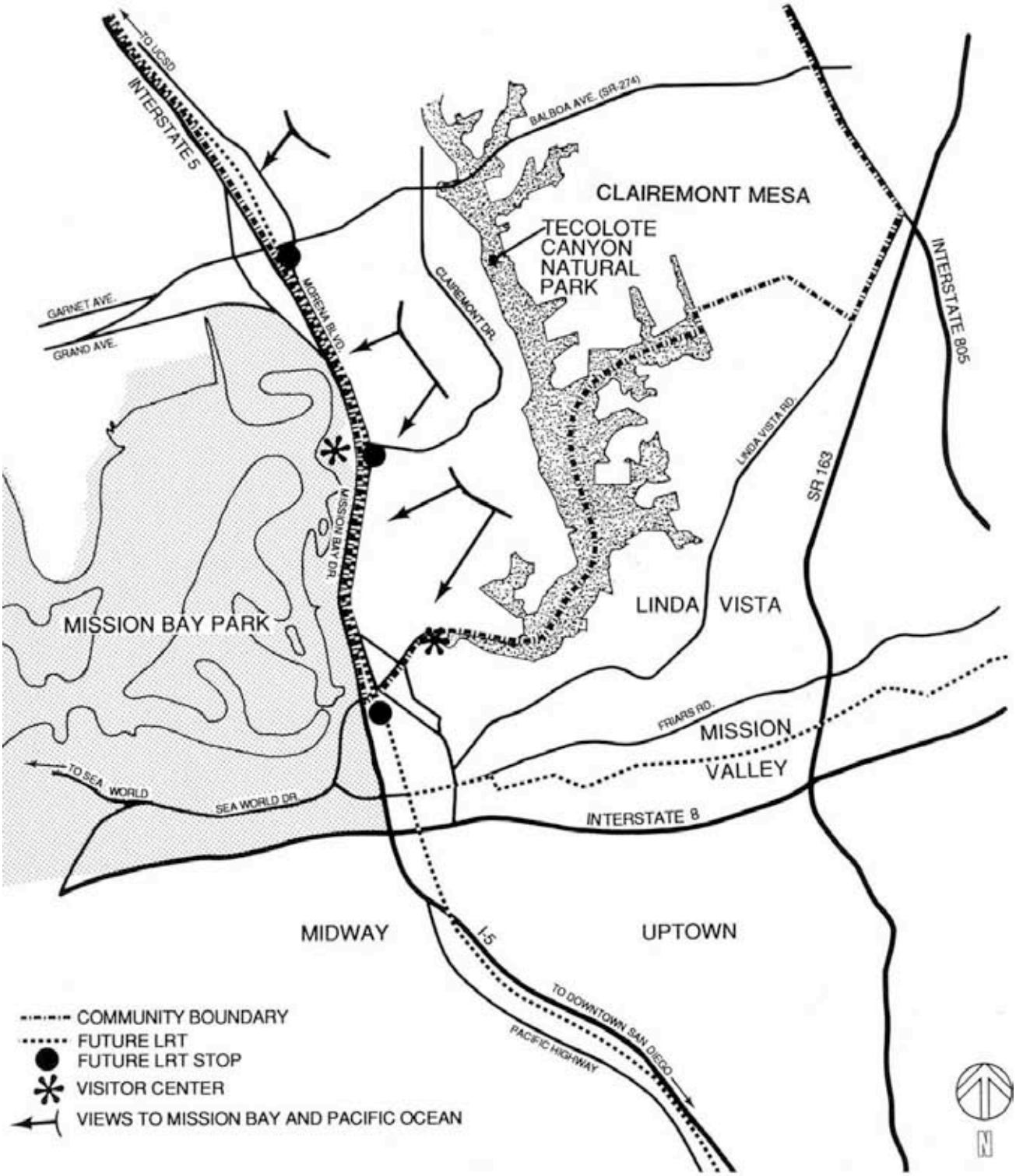



## Opportunities Map

**Clairemont Mesa Community Plan**

**3**
**FIGURE**

## URBAN DESIGN

Clairemont Mesa is an attractive place to live, work and play because of the community's many attributes. The visual aesthetics of the nearby canyons in an urban environment, for example, has contributed to the community's sense of place, of diversity and of distinction from other areas of San Diego. This Plan identifies Clairemont Mesa's distinctive image, and how this image can be preserved and translated into the built environment. Recommendations have been incorporated throughout the Plan that address how planning, design and the development of the physical environment will be compatible with the community's image.

One of Clairemont Mesa's attributes are the well-established single-family neighborhoods with houses on the mesa, overlooking Mission Bay, the Pacific Ocean, the mountains to the east and the canyons (**Figure 3**). This Plan preserves neighborhoods by maintaining existing single-family zoning and by recommending a Planned Infill Residential Development (PIRD) permit for the development of new units in those neighborhoods when variations of the development regulations of the underlying zone are required. A PIRD helps assure that new development will be compatible with the existing surrounding development, in terms of site design, architecture and density. The existing low-scale character of the community as well as vistas from Bay Park to Mission Bay and the Pacific Ocean will be preserved by maintaining a 30-foot height limit throughout the majority of the community. The Clairemont Mesa Height Limitation Zone, introduced on September 18, 1989, established this height limit.

Another distinctive feature of neighborhoods in Clairemont Mesa is the low-density residential development adjacent to canyons and parks, and local streets with a parkway setting. Clairemont Mesa's canyon system and the low-density development have given the community a "rural" image while being located in an urban environment. This image will be preserved by rezoning privately owned canyons to a very low residential density and rezoning the City-owned canyons to open space. If development does occur in the privately owned canyons, it must follow the natural contours of the land with minimal grading, as required by the Hillside Review Overlay Zone and Tecolate Canyon Rim Development Guidelines (see **Residential** and **Open Space and Environmental Resources Elements**).

The low-density neighborhood image is further enhanced by neighborhood parks and public schools which are numerous and evenly distributed throughout the community. Several public schools are located adjacent to parks and the canyon system, providing opportunities for recreation. Parks and the canyon system will be preserved by rezoning them for open space (see **Open Space and Environmental Resources** and **Population-Based Parks and Recreation Elements**).

The older neighborhoods in Clairemont Mesa have a park setting with trees planted in street medians and along sidewalks. These neighborhoods are particularly visible at the community's points of entry on Clairemont Mesa Boulevard, Clairemont Drive, Balboa

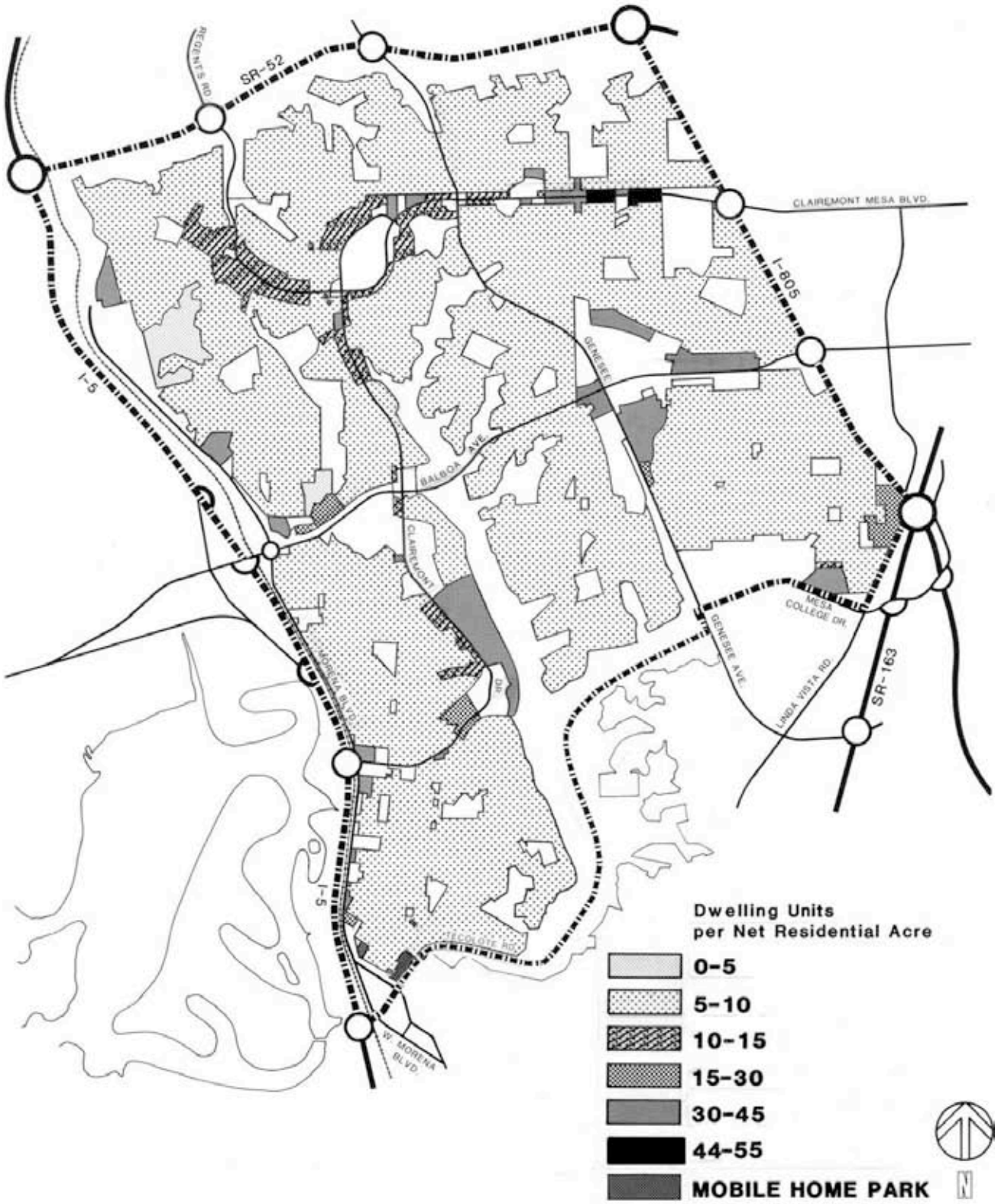
Avenue and at the community core. Tree plantings have contributed to the image of the community by providing a park atmosphere along the public right-of-way. The Plan recommends that new development should incorporate existing streetscape elements into the design of new projects (see **Figure 28**, **Transportation Element**).

Clairemont Mesa's three shopping centers are evenly distributed within the community. These centers are completely automobile-oriented and surrounded by parking lots. The Plan recommends to visually and functionally integrate the centers and improve the pedestrian environment. The Community Plan Implementation Overlay Zone (CPIOZ) is recommended for these centers with guidelines for redevelopment addressing landscaping, architectural design and establishment of identifiable pedestrian and bicycle circulation elements.

The two industrial centers in Clairemont Mesa are the gateway areas to the City of San Diego and the community. The Plan recommends to rezone portions of these industrial areas so that new development along Morena Boulevard will include architectural and site design features to improve the appearance of these areas from the adjacent Interstate 5 (I-5) corridor.

Clairemont Mesa is a well-established community whose entry points do not properly reflect the natural beauty of its setting. One way for Clairemont Mesa to identify itself as a vital community in the City's central area is to make the entryways into the community identifiable as entry points into an exciting community. An objective of this Plan is to enhance the community's image through streetscape improvements, including landscaping and paving, and unique community identification signs along major streets at eight identifiable entryways: three Bayside, two San Clemente and three eastern entries. The Plan's **Transportation Element** lays the groundwork for a public-private implementation program that will help create Clairemont Mesa's positive self-image.

The goal of this Plan is to preserve Clairemont Mesa's identity for future generations. In the last 30 years, the community has attracted over 80,000 people. The community's central location in the City has given residents convenient access to nearby job resources in downtown San Diego, Mission Valley, Kearny Mesa and La Jolla. Recreational opportunities, such as Mission Bay, Torrey Pines State Park, Tecolote Canyon Natural Park and the beaches are also nearby. The future construction of the Light Rail Transit North Line will also enhance the community's accessibility to nearby employment and recreation areas. These distinctive qualities will continue to make Clairemont Mesa a pleasant place to work, live and play in San Diego.




## Existing Residential Development

**Clairemont Mesa Community Plan**

**4**
**FIGURE**

# RESIDENTIAL

## EXISTING CONDITIONS

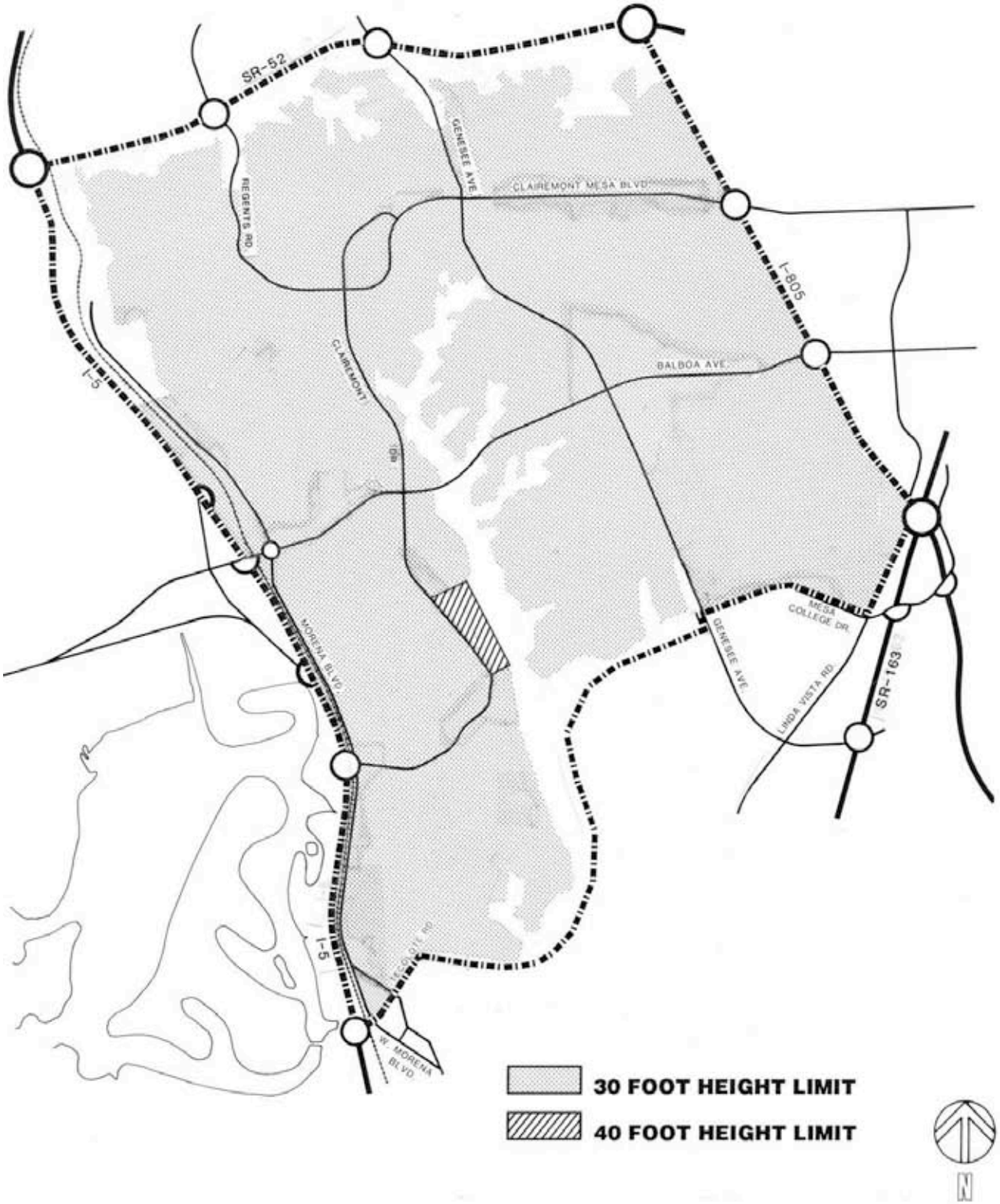
Of the 6,755 acres that comprise Clairemont Mesa, 4,213 acres (or 62 percent) are used for housing (**Figure 4**). The demand for housing in the community is due to: its inner-city location; job resources at Kearny Mesa, Centre City, Mission Valley and University; and, the recreational facilities of Mission Bay, Old Town, Tecolote Canyon Natural Park and Marian Bear Memorial Park. Vacant residentially zoned land in Clairemont Mesa is scarce and is predominantly located in the canyons and hillside areas. Most of the housing stock is in good condition, but some single-family homes and duplexes that were built in the 1950s and 1960s need to be renovated. With the lack of significant undeveloped land in the community, changes in housing will undoubtedly occur by the replacement of existing housing with new housing, probably at higher densities and from revitalization.

In 1989, the City Council adopted a 30-foot height limit for almost all of Clairemont Mesa (**Figure 5**). The height limit is intended to maintain the low-scale character of development in the community and to preserve public views of Mission Bay and the Pacific Ocean from western Clairemont. This community-wide height limit replaced the West Clairemont Height Limitation Overlay Zone that applied only to a portion of the community. Residents in the community believe that the number of guest quarters and companion units that have been developed in single-family neighborhoods is changing the character of those neighborhoods. Residents also feel that the conditions of approval for some of those permits are not adhered to. In Clairemont Mesa, approximately eight companion units were constructed as of 1987 and approximately four guest quarters were constructed as of 1987. The City of San Diego requires conditional use permits for these additions when the addition is to be used for guest quarters or companion units.*

Approximately 41 percent of the multifamily development in Clairemont Mesa is comprised of duplexes located along the Clairemont Mesa Boulevard corridor and Clairemont Drive (**Figure 4**). The duplexes are in scale with the surrounding single-family homes, however, residents in the community believe that the deterioration of these duplexes has affected housing values and the image of Clairemont Mesa.

The deficiency of off-street parking resulting in a lack of on-street parking and alleys congested with parked cars has also been a problem. The duplexes located east of Clairemont Drive between Clairemont Mesa Boulevard and Feather Avenue have been redeveloping and are subject to the Hillside Review Overlay Zone and Tecolote Canyon Rim Development Guidelines which will assure that new development will occur in a manner that protects the environmental resources and aesthetic qualities of the area.

* Guest quarters are located on the same premises with the main dwelling unit for the use of a person employed on the premises, members of the family or a temporary guest. Companion units are self-contained dwelling units (including a kitchen which is permitted in addition to that of the main dwelling unit) and may be rented by a member of the family, a person over 60 years of age, or a handicapped person.




## Height Limitation Zones

**Clairemont Mesa Community Plan**

**5**
**FIGURE**

In Clairemont Mesa, there are two mobile home parks, Coastal Trailer Villa and Morena Mobile Village, both with the Mobile Home Park Overlay Zone (**Figure 6**). The purpose of the overlay zone is to provide adequate sites for mobile homes consistent with the City's goal of accommodating alternative housing types. Both mobile home parks are located on Morena Boulevard (**Figure 6**) and are within walking distance to public transit, commercial services, Tecolote Park and Recreation Center and Mission Bay. Coastal Trailer Villa is over 30 years old with established long term residents. Most of the units in the park are older recreational trailers that would most likely not be acceptable in other mobile home parks. The park is in fair condition and would benefit from on-site landscaping improvements and recreational facilities.

The second mobile home park, Morena Mobile Village, is also over 30 years old and has a combination of recreational trailers and mobile homes. Over the years, the park has undergone refurbishment to improve the park's landscaping and appearance of the units. The park is in good condition and offers on-site recreational facilities.

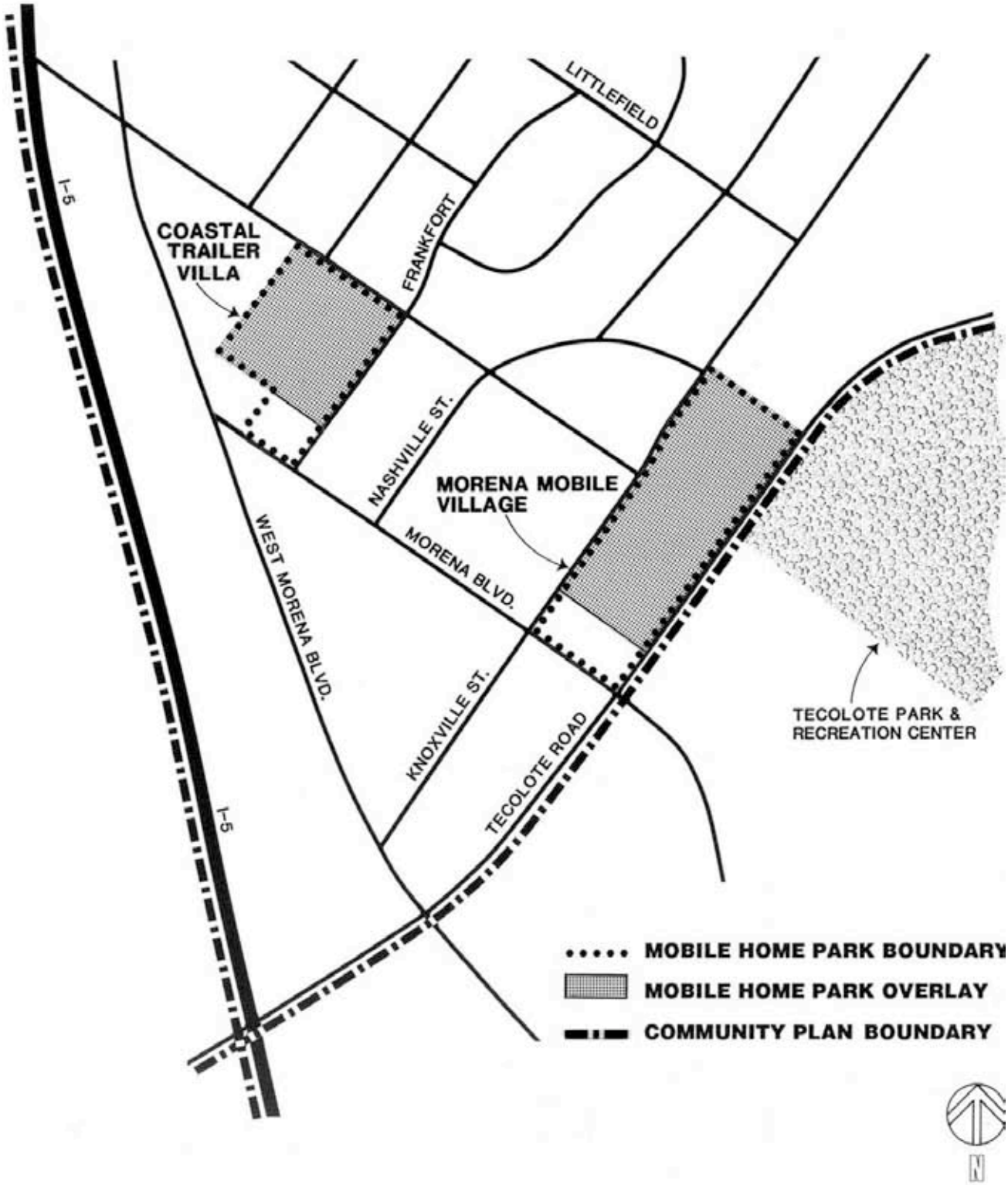
In Clairemont Mesa, there is only one historic site, the Stough-Beckett cottage that is listed on the City of San Diego Historic Site Board Register. The cottage was constructed in 1888 and has been completely restored. The architectural style is "Eastlake," and is an example of a modest Victorian rural home. The cottage is located in the southern portion of Clairemont Mesa at 2203 Denver Street.

## HOUSING TYPE, TENURE AND VALUE

According to 1980 census data, there were 30,121 housing units in Clairemont Mesa. This represents an 18 percent increase in the number of housing units for Clairemont Mesa since 1970. During the same ten-year period, the number of housing units in the City of San Diego increased by more than 29 percent (**Table 1**). Approximately 69 percent of the housing units in Clairemont Mesa are single-family and 31 percent are multifamily. Single-family units in 1985 had increased by three percent since 1970, totaling 21,817 units, while multifamily units had more than doubled during the same time period, totaling 9,652 units. Within the community, 63 percent of the housing units are owner-occupied, compared to 49 percent on a citywide basis. In 1986 the average sale price for a home in the north central portion of the City, according to the San Diego Board of Realtors, was $132,695. This figure is slightly lower than the citywide average sale price of $134,774 for the same period.

**TABLE 1**
**CLAIREMONT MESA HOUSING UNITS 1950 – 1980**

| | 1950 | 1960 | 1970 | 1980 | 1970-1980 % Change |
|---|---|---|---|---|---|
| Clairemont Mesa (CM) | 1,133 | 18,111 | 25,589 | 30,121 | 18.4 |
| City of San Diego | 110,005 | 192,269 | 241,010 | 341,928 | 29.5 |
| | | | | | |
| CM Housing Units as a Proportion of the City | 1% | 9.4% | 10.2% | 8.81% | |




## Location of Mobile Home Parks

**Clairemont Mesa Community Plan**

**6**
**FIGURE**

## EXISTING ZONING

Existing land uses generally correspond to the existing zoning. **Table 2** and **Figure 7** provide a summary of existing residential land uses by zone for Clairemont Mesa.

**TABLE 2**
**LAND USE IN RESIDENTIAL ZONES (in acres)**

| Residential Zones | Acres in Zone | Residential | | | Commercial | Other | Vacant |
|---|---|---|---|---|---|---|---|
| | | Total Acres | Single-family | Multifamily | | | |
| R1-15000 | 1,143 | 94 | 94 | 0 | 0 | 927 | 122 |
| R1-5000 | 4,452 | 3,684 | 3,684 | 0 | 3 | 568 | 197 |
| R-3000 | 421 | 205 | 47 | 159 | 1 | 209 | 6 |
| R-1500 | 46 | 45 | * | 45 | 0 | 0 | 1 |
| R-1000 | 194 | 176 | 4 | 172 | * | 5 | 12 |
| R-600 | 7 | 7 | 1 | 7 | * | 0 | 0 |
| R-400 | 3 | 2 | 0 | 2 | * | 1 | 0 |
| **Total:** | **6,266** | **4,213** | **3,830** | **385** | **4** | **1,710** | **338** |

Note: "Other" category includes industrial, public and semipublic uses and the "Vacant" category includes resource-based parks.

- Less than one acre.

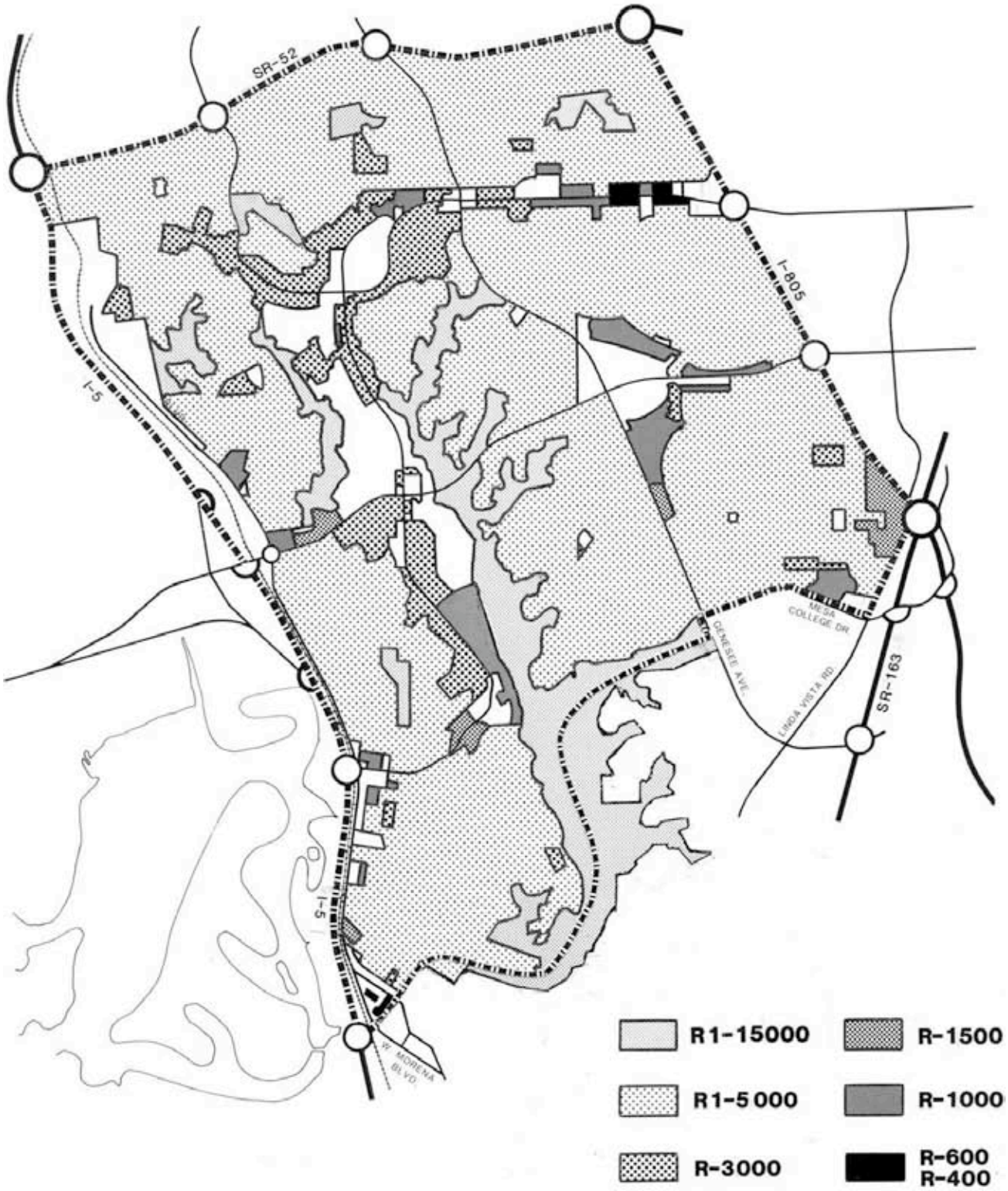
Numbers may not add up do to rounding.

