Clairemont community plan

SECOND DRAFT
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ACKNOWLEDGEMENTS

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Todd Gloria

CITY ATTORNEY
Heather Ferbert

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Jeana Renger

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Kelley Stanco – Deputy Director
Shelby Buso – Deputy Director
Sameera Rao – Assistant Deputy Director
Coby Tomlins – Program Manager
Phil Trom – Program Manager
Seth Litchney – Program Manager
Becky Malone – Program Manager
Marlon I. Pangilinan – Program Coordinator
Sean McGee – Principal Planner
Jonathan Avila – Principal Planner
Nathen Causman – Senior Planner
Shannon Corr – Senior Planner
Suchi Lukes – Senior Planner
Lesley Henegar – Senior Planner
Bernard Turgeon – Senior Planner
Elena Pascual – Senior Planner
Jordan Moore – Senior Planner
Dan Monroe – Senior Planner
Paola Boylan – Senior Planner
Natalie Koski-Karell – Associate Planner
Tara Ash-Reynolds – Associate Planner
Edgar Ramirez Manriquez – Associate Planner
Zaira Marquez – Associate Planner
Kelsey Kaline – Associate Planner
Kelly Mathiesen – Park Designer
Scott Sandel – Park Designer
Leo Alo – Senior Traffic Engineer
Christine Mercado – Senior Traffic Engineer
Maureen Gardiner – Senior Traffic Engineer
Gerald Chacon – Associate Traffic Engineer
Dana Long – Associate Traffic Engineer
Gustavo Negrete – Assistant Traffic Engineer
Michael Klein – Program Coordinator
Chris Deuchars – GIS Analyst
Andrew Butterfield – GIS Analyst
Michael Bouvet – GIS Analyst
Curren Orr – Intern
Joshua Harvey – Intern
Madison Wills – Intern
Jaquelin Ballinas Vargas – Intern

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Jack Carpenter
Gary Christensen
Richard Jensen
Morgan Justice-Black
Glen Schmidt
Nicholas Reed – Alternate

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Matthew Wang – Chair
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Suzanne Smith
Glen Schmidt
Steven Palmer
Michael Angelo Hernandez
Edie DeMarcus
Daniel Bussius
Eric Leftwich
Paige Walker

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Chen Ryan & Associates
Citythinkers
Keyser Marston Associates, Inc.
Helix Environmental Planning, Inc.
ICF Jones & Stokes, Inc.
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M.W. Steele Group, Inc.
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Adoption of Clairemont Community Plan Update		

INTRODUCTION

CHAPTER 1: INTRODUCTION

SETTING

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

Clairemont's attraction draws from its central location within the City and its proximity to Mission Bay, employment opportunities in neighboring Kearny Mesa, regional transit via the MTS Trolley, and local university institutions which make it a desirable and convenient community for San Diegans to live as shown in Figure 1-1.

Looking toward the future, Clairemont has the opportunities for mixed-use villages and park facilities that can enhance commercial centers, continue to enliven neighborhoods, and provide new housing options. An improved transportation network can further encourage walkability and transit options, as well as include new bicycle facilities that provide safe and convenient connections within the five neighborhoods identified within Clairemont as shown in Figure 1-2.

VISION

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

CLAIREMONT NEIGHBORHOODS

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

FIGURE 1-1: REGIONAL LOCATION

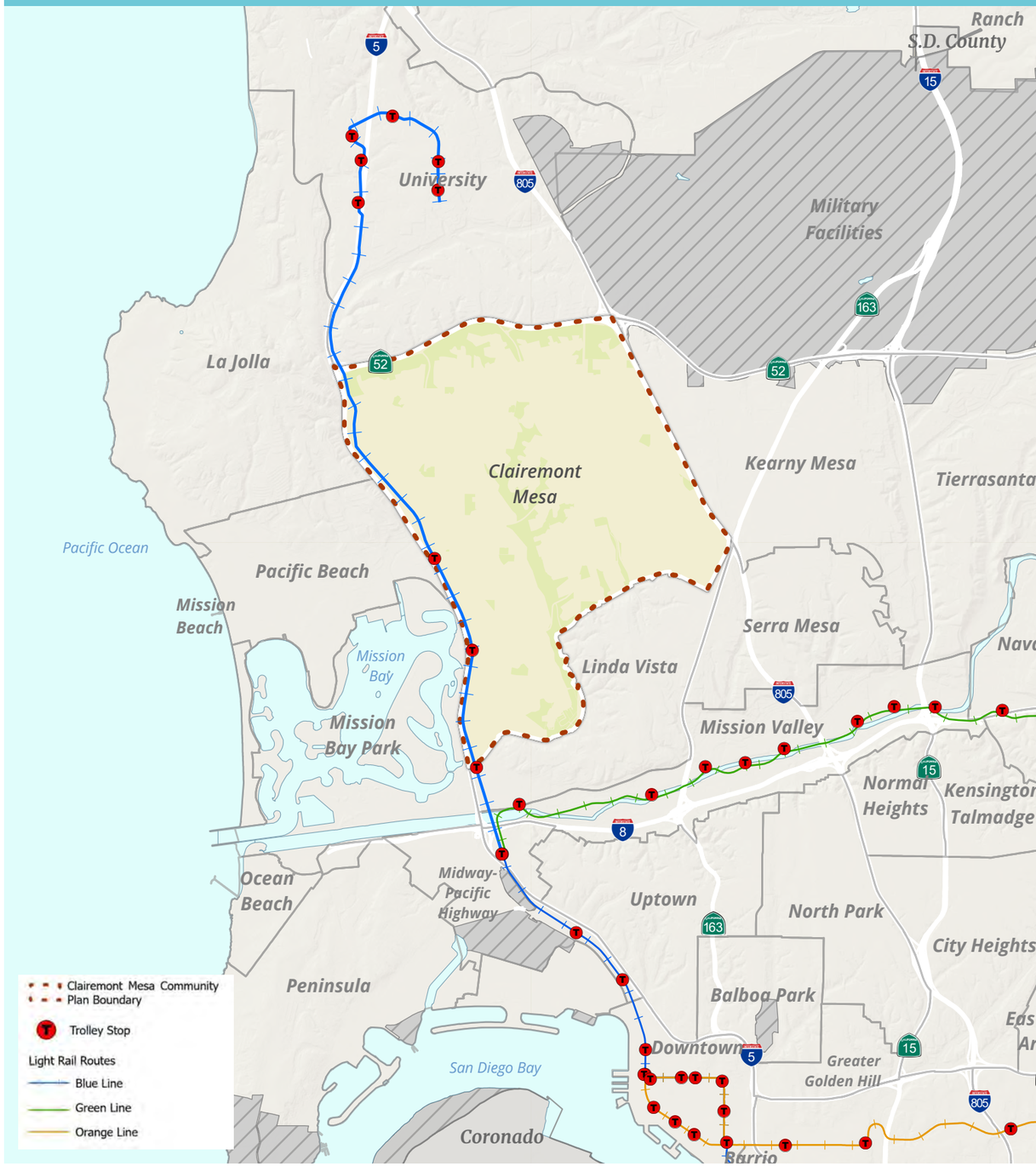
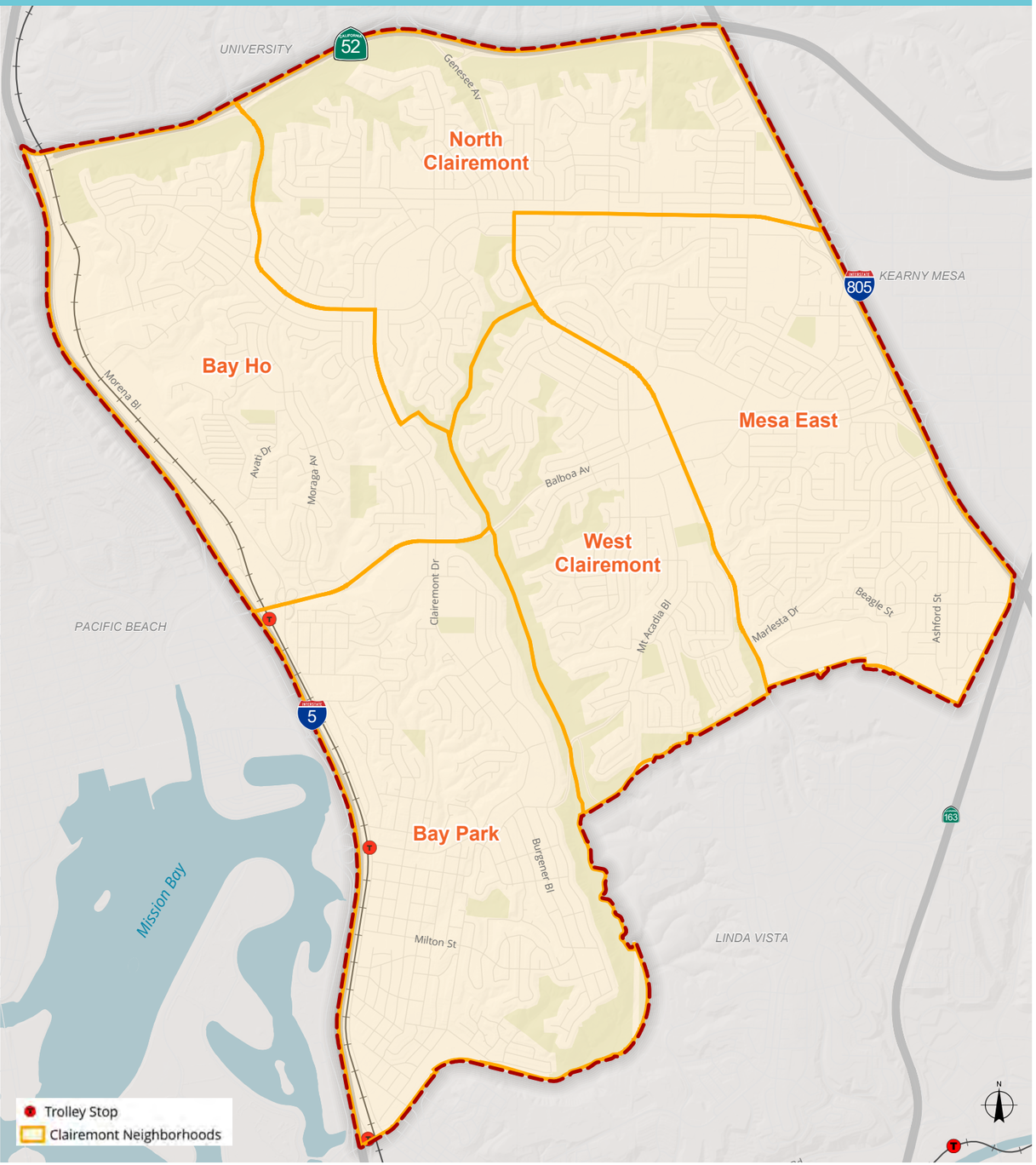


FIGURE 1-2: NEIGHBORHOODS



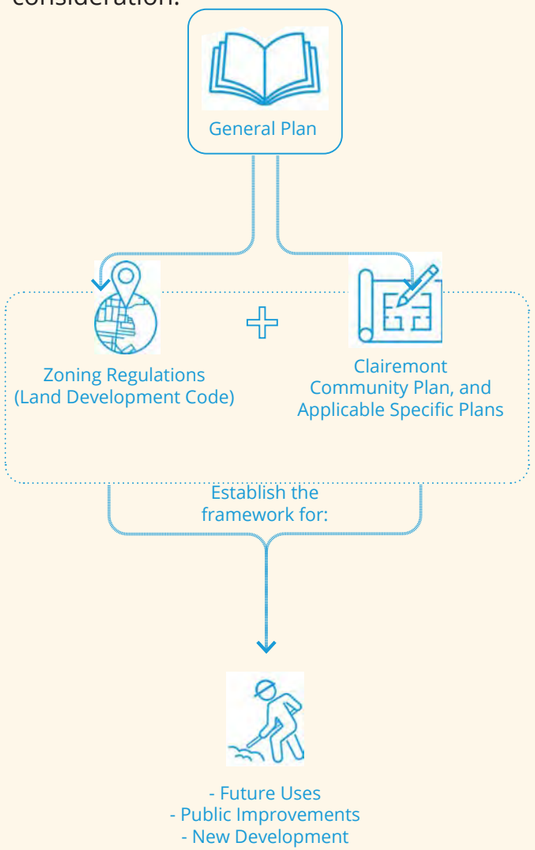
GUIDING PRINCIPLES

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

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

APPLICABLE ZONING & DEVELOPMENT REGULATIONS

The Clairemont Community Plan provides a long-range physical development guide for the area. The plan contains specific goals and policies to provide direction on what types of future uses and public improvements should be developed in the Clairemont community. When designing new development and/or infrastructure projects or researching what uses are appropriate for a site, this community plan, the applicable zoning regulations found in the City's Land Development Code should be consulted to ensure that all relevant policies, regulations, and planned infrastructure improvements are taken into consideration.



PURPOSE

The Community Plan:

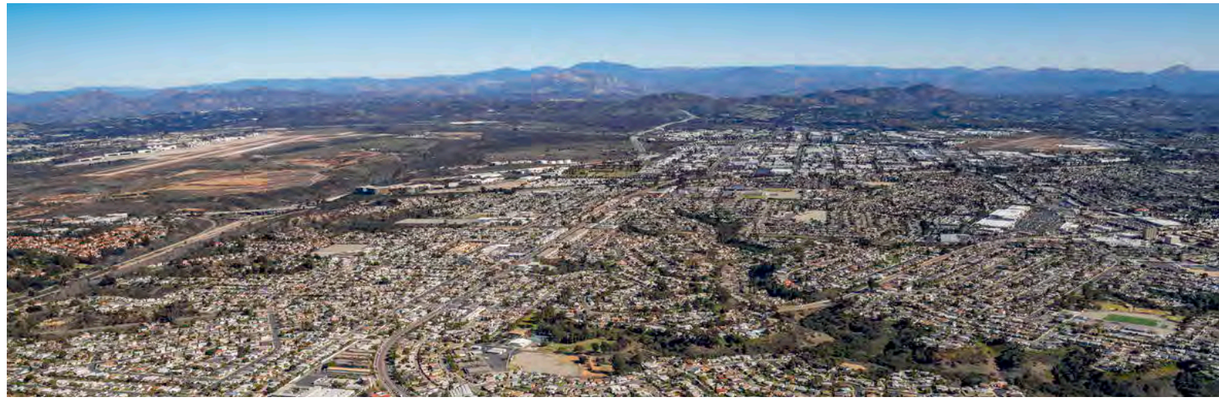
- Establishes a vision with policies to guide the future growth and development within Clairemont, consistent with the General Plan.
- Provides strategies and implementing actions to achieve the vision.
- Provides guidance to design and evaluate development proposals and improvement projects.
- Provides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

ORGANIZATION

The Community Plan includes eleven Elements (chapters) that are divided into sections that discuss specific topics. Each Element contains goals that express a broad intent, and policies that reflect specific direction, practice or guidance. Specific directions within policies may need to be developed further and/or carried out through otherCity actions, governmental agencies, or property owners.

MUNICIPAL CODE

The Municipal Code implements the Community Plan and General Plan land use designations and policies through zoning and development regulations that specify permitted land uses, residential density, floor area, building massing, landscape, streetscape and other development regulations to achieve the Community Plan's vision.



RELATIONSHIP TO OTHER PLANS

GENERAL PLAN

The General Plan provides an equitable and sustainable policy framework for how the City will develop based on the City of Villages strategy within Climate Smart Village Areas supported by convenient and affordable opportunities to walk/roll, bike and ride transit to engage in daily activities, including work, school, shopping and play. The General Plan also promotes fair housing, elimination of disparities and improved access to jobs and housing.

The Community Plan further expresses General Plan policies in the context of Clairemont with policies that complement both Citywide goals and addresses community needs. The Community Plan is part of the General Plan, and together, they provide the framework for Clairemont's future growth. The Community Plan builds on the General Plan policies that address the Clairemont community more specifically.

GENERAL PLAN - HOUSING ELEMENT

The Housing Element contains policies that affirmatively further fair housing, which means taking meaningful action to address significant disparities in housing needs and access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws. The Community Plan further develops and implements policies to support Housing Element goals and affirmatively furthers fair housing by encouraging new homes for people of all incomes with access to services, resources, and jobs located near transit.

SPECIFIC PLANS

The Morena Corridor Specific Plan and Balboa Avenue Station Area Specific Plan, which were both adopted in September 2019, provide recommendations to address the future form of development adjacent to the Light Rail Transit stations at Tecolote Road, Clairemont Drive, and Balboa Avenue within Clairemont and in adjacent community planning areas. Supplemental Development Regulations identified in the Morena Corridor Specific Plan and Balboa Avenue Station Area Specific Plan apply as indicated within the specific plans.

CLIMATE ACTION PLAN

The Community Plan helps to implement the Climate Action Plan's strategies to reduce greenhouse gas emissions by addressing community-specific land use, mobility, and urban design actions that together with Citywide policies put the City on a trajectory to help achieve the City's climate goals.

MULTIPLE SPECIES CONSERVATION PROGRAM

The Multiple Species Conservation Program Subarea Plan with the Community Plan helps to preserve habitat and open space and covers core biological resource areas identified as the City's Multi-Habitat Planning Areas.

PARKS MASTER PLAN

The Community Plan uses the Parks Master Plan's recreational value-based park standard to address the quality of existing and planned parks and recreation facilities.

CLIMATE RESILIENT SD

Climate Resilient SD is a comprehensive plan to address climate hazards. The Community Plan contains polices that further address climate change hazards outlined by the Climate Resilient SD plan including wildfires, drought, extreme heat, and flooding in a manner that can best improve the lives of people that live in and visit Clairemont.

ENVIRONMENTAL JUSTICE

Environmental Justice focuses on reducing pollution exposure, improving air quality, and promoting public facilities, food access, safe and healthy homes, and physical activity. The General Plan Environmental Justice Element includes policies that support these goals to advance environmental justice and improve the quality of life for all San Diegans.

The community plan includes frameworks for land use and mobility that help implement the City of San Diego General Plan Environmental Justice Element. The Community Plan land use framework encourages mixed-use, transit-oriented villages with diverse housing types and retail amenities to reduce dependency on car trips, along Clairemont Mesa Boulevard, Clairemont Drive, Balboa Avenue, Genesee Avenue, and Morena Boulevard. The Community Plan mobility framework promotes pedestrian friendly "Complete Streets" that prioritize walking, biking, and public transit, and include shade trees and landscaping. Together, the land use and mobility frameworks will reduce vehicle-related air pollution and improve air quality, promote connectivity and better access to public facilities and daily needs.

COMMUNITY ENGAGEMENT

The City Planning Department worked with the Community Plan Update Ad-Hoc Subcommittee and prepared the Vision and Guiding Principles. City staff held open houses, met with community members, and conducted online surveys to help gauge preferences on mobility, housing, urban design and public spaces and land uses that helped inform the Community Plan.

