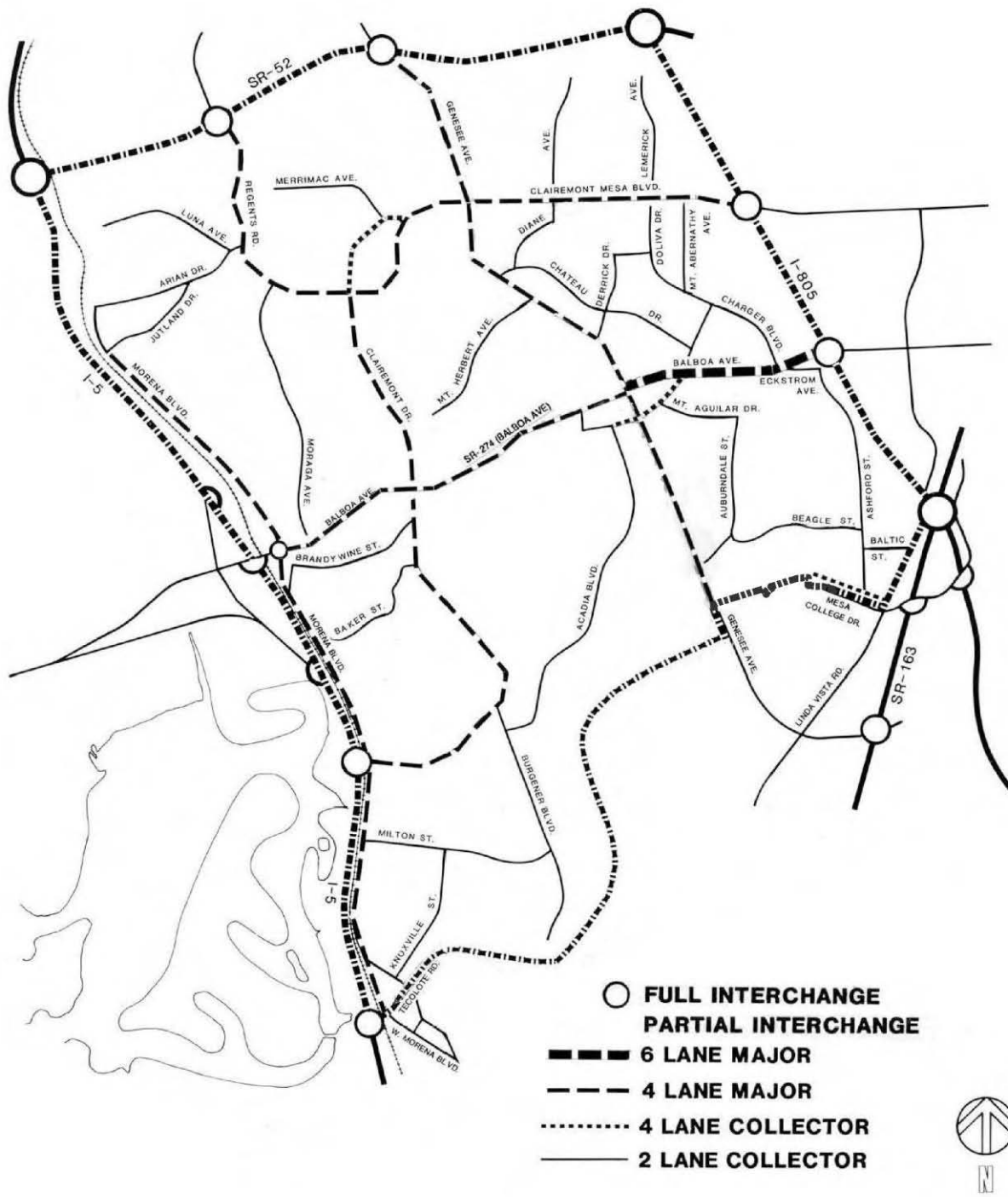

TRANSPORTATION

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

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.



