible.

**LU-109** Screen surface and structured parking from public streets, internal circulation, and public spaces with landscaping and architectural features to maintain a pedestrian-oriented environment and to avoid headlight’s projecting into adjacent buildings.

**LU-110** Encourage the use of shared structured parking serving multiple uses to efficiently meet parking needs.
Chapter 2 Land Use Element

2.8 NODES

Nodes are smaller in scale than districts and villages. They provide goods and services to the serve the neighborhood. Nodes can have residential uses along with retail-commercial in a mixed-use setting.

LU-114
Buffer commercial uses and surface parking areas with landscaping.

LU-115
Minimize or consolidate curb-cuts to promote walkability and reduce automobile and pedestrian conflicts.

LU-116
Encourage the establishment of small, locally-owned stores, provided that their uses remain compatible with surrounding neighborhoods.

LU-117
Encourage mixed-used development within nodes to include retail, office, and housing at a medium-density.

2.9 MULTI-FAMILY CORRIDORS

Multi-family corridors are linear residential areas in the community, located along transit corridors, where new infill housing opportunities can contribute to public streetscape improvements and revitalization of neighborhoods.

LU-118
Support the removal of existing curb-cuts and the utilization/creation of alley access as infill development occurs.

LU-119
Conceal and/or orient garages away from the public right-of-way to reduce their visual presence along the street.

2.10 NEIGHBORHOODS

The lower density residential neighborhoods make up most of the community located adjacent to the corridors, villages, districts, and nodes. The low-density residential areas are outlined by Clairemont’s open space canyons and hillsides.

LU-120
Encourage the development of companion units.

LU-121
Consider supporting higher density multi-family uses with transitions to residential neighborhoods along multi-family corridors with a Community Plan Amendment.

LU-122
Provide a diverse mix of higher density housing opportunities, including senior and housing for the people with disabilities, within walking distance to higher frequency transit service.

The utilization of alley access to parking areas located to the side or rear of buildings and out of view from the public right-of-way as infill development occurs, will gradually allow for the reduction of curb-cuts along the community’s main corridors.

Nodes and corridors in the community provide opportunities for infill development and work together to connect residential uses with services and amenities.
CHAPTER 3: MOBILITY

INTRODUCTION
The Community Plan envisions that the existing mobility system will evolve to allow all transportation modes to play a role in serving the travel needs of the community. The Mobility Element promotes accessible and efficient transportation improvements and technology that facilitates a balanced, well-integrated multi-modal transportation network that effectively moves people. This Element contains policies to improve the existing mobility system utilizing various modes of transportation to meet varied user needs. The planned mobility system will serve pedestrians, bicyclists, motorists, transit riders, and users of micro-mobility.

Multi-modal enhancements will be made to the existing mobility system, which include operational improvements, new connections, and retrofitting existing streets with pedestrian and bicycle facilities, quality transit amenities, and intelligent transportation systems. Taken together, the investment and implementation for such multi-modal infrastructure will advance a strategy for congestion relief, maximize connectivity within the community, and increase transportation choices to meet varied user needs. The planned mobility system will serve pedestrians, bicyclists, motorists, transit riders, and users of micro-mobility.

3.1 ACTIVE TRANSPORTATION

Active transportation refers to modes of travel that engage people in physical activity while traveling from place to place, such as walking and biking. These mobility choices are non-polluting making them environmentally beneficial. Implementation of more convenient, dedicated active transportation facilities that connect to popular activity centers will help increase walking and bicycling in the community.

WALKING

Every trip either begins or ends with walking. Most people prefer walking in places where there are sidewalks shaded with trees, interesting buildings or scenery to look at, other people, and a feeling of safety through lighting and visibility. To improve walkability in Clairemont, the Community Plan promotes a pedestrian environment and public realm where walking is an attractive, comfortable mode of transportation. Pedestrian facilities would strengthen connectivity between residential neighborhoods to schools, commercial and institutional services, parks and open space, and transit stations.

Additionally, the incorporation of pedestrian-oriented building design, pedestrian pathways, and other amenities as part of development projects will complement the public sidewalks and further encourage pedestrian activity.

BICYCLING

The development of a safe, comfortable, and well-connected bicycle network will make bicycling an attractive mode of transportation and will help meet City sustainability goals. Bicycle-related policies allow for a robust network that provides regional connectivity and local access, low-stress routes to all schools and parks in the community, and encourages commuting by bike for those that live and work in Clairemont.

INTER-AGENCY COORDINATION

The City has several partners, such as the California Department of Transportation (Caltrans), San Diego Association of Governments (SANDAG), the Metropolitan Transit Service (MTS) and San Diego Gas & Electric (SDG&E), in which they share facilities with or, whose facilities connect through the community.

The City of San Diego does not always have the authority to access, connect to or build on these facilities (i.e., freeways, rail lines and utility rights-of-ways) without coordination and permission with these partners. Therefore, coordination-related policies within this Mobility Element outline a series of active transportation facilities that are described in the Plan; however, the City does not have the full authority to implement.

MOBILITY ELEMENT GOALS

- Develop an accessible, balanced multi-modal network that creates visible travel options for people to use throughout the community.
- Embrace emerging technologies and Intelligent Transportation Systems (ITS) to improve mobility efficiency.
- Connect the regional and local transit systems to high-density and mixed-use villages, nodes, and corridors.
- Create comfortable, convenient bicycle and micro-mobility network connections to schools, parks, commercial activity areas, high-density nodes, surrounding communities, transit stations, and the regional bicycle network.
- Create a pedestrian network that extends and connects from neighborhoods to schools, parks, commercial activity areas, high-density nodes, and transit stations.
- Develop diverse bicycle and pedestrian experiences utilizing natural recreation areas and open space, as well as through repurposing of right-of-way.
- Improve connections to surrounding communities across all transportation modes.

GENERAL PLAN TOPICS

The Mobility Element policies in the General Plan and in the Community Plan provide goals and policies to promote a balanced, multi-modal transportation network that gets users where they need to go and minimizes environmental and neighborhood impacts. Related Mobility Element Topics covered in the General Plan include the following and should be referenced as applicable:

- Walkable Communities
- Transit
- Street and Freeway System
- Intelligent Transportation Systems
- Transportation Demand Management
- Bicycling
- Parking Management
- Airports
ACTIVE TRANSPORTATION (WALKING AND BICYCLING)

ME-1
Improve active transportation access to transit, parks, schools, villages and nodes, which includes providing visible, convenient, and comfortable bicycle and pedestrian connections and treatments.

ME-2
Incorporate a community-wide wayfinding signage program that guides pedestrians, bicyclists as well as motorists to mobility hubs, transit stations, parks and focused development areas within the community. The wayfinding program should also provide directions to key destinations within adjacent communities.

VISION ZERO
Vision Zero strives for “zero” fatalities and serious injuries in the roadway system. This includes bike safety and safe connections to adjacent communities.

ME-3
Encourage and assist schools in the development of a Safe Routes to Schools program.

WALKING

ME-4
Enhance pedestrian access to natural recreational areas and parks. Of particular interest, is a possible new trail connection through Tecolote Canyon south of Mount Acadia Boulevard and adjacent to the Tecolote Canyon Golf Course.

ME-5
Incorporate all pedestrian amenities required of public streets and on any development, that includes private drives that provide ingress and egress to a site, to be consistent with the City of San Diego Street Design Manual.

ME-6
Provide high visibility crosswalks, pedestrian countdown signals, and Americans with Disabilities Act (ADA) compliant ramps at all signalized intersections.

ME-7
Support street design improvements and operational measures that work towards accomplishing Vision Zero goals.

ME-8
Provide enhanced pedestrian treatments, as applicable, such as crosswalks, curb bulb-outs, lead pedestrian intervals (LPI), pedestrian hybrid beacons, pedestrian-scale lighting, landscaped buffers, etc. along corridors in Figure 3-1: Planned Pedestrian Route Types.
Chapter 3 Mobility Element

BICYCLING

ME-9
Maintain or enhance existing bicycle facilities.

ME-10
Eliminate gaps in bicycle network wherever feasible.

ME-11
Enhance safety, comfort, and accessibility for all levels of bicycle riders with improvements such as wayfinding and markings, bicycle signals, bike boxes, buffered bike lanes, protected bicycle facilities, and protected intersections, where feasible and applicable.

ME-12
Support opportunities to identify bicycle facilities, such as Bike Boulevards or enhanced bike routes, along residential and local streets within and around neighborhoods. These ancillary facilities would support the bicycle network along circulation roadways.

ME-13
Introduce traffic calming measures to improve pedestrian and bicyclist safety and comfort, and to reduce speeding and traffic diversion from arterial streets onto residential streets, local streets, and alleyways. Traffic calming measures should be implemented, as appropriate, along roadways with designated Class III Bicycle Routes and/or other roadways intended to become Bicycle Boulevards.

ME-14
Provide and support a continuous network of safe, convenient, and attractive bicycle facilities that connect Clairemont with other communities and to the regional bicycle network, with the minimum recommended classifications in Figure 3-2: Planned Bicycle Network Map (to be provided) and as roadways are resurfaced or required property becomes available.

ME-15
Coordinate with SANDAG and MTS to provide secure, accessible, well-lit, and adequate bicycle parking in mobility hubs and at planned and existing transit stops.

ME-16
Coordinate efforts with SANDAG and Caltrans to support the initiation of project study reports to evaluate the engineering feasibility of pedestrian/bicycle connections across I-5 from the Clairemont community, especially near the future Mid-Coast trolley stations, to the Pacific Beach community and Mission Bay Park. These active transportation connections could include new active transportation bridges, cantilevering existing bridges, an aerial skyway, or other means.

ME-17
Coordinate with Caltrans and SANDAG to improve active transportation mobility and access across the I-5 Freeway/SR-52 interchange, which could include a connection from the Rose Creek Path East adjacent to the Mid-Coast LOSSAN tracks in northwestern Clairemont to Rose Creek Path West in University City.

ME-18
Coordinate with Caltrans to strengthen pedestrian and bicycle access across the I-5, I-805, and SR-52 freeways to nearby communities by reducing conflicts with motor vehicles at all freeway undercrossings and overcrossings.

ME-19
Coordinate with Caltrans to retrofit and/or reconstruct freeway on- and off-ramps to improve the pedestrian and bike environments through the installation and maintenance of signs, lighting, high-visibility crosswalks, and reducing turning radii.

ME-20
Coordinate with Caltrans and SANDAG on enhancing the Clairemont Drive overpass to improve the pedestrian and bicycle environments, to provide better access to Mission Bay Park, and to facilitate the use of the Clairemont Drive Trolley Station. Consider complementary active transportation improvements on Morena Boulevard and Clairemont Drive adjacent to the overpass to improve the ease and safety of the connection. This could also include, but not limited to, “squaring-up” or reconfiguring I-5 on- and off-ramps at Clairemont Drive/East Mission Bay Drive and/or at Clairemont Drive/I-5 Northbound ramps.

ME-21
Coordinate with Caltrans and SANDAG to improve pedestrian and bicyclist mobility along the Sea World Drive/Tecolote Road bridge over I-5 to connect with existing bicycle facilities and to provide access to Fiesta Island.

ME-22
Continue to work with SDG&E and other stakeholders to identify and implement feasible options to utilize the utility easement as a north-south Class I multi-use path, potentially known as the “Greenspine,” that would become an integral part of the community’s walking and biking network.

ME-23
Coordinate with Caltrans and SANDAG to implement the regional Class I facility on the south side of SR-52.

BICYCLE BOULEVARDS

Bicycle boulevards are local roads or residential streets that have been enhanced with signs, pavement markings, speed and volume management treatments, and other traffic calming measures to facilitate safe, convenient bicycle travel. Typically bicyclists and motorists share the same travel lane without specific vehicle or bicycle lane delineation. Bike boulevard design elements heighten motorists’ awareness of bicyclists and slow vehicle traffic, which creates a more comfortable environment for bicyclists and pedestrians. Bicycle boulevards have also been referred to and branded as bike friendly streets/Corridors, bicycle priority streets, neighborhood greenways/connectors, or slow streets.
Chapter 3 Mobility Element

**BICYCLE FACILITIES - CLASS I**

Bicycle paths, also termed shared-use or multi-use paths, are paved right-of-way for exclusive use by bicyclists, pedestrians and those using non-motorized modes of travel. They are physically separated from vehicular traffic and can be constructed in roadway right-of-way or exclusive right-of-way. Bicycle paths provide critical connections in the city where roadways are absent or are not conducive to bicycle travel.

**BICYCLE FACILITIES - CLASS II**

Bicycle lanes are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive or preferential bicycle travel. Bicycle lanes are one-way facilities on either side of a roadway.

**BICYCLE FACILITIES - CLASS III**

Bicycle routes indicate travel lanes providing shared use between bicycles and motor vehicles, which are frequently demarcated with a sharrow or other marking and signage. Bicycle routes provide continuity to other Bicycle facilities or designate preferred routes through corridors with high demand.

**BICYCLE FACILITIES - CLASS IV**

Cycle tracks, also referred to as separated bikeways, provide a right-of-way designated exclusively for bicycle travel within the roadway and physically separated from vehicular traffic. Types of separation include, but are not limited to, raised islands, planters, flexible posts, or on-street parking.

*Note: Please see adjacent community plans and Bicycle Master Plan for planned classifications outside of the Clairemont Planning Area. Planned Bicycle Network map is a draft and subject to change upon completion of the feasibility technical analyses.*
3.2 TRANSIT

Transit is the most efficient way of moving the greatest amount of people from place to place. One of the primary strategies for the Community Plan is to endorse the development of a fast, flexible, reliable, and convenient transit system that connects the region’s activity centers and surrounding communities. Under this vision, transit and land use will be tightly linked, with transit stations integrated into walkable transit-oriented villages and corridors further improving transit accessibility and increasing ridership.

ME-24

Collaborate with MTS and SANDAG to develop mobility hubs at all villages to encourage transit ridership and multi-modal trips, and provide first and last-mile connections. (Figure 3-3: Planned Transit Network).

ME-25

Coordinate with MTS and SANDAG to provide Rapid Bus or Trolley stations and mobility hubs at Dianne Village, Clairemont Crossroads Village, and Community Core.

ME-26

Encourage SANDAG and MTS’ implementation of amenities that support transit ridership to the Mid-Coast trolley stations, as applicable. These could include but are not limited to providing the following:
- Bicycle share station and other micro-mobility options
- Designated car share, ride-sharing, and vehicle loading/drop-off and pick-up areas
- Dedicated parking for electric vehicles and bicycles
- Dynamic parking management
- Real-time transit traveler information
- Wayfinding program directing users between the station and the connecting bicycle and pedestrian facilities
- Unique passenger areas with seating, artwork, lighting, and landscaping, and surveillance, where appropriate

ME-27

Promote accessibility and increase opportunities to connect all modes of transportation to the trolley and villages and nodes, through connections that could include: designated transit corridors equipped with transit priority treatments, closed loop systems and local shuttles, and multi-use paths parallel to major roadways.

ME-28

Support the development of a circulator or closed loop transit service that provides connections between underserved transit areas, mobility hubs and trolley stations.

ME-29

Coordinate with MTS and SANDAG to implement transit priority measures such as transit only lanes, flexible lanes, queue-jumpers, and transit priority signal operations along current and future transit corridors, where feasible.

ME-30

Coordinate with MTS and SANDAG to increase transit infrastructure and service enhancement opportunities within Clairemont, including those identified in the adopted Regional Plan and future updates of the Regional Plan, prepared by SANDAG.

ME-31

Coordinate with public entities and private developers to ensure multi-modal accessibility and compatibility between transit operations and future development plans.

FLEXIBLE (FLEX) LANES

Designating space (i.e., general purpose lanes) along a Major Arterial roadway to be used by a combination of non-single occupancy vehicles, such as autonomous/connected vehicles, or other emerging mobility concepts.
Chapter 3 Mobility Element

Chapter 3

3.3 MOBILITY HUBS

As a tool for improving connectivity to transit and increasing transit mode share, Mobility Hubs help implement first-last mile programs. Mobility hubs provide opportunities for transportation-share programs as well as offer multi-modal support amenities, further encouraging transit use through the creation of connections from home and work to transit stops. Mobility hubs can range in size, and design and can include a mix of features, such as enhanced transit waiting areas, passenger loading zones, real time travel information, walkways, high-visibility crosswalks, bicycle parking, bikeshare, carshare, ride-hailing, on-demand rideshare, neighborhood electric vehicles, micro-transit, electric vehicle charging stations, and wayfinding.

The Community Plan identifies the Mid-Coast trolley stations, Clairemont Town Square, and other mixed-use villages, not only as key community areas, but as emerging mobility hubs that are envisioned as locations where different modes of travel converge along with employment, housing, shopping, and entertainment. This convergence makes these areas focal points for significant economic development activity and benefit the community by increasing transportation choices for residents, employees, and visitors; while decreasing dependence on automobiles, and reducing traffic congestion.

3.4 MICRO-MOBILITY

Embracing micro-mobility will help achieve a balanced, multi-modal transportation system within Clairemont and provide more options for people to travel. Micro-mobility refers to an alternative form of transportation involving use of electric scooters, bikeshare, electric pedal assisted bicycles (“e-bikes”) and is focused on short trips.

4.1 Active Transportation, 3.2 Transit, and 3.6 Parking Management.
Chapter 3 Mobility Element

3.5 STREETS AND FREEWAY SYSTEM

Streets and freeways comprise the framework of Clairemont’s transportation system and play a major role in shaping the form of the community. The quality of the roadway system affects us whether we travel by automobile, transit, bicycle, or foot, and influences which mode of travel we choose. Existing streets will be reconfigured, as appropriate and feasible, to provide bicycle, pedestrian, and transit facilities while maintaining vehicular access.