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LAND USE

2

CHAPTER 2: LAND USE

GOALS

- A vibrant, balanced, and pedestrian-oriented community that provides residential, commercial, office, industrial, institutional and civic uses.
- Villages that are centers for community activity and enjoyment.
- A compatible mix of land uses that support a healthy environment.
- A variety of housing types for people of all ages, abilities and incomes.

INTRODUCTION

The Land Use Element establishes the land use framework for the community consistent with the General Plan. The Community Plan envisions cohesive mixed-use villages connected to residential areas through a balanced, interconnected mobility network to support walking/rolling, biking and riding transit to conduct daily activities, including work, school, shopping and play. This network strengthens connectivity between residential neighborhoods, commercial areas, employment areas and links residents to schools, parks, canyons, Mission Bay and beyond.

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

PLANNED LAND USE

The land use designations in the Community Plan are based on the General Plan's land use designations to achieve the Community Plan vision. The planned land uses provide an opportunity for a wide range of housing types for various age groups, household sizes and income levels. Complementing the Land Use Element, the Community Plan and General Plan Urban Design Elements provide building and site design policies to guide future development design.

LAND USE DESIGNATIONS

The Land Use Map is a visual representation of land use policies contained in the Community Plan and General Plan and illustrates the land use designations and residential density to guide development as shown on Figure 2-1 . The land use designations are broad enough to provide flexibility in implementation, and clear enough to provide sufficient direction to carry out the Community Plan vision. The land use designation categories are described in this section, and Table 2-1 summarizes the range of residential densities associated with the specific land use designations found on the Land Use Map. The text and figures of the Community Plan and General Plan are of equal importance in communicating the intent of the land use policies. These designations are implemented through zoning on a particular parcel, which are be consistent with the General Plan land use designation.

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

Villages provide an opportunity to transform the community through new cohesive mixed use areas.

Residential

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

Community Commercial

The Community Commercial designations provide for a variety of commercial uses, such as retail, services, hotels, and office. It provides space for shopping and other services for residents, workers, and visitors within the community. It also allows residential uses as part of mixed-use developments.

Neighborhood Commercial

The Neighborhood Commercial designation provides for a variety of convenient commercial uses such as retail, markets, personal services, and professional office to serve nearby residents and reduce the amount of driving. It allows residential uses as part of mixed-use developments.

Office Commercial

The Office Commercial designation provides for a variety of commercial uses with an emphasis on employment and professional office uses. It allows retail and residential uses as part of mixed-use developments.

Community Village

Community Village and Neighborhood Village designation allow commercial, office and residential uses, including mixed-use buildings integrating office or residential space with retail space. Villages contain uses that are intregrated with public gathering spaces and/or civic uses to encourage transit ridership, walking, and bicycling. Community Villages range in size, density and intensity.

Industrial Park

The Industrial Park designation provides for employment uses such as business/professional office and research and development, with limited commercial service uses. Refer to the Economic Prosperity Element for related discussion.

Institutional

The Institutional designation provides for public and semipublic uses that provide services to the community and adjacent communities. Institutional uses provide either public or private facilities that serve a public benefit. These uses may serve the community or a broader area. Institutional land uses within the community consist mainly of fire stations, branch libraries, Mesa College, and several public, charter, and private schools, and places of worship. Refer to the Public Facilities, Services & Safety Element for additional policies.

Open Space

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

Parks

The Park designation provides for areas designated for passive and/or active recreational uses, and allows for City facilities, services, and programs to meet the recreational needs of the community and City as identified in the Recreation Element.

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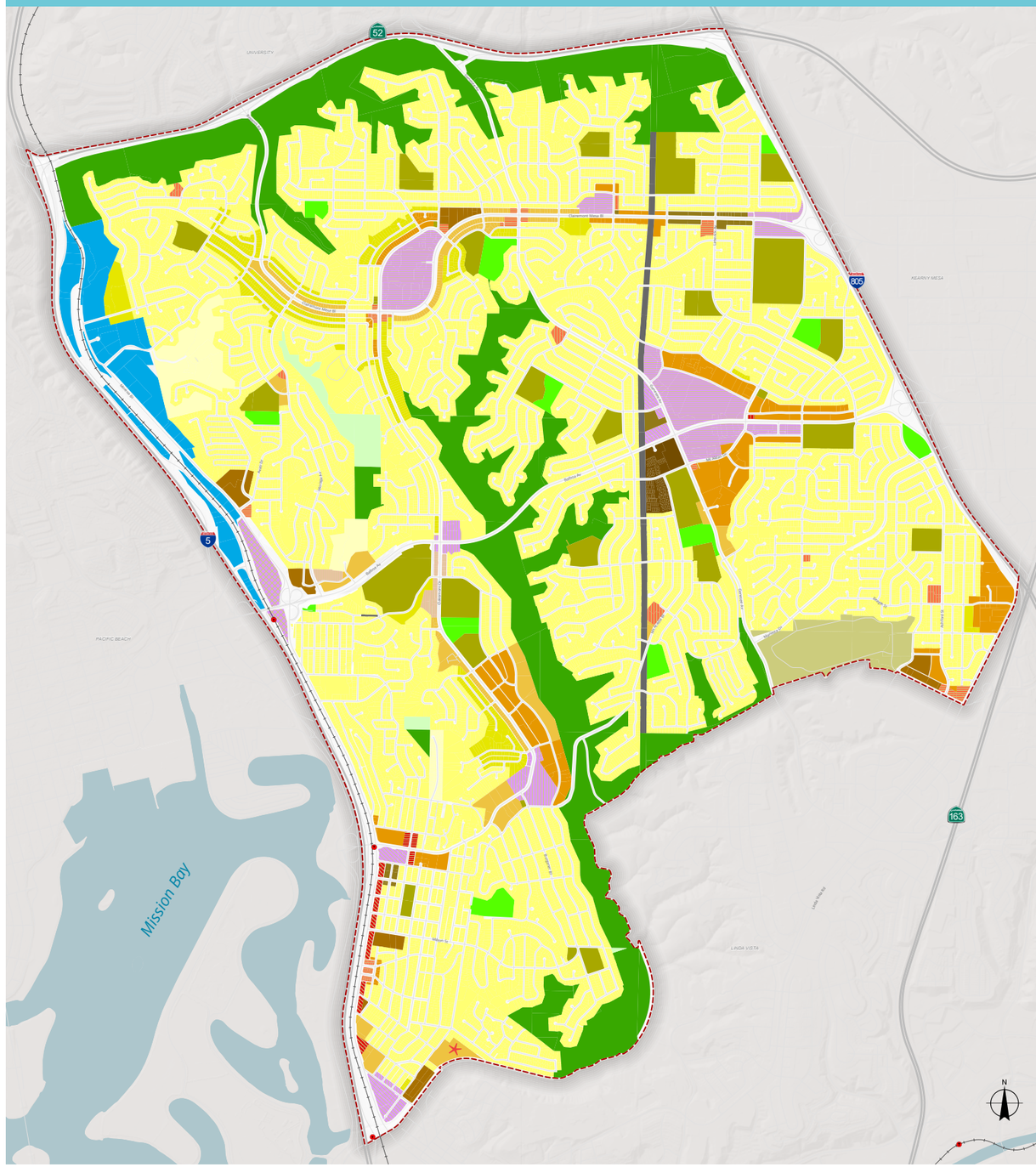
TABLE 2-1: LAND USE DESIGNATIONS

General Plan Land Use Category		Residential Density (Dwelling Units per Acre)
Park, Open Space, and Recreation	Parks	N/A
	Resource-Based Parks	N/A
	Open Space	1 DU/AC[1]
Residential	Residential Very Low 3	0-3 DU/AC
	Residential Low 2	5-9 DU/AC
	Residential Low 3	10-15 DU/AC
	Residential Low 4	16-29 DU/AC
	Residential Medium 1	30-44 DU/AC
	Residential Medium 2	45-54 DU/AC
	Residential Medium 3	55-73 DU/AC
	Residential Medium 4	74-109 DU/AC
Commercial, Employment, Retail, and Services	Community Commercial	0-29 DU/AC
	Community Commercial	0-54 DU/AC
	Community Commercial	0-73 DU/AC
	Neighborhood Commercial	0-29 DU/AC
	Neighborhood Commercial	0-44 DU/AC
	Office Commercial	0-29 DU/AC
Multiple Use	Community Village	0-44 DU/AC
	Community Village	0-54 DU/AC
	Community Village	0-73 DU/AC
	Community Village	0-109 DU/AC
Industrial Employment	Industrial Park	N/A
Institutional & Public and Semi-Public Facilities	Institutional	N/A
	College	N/A
	150-Foot SDG&E Easement	N/A

[1] Residential density in privately-owned designated open space areas is 1 dwelling unit per lot.

* The maximum residential density is 27 dwelling units per acre.

FIGURE 2-1: LAND USE MAP



Residential Very Low 3 (0-3 du/ac)



Provides for very low-density single-family homes and accessory dwelling unit homes on larger lots.

Residential Low 2 (5-9 du/ac)



Provides for low density smaller-scale single-family homes and accessory dwelling unit homes.

Residential Low 3 (10-15 du/ac)



Provides for detached small lot single-family or attached, duplexes, townhomes and rowhomes.

Residential Low 4 (16-29 du/ac)



Provides for small lot single-family and attached townhomes, rowhomes or stacked flats.

Residential Medium 1 (30-44 du/ac)



Provides for attached townhomes, rowhomes, stacked flats and multifamily buildings.

Residential Medium 2 (45-54 du/ac)



Provides for multi-family buildings.

Residential Medium 3 (55-73)



Provides for multi-family home buildings and can have retail uses and public spaces.

Residential Medium 4 (74-109)



Provides for multi-family buildings and can have retail uses and public spaces.

Community Commercial


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

Neighborhood Commercial



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

Office Commercial



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

Community Village



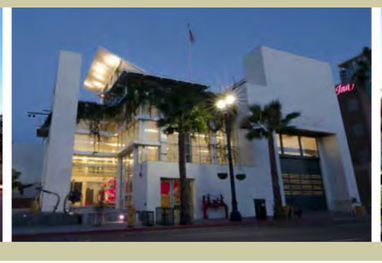
Community Village allows for commercial, office, and multi-family residential uses including mixed-use with office or residential space above retail space, with an emphasis on employment uses. This use also contains public gathering spaces and/or civic uses. Solar panels and/or an increased tree canopy are encouraged where paved areas occur to provide shade and reduce heat island effect. Large surface parking areas are discouraged.

Industrial Park



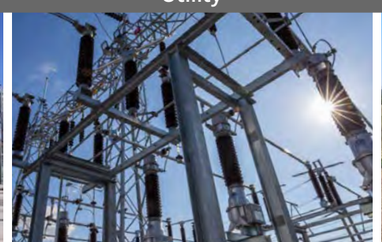
Industrial Park provides for employment uses such as business/professional office and research and development, with limited commercial service, flex-space, and retail uses.

Institutional


Institutional uses provide either public or private facilities that serve a public benefit that may serve the community or a broader area. Institutional land uses within the community consist mainly of fire stations, branch libraries, and public, charter, and private schools, and places of worship.

Utility


Provides for public utilities and services.

Parks



Allows for active recreational uses, such as linear parks, community parks, and neighborhood parks.

Resource-Based Parks



Provides for recreational parks to be located at, or centered on, notable natural or man-made features and are intended to serve the citywide population as well as visitors.

Open Space



Maintains areas of undeveloped canyons and hillsides which can contain environmentally sensitive resources.

LAND USE DESIGNATIONS

AIRPORT LAND USE COMPATIBLITY

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

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

The Airport Land Use Commission for San Diego County adopted the Airport Land Use Compatibility Plan for Montgomery-Gibbs Executive Airport and MCAS Miramar to establish land use compatibility policies and development criteria for new development within the Airport Influence Areas to protect the airports from incompatible land uses. The Airport Land Use Compatibility Plans also provide the City with development criteria that will allow for the orderly growth of the area surrounding the airports.

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

PLANNING HORIZON

The Community Plan policies provide a land use direction over a 30-year planning horizon. The planning horizon represents the potential development that could result from the planned land uses and provides a reasonable assessment of Clairemont's development potential. The designation of a site for a certain land use however, does not mean that all these sites will undergo change within the 30-year horizon, or that other sites will not change, since the Community Plan does not require this potential development to occur.

TABLE 2-2: DEVELOPMENT POTENTIAL

	Existing (2025)	Possible Net Future Change	Horizon Total
Population	82,600	21,400	104,000
Residential (Homes)	33,100	17,100	50,200
Non-Residential (Sq. Ft.)	8,600,000	800,000	9,400,000

Ensuring an adequate supply of affordable housing helps meet the needs of current and future residents of the community.

HOUSING

The Community Plan supports the City's overall efforts to increase opportunities for new homes for all San Diegans in all communities throughout the city. By allowing additional capacity for homes near jobs and transit, the community plan establishes a sustainable framework for growth consistent with the City of Villages Strategy.

AFFORDABLE HOUSING

The production of diverse types of homes, including family, student, senior, working, and middle-income housing that is affordable to people of all incomes, can help ensure an adequate supply of housing to meet the needs of future residents and support employer workforce needs.

FAIR HOUSING

The Community Plan affirmatively furthers fair housing by encouraging and providing opportunities for new homes for people of all incomes with access to services, resources, and jobs located near transit. The City is committed to affirmatively furthering fair housing by developing and implementing new policies to encourage new homes of all affordability levels in all communities.

NEIGHBORHOODS

Mixed-use villages and nodes located along transit corridors transition to multifamily, townhomes and singe-family residential neighborhoods that make up most of the community. The single-family residential areas are outlined by Clairemont's open space canyons. Higher levels of density away from open space canyons provide for the important preservation of natural resources.

VILLAGES, CORRIDORS, AND NODES

The Community Plan Land Use Map outlines areas for higher-density, mixed-use development. This includes villages and residential corridors. These areas are designed to support transit-oriented development with compact land use patterns that integrate housing, jobs, and services. Villages may also feature public spaces like parks, plazas, and greenways.The villages support sustainability, multiple modes of transportation and active and healthy lifestyles by integrating a mix of uses Active pedestrian-oriented retail uses along corridors can serve as connections between Villages. This section includes land use and urban design policy guidance specific to each of the villages and corridors as shown in Figure 2-2. Refer also to the Urban Design Element, Mobility Element and Recreation Element.

VILLAGES

Villages are pedestrian-oriented, mixed-use areas with both large and small retail stores, community neighborhood serving offices, visitor, retail, institutional and residential uses.

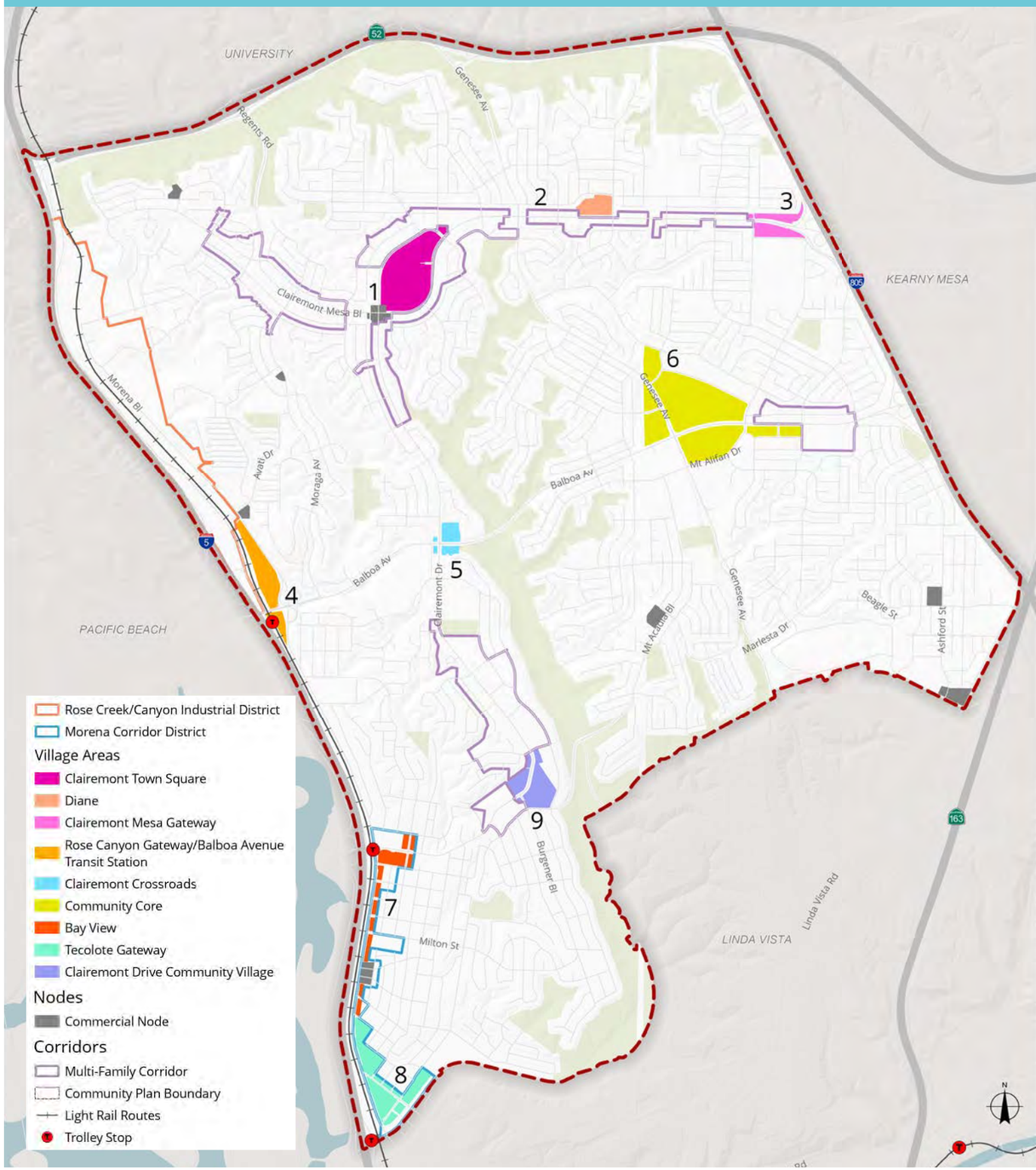
CORRIDORS

Corridors are linear, pedestrian-oriented, mixed-use and residential areas along major streets.