NUMBERS REPRESENT TRIPS IN THOUSANDS

1985 Average Weekday Traffic
Clairemont Mesa Community Plan

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

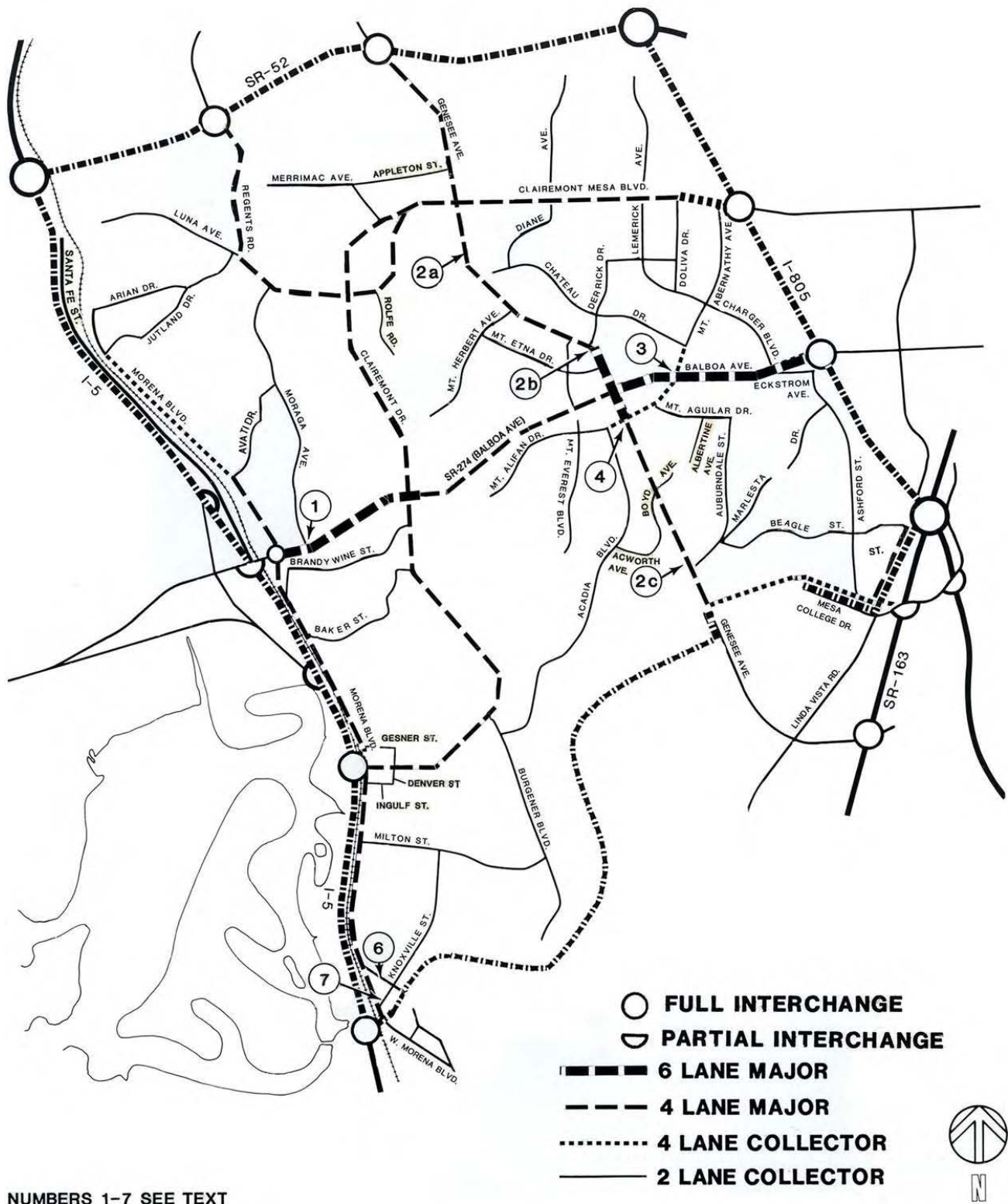
The operating level of service at the intersection of Mt. Abernathy Avenue, Mt. Alifan Drive and Balboa Avenue should be improved by providing dual left-turn lanes for southbound to eastbound traffic. This will require reconstruction of the median on the north side of the intersection (Mt. Abernathy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