## POPULATION CHARACTERISTICS AND INCOME

According to 1980 census data, the population of Clairemont Mesa was 77,547. Between 1970 and 1980, the community experienced a decline in population of approximately 6.2 percent. During this period, the City's total population grew approximately 25.7 percent (**Table 3**).

**TABLE 3**
**CLAIREMONT MESA POPULATION 1950 – 1980**

| | 1950 | 1960 | 1970 | 1980 | 1970-1980 % Change |
|---|---|---|---|---|---|
| Clairemont Mesa (CM) | 3,372 | 62,137 | 82,634 | 77,547 | - 6.2 |
| City of San Diego | 334,587 | 573,224 | 696,769 | 875,538 | + 25.7 |
| | | | | | |
| CM as a Proportion of the City | 1% | 10.8% | 11.9% | 8.9% | |




**Existing Residential Zoning**

**Clairemont Mesa Community Plan**

**7**
**FIGURE**

The community's decrease in population from 1970 to 1980 was due to a decline in the average family size, which decreased from 3.4 persons in 1970 to 2.7 persons in 1980. This compares to the citywide average of 2.8 persons in 1970 and 2.5 persons in 1980. During this period, there was a decline in the number of children from zero to 14 years of age and an increase in adults from 20 to 34 and 55 to 64 years of age. The average family size in Clairemont Mesa is projected to decrease from 2.7 persons in 1980 to 2.6 persons by 1990 and until the year 2000. This compares to the citywide average of 2.5 persons by 1990 and 2.4 persons by the year 2000. The community's median family income, according to the 1980 census data, was $22,918, which was higher than the citywide median income of $20,133.

## VACANT RESIDENTIAL LAND

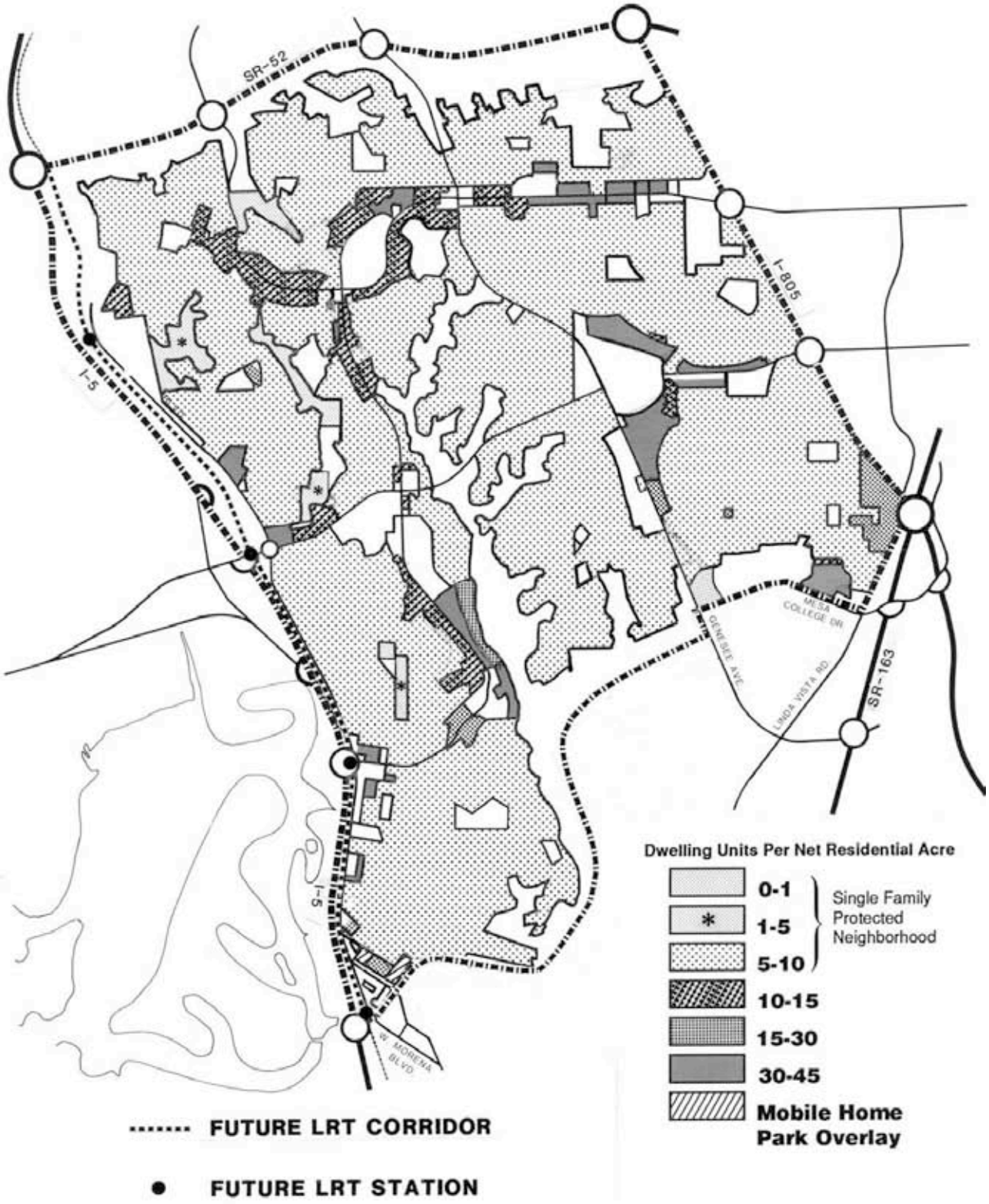
By 1988, Clairemont Mesa had approximately 358 acres of vacant residential land that are mostly located in the City's open space retention areas (**Figure 32**). Development has occurred in some of the privately owned canyons that were previously designated as open space in the 1970 community plan. These areas include: Alcott Estates, a 59-acre subdivision located north of Jutland Drive; Stonehaven, a 65.7-acre Planned Residential Development project located south of Jutland Drive; Canyon Haven, a 19.3-acre Planned Residential Development with six acres in an open space easement located at the southern portion of Stevenson Canyon; Mission Bay Valley Estates, a 7.9-acre subdivision with 5.4 acres in an open space easement located north of Clairemont Drive; and a 13-acre subdivision on Erie Street. Pressure for development in the privately owned canyon areas will continue because of the development amenities such as the canyon views and rural aesthetics in an urban environment. As development occurs, however, it must meet the underlying zone and City regulations.

## PROJECTED GROWTH

In summary, Clairemont Mesa is an urbanized community and for the most part is built out. Future development of the vacant residential land and redevelopment opportunities could result in an addition of 1,100 dwelling units (not including mixed-use development), totaling 33,000 dwelling units or a three percent increase over the existing stock in the next 15 years.

## OBJECTIVES FOR RESIDENTIAL DEVELOPMENT

1. Provide a diversity of housing options in selected locations of the community.
2. Preserve the mobile home parks on Morena Boulevard to continue providing alternative means of housing.
3. Provide development guidelines to help ensure that new development is compatible with the existing neighborhood and does not overburden community or neighborhood facilities.
4. Locate higher density housing near the commercial areas where there are adequate services.
5. Provide adequate off-street parking.




## Residential Density Recommendations

**Clairemont Mesa Community Plan**

**8**
**FIGURE**

## RECOMMENDATIONS FOR RESIDENTIAL DENSITIES

1. Protected Single-family Neighborhoods

   Areas recommended for residential density ranges of zero to ten dwelling units per net residential acre, shown on **Figure 8**, are characterized by traditional single-family development (e.g. detached housing units on individual lots). These areas are recommended to have single-family zoning (R1-40000, R1-15000 or R1-5000) and should be protected as single-family neighborhoods in the future. Therefore, requests for rezonings or other discretionary actions in these areas that could result in construction of any type of residential structures other than traditional single-family residential dwellings, with one dwelling unit per lot, should be denied.

2. Single-family Development

   Planned Infill Residential Development (PIRD) permits should be used to develop new units in existing neighborhoods with single-family zoning or a combination of single-family and multifamily zoning. The PIRD regulations control residential development in already developed areas by assuring its compatibility with existing surrounding development, in terms of site design, architecture and density.

3. Residential Density Identification

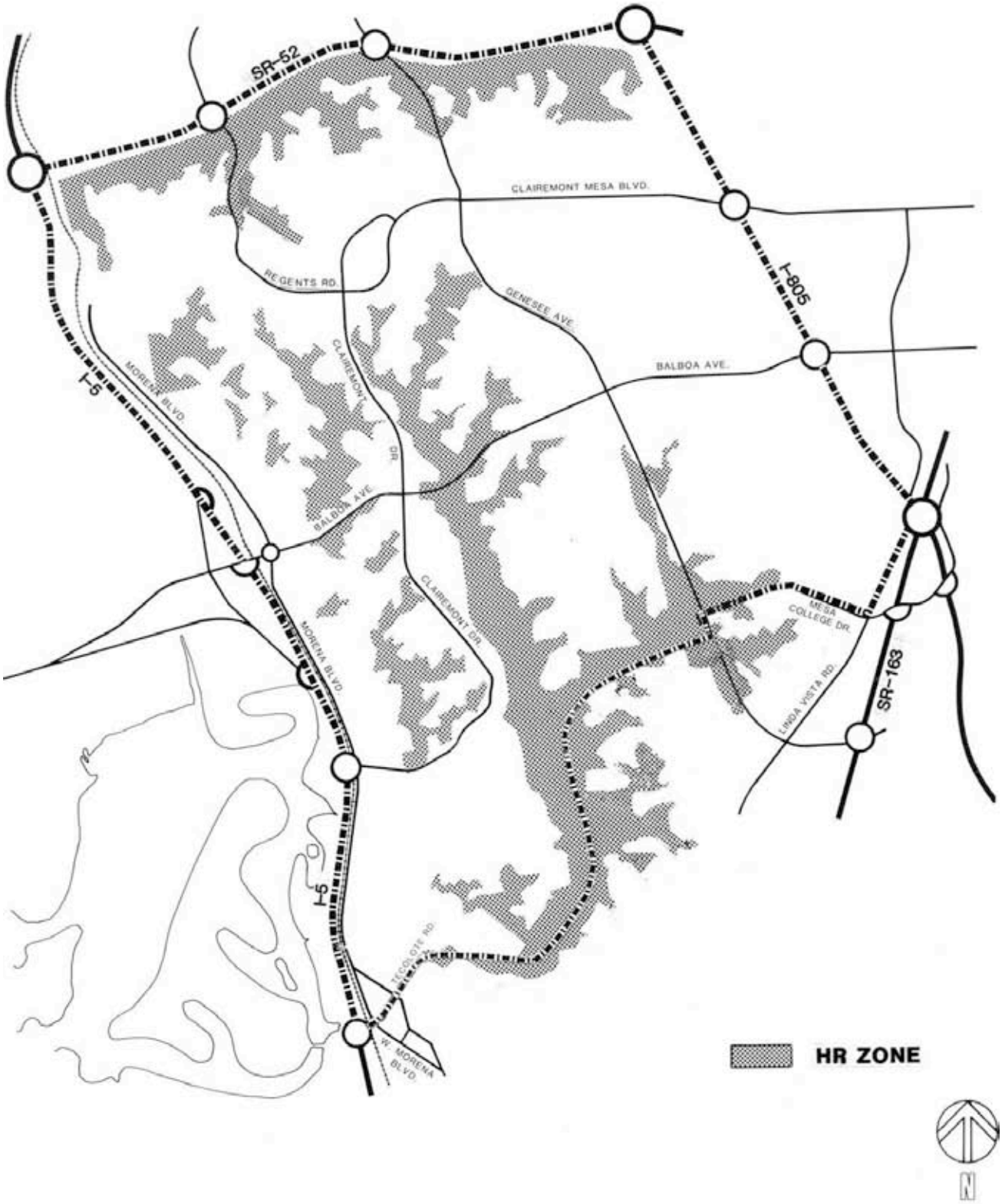
   Residential development should occur at densities shown on **Table 4** and in **Figure 8**. The density ranges are based upon dwelling units per net residential area (du/nra).

4. Rezoning

   a. The following areas should be rezoned from R-3000 to R1-5000 in order to maintain the low-density character of predominantly single-family neighborhoods: Pocahontas Avenue, north of Luna Avenue; Moraga Avenue, south of Idlewild Way; and, Onodaga Avenue between Clairemont Mesa Boulevard and Willamute Avenue (**Figure 38**).

   b. The duplexes on Clairemont Drive, between Balboa Avenue and Ute Drive should be rezoned from R-3000 to CO to be consistent with the surrounding commercial development (**Figure 38**). The site should redevelop with offices because the area is close to Balboa Avenue with good access from Clairemont Drive. On-street parking is available on Clairemont Drive and Modoc Drive.

   c. The area located east of Cowley Way, south of Dakota Street and north of Iroquois Avenue should be rezoned from R-1000/HR to R-2000/HR (**Figure 38**). Future development at this density will be more compatible with the adjacent Tecolote Canyon Natural Park and single-family development to the north. This rezoning includes the approved residential development project, Villamar, which has developed under the R-2000 zone. The property is subject to the Hillside Review Overlay Zone and the Tecolote Canyon Rim Development Guidelines.




## Hillside Review Overlay Zone (HR)

**Clairemont Mesa Community Plan**

**9**
**FIGURE**

**TABLE 4**
**RECOMMENDED RESIDENTIAL DENSITIES**

| Designation | Density Range (du/nra)* |
|---|---|
| Designated Open Space** | 0 – 1 |
| Very Low | 1 – 5 |
| Low | 5 – 10 |
| Low-Medium | 10 – 15 |
| Medium | 15 – 30 |
| Medium-High | 30 – 45 |
| High | 45 – 55 |

* dnu/nra= dwelling units per net residential acre
** See **Open Space and Environmental Resource Element**.

## RECOMMENDATIONS FOR RESIDENTIAL DEVELOPMENT – CPIOZ

The Community Plan Implementation Overlay Zone, Type B should apply to the area west of Cowley Way, south of Dakota Drive and north of Iroquois Avenue (**Figure 38**). The existing development, known as the Buena Vista Gardens, is currently developed with older multifamily housing at a density of less than that permitted by the underlying R-1000 Zone. Mature street trees in the public right-of-way and landscaping in the front yard setback create a parkway streetscape environment in this project. These significant site features could be lost from pressures to redevelop the site with the R-1000 Zone. In order to ensure the continuance of the streetscape environment along Clairemont Drive, Cowley Way and Dakota Drive, the following development features should be incorporated into the site design:

1. Maintain the 25-foot front yard setback and stagger buildings to create breaks between structures. This will help avoid the look of "row housing" along Cowley Way and Clairemont Drive.

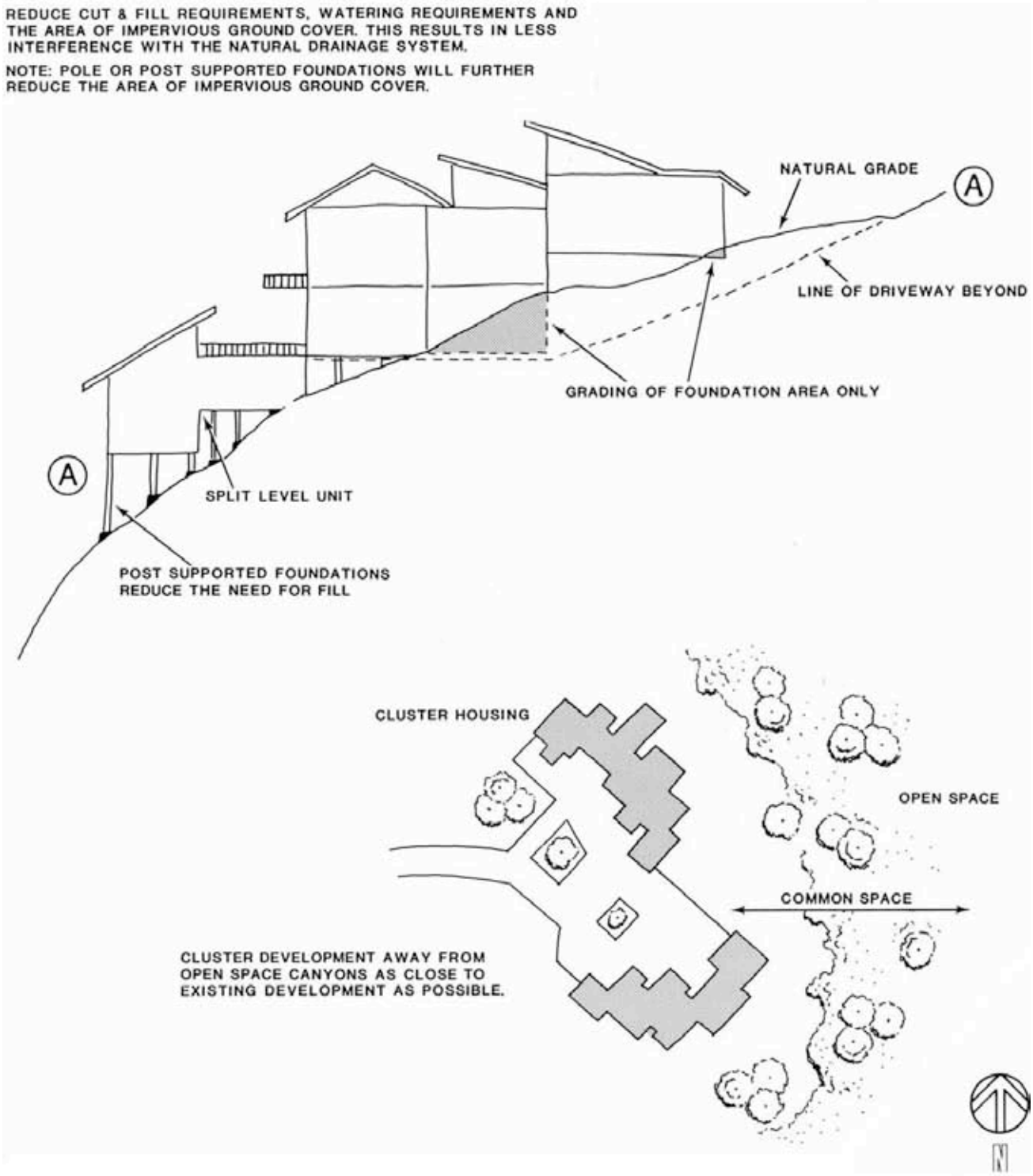
2. Provide a landscaped buffer with a 25-foot front yard setback along Dakota Drive to help create a transition area between the new multifamily development and the single-family residential neighborhood to the north.

3. Provide garages that are concealed from the public right-of-way.

## RECOMMENDATIONS FOR HILLSIDE DEVELOPMENT

1. <u>Preservation of Open Space</u>

   Sites that should be designated as open space and rezoned to R1-40000/HR (one dwelling unit per 40,000 square feet and the Hillside Review Overlay Zone) in order to preserve existing canyon and natural open space systems (**Figure 32** and see **Open Space and Environmental Resources Element**) include:




## Hillside Development

**Clairemont Mesa Community Plan**

**10**
**FIGURE**

a. Approximately 39 privately owned acres comprising the northern two-thirds of Stevenson Canyon, located north of Ecochee Avenue and west of Clairemont Drive.

b. A finger canyon of Tecolote Canyon, located south of Marlesta Drive and east of Genesee Avenue.

c. A finger canyon of San Clemente Canyon, located south of San Clemente and east of Regents Road.

d. Approximately five privately owned acres comprising the northern one-half of Padre Canyon, located west of Clairemont Drive and north of Erie Street.

2. Hillside Review Overlay Zone

a. Residential development in the Hillside Review Overlay Zone must conform to the development design guidelines of that zone to assure that new development will occur in a manner that protects the environmental resources and aesthetic qualities of the area. Development should be clustered on the flatter portions of sites and grading should be minimal in order to preserve natural landforms and vegetation (**Figures 9** and **10**).

b. The subdivision of single-family lots in the Hillside Review Overlay Zone should not result in a change in the neighborhood character by permitting the location of new houses behind and/or below existing houses rather than along the street, which is more characteristic of Clairemont Mesa.

c. New development along the rim of Tecolote Canyon, San Clemente Canyon and all designated open space areas must be in accordance with the Tecolote Canyon Rim Development Guidelines and Hillside Review Overlay Zone to protect the open space system.

## RECOMMENDATIONS FOR COMPANION UNITS AND GUEST QUARTERS

1. Limits on Location

a. The development of companion units and guest quarters should be permitted only in areas where such development will not adversely impact surrounding neighborhoods or the natural features of a site.

b. Companion units and guest quarters should not be developed in the Hillside Review Overlay Zone, areas designated as open space or on lots smaller than 5,000 square feet.

2. Architecture/Design

Companion units and guest quarters should be designed in a manner that is architecturally compatible with the main house and preserves the visual character of the single-family neighborhood from the street.

## RECOMMENDATIONS FOR AFFORDABLE HOUSING

1. Range of Densities

   The range of housing densities recommended in this Plan (see **Figure 8**) should be maintained in order to provide a variety of housing types for both ownership and rental at varying costs.

2. Preservation and New Construction

   Low- and moderate-income housing should be provided by preserving existing housing in this category and by encouraging the construction of additional affordable units.

3. Assistance Programs

   City and other governmental programs should be utilized for the development of low- and moderate- income housing. The affordable Housing Density Bonus, Community Development Block Grant funds, Department of Housing and Urban Development programs are examples of existing affordable housing programs.

4. Compatibility

   Densities and housing types of proposed low- and moderate-income housing projects should be compatible with surrounding neighborhoods.

## RECOMMENDATIONS FOR MOBILE HOME PARKS

1. Morena Mobile Village

   The mobile home park on Knoxville Street (**Figure 8**) should remain as such in order to provide a diversity of housing options for residents of all income levels.

   a. Single-family Housing

      The zoning on that portion of the site which is within the boundaries of the Mobile Home Park Overlay Zone (see **Figure 6**) should remain in the R1-5000 Zone and be designated as a protected single-family neighborhood. In this way, any alternative use of the residentially zoned portion of the site will be limited to single-family housing in a density range of five to ten dwelling units per acre.

   b. Alternative Use – Recreational Facility

      As an alternative to residential development, the site could be redeveloped with a recreational facility. This area has three recreational uses (Tecolote Canyon Natural Park, Tecolote Park and Recreation Center and private tennis courts) and an additional recreational facility would be compatible with these surrounding facilities. Landscaping improvements along the perimeter of the site adjacent to Tecolote Creek channel should be the same as the requirements stated above.

2. Coastal Trailer Villa

   The mobile home park on Morena Boulevard (**Figure 8**) should remain as such in order to provide a diversity of housing options for residents of all income levels.

   a. Single-family Housing

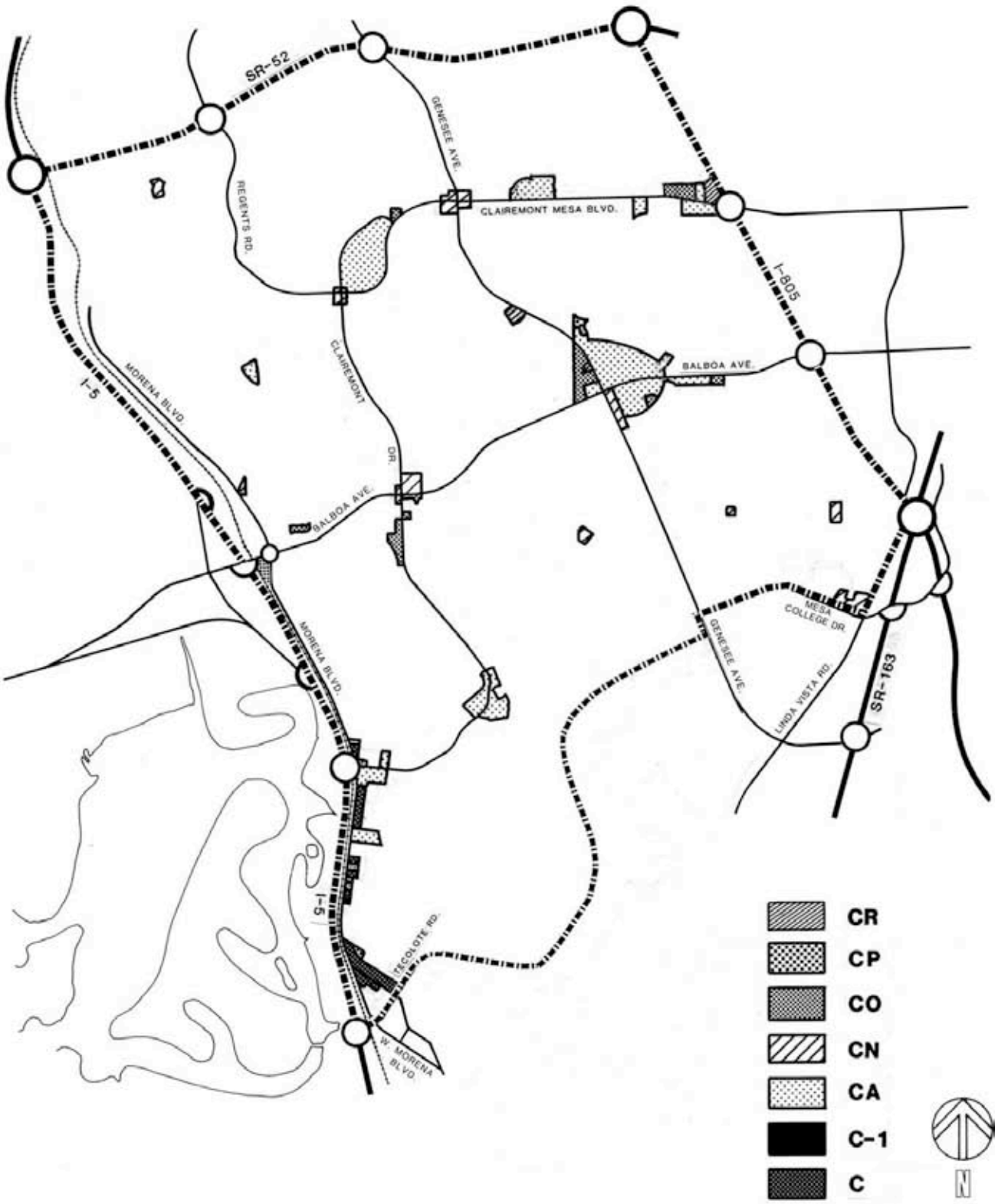
      The zoning on that portion of the site which is within the boundaries of the Mobile Home Park Overlay Zone (see **Figure 6**) should remain in the R1-5000 Zone and be designated as a protected single-family neighborhood. In this way, any alternative use of the residentially zoned portion of the site will be limited to single-family housing in a density range of five to ten dwelling units per acre.

## RECOMMENDATIONS FOR HEIGHT AND SCALE

1. Harmony should be promoted in the visual relationships and transitions between new and older buildings. New buildings should be made sympathetic to the scale, form and texture of the surrounding neighborhood.

2. The height of new buildings should relate to the height of existing development. Tall buildings immediately adjacent to low buildings could create problems such as excessive shadows, undesirable wind tunnels, and lack of privacy.

3. Abrupt differences in scale between large commercial buildings and adjacent residential areas should be avoided. Gradual transitions in scale are preferred.




**Existing Commercial Zoning**

**Clairemont Mesa Community Plan**

**11**
**FIGURE**

# COMMERCIAL

## EXISTING CONDITIONS

Clairemont Mesa contains several commercially zoned sites evenly distributed throughout the community (**Figures 11** and **12**). These sites comprise approximately 297 acres, of which 251 acres are developed with commercial uses, 23 acres are used for residential purposes, 19 acres contain other uses, and four acres are vacant (**Table 5**). Some of the commercial properties have been developed under the C Zone which has minimal development regulations, such as no off-street parking or setback requirements. In Clairemont Mesa, office and retail commercial consist of four community shopping centers, several neighborhood commercial centers, strip commercial development and visitor uses.