NODES

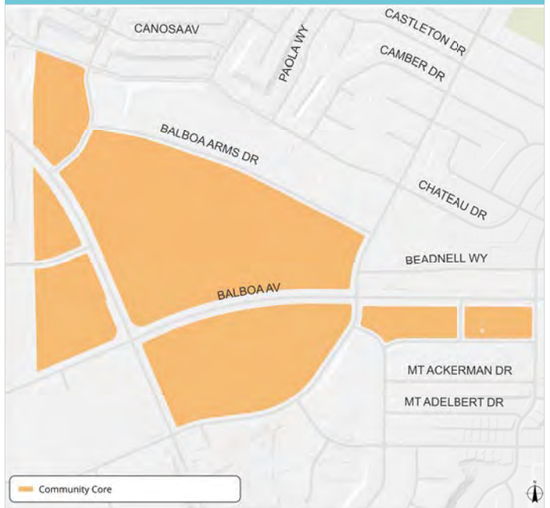
Nodes are pedestrian-oriented commercial areas within residential Figure 2-2.

FIGURE 2-2: VILLAGES, CORRIDORS AND NODES



COMMUNITY CORE VILLAGE

FIGURE 2-3: COMMUNITY CORE VILLAGE



A village is planned in the Community Core to benefit from a balanced multi-modal transportation system. Within the Community Core Village, the combination of commercial and entertainment uses along with residential uses provides activity and vitality. A network of pedestrian walkways serves to make large lot developments more accessible by creating a walkable block pattern for development while improving internal vehicular, pedestrian, and bicycle circulation and connectivity to the surrounding neighborhoods. Public spaces may provide spaces for recreation, public gatherings, and community activities (e.g., outdoor markets and festivals).

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

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

CLAIREMONT TOWN SQUARE VILLAGE

FIGURE 2-4: CLAIREMONT TOWN SQUARE

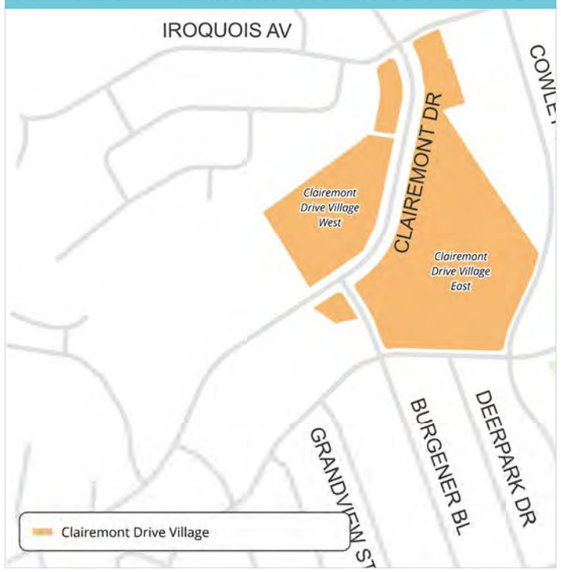
The Clairemont Town Square Village is planned with opportunities for homes within the existing shopping center to create an enjoyable and convenient neighborhood shopping and pedestrian environment. A network of safe, well-defined pedestrian pathways within the Town Square creates a walkable, pedestrian scale environment for new development and improves access within the Town Square and to the surrounding residential neighborhoods. Pedestrian promenades, plazas, and other public spaces and recreational amenities provide opportunities to create active spaces.

For illustrative purposes only. Conceptual rendering of Community Town Square (internal street view).

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

CLAIREMONT DRIVE VILLAGE

FIGURE 2-5: CLAIREMONT DRIVE VILLAGE

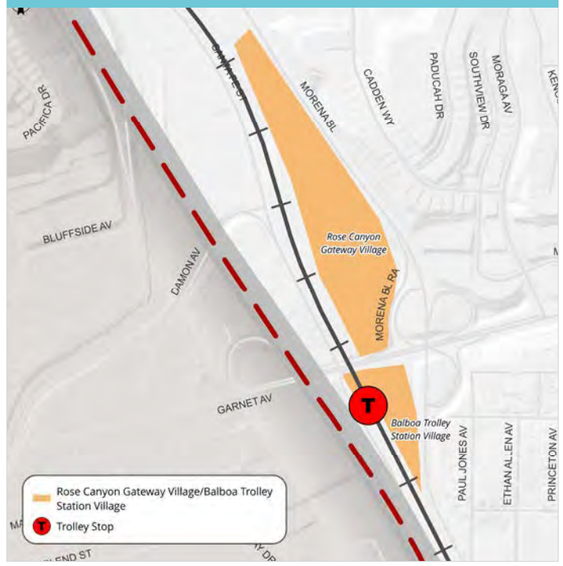


The Clairemont Drive Village is planned with opportunities for homes within the existing shopping center. A network of safe, well-defined pedestrian pathways within the village creates a walkable, pedestrian scale environment for new development. Public spaces and recreational amenities provide opportunities to create active spaces. It is focused around an East Village Area and West Village Area located on either side of Clairemont Drive and located west of Tecolote Canyon.

For illustrative purposes only. Conceptual rendering of Clairemont Drive Village (looking northwest from the intersection of Field Street and Cowley Way).

ROSE CANYON GATEWAY VILLAGE

FIGURE 2-6: ROSE CANYON GATEWAY VILLAGE



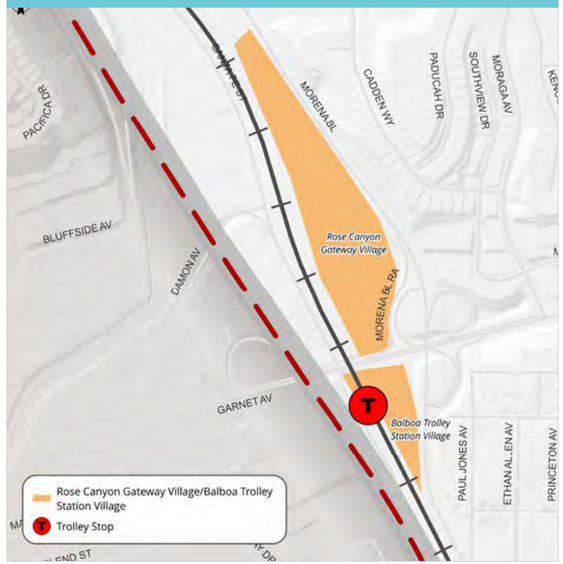
The Rose Canyon Gateway Village is planned to serve as a gateway to the community with homes, public spaces, limited restaurants, and shopping with a pedestrian connection to the Balboa Avenue Transit Station.

For illustrative purposes only. Conceptual rendering of Rose Canyon Gateway Village.

For illustrative purposes only. Conceptual rendering and cross section of Rose Canyon Gateway Village.

BALBOA AVENUE TRANSIT STATION VILLAGE

FIGURE 2-7: BALBOA AVENUE TRANSIT STATION VILLAGE



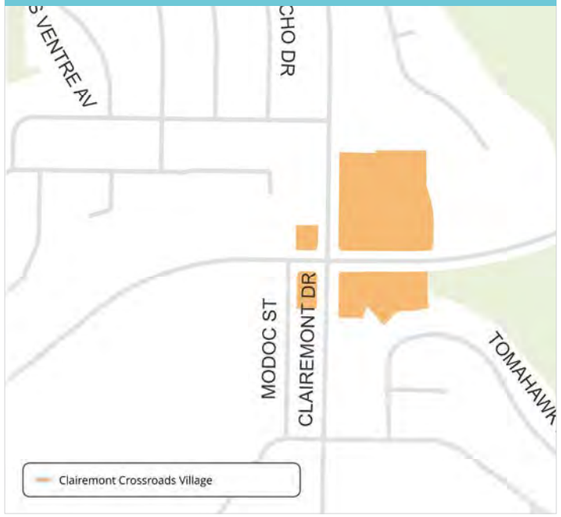
The Balboa Avenue Transit Station Village is planned to serve as a gateway to the community with homes, public spaces, limited restaurants and shopping at the Balboa Avenue Transit Station.

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

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

CLAIREMONT CROSSROADS VILLAGE

FIGURE 2-8: CLAIREMONT CROSSROADS VILLAGE



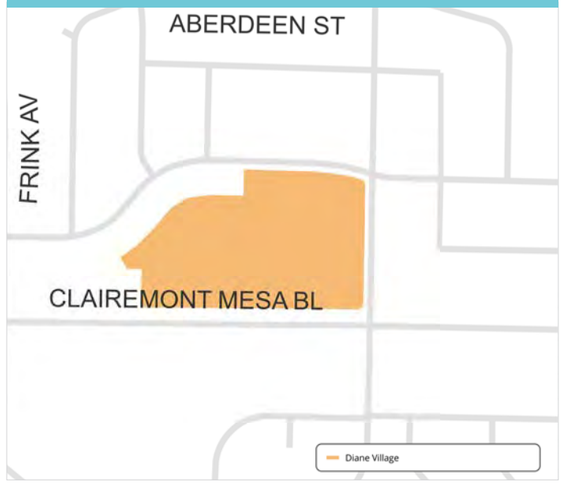
The Clairemont Crossroads Village is planned for opportunities that integrate homes with restaurants, shopping and public spaces to create a pleasant and convenient neighborhood shopping and pedestrian environment. A network of safe, well-defined pedestrian pathways within the village creates a walkable, pedestrian scale environment for new development. Opportunities for public spaces and recreational amenities can create active spaces oriented towards Clairemont Drive and/ or Tecolote Canyon.

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

For illustrative purposes only. Conceptual rendering of Clairemont Crossroads Village.

DIANE VILLAGE

FIGURE 2-9: DIANE VILLAGE



The Diane Village is planned as a pedestrian-oriented village that integrates homes with restaurants, shopping and public spaces. A network of safe, well-defined pedestrian pathways within the village creates a walkable, pedestrian-scale environment for new development. Opportunities for public spaces and recreational amenities may create active spaces.

For illustrative purposes only. Conceptual rendering of Diane Village (looking northwest at the corner of Clairemont Mesa Boulevard and Diane Avenue).

CLAIREMONT MESA GATEWAY VILLAGE

FIGURE 2-10: CLAIREMONT MESA GATEWAY VILLAGE

The Clairemont Mesa Gateway Village is planned as a gateway to the community with housing, restaurants, shopping, and hotels with public spaces.

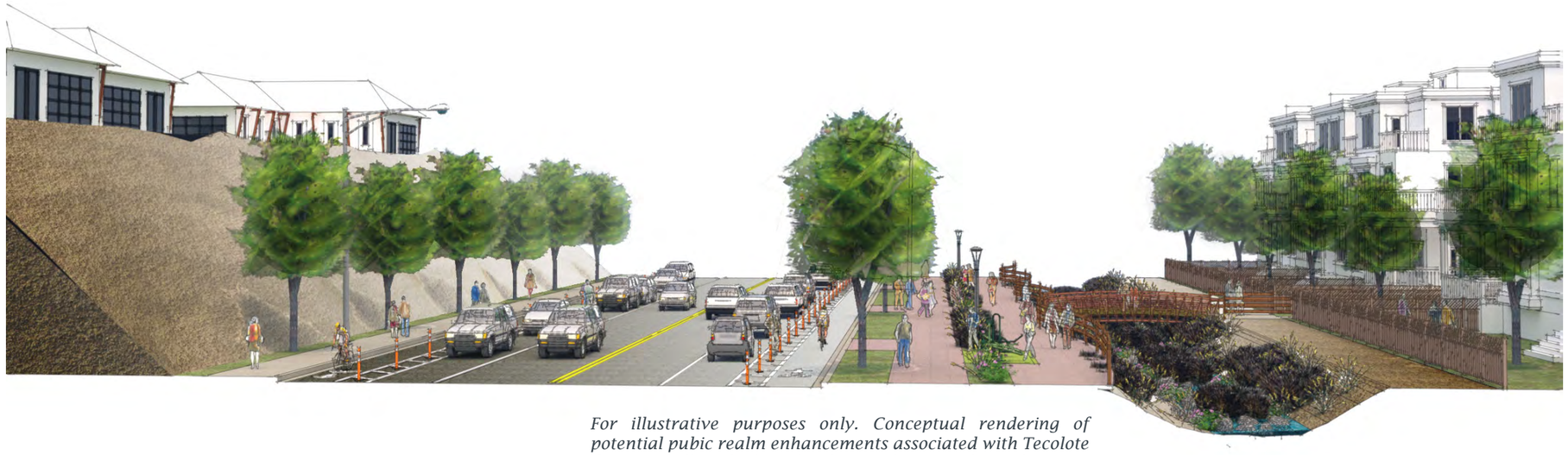
For illustrative purposes only. Conceptual rendering of Clairemont Mesa Gateway Village (looking northeast toward Claremont Mesa Boulevard from Doliva Drive).

MORENA CORRIDOR

FIGURE 2-11: MORENA CORRIDOR

The Community Plan envisions the Morena Corridor (Corridor) located between Gesner Street and Tecolote Road, as a pedestrian-oriented corridor with residential uses, restaurants, entertainment, and shopping in a neighborhood village setting. The Corridor includes a vision for a neighborhood with artisan crafts and specialty foods and beverage establishments.

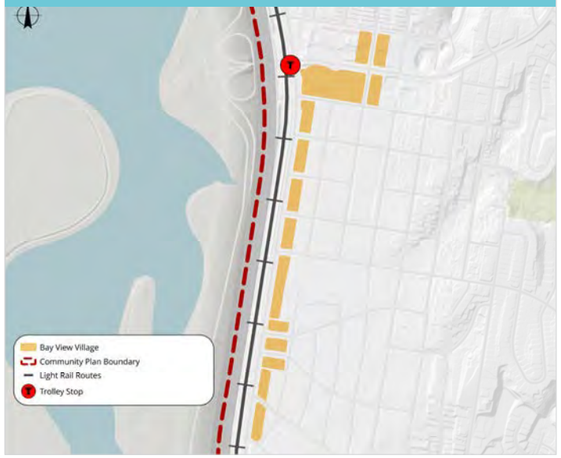
Defining features of the Corridor include a multi-use boardwalk along Morena Boulevard that would provide pedestrian and bicycle access to restaurants, entertainment, shopping, the transit station, and Mission Bay; and a paseo along Tecolote Creek connecting the Corridor to Tecolote Canyon Natural Park.



For illustrative purposes only. Conceptual rendering of potential pubic realm enhancements associated with Tecolote Gateway Village looking Southwest along Tecolote Rd.

BAY VIEW VILLAGE

FIGURE 2-12: BAY VIEW VILLAGE



The Bay View Village is planned as a gateway to Mission Bay Park with homes, restaurants and shopping with public spaces adjacent to the Clairemont Drive Transit Station.

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

TECOLOTE GATEWAY VILLAGE

FIGURE 2-13: TECOLOTE GATEWAY VILLAGE

The Tecolote Gateway Village is planned as a gateway to the community and provides homes, restaurants and shopping with public spaces adjacent to the Tecolote Transit Station. The Tecolote Gateway Village anchors the southern end of the Morena Corridor.

For illustrative purposes only. Conceptual rendering of Tecolote Gateway Village (looking southwest from Morena Boulevard).

POLICIES

Housing

2.1

Provide a diverse mix of housing types that are affordable to people of all incomes, including homes for seniors, students and families.

2.2

Provide a diverse mix of higher density housing opportunities in village areas, including homes for older adults and people with disabilities, within walking distance to higher frequency transit service.

2.3

Offer a diverse selection of housing products, including rowhomes, shopkeeper units, townhomes, and stacked flats, including at affordable rates that transition between higher density in village areas and single family homes.

2.4

Encourage affirmatively furthering fair housing by providing access to services, resources, good schools and jobs, and housing opportunities located near transit, within village areas.

2.5

Support the development of deed-restricted affordable homes.

2.6

Encourage larger-sized homes with three or more bedrooms for families and multi-generational living.

2.7

Encourage the inclusion of on-site affordable housing.

Neighborhoods

2.8

Encourage higher density multi-family uses with transitions to lower density residential neighborhoods along multi-family corridors including Balboa Avenue and Clairemont Drive.

Villages, Corridors and Nodes

2.9

Encourage a mix of entertainment, office, retail, residential, recreational, public and park uses in village areas which act as central service locations for local needs.

2.10

Support the continuation of existing community serving retail uses.

2.11

Provide active frontages including retail storefronts and multi-family residential ground-floor uses along internal main streets and public streets at primary entrances, major transit stops, public spaces, and parks where feasible to enhance the pedestrian environment.

2.12

Provide high-density mixed-use and residential development along corridors, and within villages and nodes.

2.13

Encourage shopkeeper units for residents to operate office, professional and retail uses.

2.14

Encourage storefronts to provide neighborhood serving retail.

2.15

Encourage flexible spaces that support alternative working options.

2.16

Incorporate public spaces which can include parks, linear parks, promenades, plazas and paseos internally and along street frontages and transit stations.

2.17

Provide multi-use urban paths along corridors that connect nodes and villages to each other.

2.18

Incorporate a circulation network that supports walking/rolling and biking, and creates a walkable scale for pedestrians which could include shared use paths and dedicated pedestrian crossings.

Community Core Village

2.19

Design the transition of taller buildings concentrated along the intersection of Genesee and Balboa Avenues to lower buildings at the edge of the village areas.

Clairemont Town Square Village

2.20

Design the transition of building heights of new development with the taller height concentrated in the center of the village and stepped down to lower heights along the edges of the village.

Clairemont Drive Village

2.21

Incorporate a pedestrian connection between the west and east areas of Clairemont Drive Village which could include a mid-block crossing or signalized intersection as feasible.

Clairemont Drive Village – East

2.22

Provide higher density residential development along Cowley Way to serve as a transition between the commercial uses of the village and the adjacent residential.

2.23

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

Clairemont Drive Village – West

2.24

Design development to minimize the visual impact of parking areas on the surrounding neighborhood and take advantage of views to the canyon.

2.25

Design buildings west of Clairemont Drive to follow the natural slope and curve of the street to avoid blank walls facing the canyon.

Rose Canyon Gateway Village

2.26

Develop the City Operations yard into a mixed-use village.

Uses

A. Incorporate a mix of residential, commercial, public, and park uses.
B. Incorporate affordable housing.

Mobility

C. Incorporate the use of shared structured parking serving multiple uses to efficiently meet parking needs.
D. Extend Damon Avenue to Morena Boulevard as a primary entrance to create an east-west main street through the village with pedestrian and bicycle facilities where feasible.
E. Provide pedestrian and bicycle convenient and easy access from Morena Boulevard and Balboa Avenue.

Parks and Public Space

F. Incorporate public space features such as plazas, promenades and squares as focal aspects of the village to encourage public interactions, gatherings, outdoor markets, and events at the southern end of the main street.
G. Incorporate a pedestrian promenade or linear park from the village main street to the Balboa Avenue Transit Station pedestrian bridge over Balboa Avenue to provide a pedestrian and bicycle connection.
H. Incorporate a public park at the southern end of the village to serve as a pedestrian gateway from the Balboa Avenue Transit Station.

Urban Design

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

Balboa Avenue Transit Station Village

2.27

Encourage convenient and easy access to the Balboa Avenue Transit Station Village from Morena Boulevard.

2.28

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

2.29

Support a pedestrian and bicycle connection to the Balboa Avenue Transit Station and village development.