ME-34
Maintain or enhance roadway capacities for roadways identified as vehicular priority corridors.

ME-35
Provide an interconnected street network between communities to enhance mobility for all modes while providing adequate capacity and maintaining vehicle throughput on the street system.

ME-36
Incorporate balanced multi-modal street design concepts into the planning, design, retrofit, and maintenance of streets or utilize the street hierarchy where needed.

ME-37
Support the implementation of new streets and local road connections as part of future redevelopment to break up the scale of large development superblocks, to increase connectivity, to improve multi-modal mobility, and to alleviate congestion.

ME-38
Support street design improvements and operational measures that work toward implementing systemic safety actions and countermeasures this could include, but are not limited to, the following:

- A robust and accessible network of safe, convenient, and comfortable bicycle and pedestrian facilities and amenities
- Roundabouts throughout the community, where feasible and appropriate
- Traffic calming measures that reduce speeding and traffic diversion
- Roadway features that eliminate crash prone conflicts
- Protected intersections

ME-39
Consider the installation of roundabouts, in lieu of signalization where feasible and appropriate, throughout the community, to minimize conflicts, lower traffic speeds, and reduce fuel consumption, and evaluate roundabout intersection control for all new intersections.

STREET HIERARCHY

The hierarchy of street classifications contained in the General Plan and its companion community plans is intended to provide for safe and orderly traffic flow and efficient circulation. While planned street classification of the roadway network shall maintain such a hierarchy, the organization of right-of-way surface improvements for a classified roadway is contingent upon several factors including, but not limited to, safety and mobility for all users, transit performance, emergency response, freight movement, and travel delay. The configuration of surface improvements including travel lanes is determined at the time of need and be based on the best available data and analysis that addresses the aforementioned factors, to the satisfaction of the City Engineer.
3.6 INTELLIGENT TRANSPORTATION SYSTEMS

The goal of Intelligent Transportation Systems (ITS) implementation is to maximize efficiency of the transportation network, increase person throughput, reduce congestion, and provide useful information to the commuting public. Incorporating such technologies as part of infrastructure and development projects will encourage and support sustainable travel choices, allow integration of future mobility concepts, improve traffic management, and reduce travel times and collisions.

ME-40

Encourage implementation or accommodation of infrastructure for electric vehicles including vehicle charging stations as part of residential, commercial, and institutional uses, and infrastructure development projects based on future demand and changes in technology.

ME-41

Utilize ITS improvements to enhance vehicle operations on roadways, where appropriate.

ME-42

Facilitate the implementation of ITS and emerging technologies to help improve public safety, reduce collisions, minimize traffic congestion, maximize parking efficiency, manage transportation and parking demand, and improve environmental awareness and neighborhood quality.

ME-43

Evaluate for feasible and suitable ITS improvements, such as adaptive traffic signals and improved coordination technologies, and determine as part of future infrastructure and development projects.

ME-44

Prioritize ITS strategies such as dynamic message signs, transit signal priority measures, and adaptive traffic signal coordination systems to reduce congestion.

ME-45

Encourage the evaluation of infrastructure for autonomous and connected vehicles when designing the transportation right-of-way in infrastructure projects and operational improvements based on future demand and changes in technology.

ME-46

Consider, encourage, and accommodate the use of innovative transportation improvements and emerging technologies to address regional and local transportation demand in Clairemont.

ME-47

Coordinate with Caltrans to improve signal technology, systems and coordination at freeway on-/off-ramp locations.

Mobility hubs can include a mix of features, including intelligent transportation systems, along with enhanced transit waiting areas, passenger loading zones, walkways, high-visibility crosswalks, bicycle parking, electric vehicle charging stations, and wayfinding. Graphic courtesy of SANDAG.
Chapter 3 Mobility Element

3.7 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) combines marketing and incentive programs to encourage the use of a range of transportation options, including public transit, bicycling, walking, and carpooling, in order to reduce dependence on automobiles. TDM strategies are another important tool to help reduce congestion and parking demand in Clairemont.

ME-48
Work with public and private entities to encourage bicycle share, car share, and scooter share program(s) expansion, with an initial focus on transit stations and other locations where appropriate to reduce the necessity for automobile ownership and use in the community.

ME-49
Encourage employers to participate in and inform employees about TDM programs, which could include but are not limited to:
- Continued promotion of SANDAG’s Transportation Demand Management programs
- Encourage rideshare and carpool for major employers and employment centers
- Promote car/vanpool matching services
- Provide flexible schedules and telecommuting opportunities for employees

ME-50
Continue to encourage developers to incorporate additional TDM practices in new residential and commercial developments and make their residents and patrons aware of TDM programs.

3.8 PARKING MANAGEMENT

Greater management of parking spaces can help achieve mobility, environmental, and community development goals. The Community Plan proposes broad policies that are intended to form the basis for more detailed parking solutions that will be tailored to meet the needs of Clairemont and specific areas within the community.

ME-51
Support parking management strategies to maximize the efficiency of parking utilization in higher demand areas such as in the vicinity of multi-family residential or mixed-use developments.

ME-52
Encourage the implementation of parking management strategies and enforcement of existing parking regulations and restrictions to allow for more efficient use of on-street parking spaces, increase turnover and parking availability, and reduce on-street overnight parking of oversized vehicles.

ME-53
Encourage the re-purposing of on-street parking for alternative uses (i.e., active transportation, placemaking opportunities, corrals for micro-mobility, etc.), where appropriate and feasible.

ME-54
Encourage shared parking agreements and use of technology to optimize the efficiency of existing and future parking supply and to effectively meet parking demands.

ME-55
Encourage shared driveways where feasible to reduce curb cuts.

ME-56
Ensure efficient movement and delivery of goods to retail, commercial and industrial uses while minimizing congestion impacts to roadways by encouraging delivery during non-peak and non-congested traffic hours.

ME-57
Provide adequate loading spaces internal to new non-residential development to minimize vehicle loading and minimize truck storage spillover on adjacent streets.

Parking management include strategies that help achieve mobility, environmental, and economic development goals. Implementing parking management programs and strategies can increase turnover and parking availability and support the economic vitality of small businesses. The reconfiguration of on-street parking from parallel to diagonal can increase parking supply. Parking management programs and strategies can include park-once strategies, shared parking solutions, creation of parking districts, smart parking meter technology, and a community circulator.
CHAPTER 4: URBAN DESIGN

INTRODUCTION

The General Plan provides goals and policies to guide physical development toward a desired scale and character that is consistent with the social, economic, and aesthetic values of the City. The policies in the Community Plan focus on specific urban design issues as well as enhancing Clairemont’s major attributes such as its canyons, distinct neighborhoods, active commercial centers, and its connection to Mission Bay.

As the community experiences infill development and building renovations, the Community Plan encourages new development to include innovative building forms and architecture, while respecting the suburban context of the community and promoting design sensitivity to the natural environment.

The Urban Design Element provides policies that are generally intended for new commercial, industrial, multi-family, and mixed-use development. They also protect, enhance, and encourage quality design that highlights the unique features of Clairemont while recognizing that there will be changes and there is a need to respond to future urban design issues.

Implementation of these policies through development, infrastructure investment, individual action, and participation in Citywide and regional initiatives is intended to conserve natural resources, minimize per capita ecological footprints, and maintain the long-term health of the community and city.

GENERAL PLAN TOPICS

- Mixed-use and residential development along major corridors that complements Clairemont’s suburban context and includes transitions to adjacent scale of residential neighborhoods
- Building design within residential neighborhoods adjacent to canyons, that highlights a sensitivity to the natural environment
- Safe and direct pedestrian and bicycle access from Clairemont to Mission Bay
- Public view corridors that are preserved and view sheds that maintain their orientation to canyons and Mission Bay
- Gateways at community entry points that generate a sense of place with arrival and signs that promote neighborhood identity
- Development that incorporates sustainable design techniques to enhance the efficient use of natural resources and energy
- Buildings designed to contribute to safer and secure environments through pedestrian-orientation and activity
- General Urban Design
- Distinctive Neighborhoods and Residential Design
- Mixed-Use Villages and Commercial Areas
- Office and Business Park Development
- Public Spaces and Civic Architecture
- Public Art and Cultural Amenities
4.1 URBAN DESIGN FRAMEWORK

The Urban Design Framework Map (Figure 4-1) illustrates the various defining features and relationships in the community related to the built form and the natural environment.

Clairemont’s Urban Design Framework includes:

- **VILLAGES, COMMERCIAL NODES, AND CORRIDORS** that reinforce community identity with a vibrant mix of uses, goods and services, public spaces, entertainment, and a highly walkable streetscape.
- **PEDESTRIAN, BICYCLE, AND TRANSIT ROUTES** that provide access from residential neighborhoods to destinations and activity centers in the community.
- **PUBLIC VIEW CORRIDORS** to Mission Bay and viewsheds oriented towards canyons/open space.
- **COMMUNITY GATEWAYS** at key entry points that establish a sense of place and arrival with landmarks and quality architecture, unique signs, public art, landscape features, and public space.
- **MULTI-FAMILY RESIDENTIAL CORRIDORS** that transition to lower-scale neighborhoods.
- **AN INTEGRATED COMMUNITY CIRCULATION SYSTEM** that connects pedestrians, bicyclists, and transit riders to residential neighborhoods, commercial areas, and employment.
- **LINEAR PAPRS** located along the exterior of commercial centers that increase publicly accessible space, allow for recreational amenities, and promote vitality and neighborhood livability.
4.2 STREETSCAPE AND PUBLIC REALM

The public realm includes all the spaces between buildings that can be freely accessed. It encompasses all outdoor areas including roads, parks, squares, and pedestrian and bicycle routes. Through intentional design, the roadway, parkways, sidewalks, and areas immediately next to the building can create opportunities for social interaction, business activation, and an attractive pedestrian area.

Streetscape elements are all those functional and decorative elements that are placed, planted, or built within the public realm. They can include public utilities and amenities, visible elements of service infrastructure, streetlights, traffic signs and signals, street trees, street furniture, advertising signs, and decorations. Improving how buildings interface with the sidewalks and parkways, and enhancing multi-modal connectivity are the focus of this Urban Design Element.

Sidewalks can incorporate pedestrian access, gathering space, unique design, and public art. The Community Plan also envisions shared public spaces that accommodate all users while also incorporating elements of sustainability. This vision will be accomplished through a combination of design strategies including reduction in impervious surfaces and expansion and enhancement of parkways, sidewalks, and public spaces.

The network, pattern and design details for streets, sidewalks, and abutting public spaces is fundamental to the perception of the community’s urban design framework. Therefore, features and improvements within these spaces need to include urban design features as well as provide mobility functions.

**SIDEWALKS AND PEDESTRIAN ORIENTATION**

Pedestrian walkways in Clairemont provide access from residential areas to schools, commercial centers, and parks. Many of Clairemont’s earliest subdivisions include landscaped parkways with mature trees between the sidewalk and curb. These streets are attractive and provide a desirable feature in the community. Noteworthy landscaping features in the community include: eucalyptus trees and pine trees along Morena Boulevard, north of Balboa Avenue; landscaped islands in the public right-of-way along Clairemont Mesa Boulevard, west of I-805 and along Genesee Avenue south of Chateau Drive; and the eucalyptus trees and ash trees along Cowley Way between Iroquois Avenue and Dakota Drive.

**COMMUNITY GATEWAYS**

Gateways mark significant entry points into communities. The incorporation of gateway elements at key points should announce the entry into villages, nodes, corridors, and neighborhoods to alert pedestrians, bicyclists, and drivers that they have arrived to a place of importance or where there is high activity levels. Gateways in the community include:

- Balboa Avenue (east and west entrances)
- Genesee Avenue (north and south entrances)
- Clairemont Mesa Boulevard and I-805
- Regents Road and SR-52
- Clairemont Drive and I-5
- West Morena Boulevard and Tecolote Road
- Linda Vista Road and Mesa College Drive

**UD-1**

Define the edges, boundaries, and transitions between private and public space areas with landscaping, grade separations, covered patios, garden walls, gates, and paving materials.

**UD-2**

Create a strong sense of edge along streets and open spaces by incorporating a continuous row of trees, landscape buffers, and/or by providing consistent building setbacks especially along Clairemont Mesa Boulevard, Clairemont Drive, and Genesee Avenue.

**UD-9**

Incorporate neighborhood identity signs to identify Clairemont neighborhoods.

**UD-10**

Enhance the gateways into Clairemont within the community by utilizing signage, landscaping, other public improvements, iconic architecture, monuments, plazas, and public art (refer to Figure 4-1 for their location).
Viewsheds are defined by 90° to 180° angles positioned at street centerline from public vantage points and intersect with the allowable building envelope.

**PUBLIC VIEWS**

Due to the community’s sloping topography, public views (both near and far) are common. Views are particularly associated with the community’s natural scenic amenities of Mission Bay, Tecolote Canyon Natural Park, Stevenson Canyon, and Marion Bear Memorial Park (San Clemente Canyon). Views are strongly associated with the desirability, character and attractiveness of the community.

The Clairemont Mesa Height Limit Overlay Zone (CMHLOZ) provides regulations to limit the height of buildings and structures to thirty feet for the preservation of public views to Mission Bay and the Pacific Ocean from the Bay Ho and Bay Park neighborhoods. Public view corridors and viewsheds are identified in Figure 4-2.

**UD-5**

Maintain viewsheds from public vantage points.

**UD-6**

Maintain public view corridors along public rights-of-ways to Mission Bay and open space canyons.

**UD-7**

Respect required setbacks for buildings within viewsheds and buildings located along designated view corridors along public rights-of-ways.

**UD-8**

Set back tall landscape material or terrace development from the street corners of lots to maintain designated views down public rights-of-ways.
Chapter 4 Urban Design Element

4.3 URBAN GREENING

Urban greening integrates storm water management and treatment with the planting of trees and landscaping in the public right-of-way and private development areas. The application of urban greening treatments in Clairemont will support walkability, clean the air, clean storm water, cool the pavement, and calm traffic. Street trees and landscaping are vital parts of the envisioned urban character as well as the urban greening infrastructure system. The community street tree plan establishes street tree themes for primary street corridors and each corridor and village (see Figure 4-3 and Table 4-2). Bio-retention and bio-infiltration facilities in the public right-of-way supplement the storm drain system and help cleanse storm water of contaminants.

GREEN STREETS
Green streets, as identified in Table 4-1, will link people to parks, public spaces, and adjacent communities. These streets will incorporate a bicycle and pedestrian orientation, storm water improvements, canopy shade street trees, pedestrian lighting, and other pedestrian amenities. Green streets strategically placed along and near Clairemont’s vast canyon network will help protect the canyons from urban runoff. Other suitable streets may also receive green street improvements to help meet storm water pollution reduction goals and improve the community’s public realm.

Green streets require a much greater level of maintenance when compared to a typical street in order to remain effective after installation. For this reason, it is important that maintenance funding above what the City typical provides be identified. Examples of alternative maintenance funding are Maintenance Assessment Districts (MAD), Community Facilities District (CFD), Infrastructure Financing Districts (IFD), Federal and State grants, and bonds.

LANDSCAPING
Landscaping in the public right-of-way and development sites can capture and infiltrate storm water into the ground, reduce the urban heat island effect, and shade buildings from solar heat. Landscaping in parkways can also create a physical barrier between pedestrian areas and vehicular areas to increase pedestrian comfort.

Streets with enhanced landscape treatments in medians, sidewalks and other rights-of-way enhance the livability of the urban environment. The addition of trees, shrubs, and groundcovers can transform streets where people walk, shop and exercise. In addition to the aesthetic benefits, landscaping also provides environmental benefits such as increased shading, decreased urban flooding, and increased urban wildlife habitat. Urban greening often contributes to greater usage as well as a more positive association with surrounding community.

UD-9
Design green streets to incorporate improvements which could include enhanced pedestrian and bicycle facilities; canopy street trees; and storm water features that increase absorption of storm water, urban runoff, pollutants, and carbon dioxide, suitable to each green street type (See Green Streets Matrix in Table 4-1).

UD-10
Consider operational and maintenance needs for green street elements when designing improvements.

UD-11
Incorporate green street features as part of street improvements to the extent feasible.

UD-12
Explore alternative funding source for green street maintenance when designing improvements

UD-13
Explore the use of urban greening techniques within infrastructure corridors and utility easements.

UD-14
Minimize the use of impervious surfaces and surfaces that have large thermal gain to promote storm water infiltration and reduce the urban heat island effect.

UD-15
Incorporate low impact development landscaping techniques within surface parking areas, such as inverted planting strips, turf-crete, and tree wells with shade trees.

UD-16
Incorporate green features in the design of parking structures, such as cascading vines, and rooftop landscaping visible from the public right-of-way.

UD-17
Incorporate drought-tolerant and native species for landscaping in parkways, medians, other public and private spaces.

UD-18
Preserve existing mature trees in landscaping areas wherever possible, as they provide the greatest environmental benefits to the community.

UD-19
Maximize the use of landscaping to provide shade and passive cooling to buildings, outdoor recreational spaces, and paved surfaces.