2005 Street Classifications and Recommendations
Clairemont Mesa Community Plan

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

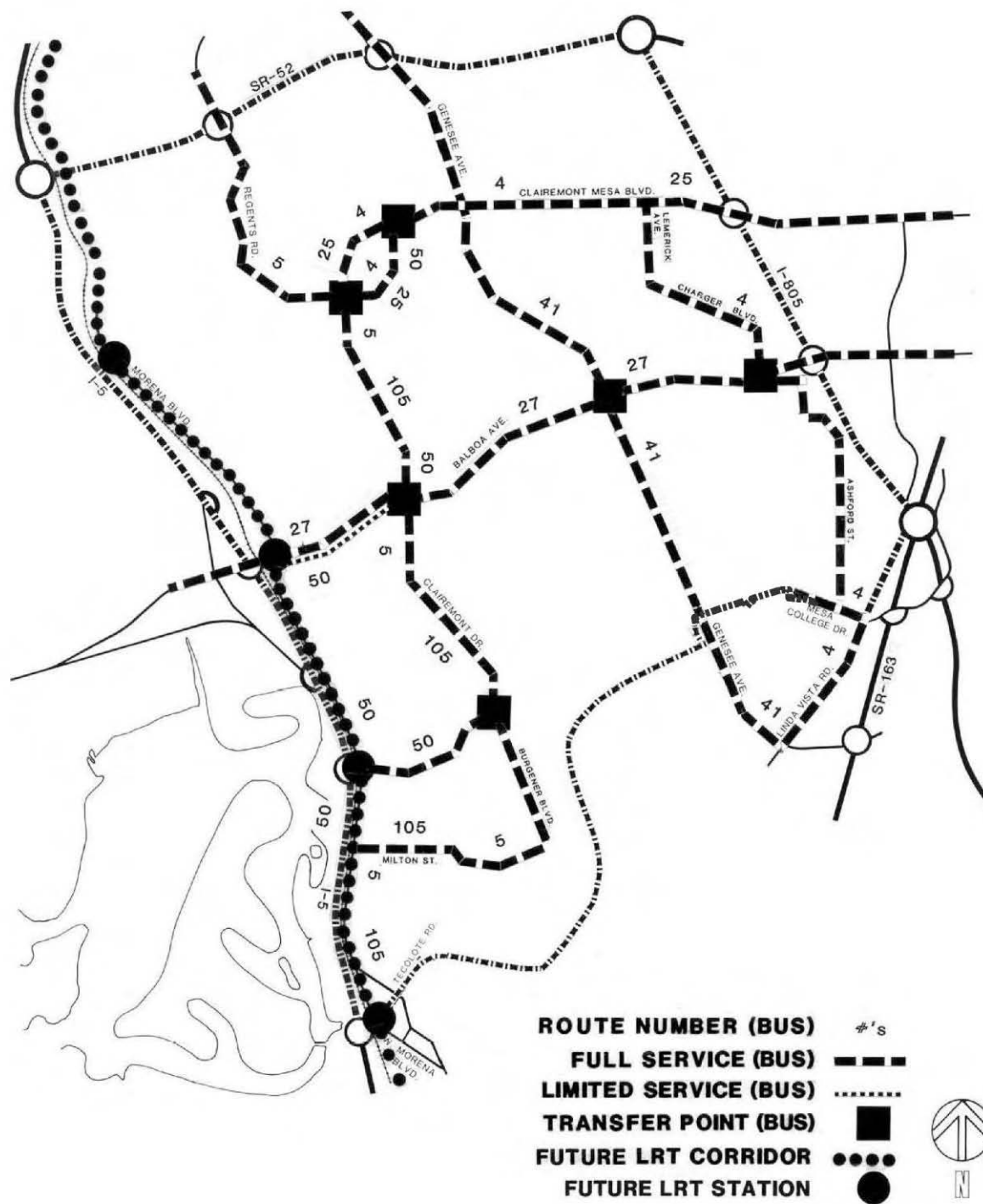
2005 Average Weekday Traffic
Clairemont Mesa Community Plan