2.30

Support SANDAG and MTS's consideration of the implementation of a bicycle and pedestrian access between the Balboa Avenue Transit Station and Mission Bay via a connection across Interstate-5 from the Balboa Avenue Transit Station to the area east of Mission Bay Drive within the vicinity of Magnolia Avenue and Bunker Hill Street.

Clairemont Crossroads Village

2.31

Encourage building design and site planning that provides a visual connection to the canyon.

2.32

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

2.33

Encourage the location of commercial uses adjacent to Balboa Avenue. Residential uses may serve as a transition between commercial uses and any abutting residential neighborhoods.

Diane Village

2.34

Encourage the transition of uses in intensity and scale from higher along Clairemont Mesa Boulevard to lower along Conrad Avenue.

2.35

Encourage pedestrian and bicycle connections into the village from surrounding neighborhoods, particularly from Conrad Avenue.

2.36

Support landscaping along Conrad Avenue and Diane Avenue to provide a green buffer between Diane Center and the surrounding residential neighborhood.

Clairemont Mesa Gateway Village

2.37

Encourage the use of prominent architectural features and building designs (such as towers, signs, roof and overhang projections, glazing and other defining features of the building) for new development at Clairemont Mesa Boulevard west of Interstate 805, to contribute to a gateway experience into and out of the community.

2.38

Provide a landscape buffer and screening from new development to the adjacent residential uses to the north.

Morena Corridor

2.39

Encourage local businesses to create a design corridor through branding, identity, wayfinding signage, and improvements to the streetscape and public spaces.

A. Encourage stepbacks, recesses, or projections above the ground floor to create vertical rhythm.
B. Encourage irregularity of vertical rhythm to achieve greater diversity.
C. Encourage the use of different materials and openings along the façade planes.

2.40

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

2.41

Incorporate a "boardwalk" themed promenade with a wider pedestrian area along Morena Boulevard from Gesner Street to Tecolote Road.

2.42

Evaluate the reconfiguration of the concrete channel on the north side of Tecolote Road to include pedestrian and bicycle paths that connect the Tecolote Canyon Natural Park to the Mission Bay.

2.43

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

2.44

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

2.45

Promote parking at the rear and sides of street- oriented buildings to minimize the amount and visual impact of surface parking lots.

2.46

Design buildings located on Morena Boulevard to be similar in scale with the adjacent canyon slopes when observed from Interstate-5.

2.47

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

2.48

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

Milton Street/Morena Boulevard Commercial Node

2.49

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

A. Consider continuation of Denver Street south of Milton Street as a public street when new residential development occurs, to increase interconnectivity with the surrounding neighborhood.
B. Encourage multiple home development between the alley and Denver Street with private and shared open space and pedestrian connections throughout.
C. Encourage development of small scale neighborhood home development, such as townhomes or rowhomes, east of Denver Street to create a compatible transition between new development and the existing neighborhood.

2.50

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

Napier Street/Ashton Street Commercial Node

2.51

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

Bay View Village

2.52

Encourage the use of site topography to provide below-grade parking, capture views, and encourage building mass consistency.

2.53

Design buildings to terrace downwards toward Morena Boulevard.

A. Provide opportunities for view decks and balconies facing the bay.
B. Provide varying roofline design, and maximize ground floor area for parks, plazas, and public space.

2.54

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

2.55

Connect Clairemont Drive to Morena Boulevard with a pedestrian path.

2.56

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

2.57

Support clear access points to the West Clairemont Plaza site with personal vehicular access taken from Clairemont Drive.

2.58

Strengthen the village's connection to the surrounding neighborhood with a strong access point into the village from Chicago Street.

Tecolote Gateway Village

2.59

Encourage the location of larger-scale development along West Morena Boulevard.

2.60

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

2.61

Support a mixed-use corridor along Morena Boulevard between West Morena Boulevard and Tecolote Road.

2.62

Consider townhomes and small lot home opportunities for the mobile home site along Knoxville Street.

2.63

Encourage smaller-scale development along the east side of Morena Boulevard to enhance pedestrian experience.

2.64

Explore opportunities to incorporate a signature gateway feature, which could include public space and/or gateway sign, at the West Morena Boulevard and Morena Boulevard split on City-owned property and/or within the public right-of-way.

2.65

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

MOBILITY

CHAPTER 3: MOBILITY

GOAL

- An accessible, balanced and efficient multimodal system that creates viable, safe and enjoyable travel options for people to connect easily, and access jobs, schools, stores and homes within the community and beyond.

INTRODUCTION

The Community Plan envisions a community where people can walk/roll, bike or take transit from their homes to shops, services, jobs, and schools, which help meet citywide climate goals. Streets and freeways comprise the framework of Clairemont's transportation network, which plays a vital role in shaping the community's form and influencing how people move.

Streets that are safe, accessible, and easy to navigate can encourage more sustainable ways of travel. Their design and quality affect everyone — whether traveling by foot, assistive device, bicycle, transit, or car. Repurposing and enhancing existing streets with features such as separated and well-connected bikeways, buffered sidewalks with shade trees, and transit lanes can strengthen connections between homes transit, schools, and businesses.

COMPLETE STREETS

Complete Streets is a planning and design approach that promotes safe, convenient, and accessible mobility for all users, regardless of their mode of travel. By integrating features like bike lanes, pedestrian paths, and public transit options, Complete Streets enhance safety and connectivity while encouraging walking, biking, and transit use.

As Clairemont grows, implementing more Complete Streets features is essential to meet increasing mobility needs. The Community Plan prioritizes specific modes along key corridors to create a cohesive and connected transportation network. This includes reconfiguring existing streets to better support active transportation and transit while maintaining efficient vehicular access. Investing in these multimodal improvements will allow more people to move safely and comfortably through the same street network, fostering a more connected and accessible community.

The Community Plan encourages dedicated active transportation facilities that connect to popular activity centers in order to help increase walking and bicycling in the community.

VISION ZERO

The City is committed to reducing and eliminating severe and fatal injuries through its Vision Zero initiative. Achieving this goal requires a citywide effort that includes both infrastructure improvements and responsible behavior from all who use the mobility system. The Community Plan supports this vision by prioritizing safety and recommending the implementation of traffic calming measures, pedestrian enhancements, and other multimodal infrastructure that result in safer streets for all users. These improvements include raised high-visibility crosswalks, curb extensions, and signal timing that prioritizes pedestrians.

VISION ZERO

A strategy to eliminate all fatalities and severe injuries associated with all mobility choices.

WALKING/ROLLING

The Community Plan focuses on pedestrian improvements that address safety and accessibility. Strategies such as enhanced crossings, protected intersections, landscaped buffered sidewalks and traffic-calming street designs will create a more pedestrian-friendly and accessible environment for people of all ages and abilities, including those with disabilities and families with strollers.

Strengthening pedestrian connections – whether walking or rolling in a wheelchair, stroller, or other mobility device, between residential neighborhoods, schools, commercial areas, parks and open space, and transit stations will further support mobility and community connectivity. Integrating pedestrian-oriented building design, pedestrian pathways, and other amenities into development projects can also complement public sidewalks and encourage more walking and rolling. The Community Plan identifies pedestrian route types that will guide the future design and treatments of pedestrian facilities throughout Clairemont as shown in Figure 3-1.

PEDESTRIAN ROUTE TYPES

District route types are along major thoroughfares and in mixed-use urban areas with heavy pedestrian activity. They feature improvements that provide premium comfort and priority for pedestrians.

Corridor route types are along streets serving businesses and shopping areas with moderate to high pedestrian activity. They include the basic features of Connector routes, with additional treatments to support increased use and comfort.

Connector route types linkneighborhoods to Corridors and District routes, offering basic pedestrian treatments such as sidewalks, curb ramps, and crossings .

Neighborhood route types typically have low to moderate pedestrian activity and serve areas with low to moderate residential density.

Ancillary pedestrian facilities include off-street elements like plazas, paseos, multi-use paths, and pedestrian bridges.

BICYCLING

A safe, comfortable, and well-connected bicycle network is essential for making biking an attractive, viable transportation option while supporting the City's climate goals. Clairemont's topography is characterized by canyons and plateaus, limited available routes, with major streets acting as chokepoints and creating challenges for biking and accessibility. To address these barriers, the Community Plan proposes low-stress bicycle facilities along key major arterial and collector streets to enhance connectivity, increase safety, and make biking a more practical mobility option.

The Community Plan identifies a variety of bicycle facility types, including bicycle boulevards, multi-use paths, and separated bikeways, also known as cycle tracks. These enhancements can help to bridge gaps between low-stress neighborhood streets and high-traffic streets, creating a safe and more connected network. The Community Plan bicycle network, as shown in Figure 3-2, strengthens regional connections, improves local access, and encourages commuting by bike for those that live and work in Clairemont.

FIGURE 3-1: PLANNED PEDESTRIAN ROUTE TYPES

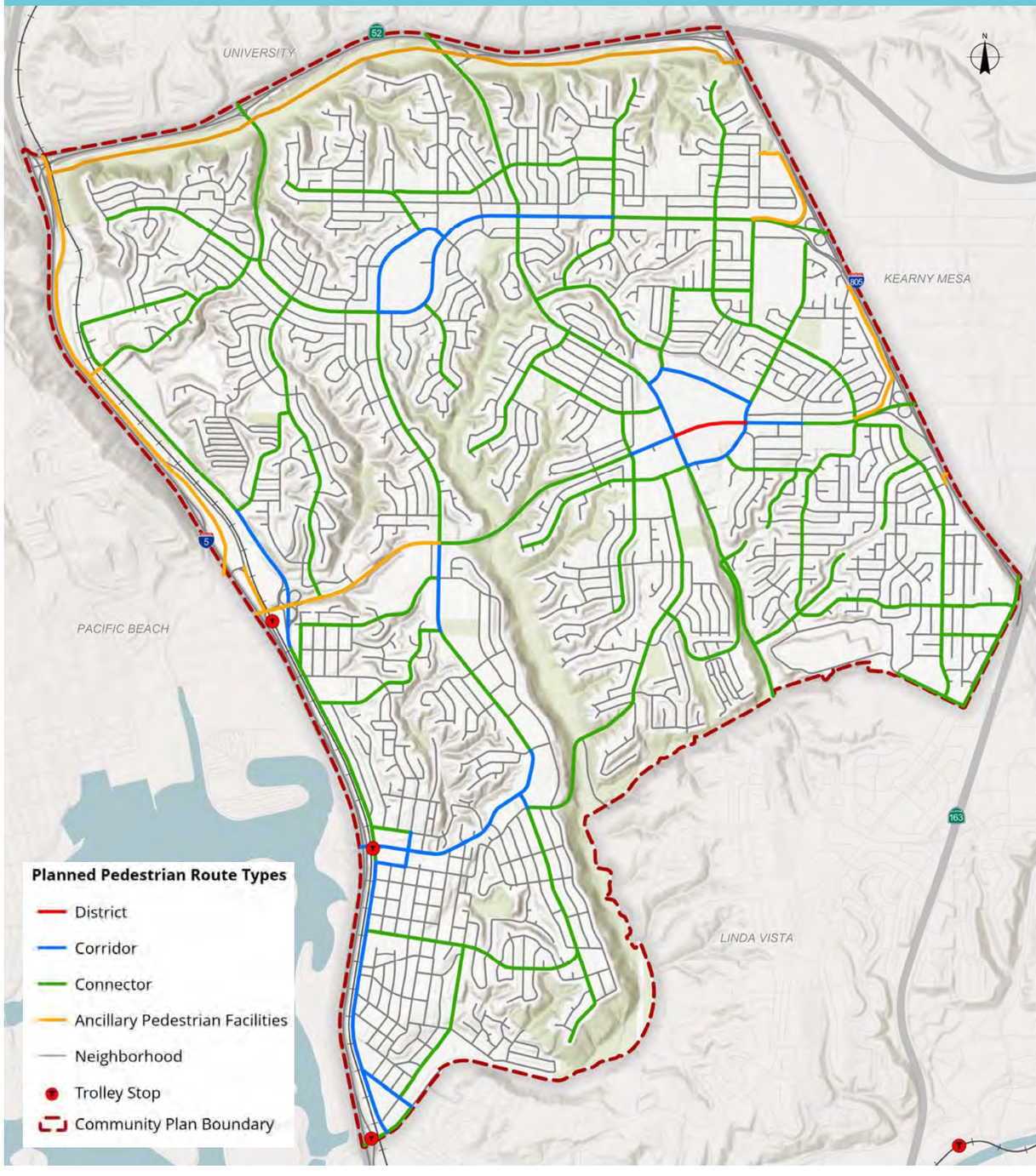
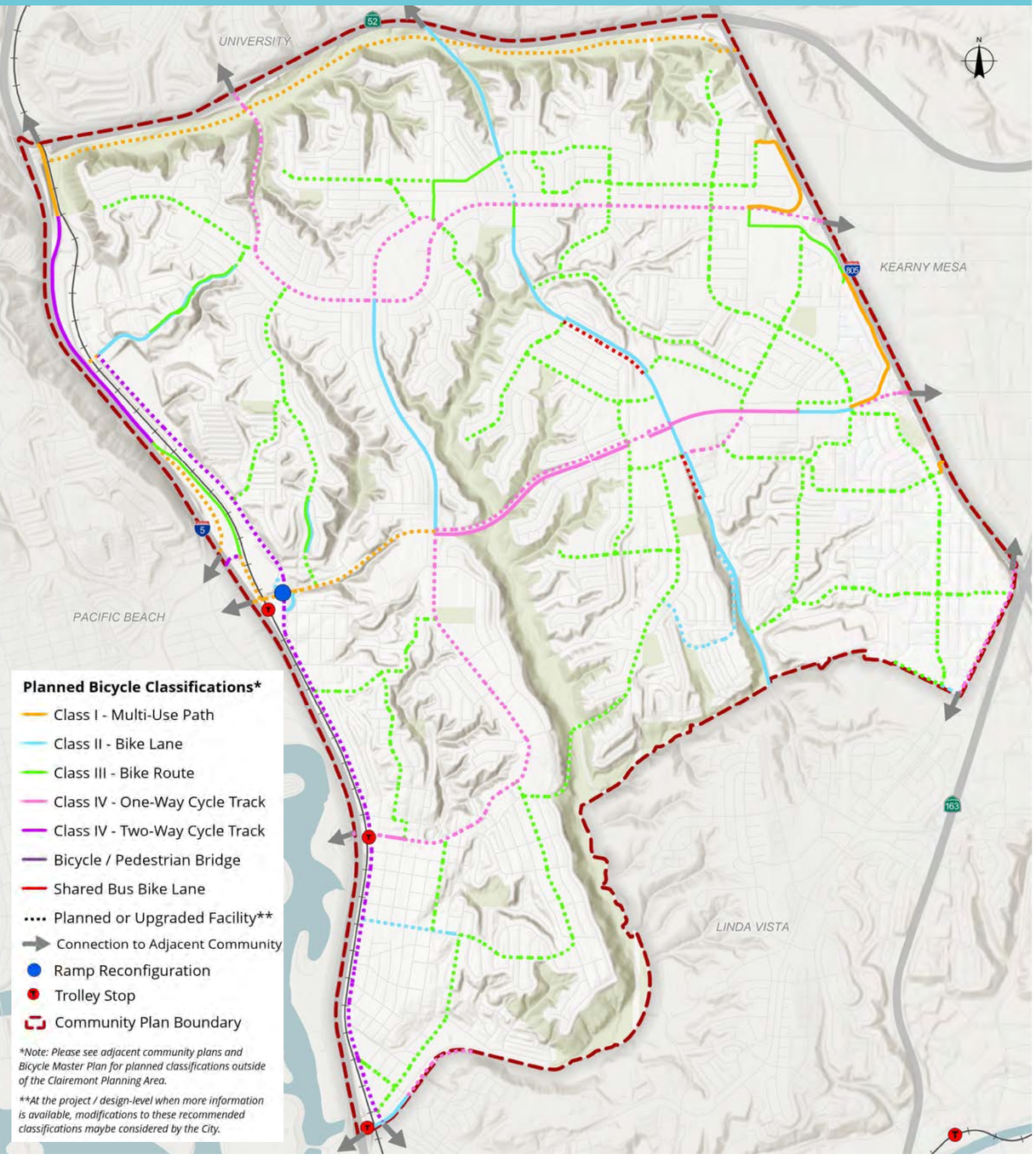


FIGURE 3-2: PLANNED BICYCLE FACILITIES



BICYCLE CLASSIFICATIONS

CLASS I - MULTI-USE PATH

Multi-use paths are off-street, paved right-of-way for shared use by bicyclists, pedestrians, and those using non-motorized modes of travel.

CLASS II - BIKE LANE

Class II – Bike Lanes are on-street lanes designated by with pavement striping and markings for the preferential use of bicycles.

CLASS III - BIKE ROUTE

Class III – Bike Routes are travel lanes that have markings and signs to show shared use with bicycles and cars.

CLASS IV - CYCLE TRACK

Class IV – Cycle Tracks have either a one- or two-way lane on the street and are separated from car traffic with raised islands, planters, flexible posts, or parking.

BUS-BIKE LANE

Bus-Bike Lanes are shared travel lanes for bus and bicycles with markings and signs on streets that cannot fit both dedicated bus and separate bikeways.

The Community Plan recommends coordination between MTS and SANDAG to provide Rapid Bus stations and mobility hubs at key locations to support ridership and to improve multi-modal accessibility.

TRANSIT

The planned transit network shown in Figure 3-3 highlights new and upgraded high-frequency transit per SANDAG's adopted Regional Plan, such as Rapid Bus services with dedicated lanes and enhancements to regional rail. These investments aim to better that connects homes, villages, schools and businesses to job centers. To support these efforts, the Community Plan identifies improvements that prioritize transit, optimize key corridors, enhance accessibility, strengthen regional connectivity, and increase ridership.

DEDICATED TRANSIT LANES

The Community Plan recommends flexible (flex) lanes or dedicated transit lanes reserved for public transportation to improve transit reliability and reduce transit travel times.