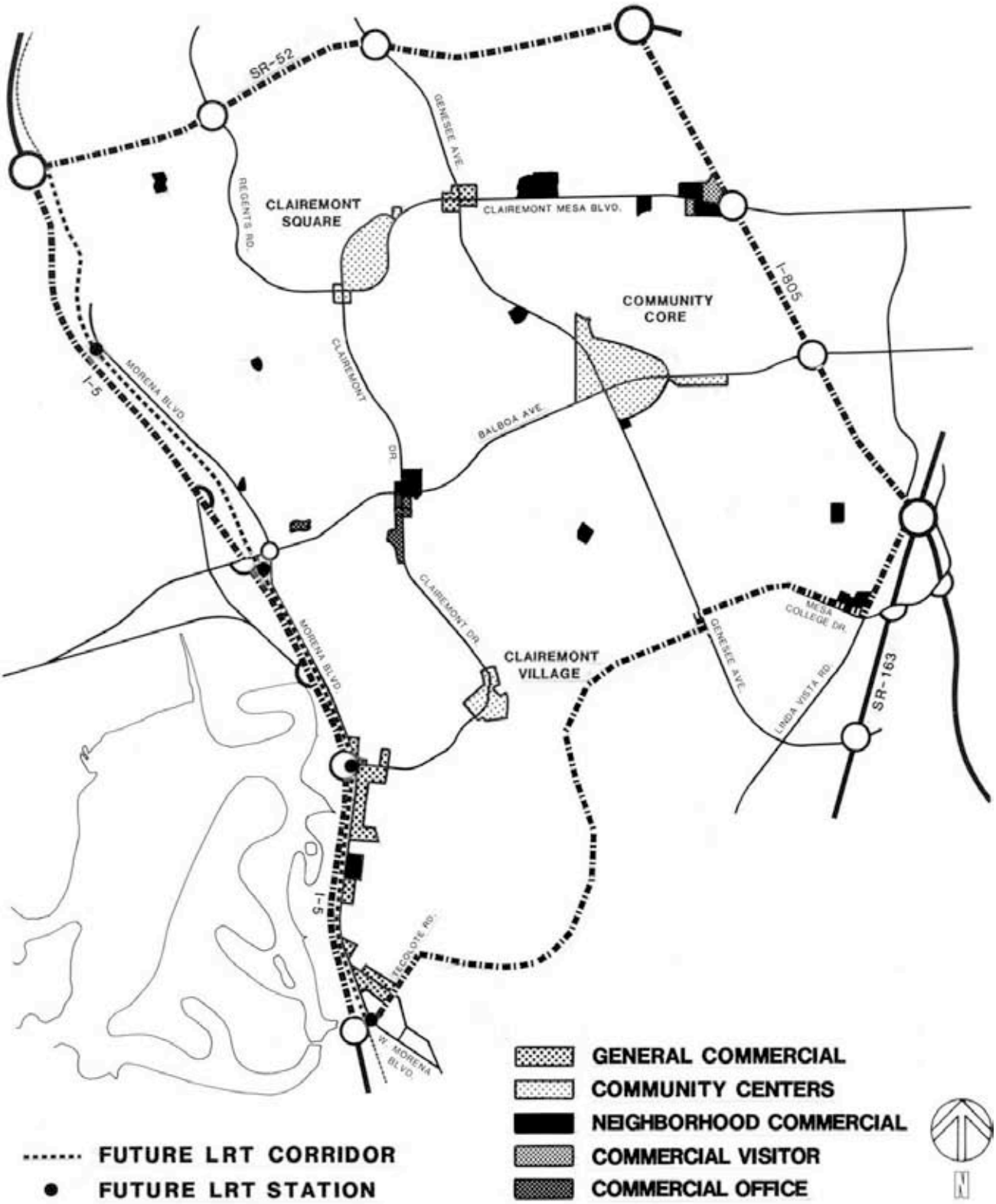
**TABLE 5**
**LAND USE IN COMMERCIAL ZONES (in acres)**

| Commercial Zones | Acres in Zone | Residential | | | Commercial | Other | Vacant |
|---|---|---|---|---|---|---|---|
| | | Total Acres | Single-family | Multifamily | | | |
| C | 10 | 3 | 1 | 2 | 10 | 4 | 1 |
| C-1 | * | 0 | 0 | 0 | * | 0 | 0 |
| CA | 191 | 2 | * | 2 | 191 | 7 | 0 |
| CN | 30 | 2 | 0 | 2 | 30 | 3 | 0 |
| CO | 17 | 13 | 0 | 13 | 17 | 5 | 3 |
| CP | 3 | 0 | 0 | 0 | 3 | * | 0 |
| CR | 0 | 3 | 3 | 0 | 0 | 0 | 0 |
| **Total:** | **251** | **23** | **4** | **19** | **251** | **19** | **4** |

- Less than one acre.
  Numbers may not add up due to rounding

## COMMUNITY CORE

The community core is located near the intersection of Genesee Avenue and Balboa Avenue (**Figures 11** and **12**). The core area encompasses approximately 105 acres, consisting of Genesee Plaza and Balboa Mesa shopping centers, Balboa Crest (a commercial strip center), and Balboa Towers (a medical office development). Traffic along Balboa Avenue and Genesee Avenue has increased creating some congestion during the early morning and late afternoon periods. In Clairemont Mesa, these two streets are well traveled because they serve as the primary east-west, north-south major thoroughfares other than the freeways which are located at the north, east and west boundaries of the community (see **Transportation Element**).




## Commercial Land Use Recommendations

**Clairemont Mesa Community Plan**

**12**
**FIGURE**

Balboa Mesa and Genesee Plaza shopping centers consist of 85 acres with over 50 retail stores. These centers are in fair condition and are underutilized with one-story buildings surrounded and separated by excess parking and vacant land. Both centers would benefit from signs that are more compatible with the scale and height of buildings in the center. An improved internal automobile, bicycle and pedestrian circulation system is also needed, in addition to improving the landscaping along the sidewalks on Balboa Avenue.

The surrounding commercial development to the west consists of the Balboa Towers, the presently vacant Clairemont Mesa Community Hospital and four acres of vacant commercially zoned land on Genesee Avenue. Balboa Towers are two relatively new medical buildings that are seven and nine stories tall. A pleasant feature along Genesee Avenue in the core area is the landscaped median and street trees in the public right-of-way. Development to the east consists of a strip commercial area named Balboa Crest. The center is in fair condition and mostly low in scale except for a private school that is nine stories tall.

Community Shopping Centers

The remaining two community shopping centers, Clairemont Square and Clairemont Village, were built in the 1950s. Clairemont Square consists of 52 acres and is in good condition. The center is located adjacent to the intersection of Clairemont Drive and Clairemont Mesa Boulevard. Clairemont Village consists of 25.2 acres and is also in good condition. The center is located on Clairemont Drive between Iroquois Avenue and Burgener Boulevard. The centers have undergone rehabilitation to modernize the sites, however, both shopping centers would benefit from improved signs and pedestrian access to the center from the surrounding development (**Figure 12**).

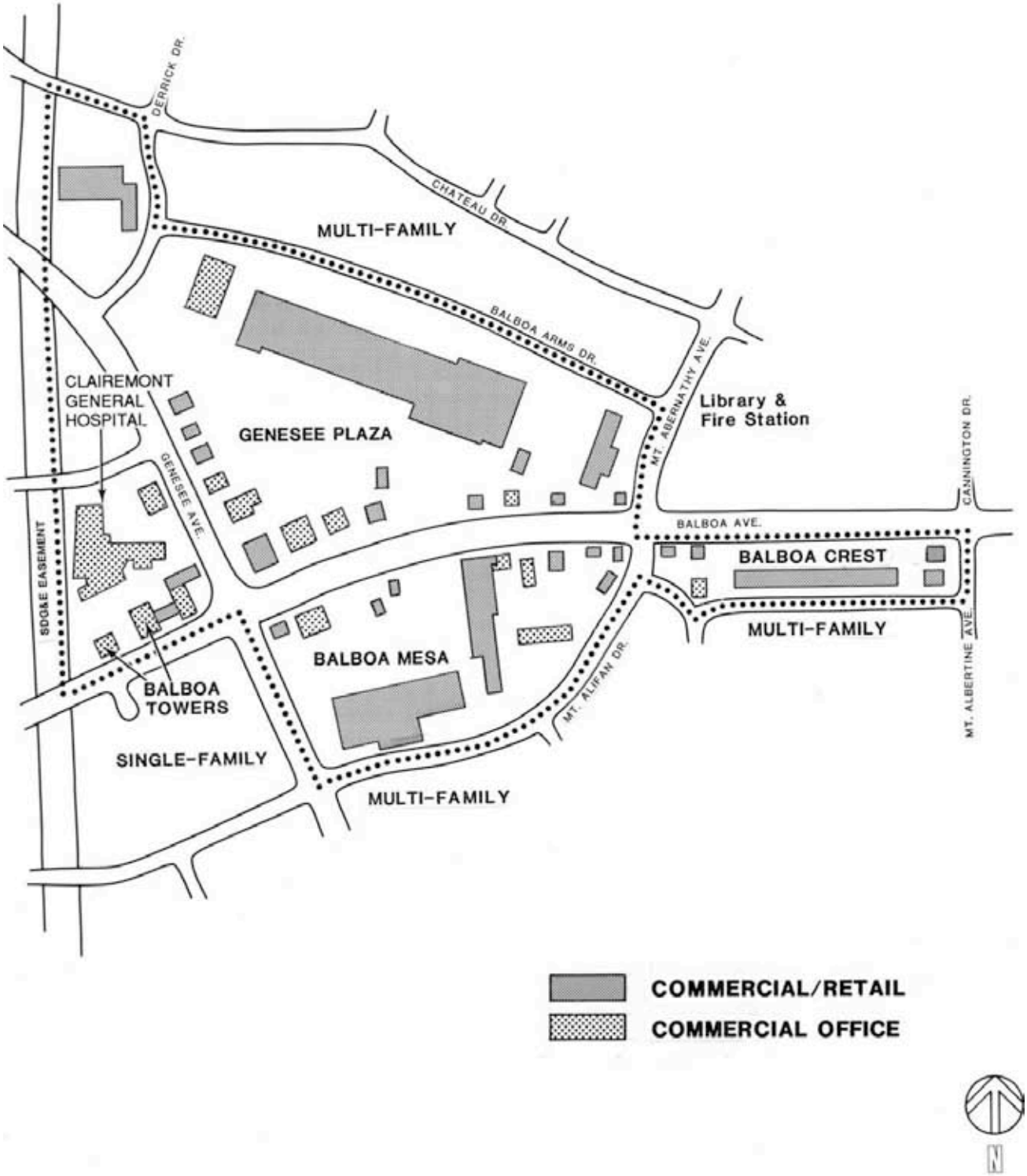
Neighborhood Commercial Centers

Clairemont Mesa had 13 neighborhood commercial centers. Two of these centers have been redeveloped with medium-density residential development. Both of these sites are located in single-family neighborhoods. Out of the remaining 11 neighborhood centers, one site, on the corner of Havasupai and Galatin Way, has a mixture of residential and commercial uses.

The 11 neighborhood centers are evenly distributed throughout the community (**Figure 12**) and range in size from .75 acres to ten acres. Some of the centers are older developments that need to be revitalized to enhance their appearance in the surrounding neighborhoods, while the centers on Moraga Avenue and Geddes Drive, Clairemont Mesa Boulevard and Diane Avenue, and Linda Vista Road and Mesa College Drive have redeveloped with commercial services.

Other Commercial Areas

The commercial strip development along the southern portion of Morena Boulevard between Clairemont Drive and Tecolote Road consists of 31 acres and has a mix of commercial zones (**Figure 12**). Examples of uses in this area include offices, mini-markets, restaurants, car sales and residential development. The area is in need of redevelopment because most of the




## Existing Land Uses in the Community Core

**Clairemont Mesa Community Plan**

**13**
**FIGURE**

commercial properties were developed under the C Zone which is an obsolete zone with minimal development requirements. The commercial strip would benefit from increased off-street parking and new landscaping which meets current standards, including landscaping in the public right-of-way. The area would also benefit from improved signage because there are many illegal signs still remaining.

There is one area in the community with a concentration of visitor-oriented commercial uses. The uses include two motels and a restaurant located on Clairemont Mesa Boulevard, west of Interstate 805 (I-805) (see **Figure 12**). This development is relatively new and visible from the freeway. In addition to the commercial development on Morena Boulevard and in the community core, Clairemont Mesa has commercial office development on Moraga Avenue, north of Balboa Avenue and on Clairemont Drive, south of Balboa Avenue (**Figure 12**). The office development is in good condition. The landscaping along Balboa Avenue from the office development on Moraga Avenue provides a scenic entryway into the community. A few of the properties on Clairemont Drive were residential duplexes that have been converted to medical offices, as permitted by the underlying CO Zone.

## OBJECTIVES FOR COMMERCIAL DEVELOPMENT

1. Develop the community core as a town center with unique, architectural, sign and landscaping theme with pedestrian walkways and bikeways.

2. Ensure the availability of adequate commercial facilities within the community core to meet the needs of the existing and projected residential population of Clairemont Mesa.

3. Require commercial areas to incorporate landscaping which will help to integrate the commercial development into the surrounding neighborhood.

4. Design commercial areas to best utilize the existing transportation system and provide pedestrian linkages to and within commercial development as well as connections to adjacent uses.

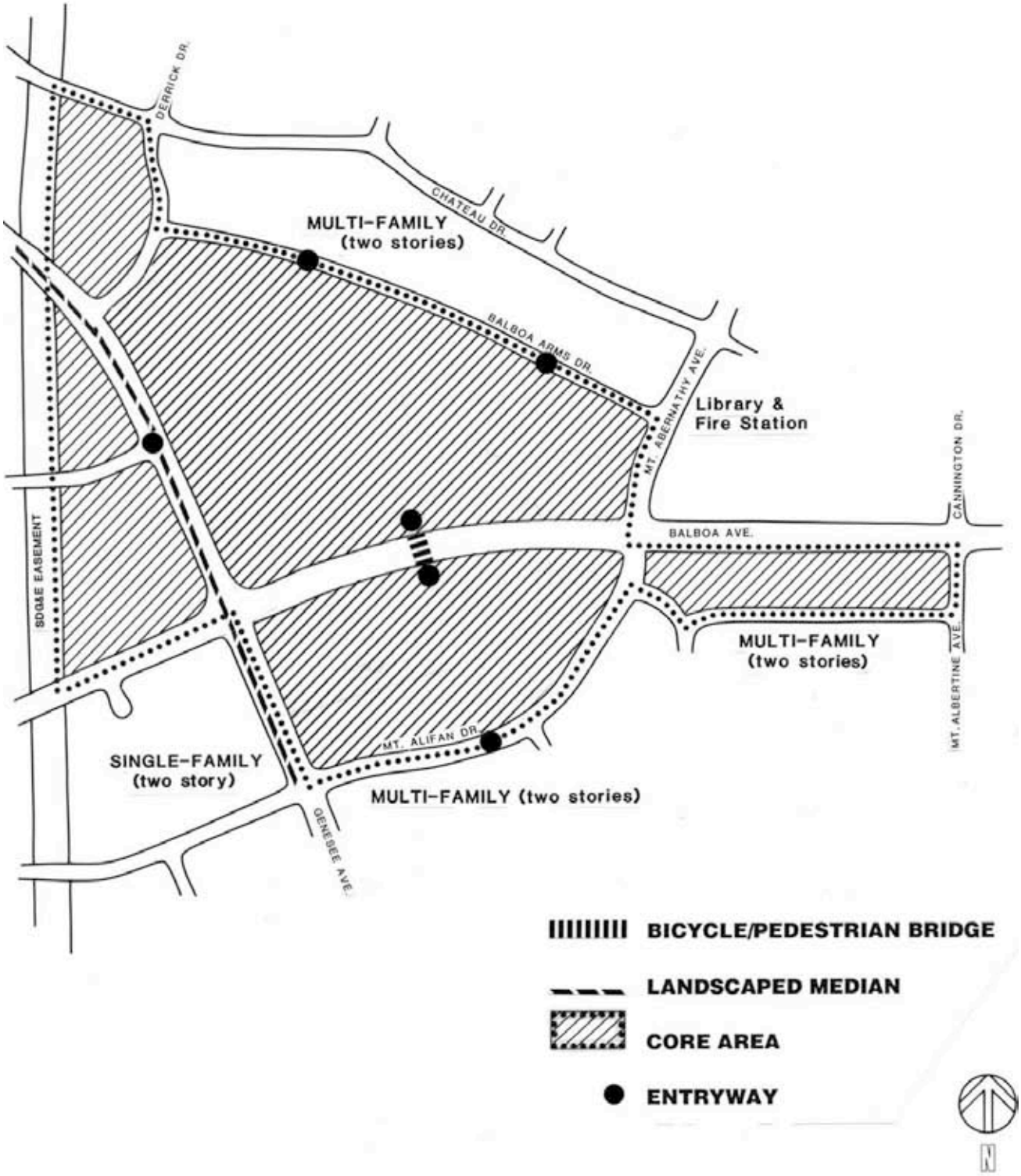
5. Maintain commercial uses in neighborhood commercial centers.

6. Revitalize the commercial area along the southern portion of Morena Boulevard and improve both vehicular and pedestrian access along the Boulevard.

7. Design signs as an integral part of a development project which are informative, compatible with the scale of surrounding development and architecturally compatible with the project and surrounding area.

## RECOMMENDATIONS FOR THE COMMUNITY CORE – CPIOZ

The Community Plan Implementation Overlay Zone (CPIOZ), Type B with a Planned Commercial Development permit should apply to the community core located on Balboa Avenue and Genesee Avenue (**Figure 38**). Development under the existing CA Zone lacks a pedestrian environment in the core area, including walkways that should provide direct




## Community Core Recommendations

**Clairemont Mesa Community Plan**

**14**
**FIGURE**

access to adjacent residential neighborhoods. The development should be enhanced with landscaping in the public right-of-way, setbacks and parking lots. The internal automobile and bicycle circulation system and transit stops are also not well defined in the core area. As redevelopment occurs with CPIOZ, emphasis should be placed on creating a pleasant and convenient shopping environment for residents in Clairemont Mesa.

The community core has been defined based on existing land uses, the central location in the community, vacant and underutilized land which provides opportunity for additional growth and circulation. The core area should be the focal point of the community and continue providing commercial services for residents in Clairemont Mesa. The proposed growth of the community core would not encroach into single-family neighborhoods because of existing and well-established multifamily areas that serve as a buffer between the core and nearby single-family areas.

1. Use

   Commercial uses only should be permitted in the community core. Residential land uses should not be permitted in order to preserve the core as the commercial center of the community (**Figures 13** and **14**).

2. Hospital Use

   Any expansion of or revision to the use of the existing Clairemont General Hospital will require an amendment to the existing Conditional Use Permit or an equivalent permit process. Any hospital facility developed in the community core, or any reuse of the existing hospital facility should be a community-serving facility.

3. Architectural and Site Design

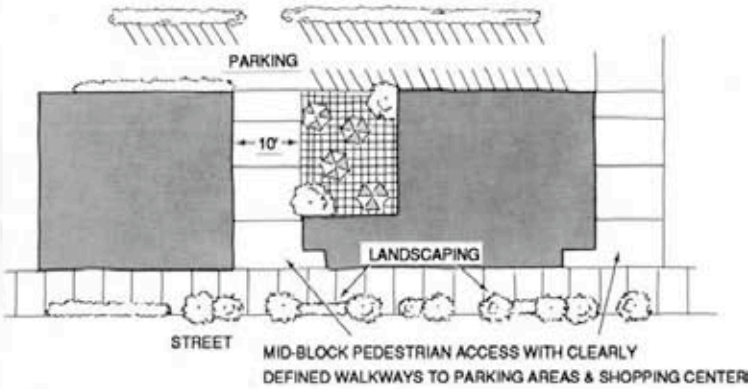
   The Community Plan Implementation Overlay Zone (CPIOZ) Type B with a Planned Commercial Development permit should apply to the community core. This will help ensure that development will occur with a unifying architectural, sign and landscaping theme, pedestrian walkways and bikeways.

   a. Development in the core should include plazas in a park-like setting. The plazas should be the focal point for the community core (**Figure 15**).

   b. Outdoor restaurants should be located on the ground floor incorporating views and physical access into the plazas. Restaurants will be an important feature in establishing pedestrian activity in the core area.

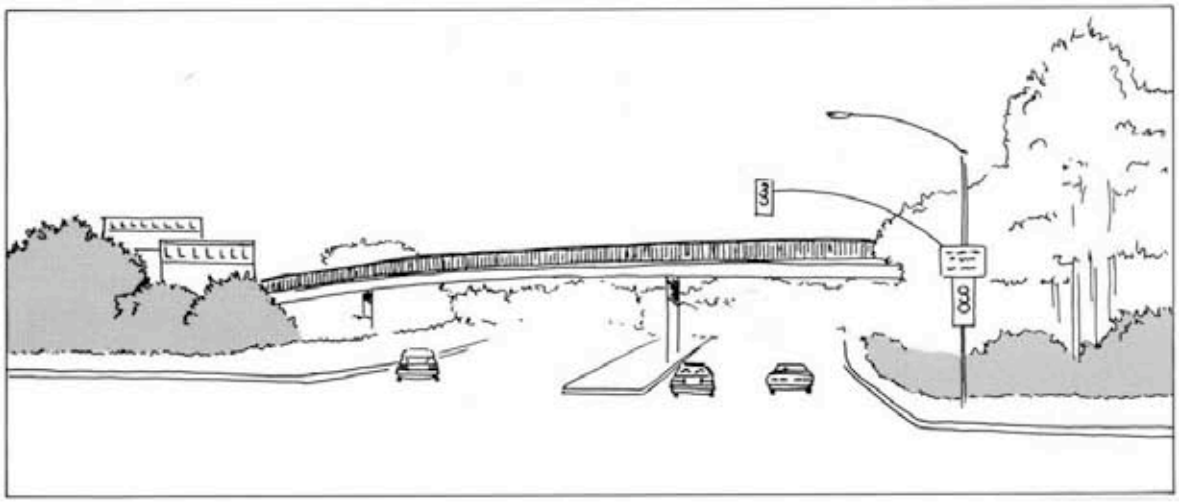
   c. Direct internal pedestrian, bicycle and automobile linkages to adjacent commercial areas should be incorporated in the site design in order to reduce traffic congestion and circulation conflicts on public streets.

   d. New commercial development should be integrated into existing development to provide direct pedestrian access by linking the public right-of-way and the internal walkways of the core area.




OUTDOOR RESTAURANTS ARE AN IMPORTANT FEATURE IN ESTABLISHING PEDESTRIAN ACTIVITY IN THE CORE AREA

AN ENHANCED BICYCLE / PEDESTRIAN BRIDGE IMPROVES NON-MOTORIZED CIRCULATION, REDUCES TRAFFIC CONGESTION AND PROVIDES A LANDMARK FEATURE



## Design Features in the Core Area

**Clairemont Mesa Community Plan**

**15**
**FIGURE**

e. Internal walkways should be a minimum of ten feet wide and connect to public sidewalks. The walkway should be landscaped with trees, shrubs and ground cover. A bicycle/pedestrian bridge should be constructed over Balboa Avenue to connect the two shopping areas in order to improve pedestrian circulation, reduce traffic congestion and provide a landmark feature for the core area (**Figure 15**). The recommended bridge should accommodate bicyclists, as well as pedestrians, and should be designed in such a manner as to separate the two functions to reduce potential conflicts, that is using both smooth and cobbled pavement surfaces to distinguish between bike and pedestrian ways. The construction of the bridge should be an integral part of the pedestrian, circulation and shopping environment.

f. Buildings in the core area should have a unified architectural theme and site design, pedestrian access, bicycle and automobile circulation, and public open spaces. Perspectives of the proposed project that show the relationship of the proposed project to adjacent development should be submitted as part of the permit application.

g. Mexican fan palm trees should be used as a theme street tree in the Community Core, interspersed with broad-headed flowering trees.

4. <u>Parking Design</u>

a. Parking in the community core should be underground, behind the building or within the building. If parking is located on the first and second levels of the building, automobiles should be screened from the public right-of-way with landscaping, and the facade of the parking structure should be sensitive to the pedestrian environment. The automobile or parking facilities should not be a dominant element of the community core.

b. Joint parking should be permitted to reduce space used for parking, provided that a parking study identifies what specific parking reductions are proposed, and how such reductions will not adversely affect required levels of available parking spaces. Examples of subjects to be analyzed in the parking study include: existing and proposed land uses; scheduling of business hours; secure bicycle storage facilities for both customer and employees, and, proximity to public transit.

c. Large surface parking areas should be broken up with landscaped islands and screened from the public right-of-way by landscaping. This can be accomplished through the use of trees, shrubs or mounding, where appropriate, to enhance the visual character of the core area. Large parking areas should also include colored concrete paving (instead of asphalt) as a means to visually enhance surface areas.

5. <u>Circulation</u>

The estimated redevelopment potential of the community core is an additional 119,321 square feet of retail and 31,000 square feet of commercial. If new development exceeds the estimated redevelopment potential of the community core, a traffic study should be submitted in order to mitigate any potential traffic impacts to Balboa Avenue and Genesee Avenue.

## RECOMMENDATIONS FOR CLAIREMONT SQUARE AND CLAIREMONT VILLAGE – CPIOZ

The Community Plan Implementation Overlay Zone, Type B with a Planned Commercial Development permit should apply to Clairemont Square and Clairemont Village in order to ensure that redevelopment will be compatible with the surrounding neighborhoods (**Figure 38**). Development under the existing CA Zone did not provide pedestrian walkways linking the centers to adjacent residential neighborhoods. The centers have many signs, and some of these signs are either too high or too large according to the citywide Sign Ordinance. The internal automobile and bicycle circulation system and transit stops are also not well defined in the centers. As redevelopment occurs with CPIOZ, emphasis should also be placed on creating a pleasant and convenient shopping environment for residents in Clairemont Mesa.

1. Use

   Clairemont Square and Clairemont Village should be retained as community commercial centers.

2. Site Design

   Any new retail development should be integrated with the existing center to ensure compatibility in height, architecture and site design, signs, landscaping and circulation. New development should be linked to the surrounding residential neighborhood by safe and effective pedestrian access through well-defined entryways.

   a. When adjacent to a residential area, the commercial development should be linked to the neighborhood with landscaping or architectural design so a transition is made.

   b. Commercial development should be connected to surrounding residential areas by pedestrian access between the public right-of-way and the internal pedestrian walkways of the center.

   c. Commercial development in the centers should participate in the landscaping improvements along Clairemont Mesa Boulevard and Clairemont Drive (see **Transportation Element**).

## RECOMMENDATIONS FOR THE DIANE SHOPPING CENTER – CPIOZ

The Diane Shopping Center should be rezoned to CN with a Community Plan Implementation Overlay Zone, Type B. New development may occur only under a Planned Commercial Development permit in order to ensure that any commercial redevelopment in this center will be compatible with the surrounding neighborhoods (**Figure 38**). The CPIOZ will also ensure that this center will not be redeveloped with residential uses, thereby eliminating it as a commercial center. The CN Zone alone permits residential uses to occur on the site and does not require a discretionary permit, which gives the community and the city the opportunity to review the design of the center for neighborhood compatibility.

1. Restriction on Residential Uses

   The Diane Shopping Center should be preserved as a neighborhood shopping center. Therefore, no residential uses should be permitted to locate in the center.

2. Architectural and Site Design

   All new development should be integrated with the existing center in terms of height, architecture, signs, landscaping and circulation. New development should be linked to the surrounding neighborhoods by safe and effective pedestrian access through well-defined entryways.

   a. Any new development located adjacent to Conrad Avenue or Diane Avenue should provide entrances to establishments from those streets as well as from the shopping center.

   b. Landscaping should be provided along Conrad Avenue and Diane Avenue as part of any redevelopment of the site.

   c. All service and loading areas that are visible from the public right-of-way or from adjacent residences, should be screened by fencing, landscaping, or a combination of both.

**RECOMMENDATIONS FOR THE WEST CLAIREMONT PLAZA– CPIOZ**

The Community Plan Implementation Overlay Zone, Type B, should apply to the West Clairemont Plaza Shopping Center to ensure that redevelopment of the site is compatible with adjacent residential development, supports use of the Mid-Coast tramsit line, enhances the community image, and offers commercial services that are walkable to the surrounding community. The site should be developed with a first class retail and professional center. The existing center is characterized by older structures, underutilized parking areas, poor landscaping, and a lack of walkways to and from residential neighborhoods and throughout the site. Transit services are poorly integrated into the site.

1. Use

   Retail and commercial services should be encouraged on the site. Professional offices are also permitted. Residential uses may be permitted on the eastern and southern portions of the lot and above the ground floor throughout the site.

2. Architecture and Site Design

   Development should occur with a unifying architectural, signage and landscaping theme and comprehensive pedestrian and bicycle pathways.

a. Development should capitalize on the site's topography. The rise in elevation should be used to provide below-grade parking, capture views, and reduce apparent building mass. Buildings should terrace down from the slope. Great sensitivity should be exercised to minimize view obstruction. Building height is limited to 30 feet.

b. Pedestrian amenities such as landscaping and wide sidewalks (eight to ten feet wide) should be provided along the Clairemont Drive edge. This street segment should link the Clairemont Community to Mission Bay park through improved pedestrian access and a landscaping theme that visually relates to Mission Bay park.

c. Development along the Morena Boulevard frontage should be pedestrian-friendly, with building entrances and windows oriented to the street. A direct pedestrian connection should be made to the future trolley station. Landscaping should link the shopping center with the transit station.

d. The Ingulf Street side shall be developed with sensitivity to the residential areas to the south, minimizing noise impacts and street parking conflicts. Any vehicular entrance on this side should be located between Morena Boulevard and Chicago Street.

3. Transportation Improvements

a. Provide clear access points to the shopping center. The primary vehicular access should be from Clairemont Drive. Consolidate curb cuts.

b. Pedestrian pathways should occur throughout the site. The pathways should be landscaped and protected from vehicular interference.

## RECOMMENDATIONS FOR NEIGHBORHOOD COMMERCIAL CENTERS

1. Rezone

Rezone the two centers on the corner of Clairemont Mesa Boulevard and Limerick Avenue and Clairemont Mesa Boulevard and Diane Avenue from CA to CN in order to assure the continuance of commercial services at the neighborhood level (**Figure 38**).

2. Use

Any proposed residential development in neighborhood commercial areas should occur under Planned Commercial Development Permit in order to ensure that commercial services will be provided at the neighborhood level.

a. Commercial development should be required on the ground floor with any residential uses on the second level of a mixed-use development.

b. Mixed-use developments should not exceed a density of 29 dwelling units per net residential acre.

3. Design

   When adjacent to a residential area, the commercial development should be buffered by a non-transparent fence or wall with landscaping or architectural/site design so a transition is made.

4. Runoff

   Any development along a canyon rim should direct runoff away from the canyon. If runoff must be directed into the canyon, erosion and runoff control measures should be employed (see **Residential** and **Open Space Elements**).

## RECOMMENDATIONS FOR OTHER COMMERCIAL AREAS

1. Rezone

   The area north of Savannah Street and west of Tecolote Road (referred to as the Tecolote Gateway area) should be rezoned from C, R-400 and M-1A to C-1 in order to be consistent with existing land uses and have improved parking and landscaping standards (**Figures 19** and **38**). The C-1 Zone permits a wide range of consumer goods and services and limited wholesaling and warehousing.

2. Rezone

   Rezone the two areas along Clairemont Mesa Boulevard from I-805 to Doliva Drive from CA and CR to CV or an equivalent zone (**Figure 38**). These areas provide existing commercial facilities such as motels, restaurants and other visitor uses, visible from I-805. New development should submit a Planned Commercial Development (PCD) permit in order to provide support uses such as restaurants and recreational facilities.

3. Rezone

   Rezone the duplexes on Clairemont Drive, south of Balboa Avenue from R-3000 to CO in order to be consistent with surrounding commercial development (**Figure 38**). The site should redevelop with offices, because the area is close to Balboa Avenue with good access from Clairemont Drive. On-street parking is available on Clairemont Drive and Modoc Avenue.