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

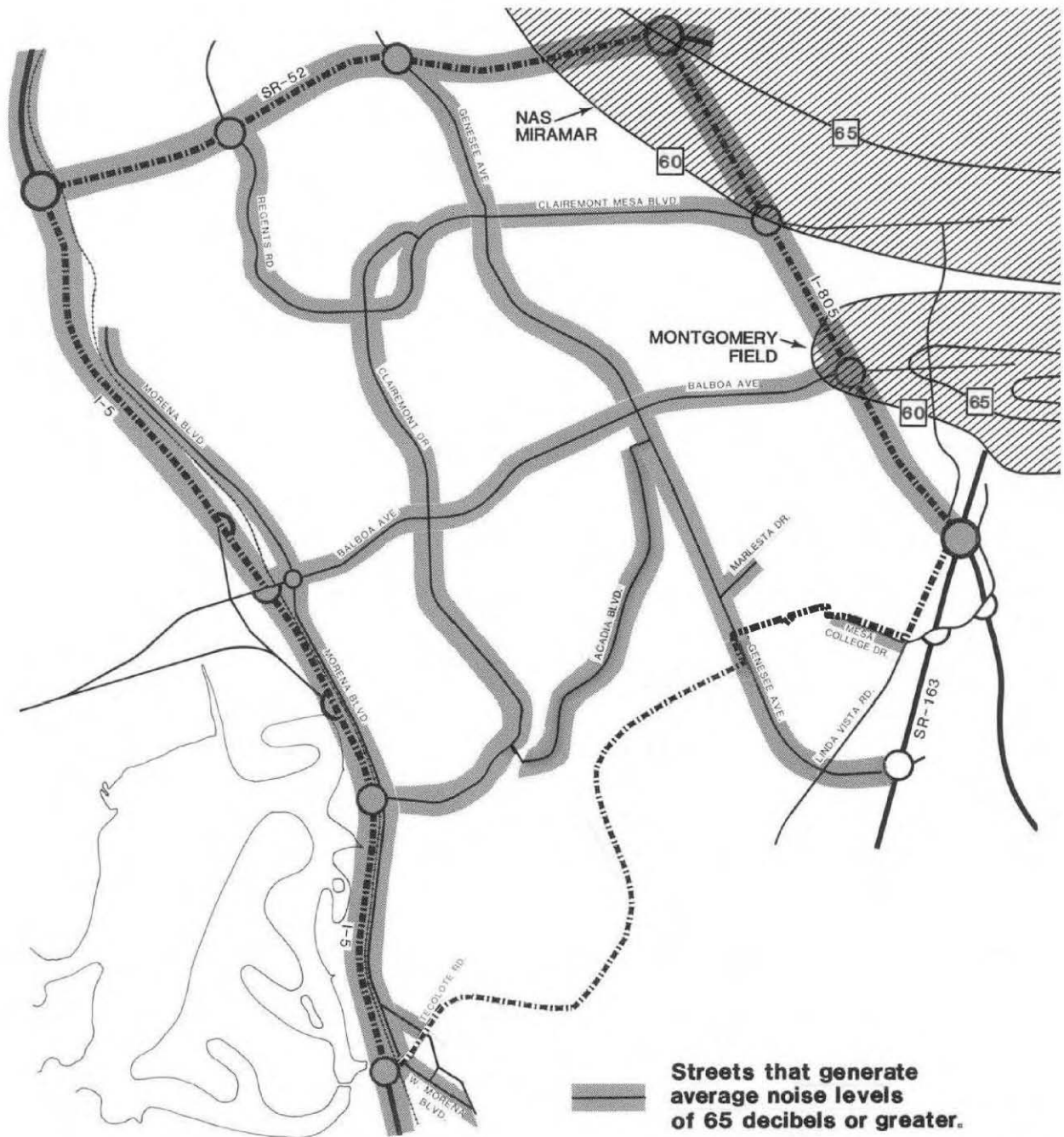
Bus service and bikeways should be routed to serve LRT stations. Transfer facilities should also be incorporated into the site and station design.