The Community Plan supports green streets that include street trees, low impact development features, and enhanced connectivity.
<table>
<thead>
<tr>
<th>Green Street Typology</th>
<th>Description</th>
<th>Streets</th>
<th>Recommended Treatments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Commercial Green Streets</strong></td>
<td>These streets establish streetscape themes and include low impact development features to address stormwater treatment adjacent to commercial areas and villages. These streets provide a uniform tree palette to add definition to commercial corridors.</td>
<td>Balboa Avenue, Clairemont Mesa Boulevard, Genesee Avenue, Balboa Arms Drive, Morena Boulevard</td>
<td>Stormwater BMPs, increased urban tree canopy, double row of trees in wide right-of-ways, enhanced shrub planting, increased tree planter planting area (minimum 40 S.F.)</td>
</tr>
<tr>
<td><strong>Neighborhood Green Streets</strong></td>
<td>These streets focus on increasing the urban tree canopy and stormwater treatment within residential neighborhoods and creating accessible and attractive pedestrian and/or bicycle connections between villages and neighborhoods</td>
<td>Clairemont Drive, Morena Boulevard, Genesee Avenue, Conrad Avenue, Limerick Avenue, Mount Acadia Boulevard</td>
<td>Stormwater BMPs, increased urban tree canopy, double row of trees in wide right-of-ways, enhanced shrub planting, increased tree planter planting area (minimum 40 S.F.)</td>
</tr>
<tr>
<td><strong>Enhanced Landscape Streets</strong></td>
<td>These streets can support enhanced landscape treatments such as additional street trees and parkway planting. Due to their grade or limited right-of-way, these streets are not suitable for stormwater treatment.</td>
<td>Santa Fe Street, Jutland Drive, Genesee Avenue, Balboa Avenue, Moraga Avenue, Clairemont Drive</td>
<td>Increased urban tree canopy, double row of trees in wide right-of-ways, enhanced shrub planting, increased tree planter planting area (minimum 40 S.F.)</td>
</tr>
</tbody>
</table>
The existing canopy coverage in Clairemont is a mixture of existing successfully maintained, mature landscaping, as well as a lack of adequate landscaping in the older established residential neighborhoods and commercial areas, which provide opportunities for increasing the tree canopy volume in the community.

Central to implementing the Urban Design Element is creating and implementing a cohesive landscaping and tree planting plan for the public realm. Since the public right-of-way is within the jurisdiction of the City, the main focus is on the street right-of-way where a significant amount of landscaping and tree planting can occur and where the public interfaces with the community on a daily basis. Many of the street tree recommendations in this element factor into account that the street right-of-way and the building setbacks create an opportunity to plant trees appropriate for its location as well as larger tree specimens when space is available.

This section establishes a hierarchy of street tree species based on their size and function. The urban forestry policies are to be used in conjunction with Table 4-2: Street Tree Selection Guide and Figure 4-3: Recommended Street Trees, which provide tree species by street location. All other areas of the community should utilize the City of San Diego Street Tree Selection matrices to select species based on available planting widths and add tree species that already exist in the area.

UD-20
Incorporate street trees consistent with the street palette in Figure 4-3 Recommended Street Trees to create strong, recognizable themes along major streets.

UD-21
Retain mature and healthy street trees when feasible. Encourage the utilization of current techniques for saving mature trees, which include re-pouring concrete sidewalks and retrofitting pavement around trees.

UD-22
Utilize street trees to establish a linkage between blocks and to frame public views.

UD-23
Maximize tree survivability and shade canopy by planting the tree species with the largest canopy at maturity that are appropriate for the street size, existing infrastructure, community needs, and environmental limitations.

UD-24
Space trees consistently at an equal interval to provide rhythm, continuity, as unifying an element in the public right-of-way.
A. Plant trees parallel to each other across the street.
B. Plant street trees 20 to 25 feet on center along a street frontage.

UD-25
Maximize growth space by increasing tree well and parkway sizes and soil volumes using suspended pavements or structural soils.

UD-26
Select trees commensurate with the width of the street and the spacing for tree plantings along all major arterial and collector streets.

UD-27
Utilize structural soils (as opposed to compacted) and deep tree well pits with corner subsurface drainage options instead of low permeable soil types typical of Clairemont. Open planters with shrubs and groundcover, in addition to tree grates, should also be used.

UD-28
Maximize opportunities to plant more street trees as part of the Citywide effort to implement green infrastructure.

UD-29
Maintain public view corridors along public rights-of-way to Mission Bay and open space canyons.

UD-30
Respect required setbacks for buildings within viewsheds and buildings located along designated view corridors along public rights-of-way.

UD-31
Set back tall landscape material or terrace development from the street corners of lots to maintain designated views down public rights-of-way.

UD-32
Utilize street tree landscaping as an organizing element in the community to frame views and to create a strong sense of place.
A. Incorporate the same type of trees on both sides of the street.
B. Provide a row of broad canopy trees, where feasible, to provide shade and a pedestrian-oriented environment for walking along a commercial, industrial, or residential streets.

UD-33
Plant street medians either with the same tree as along the perimeter of the street, or with a direct contrast for a complementary design.

UD-34
Select carbon-capturing trees for climate resiliency. Large specimen broad canopy trees have the highest capacity to capture GHG emissions.
Chapter 4 Urban Design Element

FIGURE 4-3: RECOMMENDED STREET TREES

TABLE 4-2: STREET TREE SELECTION GUIDE

<table>
<thead>
<tr>
<th>Street Tree Category</th>
<th>Botanical Name</th>
<th>Common Name</th>
<th>Tree Spacing</th>
</tr>
</thead>
<tbody>
<tr>
<td>BALBOA AVENUE</td>
<td>Primary</td>
<td>Plantanus Racemose</td>
<td>California Sycamore</td>
</tr>
<tr>
<td></td>
<td>Median *</td>
<td>Ficus Microcarpa Nitida</td>
<td>Picas</td>
</tr>
<tr>
<td>CLAIREMONT DRIVE</td>
<td>Primary</td>
<td>Ficus Microcarpa Nitida</td>
<td>California Sycamore</td>
</tr>
<tr>
<td></td>
<td>Median *</td>
<td>Plantanus Racemose</td>
<td>Zelkova</td>
</tr>
<tr>
<td>CLAIREMONT MESA BOULEVARD</td>
<td>Primary</td>
<td>Metrosideros Excelsa</td>
<td>New Zealand Christmas Tree</td>
</tr>
<tr>
<td></td>
<td>Median *</td>
<td>Ficus Microcarpa Nitida</td>
<td>Zelkova</td>
</tr>
<tr>
<td>GENESEE AVENUE</td>
<td>Primary</td>
<td>Eucalyptus Citriodora</td>
<td>California Sycamore</td>
</tr>
<tr>
<td></td>
<td>Median *</td>
<td>Cinnamomum Campher</td>
<td>Campher</td>
</tr>
<tr>
<td>MORENA BOULEVARD</td>
<td>Primary</td>
<td>Corymbia Ficifolia</td>
<td>Eucalyptus - Red Flowering Gum</td>
</tr>
<tr>
<td></td>
<td>Median *</td>
<td>Cinnamomum Campher</td>
<td>Campher</td>
</tr>
<tr>
<td>REGENTS ROAD</td>
<td>Primary</td>
<td>Fraxinus Velutina</td>
<td>Evergreen Ash</td>
</tr>
<tr>
<td></td>
<td>Median *</td>
<td>Fraxinus Velutina</td>
<td>Evergreen Ash</td>
</tr>
</tbody>
</table>

* Street trees included in the Median category should be planted if applicable.

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4.5 CANYONS AND OPEN SPACE INTERFACE

Clairemont’s identity is deeply rooted in natural features, including canyons and open spaces. Not only do these areas provide for recreation, but they provide visual relief and are an integral part of the residential neighborhoods. To preserve and enhance the natural context of the canyons, building design will need a sensitive approach that highlights and responds to the unique canyon environment of the community.

UD-35
Step development down with canyon and hillside landforms to maximize view opportunities and allow for decks and patios.

UD-36
Provide varied rooflines that follow the slope of the site for sites near canyons and slopes

UD-37
Encourage a diversity of roof forms to emphasize the character of the adjacent hillsides.

UD-38
Design new development near canyons and slopes to adapt to the topography of the site, wherever possible, and complement the natural landscape, canyons and hillsides of the community, with stepped building forms, multi-level landscapes and structures, and minimal use of retaining walls and extensive site grading.

UD-39
Support the vacation of street rights-of-way if the right-of-way could not provide mobility access including for pedestrian and bicycles or serves as a view corridor.

UD-40
Provide setbacks between buildings as they step with the slope, in order to offer visual relief and create the appearance of development that is integrated into the landscape.

UD-41
Maintain the following streets for access into Tecolote Canyon Natural Park:
- South end of Mount Culebra Avenue (dedicated street)
- South end of Mount Bagot Avenue (street reservation)
- West end of Mount Ashmun Drive (dedicated street)
- West end of Mount Ariane Drive (dedicated street)
- South end of Mount Carol Drive (dedicated street)
- North end of Goldboro Street (dedicated street)

UD-42
Design buildings along the canyon edge to conform to the hillside topography and limit encroachment.
A. Cluster development on level and less sensitive surfaces of site.
B. Provide a stepped foundation down the slope, to accommodate a reasonable building size for lots with limited flat area.
C. Grading should be minimized by using building types, such as houses on stilts, which avoid the typical grading of slab/construction and have limited environmental impact.
D. Incorporate landscape screening.
E. Design roof pitches to mimic the slope.
F. Align vehicle access and other improvements to conform to existing slopes and minimize grading.

UD-43
Locate structures within the least visually prominent portion of a lot and/or away from the edge of designated open space, when all or a portion of a property is within privately-owned, designated open space.
4.6 SUSTAINABLE BUILDING DESIGN

Sustainable building design is an essential element to reduce energy and resource consumption. The Climate Action Plan identifies strategies and actions to meet specific citywide greenhouse gas reduction targets including strategies related to building and site design. To improve sustainability, building retrofits and new construction will need to utilize environmentally conscious building practices and materials, increase energy and water efficiency, increase on-site energy generation, reduce waste generation, and support active modes of transportation in addition to automobiles. See also policies contained in the Conservation Element related to sustainable development and natural resource conservation, as well as the Historic Preservation Element.

UD-44
Incorporate features that provide shade, passive cooling, and reduce daytime heat gain.
A. Incorporate architectural treatments such as eaves, awnings, canopies, trellises, or cornice treatments at entrances and windows.
B. Shade exposed south- and west-facing façades using shrubs and vines.

UD-45
Incorporate green and vegetated roof systems along with gardens to help reduce solar heat gain.

UD-46
Incorporate white or reflective paint on rooftops and light paving materials to reflect heat away from buildings and reduce the need for mechanical cooling.

UD-47
Incorporate elements to reduce the use of non-renewable energy such as small low-impact wind turbines or photovoltaic panels on flat roofs that are discretely located to limit visibility from the street or glare to adjacent properties.

UD-48
Incorporate sustainable landscape treatments such as drought-tolerant, and climate-appropriate plant species, planting materials, and light-colored paving materials.

UD-49
Orient buildings to minimize the extent of west-facing façades and openings.

UD-50
Use internal courtyards to trap cool air.

UD-51
Utilize decorative vertical shading and fins on east- and west-facing building façades as integrated design features with a sustainable benefit.

UD-52
Design buildings to allow for cross-ventilation and minimize solar heat gain.
A. Provide vents or windows with low openings on west-facing façades to capture cooler breezes into a building.
B. Provide vents or clerestory windows on east-facing façades to naturally allow warmer air that collects near ceilings to escape.

UD-53
Provide groundcover plantings to keep ground surfaces cooler near building façades particularly in place of concrete and other reflective surfaces.

UD-54
Encourage building design and site planning that maximizes access to natural daylight and prevailing breezes, for increased cross-ventilation, to reduce the need for mechanical air conditioning, and to enhance the functionality of ceiling fans.

UD-55
Encourage all new construction and renovation/rehab to meet the highest possible standard of green building practices in the construction industry, including design features that reduce building energy consumption, provide for a superior quality of living environment, support transit-oriented development, and reduce greenhouse gas emissions.

UD-56
Provide adequate, accessible, and conveniently located bicycle and scooter parking and storage within the development, while giving consideration to pedestrian safety.

UD-57
Incorporate building features that allow natural ventilation, maximize day light, reduce water consumption, and minimize solar heat gain.

UD-58
Minimize impervious surfaces that have large thermal gain.

UD-59
Encourage recycled, rapidly renewable, and locally-sourced materials that reduce impacts related to materials extraction, processing, and transportation.

UD-60
Incorporate inset windows with well-designed trims and details that provide shading and reduce solar heat gain.
4.7 BUILDING AND SITE DESIGN

The Community Plan acknowledges the need for balance and compatibility in design between existing development and new buildings. The policies promote transitions between new and older buildings, provide strong visual design relationships with adjacent development.

**Bulk and Scale**

**UD-61**
Incorporate architectural elements, such as bay windows, porches, projecting eaves, awnings, and similar elements for pedestrian scale and articulation.

**UD-62**
Consider the use of design elements, such as recessed windows, pop-outs, bay windows, decorative trim, and other treatments to add visual interest to the facade.

**UD-63**
Provide transitions in building height when abutting areas designated for lower density residential neighborhoods, by providing upper story step backs, landscaped buffers, and sloping roofs.

**UD-64**
Incorporate elements such as recessed windows, decorative panels, color accents, offsets, and framed openings to reduce their visual bulk and scale.

**UD-65**
Establish a pattern of building massing and forms to help reduce the visual bulk of the development.

**Entrances**

**UD-66**
Provide direct, convenient access from ground level units to streets, paseos, and communal areas.

**UD-67**
Encourage the accentuation of building entrances, corners, and gateways with architectural treatments, which can include pronounced building forms, additional building height, enhanced window treatments or projections (such as awnings, trellises, parapets, and roof overhangs).

**Landscaping and Screening**

**UD-68**
Screen and conceal the majority of the rooftop mechanical equipment from view through architectural elements and landscaping.

**UD-69**
Enhance the corners of buildings with accent landscaping (such as larger specimen plants/trees, colorful plants, or flowering plants).

**UD-70**
Buffer parking areas from the street with planting, while allowing for surveillance through use of low shrubs and ground covers.

**Orientation**

**UD-71**
Orient buildings to maximize access to daylight, prevailing breezes, and views.

**UD-72**
Orient buildings to relate to streets, paseos, canyons and common open space amenities and generally create an attractive frontage.

**UD-73**
Shape on-site public spaces and common areas through building design, placement, and form so they create well-defined spaces and common areas. For example, buildings can be clustered around courtyards, greenways, paseos, and plazas.
Roofline

UD-74

Vary building rooflines within the overall horizontal plane of the building.
A. Incorporate breaks in rooflines, using architectural features such as private rooftop space, dormers, roof pitches and varied parapets.
B. Incorporate combinations of roof heights that create variation and visual interest.

Materials

UD-75

Provide a unified and consistent use of building materials, textures, and colors for all community facilities, site structures, accessory buildings, and other structures in a development.

UD-76

Avoid highly-reflective glazing and finishes such as mirrored glass, where feasible.

Safety

UD-77

Design common spaces and entryways to be visible from the street, allowing clear vision by neighbors and law enforcement officers.

UD-78

Position windows and primary doors to allow residents to have visible sight lines or “eyes on the street” for natural surveillance, especially related to parking areas, streets, entrances to dwellings, paseos, parks, and public spaces.

UD-79

Locate sidewalks and paths between parking areas and residences, and between the street and residences to allow natural surveillance over the entire path.

UD-80

Provide night lighting along walkways, streets, and at parking lots by using fixtures that will shape and deflect light into a layer close to the ground. This will place light where it is needed most and reduce interference with windows.
CHAPTER 5: PUBLIC FACILITIES, SERVICES, & SAFETY

INTRODUCTION

The Public Facilities, Services, and Safety Element addresses the provision of public facilities and services, as well as health and safety issues affecting the Clairemont community. Additional discussion and policies related to public facilities and services can also be found in the Land Use and Recreation Elements of this Community Plan.

5.1 PUBLIC, SEMI-PUBLIC, AND COMMUNITY FACILITIES AND SERVICES

A framework of public facilities and services is an essential component of a vibrant community. Parks, public spaces, and schools are vital to support a growing population, and police, and fire-rescue services and facilities are essential for public safety. Other public facilities and services also exist in the community and are provided by other government agencies.

Generally, the City does not have land use jurisdiction over land with institutional uses owned by other government agencies. However, the Community Plan policies provide guidance for public agencies when considering new and enhanced institutional facilities, such as the San Diego Public Library Master Plan. When a government agency decides to close or relocate a facility, alternative land use and proposed non-institutional uses are subject to the City's land use jurisdiction.

POLICE AND FIRE-RESCUE

The public facilities serving Clairemont, as identified in Table 5-1 and Figure 5-1, are sufficient to meet the community's police, and fire-rescue service needs and will continue to be evaluated as conditions and demands change. The Urban Design Element provides direction for the design of buildings and public spaces that can help deter unlawful behavior. While building design measures can reduce the demands on emergency service providers and help to make the community safer, they will not reduce the need for adequate police, fire, and rescue service capabilities.

The potential for fire hazards is primarily concentrated within and around the community's undeveloped hillside and canyons spacing, which include portions of Tecolote Canyon and San Clemente Canyon. Fire engines in each station are outfitted with wildland equipment to effectively fight brush fires. Additionally, the ability to respond to these fire emergencies depends in part on being able to draw from both local resources within the community as well as those in neighboring communities. The City of San Diego has 11 brush fire apparatus throughout the city, with the closest one located approximately 2 miles from Clairemont located at Fire Station 35 in the University community. Additionally, two firefighting helicopters are available at Montgomery Field for any brush fire responses. Emergency responses are also supplemented by ambulance service that is contracted separately by the City. Over the life of the Community Plan, the Fire-Rescue Department will continue to evaluate potential upgrades, expansions, and new facilities to maintain adequate service to the community.

PUBLIC FACILITIES, SERVICES, & SAFETY ELEMENT GOALS

- Provision of public facilities to serve the residents and employees of Clairemont.
- Diversity of semi-public facilities to support the community.
- Provision of maintenance, landscaping, and lighting to serve the residents and employees of Clairemont.
- Integration of health care facilities near transit that provide a range of services to Clairemont and adjacent communities.
- Creation of a safe and livable environment by ensuring new development reduces and avoids risks posed by geologic, seismic, and hazardous materials conditions.