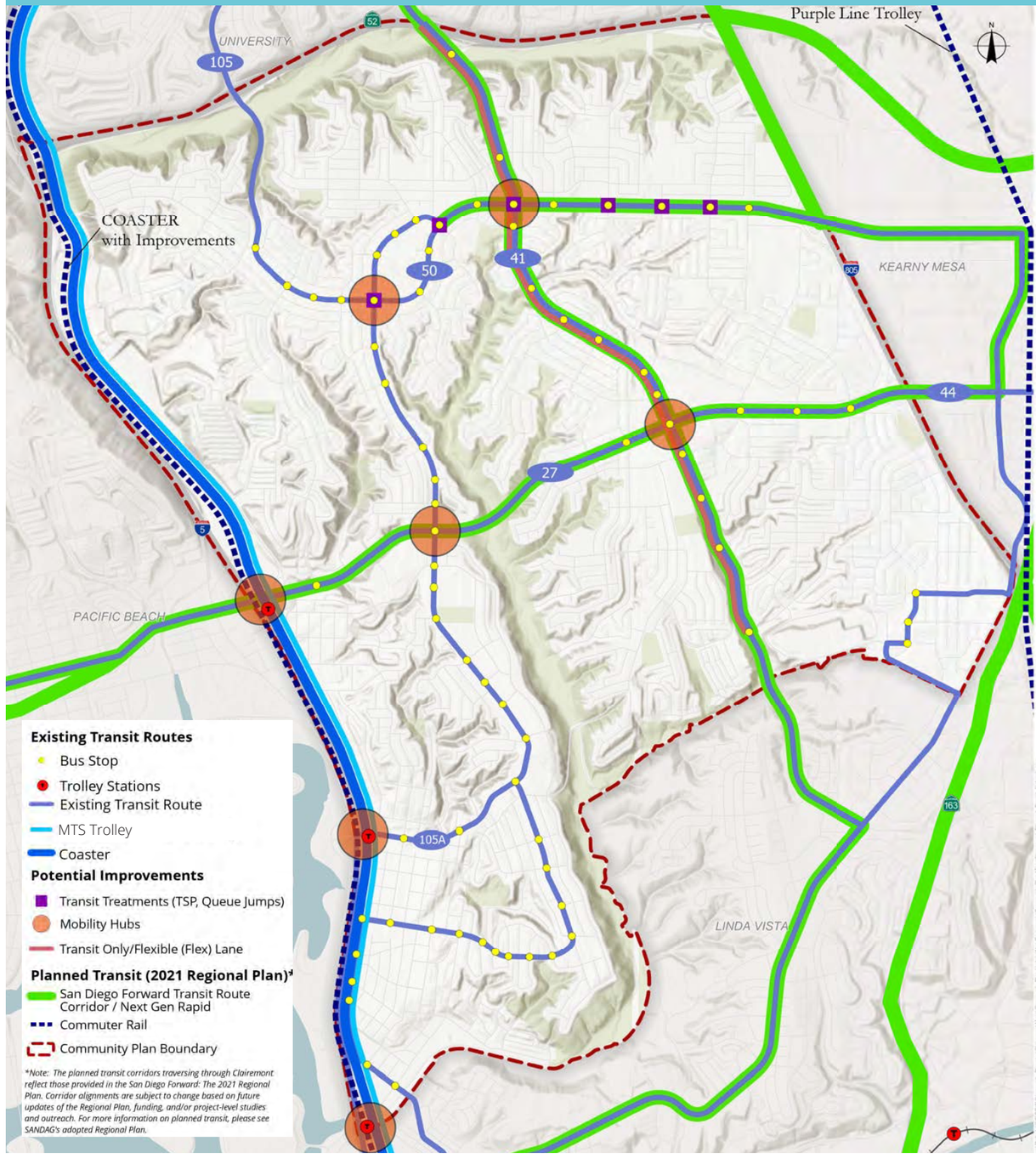
TRANSIT PRIORITY MEASURES

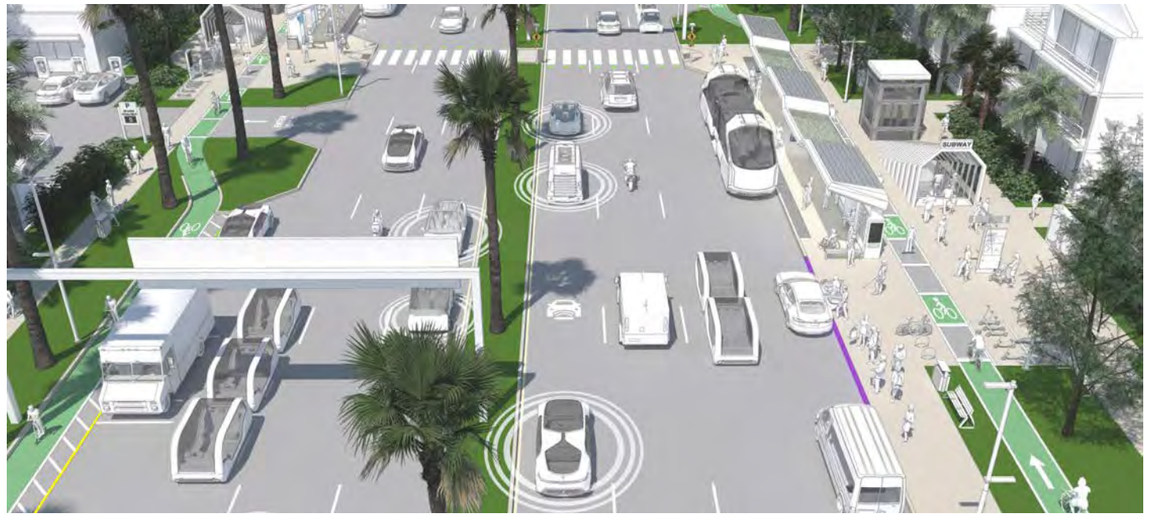
In addition to dedicated transit lanes along a key corridor, the Community Plan incorporates other transit priority measures such as transit signal priority (TSP) and intersection queue jumps which allow transit to bypass congestion and reduce transit delays.

TRANSIT AMENITIES

Enhanced amenities around transit stops such as adding curb extensions, shelters, seating, lighting, shade trees, bicycle parking and landscaping can increase comfort and convenience for transit riders.

FIGURE 3-3: EXISTING AND PLANNED TRANSIT





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

MOBILITY HUBS

Mobility hubs can improve connections between transit, bike sharing, car sharing and ridesharing services, to help people with the first and last mile of their commute and for getting around the community without the need for personal vehicles. The Community Plan identifies potential mobility hub locations, including at the Balboa Transit Station and Clairemont Town Square. Mobility hubs can also be located within villages, where different modes of travel intersect with employment, housing, shopping, and entertainment. By enhancing connectivity and reducing dependence on cars, mobility hubs help alleviate traffic congestion and promote a more sustainable, multimodal transportation network.

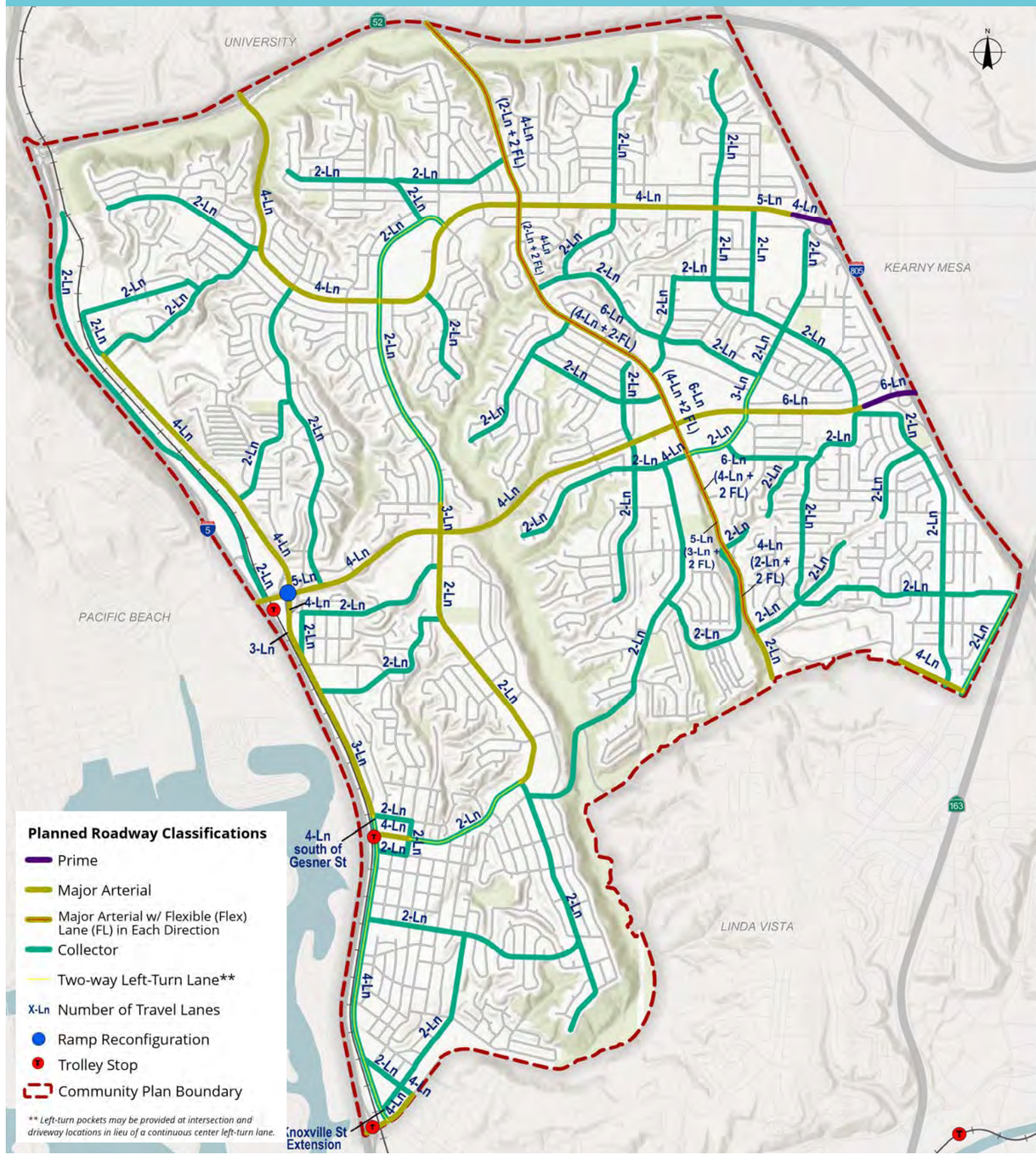
STREETS

The Community Plan recommends updates to street classifications and design to accommodate separated bikeways, support multimodal transportation, and promote a more livable, sustainable community. These changes aim to create a complete and integrated network that meets the diverse mobility needs of all community members. Figure 3-4 illustrates the overall roadway network in Clairemont and the planned roadway classifications.

MICROMOBILITY

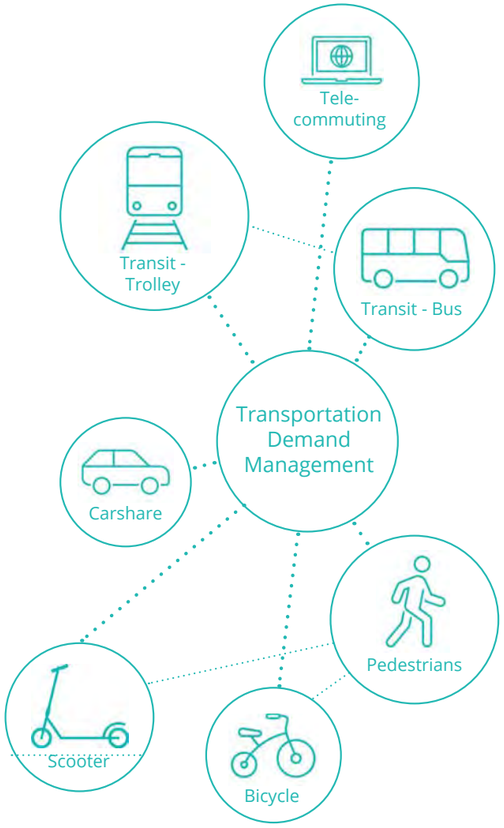
Micromobility refers to small, low-speed, human- or electric-powered mobility devices designed for short trips. When integrated with transit, micromobility programs or shared mobility services can enhance connectivity and provide a convenient alternative for those without access to their own bike or electric scooter, expanding mobility options across the community.

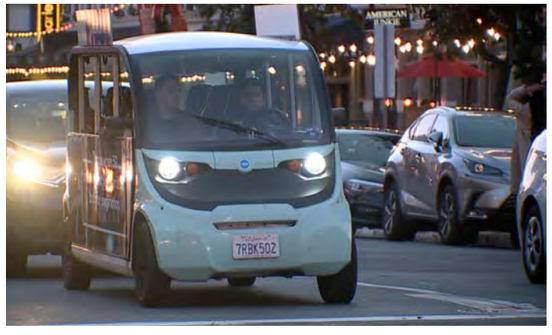
FIGURE 3-4: PLANNED STREET CLASSIFICATIONS



INTELLIGENT TRANSPORTATION SYSTEMS

Intelligent Transportation Systems use vehicle sensors, high-speed communication networks, and adaptive signal control (which adjusts traffic signal timing based on real-time traffic flow) to improve safety, increase roadway capacity, reduce travel times, and improve service quality. These technologies also help people make travel decisions that suit their convenience and needs. For example, Intelligent Transportation Systems can provide real-time transit arrival information and display travel updates for multiple modes through electronic message boards at transit stations, bus stops, and mobility hubs.





The Community Plan encourages the incorporation of light vehicles, such as neighborhood electric vehicles, to provide flexible micro-mobility options within the community.

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management strategies and programs can help to reduce solo driving trips by offering transit and parking subsidies, commuter benefits, and flexible work schedules. When implemented in businesses, mixed-use villages, and residential and institutional developments, Transportation Demand Management strategies can help reduce congestion and parking demand. These strategies may include organizing vanpools and carpools and providing more on-site amenities for those who walk, roll, or bike. Convenient first- and last-mile solutions, such as shuttles, can further encourage the use of active transportation and transit.

PARKING AND CURB SPACE MANAGEMENT

Curbs serve a variety of functions, including on-street parking, bus stops, accessible parking, pick-up and drop-off areas, delivery zones and outdoor dining. The Community Plan emphasizes managing the curb space strategically to ensure efficient and equitable use. Parking and curb management strategies can enhance accessibility, support multimodal transportation, and create inviting public spaces that encourage walking, rolling, cycling, and social interaction. By implementing strategies such as time-limited parking and smart meters, the community can increase turnover, and improve parking availability, further supporting the economic vitality of small businesses.

Support the utilization of parking management strategies by new development to maximize the efficiency of parking utilization, through encouraging shared parking arrangements.

POLICIES

Vision Zero

3.1

Support implementation of physical and operational street improvements to support the City's Vision Zero initiative, such as roundabouts, traffic calming measures, pedestrian hybrid beacons, and lead pedestrian intervals, where appropriate, to improve safety and visibility, reduce crossing distances, and reduce speeds and conflicts from motorists.

Complete Streets

3.2

Develop an interconnected network of Complete Streets throughout the community that safely accommodates multiple travel modes and users of all ages and abilities while providing adequate person throughput capacity, service quality, and travel times.

3.3

Promote the installation of continental crosswalks, advanced stop bar placement, ADA-compliant curb ramps, pedestrian countdown signals, and, where appropriate, audible indicators at all crossing points at signalized intersections to enhance safety and accessibility for all users.

Walking/Rolling

3.4

Enhance pedestrian access to natural recreational areas, open space lands, and parks by improving connectivity and increasing awareness of trails and other pathways as complementary components of the community's circulation network via signage, wayfinding programs, and educational kiosks.

3.5

Coordinate with commercial and residential development property owners to incorporate internal circulation features, such as pedestrian pathways, urban pathways, or paseos, that improve connectivity within developments and provide direct links to adjacent properties and public streets.

3.6

Provide pedestrian treatments, such as high-visibility pavement markings, bulb-outs/curb extensions, mid-block crossings, pedestrian-scale lighting, and landscaped buffers, to create safe and more inviting walking environments along designated pedestrian districts and corridors route types (Figure 3-1), as well as around mixed-use villages, schools and parks.

3.7

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

Bicycling

3.8

Eliminate gaps in bicycle network, with a focus on key connections such as a bikeway linking Morena Boulevard and Santa Fe Street and another bikeway traversing Mesa College Circle, which will require coordination with San Diego Mesa College.

3.9

Enhance safety, comfort, and accessibility for all levels of bicycle riders with improvements such as wayfinding and markings, bicycle signals, bike boxes, buffered bike lanes, separated bikeways and protected intersections.

3.10

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

3.11

Introduce traffic calming measures to improve pedestrian and bicyclist safety and comfort, and to reduce speeding and traffic diversion from arterial streets onto residential streets, local streets, and alleyways. Implement traffic calming measures, as appropriate, along streets with designated Class III Bicycle Routes and/or other streets intended to become bicycle boulevards.

3.12

Provide and support a continuous network of safe, convenient, and attractive bicycle facilities that connect Clairemont with other communities and to the regional bicycle network, with the recommended classifications in the Planned Bicycle Network Map (Figure 3-2). Implementation of these bikeways should be considered as streets are resurfaced or right-of-way becomes available.

3.13

Pursue a community-wide wayfinding signage program to guide pedestrians, bicyclists, as well as motorists, to mobility hubs, transit stations, parks, mixed-use villages, and major activity centers within the community as well as to key destinations in adjacent communities.

3.14

Pursue opportunities for the conversion of underutilized right-of-way (e.g., areas adjacent to streets and paper streets) into exclusive pedestrian paths, multi-use paths, linear parks, or other public spaces that encourage outdoor activity and expand urban greening space consistent with Green Street policies and Table 12-3 in the Appendix.

3.15

Work with SANDAG and Caltrans to assess the feasibility of pedestrian and bicycle connections across the freeway near light rail stations, and to/from Pacific Beach and Mission Bay Park. These connections could include new active transportation bridges, cantilevered expansions of existing bridges, an aerial skyway or other innovative options.

3.16

Coordinate with Caltrans and SANDAG to improve active transportation mobility and access across the Interstate-5 / State Route-52 interchange, which could include a connection from the Rose Creek Path East adjacent to the rail corridor in northwestern Clairemont to Rose Creek Path West in University City.

3.17

Coordinate with Caltrans to improve pedestrian and bicycle access across the Interstate-5, Interstate-805, and State Route-52 at all freeway interchanges, under-crossings, and overcrossings to better connect to nearby communities.

3.18

Coordinate with Caltrans and SANDAG on enhancing the Clairemont Drive overpass to improve the pedestrian and bicycle environments, provide better access to Mission Bay Park, and facilitate the use of the Clairemont Drive Transit Station.

3.19

Coordinate with Caltrans and SANDAG to

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

3.20

Coordinate with Caltrans and SANDAG to implement the regional Class I facility on the south side of State Route-52.

3.21

Coordinate with SDG&E and other stakeholders to identify and implement options to utilize the utility easement as a north-south Class I multi- use path.

Transit

3.22

3.243.22 Collaborate with MTS and SANDAG to develop mobility hubs in all villages, including those identified in the Planned Transit Network (Figure 3-3), to encourage transit ridership, support multimodal travel, and provide first-last mile connections.

3.23

Coordinate with MTS and SANDAG to provide bus rapid stations and mobility hubs at Diane Village, Clairemont Crossroads Village, and Community Core.

3.24

Promote accessibility and increase opportunities to connect all modes of transportation to the light rail and villages, through connections that could include designated transit corridors equipped with transit priority treatments, closed loop systems and local shuttles, and multi-use paths or separated bikeways parallel to major streets.