## RECOMMENDATIONS FOR SERVICE STATIONS

1. Location

   Service stations should be permitted only in areas identified for commercial development (**Figure 38**). A Conditional Use Permit is required to develop or expand gasoline stations. The maximum number of service stations permitted at an intersection should be two, located on diagonal corners in order to provide maximum service to the community, minimize circulation conflicts and to provide diversity, interest and aesthetic entryways at major intersections in the community.

2. Access

When a service station is located adjacent to a commercial center, direct access from that center to the gasoline station should be provided in order to minimize additional circulation conflicts on the street.

3. Landscaping

a. Landscaped buffers should be provided along each street frontage adjacent to the public right-of-way. Landscaping should be consistent with citywide landscaping guidelines.

b. Stations adjacent to residential development should provide a landscaped strip and a decorative wall adjacent to the residential development.

**RECOMMENDATIONS FOR FAST FOOD RESTAURANTS**

1. Location

Fast food drive-in restaurants should be permitted only in retail areas where such restaurants are compatible with surrounding uses and will not impede circulation on public streets.

2. Access and Circulation

a. Curb cuts should be minimized to eliminate interference with pedestrian movement and on-street parking.

b. When fast food restaurants are adjacent to commercial centers, direct access from that center should be provided, in order to minimize circulation conflicts on the street.

**RECOMMENDATIONS FOR SIGNS**

1. Location

a. Signs for various businesses in any shopping center should be clustered upon a directory sign near the main entryway(s) to the center.

b. In shopping centers, those businesses that are located near the street and are visible from the public right-of-way should only be permitted wall signs.

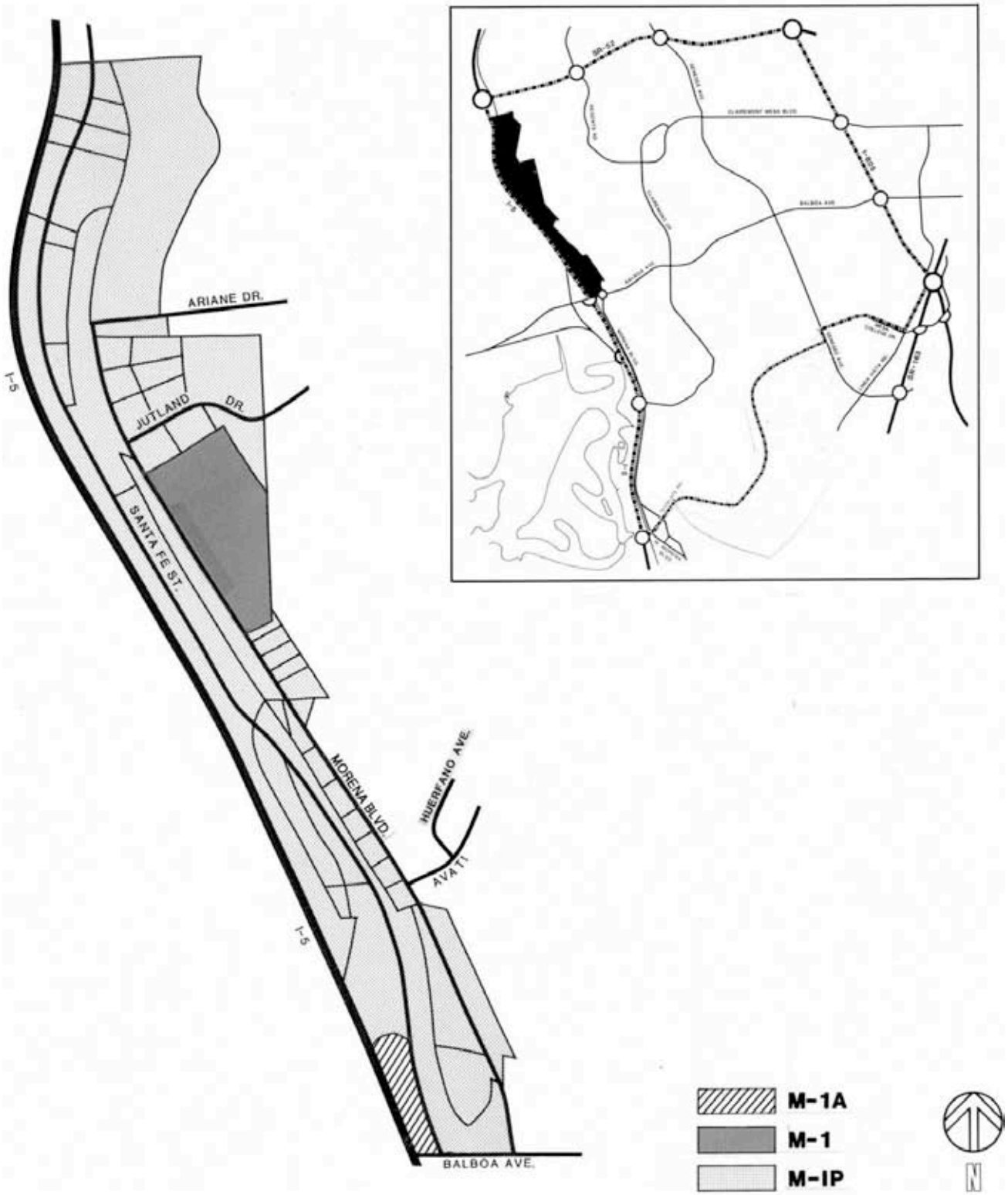
2. Discretionary Review

A Comprehensive Sign Program (CSP) should be submitted as part of the development review process to integrate signs into the projects. A CSP will help to consolidate signs in commercial areas.

a. Signs should be well maintained and designed with respect for the scale and character of the street and surrounding development in order to enhance the overall quality of commercial areas. This can be accomplished with low-profile ground signs, wall signs and projecting signs that should be in scale with pedestrians.

b. Signs should be integrated into the design of the building and constructed of similar materials.

c. Lettering and color of signs should have uniformity throughout the project in order to reduce visual clutter.




**Existing Industrial Zoning Rose Creek/Canyon**

**Clairemont Mesa Community Plan**

**16**
**FIGURE**

# INDUSTRIAL

## EXISTING CONDITIONS

The Clairemont Mesa community contains two industrial areas (**Figures 16** and **18**): the Rose Creek/Canyon area and the Tecolote Gateway area. The combined acreage of these sites is approximately 192 acres, of which 149 acres are developed with industrial uses, 30 acres are used for commercial purposes and 12 acres are vacant (**Table 6**).

**TABLE 6**
**LAND USE IN INDUSTRIAL ZONES (in acres)**

| Industrial Zones | Acres in Zone | Commercial | Industrial | Vacant |
|---|---|---|---|---|
| M-IP | 156 | 26 | 117 | 12 |
| M-1 | 30 | 1 | 29 | 0 |
| M-1A | 6 | 3 | 3 | * |
| **Total:** | **192** | **30** | **149** | **12** |

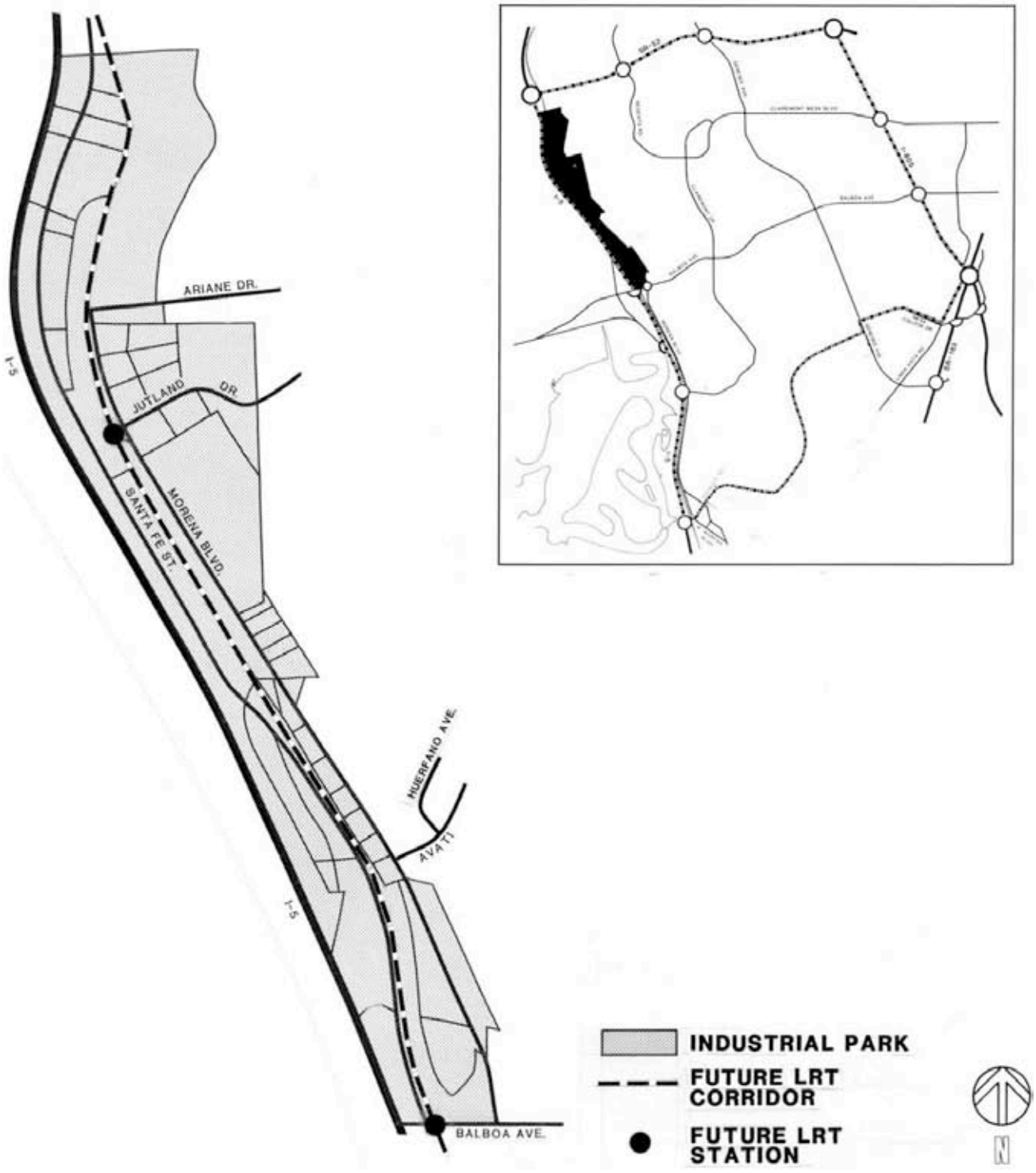
- Less than one acre.

Rose Creek/Canyon

The Rose Creek/Canyon industrial area is located adjacent to I-5 between State Route 52 (SR-52) to the north, Balboa Avenue to the south and the Rose Canyon escarpment to the east (**Figure 16**). Most of this industrial area is zoned for industrial park development (M-IP). Rose Creek/Canyon industrial area is visible from I-5 and has limited access from Santa Fe Street and Morena Boulevard. Examples of uses in this area include wholesale of furniture, printing services and energy conservation and research.

The Rose Canyon Public Works service yard, San Diego Gas and Electric Company (SDG&E) and Santa Fe Visitor Trailer Park are also located in this area. Both the service yard on Morena Boulevard and the SDG&E on Santa Fe Street need some screening along the public right-of-way with landscaping and/or a masonry wall. The trailer park terminates in a cul-de-sac on Santa Fe Street where there are problems with the availability of on-street parking.

Some of the industrial sites along Morena Boulevard and Santa Fe Street have large areas of surface parking with no landscaping. Development in this area would benefit from the elimination of illegal and non-conforming signs and improved landscaping along the public right-of-way and within parking areas. The newer development in Rose Creek/Canyon along Morena Boulevard consists of offices and research and development facilities that are well landscaped with lawns, pine trees and eucalyptus trees. This development is also highly visible from I-5 and should serve as an example for redevelopment of the older industrial sites in this area.




**Industrial Land Use Recommendations Rose Creek/Canyon**

**Clairemont Mesa Community Plan**

**17 FIGURE**

Tecolote Gateway

The Tecolote Gateway industrial area is located along West Morena Boulevard and Morena Boulevard, north of Tecolote Road (**Figure 18**). The industrial area is zoned M-1A and M-1, totaling approximately six acres. Examples of uses include a tire service, auto body shop and towing service. There is a mixture of land uses adjacent to the industrial area that includes four acres of commercial development and four acres of multifamily development. The existing industrial development varies in setbacks and lot size, and lacks landscaping along the buildings, sidewalks and parking lots. The Tecolote Gateway industrial area is visible from I-5 and development in this area would benefit from an overall reduction in the number of signs and improved landscaping in the public right-of-way and parking areas.

## OBJECTIVES FOR INDUSTRIAL DEVELOPMENT

1. Redevelop and rehabilitate the industrial uses along Santa Fe Street and Morena Boulevard in order to improve the physical appearance, landscaping, off-street parking and circulation.

2. Increase employment opportunities.

3. Decrease potential land use conflicts between industrial and residential or commercial development.

4. Design signs as an integral part of a development project that are informative and compatible with the scale of the surrounding development.

## RECOMMENDATIONS FOR ROSE CREEK/CANYON INDUSTRIAL AREA

1. Rezone

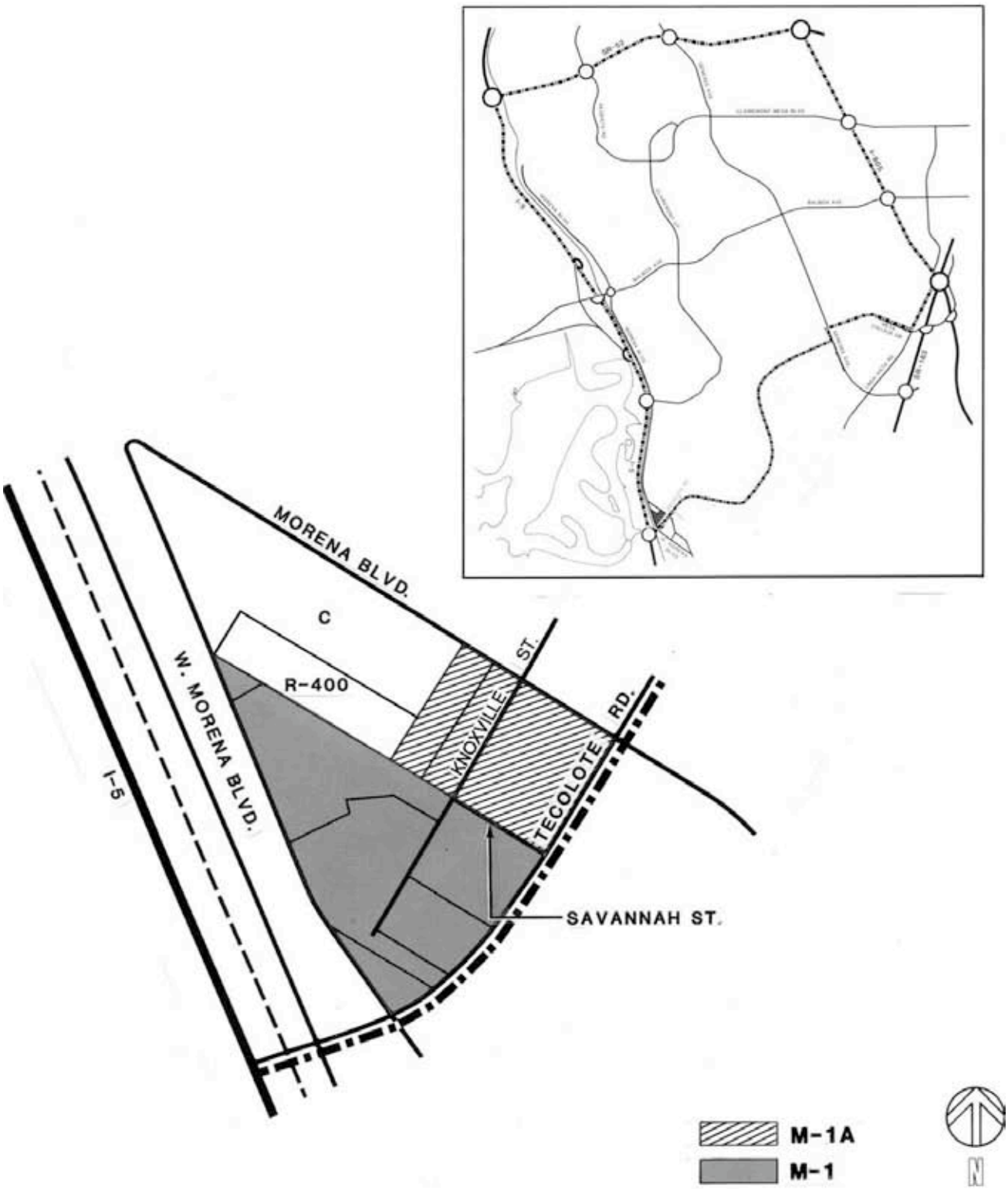
   a. The industrial area on Santa Fe Street, north of Balboa Avenue and south of Damon Avenue should be rezoned from M-IA to M-IP to ensure high quality industrial development, similar to the research and development uses, north on Santa Fe Street (**Figure 38**).

   b. The Price Club site should be rezoned to M-IP when the Price Club is discontinued and an alternative use is being proposed for the site.

2. Site Design

   The Rose Creek/Canyon industrial area along Morena Boulevard and Santa Fe Street should be developed with industrial parks (**Figure 17**) that conform with the regulations of the M-IP Zone. Development within the M-IP Zone requires a discretionary development permit.

   a. Development in the Rose Creek/Canyon area should be principally research and development (R&D) oriented, but could include professional offices or corporate headquarters as well.




**Existing Industrial Zoning Tecolote Gateway**

**Clairemont Mesa Community Plan**

**18**
**FIGURE**

b. Development should be clustered to minimize automobile use areas thereby maintaining open space areas within the canyon.

c. Buildings located on Morena Boulevard should have a low profile so that the structure will not be out of scale with the adjacent canyon slopes when observed from I-5.

d. Rooftops should be designed to protect views from adjacent hillside development. Rooftop design should screen mechanical structures and rooftop storage areas. There should be some variation in rooftops to avoid the appearance of flat roofs looking like a parking lot. Perspectives of the proposed project from vantage points from the adjacent hillsides should be submitted as part of the permit application.

e. On sloping sites, successive floors of buildings should incorporate setbacks in order to follow the natural line of the slope.

f. On sloping sites, the rear of the buildings should be set into the slope in order to blend the structures into the site thereby helping to preserve the canyon environment.

3. Hillside Review – Grading

a. Erosion and runoff control measures should be employed to prevent erosion and downstream siltation.

b. Grading of pads should not be obtrusive but rather blend into the environment to avoid stark, abrupt appearances of buildings and building pads.

c. Grading should conform to the recommendations of the **Open Space Element**.

4. Landscaping

a. The existing landscaping, such as lawns, pine trees, and eucalyptus trees on Morena Boulevard north of Balboa Avenue should be used as a landscaping theme (see **Transportation Element**).

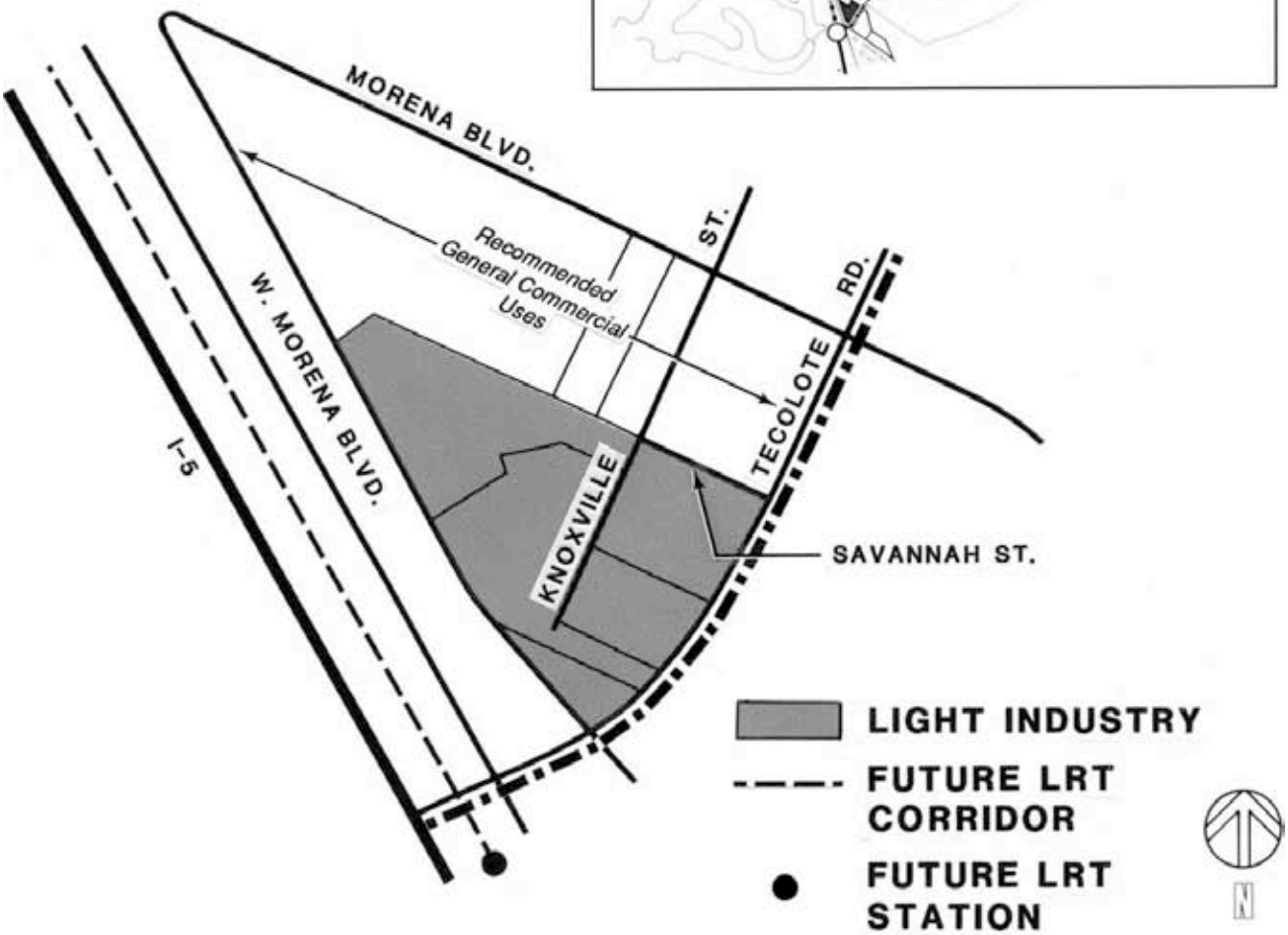
b. The Price Club should enter into an agreement with the City to improve the landscaping on its site.

5. Access Improvements

To facilitate access to the area, Morena Boulevard should be widened to four lanes from Jutland Drive south to the existing four-lane section, north of Avati Drive (see **Transportation Element**).

6. LRT Stop

Future development of the City-owned leased sites on Morena Boulevard should reserve a site for the proposed LRT stop (**Figures 17** and **19**).




**Industrial Land Use Recommendations Tecolote Gateway**

**Clairemont Mesa Community Plan**

**19 FIGURE**

## RECOMMENDATIONS FOR TECOLOTE GATEWAY AREA

Recommendations for the Tecolote Gateway area are based on existing land use patterns, the need for zoning consistency with existing uses and the close proximity to Mission Bay and Tecolote Canyon Natural Park.

1. Industrial Development

   The area south of Savannah Street and west of Tecolote Road should remain light industrial with the M-1A Zone in order to continue providing employment opportunities in the community (**Figure 19**). Redevelopment should occur through a Planned Industrial Development (PIO) permit to provide for open space areas and improve circulation and off-street parking. Parking should be located underground or behind the building. In those cases where parking facilities are visible from I-5, Morena Boulevard or West Morena Boulevard, landscaping should be provided within or adjacent to the parking facility in order to visually buffer parking areas seen from the public right-of-way.

   a. The entire perimeter of the concrete channel should be landscaped in a manner that will be visible from Tecolote Road right-of-way to enhance the main entryway to Tecolote Canyon Natural Park.

   b. Secure bicycle storage facilities (such as bicycle lockers and racks) should be provided for employees and visitors.

2. Rezone

   The area north of Savannah Street and west of Tecolote Road should be rezoned from C, R-400 and M-1A to C-1 in order to be consistent with existing land uses and have improved parking and landscaping standards (**Figures 19** and **38**).

## RECOMMENDATIONS FOR SIGNS

A Comprehensive Sign Plan (CSP) should be submitted as part of the development review process to integrate signs into projects. A CSP will help to consolidate signs in industrial areas. Signs should be well maintained and designed with respect for the scale and character of the street and surrounding development in order to enhance the overall quality of industrial areas. This can be accomplished with low-profile ground signs, wall signs and projecting signs that should be in scale with pedestrians.

1. Signs should be integrated into the design of the building and constructed of similar materials.

2. Lettering and color of signs should have uniformity throughout the project in order to reduce visual clutter.

## RECOMMENDATIONS FOR SERVICE YARDS

1. Use

   a. Future development of the Rose Canyon Public Works service yard site and SDG&E site should be for research and development.

   b. A portion of the Rose Canyon Public Works service yard should be considered for a community recycle center. The equipment, such as trash bins and trash compactors should be screened from the public right-of-way.

2. Screening and Landscaping

   The Rose Canyon Public Works service yard on Morena Boulevard and the SDG&E on Santa Fe Street should have landscaping or a wall along the perimeter of the site in order to screen the parking lot and equipment from the public right-of-way. If a fence or wall is located along the perimeter of the site and is visible from the public right-of-way, landscaping should be required to ensure aesthetic screening of the service yard and compatibility with the surrounding development.

# TRANSPORTATION

The transportation network in Clairemont Mesa consists of automobile and public transportation systems, the bicycle system and pedestrian circulation.

## OBJECTIVES FOR TRANSPORTATION

1. Improve the street system as necessary to accommodate the community's growth, while minimizing adverse effects on existing residential, industrial and commercial uses and the open space system.

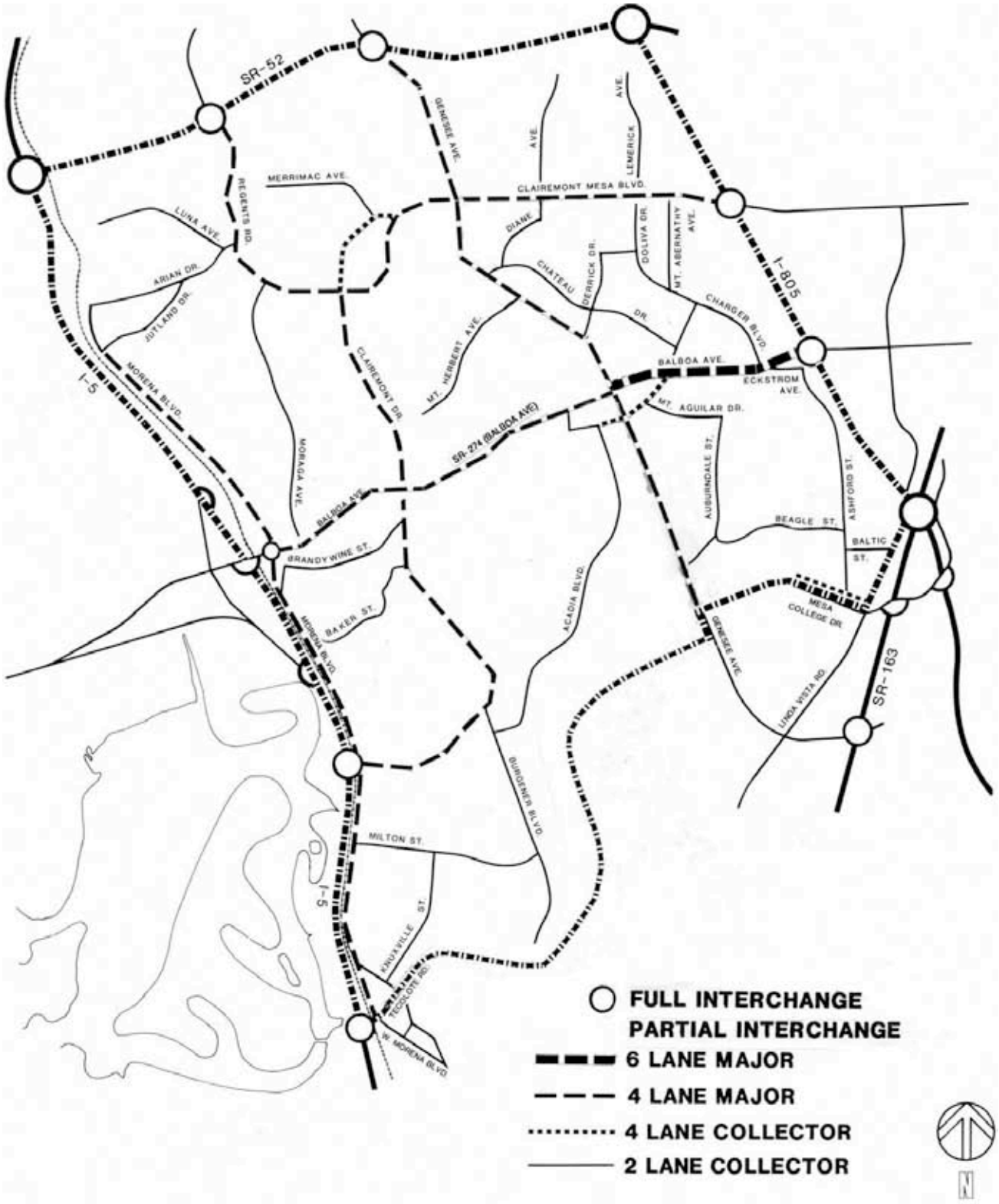
2. Develop a bicycle system that will join parks and recreational areas, schools, and commercial activity centers in the community and the City.