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



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. Setbacks

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

2. Clustering

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.

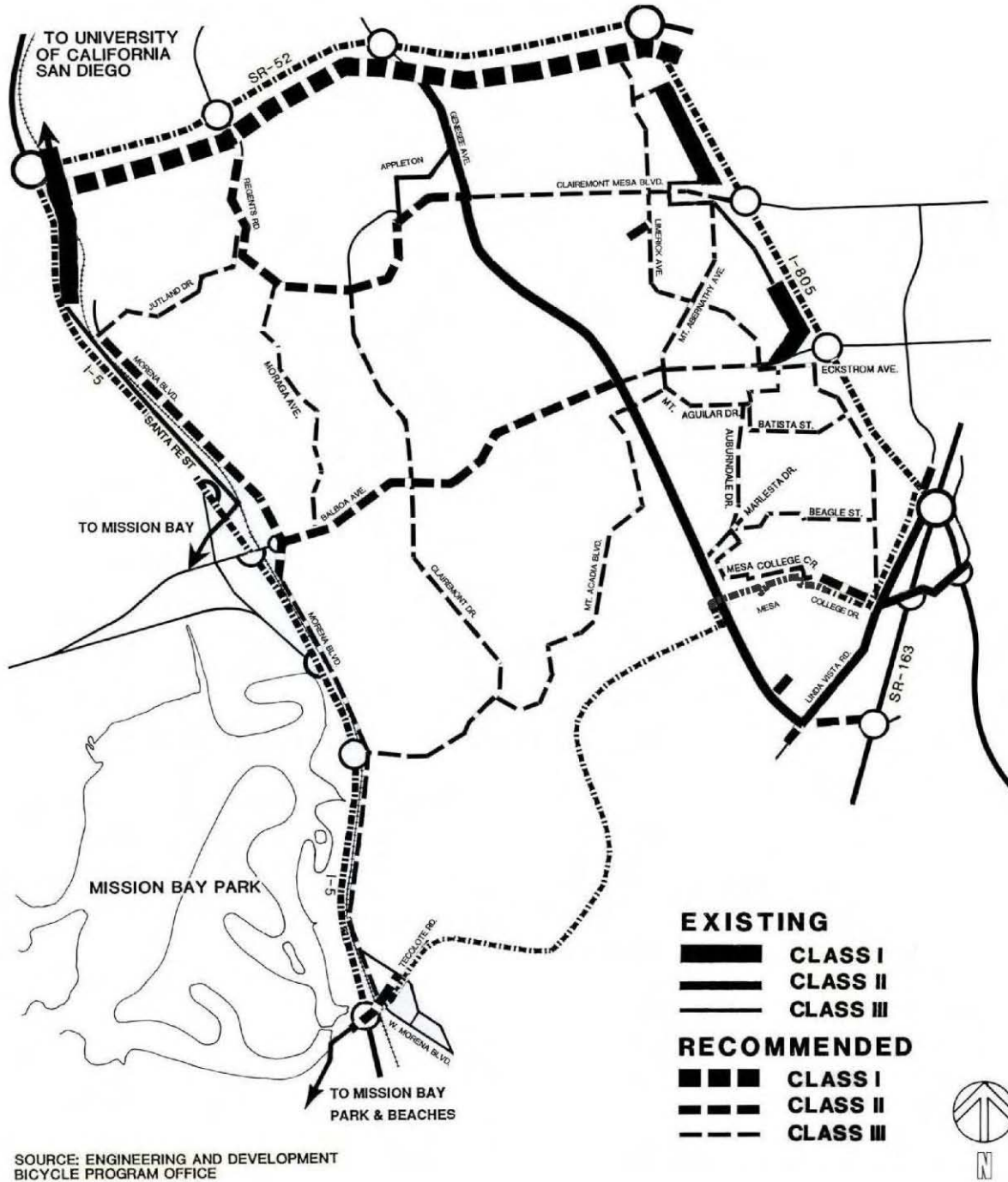
3. Design

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

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

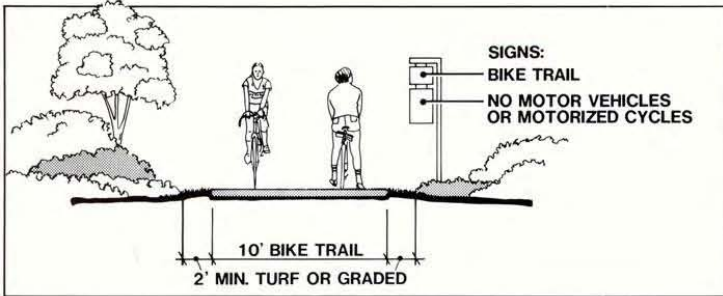
Bikeway signs should include destination sign plates that indicate that major activity centers can be reached via the bikeway system (i.e. Mesa College, Mission Bay Park and downtown San Diego).