3.25

Support the development of community circulators, micro-transit or closed loop transit service that provide connections between underserved neighborhoods, mobility hubs, light rail stations, and mixed-use villages, enhancing access to transit and key destinations.

3.26

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

3.27

Coordinate with SANDAG to consider a future light rail transit station at Jutland Drive to serve employees and community members.

Streets

3.28

Repurpose and designate a dedicated travel lane in each direction along Genesee Avenue, from SR-52 and Marlesta Drive, into flexible lanes for use by transit and other congestion-reducing mobility forms. The lane configuration and type of use are contingent upon needs.

3.29

Support extending Knoxville Street south to West Morena Boulevard to create a new “T” intersection. Assess feasibility and determine a preferred alignment of the Knoxville Street extension and intersection control at Knoxville Street and West Morena Boulevard.

3.30

Coordinate with SANDAG, MTS, and Caltrans on ongoing transportation planning and infrastructure implementation efforts involving streets and freeway facilities traversing and/or providing access to the Clairemont community.

3.31

Analyze the reconfiguration of access to/from Morena Boulevard and westbound Balboa Avenue to improve safety for pedestrians and bicyclists. Consider the following potential improvements:

A. Removal of free-right turn movement at Morena Boulevard intersection with Balboa Avenue.
B. Removal of the northbound Morena Boulevard to westbound Balboa Avenue ramp.
C. Modification of the Morena Boulevard ramp and the existing traffic signal at Morena Boulevard north of Balboa Avenue to accommodate northbound Morena Boulevard traffic traveling west of Balboa Avenue.
D. Installation of a traffic signal at the westbound Balboa Avenue and Morena Boulevard ramps.

3.32

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

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

3.33

Consider, encourage, and accommodate the use of innovative transportation improvements and emerging technologies to address Clairemont’s transportation needs and improve access to and from village areas and the transit stations.

Micromobility

3.34

Designate visible space along the property frontage or provide flexible curb space in the public right-of-way in commercial/retail and residential areas along major corridors to meet the needs of shared mobility services (e.g., staging areas of shared vehicles, bikes, and scooters) and the changing demands of users.

Mobility Hub

3.35

Encourage mobility hub features, services, and amenities such as on-demand shuttle services, EV charging infrastructure, wayfinding signage, and bicycle and pedestrian improvements within the Community Core Village Area.

3.36

Enhance amenities around transit stops in villages served by the light rail and Rapid Bus Transit such as adding curb extensions, shelters, seating, lighting, shade trees, bicycle parking and landscaping. These amenities can increase comfort and convenience for transit riders.

Intelligent Transportation Systems

3.37

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

3.38

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

Transportation Demand Management

3.39

Encourage shared parking agreements and use of technology to optimize the efficiency of on- and off-street parking supply and to adequately meet parking demands.

3.40

Work with public and private entities to encourage bikeshare, carshare, and scooter share programs, with an initial focus on transit stations, mobility hubs, and other appropriate locations to reduce automobile ownership and use in the community.

3.41

Encourage employers to participate in and inform employees about Transportation Demand Management programs.

3.42

Encourage developers to incorporate additional Transportation Demand Management programs in new residential and commercial developments, and bring awareness to their residents or patrons aware of the programs, as well as to available transit services and micromobility infrastructure.

Parking and Curb Space Management

3.43

Encourage shared and consolidated driveways, where appropriate, to minimize curb cuts while maximizing curb space for on-street parking, and reducing conflicts between motorists and pedestrians, people rolling on assistive devices, or cyclists.

3.44

Ensure the efficient movement and delivery of goods to retail, commercial, and industrial uses while minimizing congestion and reducing impacts on residential and mixed-use neighborhoods by encouraging curbside loading and delivery during off-peak hours or within adequately-sized designated off-street loading and delivery areas.

3.45

Provide adequate loading spaces internal to new non-residential development to minimize vehicle loading andtruck storage spillover on adjacent streets.

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URBAN DESIGN

4

CHAPTER 4: URBAN DESIGN

GOALS

- Mixed-use and residential development along major corridors that complements Clairemont's suburban context and includes transitions to adjacent scale of residential neighborhoods.
- Safe and direct pedestrian and bicycle access from Clairemont to Mission Bay.
- Public view corridors that are preserved and view sheds that maintain their orientation to canyons and Mission Bay Gateways at community entry points that generate a sense of place with arrival and signs that promote neighborhood identity.
- Development that incorporates sustainable design techniques to enhance the efficient use of natural resources and energy.
- Buildings designed to contribute to safer and secure environments through pedestrian-orientation and activity.

INTRODUCTION

The General Plan provides goals and policies to guide physical development toward a desired scale and character that is consistent with the social, economic, and aesthetic values of the City. The Community Plan envisions buildings designed to enhance the pedestrian environment, with retail businesses along corridors and within villages and nodes. The policies in the Community Plan focus on specific urban design issues as well as enhancing Clairemont's major attributes such as its canyons, distinct neighborhoods and connection to Mission Bay.

The Urban Design Element provides policies that are generally intended for new commercial, industrial, multi- family, and mixed-use development. They are also intended to achieve quality design that highlights the unique features of Clairemont as it continues to grow.

The Urban Design Element provides policies that are generally intended for new commercial, industrial, multi-family, and mixed-use development. The Community Plan encourages new development to include innovative building forms and architecture, while respecting the suburban context of the community and promoting design sensitivity to the natural environment.

BUILDING FORM

Buildings and the spaces between buildings shape the pedestrian experience. New buildings can contribute to the sense of place through conscious and thoughtful building design and use of materials.

SCALE

The first two stories of a building help to shape the human experience in relation to buildings and the street. Upper story step-backs and other design measures can provide sun access for the street and adjacent buildings, create opportunities for terraced spaces, and provide a separation between a building's base and upper floors. Detailing the exterior finishes of a building can provide a rich and vibrant appearance to the building's surfaces and add to visual diversity.

TRANSITIONS

Transitions in bulk, scale and height along higher density corridors to adjacent lower density neighborhoods can help to maintain harmony with building form, which can include upper story step backs, rear yard setbacks, landscaped buffers, and sloping roofs.

ACTIVE BUILDING FRONTAGES

Ground floors with active building frontages that include windows, entries, storefronts and seating can support pedestrian activity.

URBAN DESIGN VISION FRAMEWORK

The urban design framework provides the design vision for a streetscape that is pleasant, safe, comfortable, vibrant and is connected to parks, public spaces, transit stations and villages as shown in Figure 4-1. The Community Plan aims to provide opportunities for residential development along corridors and in villages to gradually transition to the lower-scale neighborhoods nearby so that residents in those areas can still easily access and enjoy theservices along higher-density corridors. It envisions villages with public spaces which can include recreational amenities such as play areas, fitness and circuit equipment, sports courts, game tables, performance or gathering areas, splash pads or water features, useable lawn areas, off-leash dog areas, community gardens, urban greens, plazas, and promenades or paseos that also enhance connectivity.

The Community Plan also envisions development along corridors improving the pedestrian space between the curb and the property line with safe and enjoyable sidewalks and street trees, as well as a publicly accessible greenway fronting sidewalk. The greenway provides public space that helps to enhance the pedestrian environment and can include recreational amenities.

PUBLIC SPACE AND STREET DESIGN

Public spaces are streets, parks, sidewalks, plazas and other outdoor areas where people can walk, gather, relax and interact. Adjacent residential development can integrate landscaped setbacks with furnishings that open onto public space.

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

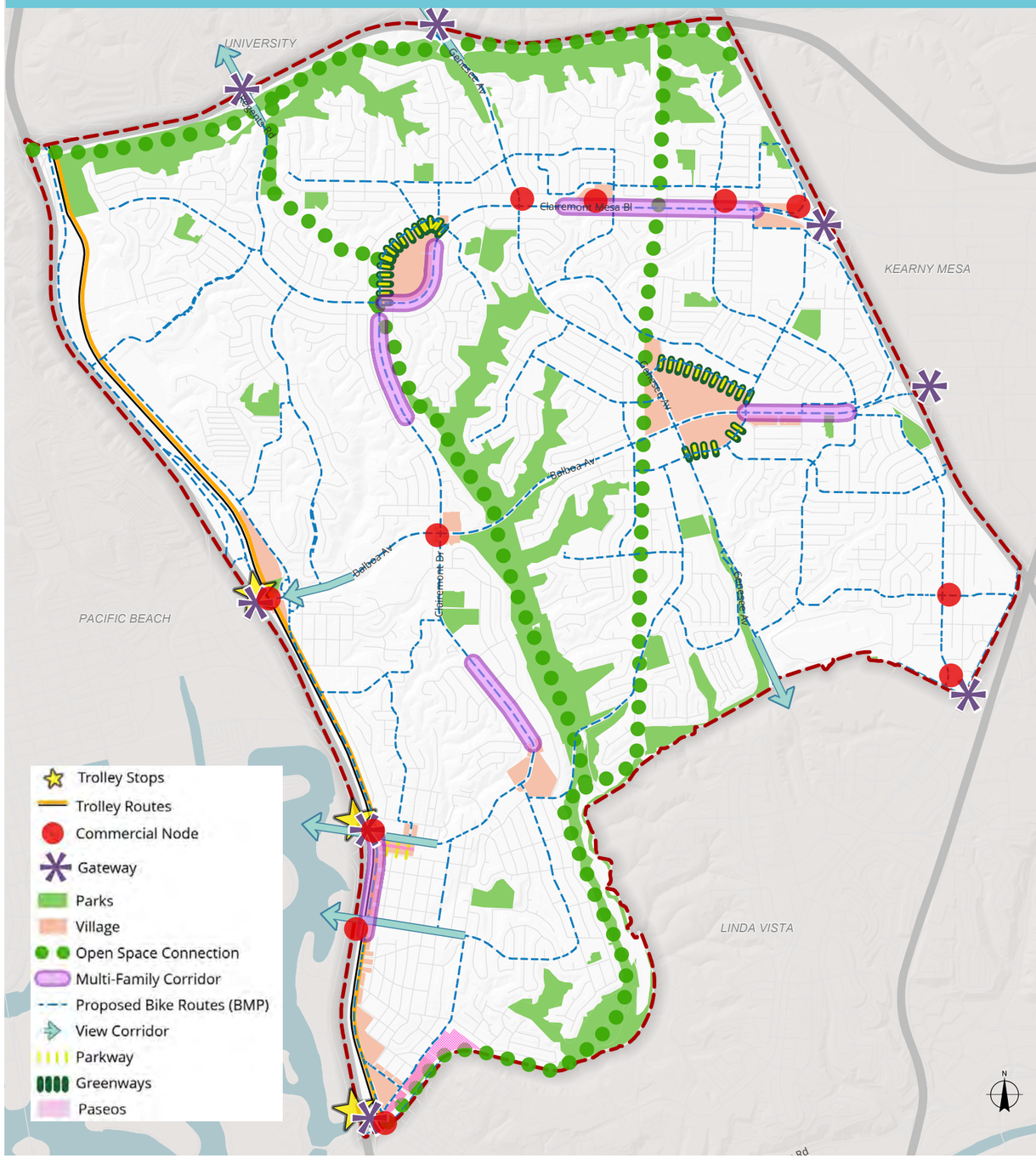
Sidewalks can incorporate pedestrian access, gathering space, unique design, and public art. The Community Plan also envisions shared public spaces that accommodate all users while also incorporating elements of sustainability. This vision will be accomplished through a combination of design strategies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

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

SIDEWALKS AND PEDESTRIAN ORIENTATION

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

FIGURE 4-1: URBAN DESIGN VISION FRAMEWORK



GATEWAYS

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

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

PUBLIC VIEWS

Due to the community's sloping topography, public views (both near and far) are common as shown in Figure 4-2. Views from public areas – particularly of the community's natural scenic amenities of Mission Bay, Tecolote Canyon Natural Park, Stevenson Canyon, and Marian Bear Memorial Park (San Clemente Canyon) are strongly associated with the desirability, character and attractiveness of the community.

Visual quality within neighborhoods adjacent to the various community canyons and affected by hillside landforms is intended to be maintained and enhanced by application of policies related to these specific locations as well as the Municipal Code's Environmentally Sensitive Lands Regulations. Refer also to the policies in the Canyons and Open Space Interface section.

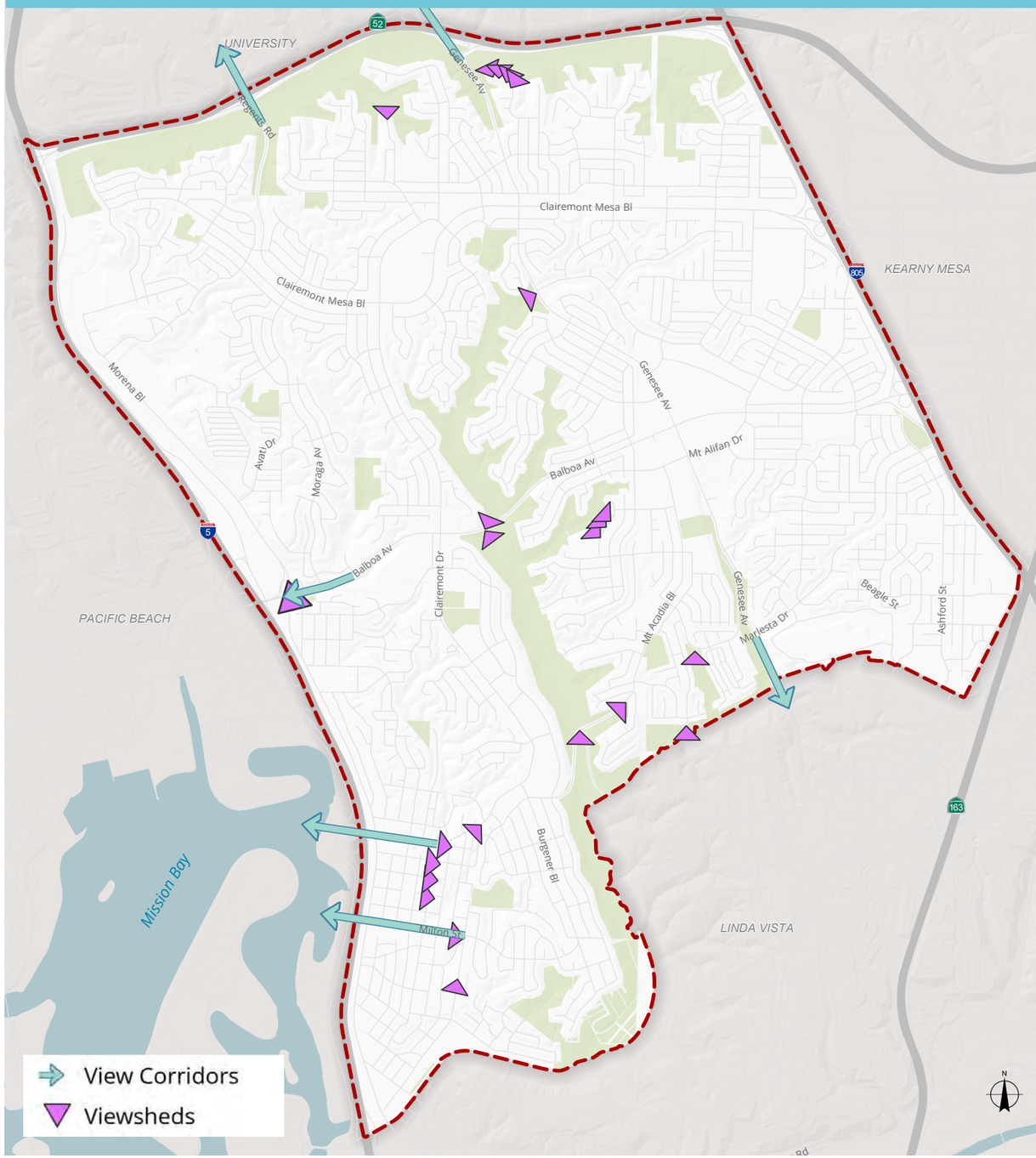
VIEWSHEDS

Viewsheds are defined by 90º to 180º angles positioned at street centerline from public vantage points and intersect with the allowable building envelope.

VIEW CORRIDORS

A view or views along public rights-of-way framed by permitted development.

FIGURE 4-2: VIEW CORRIDORS AND NODES



Through intentional design, the roadway, parkways, sidewalks, and areas immediately next to the building can create opportunities for social interaction, and an attractive pedestrian area. Photograph courtesy of M.W. Steele Group.

URBAN GREENING

Urban greening integrates storm water management and treatment with the planting of trees and landscaping in the public right-of-way and private development areas. The application of urban greening treatments in Clairemont will support walkability, cleaner air, cleaner storm water, cooler pavement, and calm traffic (see Appendix A). Street trees and landscaping are vital parts of the envisioned urban character as well as the urban greening infrastructure system. The community street tree plan establishes street tree themes for primary street corridors and each corridor and village (see Appendix B; Figure 12-1 and Table 12-1). Bio-retention and bio-infiltration facilities in the public right-of-way supplement the storm drain system and help cleanse storm water of contaminants.

GREEN STREETS

Green streets, as identified in Appendix A, link people to parks, public spaces, and adjacent communities. These streets incorporate a bicycle and pedestrian orientation, storm water improvements, canopy shade street trees, pedestrian lighting, and other pedestrian amenities. Green streets strategically placed along and near Clairemont's vast canyon network can help protect the canyons from urban runoff. Other suitable streets may also benefit from green street improvements to help meet storm water pollution reduction goals and improve the streetscape.

Because green streets can require a greater level of maintenance additional maintenance funding, such as Maintenance Assessment Districts (MAD), Community Facilities District (CFD), Infrastructure Financing Districts (IFD), Federal and State grants, and bonds, should be identified to support the additional funding requirements.

LANDSCAPING

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

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

STREET TREES

Street trees provide shade and comfort for pedestrians, improve air quality, reduce temperatures, absorb stormwater, reduce runoff and provide a safety buffer between traffic and people on sidewalks. A consistent street tree palette enhances neighborhood identity, unifies corridors and adds visual interest. The street tree recommendations in Appendix B Table 12-1: Street Tree Matrix consider the type of tree and space available to plant the tree between the curb and the sidewalk and establish a hierarchy of street tree species based on their size and function. The Street Tree Plan in Appendix B Figure 12-1: Street Tree Plan identifies tree species by street location. All other areas of the community should utilize the City of San Diego Street Tree Selection matrices to select species based on available planting widths and add tree species that already exist in the area.

CANYONS AND OPEN SPACE INTERFACE

Clairemont's identity is deeply rooted in natural features, including canyons and open spaces that provide recreation opportunities, critical habitat and visual relief within residential neighborhoods. Building design can incorporate a sensitive approach to help preserve and enhance the natural context of the canyons and open space areas, as well as reduce fire risks.

SUSTAINABLE BUILDING DESIGN

Sustainable building design can help to reduce energy and resource consumption by utilizing building practices and materials that increase energy and water efficiency, increase on-site energy generation and reduce waste generation.