3. Provide an efficient and high level of public transit within and surrounding the community. Design and plan land uses that will support and make use of the future light rail transit.

4. Enhance pedestrian circulation, particularly between higher density residential and commercial areas and to active and passive recreational facilities.

5. Enhance the community's image through streetscape improvements and community identification signs along major streets.

6. Minimize adverse noise impacts on major streets.




## 1985 Street Classifications

**Clairemont Mesa Community Plan**

**20**
**FIGURE**

# AUTOMOBILE TRANSPORTATION

## EXISTING CONDITIONS

The street system in Clairemont Mesa consists of freeways, major streets, collector and local streets (**Figure 20**). Freeways that form the northern, eastern and western boundaries of the community include SR-52, I-805 and I-5, respectively. Roads classified as major streets in 1985 include Balboa Avenue, Genesee Avenue, Clairemont Mesa Boulevard and Clairemont Drive. Collector streets are numerous and serve all areas of the community. However, when accessing Mesa College Drive from State Route 163 (SR-163), the street terminates at Mesa College Drive. The incompletion of Mesa College Drive to Genesee Avenue has created some circulation problems for the college and nearby residents during the peak morning and evening hours.

Balboa Avenue is the major east-west route through the Clairemont Mesa community. It is the only direct east-west thoroughfare located between SR-52 at the community's northern border and Friars Road and Interstate 8 (I-8) in Mission Valley to the south. During morning and evening peak traffic hours, Balboa Avenue experiences considerable traffic on several segments: from I-805 to Moraga Avenue, Clairemont Drive to Genesee Avenue and Charger Boulevard to I-5 (**Figure 20**). Along Balboa Avenue, especially in the community core area, there are several signals, curb cuts and left-hand turn lanes, which further impede the traffic flow. Since Balboa Avenue is a state route (SR-274), improvements that cause modification to access points along this route are subject to the review of Caltrans.

In 1985, 12 collector streets had traffic volumes that were functioning 30 percent over the maximum number of average daily trips recommended for those streets due to high congestion, such as Mount Acadia Boulevard, Mount Alifan Drive, and Moraga Avenue. It should be noted that streets that exceed the maximum desirable ADTs (**Figure 21**) do not necessarily reflect the carrying capacities of streets, but rather represent volumes that are generally considered acceptable by motorists. Although volumes exceeding the desirable maximum can often be accommodated, users may consider these higher volumes undesirable, due to high congestion, backups, delays, low speeds, high noise levels, and safety issues.

Santa Fe Street, north of Balboa Avenue, is a two-mile cul-de-sac. Due to low existing and future traffic volumes, right-of-way width constraints and a difficult topographic relationship to possible connector streets to the north, no physical improvements to Santa Fe Street are contemplated at this time.

# 1985 Average Weekday Traffic

## Clairemont Mesa Community Plan

**21**
**FIGURE**

## RECOMMENDATIONS FOR STREET IMPROVEMENTS

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

1. Balboa Avenue

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

2. Genesee Avenue

   a. Standard curb, gutter, and sidewalk should be constructed on Genesee Avenue from Sauk Avenue to north of Derrick Drive.

   b. Genesee Avenue should be widened from five to six lanes between Derrick Drive and Mt. Alifan Drive as adjacent property develops or redevelops.

   c. Genesee Avenue should be widened to four lanes with bike lanes from Boyd Avenue south to the community boundary.

3. Mt. Abernathy Avenue

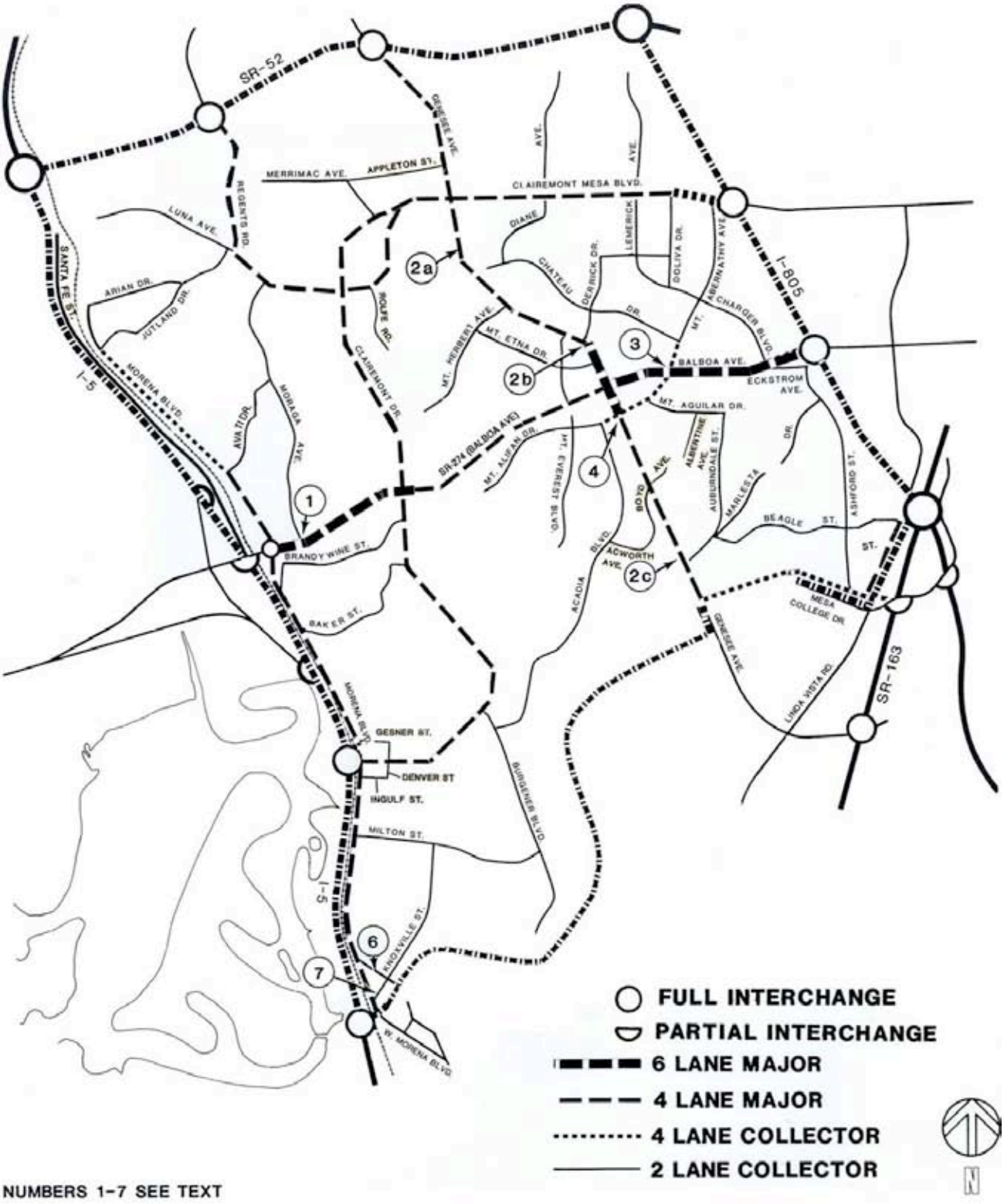
   The operating level of service at the intersection of Mt. Abernathy Avenue, Mt. Alifan Drive and Balboa Avenue should be improved by providing dual left-turn lanes for southbound to eastbound traffic. This will require reconstruction of the median on the north side of the intersection (Mt. Abernathy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

4. Mt. Alifan Drive

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

5. Morena Boulevard

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




NUMBERS 1-7 SEE TEXT

## 2005 Street Classifications and Recommendations

**Clairemont Mesa Community Plan**

**22**
FIGURE

6. Knoxville Street

   Knoxville Street should be a through street connecting Morena Boulevard to West Morena Boulevard. This connection will improve circulation by providing a connection between the community and a major street while bypassing the Morena Boulevard-Tecolote Road intersection. The Knoxville connection will also require the widening of Morena Boulevard from Knoxville Street to Tecolote Road, including the bridge over Tecolote Creek, to provide two northbound turn lanes, one southbound left-turn lane, one southbound through/right-turn lane, and an exclusive southbound right-turn lane.

## RECOMMENDATIONS FOR DESIGN OF MAJOR AND COLLECTOR STREETS

1. Street Design

   Streets should be designed to physically incorporate all transportation modes, including automobile, pedestrian, bicycles and public transit.

2. Landscaping

   Streets in Clairemont Mesa should be enhanced by providing landscaping that would serve as a buffer between the street and adjacent land use in accordance with the Citywide Landscaping Ordinance. Landscaping in the public right-of-way should be incorporated along portions of Clairemont Mesa Boulevard, Clairemont Drive, Genesee Avenue and Balboa Avenue (Entryways and Streetscapes/Pedestrian Circulation (**Figures 28-30**).

3. Street Signals

   The following intersections should be signalized:

   a. Clairemont Drive and Merrimac Avenue

   b. Morena Boulevard and West Morena Boulevard (northern intersection)

   c. Linda Vista Road and Stalmer Street

   d. Mount Aguilar Drive and Mount Alifan Drive

NUMBERS REPRESENT TRIPS IN THOUSANDS

N

## 2005 Average Weekday Traffic

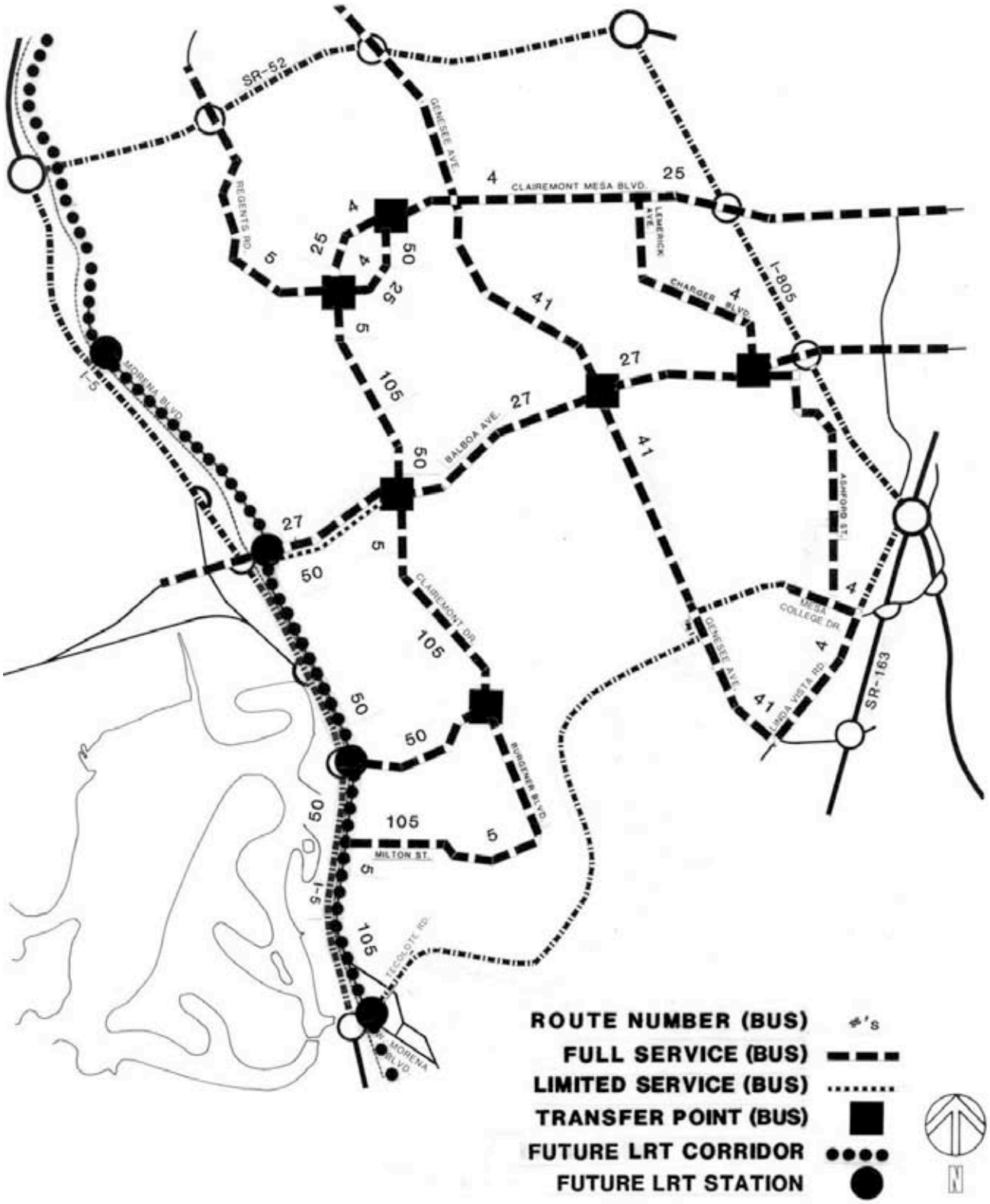
**Clairemont Mesa Community Plan**

**23**
**FIGURE**

## RECOMMENDATIONS FOR TRAFFIC STUDY

1. Community Core

   The estimated redevelopment potential of the community core is an additional 119,321 square feet of retail and 31,000 square feet of commercial offices. If new development exceeds the estimated redevelopment potential of the community core, a traffic study should be submitted in order to mitigate any potential traffic impacts to Balboa Avenue and Genesee Avenue.




## Public Transit

**Clairemont Mesa Community Plan**

**24**
**FIGURE**

# PUBLIC TRANSIT

## EXISTING CONDITIONS

Clairemont Mesa is served by public transit in the form of bus service. There are six bus routes, including a metro or express route and five local routes (**Figure 24**). Bus routes generally run along major streets and include six transfer points in the community.

The Metropolitan Transit Development Board (MTDB) has proposed a northern extension of the San Diego Trolley Light Rail Transit (LRT) system to be constructed prior to 1995. The 15-mile extension would serve the I-5 corridor from downtown San Diego to the North City West community. The future trolley alignment in this community will be in or adjacent to the existing Atchison, Topeka and Santa Fe Railroad right-of-way that is adjacent to the freeway. There will be three future LRT stations that will allow residents access to public transit. The future LRT stops in Clairemont Mesa will be located at Clairemont Drive, Balboa Avenue and Jutland Drive. All three LRT stops will be adjacent to existing commercial and industrial development and to single-family and multifamily neighborhoods. A fourth future LRT stop will be located outside Clairemont Mesa in the Linda Vista community on West Morena Boulevard, just south of Tecolote Road (**Figure 24**).

## RECOMMENDATIONS FOR TRANSIT STOPS

1. Facilities and Services

   Transit stops should provide passenger shelters, public telephones and bus schedules in order to provide a more convenient service and to improve their visibility.

2. Landscaping

   Transit stops should be enhanced with landscaping, where feasible.

3. Maintenance

   Advertising spaces should be leased in transit shelters to subsidize the cost of maintaining the facility.

## RECOMMENDATIONS FOR LRT STATIONS

As development or redevelopment occurs along the LRT corridor, all development proposals should be reviewed by the MTDB and the San Diego Association of Governments to reserve, if necessary, land for LRT right-of-way and stations.

1. Balboa Avenue and Morena Boulevard

   The transit station near the intersection of Balboa Avenue and Morena Boulevard should be four to six acres to accommodate automobile and bicycle parking, connections to bus

routes, passenger loading zones and a retail convenience center. A parking structure should be incorporated into the design of the station in order to increase on-site parking opportunities.

2. Clairemont Drive and Jutland Avenue

   Transit stations near the intersections of Clairemont Drive and Jutland Drive along Morena Boulevard should be two to three acres to accommodate parking. An intensification of multifamily development and commercial and industrial uses, adjacent to the transit station, just south of Tecolote Road on Morena Boulevard, is recommended (see **Land Use Elements**).

3. Connection to Bus Service

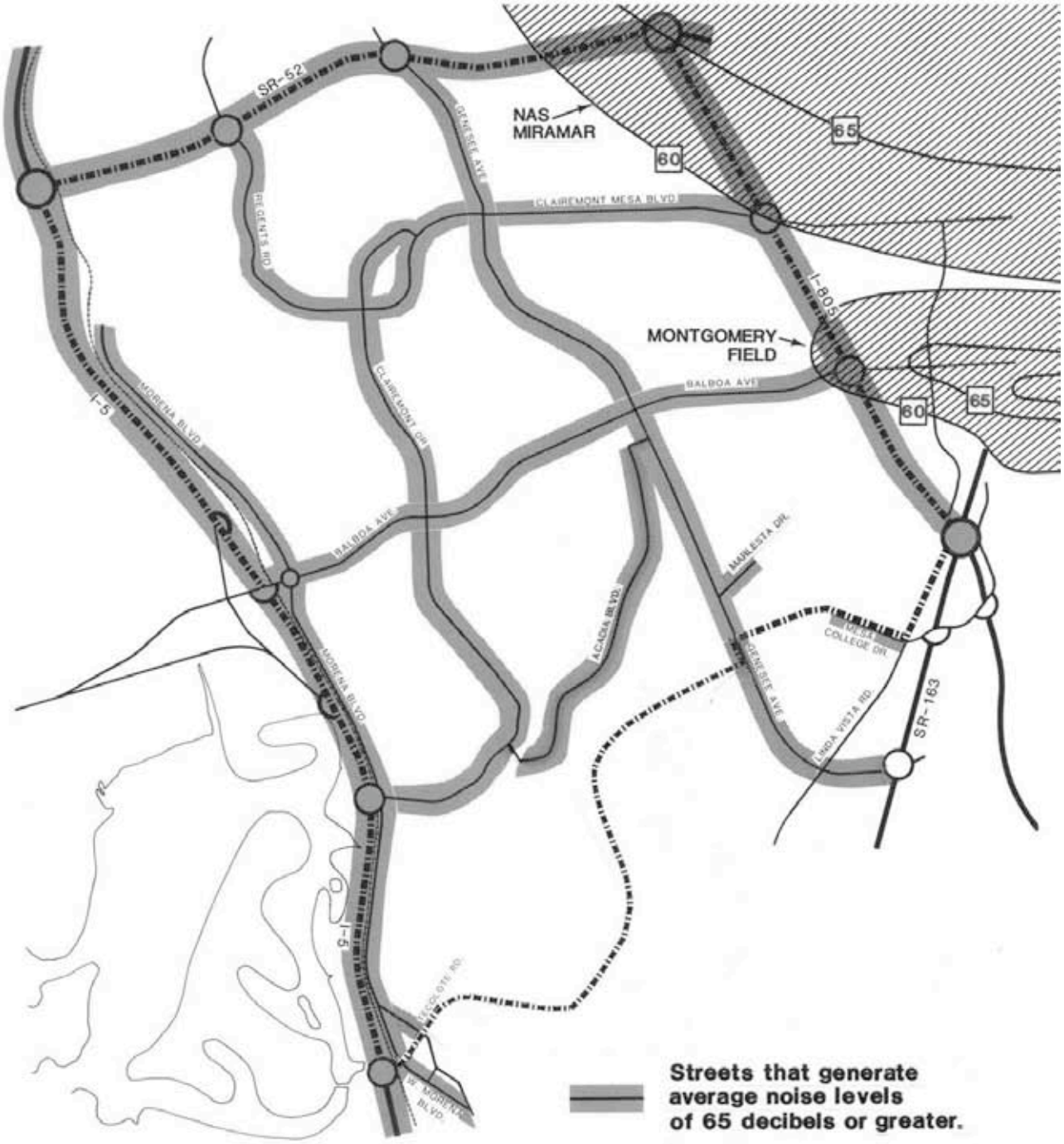
   Bus service and bikeways should be routed to serve LRT stations. Transfer facilities should also be incorporated into the site and station design.

4. DART/Park-and-Ride

   The MTDB should study the feasibility of DART (Direct Access to Regional Transit) and park-and-ride opportunities to serve commuters, via Balboa Avenue and Clairemont Mesa Boulevard in order to minimize traffic congestion and to provide a direct link to LRT stations.

5. Station Facilities and Services

   a. Shelters with benches should be provided for passenger waiting areas.
   b. LRT stops should include graphics identifying LRT routes and schedules.
   c. Bicycle racks and lockers should be provided at each LRT stop.
   d. Landscaping should be consistent with citywide landscaping guidelines.




Source: Environmental Quality Division,
Planning Department

## Noise Sources

**Clairemont Mesa Community Plan**

**25**
**FIGURE**

## NOISE SOURCES

### EXISTING CONDITIONS

Clairemont Mesa is exposed to noise generated by traffic on freeways and streets, by aircraft utilizing Montgomery Field and Miramar Naval Air Station, and by trains using the Atchison, Topeka and Santa Fe Railway (**Figure 25**). Traffic noise levels on I-5, SR-52 and I-805 have generated 65 decibels (CNEL)* or greater extending 200 feet on either side of the freeways. Since segments of the roadways vary in elevation, the properties adjacent to the freeways may not be impacted. Surface streets which generate noise levels of 65 decibels or greater and may impact adjacent properties include Clairemont Mesa Boulevard, Regents Road, Clairemont Drive, Mount Acadia Boulevard, Genesee Avenue, Balboa Avenue, Morena Boulevard, Mesa College Drive, and a portion of Marlesta Drive.

Approximately 78 acres in Clairemont Mesa lie within the 60 to 65 decibel CNEL noise contour interval that surrounds NAS Miramar. A very small area is within the 60 to 65 decibel CNEL noise contour interval that surrounds Montgomery Field. There are no residential areas in Clairemont Mesa where noise levels from the airports exceed 65 decibels (CNEL), and projected noise contours for the year 2000 indicate that residential designated areas in Clairemont Mesa will not become exposed to noise levels greater than 65 decibels (CNEL).

The Atchison, Topeka and Santa Fe Railroad that parallels I-5 is a third source of noise in Clairemont Mesa. Noise levels from the trains currently do not exceed 65 decibels (CNEL) when measured as close as 25 feet from the railroad tract. The San Diego LRT system, which will serve the I-5 corridor, will be in or adjacent to the existing railroad tracts right-of-way. Noise from the future LRT is not expected to exceed the noise level generated by traffic on I-5.

### RECOMMENDATIONS FOR NOISE IMPACTS

Noise attenuation measures should be required in new development and redevelopment projects to reduce noise impacts to an acceptable level (General Plan).

1. <u>Setbacks</u>

   Increased setbacks of structures from property lines should be used to mitigate adverse noise levels

2. <u>Clustering</u>

   Clustering of commercial and residential uses through planned development permits could reduce interior open space noise levels.

* Community Noise Equivalent Level (CNEL) is a 24-hour, average sound level with weighting factors given to the hours between 7:00 p.m. and 7:00 a.m. to account for increased noise sensitivity during the evening and night time hours.

3. Design

Projects impacted by roadway noise should be carefully designed so that building orientation, placement of windows and other design features will minimize noise impacts.

a. Architectural design can reduce noise levels by locating entrances, windows, patios and balconies away from noise generators. Building height, insulation of windows, acoustical walls, dense building materials, earth berms and other related techniques are also useful in reducing noise levels.

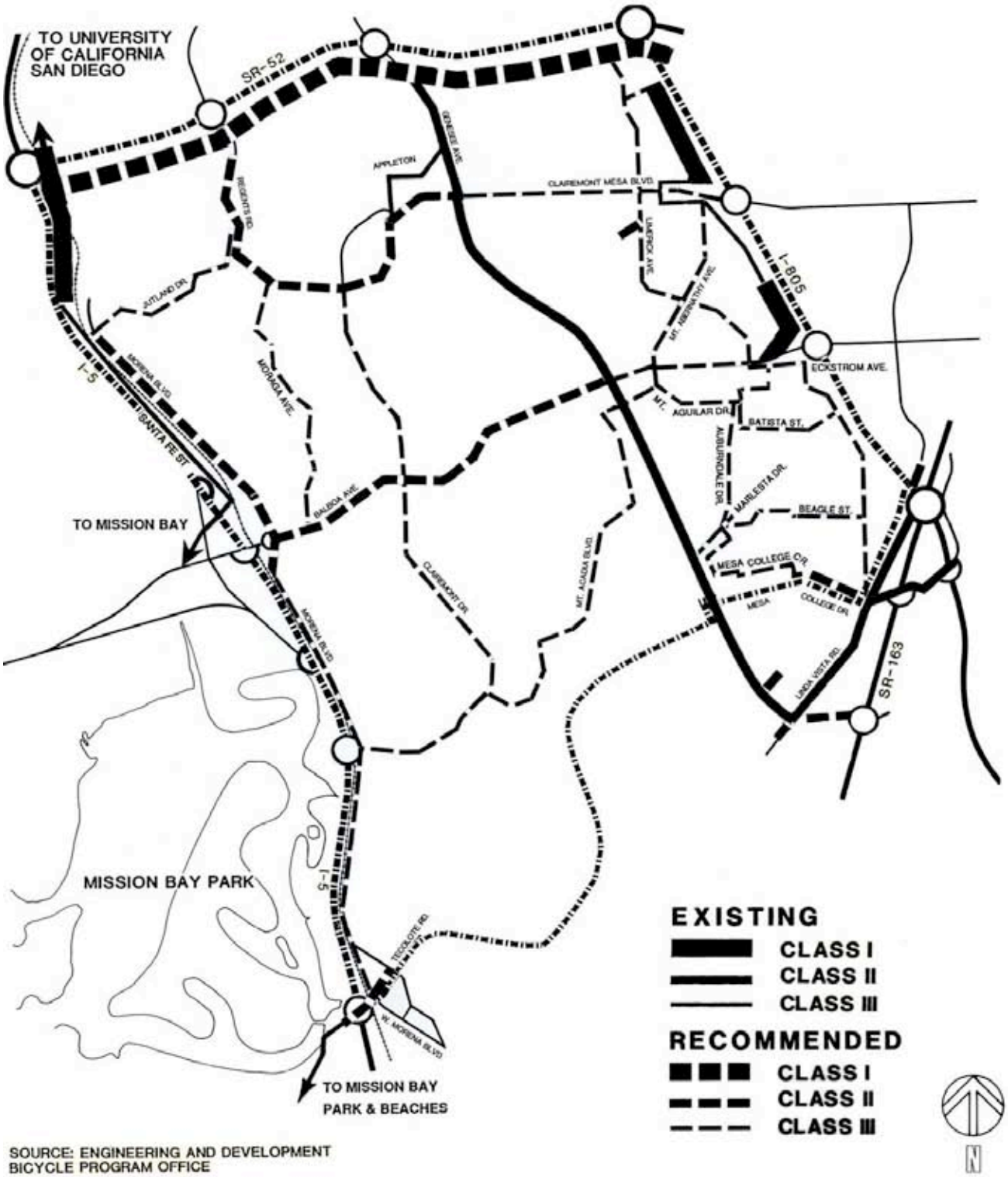
b. Incorporating waterfalls, fountains or other similar features into the project design should be considered to block noise from off-site sources.

4. Noise Walls

a. Residential development along the freeways should be sufficiently buffered from vehicular noise by means of setbacks or elevation differences, wherever feasible, to avoid the use of solid walls as mitigation. Buffers along the freeways or major roads may be used for pedestrian pathways, bikeways, and linear parks.

b. Where solid walls are necessary to mitigate noise impacts along roadways, a site-sensitive wall design should be combined with landscaping and berms to reduce the visual impact of the wall. The visual impact of the wall as seen from both sides should be a factor in the design.

c. Mechanical ventilation should be installed in residential developments to supplement or replace air conditioning in situations where interior insulation is the chief means of reducing noise impacts.




SOURCE: ENGINEERING AND DEVELOPMENT BICYCLE PROGRAM OFFICE

## Recommended Bikeway System

**Clairemont Mesa Community Plan**

**26**
FIGURE

## BIKEWAY SYSTEM

### EXISTING CONDITIONS

On April 26, 1982, the City Council adopted a regional bikeway system. Segments of the bikeway system, both existing and recommended, are shown on **Figure 26**. Bikeways are classified into three general categories (Class I, II and III) based on the extent of their improvements (**Figure 27**). There are three regional routes that serve Clairemont Mesa. The bike route along Santa Fe Street extends southwest into Mission Bay Park and north to University, serving the University of California at San Diego. The route continues north to La Jolla and Torrey Pines State Park. The bike routes along Genesee Avenue and Linda Vista Road in Clairemont Mesa extend into adjacent communities.

### RECOMMENDATIONS FOR BIKEWAY SYSTEM IMPROVEMENTS

1. Bikeway System

   The recommended bikeway system for Clairemont Mesa as shown on **Figure 26** should be completed to encourage bicycling as an alternative mode of transportation. The development of the bikeways south of SR-52 and the bicycle lanes along Genesee Avenue should be a high priority.

2. San Clemente Bikeway

   The bikeway from I-805 to I-5 should be located at the northern boundary of Marian Bear Memorial Park, adjacent to the Caltrans right-of-way. The alignment of the bikeway should not disrupt the biological resources of the park.

3. Signs

   Bikeway signs should include destination sign plates that indicate that major activity centers can be reached via the bikeway system (i.e. Mesa College, Mission Bay Park and downtown San Diego).

4. Bicycle Parking

   a. Bicycle racks should be placed in visible location near building entrances, but should not impede pedestrian circulation.

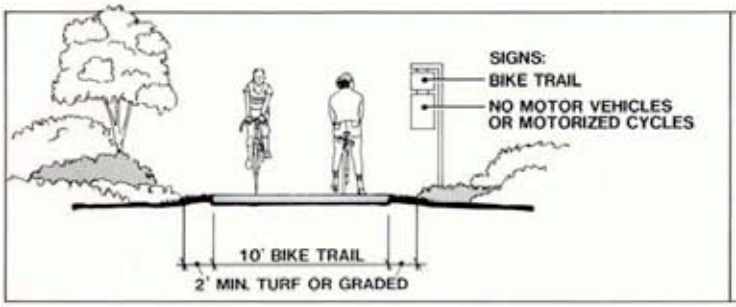
   b. Bicycle racks should be of a secure and stable design.

   c. Bicycle parking signs should be used to identify bicycle parking areas.

   b. Bicycle lockers should be provided for employees who commute to work by bicycle.