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.

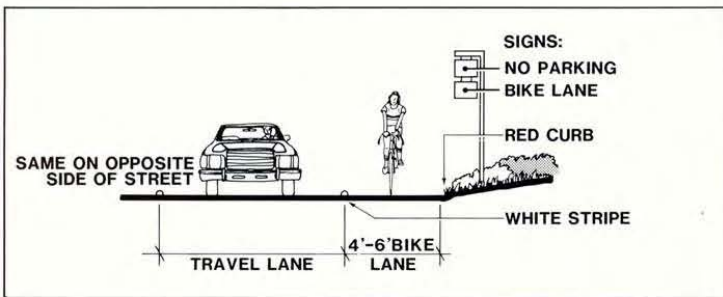
5. LRT Connection

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



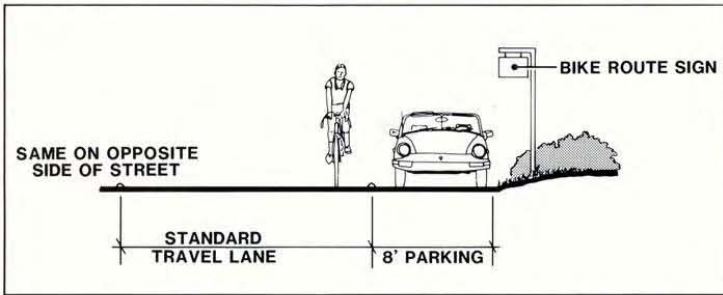
**CLASS I
(Typical location-open space)**

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



**CLASS II
(Typical location-major street)**

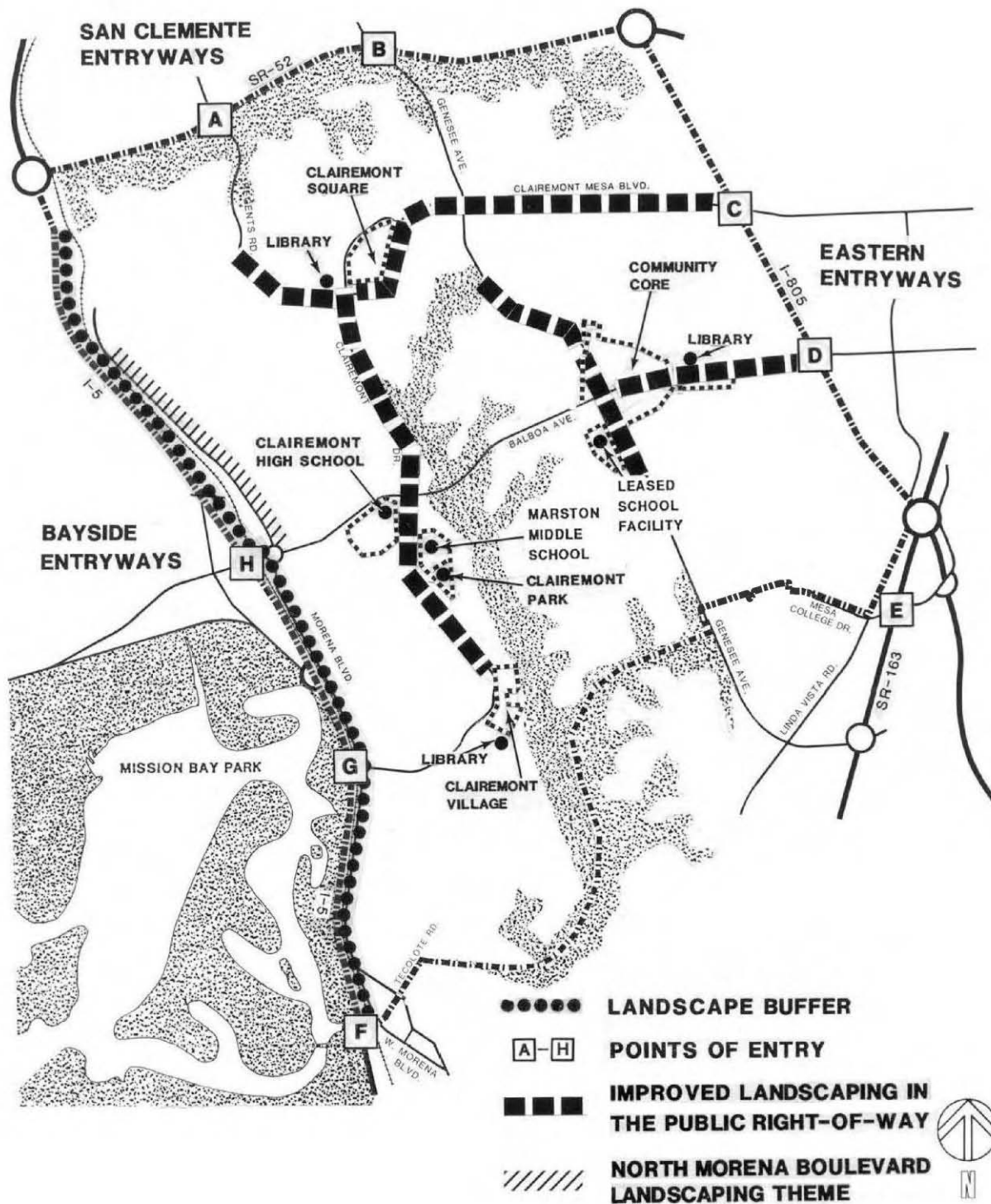
Bicycle Lane
A restricted right-of-way located on the paved road surface alongside the traffic lane nearest the curb, and identified by special signs, land striping, and other pavement markings.