POLICIES

Building and Site Design

Bulk and Scale

4.1

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

4.2

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

4.3

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

4.4

Design buildings with varied rooflines, stepped buildings, reduced building mass and visual breaks.

Entrances

4.5

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

4.6

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

Landscaping and Screening

4.7

Screen and conceal most of the rooftop mechanical equipment from view through architectural elements and landscaping.

4.8

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

4.9

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

Orientation

4.10

Orient buildings to maximize access to daylight, prevailing breezes, and views.

4.11

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

4.12

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

Roofline

4.13

Vary building rooflines within the overall horizontal plane of the building.

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

Materials

4.14

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

4.15

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

Safety

4.16

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

4.17

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

4.18

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

Site Design

4.19

Encourage the design mixed-use development to integrate with an internal street network with public spaces such as pedestrian promenades, paseos, urban greens, and plazas to create a pedestrian environment with an active streetscape that connects to active building frontages.

4.20

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

4.21

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

4.22

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

4.23

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

4.24

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

4.25

Locate loading and service areas off public rights-of- way and screen areas with masonry walls, landscaping, or architectural elements.

4.26

Utilize colored concrete or other materials to visually delineate internal pedestrian pathways.

4.27

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

Building Transitions

4.28

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

4.29

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

Parking

4.30

Encourage the use of shared structured parking serving multiple uses to efficiently meet parking needs.

Sidewalks and Pedestrian Orientation

4.31

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

4.32

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

Community Gateways

4.33

Incorporate neighborhood identity signs to identify Clairemont neighborhoods.

4.34

Enhance the gateways into Clairemont within the community by utilizing signage, landscaping, other public improvements, iconic architecture, monuments, plazas, and public art (refer to Figure 4-1 for their location).

Public Views

4.35

Maintain viewsheds from public vantage points and public view corridors along public rights-of-way to Mission Bay and open space canyons.

4.36

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

4.37

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

Landscaping

4.38

Design green streets to incorporate improvements which could include enhanced pedestrian and bicycle facilities; canopy street trees; and storm water features that increase absorption of storm water, urban runoff, pollutants and carbon dioxide, suitable to each green street type (See Appendix A).

4.39

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

4.40

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

4.41

Explore alternative funding sources for green street maintenance when designing improvements.

4.42

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

4.43

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

4.44

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

4.45

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

4.46

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

4.47

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

Urban Forestry

4.48

Incorporate street trees consistent with the street palette in Figure 12-1 Recommended Street Trees to create strong, recognizable themes along major streets.

4.49

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

4.50

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

4.51

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

4.52

Space trees consistently at an equal interval to provide rhythm and continuity to provide a unifying element in the public right-of-way.

4.53

Maximize growth space by increasing tree well and parkway sizes. Promote the increase of soil volumes using suspended pavements or structural soils.

4.54

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

4.55

Utilize structural soils (as opposed to compacted) and deep tree well pits with corner subsurface drainage options instead of low permeable soil types typical of Clairemont.

4.56

Utilize open planters with shrubs and groundcover, in addition to tree grates.

4.57

Maximize opportunities to plant more street trees as part green infrastructure.

4.58

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

4.59

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

4.60

Utilize street tree landscaping as an organizing element in the community to frame views and create a strong sense of place.

A. Incorporate the same type of trees on both sides of the street.
B. Provide a row of broad canopy trees, where feasible, to provide shade and a pedestrian-oriented environment for walking along commercial, industrial, or residential streets.

4.61

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

4.62

Select carbon-capturing trees for climate mitigation. Large specimen broad canopy trees have the highest capacity to capture GHG emissions.

4.63

Encourage the planting of street trees in areas with high heat exposure.

Adjacent to Canyons and Open Space

4.64

Step development down with canyon and hillside landforms to maximize view opportunities, preserve open spaces, and reduce wildfire risks.

4.65

Provide varied rooflines that follow the slope of the site for sites near canyons and slopes.

4.66

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

4.67

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

4.68

Support the vacation of street rights-of-way where no longer needed for view corridors or mobility access.

4.69

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

4.70

Retain the following streets for access into Tecolote Canyon Natural Park:

- South end of Mount Culebra Avenue (dedicated street)
- South end of Mount Bagot Avenue (street reservation)
- West end of Mount Ashmun Drive (dedicated street)
- West end of Mount Ariane Drive (dedicated street)
- South end of Mount Carol Drive (dedicated street)
- North end of Goldboro Street (dedicated street)

4.71

Design buildings along the canyon edge to conform to the hillside topography and limit encroachment.

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

4.72

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

4.73

For buildings that are adjacent to open space and MHPA, promote design strategies that reduce the potential for bird strikes.

Sustainable Building Design

4.74

Incorporate features that provide shade, passive cooling, and reduce daytime heat gain.

A. Incorporate architectural treatments such as eaves, awnings, canopies, trellises, or cornice treatments at entrances and windows.
B. Shade exposed south- and west-facing façades using shrubs and vines.

4.75

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

4.76

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

4.77

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

4.78

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

4.79

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

4.80

Use internal courtyards to trap cool air.

4.81

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

4.82

Design buildings to allow for cross-ventilation and minimize solar heat gain.

A. Provide vents or windows with low openings on west-facing façades to capture cooler breezes into a building.

B. Provide vents or clerestory windows on east-facing façades to naturally allow warmer air that collects near ceilings to escape.

4.83

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

4.84

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

4.85

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

4.86

Incorporate building features that allow natural ventilation, maximize daylight, reduce water consumption, and minimize solar heat gain.

4.87

Minimize impervious surfaces that have large thermal gain.

4.88

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

4.89

Incorporate inset windows with well-designed trims and details that provide shading and reduce solar heat gain.

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ECONOMIC PROSPERITY

Photograph courtesy of Alexandria Real Estate.

CHAPTER 5: ECONOMIC PROSPERITY

GOALS

- Stable base sector employment uses and supportive residential, commercial, and industrial uses.
- Efficient use of commercial and industrial land in a manner that enhances the economic base, community and generates job opportunities for residents.
- Attraction, expansion, and retention of economically healthy, and locally-owned and operated businesses.
- A diverse mix of community and neighboring-serving businesses that provide a variety of goods and services.

INTRODUCTION

The Community Plan envisions a diversity of businesses that increases the economic base, generates jobs, and provides a variety of goods and services. Prime Industrial Lands, as shown in Figure 5-13, provide opportunities for start-up and smaller base sector industries in the technological, scientific, and professional services, and national security sectors. Prime Industrial Lands protect base sector industrial areas for employment, provide business incentives to businesses that provide middle-income jobs and contribute to community revitalization.

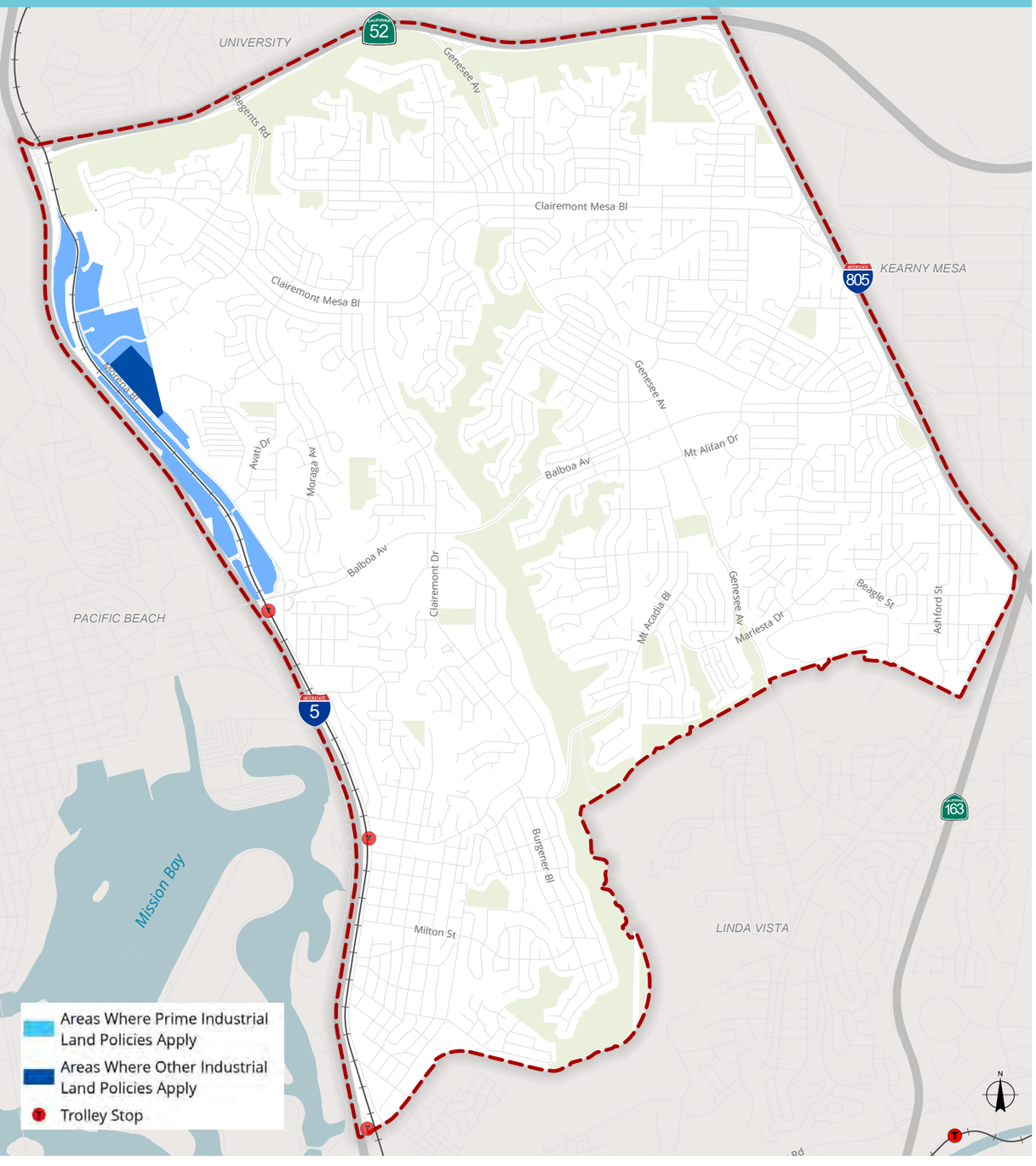
The corridor also has the potential to provide office and research space for defense, high-tech, cleantech, and research and development businesses along with flex space for other businesses.

ROSE CREEK/CANYON INDUSTRIAL CORRIDOR

A large portion of the Rose Creek/Canyon Industrial Corridor is designated as Prime Industrial Land which supports export-oriented base sector activities that include manufacturing, research and development, assembly, corporate headquarters, warehousing, distribution, marketing, and certain related professional and administrative functions associated with product/process conception, development, sales, and distribution. Economic base sector industries create economic growth by exporting products and services primarily to national and international markets outside of the San Diego region.

The Rose Creek/Canyon Industrial Corridor is the primary employment center within the community for start-up and smaller innovation, design, and technology businesses. The corridor also has the potential to provide office and research space for defense, high-tech, cleantech, and research and development businesses along with flex space for other businesses. It also provides opportunities for artisan and craft manufacturing businesses. Providing hotel opportunities in this area can further support visitors traveling for business-related trips.

FIGURE 5-1: PRIME INDUSTRIAL AND OTHER INDUSTRIAL LANDS



POLICIES

5.1

Encourage revitalized commercial areas with mixed-use development that improves aesthetics for ground floor commercial shops and service activities.

5.2

Promote opportunities for innovation sector start-up businesses.

5.3

Provide vital goods and services needed by local community members and employees primarily at sites located within Village Areas.

5.4

Encourage the inclusion of grocery uses as part of commercial and mixed-use development to promote access to healthy foods.

5.5

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

5.6

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

5.7

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

5.8

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

5.9

Encourage the establishment of small, locally-owned stores that are compatible with surrounding neighborhoods.

5.10

Encourage pedestrian-oriented commercial uses without drive-throughs.

Rose Creek/Canyon Industrial Corridor

5.11

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

5.12

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

RECREATION

CHAPTER 6: RECREATION

GOALS

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

INTRODUCTION

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

The recreation facilities envisioned for Clairemont will help to define the village areas and provide opportunities for exercise, social interaction, community events, and opportunities to walk/roll and bike.

The Community Plan envisions a combination of enhancing existing park areas and adding new parks and recreational facilities. A system of linear parks is planned to offer people public spaces to enjoy. A combination of urban pathways provides efficient, accessible, and enjoyable ways to travel to destinations in the community and beyond. These connections are also envisioned to provide recreation through mobility. Together, these areas are planned to provide an inviting pedestrian environment while simultaneously addressing the community's recreational needs.

VISION AND STRATEGY

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

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

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

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

RELATIONSHIP TO THE PARKS MASTER PLAN

The Parks Master Plan guides future park planning and ensures parks are built where they are needed the most, allowing equitable and equal access to high-quality parks throughout the City. The Parks Master Plan uses a Recreational Value-Based Park standard, which establishes a point value to represent recreational opportunities within parks.

The range and number of points is explained in depth in Appendix D of the Parks Master Plan. As an outcome-based measure, recreational value emphasizes the activities and experiences available to community members rather than a sole focus on the size of a park in each area or pursuing additional acreage. The standard recognizes the value of parks appropriate for diverse communities, from ballfields to pocket parks.

RELATIONSHIP TO CONSERVATION ELEMENT

The Recreation Element policies align with the policies in the Conservation Element, including those addressing open space protection and preservation policies, as well as storm water retention and infiltration policies – as do the Parks Master Plan policies on Conservation, Sustainability, & Resilience. Open space parks within the community provide protection to natural habitats and species while allowing for trail access. The natural hillsides and canyons within Clairemont provide opportunities for natural storm water retention and/or infiltration as an alternative to storm water infrastructure. See the Conservation Element for storm water management policies.

POPULATION-BASED PARKS AND RECREATION FACILITIES

Population-based parks serve the needs of the Clairemont community which could attain a projected population of 104,000 people. Existing and planned parks, recreational centers, and aquatic complexes that help meet the recreational needs of the population are shown in Figure 6-1 and Appendix C: Park and Recreation Inventory.

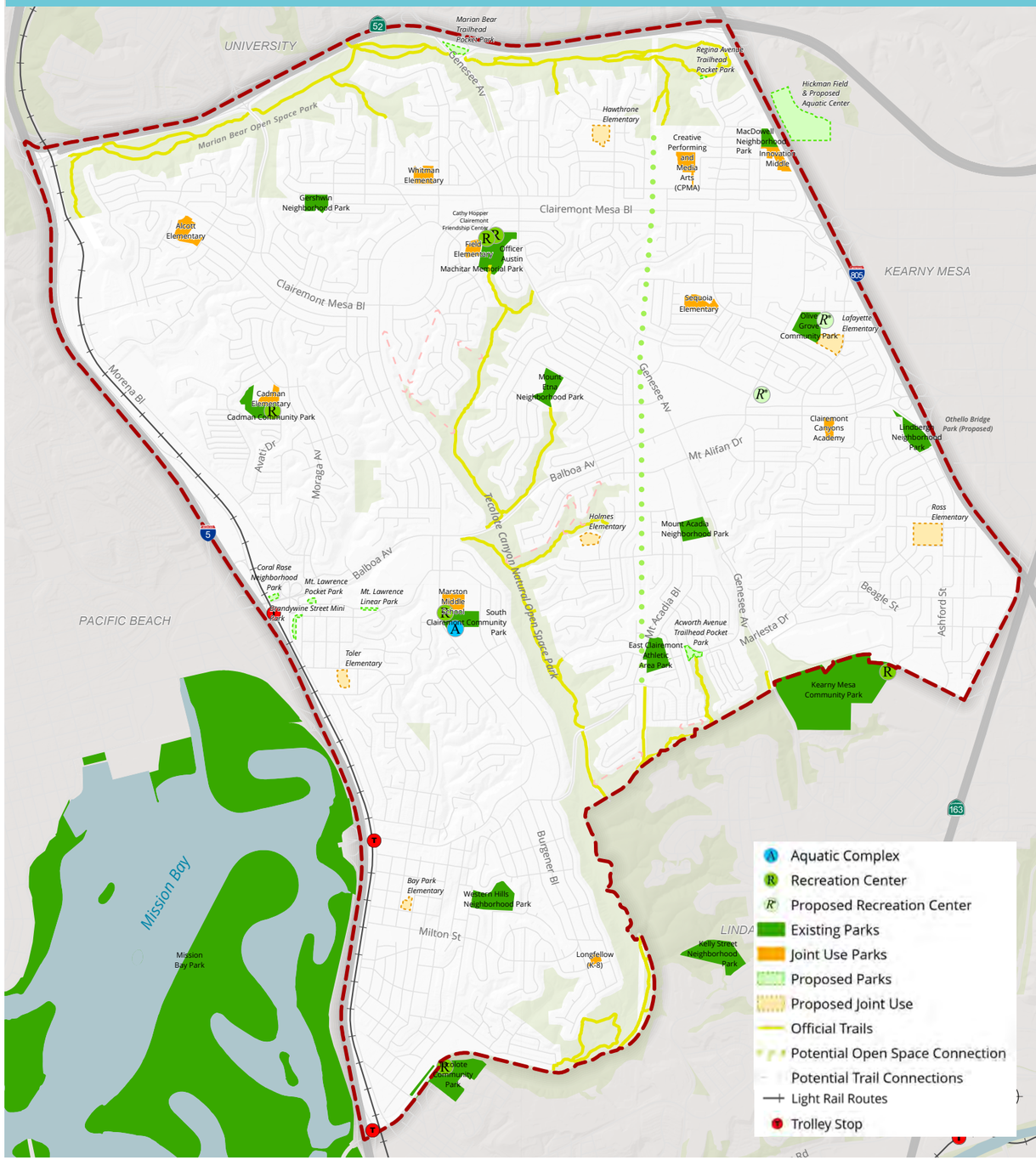
Parks: The Parks Master Plan standard of 100 Recreation Value-Based points per 1,000 community members results in the need for approximately 10,400 Recreational Value Points based on the projected population of 104,000 people at full community buildout. The Community Plan identifies approximately 6,887 existing and planned Recreation Value Points.

The existing and planned recreational opportunities are detailed in Appendix C: Park and Recreation Inventory. New development and other future park opportunities could provide opportunities for an additional 4,194 Recreational Value Points.

Recreation Center: To meet the Parks Master Plan standard of 17,000 square feet of recreation center building space per 25,000 community members, Clairemont's projected population results in a need for approximately 55,142 square feet of recreation center space at full community buildout. This is equivalent to three recreation centers, each sized at 17,000 square feet.

Aquatic Complex: To meet the Parks Master Plan standard of an aquatic complex per 50,000 people, results in a need for approximately 2.1 aquatic complexes at full community buildout.