5. LRT Connection

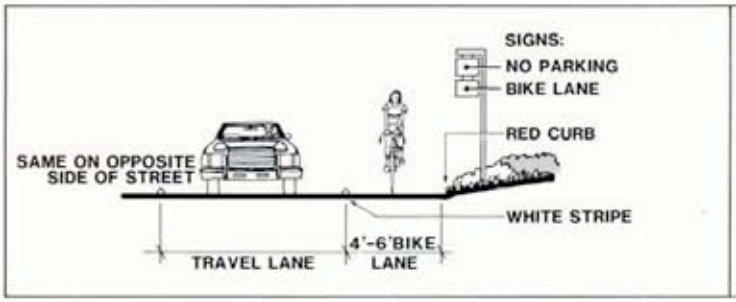
   Bikeways should be routed to serve LRT stations and incorporate bicycle racks and lockers at each LRT stop.




## CLASS I
## (Typical location–open space)

**Bicycle Path**

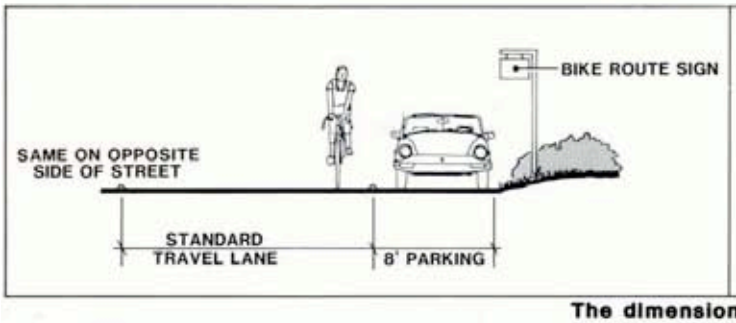
A completely separate right-of-way for the exclusive use of non-motorized vehicles.




## CLASS II
## (Typical location–major street)

**Bicycle Lane**

A restricted right-of-way located on the paved road surface alongside the traffic lane nearest the curb, and identified by special signs, land striping, and other pavement markings.




## CLASS III
## (Typical location–neighborhood street)

**Bicycle Route**

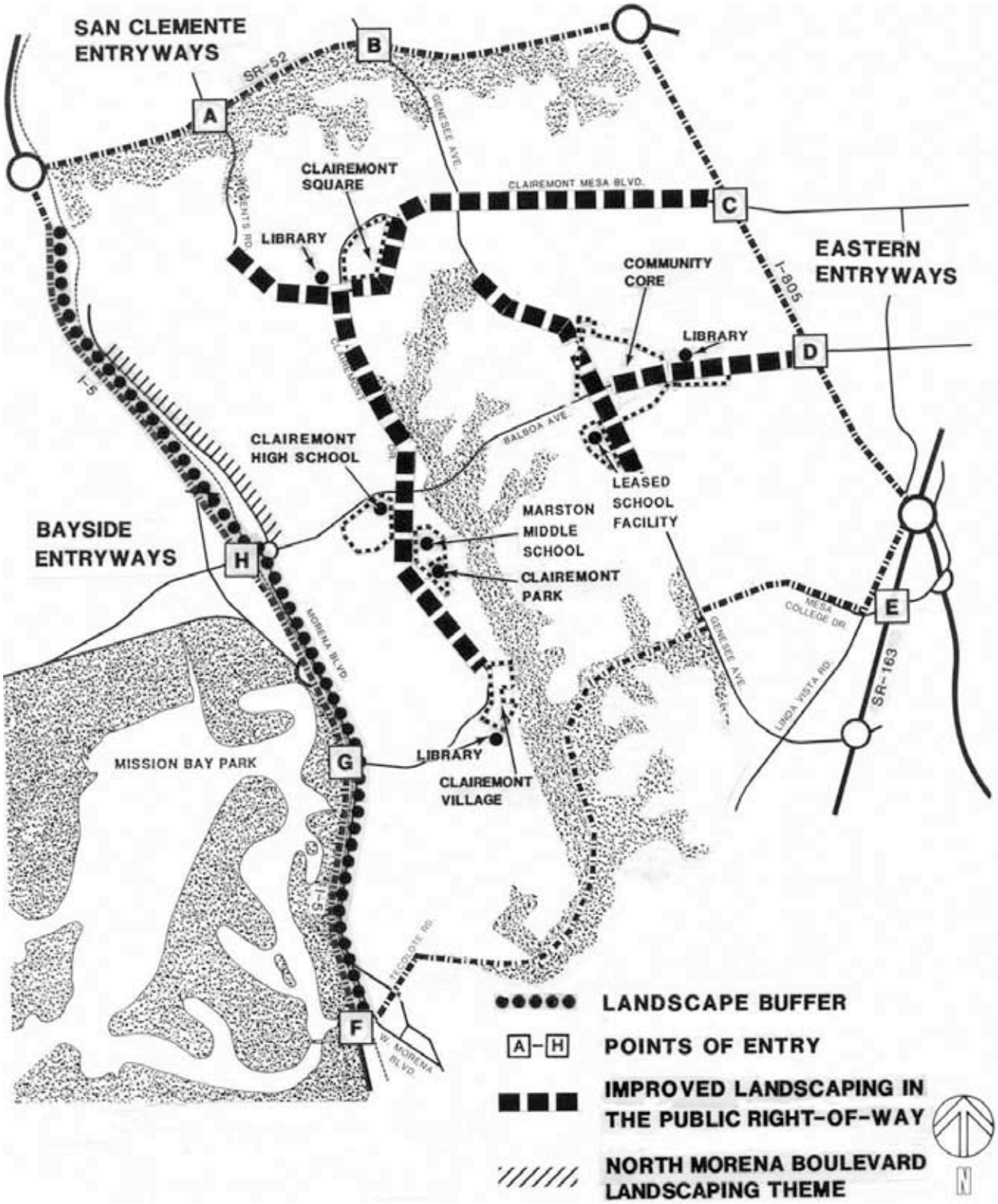
A shared right-of-way designated by signs only, with bicycle traffic sharing the roadway with motor vehicles.

**The dimensions illustrated on this page are subject to change.**

# Bicycle Facilities Classification

**Clairemont Mesa Community Plan**

**27**
**FIGURE**




## Recommended Points of Entry/Streetscapes

**Clairemont Mesa Community Plan**

**28**
FIGURE

# ENTRYWAYS AND STREETSCAPES/PEDESTRIAN CIRCULATION

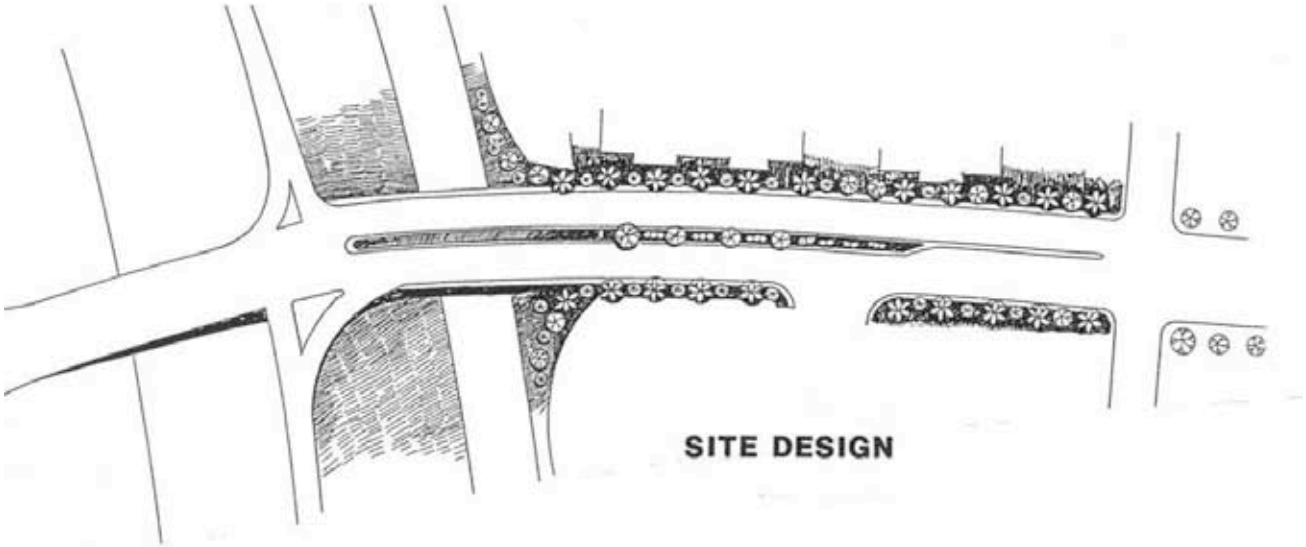
## EXISTING CONDITIONS

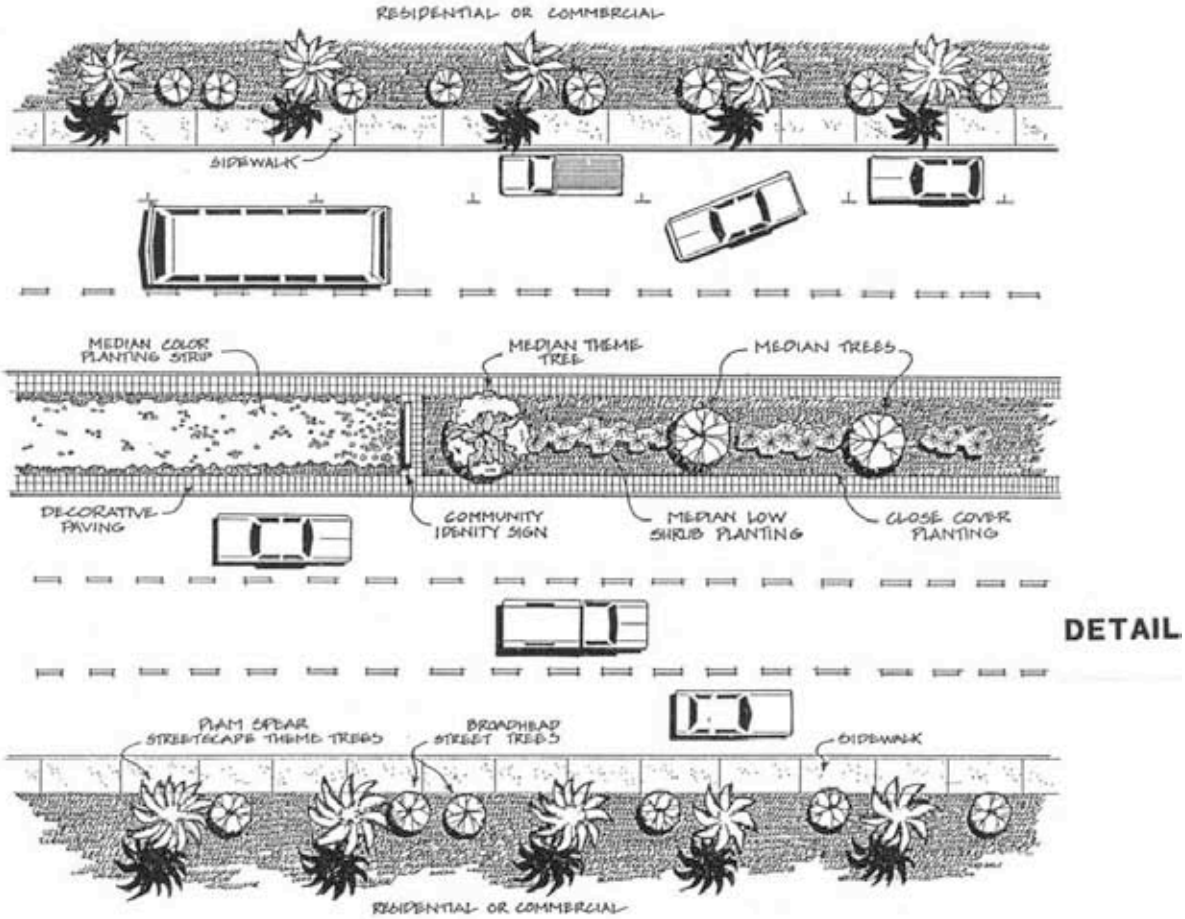
Clairemont Mesa has eight points of entry into the community from SR-52, SR-163, I-805 and I-5 (**Figure 28**). Vehicles can enter the community from SR-52 via Regents Road or Genesee Avenue. Both streets intersect Marian Bear Memorial Park and provide access into the park. From I-805 and SR-163 there are three points of entry via Clairemont Mesa Boulevard, Balboa Avenue and Mesa College Drive. These intersections have landscaping in the Caltrans right-of-way. However, the street network provides a lasting impression of black asphalt. The remaining points of entry into the community are from I-5 via Balboa Avenue, Clairemont Drive and Tecolote Road. The future San Diego LRT, which will parallel I-5, will have LRT stops near these intersections. This will provide an opportunity to enhance the community's image by providing additional landscaping along the I-5 corridor.

In June 1989, the Planning Department conducted a workshop to develop design concepts for the implementation of a streetscape and community identity sign program for Clairemont Mesa's eight entryways. The design concepts are summarized in the Clairemont Mesa Community Identity Sign and Entryway Project, which is attached to the Community Plan. This document contains conceptual plans for the Bayside, Eastern and San Clemente Entryways (**Figure 28**). The typical entryway theme, as shown on **Figure 29**, includes a landscaped median and improved landscaping in the public right-of-way. Community identity signs will be located in the landscaped medians or public rights-of-way (**Figure 30**).

Pedestrian walkways in Clairemont Mesa provide access from residential areas to schools, commercial centers and parks. Many of Clairemont Mesa'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. Newer subdivisions, however, have omitted this feature, locating sidewalks adjacent to curbs. Pedestrian sidewalks along major streets are either too narrow or nonexistent. Sidewalks on other streets are narrow, lack street trees and any other enhancement of the pedestrian environment. Noteworthy landscaping features in the community include: the 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.

There are a number of pedestrian hiking trails in Tecolote Canyon Natural Park and Marian Bear Memorial Park (**Figure 33**). The Tecolote Canyon Natural Park Master Plan proposes a hiking trail system that will extend the entire length of the canyon with secondary access trails from the Clairemont Mesa community and Linda Vista community. The hiking trails in Marian Bear Memorial Park extend in an east-west direction following the creek bed.




## Entryway Site Design (Typical)

**Clairemont Mesa Community Plan**

**29**
**FIGURE**

## RECOMMENDATIONS FOR ENTRYWAYS

1. Community Identification Signs

   With the streetscape improvements, there should be improved community identification signs at entry points to establish a sense of community pride. Signage should therefore include the name of the community and a community logo. A community logo should be developed and incorporated into the sign program to establish community identity. The logo should represent the community's unique assets.

2. Points of Entry

   The following entryways have been identified for landscaping and sign improvements in order to enhance the community's image (**Figure 28**):

   a. The intersection of Regents Road and SR-52 should have a park entry with a community identification sign that will be consistent with the proposed Master Plan for Marian Bear Memorial Park.

   b. The intersection of Genesee Avenue and SR-52 should have a park entry with a community identification sign that will be consistent with the proposed Master Plan for Marian Bear Memorial Park.

   c. The intersection of Clairemont Mesa Boulevard and I-805 should have landscaping in the public right-of-way along the Boulevard extending from I-805 to the intersection of Luna Avenue and Regents Road. New landscaping should include plant species that are consistent with the existing landscaping on Clairemont Mesa Boulevard. There should also be a community identification sign located in the public right-of-way at this intersection.

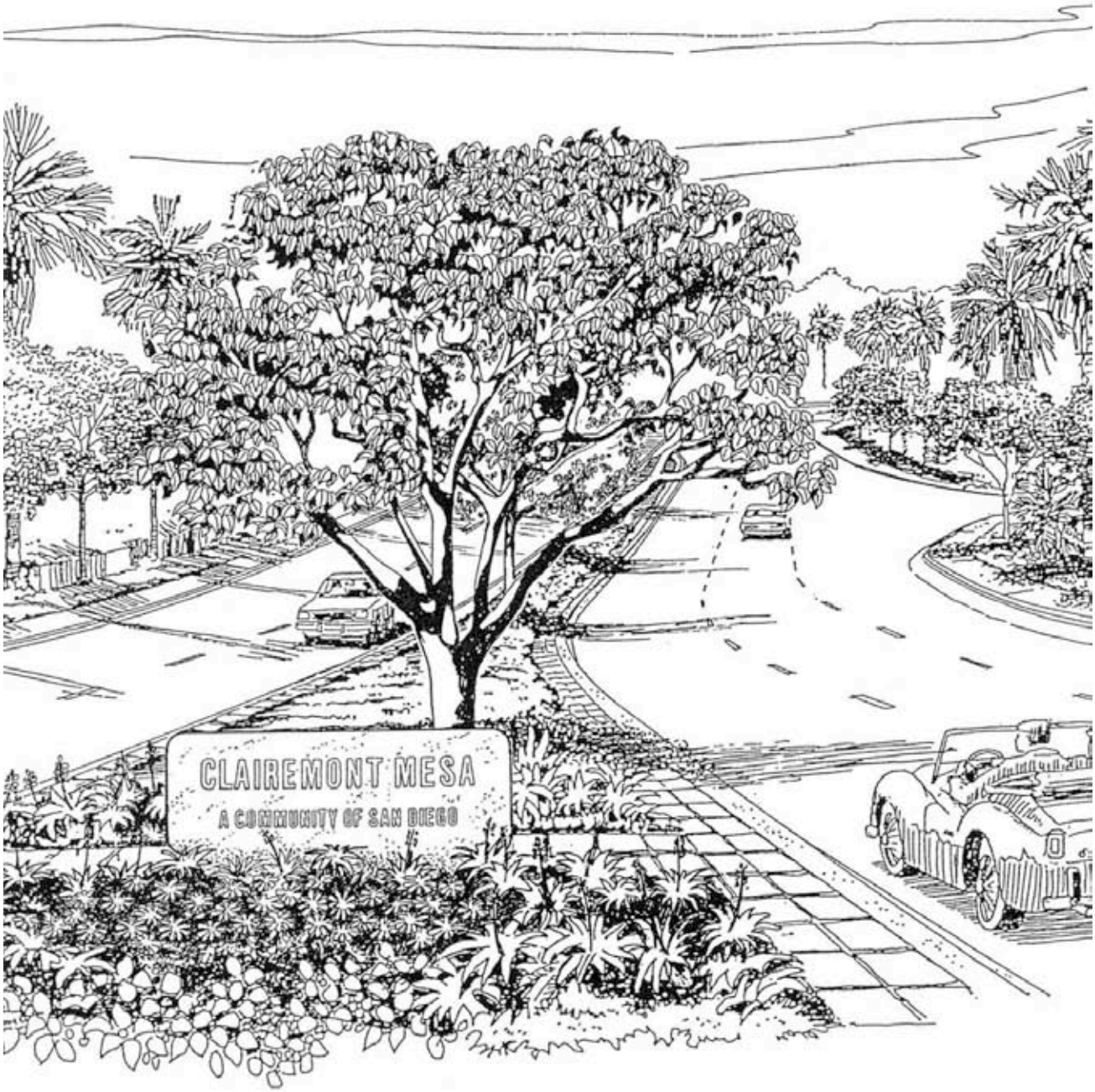
   d. The intersection of Balboa Avenue and I-805 should have a community identification sign located in the Caltrans public right-of-way.

   e. The intersection of Mesa College Drive and Linda Vista Road (near the SR-163 off-ramp) should have improved landscaping in the public right-of-way and/or a community identification sign.

   f. The intersection of Tecolote Road and I-5 is the gateway into Tecolote Canyon Natural Park and should therefore have improved landscaping along the perimeter of Tecolote Creek channel and/or a community identification sign located in the public right-of-way. Any improvements to this intersection, however, should be coordinated with the development of the future LRT stop.

   g. The intersection of Clairemont Drive and I-5 should have improved landscaping in the public right-of-way with a community identification sign. City improvements to this intersection however, should be coordinated with the development of the future LRT stop.

   h. The intersection of Balboa Avenue and I-5 should have improved landscaping in the public right-of-way with a community identification sign. Any improvements to this intersection, however, should be coordinated with the development of the future LRT stop.




**Conceptual Entryway Design**

**Clairemont Mesa Community Plan**

**30**
**FIGURE**

## RECOMMENDATIONS FOR STREETSCAPES

1. Existing street trees should be preserved and the quality of landscaping in the public right-of-way and front yards should be improved (**Figure 28**).

2. Development along Morena Boulevard, north of Balboa Avenue should continue the current landscaping theme of lawns, pine trees and eucalyptus trees in the front yard setback.

3. Future landscaping along Santa Fe Street should establish a theme that consists of tall trees and bushes to buffer development from I-5.

4. There should be landscaping in the public right-of-way, between the sidewalk and curb, along Clairemont Drive, as well as in the median from Joplin Avenue to Iroquois Avenue (**Figure 31**, **Street Section for Clairemont Drive**). New landscaping should include plant species consistent with existing landscaping on Clairemont Drive.

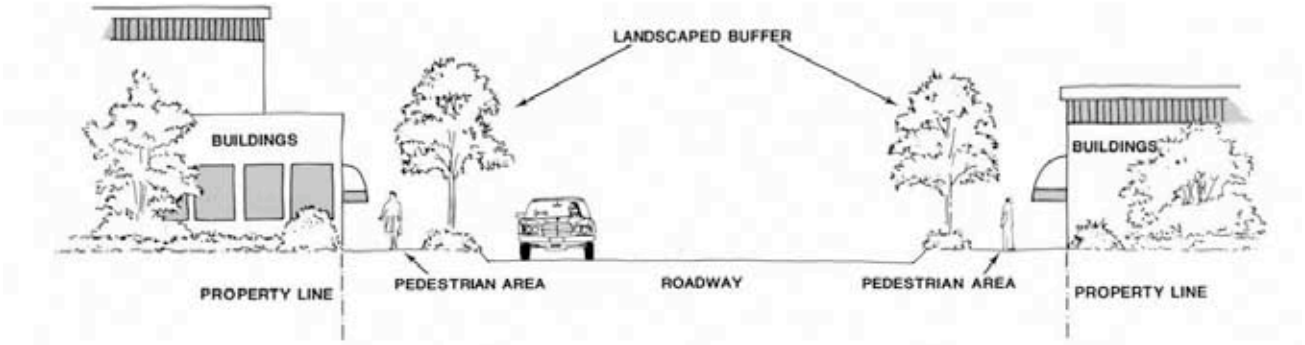
5. There should be landscaping in the public right-of-way, between the sidewalk and curb, along Genesee Avenue, as well as in the median from Chateau Drive to Boyd Avenue to emphasize and visually enhance Clairemont Mesa's community core (**Figure 31**, **Street Section for Genesee Avenue**). New landscaping should include plant species consistent with existing landscaping on Genesee Avenue.

6. As redevelopment occurs on Cowley Way, the existing landscaping theme of tall mature trees should remain in the public right-of-way, between the sidewalk and curb (**Figure 31**, **Typical Street Section**) and continue from Field Street to Tomahawk Lane.

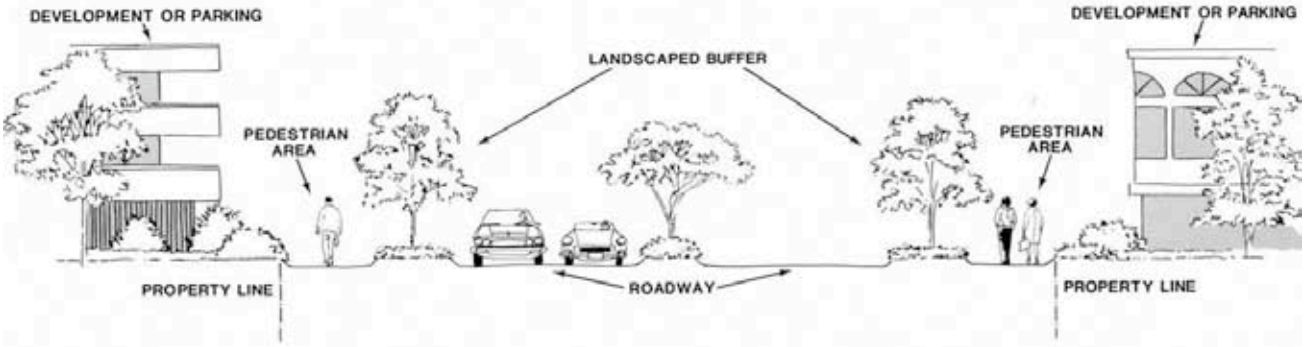
7. As redevelopment occurs in the community core, a landscaping theme should be established to visually enhance the streetscape. Trees should be planted at entrances to the core area and the parking areas should be landscaped.

8. With the introduction of the LRT system parallel to I-5 and the railroad, the City of San Diego, MTDB, Amtrak and Caltrans should coordinate their efforts and establish a Landscaping Improvements Program to buffer adjacent land uses from the freeway and railroad tracks. The Improvements Program should extend from the intersection of Morena Boulevard and Tecolote Road to the northern terminus of Santa Fe Street.

9. There should be landscaping in the public right-of-way, between the sidewalk and curb, along Balboa Avenue from I-805 to Genesee Avenue (**Figure 31**, **Typical Street Section**). New landscaping should be consistent with the existing landscaping on Balboa Avenue, west of Clairemont Drive.




TYPICAL STREET SECTION




STREET SECTION FOR: CLAIREMONT DRIVE, CLAIREMONT MESA BLVD. & GENESEE AVE.

## Streetscape Sections

**Clairemont Mesa Community Plan**

**31**
**FIGURE**

## RECOMMENDATIONS FOR PEDESTRIAN CIRCULATION

1. Pedestrian Walkways - Design

    a. Exclusive pedestrian walkways separate from automobile traffic should be provided, whenever possible. Pedestrian walkways separate from automobile traffic should be provided for access from neighborhoods to open space areas, public parks, community centers and school sites.

    b. Planned Residential Development projects and Planned Commercial Development projects should include an internal pedestrian system that provides linkages to adjacent properties and public streets.

2. Pedestrian Safety

    a. Streets with expected high pedestrian volumes, such as Balboa Avenue, Genesee Avenue and Morena Boulevard, should have wider sidewalks to enhance pedestrian circulation.

    b. Landscaped berms, landscaping, walls and/or wheel stops should be installed along parking lot perimeters to avoid automobile encroachment onto sidewalks. Masonry walls or other appurtenances should not be constructed in such a way as to restrict sight distances at driveways.

## PUBLIC RIGHTS-OF-WAY VACATIONS

### EXISTING CONDITIONS

The older neighborhoods of Clairemont Mesa, especially those adjacent to Tecolote Canyon, have numerous unimproved streets, alleys and public rights-of-way easements. Often, applications are made to the city to close or vacate these rights-of-way in order to increase the size of adjacent developable parcels. However, maintaining pedestrian access, bike access and service access should be considered along with the benefit of public views to open space areas when vacating a public right-of-way.

### RECOMMENDATIONS FOR PUBLIC RIGHTS-OF-WAY VACATIONS

1. Procedures

   The vacation of a public right-of-way should be approved only in conjunction with development permits in order to determine the overall impact of the vacation.

   a. The proposed development should identify the need for the vacation, and how it affects the project and surrounding neighborhood.

   b. A public right-of-way vacation may be approved with conditions that address a specific issue related to the design of a project. For example, design conditions may include enhancement of view corridors requiring specific landscaping and height limits.

2. Policies

   Public rights-of-way may be vacated only when the City has determined that the right-of-way is not needed for public access in any form, either physical or visual. Any right-of-way that is not needed for access but has important visual access quality may be closed to vehicular traffic, but should be left open to pedestrian traffic and view access.

   b. A right-of-way proposed for vacation should not be within an area designated for open space. If it is, the closing should be approved only in order to provide a more environmentally sensitive site for buildings and facilities. An alternative area or site should be reserved as open space in exchange for the public right-of-way vacation.

   c. A vacated public right-of-way should not be used to intensify development on a site, unless a specific finding is made that the intensification will not result in a negative cumulative impact to the surrounding development or environment.

3. Streets to be Retained for Public Access

   In Clairemont Mesa, there are six streets that should not be vacated in order to provide access into Tecolote Canyon Natural Park (see **Open Space and Environmental Resources Element** for list of streets and location.)

# PARKING

## EXISTING CONDITIONS

In Clairemont Mesa, the availability of on-street parking has become a problem, particularly in the multifamily neighborhoods along Clairemont Mesa Boulevard, Clairemont Drive and Balboa Arms Drive. The industrial area along Santa Fe Street, including the Santa Fe Trailer Park also has a shortage of off-street parking that affects the availability of on-street parking.

The availability of parking in parks and public facilities has also been a problem. Parking lots are often full and the availability of on-street parking becomes an issue, especially when the facilities are located near residential neighborhoods. Mesa College, for example, has an on-street parking problem in the adjacent residential neighborhood because many students prefer to park off-campus (see **Community Facilities Element**). In general, the scarcity of parking in Clairemont Mesa, as with the City, is due to the high level of automobile dependency.

## RECOMMENDATIONS FOR PARKING

1. Parking Structures

   Parking structures should be incorporated into the project design, where feasible, in order to increase on-site parking opportunities. If parking is located on the first and second levels of the building, automobiles should be screened from the public right-of-way with landscaping, and the facade of the parking structure should be sensitive to the pedestrian environment.

2. Joint Parking

   Joint parking should be permitted to reduce site area used for parking, provided that a parking study identifies what specific parking reductions are proposed, and how such reductions will not adversely affect required levels of available parking spaces. Examples of subjects to be analyzed in the parking study include: existing and proposed land uses; scheduling of business hours; secure bicycle storage facilities for both customers and employees; and, proximity to public transit.

3. Landscaping

   Large surface parking areas should be broken up with landscaped islands and screened from the public right-of-way by landscaping. This can be accomplished through the use of trees, shrubs or mounding, where appropriate. Surface parking should also include colored and articulated paving rather than asphalt as a means to visually enhance surface areas and driveway entrances.