GENERAL PLAN TOPICS

The Public Facilities, Services, and Safety Element policies in the General Plan and in the Community Plan provide a framework to provide public facilities and services needed to serve the existing population and new growth. Related Public Facilities Element Topics covered in the General Plan include the following and should be referenced as applicable:

- Public Facilities Financing
- Public Facilities and Services Prioritization
- Evaluation of Growth, Facilities, and Services
- Police and Fire-Rescue
- Wastewater and Waste Management
- Storm Water and Water Infrastructure
- Libraries and Information Infrastructure
- Public Utilities
- Healthcare Services and Facilities
- Disaster Preparedness and Seismic Safety
Public facilities, such as Station 25 shown above, serve a variety of community needs, including providing police, and fire-rescue services.

**PF-1**
Support a close relationship between community alert groups, Neighborhood Watch Programs, and the Police Department to increase awareness of community policing concerns.

**PF-2**
Maintain and evaluate the need for additional police services such as Community Service Officer programs and police storefronts in mixed-use villages.

**PF-3**
Modernize and/or replace facilities and equipment to meet the needs of a growing community and as firefighting and police technology improves.

**PF-4**
Maintain and evaluate sufficient fire-rescue services to serve the Clairemont community, particularly in areas adjacent to open space canyons and hillsides.

A. Support and/or replace facilities and equipment to meet current needs

B. Provide routine brush management within the City-owned open space.

C. Provide education and information to the community regarding fire prevention techniques and routine brush management through the establishment of Fire Safe Councils or other community-based organizations that promote fire preparedness, protection, and prevention.

**PF-5**
Identify and pursue funding to support the development and regular upgrading/expansion of the stations, as necessary, to adequately respond to fires and emergencies.

**EDUCATION FACILITIES**
San Diego Unified School District provides public education services for the community, as shown in Table 5-1 ad Figure 5-1. Charter, magnet, and private schools are also located in the community and serve students from pre-kindergarten to twelfth grade.

The San Diego Unified School District can address any future educational demands through various means such as limiting non-resident enrollment, reopening school facilities that are not being used for other purposes and utilizing portable facilities. Public schools may have the opportunity to be retrofitted and expanded with a second story to make efficient use of land, increase classroom space, and maintain outdoor play areas. The Recreation Element addresses the potential for enhancing the court and field areas at public schools as a joint use recreational facility for the community during non-school hours.

The San Diego Community College District operates Mesa College. The College opened in 1964 and has become the largest community college within the city. It provides courses in general education, lower-division transfer programs, occupational and developmental education. Since its opening, most of the buildings have been renovated or rebuilt.

Planning for future improvements and new facilities on the Mesa College Campus is directed by Mesa College Facilities Master Plan Study and implementation program, which is prepared by the San Diego Community College District.

**PF-6**
Coordinate with the San Diego Unified School District to explore options for the provision of pre-kindergarten to twelfth grade educational facilities.

**PF-7**
Encourage the efficient use of land at San Diego Unified School District schools by increasing the number of classrooms, while still maintaining outdoor playground and field areas.

**PF-8**
Ensure that new, expanded or portable buildings, and public or semi-public uses on designated institutional land are compatible with the surrounding land uses and are set back from residential uses.

**PF-9**
Support adult education and continuation classes during after school hours to provide educational opportunities for residents.
The public facilities serving Clairemont, as identified in Table 5-1 and Figure 5-1, are sufficient to meet the community needs for police, and fire-rescue services, and will continue to be evaluated as conditions and demands change.

### TABLE 5-1: COMMUNITY-SERVING FACILITIES

#### POLICE
- Northern Division Station (University)
- Western Division Station (Linda Vista)

#### FIRE AND RESCUE
- Fire Station No. 25
- Fire Station No. 27
- Fire Station No. 36
- Fire Station No. 23 (Linda Vista)
- Fire Station No. 28 (Kearny Mesa)

#### LIBRARIES
- Balboa Branch
- North Clairemont Mesa Branch
- Clairemont Branch

#### PUBLIC SCHOOLS

**ELEMENTARY SCHOOLS**
- Alcott
- Lafayette
- Bay Park
- Lindbergh/Schweitzer
- Cadman
- Ross

**MIDDLE SCHOOLS**
- Creative, Performing, and Media Arts
- Marston
- Innovation
- Longfellow

**HIGH SCHOOLS**
- Clairemont
- High Tech High
- Madison

**COLLEGE**
- Mesa Community College
LIBRARY FACILITIES

Three public branch libraries serve the Clairemont community which include: the Balboa Branch located at Mt. Abernathy Avenue; the Clairemont Branch located on Burgener Boulevard; and the North Clairemont Branch located on Clairemont Drive. Built between 1958 and 1971, these libraries were traditionally a source for books, periodicals, and research. These facilities face the demands of providing a wide array of community services and access to education, employment opportunities, and community information. The Library Master Plan will provide a long-range vision and strategy for the modernization and investment of the City library system, addressing the need for community meeting rooms, modern information technology, and activity spaces as well as needed building repairs and upgrades.

PF-10
Seek community input and participation in all future decisions concerning the development or expansion of library facilities serving the community.

PF-11
Support the extension of hours and activities, expansion of book and periodical collections, and hiring of additional staff as necessary to provide adequate access to a full range of published materials and library programs.

PF-12
Support the expansion of existing library facilities to meet future demand which should address the following needs: technology, building upgrades, storage, office space, and include the incorporation, expansion, and reconfiguration of community meeting room space.

PF-13
Expand and renovate the Balboa, Clairemont, and North Clairemont Branch libraries to meet the needs of the community as part of the Citywide Library Master Plan.

INSTITUTIONAL AND SEMI-PUBLIC FACILITIES

Semi-public facilities which are not owned or operated by a public agency, include places of worship, child care facilities, senior centers, and space for community and civic organization meetings. As Clairemont evolves, community spaces will contribute to the vitality and livability of the community when designed to enhance the public realm and support pedestrian activity and transit use.

PF-14
Consider alternative land uses for institutional uses that close or relocate.

PF-15
Encourage community facilities that accommodate a full range of programs to serve residents and cultivate civic involvement.

PF-16
Encourage the siting of public-serving facilities in accessible locations throughout the community to enhance the public realm and support pedestrian activity and transit use; ideal locations include ones that are within mixed-use buildings or commercial centers, near schools, and/or in close proximity to major transit stops.

PF-17
Encourage new commercial and mixed-use developments to incorporate public meeting spaces for civic engagement.

PF-18
Pursue opportunities for community meeting rooms in local libraries or co-location opportunities with other community-serving facilities such as schools, recreation centers, and/or parks, where appropriate.

PF-19
Work with the San Diego Unified School District to maintain school sites for a public-serving purposes such as a park or community/recreation center, when they are considered for reuse and no longer serve to function as educational centers.

5.2 PUBLIC UTILITIES

The City provides water and sewer utility services. The City and SDG&E have a joint program to remove overhead utility wires and place them underground. Distribution lines will continue to be undergrounded within the community. The undergrounding of transmission lines which route electricity from power plants to local power sub stations can be evaluated on a case-by-case basis. The City provides street lighting which provides safety and security for pedestrians, vehicles, and property at night.

PF-20
Support the continued undergrounding of overhead utility and distribution lines within residential neighborhoods.

PF-21
Work with SDG&E to underground transmission lines where technically and economically feasible.

5.3 HEALTH SERVICES

Health care facilities within the Clairemont community that provide a range of services will help to reduce the need to travel outside of the community for essential care. Medical care facilities with clinics and urgent care services within Clairemont could be beneficial for regular health care and accessibility purposes for community residents and employees as well as those living and working in adjacent communities.

PF-22
Encourage health care facilities within commercial centers and near major transit stops that provide a range of services to meet the needs of residents and employees, such as an urgent care facilities and clinics.
5.4 SAFETY

Reducing or avoiding risks associated with seismic and geological hazards and hazardous materials will promote health and safety. Figure 5-1 illustrates the community’s geological and seismic conditions. For airport land use compatibility and noise compatibility, see the Land Use and Noise Elements respectively.

SEISMIC AND GEOLOGIC HAZARDS

The westernmost portion of the community is underlain by active and potentially active faults within the Rose Canyon fault zone, which has created most of the major land forms in the Clairemont vicinity, such as Mount Soledad through uplift on the fault and San Diego through down warping. To address seismic hazards, building codes require structures to be constructed to withstand ground shaking and displacement, liquefaction, settlement/subsidence, and soil lurching.

In addition to geologic faults, Figure 5-2 shows that Clairemont’s predominant relative Geologic risk areas range from Nominal to Low and Low to Moderate risk. Geologic hazards that could affect Clairemont include ground motion, ground rupture, liquefaction, seismically induced settlement, slope instability, subsidence, expansive and corrosive soils, impermeable soils, shallow groundwater, and flooding. These hazards can be mitigated through administrative controls (e.g., avoiding building in hazard-prone areas) and/or engineering improvements (e.g., ground improvement, ground restraints, or appropriate structure foundation).

Specific land use studies for future projects in Clairemont will continue to include consideration of seismic and other geologic hazards, which are required by State law to be disclosed in environmental documents. Also, site-specific and hazard-specific geotechnical investigations would be required to evaluate the appropriate mitigation measure or combination of measures.

DEVELOPMENT REGULATIONS RELATED TO HEALTH AND SAFETY

Seismic: The City requires a geologic study for proposed developments in earthquake zones (extending 200-500 feet on both sides of known potentially or recently active fault traces). The State prohibits the construction of buildings for human occupancy across active fault traces or within 50 feet on either side, unless geological investigation proves there are no traces present.

Hazardous Materials: The City requires documentation of on-site hazardous materials, addressing site and building conditions, as part of the development review process for properties that have operated with industrial or heavy commercial uses. Site remediation, when required as part of the project approval based on the proposed use and the property’s condition, will reduce issues associated with potential ground contamination for new residential uses and other uses considered sensitive receptors. Conditions for site remediation will take into consideration the type of pollutants.

HAZARDOUS MATERIALS

New development could encounter isolated soil and/or water contamination on properties with past uses that include, but are not limited to: industrial, manufacturing, or related commercial uses, gas stations, dry cleaners, auto repair facilities, or fuel tanks.

PF-23
Consider the incorporation of passive public space and landscaped areas as part of development projects where active faults preclude the construction of new buildings.

PF-24
Seek State and Federal funding, incentives, and other assistance for hazardous materials site remediation.
CHAPTER 6: RECREATION

INTRODUCTION

The Community Plan Recreation Element works with the General Plan to provide a vision and strategy to meet the park needs of Clairemont. This is accomplished through goals and policies that guide the development of parks, identifying opportunities for additional parks, and expanding the recreational value of existing facilities and parks. Development within Clairemont around a vast canyon network and the Community Plan vision for the development of mixed-use village centers will be fundamental in enhancing the local parks and recreation system. The canyon system already offers natural recreational opportunities, and the village areas will provide opportunities for the introduction of public spaces and recreation into the urban fabric.

The recreation facilities envisioned for Clairemont will help to define the village areas and provide opportunities for exercise, social interaction, community events, and active transportation choices. The Community Plan envisions a combination of enhancing existing park areas and adding new parks and recreational facilities. A system of linear parks is planned to offer people places to walk, bike, jog, and play. A combination of urban pathways will provide efficient, accessible, and enjoyable ways to travel to destinations in the community and beyond. These connections are also envisioned to provide recreation through mobility. Together, these areas are planned to provide an inviting pedestrian environment while simultaneously addressing the recreational needs in the community.

RECREATION ELEMENT GOALS

- An equitable system of parks and recreation facilities that serve the needs and abilities of all people.
- Parks and recreation facilities that help meet standards outlined in the General Plan and draft Parks Master Plan.
- Access to community and regional recreational opportunities through a system of pedestrian paths, bikeways, and public transportation.
- A sustainable park and recreation system that meets the needs of residents by using “green” technology and sustainable practices.
- Preservation and protection of the natural resources that serve as parks.
- Parks that reflect the unique qualities of their settings.

PARKS MASTER PLAN

The City is in the process of developing a Citywide Parks Master Plan to guide future park planning and ensure parks are built where they are needed the most, allowing everyone equal access to high-quality parks throughout the City. The Parks Master Plan proposes to replace the General Plan Park standard with a Recreational Value-Based Park standard, which establishes a point value to represent recreational opportunities within parks. As an outcome-based measure, recreational value emphasizes the activities and experiences available to residents rather than a sole focus on the size of a park in each area or pressuring acreage. The standard recognizes the value of parks appropriate for diverse communities, from ballfields to pocket parks.

Acquiring land remains an important tool for expanding recreational value. There remains a critical need for the City to continue to purchase land as it becomes available. When land is not available however, this standard allows a community to expand the usefulness of its parks and existing public spaces by upgrading and investing in existing parks to expand the reach of a space to serve residents.

GENERAL PLAN TOPICS

The Recreation Element policies of the General Plan and Community Plan provide a framework to guide the vision and goals for park and recreation facilities citywide and within individual communities. Related Recreation Element Topics covered in the General Plan include the following and should be referenced as applicable:

- Park and Recreation Guidelines
- Recreational Opportunities
- Equity
- Accessibility
- Preservation of existing parks; open space; citywide recreation programs; and natural, cultural, and historic resources that serve as recreation facilities
- Joint-Use and Cooperative Partnerships
- Open Space Land and Parks

The Community Plan strategy provides for a mix of recreational uses and facilities that meet the needs of residents and employees, to include neighborhood parks, pocket parks, mini-parks, linear parks, and plazas.
6.1 VISION AND STRATEGY

The Recreation Element plans for the recreational needs of the community through a system of parks and recreational facilities that provide opportunities for social interaction, spaces for passive and active recreation, and contributes to a healthy community. Within Clairemont, this system of parks also reinforces multi-modal connectivity both in and outside of the community.

To address the anticipated park needs for the community, a system of proposed parks and park improvements are planned within the existing network of parks and recreational facilities, as shown in Figure 6-1. Additional urban park amenities such as plazas, linear parks and promenades, and other public spaces will be located in village centers to supplement the system of parks and public spaces in the community and promote pedestrian activity.

The parks system is closely linked to the Community Plan pedestrian and bicycle networks (see Figures 4-1 and 4-2 in the Mobility Element). The combination of facilities promotes healthy communities, encourages both recreation and active transportation throughout the community, and offers options for walking and/ or biking as a preferred mode of travel. For discussions on connectivity to parks and open space, see Mobility Element policies related to transit, bicycle, and pedestrian travel.

RELATIONSHIP TO CONSERVATION ELEMENT

The Recreation Element polices are also in harmony with policies in the Conservation Element, including those addressing open space protection and preservation policies, as well as storm water retention and infiltration policies. Open space parks within the community provide protection to natural habitat and species while allowing for trail access. The natural hillsides and canyons within Clairemont provide opportunities for natural storm water retention and/or infiltration as an alternative to storm water infrastructure. See the Conservation Element for storm water management policies.

6.2 PARKS IN VILLAGES

MINI-PARKS, PLAZAS, AND PROMENADES

Mini-parks and plazas within villages can serve as community recreational focal points while pedestrian promenades and linear parks can strengthen walking and biking connections within and outside of villages to emphasize and form an interconnected park network. The recreational value of the existing park system can be further enhanced, especially if mini-parks and plazas are designed to include special uses such as off-leash dog areas, community gardens, exercise stations, cultural/ educational elements, or picnic areas to accommodate more users and enhance recreational value.
Chapter 6    Recreation Element

Population-Based Parks
- A minimum of 2.8 usable park acres per 1,000 residents.
- Based on this standard, a total household population of 80,000 residents results in a need for 225 acres of population-based parks to meet existing General Plan standards.
- In 2021, Clairemont is below the existing standard; 81 acres of additional parkland are needed to meet the existing standard.

Recreation Center
- A minimum of 17,000 square feet per recreation center to serve a population of 25,000.
- A total household population of 80,000 residents results in the need for approximately 35,000 square feet of recreation center space to meet existing General Plan standards.
- In 2021, Clairemont is below the standard; approximately 36,000 square feet of additional recreation center space is needed to meet the existing standard.

Aquatic Complex
- An aquatic complex serves a population of 50,000.
- A total household population of 80,000 residents results in the need for approximately 1.6 aquatic complexes to meet existing General Plan standards.
- In 2021, Clairemont is below the standard; 0.60 aquatic complexes are needed to meet the existing standard.

6.3 PARK DEVELOPMENT, PRESERVATION, AND ACCESS

EXISTING AND PROJECTED POPULATION-BASED PARKS AND RECREATION FACILITIES

The projected population for Clairemont is estimated to grow to more than 103,000 people. Additional parks, trails, recreation centers, and aquatic complexes will be needed for the increased population, as detailed in Table 6-1.

Citywide park standards are identified in the General Plan Recreation Element. The summary of existing and planned parks for Clairemont are shown in Table 6-1, which includes estimated planned park acreage.

Existing parks in Clairemont include community and neighborhood parks, open space parks, and joint-use parks. Future parks include a combination of, linear parks and pedestrian promenades, mini parks, pocket parks, and urban plazas primarily within village areas. In addition, a combination of urban and natural trails.

Upgrades and enhancements of the existing active parks will also be essential. This can include improvements to existing facilities to expand their use and/or increase the recreational value of the park. Adding value to otherwise unused or underused existing parks can add great value to the community recreational system.

Special activities designed within these parks and public spaces can include off-leash dog areas, community gardens, pathways, benches, exercise stations, or picnic tables to accommodate more users and enhance the recreational experience. These activated spaces can be most valuable to residents and visitors.