**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.



Recommended Points of Entry/Streetscapes
 Clairemont Mesa Community Plan

ENTRYWAYS AND STREETSCAPES/PEDESTRIAN CIRCULATION

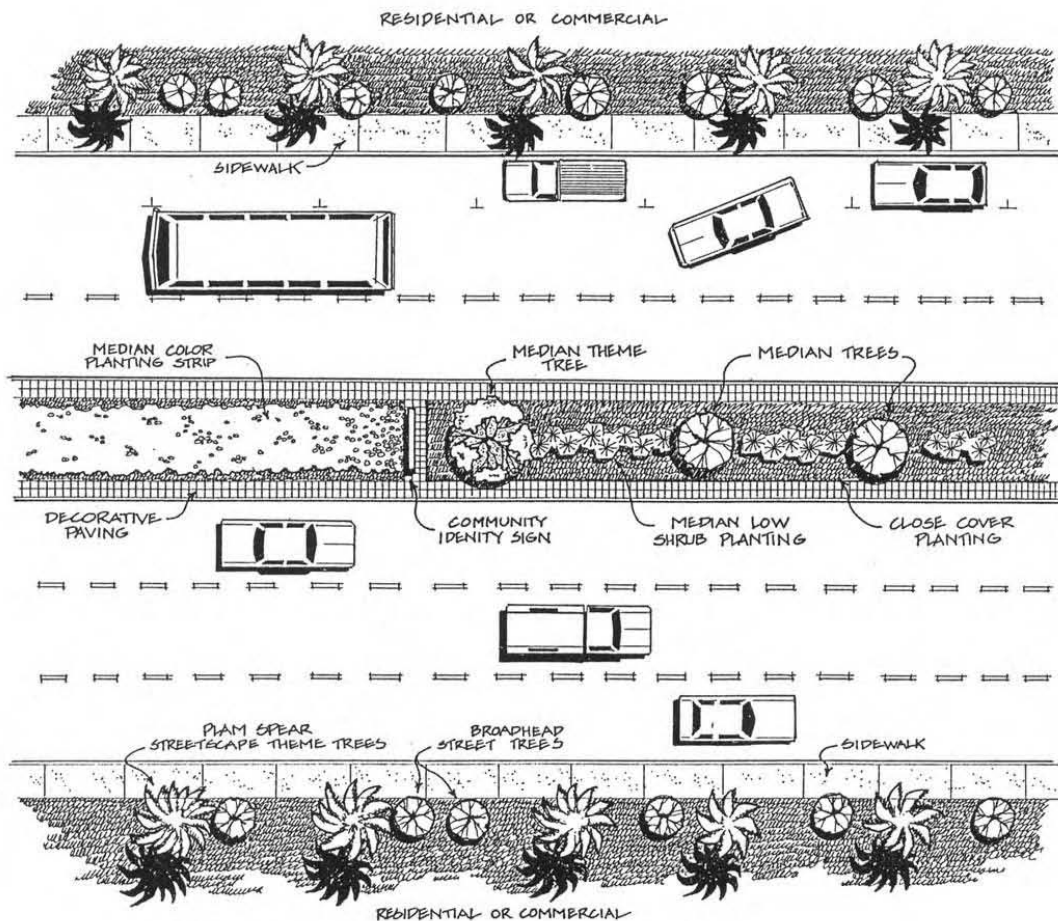
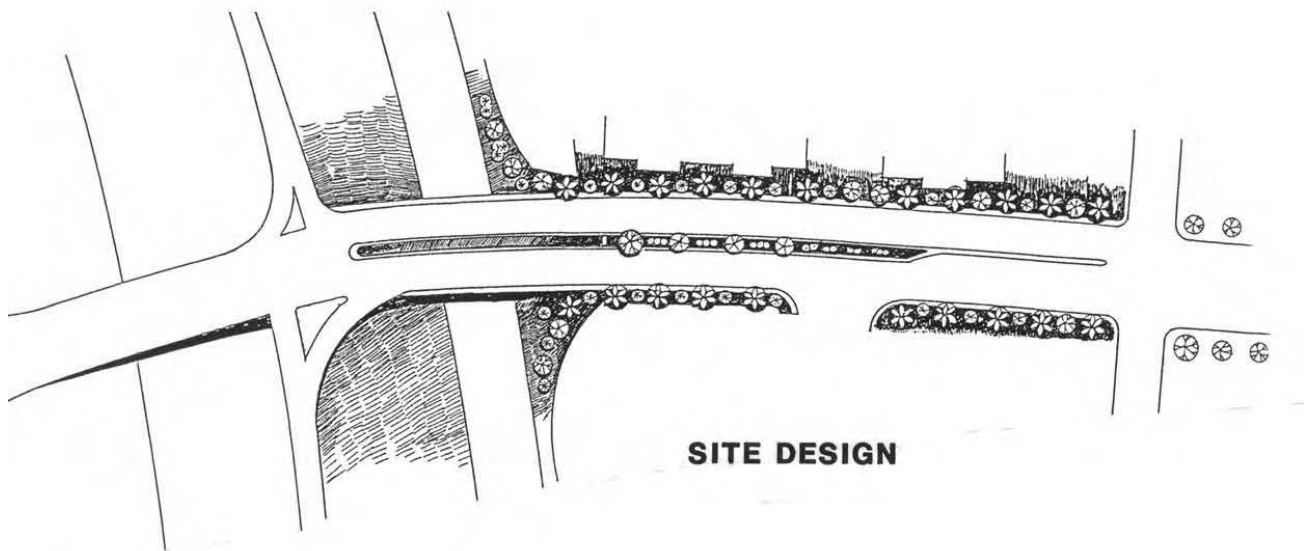
EXISTING CONDITIONS