4. Parking Restrictions - Mesa College

   If the availability of on-street parking continues to be a problem in the residential neighborhoods adjacent to Mesa College, residents should petition for a residential parking district or a restricted parking limit for their neighborhood in order to reduce the number of parked cars or length of stay.

5. Supplemental Off-Site Parking - Morena Boulevard/Chicago Street

   With the existence of severe parking deficiencies for commercial properties in the area between Morena Boulevard and Chicago Street, south of Ashton Street and north of Littlefield Street, it is recommended that supplemental off-site parking areas be allowed to develop on the west side of Chicago Street between Ashton Street and Littlefield Street. This allowance should be granted if the following standards are followed:

   a. The primary use of the property must continue to be Residential.

   b. Access to the supplemental parking should only be provided via the alleyway.

   c. Parking areas should be well screened from the adjacent residential uses. Trees and other landscaping should be used for shade, screening and storm water runoff.

   d. Parking areas should provide lighting for safety. The light fixtures should shape and deflect light into a layer close to the ground in order to prevent stray light from impacting adjacent residences.

   e. A Planned Development Permit (PDP) be processed in conjunction with each proposed off-site parking area.

# OPEN SPACE AND ENVIRONMENTAL RESOURCES

## OBJECTIVES FOR OPEN SPACE AND ENVIRONMENTAL RESOURCES

1. Preserve and enhance Marian Bear Memorial Park, Tecolote Canyon Natural Park, Stevenson Canyon and the finger canyons to provide visual open space and community identity.

2. Reduce runoff and the alterations of the natural drainage system.

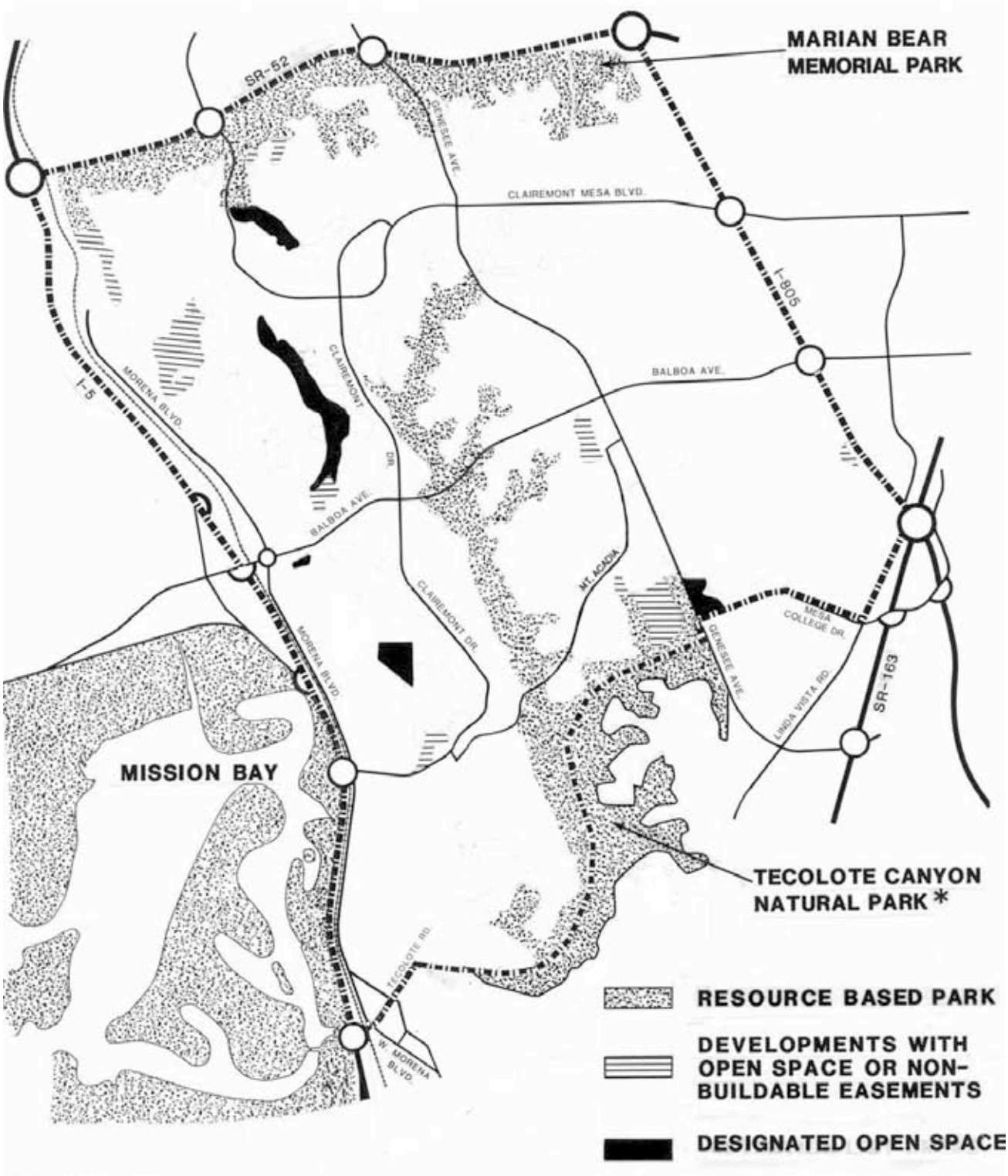
3. Minimize the contamination of Rose Creek and Tecolote Creek from urban pollutants and erosion.

4. Protect the resource value of canyon areas and plant and animal wildlife within the community.

5. Establish residential development guidelines in areas adjacent to the open space system to prevent the intrusion of incompatible development.

6. Prevent residential landscaping from modifying the biological resources of canyon areas by using plant species that are non-invasive and compatible with the native vegetation.

7. Protect the resource value of artifacts and paleontological remains and the community's heritage for future generations.




*TECOLOTE CANYON NATURAL PARK MASTER PLAN, ADOPTED MAY 1983

## Recommended Open Space

**Clairemont Mesa Community Plan**

**32**
FIGURE

# OPEN SPACE

## EXISTING CONDITIONS

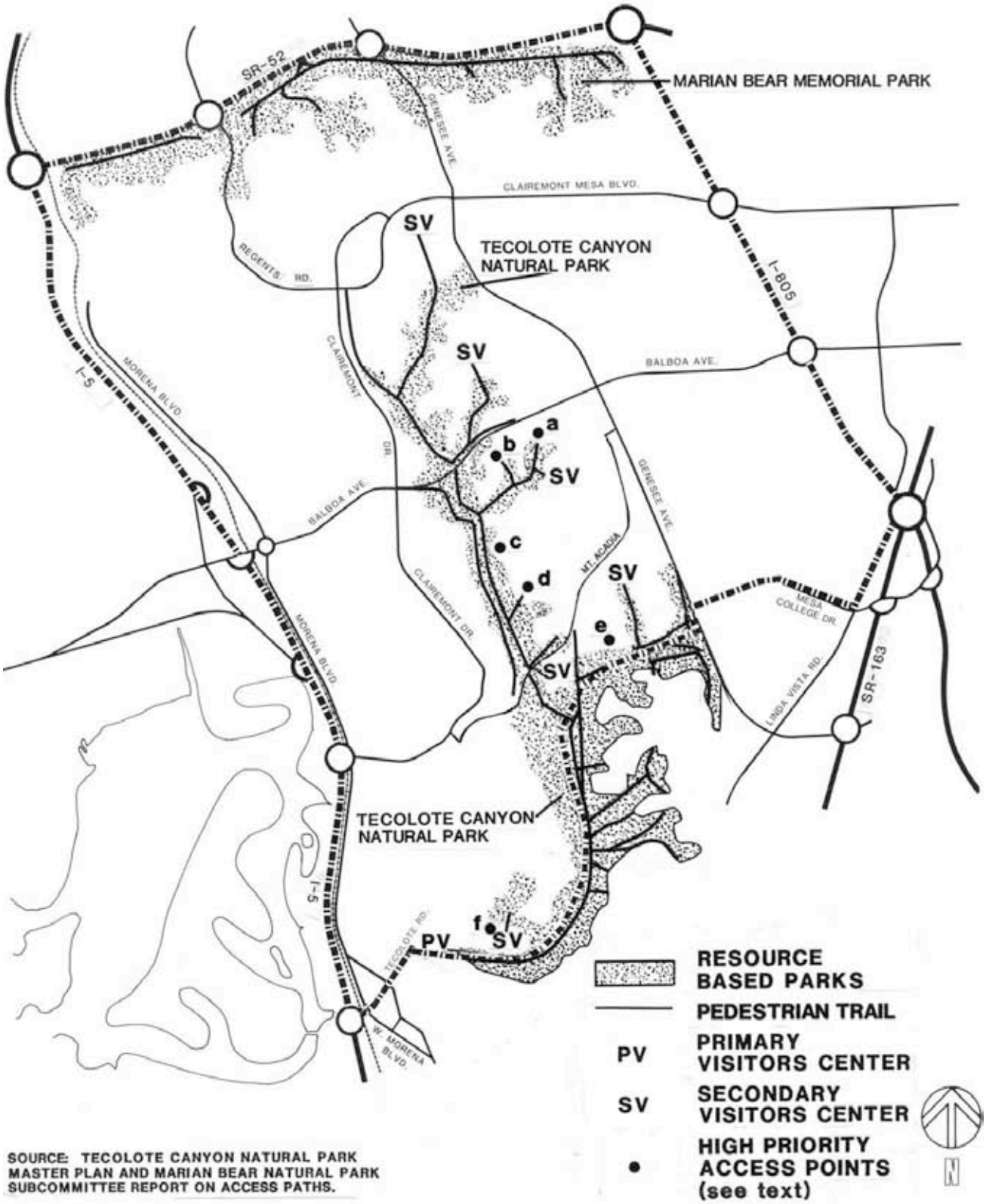
Tecolote Canyon and San Clemente Canyon are regional resource-based open space systems that are immediately related to the Clairemont Mesa community. Tecolote Canyon was dedicated as the Tecolote Canyon Natural Park in 1977, and San Clemente Canyon, later renamed to Marian Bear Memorial Park, was acquired by the City in 1960. Tecolote Canyon Natural Park and Marian Bear Memorial Park are resource-based parks (**Figure 32**), defined as parks located at the site of distinctive scenic, natural or cultural features and intended for citywide use. The purpose of both parks is to maintain the existing native California flora and fauna of these canyons, located within the San Diego urban setting.

Tecolote Canyon Natural Park consists of approximately 903 acres that bisect the community. The canyon is approximately six miles long and varies between one-quarter and one-half-mile in width. The main entrance to the park is from the visitor center near Tecolote Park and Recreation Center in the Linda Vista community. Tecolote Park and Recreation Center has restrooms, picnic areas and parking and is adjacent to pedestrian trails accessing the southern portion of the canyon (**Figures 32** and **33**).

There are many existing secondary pedestrian access points into the canyon from neighborhood parks and other locations in Clairemont Mesa and Linda Vista.

Tecolote Canyon has experienced severe erosion and siltation problems resulting from rim development and the storm drainage system that empties into the canyon. On May 24, 1983, the City adopted the Tecolote Canyon Natural Park Master Plan which is the prevailing planning document for the dedicated park, consisting of guidelines for the optimum development and use of Tecolote Canyon Natural Park. The Plan is supportive of the goals of the master plan which include: preserving the open space to provide visual enjoyment and natural habitat; establishing a maintenance program within the park to preserve the quality of open space; establishing criteria and guidelines for the development of rim properties; and, providing an accessible natural park to meet the needs of residents in Clairemont Mesa and other communities. While the Plan makes no recommendations for management of the park, it does recommend means by which development along the canyon rim will have a minimal impact on the park; these recommendations are consistent with the Tecolote Canyon Rim Development Guidelines that were adopted by the City on January 13, 1987.

Marian Bear Memorial Park is located south of SR-52 and consists of approximately 467 acres (**Figures 32** and **33**). Prior to adoption of the Clairemont Mesa Plan (1989), Marian Bear Memorial Park was part of the University planning area. The University plan was amended simultaneously with the adoption of the Plan to remove Marian Bear Memorial Park from the University planning area and place it in the Clairemont Mesa planning area with SR-52 as the new northern boundary. Because SR-52 separates the University community from the park, and the northern neighborhoods of Clairemont Mesa




SOURCE: TECOLOTE CANYON NATURAL PARK MASTER PLAN AND MARIAN BEAR NATURAL PARK SUBCOMMITTEE REPORT ON ACCESS PATHS.

## Adopted Trails System

**Clairemont Mesa Community Plan**

**33** FIGURE

are immediately adjacent to and overlook the park, this park is more logically contained in the Clairemont Mesa planning area. Regents Road and Genesee Avenue provide the main access points to Marian Bear Memorial Park for both pedestrian and automobile traffic. Each entrance provides parking, picnic areas, and restroom facilities for the public. The main pedestrian trail west of Regents Road, which parallels the creek bed, has a well-marked nature trail (**Figure 31**). Marian Bear Memorial Park is similar to Tecolote Canyon Natural Park in that it provides an accessible natural park for residents in Clairemont Mesa, University and other communities.

Located adjacent to Clairemont Mesa is a third resource-based park, Mission Bay Park (**Figure 32**). Access into the park from the community is via Clairemont Drive and Tecolote Road.

Other open space areas in Clairemont Mesa include open space easements and privately owned canyons, three of which are currently on the City's open space retention list (**Figure 32**). The City's open space purchases will be made on the basis of open space deficiencies in communities and will not necessarily be purchased in the order presented on the retention list. These retention areas include Stevenson Canyon, a finger canyon of San Clemente Canyon and a finger canyon of Tecolote Canyon. Development has occurred in some of the privately owned canyons that were previously designated as open space in the 1970 community plan (see **Residential Element**).

## RECOMMENDATIONS FOR OPEN SPACE AND RESOURCE-BASED PARKS

1. Rezonings

    a. Tecolote Canyon Natural Park and Marian Bear Memorial Park, which are City-owned, dedicated parklands, should be rezoned from R1-5000/HR and R1-15000/HR to OS-R in keeping with the purpose of this zone (**Figure 38**).

    b. The City-owned portions of Stevenson Canyon (approximately 18 acres) and Padre Canyon (approximately five acres) should be rezoned from R1-15000 HR to OS-OSP. This comprises the southern one-third of Stevenson Canyon and the southern one-half of Padre Canyon.

    c. Privately owned areas which should be designated with very low residential densities (one dwelling unit per 40,000 square feet) in order to preserve existing canyon and natural open space systems include approximately 39 acres comprising the northern two-thirds of Stevenson Canyon, a finger canyon of Tecolote Canyon, a finger canyon of San Clemente Canyon and approximately five acres comprising the northern one-half of Padre Canyon (**Figure 38**).

    d. New development along the rim of Tecolote Canyon, San Clemente Canyon and all designated open space must be in accordance with the Tecolote Canyon Rim Development Guidelines and Hillside Review Overlay Zone to protect the open space system.

2. Master Plans

   a. A master plan for Marian Bear Memorial Park should be developed by the City of San Diego Park and Recreation Department and the Marian Bear Park Advisory Committee in order to establish a long-range comprehensive park program for the management and preservation of the resource-based park.

   b. The Tecolote Canyon Natural Park Master Plan is the prevailing document for the management and preservation of the resource-based park and should be used as a guide for the future development of the park.

3. Park Rangers

   Park rangers should be assigned to Tecolote Canyon Natural Park and Marian Bear Memorial Park to ensure their protection and provide educational/interpretive programs.

4. Acquisitions

   Acquire open space through open space easements and continue administering the City's acquisition program in accordance with the criteria established by the Park and Recreation Department.

5. Revegetation

   As part of development permit approval, requirements should be established in the environmental review process for the rehabilitation of disturbed on-site open space areas. Plans should be reviewed by the Park and Recreation Department to ensure that plantings will be compatible with the native vegetation and will not be intrusive into existing open space.

6. Design

   Any development proposed within or adjacent to the designated open space areas should be subject to development standards of the Hillside Review Overlay Zone and Design and Development Guidelines and the Tecolote Canyon Rim Development Guidelines in order to protect the natural resources and preserve community identity.

   a. All public improvements such as roads, drainage channels and utility service and maintenance facilities should be developed in a manner that minimizes the visual and physical impacts of such improvements on the open space system.

   b. Public property leased by the City should conform to the same development guidelines that apply to private property.

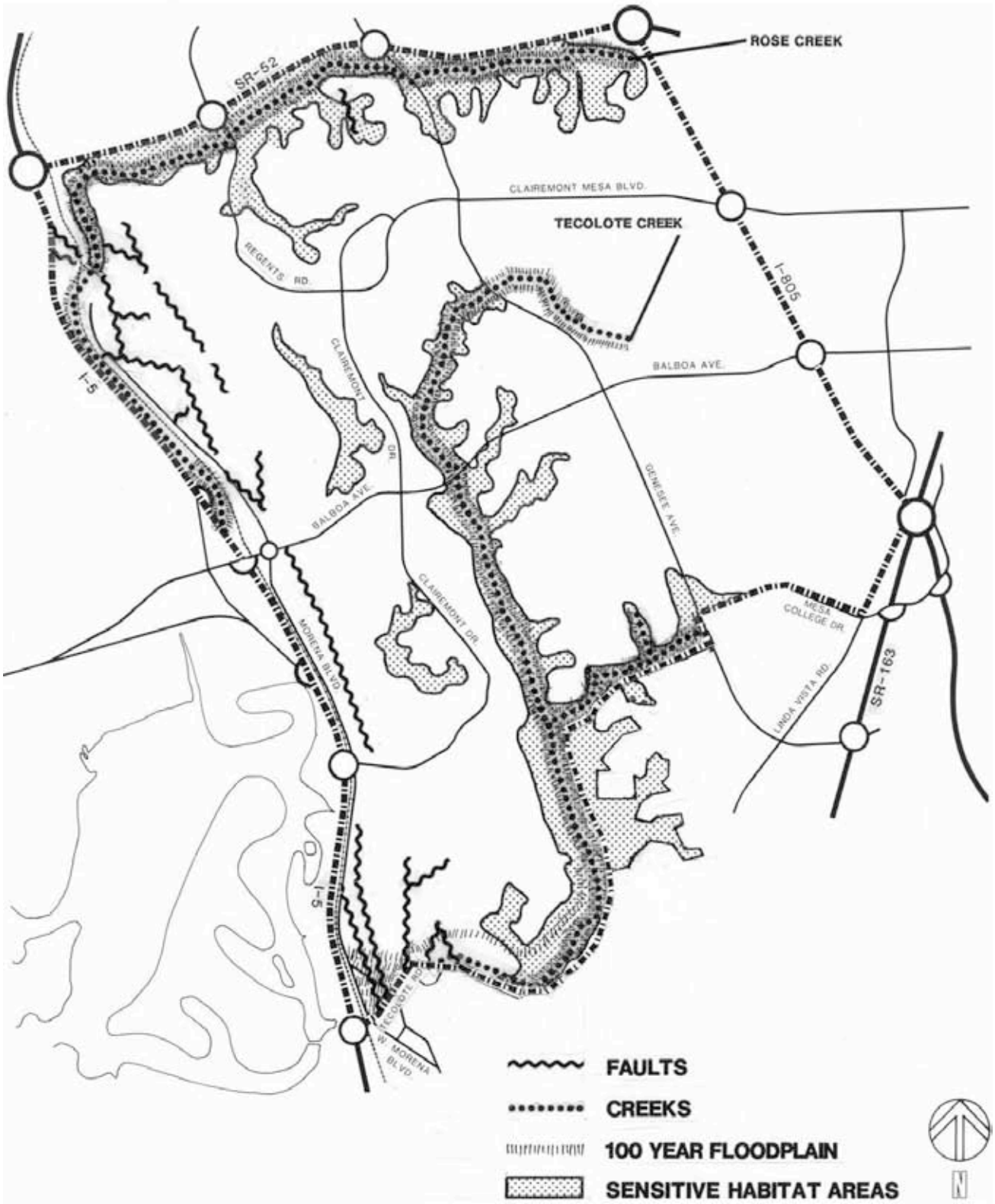
7. Streets to be Retained for Public Access

   The six “highest priority and high priority” access points to Tecolote Canyon Natural Park from Clairemont Mesa, identified in the Tecolote Canyon Natural Park Master Plan should not be vacated (**Figure 33**). These include:

a. South end of Mt. Culebra Avenue (dedicated street)
b. South end of Mt. Bagot Avenue (street reservation)
c. West end of Mt. Ashmun Drive (dedicated street)
d. West end of Mt. Ariane Drive (dedicated street)
e. South end of Mt. Carol Drive (dedicated street)
f. North end of Goldboro Street (dedicated street).

8. School Sites

Canyon areas adjacent to school sites and former school sites should be preserved in their natural state. If school sites should redevelop, those portions of the site that are adjacent to a designated open space area should be developed in a manner that is sensitive to the canyon area.




**Environmental Constraints**

**Clairemont Mesa Community Plan**

**34**
**FIGURE**

# BIOLOGICAL RESOURCES

## EXISTING CONDITIONS

The designated open space areas in the community, Tecolote Canyon Natural Park and Marian Bear Memorial Park, contain sensitive habitat areas (**Figure 34**). These habitats contain sensitive biological species that include three native plant communities: Coastal sage scrub, chaparral, and riparian woodland. These plant communities are found on steep canyon walls, canyon bottoms, along streambeds and in the finger canyons that provide a quality wildlife habitat. The flora and fauna of Tecolote Canyon Natural Park are similar to those found in Marian Bear Memorial Park.

## RECOMMENDATIONS FOR BIOLOGICAL RESOURCES

1. Preservation

   In order to preserve the native flora and fauna, development should not be permitted in the open space areas. If development does occur on property with sensitive environmental areas, development should be clustered and located away from sensitive plant and animal habitats.

2. Revegetation

   Disturbed areas should be revegetated with native plant species placed in appropriate soils in accordance with the mitigation requirements specified by a qualified biologist during the environmental review process.

3. Preservation of Trees

   Significant native tree stands should be preserved as part of the protection of sensitive habitat areas.

# WATER RESOURCES

## EXISTING CONDITIONS

Clairemont Mesa is located within the Peñasquitos Hydrologic Unit, an area of approximately 170 square miles extending from the City of Poway to the east and La Jolla to the west. There are no permanent streams located within the community. However, intermittent streams in the area include San Clemente Creek and Rose Creek, forming the north and northwest boundaries of the planning area, and Tecolote Creek, which bisects the community and forms the southern boundary of the planning area (**Figure 34**). Drainage from the entire community ultimately flows into Mission Bay.

During periods of heavy rainfall, runoff has created erosion and siltation problems at the discharge points of Rose Creek and Tecolote Creek. The City of San Diego budgeted one million dollars in the 1987 Capital Improvements Program for erosion control in Tecolote Canyon. The Improvements Program included the restoration of 25 sites in the canyon which were chosen on the basis of the severity of erosion, safety, aesthetics and cost of the restoration.

Water quality in Rose Creek has been affected by the chemicals and heavy metals resulting from the industrial activities in Rose Canyon. Tecolote Creek, on the other hand, has been affected by sewage, fertilizers and garbage from surrounding residential development. In the past, Mission Bay has been closed because of sewage contamination caused by a breakage in the sewer trunk line along Tecolote Canyon. The sewer trunk line has been repaired and construction of two intercepters, one north of Mission Bay by Damon Street in Pacific Beach and the other by Tecolote Park and Recreation Center in Linda Vista, have been completed to prevent urban pollutants from seeping into Mission Bay.

## RECOMMENDATIONS FOR WATER RESOURCES

1. <u>Hillside Review Standards</u>

   Development of hillsides in the Hillside Review Overlay Zone should conform to the development standards of the Hillsides Review Overlay Zone and Design Development Guidelines. Property adjacent to Tecolote Canyon should be subject to and must continue to conform to the Tecolote Canyon Rim Development Guidelines in addition to the citywide Hillside Review Guidelines.

2. <u>Watershed Program</u>

   A watershed management or maintenance program should be developed by the City of San Diego Engineering and Development Department and Park and Recreation Department to restore Tecolote Canyon to a physically and biologically stable state.

3. Toxic Wastes

   The City should adopt regulations to control the use and disposal of toxic wastes to prevent water pollution.

4. Floodplain*

   a. Development in the floodplain of Rose Creek should not encroach into the floodway in order to preserve the biological habitats and not obstruct the flood flow or alter the course of Rose Creek.

   b. Development in the floodplain of Tecolote Creek should have elevated building pads in order to avoid potential flooding (Flood Insurance Rate Map, Federal Emergency Management Agency).

*The floodplain is the relatively flat area adjoining the channel of a natural stream or river that is subject to inundation of floodwaters. A floodway consists of the channel of a natural stream or river and portions of the floodplain that carries and discharges the floodwater or flood flow (Figure 32, Zoning Ordinance, Section 101.0101.57 and 58).

# PALEONTOLOGY AND CULTURAL RESOURCES

## EXISTING CONDITIONS

Paleontological and archaeological resources have been found on canyon walls where erosion has occurred or development has taken place in the community. Archaeological sites, which were recorded prior to 1930, have all been lost to development. The recorded sites have been identified as scattered winter camps which were occupied by the La Jolla cultural group, dated 7,500 years ago to about 1,500 years ago. Characteristics of the La Jolla culture include fire hearths, shell middens, grinding implements and a lack of pottery. There have also been traces of the San Dieguito, a cultural group dated 12,000 years ago to about 7,500 years ago. These people were nomadic large game hunters and camped on the mesas. It is unlikely that new sites will be found in Clairemont Mesa since most of the level areas are urbanized, except in the undeveloped finger canyons, Tecolote Canyon Natural Park and Marian Bear Memorial Park.

## RECOMMENDATIONS FOR PALEONTOLOGY AND CULTURAL RESOURCES

If paleontological and archaeological resources have been determined by a qualified archeologist to exist on a proposed development site, excavation should take place in accordance with the mitigation requirements specified during the environmental review process.

# GEOLOGIC CONDITIONS

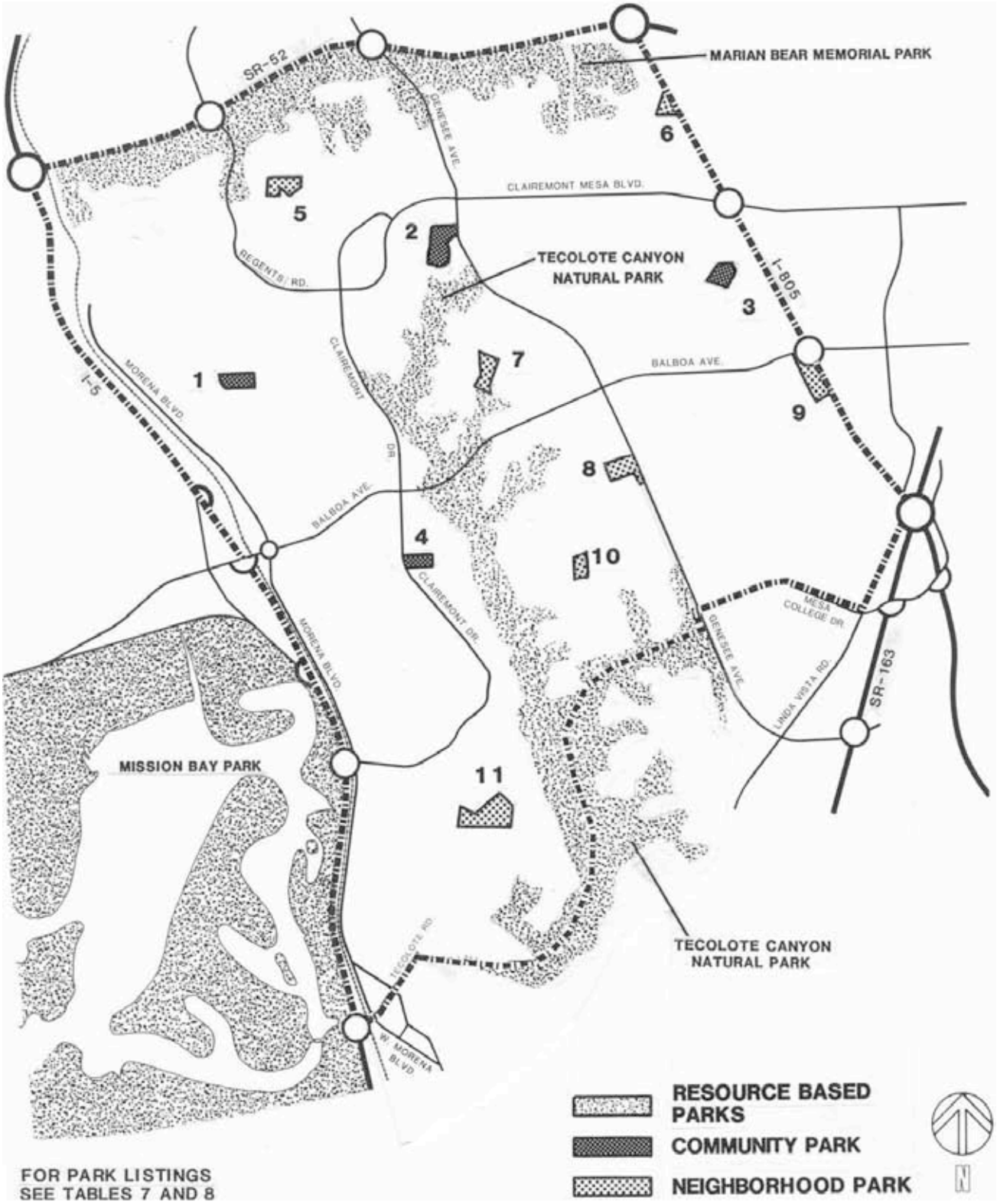
## EXISTING CONDITIONS

The geology in Clairemont Mesa consists of sedimentary formations. These formations are exposed in the canyons and in cut-slopes associated with roads and urban development. Landslides have occurred along the canyon walls where there are soft expansive clay deposits.