UNIVERSAL ACCESS

Parks and recreation facilities should be accessible to the broadest population possible with a balance between programmed and non-programmed activities. All City parks are available to all City residents and visitors, and should be located within walking distance of neighborhoods, employment centers, and public transit, and available for public use. At a minimum parks and recreation facilities that will be constructed, retrofitted, or upgraded within Clairemont are required to meet the needs of all people consistent with the 1990 Americans with Disabilities Act (ADA) guidelines. In addition to ADA accessibility, the City strives to provide Universal Access to parks. This type of access goes beyond the required ADA standards; it strives to provide equal opportunity to the greatest number of people. As an example, providing clear lines of sight throughout a park will help users with impaired vision or those who have difficulty regulating sensory information to preview the space and allow them to prepare to enter the space.
Pursue land acquisition for the creation of public parks, with an effort to locate parkland on sites within villages, nodes, or corridors that promote connectivity, accessibility, safety, public health, and sustainability.

Incorporate parks as part of the development of mixed-use villages to satisfy population-based park requirements.

Provide flexibility in the placement of developed parks, while ensuring public accessibility and visibility from the public right-of-way.

Pursue the siting and development of special activity areas within existing and new parks on a case-by-case basis including, but not limited to, skateboard parks, BMX pump tracks, off-leash dog parks, nature exploration areas, community gardens, and other unique uses.

Increase recreational opportunities by developing bicycle and pedestrian recreational amenities in underutilized public rights-of-way. (Refer to the Mobility Element).

Evaluate utilization of paper streets as future park and open space opportunities by vacating rights-of-way, and acquiring the land for design and construction of park amenities to support passive recreation.

Pursue opportunities to increase population-based parks that may arise through the development process.

Utilize recreation easements for squares and plazas adjacent to proposed development within village areas to create public spaces and active ground floors with outdoor seating and dinning.

Create partnerships with commercial property owners to promote weekend use of surface parking lots for community events.

Support weekend closures of local streets to accommodate farmer’s markets, arts festivals, and community events.

Design parks and trails to promote better surveillance and security by incorporating Crime Prevention Through Environmental Design measures and providing additional staffed facilities such as ranger stations and recreation centers in parks.

When existing recreation centers are upgraded to meet increased demand, the new improvements should, to the extent possible, reuse building materials; use materials that have recycled content; use materials that are derived from sustainable or rapidly renewable sources; and implement Council Policy 900-14.

Pursue trail connections between parks and recreational facilities and incorporate trailheads and multilingual wayfinding maps and multilingual signage that promote community awareness and responsible use of City-owned open space and canyons.

Ensure all storm water and urban runoff drainage into resource-based parks or open space parks are filtered before entering the area and in the process, does not impede relatively natural rainfall flows.

Chapter 6 Recreation Element

PARK TYPOLOGIES

The development pattern in Clairemont has led to the need for various park typologies to satisfy community recreational value needs. Examples of these recreational models are but not limited to:

COMMUNITY AND NEIGHBORHOOD PARKS

Facilities and services located near residential development and are intended to provide daily recreational value. Parks can vary in size from less than 1 acre to over 30 acres. Examples of recreational opportunities within these parks are specialized facilities, recreation centers, and multi-purpose sport fields.

JOINT-USE FACILITIES

Recreational facilities can be jointly shared between the City and other public agencies, such as the San Diego Unified School District and not-for-profit entities. Joint-use facilities are open to the public outside of the normal business hours of the partnering agency. Joint-use facilities require a City Council-approved long-term joint-use agreement with the other agency or entity, as part of these agreements it is typical for the partner agency to construct the facility and for the City to conduct the longer-term maintenance. To ensure community needs are addressed joint-use facilities are planned through a public process.

NEIGHBORHOOD-SERVING RESOURCE-BASED PARKS

Neighborhood-serving recreational amenities located in a portion of a resource-based park, such as Mission Bay Park, Tecolote Canyon Natural Park and Marion Bear Memorial park, supplement the community’s park and recreation facilities inventory.
Chapter 6 Recreation Element

RE-18
Coordinate with other public agencies including Caltrans, SDG&E and San Diego Unified School District to explore opportunities for new parks, trails, and to secure new joint-use facilities.

RE-19
Pursue opportunities for parks and/or trails within SDG&E properties and easement areas, especially within the utility easement that runs north/south between Tecolote Canyon Natural Park and Marion Bear Memorial Park.

RE-20
Create new public squares, plazas, and parks within villages areas.

RE-21
Strengthen the bicycle and pedestrian connections to Mission Bay Park to provide better access for Clairemont residents.

RE-22
Utilize multilingual interpretive signs within open space parks to educate the users on the unique natural habitat, scenic value, and history of place in addition to promoting the recreational value of open space parks.

RE-23
Consider new passive and active public recreation opportunities at the Tecolote Golf Course if golf operations and programming discontinue.

RE-24
Explore the feasibility of a new Community Park at the Rose Canyon Operation Station either as a part or separate from a mixed-use village.

RE-25
Provide pocket parks with ecologically-sensitive recreational uses as enhanced gateways to open space lands.

RE-26
Maintain public access to canyon areas where designated.

RE-27
Preserve, expand, and enhance park and recreation facilities to increase life span and to optimize use and resiliency.

RE-28
Prioritize sufficient human and economic resources to preserve and enhance existing parks and open space areas.

RE-29
Protect and preserve native species and their unique habitats within the open space systems consistent with the MSCP (see Conservation Element.)

RE-30
Enhance pedestrian, bicycle, and public transit access to park and recreation facilities in Clairemont.

RE-31
Develop and increase access to senior and youth services, activities, and facilities wherever possible.

Exercise stations can create a “fitness circuit” that accommodates more user exercise activities and enhances recreational areas.

Pocket Parks can provide recreational uses in limited land. They can serve as gateways into open space areas.

Protect the natural terrain and drainage systems within open space lands and resource-based parks to preserve the natural habitat and cultural resources.

Strengthen partnerships with other agencies, non-profit groups, community partners, and the private sector to expand opportunities for joint-use, including but not limited to parks, recreation facilities, gyms, pools, and recreational programming.
6.4 OPEN SPACE AND TRAILS

Open space lands located throughout Clairemont consist of canyons, mesas, hillsides, and other natural landforms. This open space is intended to conserve and protect native plants and animals, while providing public access and enjoyment through hiking and bicycling trails, consistent with all Multiple Species Conservation Program Subarea Plan (MSCP) policies, regulations, and guidelines.

OPEN SPACE & RESOURCE PROTECTION

The preservation of regional open space resource-based parks provides a balance between access to nature-based recreation and protecting the natural resources, much of which is in the Multi-Habitat Planning Areas (MHPA). Areas designated as or conserved within the MHPA are subject to compliance with the MSCP and the City’s Environmentally Sensitive Lands Regulations. Preservation can also include the enhancement of open space that provides a balance between protecting natural resources and allowing for compatible public recreation.

Interpretive signs featured at open space parks can educate the public on the unique natural history and scenic value, as well as inform the community about the native flora and fauna.

Resource-based parks, such as Mission Bay Park, Tecolote Canyon Natural Park, and Marion Bear Memorial park play a role in connecting various neighborhoods in the community to each other and can provide a substantial amount of recreational value through improved trails systems and interpretive programs promoting education and stewardship of the canyons. Portions of a resource-based park can provide recreational value to the locate community by providing unique recreational opportunities that otherwise would not be available in the community.

TECOLOTE OPEN SPACE PARK

Tecolote Open Space Park contains approximately 956 acres of open space area made up of natural canyons, slopes, and trails. Within these areas are designated open space through the MHPA, planted areas, and private amenities that provide active and passive recreation.

MARION BEAR MEMORIAL PARK

Marion Bear Memorial Park stretches from Interstate 5 to Interstate 805. The park provides a natural setting in the midst of a bustling urban area. The 467 acres of dedicated natural parkland includes finger canyons and mesas on the south side, with a rich and diverse history.

TRAILS AND TRAILHEAD PARKS

Trails through City-owned open space and canyons such as Tecolote Canyon Natural Park and Marion Bear Memorial Park, provide recreational value to the residents of Clairemont. Additionally, the trailheads to these trails provide a unique opportunity for pocket parks, interpretive displays, and picnic areas.

Preservation of existing open space and resource-based parks, like Tecolote canyon shown above, are essential to providing accessible nature-based recreation opportunities for all residents. Photo by Clark Krans, courtesy of Hiking San Diego County.
<table>
<thead>
<tr>
<th>Parks and Recreation Facilities</th>
<th>Parks and Recreation Facilities Descriptions</th>
<th>Recommendations</th>
<th>Existing Size (Acres)</th>
<th>Additional Planned Size (Acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>COMMUNITY PARKS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cadman Community Park</td>
<td>Existing park and recreation facilities consisting of a recreation center, a concessions building, a field house, off-street parking, ball fields, lighted tennis court, basketball court, multi-purpose turf areas, children's play area, off-leash dog area, walkways, seating, and picnic tables. This community park is adjacent to the Cadman Elementary Joint-Use park.</td>
<td>Expand recreational opportunities by implementing park improvements and amenities to support active and passive recreation such as, upgrades to existing amenities, new courts, ADA path of travel enhancements, safety related upgrades, and park infrastructure developments.</td>
<td>5.05</td>
<td></td>
</tr>
<tr>
<td>Hickman Fields Athletic Area</td>
<td>Existing park and recreation facilities consisting of multi-purpose turf sports fields, ball fields, and picnic areas.</td>
<td>Expand recreational opportunities by implementing park improvements and amenities to support active and passive recreation such as, upgrades to existing amenities, ADA path of travel enhancements, safety related upgrades, and park infrastructure developments (per approved General Development Plan).</td>
<td>33.92</td>
<td></td>
</tr>
<tr>
<td>North Clairemont Community Park</td>
<td>Existing park and recreation facilities consisting of a recreation center, senior center, off-street parking areas, multi-purpose turf areas, children's play area, tennis court, basketball court, picnic tables, and walkways.</td>
<td>Expand recreational opportunities by implementing park improvements and amenities to support active and passive recreation such as, upgrades to existing amenities, new hard courts expansions, ADA path of travel enhancements, safety related upgrades, improved connections to trail system, and park infrastructure developments.</td>
<td>9.59</td>
<td></td>
</tr>
<tr>
<td>Olive Grove Community Park</td>
<td>Existing park and recreation facilities consisting of a comfort station, ball fields, multi-purpose turf fields, lighted basketball courts, a children's play area, off-street parking, picnic tables, and walkways.</td>
<td>Provide additional recreational opportunities by implementing park improvements and new amenities which support active and passive recreation. Consider upgrades to existing children's play area, and park infrastructure developments.</td>
<td>9.18</td>
<td></td>
</tr>
<tr>
<td>South Clairemont Community Park</td>
<td>Existing park and recreation facilities consisting of a recreation center, aquatic complex, off-street parking, multi-purpose turf fields, children's play area, multi-purpose courts, picnic shelter, picnic tables, and walkways.</td>
<td>Increase recreational opportunities by implementing park improvements and new amenities which support active and passive recreation. Consider improvements to park infrastructure, expansion of existing group facilities, and additional courts.</td>
<td>9.78</td>
<td></td>
</tr>
<tr>
<td>Tecolote Community Park</td>
<td>Existing park and recreation facilities consisting of a concessions building, a field house, off-street parking, ball fields, basketball court, multi-purpose turf areas, children's play area, walkways, seating, and picnic tables.</td>
<td>Expand recreational opportunities by implementing park improvements such as infrastructure improvements, upgrades to existing amenities, and improving ADA access.</td>
<td>1.26</td>
<td></td>
</tr>
<tr>
<td><strong>NEIGHBORHOOD PARKS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>East Clairemont Athletic Area</td>
<td>Existing park consisting of passive and active recreation amenities including ball fields, batting cages, concession stand, multi-purpose turf area, off-street parking, children's play area, walkways, seating, and picnic tables.</td>
<td>Expand recreational opportunities by implementing park improvements and amenities to support active and passive recreation such as, upgrades to existing amenities, youth sport facility upgrades, planting trees, and park infrastructure developments.</td>
<td>6.99</td>
<td></td>
</tr>
<tr>
<td>Gershwin Neighborhood Park</td>
<td>Existing park consisting of passive and active recreation amenities including a basketball court, tennis court, multi-purpose turf area, children's play area, walkways, seating, and picnic tables.</td>
<td>Consider park facility upgrades which expand active and passive recreation such as improvements to the children's play area, increased shade opportunities, ADA path of travel enhancements, and pet facilities.</td>
<td>4.10</td>
<td></td>
</tr>
<tr>
<td>Lindberg Neighborhood Park</td>
<td>Existing park consisting of passive and active recreation amenities including multi-purpose courts, multi-purpose turf area, off-street parking, children's play area, walkways, seating, and picnic tables.</td>
<td>Consider park facility improvements which expand active and passive recreation such as increased shade opportunities, infrastructure improvements, and upgrades to existing park amenities.</td>
<td>7.98</td>
<td></td>
</tr>
<tr>
<td>MacDowell Neighborhood Park</td>
<td>Existing park consisting of passive amenities including multi-purpose turf area, children's play area, walkways, seating, and picnic tables.</td>
<td>Consider park facility improvements which expand active and passive recreation such as infrastructure improvements, increased shade opportunities, and upgrades to existing park amenities.</td>
<td>2.31</td>
<td></td>
</tr>
<tr>
<td>Mt. Acadia Neighborhood Park</td>
<td>Existing park consisting of passive and active recreation amenities including ball fields, concession stand, multi-purpose turf area, off-street parking, children's play area, walkways, seating, and picnic tables.</td>
<td>Consider park facility improvements which expand active and passive recreation such as infrastructure improvements, upgrades to existing children's play area, increased shade opportunities, and upgrades to existing park amenities.</td>
<td>5.61</td>
<td></td>
</tr>
<tr>
<td>Mt. Etna Neighborhood Park</td>
<td>Existing park consisting of passive and active recreation amenities including ball fields, batting cages, concession stand, multi-purpose turf area, off-street parking, children's play area, walkways, seating, and picnic tables.</td>
<td>Consider park facility improvements which expand active and passive recreation such as infrastructure improvements, upgrades to existing amenities, shade opportunities, and improving ADA access.</td>
<td>3.23</td>
<td></td>
</tr>
<tr>
<td>Western Hills Neighborhood Park</td>
<td>Existing park consisting of passive and active recreation amenities including a basketball court, tennis court, multi-purpose turf area, children's play area, off-street parking, walkways, seating, and picnic tables.</td>
<td>Consider park facility improvements which expand active and passive recreation such as infrastructure improvements, upgrades to existing amenities, shade opportunities, safety related upgrades, and improving ADA access.</td>
<td>6.35</td>
<td></td>
</tr>
</tbody>
</table>
### POCKET PARKS AND TRAILHEADS

<table>
<thead>
<tr>
<th>Pocket Park/Trailhead</th>
<th>Description</th>
<th>Recommendations</th>
<th>Existing Size (Acres)</th>
<th>Additional Planned Size (Acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acworth Avenue Trailhead</td>
<td>Proposed pocket park within City-owned open space to accommodate passive recreational uses, including a trailhead into Tecolote Canyon Natural Open Space Park.</td>
<td>Design and construct park amenities to support passive recreation, such as children’s play area, landscaping seating, walkways, and interpretive signs.</td>
<td>1.61</td>
<td></td>
</tr>
<tr>
<td>Regina Avenue Trailhead</td>
<td>Proposed pocket park within City-owned open space to accommodate passive recreational uses.</td>
<td>Design and construct park amenities to support passive recreation, such as children’s play area, landscaping seating, walkways, and interpretive signs.</td>
<td>0.15</td>
<td></td>
</tr>
<tr>
<td>Marian Bear Parking Lot Trailhead</td>
<td>Proposed pocket park within City-owned open space to accommodate passive recreational uses, including a trailhead into Marian Bear Open Space Park.</td>
<td>Design and construct park amenities to support passive recreation, such as children’s play area, landscaping seating, walkways, and interpretive signs.</td>
<td>0.25</td>
<td></td>
</tr>
<tr>
<td>Mt. Abernathy Pocket Park</td>
<td>Proposed pocket park within City-owned open space to accommodate passive recreational uses.</td>
<td>Design and construct park amenities to support passive recreation, such as children’s play area, landscaping seating, walkways, and interpretive signs.</td>
<td>0.23</td>
<td></td>
</tr>
<tr>
<td>Mt. Lawrence Linear Park</td>
<td>Proposed linear park within City-owned open space to accommodate passive recreational uses.</td>
<td>Design and construct park amenities to support passive recreation, such as children’s play area, landscaping seating, walkways, and interpretive signs.</td>
<td>0.49</td>
<td></td>
</tr>
<tr>
<td>Mt. Lawrence Pocket Park</td>
<td>Proposed pocket park within City-owned open space to accommodate passive recreational uses.</td>
<td>Design and construct park amenities to support passive recreation, such as children’s play area, landscaping seating, walkways, and interpretive signs.</td>
<td>0.54</td>
<td></td>
</tr>
<tr>
<td>Rose Creek Linear Park</td>
<td>Proposed linear park along Rose Creek to accommodate passive recreational use and wildlife corridors between Mission Bay and Marian Bear Natural Park.</td>
<td>Pursue acquisition or a lease agreement with property owners, design and construct park amenities to support passive recreation such as seating, walkways, multi-use paths, wayfinding signs, and interpretive elements.</td>
<td>TBD</td>
<td></td>
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</tbody>
</table>