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

RECOMMENDATIONS FOR ENTRYWAYS

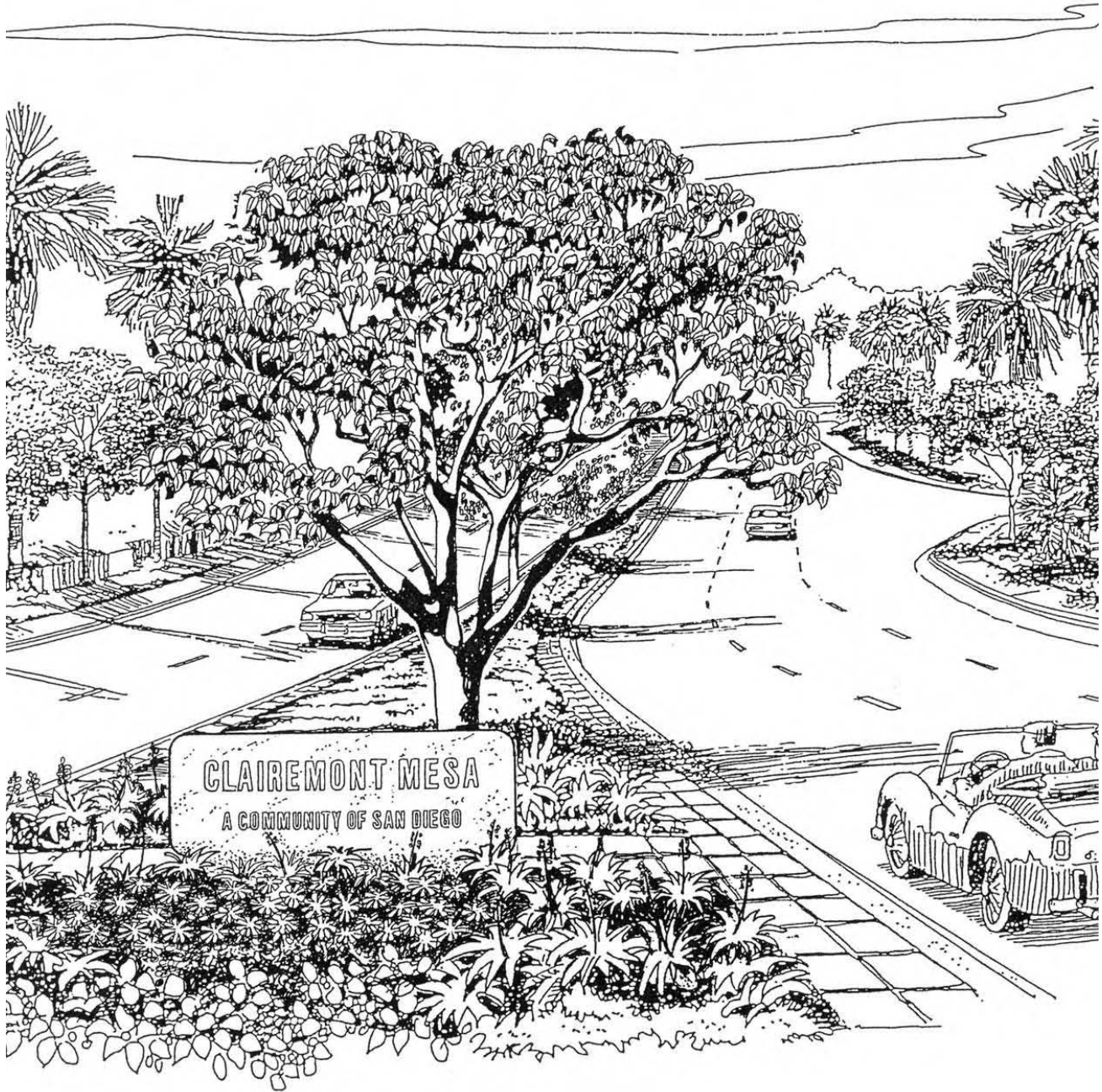
1. Community Identification Signs

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**):

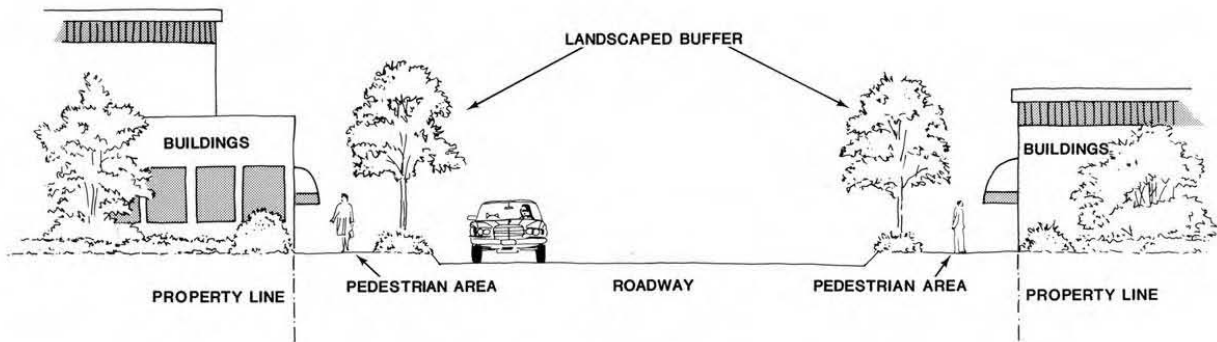
- a. The intersection of Regents Road and SR-52 should have a park entry with a community identification sign that will be consistent with the proposed Master Plan for Marian Bear Memorial Park.
- b. The intersection of Genesee Avenue and SR-52 should have a park entry with a community identification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



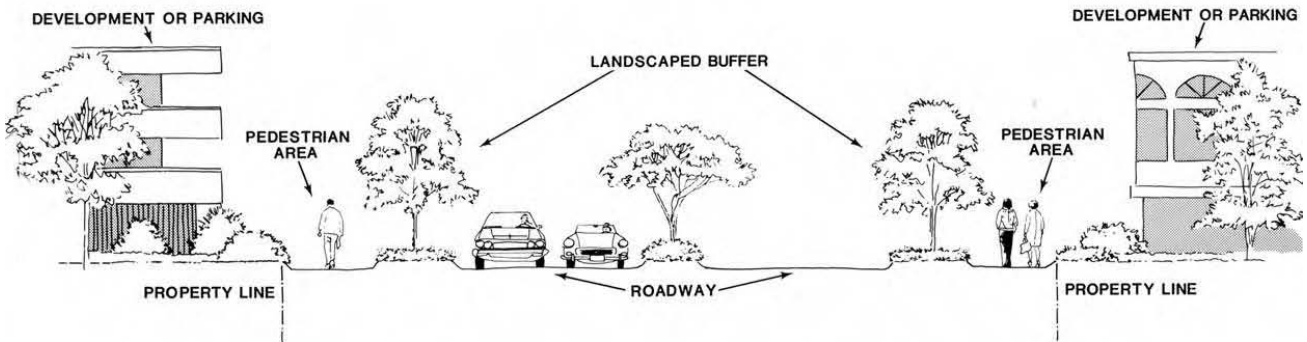
Conceptual Entryway Design
Clairemont Mesa Community Plan

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.

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.
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