Faulting is relatively common in coastal areas that have sedimentary formations. Earthquake faults in Clairemont Mesa include the Rose Canyon Fault Zone, which lies along the western edge of the community parallel to I-5 (**Figure 34**). The City of San Diego Seismic Safety Study considers this fault system to be potentially active.

## RECOMMENDATIONS FOR GEOLOGIC CONDITIONS

Any areas identified as geologically unstable by the City Planning Department's Environmental Quality Division should be subject to geological analysis and geotechnical studies prior to development approval without disturbing the project site, where feasible. Unstable land should not be subdivided unless the instability can be corrected in a sensitive manner that is acceptable by the Environmental Quality Division.




## Recommended Park Facilities

**Clairemont Mesa Community Plan**

**35**
**FIGURE**

# POPULATION-BASED PARKS AND RECREATION

## EXISTING CONDITIONS

Clairemont Mesa is currently served by four community parks, seven neighborhood parks, two turfed school-parks and two lighted ball fields on school sites. The total acreage of these facilities is 112 acres. Seven of Clairemont Mesa's park facilities are located adjacent to elementary and junior high schools or former school sites which have been leased to private institutional uses. A number of school playgrounds are open to the public after school hours, which provides additional opportunities for recreation activity. The community parks and neighborhood parks are shown on **Tables 7** and **8**, and **Figure 35**.

In 1986, the ratio of residents to parkland (in acres) was 729:1 (a population base of 81,664) in Clairemont Mesa which adequately met the park and recreational standards of the City's General Plan.* Parks are evenly distributed throughout the community. They are well maintained and provide restrooms, meeting rooms, picnic benches, parking facilities, playing fields and courts, a community swimming pool and other amenities. However, the Clairemont Park and Recreation Center, Western Hills Neighborhood Park and Mount Etna Neighborhood Park need to improve or expand their facilities, such as providing additional on-street parking and lighted ball fields to meet the needs of the community.

Two community parks, located adjacent to Clairemont Mesa, also serve the planning area. These parks include the Tecolote Park and Recreation Center (10.0 acres) and the Kearny Mesa Community Park (70.7 acres) in Linda Vista and Hickman Field in Kearny Mesa. The Kearny Mesa Park and Recreation Center Swimming Pool also serves the community, as well as the Standley Community Park Swimming Pool in the University community.

*The City's Progress Guide and General Plan states that community parks should serve 18,000 to 25,000 residents within approximately a one- and one-half mile radius, and consist of twenty acres of usable parkland or thirteen acres when located adjacent to a junior high school. Neighborhood parks should serve 3,500 to 5,000 residents within approximately a one-half mile radius with ten acres of usable parkland or five acres when located adjacent to an elementary school.

**TABLE 7**
**COMMUNITY PARKS IN CLAIREMONT MESA**

| Location* | Name | Size (acres) | Adjacent School Site | Status |
|---|---|---|---|---|
| 1 | Cadman Park and Recreation Center | 8.4 | Cadman Elementary | Developed |
| 2 | North Clairemont Park and Recreation Center | 14.8 | Field Elementary | Developed |
| 3 | Olive Grove Park and Recreation Center | 9.2 | La Fayette Elementary | Partially Developed |
| 4 | Clairemont Park and Recreation Center | 9.7 | Marston Junior High | Developed |
| **Community Parks Subtotal:** | | **42.1** | | |

*For location of parks, see **Figure 35**.

**TABLE 8**
**NEIGHBORHOOD PARKS IN CLAIREMONT MESA**

| Location* | Name | Size (acres) | Adjacent School Site | Status |
|---|---|---|---|---|
| 5 | Gershwin | 5.5 | None | Developed |
| 6 | McDowell | 3.2 | Leased to Association for Retarded Children | Developed |
| 7 | Mt. Edna | 7.2 | Leased to Children's Performing Arts Academy | Developed |
| 8 | Mt. Acadia | 7.5 | Leased to Horizons Christian Fellowship | Developed |
| 9 | Lindbergh | 7.9 | None | Developed |
| 10 | East Clairemont Athletic Field | 8.7 | None | Developed (Youth Fields Only) |
| 11 | West Hills | 12.8 | None | Developed |
| **Neighborhood Parks Subtotal:** | | **52.8** | | |
| **School-Parks Subtotal:** | | **17.1** | | |
| **Total Park Area:** | | **112.0** | | |

*For location of parks, see **Figure 35**.

## OBJECTIVES FOR POPULATION-BASED PARKS AND RECREATION

1. Ensure the use of school playgrounds and other recreational facilities for public use after school hours.

2. Continue to upgrade and modernize park and recreational facilities within the community.

3. Increase recreational opportunities in new residential and commercial development.

## RECOMMENDATIONS FOR POPULATION-BASED PARKS

1. Rezonings

   Population-based parks should be rezoned to OS-P, a zone designated for population-based parklands (**Figure 38**).

2. Maintenance

   Population-based parks in Clairemont Mesa should be well maintained to provide adequate public recreational opportunities to the public.

3. Park Improvements

   A long-term refurbishment program for park facilities should be developed by the City of San Diego Park and Recreation Department to ensure adequate park services for future residents in Clairemont Mesa. The program should include: long-term maintenance improvements, equipment costs and project completion dates.

   a. Clairemont Park and Recreation Center should expand their facility to include a gymnasium/auditorium, office space, restrooms, an equipment storage facility and additional off-street parking spaces in order to provide for the recreational needs of the community.

   b. Cadman Park and Recreation Center should have lighted ball fields so the community will be able to utilize the park for night softball, soccer and other activities. The lampposts should not be placed in an area where light will intrude into the residential neighborhood.

   c. Western Hills Neighborhood Park should have restrooms and a storage facility in order to provide for the increase in use of the park.

   d. Mount Etna Neighborhood Park should have a multipurpose field with improved fencing and irrigation in order to provide better year round usage of the park.

   e. East Clairemont athletic field should be redeveloped to meet City standards for the construction of park improvements. Improvements should consist of multipurpose fields, restrooms, a parking lot, landscaping and a community building in order to provide for the recreational needs of the community.

f. Olive Grove Park and Recreation Center should have a community building in order to provide for the recreational needs of the community.

4. Joint School Uses

   The City of San Diego should continue the agreement with the San Diego Unified School District to allow public access onto playgrounds, auditoriums and meeting rooms after school hours.

5. Multipurpose Ball Fields

   The City of San Diego should pursue the development of turfed multipurpose ball fields on school sites to increase recreational opportunities within the community. These developments would be similar to the turfed fields at Alcott Elementary School and Cadman Elementary School.

6. Private Recreational Facilities

   Residential development projects should be required to provide on-site private recreational facilities in order to prevent overcrowded conditions of park facilities in the future.

   a. Residential development projects subject to discretionary permit review such as a Planned Residential Development permit, should include recreational facilities, such as lawns, recreation rooms, tennis courts and swimming pools.

   b. Private or public recreational facilities, such as tennis clubs and health spas and shower facilities should be included in commercial development projects, whenever possible.

# COMMUNITY FACILITIES

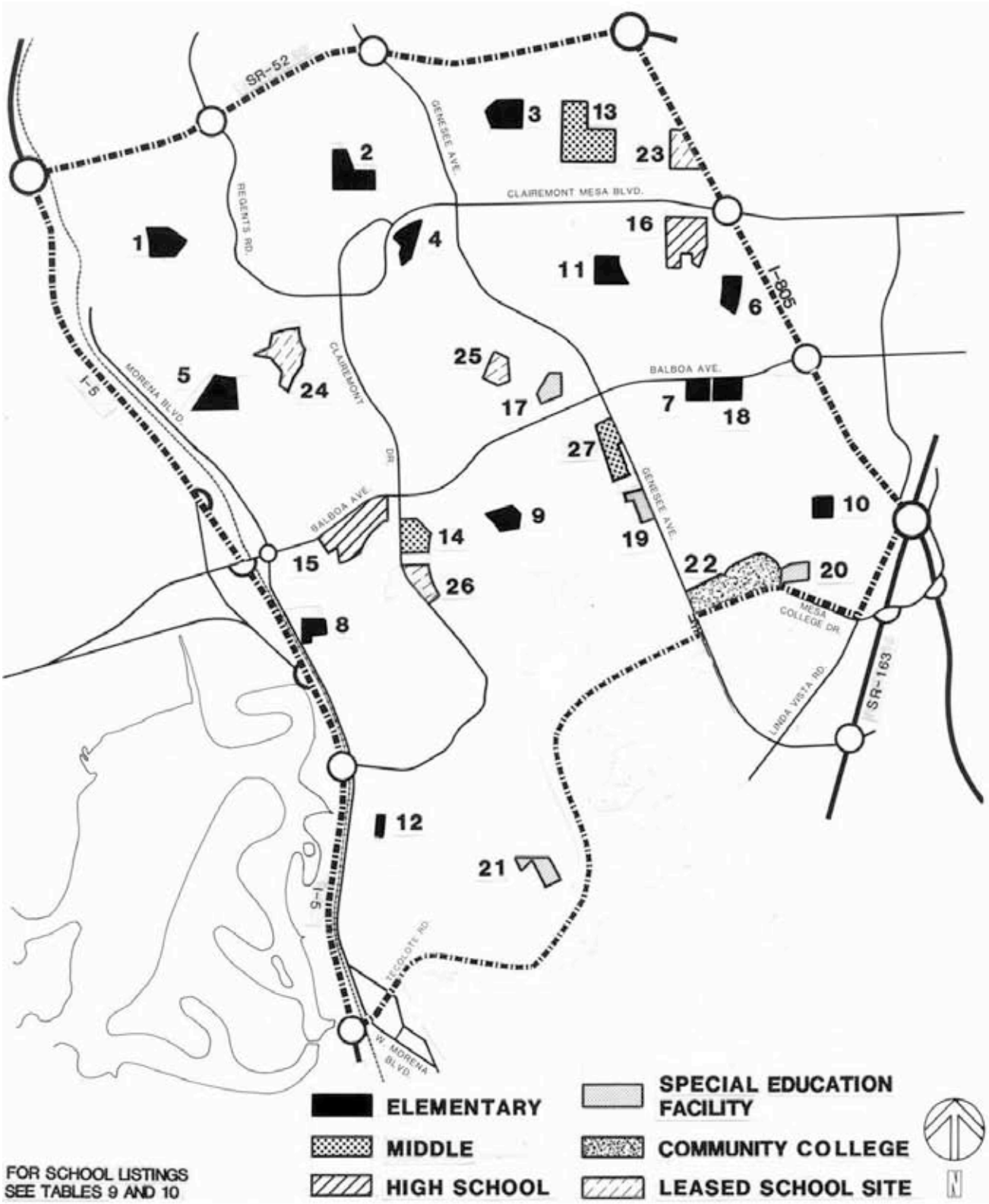
Community facilities in Clairemont Mesa consist of educational services, police and fire protection, health care and public facilities.

## OBJECTIVES FOR COMMUNITY FACILITIES

1. Provide educational services, police and fire protection and public utilities in accordance with City standards.

2. Provide a full range of health care facilities within the community.

3. Maintain water and sewer facilities to adequately serve the community.




## Educational Facilities

**Clairemont Mesa Community Plan**

**36**
FIGURE

# EDUCATIONAL SERVICES

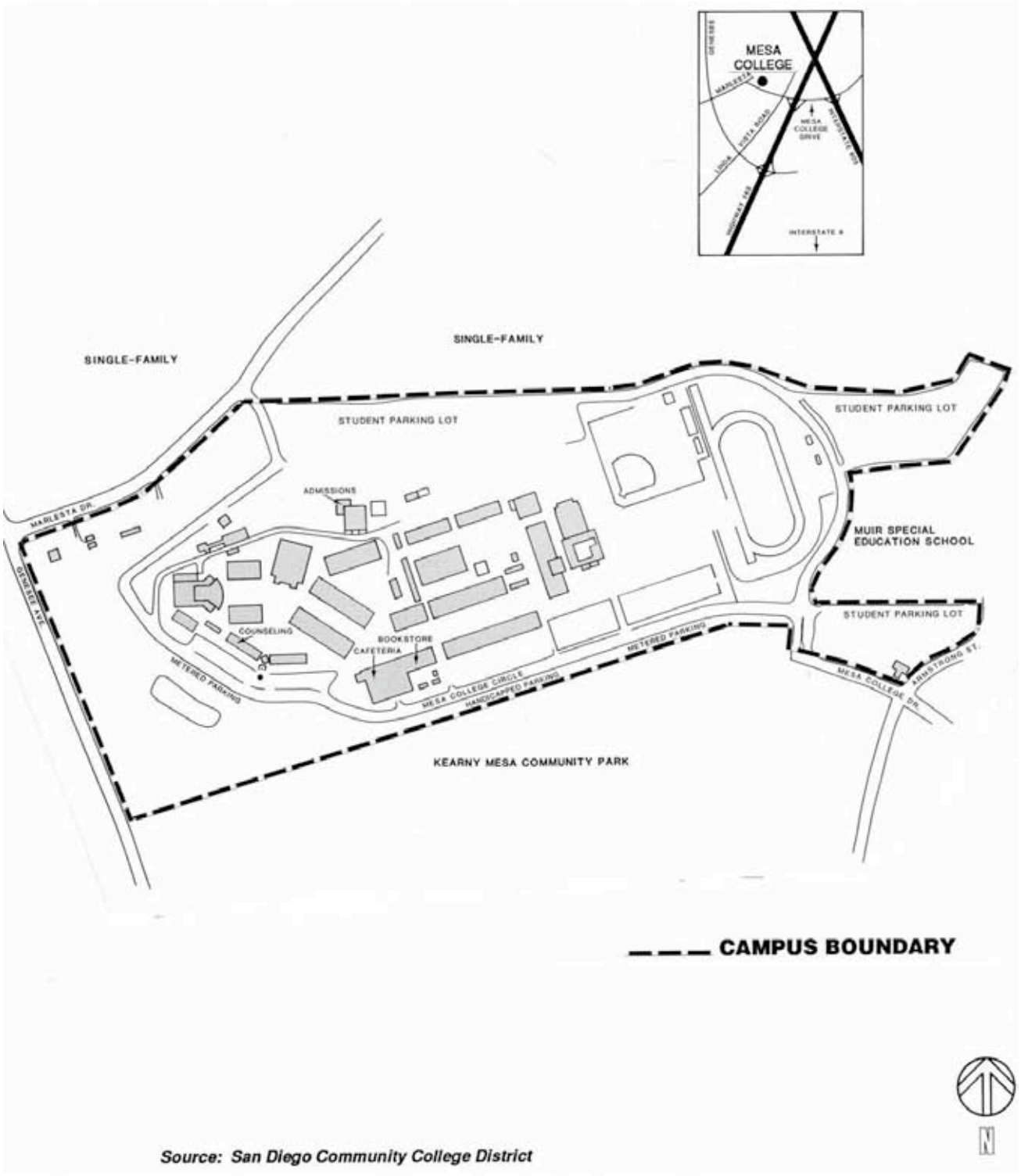
## EXISTING CONDITIONS

Public educational facilities in Clairemont Mesa consist of twelve elementary schools, two middle schools, two senior high schools and a community college (**Figure 36**). Five schools with specialized educational programs are also located in Clairemont Mesa.

The "operating capacity" of a school is the number of students that a school can serve when each regular classroom is assigned a capacity of 30 students, and each classroom used for special educational purposes is assigned 15 students or less, based upon its use. In Clairemont Mesa, schools that have exceeded operating capacities but are able to accommodate existing enrollment include Alcott and Holms Elementary Schools (**Table 9**). By the year 2000, projected school enrollments for elementary schools will increase and perhaps exceed current operating capacities. According to the Long Range Facilities Master Plan, there will be insufficient school facilities in terms of program requirements, enrollment capacity and space utilization. In Clairemont Mesa, strategies that will be considered by the school district to accommodate the expected increase in enrollment include double session kindergarten, portable classrooms and the reopening of MacDowell Elementary School or Anderson Elementary School.

Mesa Community College consists of 105 acres with 77 useable acres (**Figure 37**) It had a student enrollment of 19,770 people in 1987. During the morning and evening hours, there is congestion at the main entrance to the college on Mesa College Drive and along Marlesta Drive. The Mesa College Master Plan proposes Marlesta Drive to serve as the main entrance to the college, rather than Mesa College Drive. This would require the relocation of administration functions on campus, and Mesa College Drive would then serve as a secondary entrance to the college with direct access to the eastern parking lots. Parking is not a problem on campus. However, students choose to park off-campus leaving campus parking lots underutilized and creating a lack of on-street parking in residential neighborhoods. Residents have an option to petition for a residential parking district or a two-hour parking limit for their neighborhood in order to reduce the number of parked cars or length of stay. The parking permit would be administered by the City and financed by the property-owners or residents living in the neighborhood.

On March 24, 1987, the City Council adopted the Institutional Overlay Zone to preserve and enhance areas for institutional land uses until it is determined that the appropriate long-term use of the site is not institutional in nature. The overlay zone may be applied to publicly owned land, such as public school sites, libraries and police and fire stations, and assures community participation in decisions on future use of these facilities.




*Source: San Diego Community College District*

**Mesa College Master Plan**

**Clairemont Mesa Community Plan**

**37**
**FIGURE**

**TABLE 9**
**SCHOOL FACILITIES**

| Location* | School | Net Usable Acres | Current Operating Capacity | Actual Enrollment 1988 |
|---|---|---|---|---|
| | **Elementary** | | | |
| 1 | Alcott | 9.7 | 460 | 525 |
| 2 | Whitman | 9.0 | 410 | 367 |
| 3 | Hawthorne | 10.1 | 478 | 468 |
| 4 | Field | 8.2 | 358 | 345 |
| 5 | Cadman | 8.2 | 360 | 331 |
| 6 | LaFayette | 12.4 | 576 | 573 |
| 7 | Lindbergh | 10.0 | 810 | 764 |
| 8 | Toler | 6.2 | 342 | 326 |
| 9 | Holmes | 9.1 | 470 | 472 |
| 10 | Ross | 9.9 | 546 | 523 |
| 11 | Sequoia | 11.3 | 420 | 415 |
| 12 | Bay Park | 4.5 | 468 | 459 |
| | **Middle School** | | | |
| 13 | Kroc | 24.0 | 1,289 | 906 |
| 14 | Marston | 12.4 | 1,158 | 860 |
| | **Junior High** | | | |
| | Montgomery** | 20.0 | 1,277 | 808 |
| | **Senior High** | | | |
| 15 | Clairemont | 36.3 | 1,459 | 1,121 |
| 16 | Madison | 47.4 | 2,161 | 1,776 |
| | Kearny** | 32.8 | 1,392 | 1,164 |
| | **Special Education** | | | |
| 17 | Wiggen*** | 9.8 | 168 | 122 |
| 18 | Schweitzer*** | 7.1 | 246 | 127 |
| 19 | Riley*** | 8.2 | 143 | 136 |
| 20 | Muir Alternative*** | 7.7 | 455 | 369 |
| 21 | Longfellow Magnet*** | 5.4 | 480 | 436 |
| | **College** | | | |
| 22 | Mesa College | 77.0 | --- | 19,770 |

* For location of schools, see **Figure 36**

** Serves residents of Clairemont Mesa but outside the planning area.

*** Located in Clairemont Mesa but serves entire school district.

## RECOMMENDATIONS FOR SCHOOLS

1. Zoning and Alternative Uses

   All school sites, including schools that have been leased to private institutions in Clairemont Mesa, should be designated for institutional uses in accordance with the Institutional Overlay Zone (**Figure 38**). Surplus school sites should be used for administration, private schools and community purposes. If it is determined that such uses or other public uses are not needed, alternative development should be compatible with the surrounding neighborhood.

   a. Schools which should be rezoned from R-3000 to R1-5000 and the Institutional Overlay Zone to ensure that alternative development is compatible with the surrounding single-family neighborhood include: Alcott, Whitman, Hawthorne, Cadman, Ross, Stevenson, and Bay Park Elementary Schools and Longfellow Special Education Facility (**Figure 38**).

   b. If Lindbergh Elementary School and Schweitzer Special Education School are developed in the future, the R-1500 Zone would be an appropriate density for these sites because both school sites are located on Balboa Avenue which has a medium residential density along the transportation corridor and are in close proximity to commercial services.

2. Master Plan

   The San Diego Unified School District's Long Range Facilities Master Plan should be the prevailing document to guide the district in meeting the facility needs of the community.

**TABLE 10**
**USES OF CLOSED SCHOOL FACILITIES**

| Location* | School | Net Usable Acres | Current Use During 1986 |
|---|---|---|---|
| | **Elementary** | | |
| 23 | McDowell | 10.0 | Leased to Association for Retarded Citizens |
| 24 | Stevenson | 11.0 | Administrative Offices |
| 25 | Anderson | 9.4 | Leased to Children's Performing Arts Academy |
| 26 | Whittier | 9.2 | Special Education Offices |
| | **Junior High** | | |
| 27 | Hale | 18.2 | Leased to Horizon Christian Fellowship |

* For location of schools, see **Figure 36**

3. School Site Improvements

Improvements to school sites should include exterior painting, landscaping and turfing of community-use fields in order to enhance the surrounding neighborhood and provide a better community image. A joint-use agreement between the school district and the City of San Diego should be developed to turf decomposed granite playground areas of a school site and maintain the turf areas as a means to provide community-use fields.

a. Crosswalks adjacent to schools should be clearly identified in order to provide a safe means of pedestrian circulation.

b. Portables should only be considered to accommodate a change in student enrollment at public schools. The location of portables should be integrated with the existing facility, and landscaping should be provided.

4. Curriculum

Adult education and continuation classes should be sponsored after school hours to provide educational opportunities for all economic segments of the community.

5. Mesa Community College

The Mesa College Master Plan should incorporate the following recommendations:

a. Parking lots should be enhanced with landscaping in accordance with the citywide Landscaping Ordinance.

b. As student enrollment increases, the Mesa College Master Plan should consider the development of parking structures in order to alleviate future on-street parking problems in adjacent neighborhoods (see **Transportation Element**).

c. Secure bicycle storage facilities (such as bicycle lockers and racks) should be provided to encourage bicycling instead of driving to campus.

d. Alternative forms of transportation to the single occupant motor vehicle, such as bicycling, carpooling and transit, should be promoted by Mesa College in order to reduce the student demand for off-campus parking simultaneously with posting limited parking restrictions on streets in the adjacent neighborhoods.

# LIBRARIES

## EXISTING CONDITIONS

The three City branch libraries in Clairemont Mesa include: the Balboa Branch located on Mt. Abernathy Avenue; the Clairemont Branch located on Burgener Boulevard; and, the North Clairemont Branch located on Clairemont Drive. The Balboa Branch offers 33,400 books to the public, while the Clairemont and North Clairemont Branches offer 28,900 and 24,700 books, respectively. The average size of the branch libraries is 4,702 square feet.

According to City standards, branch libraries are intended to serve about 30,000 residents and should have a maximum service area of a radius of two miles. In addition to the above standards, branch libraries should have an eventual capacity of 4.4 volumes per square foot of floor area. All three branch libraries currently meet these standards. The need to expand a library, as with the Balboa Branch, is based on an increase in the circulation of books from the community.

## RECOMMENDATIONS FOR LIBRARIES

1. Zoning

   The branch libraries on Mt. Abernathy Avenue, Burgener Boulevard and Clairemont Drive in Clairemont Mesa should be designated for institutional uses in accordance with the Institutional Overlay Zone (**Figure 38**).

2. Balboa Branch Library

   The existing 5,092-square-foot branch library should expand its facilities by utilizing a small portion of City-owned vacant land, which is located adjacent to the parking lot. The expansion should include an additional 5,000 square feet for book shelves, reading rooms, additional parking space and the development of an outdoor reading area. The park could be designed as an outdoor reading area that should include amenities such as benches, patio furniture or a fountain.

   a. The entranceway to the library, which has a wide pedestrian walkway, should be enhanced with landscaping.

   b. Bicycle racks should be located in a visible location to the passerby and convenient to the library entrance, without creating a hazard to pedestrians.

3. North Clairemont Mesa Branch Library

   The North Clairemont Mesa Branch Library should provide amenities such as a meeting room and bicycle racks that are convenient1y located near the library entrance (without creating a hazard to pedestrians) in order to improve service to the community.

4. Clairemont Branch Library

The existing 4,437-square-foot branch library should be replaced with a 10,000-square-foot facility on the current site. The library expansion should include an outdoor reading area/sculpture garden at the rear and side yard of the building in order to improve service to the community.

# POLICE AND FIRE PROTECTION

## EXISTING CONDITIONS

Police protection in Clairemont Mesa is provided by the Northern Area and Western Area stations of the San Diego Police Department located in the Linda Vista and University communities. The average response time for priority calls for Clairemont Mesa in February 1988 was 8.8, compared to the citywide average of 8.6 minutes. Crime rates in Clairemont Mesa, like most of San Diego, have increased over the past few years. Residential burglaries have become more frequent which has stimulated the establishment of 685 community alert groups in Clairemont Mesa. The police department considers these programs to be the most effective means of reducing crime in any given area.

There are five fire stations that serve Clairemont Mesa. Three stations are located in the community, while two stations are located outside the planning area in the Linda Vista and Serra Mesa communities. The City of San Diego's standard for average fire engine response time is six minutes or less, from dispatch to destination. The average response time for fire stations that serve Clairemont Mesa is less than the six-minute standard, averaging 4.9 minutes.

Fire hazards are primarily concentrated within and around the community's undeveloped hillsides and canyons. These areas include portions of Tecolote Canyon and San Clemente Canyon both of which are considered by the San Diego Fire Department as priority one areas. Priority one areas consist of steep, northeast facing slopes with vegetation.

There have been 17 brush fires in Tecolote Canyon from 1976 to 1986, while San Clemente Canyon had three brush fires. Fires in these canyons are difficult to control because of dense native, drought-resistant vegetation, steep slopes, and wind patterns that create changes in temperature. The fire department has required residents adjacent to these canyons to clear brush from their property to prevent property damage and potential loss of life from brush fires.

## RECOMMENDATIONS FOR POLICE PROTECTION

1. <u>Community Participation</u>

   Community alert groups and Neighborhood Watch Programs should maintain a close relationship with police officers to keep informed of current crime problems in the neighborhoods.

2. <u>Design of New Development</u>

   Both public and private improvements should be designed to reduce the opportunities for crime to occur. The physical design of a development project should incorporate features such as lighting and transparent fencing when appropriate in order to deter criminal activities.

## RECOMMENDATIONS FOR FIRE PROTECTION

1. Zoning

   The three fire stations located on Chicago Street, Clairemont Drive and Chateau Drive in Clairemont Mesa, should be designated for institutional uses in accordance with the Institutional Overlay Zone (**Figure 38**).

2. Fire Prevention

   Fire hazards should be reduced to the extent feasible. The following fire prevention methods when used in conjunction with one another (no single method alone will reduce the chance of property damage from fire) should be employed:

   a. Property owners along the canyon rims should improve the landscaped areas that border their property and the open space canyon area to reduce the potential for spread of brush fires. Examples of landscaping improvements include: thinning out existing woody or dry vegetation; removal of branches near structures; removal of highly flammable plants; and installing irrigation systems at the top of the slope to establish a fire retardant buffer. Residents should landscape their property adjacent to the canyon with non-invasive and compatible plant species in order to prevent the modification of biological resources in the canyon areas.

   b. Construction materials, such as fire retardant roofing materials and stucco siding should be incorporated into project design. Site design features such as nonflammable walls and swimming pools should be considered as barriers when topography allows.

# PUBLIC UTILITIES

## EXISTING CONDITIONS

Public utilities include water and sewer lines and electrical transmission lines. Water mains and sewer lines are considered generally adequate throughout the community. In the developed portions of the community, the system has been fully operational for several years. In those portions of the community that still have vacant developable land, such as along Clairemont Mesa Boulevard, Genesee Avenue and Balboa Avenue, sewer and water is available for new development.

The maintenance and replacement of water mains and sewer lines have been occasionally needed because of the age of the utilities in the developed portions of the community. The City of San Diego has a sewer and water main replacement program that is funded on an annual basis. According to the City's 1988 fiscal year budget, six million dollars have been budgeted for sewer main replacements with an annual increase of five percent thereafter; and 6.3 million dollars has been budgeted for water main replacements with an annual increase of five percent thereafter. Monies allocated for this program have been spent in priority areas based on: frequency of sewer and water main breakage; adequate capacity to meet the demand according to zoning and the Community Plan; and, sufficient water pressure for fire fighting.

A major electrical transmission line traverses Clairemont Mesa. The corridor is several hundred feet wide and runs north to south. SDG&E does not permit development within the transmission line corridor. However, they have allowed uses such as parking lots for adjacent commercial development, nurseries and additional open space in Clairemont Mesa. A major utility service center is located in Rose Canyon just north of Balboa Avenue.

Overhead utility wires in the older portions of Clairemont Mesa visually detract from the neighborhood character. The City of San Diego and SDG&E have a joint program to remove overhead utility wires and place them underground. Undergrounding improvements have already been scheduled for the Morena Revitalization Area in the Linda Vista community, extending northward into Clairemont Mesa at the intersection of Morena Boulevard and West Morena Boulevard.

## RECOMMENDATIONS FOR PUBLIC UTILITIES

1. <u>Undergrounding of Utility Lines</u>

   All utility wires and transmission lines in Clairemont Mesa should be placed underground where technically and economically feasible. Priority areas for the undergrounding of overhead utility wires should include the community's major transportation corridors in order to visually improve the community character. These areas include:

a. West Morena Boulevard from Tecolote Road to Morena Boulevard
b. Morena Boulevard from West Morena Boulevard to Balboa Avenue
c. Balboa Avenue from Morena Boulevard to Genesee Avenue
d. Clairemont Drive from Morena Boulevard to Balboa Avenue.

2. Screening

Transmission lines and other utility fixtures that are not underground should be screened from the public right-of-way by landscaping the surrounding area whenever possible.

3. Electrical Transmission Corridor

Uses within the transmission corridor should be integrated into the project design and be in accordance with the citywide Landscaping Ordinance. Examples of uses include nurseries, parking lots, parking storage for motor homes and recreational vehicles and passive open space.