### JOINT-USE FACILITIES

<table>
<thead>
<tr>
<th>Joint-Use Facility</th>
<th>Description</th>
<th>Recommendations</th>
<th>Existing Size (Acres)</th>
<th>Additional Planned Size (Acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alcott Elementary Joint-Use Facility</td>
<td>Existing joint-use facilities consisting of a turf multi-purpose field, children’s play area, and passive turf area pursuant to long-term joint-use agreement.</td>
<td>Consider park improvements which expand active and passive recreation such as park-related infrastructure improvements, and upgrades to existing park amenities.</td>
<td>6.11</td>
<td></td>
</tr>
<tr>
<td>Cadman Elementary Joint-Use Facility</td>
<td>Existing joint-use facilities consisting of a turf multi-purpose field, and lighted Little Padres ballfield pursuant to long-term joint-use agreement.</td>
<td>Consider park improvements which expand active and passive recreation such as park-related infrastructure improvements, and upgrades to existing park amenities.</td>
<td>3.35</td>
<td></td>
</tr>
<tr>
<td>Field Elementary Joint-Use Facility</td>
<td>Existing joint-use facilities consisting of lighted decomposed granite walking loop, ballfield with skinned infield pursuant to long-term joint-use agreement.</td>
<td>Consider park improvements which expand active and passive recreation such as park-related infrastructure improvements, and upgrades to existing park amenities.</td>
<td>3.35</td>
<td></td>
</tr>
<tr>
<td>Marston Middle Joint-Use Facility</td>
<td>Existing joint-use facilities consisting of lighted decomposed granite walking track, ballfield pursuant to long-term joint-use agreement.</td>
<td>Consider park improvements such as park-related infrastructure improvements, upgrades to existing park amenities.</td>
<td>2.90</td>
<td></td>
</tr>
<tr>
<td>Bay Park Elementary Joint-Use Facility</td>
<td>Proposed joint-use facilities consisting of a multi-purpose turf field, existing hard courts, existing off-street parking, drinking fountain, irrigation and landscaping.</td>
<td>Enter into a joint-use agreement with the San Diego Unified School District.</td>
<td>1.25</td>
<td></td>
</tr>
<tr>
<td>Creative Performing Media and Arts (CPMA) Middle Joint-Use Facility</td>
<td>Proposed joint-use facilities consisting of a multi-purpose turf field, decomposed granite walking track, existing hard courts, existing off-street parking, drinking fountain, irrigation and landscaping.</td>
<td>Enter into a joint-use agreement with the San Diego Unified School District.</td>
<td>8.00</td>
<td></td>
</tr>
<tr>
<td>Hawthorne Elementary Joint-Use Facility</td>
<td>Proposed joint-use facilities consisting of a multi-purpose turf field, existing hard courts, existing off-street parking, drinking fountain, irrigation and landscaping.</td>
<td>Enter into a joint-use agreement with the San Diego Unified School District.</td>
<td>4.55</td>
<td></td>
</tr>
<tr>
<td>Holmes Elementary Joint-Use Facility</td>
<td>Proposed joint-use facilities consisting of multi-purpose turf field, backstops, decomposed granite walking track, drinking fountain, comfort station, irrigation and landscaping.</td>
<td>Enter into a joint-use agreement with the San Diego Unified School District.</td>
<td>4.50</td>
<td></td>
</tr>
<tr>
<td>Innovation Middle Joint-Use Facility</td>
<td>Proposed joint-use facilities consisting of multi-purpose turf field, decomposed granite walking track, drinking fountain, basketball courts, off-street parking, hardwood for court games, irrigation, and landscaping.</td>
<td>Enter into a joint-use agreement with the San Diego Unified School District.</td>
<td>3.73</td>
<td></td>
</tr>
<tr>
<td>Lafayette Elementary Joint-Use Facility</td>
<td>Proposed joint-use facilities consisting of a multi-purpose turf field, asphalt walking track, backstops, drinking fountain, security fencing, irrigation, and landscaping.</td>
<td>Enter into a joint-use agreement with the San Diego Unified School District.</td>
<td>6.20</td>
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</tbody>
</table>
## JOINT USE FACILITIES (CONTINUED)

<table>
<thead>
<tr>
<th>Parks and Recreation Facilities</th>
<th>Parks and Recreation Facilities Descriptions</th>
<th>Recommendations</th>
<th>Existing Size (Acres)</th>
<th>Additional Planned Size (Acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lindbergh-Schweitzer Elementary Joint-Use Facility</td>
<td>Proposed joint-use facilities consisting of a multi-purpose turf field, asphalt walking track, existing hardcourts, existing children's play area, off-street parking, drinking fountain, fencing, irrigation, and landscaping.</td>
<td>Enter into a joint-use agreement with the San Diego Unified School District.</td>
<td>4.22</td>
<td></td>
</tr>
<tr>
<td>Longfellow K-8 Joint-Use Facility</td>
<td>Proposed joint-use facilities consisting of a passive multi-purpose turf field, walking track, existing hardcourts, drinking fountain, fencing, irrigation, and landscaping.</td>
<td>Enter into a joint-use agreement with the San Diego Unified School District.</td>
<td>1.42</td>
<td></td>
</tr>
<tr>
<td>Ross Elementary Joint-Use Facility</td>
<td>Existing joint-use facilities consisting of a turf multi-purpose field, and passive turf area.</td>
<td>Enter into a joint-use agreement with the San Diego Unified School District.</td>
<td>2.00</td>
<td></td>
</tr>
<tr>
<td>Sequoia Elementary Joint-Use Facility</td>
<td>Proposed joint-use facilities consisting of a multi-purpose turf field, asphalt walking track, backstops, existing hardcourts, existing children's play area, drinking fountain, fencing, irrigation, and landscaping.</td>
<td>Enter into a joint-use agreement with the San Diego Unified School District.</td>
<td>5.10</td>
<td></td>
</tr>
<tr>
<td>Toler Elementary Joint-Use Facility</td>
<td>Existing joint-use facilities consisting of a turf multi-purpose field, and passive turf area.</td>
<td>Enter into a joint-use agreement with the San Diego Unified School District.</td>
<td>2.24</td>
<td></td>
</tr>
<tr>
<td>Whitman Elementary Joint Use Facility</td>
<td>Proposed joint-use facilities consisting of a multi-purpose turf field, asphalt walking track, off-street parking, drinking fountain, fencing, irrigation, and landscaping.</td>
<td>Enter into a joint-use agreement with the San Diego Unified School District.</td>
<td>3.00</td>
<td></td>
</tr>
</tbody>
</table>

## TRAILS

<table>
<thead>
<tr>
<th>TRAILS</th>
<th>PORTION OF RESOURCE-BASED PARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tecolote Canyon Natural Park Trails</td>
<td>Existing trail network through Tecolote Canyon with various trailheads, trail amenities, and recreational facilities.</td>
</tr>
<tr>
<td>Marian Bear Memorial Park Trails</td>
<td>Existing trail network through Marian Bear Open Space with various trailheads, trail amenities, and recreational facilities.</td>
</tr>
</tbody>
</table>

## PORTION OF RESOURCE-BASED PARKS

| Mission Bay Park (eastside) | The northeast corner and eastside of Mission Bay Park which provides passive recreational uses, such as a children's play area, multi-purpose turf area, walkways, landscaping, and hardcourts. |

## SUMMARY OF EXISTING / PLANNED PARK ACREAGE

<table>
<thead>
<tr>
<th></th>
<th>Total Existing Acres in 2021</th>
<th>Total Additional Planned Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Existing Acres in 2021</td>
<td>143.56</td>
<td>161.79</td>
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<tr>
<td>Park Acreage Required in 2021</td>
<td>224.62</td>
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<tr>
<td>2021 Acreage Deficit</td>
<td>81.06</td>
<td></td>
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<tr>
<td>2050 Acreage Surplus</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2050 Acreage Surplus</td>
<td></td>
<td>40.41</td>
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</table>
### RECREATION CENTERS

<table>
<thead>
<tr>
<th>Parks and Recreation Facilities</th>
<th>Parks and Recreation Facilities Descriptions</th>
<th>Recommendations</th>
<th>Existing Size (Acres)</th>
<th>Additional Planned Size (Acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cadman Rec. Center</td>
<td>Existing 2,568 sq. ft. recreation center consisting of a kitchen, and two multi-purpose rooms.</td>
<td>Design and construct a 7,000 sq. ft. recreation center. Consider facilities which expand recreation and provide a benefit to the community such as office space, community rooms, equipment storage, and improvement to existing facilities.</td>
<td>2,568</td>
<td>4,432</td>
</tr>
<tr>
<td>South Clairemont Recreation Center</td>
<td>Existing 6,557 sq. ft. recreation center consisting of a dance room, a kitchen, two multi-purpose rooms, and a stage.</td>
<td>Design and construct a 15,000 sq. ft. recreation center to include a gymnasium/auditorium, office space, restrooms, Equipment storage, and off-street parking. Consider facilities which expand recreation and provide a benefit to the community such as office space, community rooms, equipment storage, and improvement to existing facilities.</td>
<td>6,557</td>
<td>8,442</td>
</tr>
<tr>
<td>North Clairemont Recreation Center</td>
<td>Existing 9,808 sq. ft. recreation center consisting of a game room, a kiln room, kitchen and three multi-purpose rooms.</td>
<td>Expand existing recreation center to 11,000 sq. ft. Consider facilities which expand recreation and provide a benefit to the community such as office space, community rooms, equipment storage, and improvement to existing facilities.</td>
<td>9,808</td>
<td>1,192</td>
</tr>
<tr>
<td>Hickman Field Recreation Center</td>
<td>Proposed recreation center at Hickman Field.</td>
<td>Design and construct an approximately 14,588 sq. ft. recreation center. Consider facilities which expand recreation and provide a benefit to the community such as office space, community rooms, equipment storage, and improvement to existing facilities.</td>
<td>14,588</td>
<td>0</td>
</tr>
<tr>
<td>Olive Grove Recreation Center</td>
<td>Proposed recreation center at Olive Grove Community Park.</td>
<td>Design and construct an approximately 15,000 sq. ft. recreation center. Consider facilities which expand recreation and provide a benefit to the community such as office space, community rooms, food services, and equipment storage.</td>
<td>0</td>
<td>15,000</td>
</tr>
</tbody>
</table>

### AQUATIC COMPLEXES

<table>
<thead>
<tr>
<th>Parks and Recreation Facilities</th>
<th>Parks and Recreation Facilities Descriptions</th>
<th>Recommendations</th>
<th>Existing Size (Acres)</th>
<th>Additional Planned Size (Acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clairemont Aquatic Complex</td>
<td>Existing aquatic complex with a 25-yard long x 25-meter wide swimming pool, shaded bleachers, walk in ramp for ADA access, and grassy area.</td>
<td>Consider facilities which expand recreation and provide a benefit to the community such as infrastructure improvements and upgrades to existing amenities.</td>
<td>1.00</td>
<td></td>
</tr>
<tr>
<td>Hickman Field Aquatic Complex</td>
<td>Proposed aquatic complex at Hickman Field Athletic Area.</td>
<td>Design and construct an aquatics complex. Consider facilities which expand recreation and provide a benefit to the community such as a swimming pool, equipment storage, and ADA compliant amenities.</td>
<td>0.00</td>
<td>0.73</td>
</tr>
</tbody>
</table>

### SUMMARY OF EXISTING / PLANNED RECREATION CENTER SQUARE FOOTAGE

<table>
<thead>
<tr>
<th>Total Existing Recreation Center Square Feet (S.F.) in 2021</th>
<th>18,933</th>
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</thead>
<tbody>
<tr>
<td>Required Recreation Center Square Feet (S.F.) in 2021</td>
<td>54,550</td>
</tr>
<tr>
<td>Square Feet Deficit in 2021</td>
<td>35,617</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Total Existing Recreation Center Square Feet (S.F.) in 2021</th>
<th>18,933</th>
</tr>
</thead>
<tbody>
<tr>
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### SUMMARY OF EXISTING / PLANNED AQUATIC COMPLEXES

<table>
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<tr>
<th>Total Existing Aquatic Complexes in 2021</th>
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<td>Aquatic Complexes Deficit in 2021</td>
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<table>
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<tr>
<th>Total Existing Aquatic Complexes in 2021</th>
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<tr>
<td>Total Additional Planned Aquatic Complexes</td>
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<td>Required Aquatic Complexes in 2050</td>
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<td>Aquatic Complexes Deficit in 2050</td>
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Black and Yellow Garden Spider. By Nour Barbakh
Anise Swallowtail. By Lawdyka Solano
Spotted Cucumber Beetle. By Kayla Kenney
CHAPTER 7: CONSERVATION

INTRODUCTION

The General Plan Conservation Element and the Climate Action Plan (CAP) address conservation and sustainability topics which have broad geographic relevance. The General Plan envisions that San Diego will become an international model of sustainable development. It provides policy guidance for the long-term conservation and sustainable management of the City’s natural resources, acknowledging that they help define the local identity, contribute to its economy, and improve its quality of life.

The Community Plan recognizes the importance of natural resources, including water and energy, to Clairemont. It supports sustainable development through community-specific policies and land use guidance that address natural resource conservation, reduction in the use of non-renewable resources, and climate resiliency. Implementation of these policies through development, infrastructure investment, individual action, and participation in citywide and regional initiatives, is intended to conserve natural resources, minimize per capita ecological footprints, and maintain the long-term health of the community and city.

The Conservation Element serves as the sustainable development strategy for Clairemont, which aims to positively address the community contribution to global climate change and prepare for its potential effects. Key components of this strategy include policies that result in reductions to the community per capita greenhouse gas emissions, while fostering housing, employment growth, and development within Transit Priority Areas (TPAs) in a sustainable and climate-resilient manner. To achieve both per capita greenhouse gas emissions reductions and growth, there needs to be a reduction in the consumption of carbon-based energy resources for buildings, utilities, and transportation. Reduced and more efficient use of energy, use of renewable and recycled building materials, and use of alternative and renewable energy sources can reduce the carbon footprint of existing and future buildings. Reducing vehicle miles travelled to and from work, using alternative modes of transportation, and increasing vehicle fuel efficiency and alternative fuel use are measures to that improve transportation sustainability.

Through a land use plan that focuses growth into villages and corridors and increased access to existing and future trolley bus rapid transit service, the Community Plan will help to reduce regional vehicle miles traveled in part from its central location within the region. Vehicle miles can be reduced by increasing employment and housing opportunities near high frequency transit, promoting walking and bicycle use as viable travel choices, and improving transit access and frequency. The Community Plan, along with its environmental impact report, the General Plan, the Environmentally Sensitive Lands Ordinance, MSCP, and development regulations provide the framework for conserving natural resources, including water and energy, within the community.

The Community Plan also supports sustainable development through community-specific policies and land use guidance that address natural resource conservation, reduction in the use of non-renewable resources, and climate resiliency.

CONSERVATION ELEMENT GOALS

- Protection and enhancement of canyons, hillsides, riparian areas, and dedicated open space for their ecological diversity and opportunities for trails
- Reduction of greenhouse gas emissions at the community level in a manner that enhances the quality of life and supports the local economy
- Incorporation of sustainable storm water management techniques to capture runoff and reduce impacts to the canyon network
- Incorporation of sustainable building, landscape, and development techniques to reduce dependency on non-renewable energy sources, reduce emissions, solid waste, and water consumption
- Protection of public views to natural resources
- Promotion and expansion of the tree canopy along streets and on public and private property

GENERAL PLAN TOPICS

The Conservation Element policies in the General Plan and Community Plan work together to form a framework to encourage long-term conservation and sustainability. Related Conservation Elements topics covered in the General Plan include the following and should be referenced as applicable:

- Reducing the carbon footprint of the community
- Employing sustainable building techniques
- Reducing construction and demolition waste
- Using sustainable building materials
- Implementing sustainable landscape design and maintenance

- Reducing the urban heat island effect
- Conserving landforms, canyon lands, and open space
- Applying Environmentally Sensitive Lands regulations
- Incorporating trails and greenways
- Conserving water resources
- Controlling urban runoff

- Improving air quality by landscaping
- Protecting biological diversity within open space
- Developing local sustainable energy
- Developing a sustainable urban forest
- Supporting urban agriculture
Chapter 7 Conservation Element

### 7.1 SUSTAINABLE DEVELOPMENT

The Community Plan focuses on reducing dependence on the automobile, protecting and enhancing the community urban forest, providing storm water infiltration, water conservation, and encouraging green building practices. Sustainable development is a major and importance aspect of the Community Plan, due to the visible effects of global climate change resulting from GHG emissions, as well as State and local legislation intended to address this environmental problem. The known and potential impacts of a changing climate—higher seasonal temperatures, diminished water supplies, disruption of agricultural cycles—have consequences not only for the built and natural environment, but also for community health and economic vitality.

The community plan also focuses additional housing and growth within TPAs and along transit corridors. It is within TPAs, that existing and future transit investments can be targeted and coordinated with land use. This emphasis serves to potentially reduce vehicle trips by providing alternative and viable transportation options that would link housing with jobs, shopping, and entertainment. Additional discussion and policies addressing planned land use and mobility within TPAs are also addressed in the Land Use and Mobility Elements.

### CLIMATE ACTION PLAN (CAP)

The City of San Diego adopted a CAP to achieve the State of California mandates for GHG emission reductions through local action and to the benefit of the local environment and economy. The CAP calls for eliminating half of all greenhouse gas emissions within the city by 2035. The CAP is a package of policies with steps the City can take to achieve the 2035 targets and is based upon these five strategies:

1. Energy and water efficient buildings
2. Clean and renewable
3. Bicycle, walking, transit, & land use
4. Zero waste
5. Climate resilience

The CAP implements the General Plan through support for continued incremental changes to the urban land use and urban form, providing a greater variety of transportation choices, and transforming how we produce and use energy. Further, the CAP will complement the General Plan policies to reduce greenhouse gas emissions with quantifiable data and benchmarks for success.

The Community Plan encourages land uses and development that support walking, bicycling, and transit. The image shown above is an example of an improvement that enhances the pedestrian environment, while providing storm water infiltration.

### COMMUNITY LAND USE AND MOBILITY CONNECTION

Of the five strategies identified in the CAP, the land use and mobility strategy aim to expand bicycling, walking, and transit use as alternatives to automobile trips, particularly for commute trips. The land use strategy would advance the General Plan “City of Villages” concept of walkable and pedestrian-friendly neighborhoods with a mix of uses that are connected to both local and regional transit. Clairemont can play a role in the reduction of community-generated emissions that contribute to climate change through the implementation of a multi-modal transportation network that supports bicycle and transit use and linking transit with housing. The Community Plan identifies bicycling and pedestrian improvements that would create safe and inviting connections from residential neighborhoods to commercial centers, access to school, employment, and parks to encourage more bicycling and walking within the community.

The Community Plan encourages land uses and development that support walking, bicycling, and transit. The image shown above is an example of an improvement that enhances the pedestrian environment, while providing storm water infiltration.

- **CE-1**
  - Ensure that new development is consistent with the General Plan, Community Plan Conservation Element policies, and the CAP.

- **CE-2**
  - Implement General Plan policies related to climate change and support implementation of the CAP through a wide range of actions including:
    - A. Implementing pedestrian and bicycle infrastructure improvements in TPAs to increase commuter, walking, and bicycling opportunities.
    - B. Supporting higher density/intensity housing and employment development proposals in TPAs to increase transit ridership.
    - C. Providing bicycle and pedestrian improvements in coordination with street resurfacing as feasible.
    - D. Coordinating with SANDAG to identify transit right-of-way and priority measures to support existing and planned transit routes, promoting the implementation of the highest priority bicycle and pedestrian improvements.
    - E. Supporting regional improvements that promote alternative modes of transportation, such as micro-mobility, transit, bicycle, and pedestrian improvements.

- **CE-3**
  - Implement mobility measures that reduce dependence on single-occupant vehicle use, increase fuel efficiency, and promote the use of alternative and more sustainable energy sources.

- **CE-4**
  - Encourage community organizations and businesses in their efforts to educate residents, employees, and visitors about the accessibility of transit, community destinations, and regional recreational resources via walking and bicycling (see also Mobility Element).
Chapter 7 Conservation Element

CLEAN AND RENEWABLE ENERGY

The increased use of clean and renewable sources of energy is a CAP strategy to meet GHG reduction targets. Based upon citywide data, the Clairemont community consumes energy primarily for motorized transportation and for building heating, cooling, and lighting systems. The community also uses energy for light industrial activities.

Industrial uses along Morena Boulevard and Santa Fe Street, commercial centers, village areas, and public facilities present opportunities to encourage on-site power generation in surface parking areas, parking structures, and flat rooftops, which can accommodate photovoltaic arrays for solar power generation. Development within industrial areas in the community are likely to incorporate flat roofs to accommodate exterior Heating, Ventilation, Air-Conditioning (HVAC) systems in addition to reflecting existing modern building forms within the community. Photovoltaics on flat roofs can be screened by parapets and roofline treatments with minimal visual impact to building architecture. Shade structures incorporated into surface parking areas can also accommodate photovoltaics.

Power generated from these measures can fuel building energy systems and electric vehicles to lower community GHG emissions. See also the Urban Design Element discussion and policies related to sustainable development.

ENERGY & WATER-EFFICIENT BUILDINGS

Both residential and non-residential buildings offer opportunities for reducing energy consumption in new development as well as existing buildings. CAP strategies for building focus on site-specific design and innovation, and technological improvements that increase energy efficiency and provide renewable energy generation. This Community Plan envisions new development incorporating design measures and technology to significantly reduce consumption of potable water and non-renewable energy.

Solar power and natural lighting and ventilation can replace or reduce the use of natural gas and non-renewable sourced electricity used for building functions and comfort. Access to natural light and air improves the health and mood of residents. Site and building designs that maximize density, uniformity, living space and privacy often fail to prioritize access to light and air within individual dwelling units. Site and building designs should instead maximize access to light and air ventilation within each dwelling unit.

Given the tendency of California’s climate to shift between long periods of drought and shorter periods of concentrated rainfall, water conservation has become increasingly important. Since the San Diego region has limited local water resources and storage capacities and relies on imported water from the Colorado River and Northern California, it is important that water be used as efficiently as possible. Water conservation, building features and water-wise landscaping can play a pivotal role in reducing the amount of water consumed by both commercial and residential development. Planting native or more climate adapted plant species can meaningfully reduce outdoor water use. Other techniques for reducing outdoor water use include using ‘smart’ irrigation controllers that time and manage irrigation based upon weather and soil moisture conditions, performing regular maintenance on irrigation systems to ensure operational efficiency, changing spray systems to drip irrigation, capturing rainwater using cisterns for landscape irrigation, using graywater or recycled water for landscape irrigation, and using mulch to retain soil moisture.

SUSTAINABLE DEVELOPMENT

CE-5

Promote and facilitate the siting of new on-site photovoltaic energy generation and energy storage systems to reduce the need for conventional purchased electricity and reduce GHGs within the community.

CE-6

Ensure that new development is consistent with General Plan and Community Plan sustainability policies and support implementation of the CAP.

A. Reduce development project-level greenhouse gas emissions to acceptable levels by incorporating sustainable building and development practices, applying site-specific mitigation measures, and adhering to specific strategies and actions outlined in the CAP.

B. Encourage the adherence to LEED standards for construction to achieve environmental benefits in new development and redevelopment projects.

CE-7

Encourage new public and private development and building retrofits to incorporate as many energy- and water-efficient building systems, components, and practices as possible in their design and construction.

CE-8

A. Design, orient, and configure new residential development so that all living spaces receive daylight for part of the day and adequate ventilation when windows are open.

B. Discourage site and building designs that rely solely on narrow side yards to provide access to light and air.

C. Provide courtyards, niches, alcoves, and similar features to ensure light and air ventilation from two or more building facades whenever possible.

CE-9

Design urban greening and community garden projects to utilize water-efficient landscape and irrigation techniques.

CE-10

Consider air quality and air pollution sources in the siting, design, and construction of residential development, as well as other development with sensitive receptors.

CE-11

Incorporate building features into new buildings located near freeways to reduce the effects of air pollution on residents and possible sensitive receptors.
URBAN FORESTRY
Preservation, improvement, and maintenance of the urban forest is an important goal and expansion of the local tree canopy coverage goal of the CAP. The tree canopy within Clairemont is considered a major piece of infrastructure because it provides many benefits to the environment and the overall quality of life, including: energy conservation and the minimization of solar heat gain, improvement of air and water quality, and a more attractive and comfortable pedestrian environment by providing shade and visual relief and beautification. Also see the Urban Design Element for additional discussion and policies regarding urban forestry.

CE-12
Increase the overall community tree canopy within the public right-of-way and in developments to provide air quality benefits and urban runoff management.

CE-13
Add or replace street trees to fill existing gaps and provide continuous, regularly spaced tree canopies.

CE-14
Provide street trees with new development where feasible.

CE-15
Encourage Caltrans to plant trees in landscape areas within freeway rights-of-way to improve air quality and provide visual relief.

CE-16
Encourage street tree and private tree planting programs throughout the community to increase absorption of carbon dioxide and air pollutants.

URBAN AGRICULTURE
Urban agriculture can be incorporated in underutilized or remnant publicly owned parcels, as part of development, particularly on rooftops, or when roofs are configured to incorporate natural light. Community gardens are a type of urban agriculture that makes public or private land available to the community through either an individual or shared plot system. Community gardens can provide opportunities to create green space for outdoor enjoyment and physical activity, particularly in spaces not available or suitable for parks. Community gardens can provide important visual relief to the continuity of urban development, promote community health and wellness, and foster a sense of place and connection to the environment. Community gardens support food security by providing a source of fresh produce for nearby residents or restaurant operators who participate in the garden. Locally grown food can reduce the local carbon footprint by shortening the distance produce travels from its point of origin to where it is consumed and address “food deserts” by increasing local access to affordable, healthy, and nutritious food within neighborhoods. As an added benefit, community gardens can serve to provide opportunities for infiltration for rainwater or storm water.

The Community Plan envisions the use of rooftop gardens or “green roofs” to capture rainwater, reduce urban runoff, and reduce the urban heat island effect and heating costs by absorbing solar heat. While rooftop gardens may not necessarily provide the same resources that a traditional community garden could provide or be as publicly accessible, they provide opportunities for rainwater harvesting and carbon sequestration.

CE-17
Encourage short- and long-term agricultural operations such as community farms and gardens (especially on underutilized or remnant sites) that provide recreation and educational experiences demonstrating the history, importance, and value of agricultural ecosystems.

CE-18
Encourage rooftop gardens and green roofs for their sustainability benefits that include reduced urban runoff and urban heat island effect.

CE-19
Encourage the marketing and sales of local agricultural products to residents, vendors, and restaurants through farmers and outdoor markets, which could take place at community commercial centers, and other direct farm-to-table sales.

CE-20
Integrate sustainable agriculture principles into community gardens that promote clean air and water, and healthy soils, habitats, and ecosystems.
7.2 NATURAL RESOURCE CONSERVATION

The Community Plan envisions the ongoing protection and preservation of natural resources and the promotion of Clairemont as a sustainable community. It also recognizes that dedicated open space and open spaces not designated have potential for habitat restoration, wildlife connectivity, and passive recreation.

CANYONS, HILLSIDES, AND OPEN SPACES

The Clairemont community values its canyons, hillsides, and open spaces. Tecolote Canyon and Marian Bear Memorial Park (formerly San Clemente Canyon) are natural resources that not only serve as resource-based parks but are the largest natural open space features in the community. These areas also preserve the native California flora and fauna that exists in the canyons. The Rose Creek Watershed is a 36-mile area that extends from Marine Corps Air Station Miramar 16 miles along San Clemente and Rose Creeks through Clairemont and the University community to the east end of Mount Soledad. A Watershed Opportunities Assessment for Rose Creek analyzed the conditions within the watershed and evaluated the enhancement of its environmental qualities. The assessment represents local planning efforts to support proactive conservation, enhance and restore biological habitat, promote cultural resources, improve public safety and access, and manage water resources. The Marian Bear Natural Park and Tecolote Canyon Resource Management Plans provide for the protection and preservation of these natural and cultural resources—especially sensitive resources—but also to allow safe and accessible use of the these open space parks to meet the needs of the surrounding communities. Policies for promoting trail access to open spaces can be found in the Recreation Element.

CE-5 Support the preparation of a Marian Bear Memorial Park Master Plan to establish a long-term comprehensive park program for the management and preservation of the resource-based park.

CE-6 Consult the Marian Bear Memorial Park Natural Resource Management Plan for guidance in the protection of natural and cultural resources in the park.

CE-7 Consult the Tecolote Canyon Natural Park Master Plan and Natural Resource Management Plan for the management and preservation of the resource-based park.

CE-8 Promote education, interpretive programs, and stewardship of the canyons in the community through public and private partnerships.

CE-9 Support the enhancement of the Rose Creek Watershed.

CE-10 Pursue opportunities for open space acquisition of privately-owned canyon properties.

CE-11 Encourage development adjacent to canyons and open space to include pervious areas that include, but are not limited to: bio-swales, pervious pavers and cement, green roofs, and cisterns to better manage storm water runoff.

CE-12 Utilize publicly-controlled open space for passive recreation where desirable and feasible.

CE-13 Replant or restore graded and disturbed lands, and areas with invasive plant species with native vegetation to restore biological diversity and minimize soil erosion.

CE-14 Protect designated open space from development and secure public use where beneficial by obtaining necessary property rights through public acquisition of parcels or easements.

CE-15 Allow development of limited, low-intensity uses in a manner that respects the natural environment and conserves environmentally sensitive lands and re-sources on parcels within designated open space.

CE-16 Obtain conservation or no-build easements for the protection of environmentally sensitive resources through review and approval of discretionary development permits for private property within designated open spaces.

CE-17 Utilize appropriate low-fuel load natives in Brush Management Zone 2 and over utility easements in native areas. Refer to Public Safety section in the Public Facilities, Services, and Safety Element.
Chapter 7

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Instead of releasing storm water into the drainage system, bioswales remove pollutants by filtering storm water runoff through natural vegetation and soil-based systems. Instead of releasing storm water into the drainage system, storm water can be filtered and may provide some groundwater recharge.

CE-18

Restore or enhance natural biological values and improve visual aesthetics where streets and storm drain systems abut or cross canyon landforms or steep hillsides. Habitat restoration efforts should aid wildlife movement by providing vegetative cover and controlling and directing access to designated trails.

CE-19

Preserve, protect and restore canyons and hillsides as important visual features of community character.

CE-20

Support canyon habitat restoration efforts, invasive species removal (e.g. ice plant), and use of native, fire resistant native plants by seeking grant funding and working with neighborhood and community groups involved in these efforts.

CE-21

Maintain communication between the community and the City to report sewer spills or other potential problems to minimize environmental damage and the scope of repair.

CE-22

Create a mitigation bank to address impacts related to future development within the Rose Canyon industrial area, which could include restoring habitat in Rose Creek, improving water quality, enhancing wildlife connectivity, controlling invasive species, promoting environmental education and stewardship, and creating a pedestrian-friendly connection between Mission Bay Park to Marian Bear Memorial Park.

URBAN RUNOFF MANAGEMENT

Urban runoff is surface water runoff generated from developed or disturbed land associated with an urbanized environment. Impervious surfaces and fewer opportunities for infiltration within the landscape environment increase the magnitude and duration of storm flows and provide a source for sediment and pollutants to enter the water source. Clairemont’s canyons act as natural drainages for stormwater runoff due to the community’s developed nature.

The reduction of overall imperviousness of a site is one of the most important strategies in addressing urban runoff. The incorporation of sustainable features in new and existing development that work with the natural hydrology of a site or the retrofitting of existing developed sites can serve to capture and use storm water runoff onsite. Low Impact Development (LID) techniques are approaches to storm water management that increase the ability of water to infiltrate into the ground. Examples of LID techniques are bio-infiltration and bio-retention areas, green roofs, permeable pavement, tree wells with filters, and soil amendments. Streets that incorporate LID techniques are commonly called "green" streets and can include medians or parkways with bio-infiltration areas, permeable sidewalk pavement, and tree wells with filters that allow water infiltration. See also the Urban Design Element for discussion and policies related to Urban Greening.

CE-34

Employ sensitive placement and consideration of appropriate design in locating bio-swales to not impede accessibility along residential and non-residential streets.

CE-35

Incorporate LID practices into building design and site plans that work with the natural hydrology of a site to reduce urban runoff, including the design or retrofit of existing landscaped or impervious areas to better capture storm water runoff.

CE-36

Prioritize LID practices that encourage water infiltration to minimize reliance on storm drains.

CE-37

Incorporate and maintain storm water best management practices in public infrastructure and private development projects, including streetscape improvements to limit water pollution, erosion, and sedimentation.

CE-38

Consider public-private partnerships to construct storm water management infrastructure as part of linear parks, urban paths, and/or urban greening projects.

CE-39

Support efforts through grants and street-related Capital Improvement Projects (CIP) to create "green" streets or incorporate elements of "green" streets to encourage walkability and treat runoff such as, but not limited to, enhanced pedestrian and bicycle facilities, canopy street trees, and storm water management features that increase absorption of storm water, pollutants, and carbon dioxide.

CE-40

Address storm drain and culvert erosion in Rose Canyon through the following actions:
A. Restoring eroded tributaries by first addressing degraded and improperly designed outfalls.
B. Employing a phased project implementation approach that first addresses outfalls first and downstream gully erosion second.
C. Undertaking efforts to reduce runoff draining though outfalls starting at the source.

AIR QUALITY AND PUBLIC HEALTH

Suitable air quality is important in fostering a healthy living environment. Air pollution diminishes as distance from the freeway increases. For residential and other sensitive-receptor land uses located near a freeway, careful building design can minimize the effect of air pollution. Building features that can attenuate air pollution include individual dwelling ventilation systems with high-efficiency particulate arresting air filters, and carefully locating heating, ventilation, and air condition intake vents away from pollution sources.
CHAPTER 8: NOISE

INTRODUCTION

The General Plan provides goals and policies to guide compatible land uses and to incorporate noise attenuation measures for new buildings that will protect people living and working in the City from an excessive noise environment.

Whereas the General Plan provides sufficient policy direction for noise-related issues, the policies in the Community Plan focus on specific noise and land use compatibility issues to minimize effects on noise sensitive land uses, which typically include residential uses and schools for children.

Given that Clairemont is an urban community with a mix of land uses and transportation facilities, higher ambient noise levels would emanate from commercial and industrial activities, freeways, major streets, aircraft operations, and rail operations.

The General Plan provides compatibility guidelines for evaluating land uses based on noise levels. To maintain and enhance the existing land use character, the General Plan specifies that noise levels at or below 75 dBA CNEL are conditionally compatible for multifamily residential uses and mixed-use (commercial-residential) development.

Any new residential use above 60 dBA CNEL will need to include sound attenuation measures that are included to reduce the interior noise levels to 45 dBA CNEL. Typical attenuation measures are addressed in the General Plan.

This Community Plan recognizes that elevated ambient noise levels are normal within a developed and urbanized City, and it does not seek to limit activities in a community, especially those related to school and community events.

Figure 8-1 Community Noise Contours Map illustrates the future noise contours from freeways, major roads, and rail lines. The noise contours do not reflect changes in noise levels due to topography such as the freeway elevation above ground level or other physical barriers including vegetation, walls, or buildings. The Airport Land Use Compatibility Plans contain the noise contours for Montgomery-Gibbs Executive Airport and Marine Corps Air Station (MCAS) Miramar.

COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)

Community Noise Equivalent Level or CNEL is the noise rating scale used for land use compatibility. The CNEL rating represents the average of equivalent noise levels, measured in A-weighted decibels (dBA), at a location for a 24-hour period, with upward adjustments added to account for increased noise sensitivity in the evening and night periods. The A-weighted filter places a greater emphasis on frequencies within the range of the human ear.

The plan encourages commercial portions of new mixed-use development to be designed to ensure noise levels generated are at or within acceptable levels when residential uses are located nearby.

CONSERVATION ELEMENT GOAL

- Development that is planned and designed to avoid or attenuate excessive noise levels.

GENERAL PLAN TOPICS

The Noise Element policies in the General Plan and the Community Plan provide goals and policies to guide compatible land uses and the incorporation of noise attenuation measures for new uses to protect people living and working in the City from an excessive noise environment. Related Noise Element Topics covered in the General Plan include the following and should be referenced as applicable:

- Aircraft Noise
- Commercial and Mixed-Use Activity Noise
- Industrial Activity Noise
- Construction, Refuse Vehicles, Parking Lot Sweepers, and Public Activity Noise
- Event Noise
- Typical Attenuation Methods
Chapter 8 Noise Element

8.1 NOISE ENVIRONMENT

COMMERCIAL & INDUSTRIAL ACTIVITY

Where residential and other sensitive receptor uses are present or proposed, the potential for noise impacts from commercial and industrial activities are important to evaluate, such as deliveries during late night and early morning hours, which generate noise that can affect the nearby residential uses. Reducing the effect from commercial and industrial activity noise involves site planning and integrating noise attenuation measures in new buildings that will reduce interior sound levels. Refer to General Plan Policies NE-E.1 through NE-E.6.

MOTOR VEHICLE TRAFFIC NOISE

Vehicle traffic noise is directly related to the traffic volume, speed, and mix of vehicles. Freeways and major streets that include State Route 163, Interstate 805, and Interstate 5, Balboa Avenue, Clairemont Mesa Boulevard, and Genesee Avenue are the primary sources of motor vehicle noise within the community. Noise from trucks driving within or parked and idling in commercial and industrial areas can also be a source of annoyance for noise sensitive uses. Trucks in general generate more noise than cars and light trucks. Refer to General Plan policies NE-B.1 through NE-B.9.

RAIL NOISE

Rail noise is a source of noise in the community adjacent to Morena Boulevard and Interstate 5. Freight trains, intercity rail (Amtrak), commuter rail (Coaster), and light rail transit (Trolley) can generate relatively brief, intermittent noise events. Refer to General Plan policies NE-C.1 through NE-C.4.

AIRCRAFT NOISE

Aircraft noise and overflight of aircraft from Montgomery-Gibbs Executive Airport and MCAS Miramar affect Clairemont. Aircraft noise can affect people living and working in the community at varying degrees. The community is within the Airport Influence Area, which is the boundary for the Airport Land Use Compatibility Plan (ALUCP) for both Montgomery-Gibbs Executive Airport and MCAS Miramar. The ALUCPs are prepared by the Airport Land Use Commission (ALUC) for San Diego County. Aircraft noise is one of the factors that the state required ALUCP addresses with established policies for land use compatibility, as discussed in the Introduction. The policies and criteria contained in the Airport Land Use Compatibility Plans are addressed in the General Plan (Land Use and Community Planning Element and Noise Element) and implemented with the Airport Land Use Compatibility Overlay Zone.

BUILDING AND SITE DESIGN

NE-1

Address commercial and industrial activity noise that could affect nearby residential uses and other sensitive receptor uses when planning new residential mixed-use development.

NE-2

Incorporate site planning, architectural features, and/or operational measures as applicable to provide for noise compatibility between uses.

NE-3

Include noise attenuation measures in new development to ensure the appropriate interior noise level for sensitive receptor uses near noise-generating activities as specified in General Plan Noise Element.

NE-4

Utilize site design to create physical separation between noise sensitive uses and noise-generating activities where possible.

A. Consider using building setbacks along streets with high noise levels to increase distance between the street and residential buildings, as well as to enhance the urban realm and pedestrian environment.

B. Consider siting non-residential uses or buildings closer to noise-generating uses or transportation facilities to shield residential buildings from noise, and separate or shield residential uses from delivery areas for non-residential uses for mixed-use and multiple-use developments on larger sites.

NE-5

Incorporate sound attenuation measures such as sound absorbent wall/ceiling materials, sound walls, and dense landscaping where commercial uses are adjacent to residential areas.

NE-6

Ensure that noise levels generated are at or within acceptable levels when residential uses are located nearby.

NE-7

Utilize building facades to screen or shield loading areas for commercial and industrial uses located near residential areas.

NE-8

Encourage parking structures adjacent to residential uses to incorporate exterior screening that reduces external noise and light impacts.
**Chapter 8 Noise Element**

**COMMERCIAL AND INDUSTRIAL ACTIVITY**

**NE-9**
Address commercial and industrial activity noise that could affect nearby residential uses and other sensitive receptor uses when planning new residential mixed-use development.

**NE-10**
Utilize site design to create physical separation between noise sensitive uses and noise-generating activities where possible.

A. Consider using building setbacks along streets with high noise levels to increase distance between the street and residential buildings, as well as to enhance the urban realm and pedestrian environment.

B. Consider siting non-residential uses or buildings closer to noise-generating uses or transportation facilities to shield residential buildings from noise, and separate or shield residential uses from delivery areas for non-residential uses for mixed-use and multiple-use developments on larger sites.

**MIXED-USE DEVELOPMENT**

**NE-11**
Utilize appropriate operational measures to reduce noise for conditionally permitted commercial uses and mixed-use developments, where eating, drinking, entertainment, and assembly establishments are adjacent to residential uses.

**MOTOR VEHICLE TRAFFIC NOISE**

**NE-12**
Encourage the use of traffic calming measures as a means to enhance safety and reduce vehicle noise along neighborhood streets.

**NE-13**
Work with Caltrans to establish and maintain landscape buffers along freeway rights-of-way using berms, planting of native and/or drought resistant trees, and shrubs.

**AIRCRAFT NOISE**

**NE-14**
Utilize the Community Plan and the ALUCP noise contours when making land use planning decisions.

**NE-15**
Ensure that future residential use above the 60 dBA CNEL aircraft noise contour includes noise attenuation measures to ensure an interior noise level of 45 dBA CNEL.

**CONSTRUCTION NOISE**

**NE-16**
Apply standard noise controls to reduce construction noise levels emanating from new construction to minimize disruption and annoyance to adjacent residential or other noise sensitive uses.

A. Limit construction activity hours.

B. Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition, and appropriate for the equipment.

C. Locate stationary noise-generating equipment (e.g. compressors) as far as possible from adjacent residential receivers.

D. Acoustically shield stationary equipment located near residential receivers with temporary noise barriers.

E. Utilize “quiet” air compressors, and other stationary noise sources where technology exists.

F. Encourage construction contractors to prepare a detailed construction plan identifying the schedule for major noise generating construction activities that includes coordination with adjacent residents so that construction activities can be scheduled to minimize noise disturbance.

G. Encourage construction contractors to designate a “disturbance coordinator” who would be responsible for responding to any complaints about construction noise.
INTRODUCTION

This Historic Preservation Element provides a summary of the prehistory and history of the Clairemont community and establishes policies to support the identification and preservation of the historical, archaeological, and tribal cultural resources of the community.

A Historic Context Statement and the Cultural Resources Constraints Analysis, which are included as appendices to the Environmental Impact Report, were prepared in support of the Community Plan to assist property owners, developers, consultants, community members, and City staff in the identification and preservation of significant historical, archaeological, and tribal cultural resources within the Clairemont Planning Area.

9.1 TRIBAL CULTURAL HISTORY AND THE HISTORIC CONTEXT OF THE BUILT ENVIRONMENT

TRIBAL CULTURAL HISTORY

Clairemont is located within the traditional territory of the Kumeyaay, also known as Ipai, Tipai, or Diegueño. The Yuman-speaking Kumeyaay bands lived in semi-sedentary, political autonomous villages or rancherias near river valleys and along the shoreline of coastal estuaries in southern San Diego and southwestern Imperial counties, and northern Baja California. Prior to Spanish Colonization in the 1700s, Native American aboriginal lifeways continued to exist.

At the time of Spanish colonization in the late 1700s, several major Kumeyaay villages were located in proximity to the Clairemont community. The closest was the village of Jamo located immediately adjacent to Clairemont along west side of Rose Canyon, where the Rose Canyon drainage enters into Mission Bay. Another nearby village was the village of Cosoy, located along the south side of the San Diego River near the location of the San Diego Presidio and the first location of the Mission de Alcalá, approximately a mile to the south of Clairemont. Both of these village locations were documented as inhabited at the inception of Spanish Colonization when they were visited by the Spanish during the Portolá expedition in 1769.

Some native speakers referred to river valleys as oon-ya, meaning trail or road, describing one of the main routes linking the interior of San Diego with the coast. For example, the floodplain from the San Diego Mission de Alcalá to the ocean was hajiror qajir. It is likely that the Kumeyaay people used the San Diego River valley, as well as Rose Canyon and its tributaries, as travel corridors from interior coastal plain areas, to and from villages located along the mouth of the river, such as Cosoy, Jamo, Nipaquay, and Sinyeweche as well as other villages along the coast to the north of the river and the Clairemont community, including Ystagua, Peñasquitos, and Pawal/Pawail/Paguay. The Kumeyaay are the Most Likely Descendants for all Native American human remains found in the City of San Diego.
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MORENA TOWNSITE, VICTORIAN-PERIOD DEVELOPMENT PATTERNS, AND SUBSEQUENT DEVELOPMENT STASIS (1888-1929)

Until the late 1880s, Clairemont was essentially an untouched natural landscape. Developed by the Morena Company, a syndicate led by Oliver J. Stough, the Morena tract was recorded in May of 1888 amidst a local real estate boom that started slowly in 1885, peaked in 1887, and collapsed by 1890. The first residential improvement occurred in 1888 with the construction of a two-story Victorian style dwelling intended to serve as a hotel or boarding house for guests or personnel working in the town site. By 1890, the City Directory identified 16 residents of the Morena District. In the late 1800s the Pacific Steam Ship Company, which operated the Pacific Coast Railway, constructed the Morena Station (demolished in the 1920s) on the southwest edge of the Clairemont. By the 1910s Alexander Ambort's dairy ranch occupied the undeveloped lots on the northern portion of the Morena tract and would remain there through the 1940s. The Ambort Residence, constructed in ca. 1896 by the Schaniel Brothers, is extant today at 4440 Ingulf Street.

Morena and its vicinity continued to evolve and grow as a suburban district, albeit slowly and with significant gaps in time brought on by the panic and depression of 1893, focus on growth around Balboa Park resultant from the 1915-1916 Panama-California Exposition, World War I (WWI), and later, the Great Depression. Although 18 subdivision maps were filed during this period, the overwhelming majority of Clairemont, on the mesa to the north and northeast of Morena, remained undeveloped and dominated by chaparral and bifurcated by Tecolote Creek and Tecolote Canyon. The extant property types associated with this theme include single family residences constructed in Victorian-era styles.

BAY PARK VILLAGE, COMMUNITY BUILDING AND FHA PRINCIPLES (1936-1950)

Established in 1934 to reform home financing practices, to improve the quality of small homes for low- to middle-income families, and to stimulate the building industry during the Great Depression, the Federal Housing Administration (FHA) regulated home building practices by approving properties for mortgage insurance and publishing standards for housing and subdivision design. In June of 1936, real estate developer Harold J. Peterson announced his plans for Bay Park Village, a community constructed in accordance with FHA guidelines, within a portion of the defunct Morena tract. The tract formally opened by June of 1937, with all streets paved, olive trees planted in the public plaza, and 18 model single-family homes built in the Minimal Traditional style.

By 1938, the neighborhood had been improved with 60 homes, necessitating construction of Bay Park Elementary School and formation of a civic organization. Residential development in the Bay Park Village subdivision continued though the 1940s and beyond. In total, 246 buildings were constructed in the tract. Subsequent to Bay Park Village and prior to major construction of Clairemont to the east, three additional tracts were recorded in the vicinity of the old Morena district: Weston Highlands (1941), Hazard Tract #1 (1949), and Bay Park Vista Unit #1 (1950). The extant property types associated with this theme include single family residences in residential tracts, one-part commercial block buildings and public buildings in Minimal Traditional and Modernistic styles.

SAN DIEGO’S PREMIERE SUBURB: CLAIREMONT, A VILLAGE WITHIN A CITY (1950-1970S)

In 1945, at the end of WWII, America faced the seemingly insurmountable task of providing new housing for a large population of returning veterans and their families. Named after developer Carlos Tavares’ wife, Claire, at the time of its inception in 1950, Clairemont was only second in size to Long Island’s Levittown. As it developed, the community was planned in a manner consistent with the Urban Land Institute’s Community Builders Handbook, ultimately allocating lands for the construction of schools, shopping centers, parks, and other civic and commercial uses. Its designers rejected the traditional street grid system and instead included curvilinear streets to conform to the natural system of canyons and mesas that characterize the area.
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9.2 RESOURCE PRESERVATION

A Cultural Resources Constraints Analysis and a Historic Context Statement were prepared in conjunction with the Community Plan. The Cultural Resources Constraints Analysis describes the tribal cultural history (pre-contact/prehistoric and pre-history) in the Clairemont area, identifies known significant archaeological resources, provides guidance on the identification of possible new resources, and includes recommendations for proper treatment. The Historic Context Statement provides information regarding the significant historical themes in the development of Clairemont and the property types associated with those themes. These documents have been used to inform the policies and recommendations of the Community Plan and the associated environmental analysis. Cultural resources documented within the boundaries of Clairemont include 12 prehistoric cultural resources and 3 historic-period archaeological resources. The prehistoric cultural resources are located primarily along the periphery of the study area, within canyons, and consist of four marine shell scatters, four marine shell and lithic artifact scatters, two lithic artifact scatters, and a total of three isolated flakes.

Cultural sensitivity levels and the likelihood of encountering archaeological or tribal cultural resources within Clairemont are rated low, moderate, or high based on the results of records searches, Native American Heritage Commission (NAHC) Sacred Lands File checks, tribal consultation, and regional environmental factors. The cultural sensitivity of the majority of the Clairemont Planning Area was assessed as low, based on these factors and the amount of modern development that has occurred within the Clairemont Community Planning Area. Undeveloped areas within or near the canyons contain a moderate sensitivity for archaeological resources, with the bottoms of the major canyons, where young alluvial flood-plain deposits are present, containing a high sensitivity.

Clairemont is presently home to two designated historical resources, the Stough-Beckett Cottage located at 2203 Denver Street (HRB Site #146) and the Azo and Komurne Sogo Farm located at 1398 Lista Street (HRB Site #1305). The Clairemont Historic Context Statement will aid City staff, property owners, developers, and community members in the future identification, evaluation, and preservation of significant historical resources in the community.

**HP-1**

Conduct project-specific Native American consultation early in the development review process to ensure culturally appropriate and adequate treatment and mitigation for significant archaeological sites with cultural or religious significance to the Native American community in accordance with all applicable local, state, and federal regulations and guidelines.

**HP-2**

Conduct project-specific investigations in accordance with all applicable laws and regulations to identify potentially significant tribal cultural and archaeological resources.

**HP-3**

Ensure adequate data recovery and mitigation for adverse impacts to archaeological and Native American sites as part of development; include measures to monitor and recover buried deposits from the tribal cultural, archaeological and historic periods, under the supervision of a qualified archaeologist and a Native American Kumeyaay monitor.

**HP-4**

Consider eligible for listing on the City's Historical Resources Register any significant archaeological or Native American cultural sites that may be identified as part of future development within Clairemont and refer sites to the Historical Resources Board for designation, as appropriate.

**HP-5**

Identify and evaluate properties within Clairemont for potential historic significance, and preserve those found to be significant under local, state or federal designation criteria. Particular consideration should be given to the properties identified in the Study List contained in the Clairemont Community Planning Area Historic Context Statement.

**HP-6**

Complete a Reconnaissance Survey of the Community Planning Area based upon the Clairemont Community Planning Area Historic Context Statement to assist in the identification of potential historic resources, including districts and individually eligible resources. Priority should be given to the areas of Bay Park Village (1936-1950), Clairemont (1950-1956) and East Clairemont (1957-ca.1973).

**HP-7**

Prepare a focused Historic Context Statement and Reconnaissance Survey regarding the Contemporary style commercial and public serving buildings in Clairemont and consider establishment of a Multiple Property Listing for such resources.

9.3 EDUCATION AND INCENTIVIZATION

Preservation, revitalization and adaptive reuse of historic buildings and districts conserves resources, utilizes existing infrastructure, generates local jobs and purchasing, supports small business development and heritage tourism, enhances quality of life, and contributes to a vibrant, dynamic community. In addition, preservation of extant historic resources and education and interpretation of both extant resources and past resources that may have been lost contribute to a community’s identity and sense of place.

To better inform and educate the public on the history of their community, the merits of historic preservation, and the direct and indirect benefits of preservation; information about the development of the community, the resources themselves, and the purpose and objectives of a preservation program must be developed and made widely accessible.

**HP-8**

Promote opportunities for education and interpretation of the Clairemont community’s unique history and historic resources through mobile technology (such as phone applications); printed brochures; walking tours; interpretative signs, markers, displays, and exhibits; and public art. Encourage the inclusion of both extant and non-extant resources.

North Clairemont Library, located at 4616 Clairemont Drive, designed by Architect Robert J. Plat in 1960. (Credit: San Diego History Center)
APPENDIX A: PLANNED PUBLIC FACILITIES

Content to be incorporated, including a table summarizing the planned projects that are needed to implement the goals of the Clairemont Community Plan and support the community as growth occurs. The summary will be compiled from the Mobility, Urban Design, Parks, Recreation, and Open Space, and Public Facilities, Services, and Safety sections of the Community Plan.