FIGURE 6-1: PARKS AND RECREATION FACILITIES



Linear parks in conjunction with pocket parks and mini parks as identified in Figure 6-1 will provide additional opportunities for passive and active recreation.

A variety of parks and recreational facilities are envisioned to meet the needs of the community.

PARKS AND RECREATIONAL FACILITIES

NEIGHBORHOOD PARKS

Neighborhood parks can serve a population within a half-mile radius, typically accessible by bicycle, public transit, and walking and can offer picnic areas, play areas, multi-purpose courts and turf areas, pathways, and smaller facilities like restrooms.

MINI PARKS

Mini parks are small spaces that provide readily accessible recreational opportunities for nearby residential areas and can offer picnic areas, play areas, turf, walkways, and landscaping that support both passive and active recreation.

POCKET PARKS & PLAZAS

Pocket parks bring recreational opportunity to sites that are otherwise too small or irregularly shaped for larger, traditional park layouts. They can fit into diverse community settings, creating convenient places for play and relaxation. Pocket parks also activate their surroundings by encouraging social interaction.

PARKS IN COMMUNITY VILLAGES

Development on larger sites within Community Villages have the potential to provide publicly accessible mini parks, pocket parks or plazas. These spaces may remain as privately-owned but publicly-accessible park spaces or be dedicated as public parks. Park amenities can range from open green spaces to children's play areas.

GREENWAYS

Greenways, like linear parks along streets can provide an inviting pedestrian environment with passive or active recreation spaces adjacent to a street or a linear feature and can be continuous or consist of multiple recreational spaces linked by a pedestrian and/or multi-use path.

TRAILS, OVERLOOKS, AND TRAILHEAD POCKET PARKS

Trails, overlooks and trailhead parks allow people to enjoy views and learn about natural resources. Interpretive and wayfinding signs at overlooks and along trails and at trailhead pocket parks can provide educational opportunities on the unique natural history and value of open spaces.

JOINT-USE PARKS & FACILITIES

Joint-use parks and recreation facilities provide active and passive recreational opportunities for school children when school is in session and the public when school is not in session. Joint-use agreements with the San Diego Unified School District, other organizations and private development allow for the shared use of facilities and resources.

This can provide more parkland and additional recreational opportunities where there is limited available land for new parks. Each joint-use site is unique and has different constraints and opportunities and can include turfed multi-purpose fields, walking track, paved hardcourts, exercise equipment, group seating, playground equipment, and off-street parking.

PLANNED PARKS AND RECREATIONAL FACILITIES

The Community Plan identifies enhancements to existing parks to increase the recreational value and the potential for new park opportunities through the acquisition of land, the reuse of City-owned land or with new developments as shown in Figure 6-1. The summary of existing and planned parks for Clairemont are shown in Appendix C: Park and Recreation Inventory which includes estimated planned park Recreational Value Points. The service area for recreational facilities can expand past a community's boundary and can service surrounding communities.

PLANNED PARKS AND ENHANCEMENTS

The General Plan and the Parks Master Plan encourage the development of parks and innovative public spaces that meet recreational needs, such as linear parks, public plazas, parks above underground parking, and parks on private land that are open to the public. The Community Plan identifies a combination of linear parks and pedestrian promenades, mini parks, pocket parks, and urban plazas primarily within village areas as well as trails.

Existing parks in Clairemont include community and neighborhood parks, open space parks, and joint-use parks. Upgrades and enhancements of the existing active parks can include improvements to expand their use and/or increase the recreational value of the park. Enhancing underutilized or unused parks with recreational amenities can significantly strengthen the overall community recreation system.

Activities designed within these parks and public spaces can include off-leash dog areas, community gardens, pathways, benches, exercise stations, or picnic tables to accommodate more users and enhance the recreational experience.

Planned Recreation Center

The planned recreation center at Olive Grove Community Park will help to address the projected need for additional square feet of recreation center space as shown on Figure 6-2.

Planned Aquatic Center

The Standley Joint-use Aquatic Center in the adjacent University community and a planned aquatic complex at Hickman Field within Kearny Mesa will serve Clairemont as shown in Figure 6-3. An additional aquatic complex will be needed to achieve the standard at the full community buildout.

FIGURE 6-2: RECREATION CENTER SERVICE

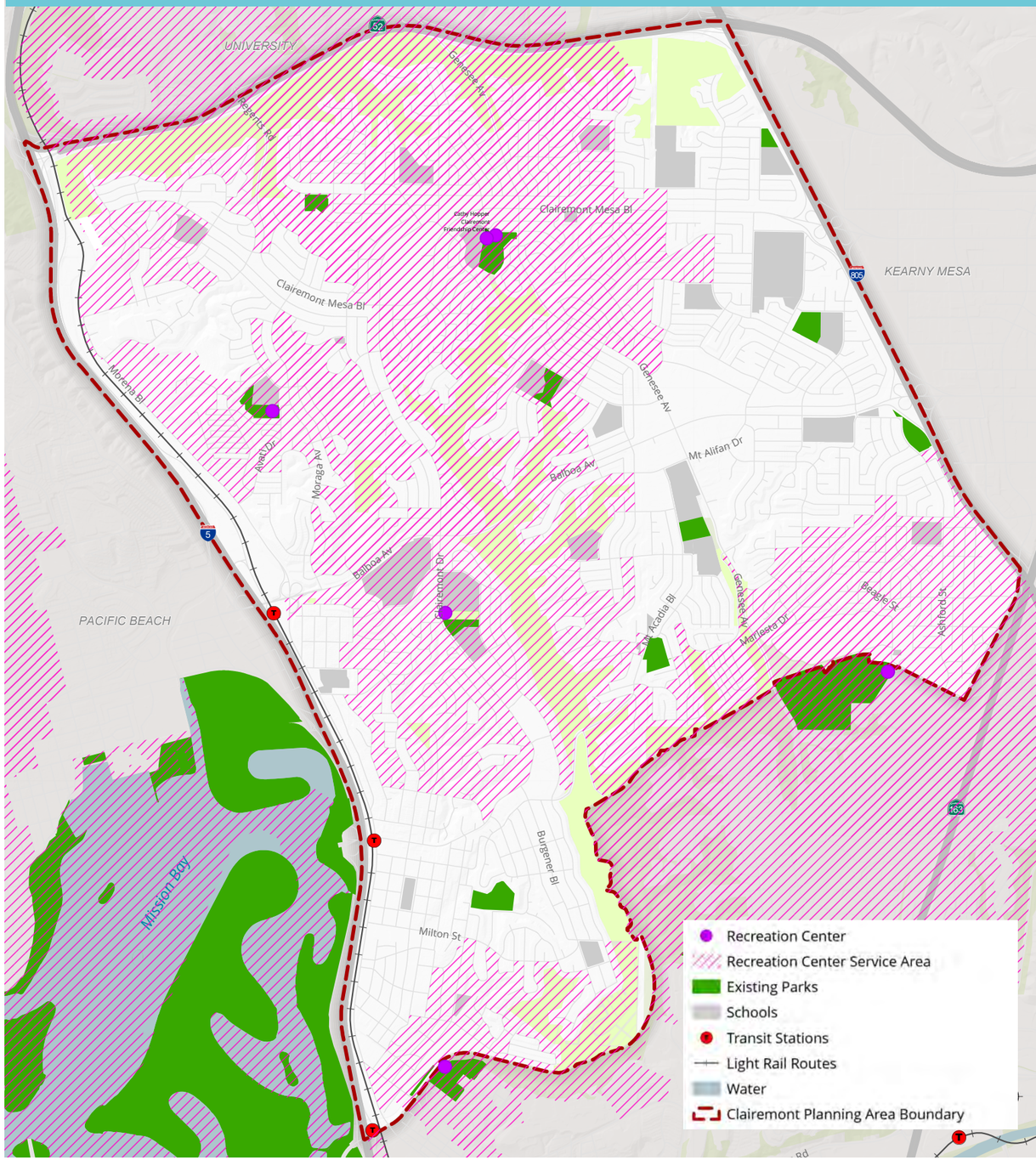
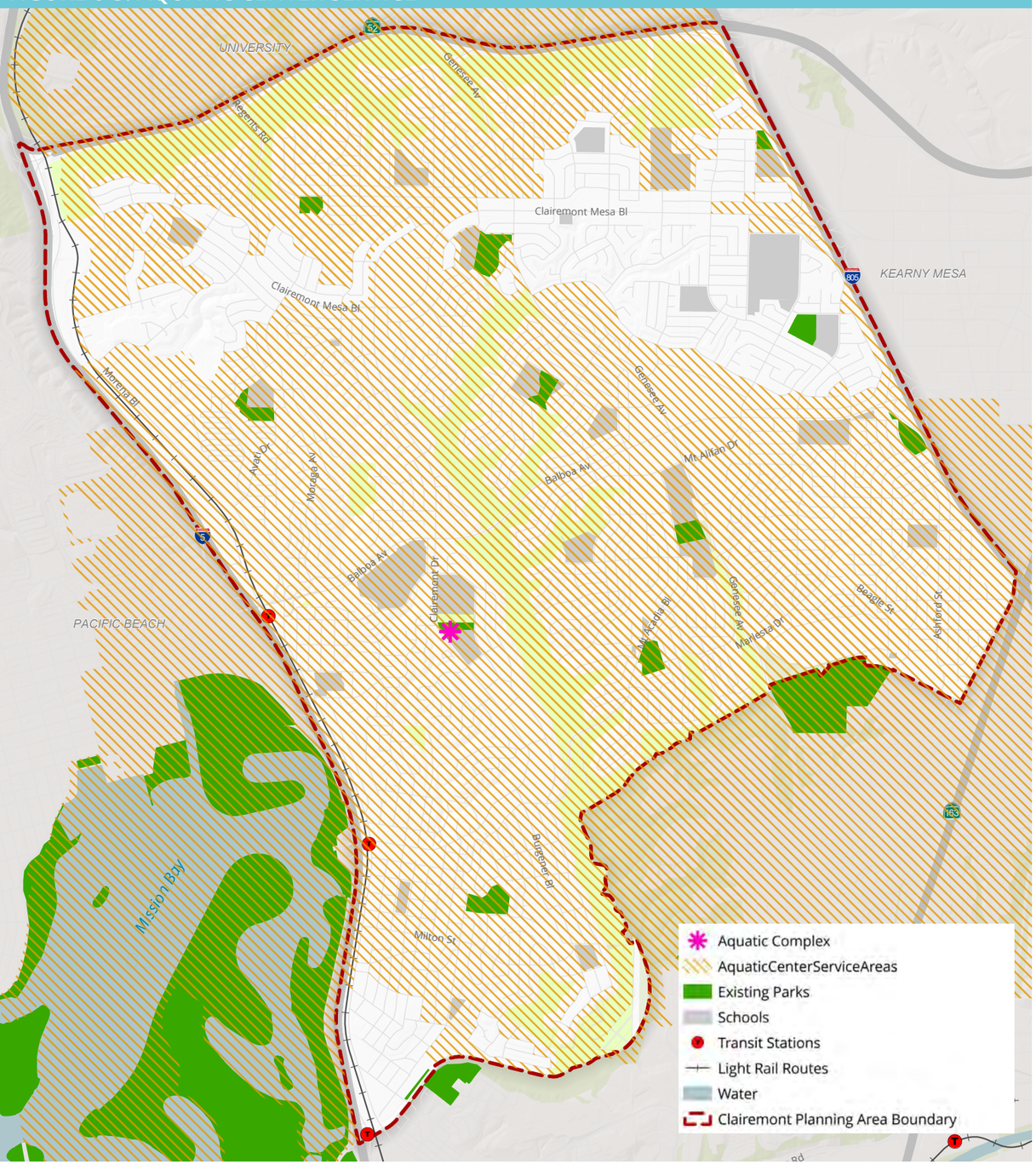


FIGURE 6-3: AQUATIC CENTER SERVICE



ACCESS TO PARKS AND RECREATIONAL FACILITIES

Parks and recreation facilities should be accessible to people of all age groups and abilities with a balance between programmed and non-programmed activities. All City parks are available to all community members and visitors, and should be located within walking distance of neighborhoods, employment centers, and public transit, and available for public use.

At a minimum, parks and recreation facilities that will be constructed, retrofitted, or upgraded within Clairemont are required to meet the needs of all people consistent with the 1990 Americans with Disabilities Act (ADA) guidelines.

The City strives to provide universal access to parks by providing equal opportunity to the greatest number of people. As an example, providing clear lines of sight throughout a park will help users with impaired vision or those who have difficulty regulating sensory information to preview the space and allow them to prepare to enter the space.

BMX pump tracks are a great amenity for enriching community recreation space for users of all ages.

POLICIES

6.1

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

6.2

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

6.3

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

6.4

Strive to achieve a mix of parks and/or park equivalencies that meet the population-based park needs of residential uses located within the village, which can include plazas, urban greens, linear parks, and other park and recreational amenities.

6.5

Encourage the inclusion of a central green or square as a focal point within village areas.

6.6

Create defined gateways at the key entry points to villages and enhanced access and wayfinding within village areas.

6.7

Pursue the implementation of the planned park sites and improvements to existing parks.

6.8

Pursue land acquisition for the creation of new public parks, recreation facilities and public spaces as opportunities arise.

6.9

Pursue the implementation of recreation centers and aquatic centers to serve the community.

6.10

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

6.11

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

6.12

Pursue opportunities to develop mini or pocket parks, plazas and recreation facilities as part of future developments with visual and physical access from one or more street frontages where feasible.

6.13

Provide recreational programming and design to serve the community such as off-leash dog parks, community gardens, and other innovative recreational spaces.

6.14

Pursue opportunities for new parks and recreation facilities through partnerships and joint-use agreements.

6.15

Pursue lease agreements with private property owners and public agencies to incorporate active or passive recreation into existing buildings or surrounding grounds, where space is available and appropriate for public use.

6.16

Increase recreational opportunities to provide for park and recreation uses by reconfiguring streets, where feasible.

6.17

Pursue land acquisition for the creation of new public parks, recreation facilities, creative spaces, cultural facilities and other public spaces as opportunities arise.

6.18

Consider special activity parks on a case-by-case basis, including but not limited to, trailhead pocket parks, skateboard parks, off-leash dog parks, and other uses.

6.19

Encourage partnerships with commercial, institutional and religious property owners to promote use of surface parking lots for community events.

6.20

Support farmer's markets, arts festivals, and community events within the community.

6.21

Utilize trails, overlooks, kiosks and interpretive and wayfinding signs where feasible to educate users on the sensitive natural habitats and unique biologic, cultural, and scenic qualities of open space areas.

6.22

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

6.23

Design trails within the Multi-Habitat Planning Area that comply with the Multiple Species Conservation Program guidelines.

6.24

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

6.25

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

6.26

Strengthen bicycle and pedestrian connections to Mission Bay Park to provide better access for Clairemont community members.

6.27

Encourage new passive and active public recreation opportunities at the Tecolote Golf Course if golf operations and programming discontinue.

6.28

Provide a new community park at the Rose Canyon Operation Station either as a part or separate from a mixed-use village.

6.29

Support pocket parks with ecologically sensitive recreational uses as enhanced gateways to open space lands.

6.30

Maintain public access to canyon areas where designated.

6.31

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

6.32

Encourage the inclusion of onsite recreational amenities within future development occurring on the San Diego Tennis and Racquet Club Site.

OPEN SPACE & CONSERVATION

CHAPTER 7: OPEN SPACE & CONSERVATION

GOALS

- Protection and enhancement of canyons, hillsides, riparian areas and dedicated open space.
- Reduction of greenhouse gas emissions at the community level in a manner that enhances the quality of life and supports the local economy.
- A sustainable storm water management system to capture runoff and reduce impacts to the canyon network.
- Sustainable development that reduces dependency on non-renewable energy sources, and reduces emissions, solid waste, and water consumption.
- Protection of public views to natural resources.
- Promotion and expansion of the tree canopy and urban greening.

INTRODUCTION

The General Plan Conservation Element and the Climate Action Plan address conservation and sustainability topics which have broad geographic relevance. The General Plan provides policy guidance for the long-term conservation and sustainable management of the City's natural resources, acknowledging that they help define the local identity, contribute to its economy, and improve its quality of life.

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

The Open Space & Conservation Element serves as the sustainable development strategy for Clairemont, which aims to positively address the community contribution to global climate change and prepare for its potential effects. Key components of this strategy are policies that result in reductions to the community per capita greenhouse gas emissions, while fostering housing, employment growth, and development within a sustainable and climate-resilient manner.

Clairemont Mesa's gently rolling topography is separated by hillsides and canyons like Stevenson's Canyon shown above.

To achieve both per capita greenhouse gas emissions reductions and growth, the Community Plan contains policies that help to reduce the consumption of carbon-based energy resources for buildings, utilities and transportation. Reduced and more efficient use of energy, use of renewable and recycled building materials, and use of alternative and renewable energy sources can reduce the carbon footprint of existing and future buildings. Reducing vehicle miles travelled, traveling by walking/rolling, biking, or riding transit, and increasing vehicle fuel efficiency and alternative fuel use are measures that will improve transportation sustainability.

The Community Plan can help plan for the reduction of vehicle miles traveled in part from its central location within the region and through a land use plan that focuses growth into villages and corridors and increased access to light rail and bus rapid transit service. Vehicle miles can be reduced by increasing employment and housing opportunities near high frequency transit, promoting walking and bicycle use as viable travel choices, and improving transit access and frequency.

The Community Plan also supports sustainable development through community-specific policies and land use guidance that address natural resource conservation, reduction in the use of non-renewable resources, and climate resiliency. Implementation of these policies through development, infrastructure investment, individual action and participation in citywide and regional initiatives is intended to conserve natural resources, minimize per

CLIMATE ACTION PLAN (CAP)

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

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

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

capita ecological footprints and maintain the long-term health of the community and City.

The Community Plan, General Plan, Climate Action Plan, Multiple Species Conservation Program and development regulations including the Environmentally Sensitive Lands Regulations provide the framework for conserving natural resources, including water and energy, within Clairemont.

SUSTAINABLE DEVELOPMENT

The Community Plan focuses on reducing dependence on cars, protecting and enhancing the community urban forest, providing storm water infiltration and water conservation, and encouraging green building practices. Sustainable development can help to address the effects of climate change resulting from greenhouse gas emissions that include higher seasonal temperatures, diminished water supplies, disruption of agricultural cycles.

LAND USE AND MOBILITY CONNECTIONS

The community plan provides opportunities for homes and businesses within community villages, near light rail stations, and along transit corridors. It includes a transportation network that supports bicycling, walking and transit use by connecting homes, schools, businesses and parks; this can help to reduce vehicle emissions, miles traveled and trips.

ENERGY EFFICIENCY

Building design, innovation and technological improvements can increase energy efficiency, provide renewable energy generation and reduce consumption of non-renewable energy. Existing and new buildings present opportunities for on-site power generation in surface parking areas, parking structures and rooftops, which can accommodate photovoltaic arrays for solar power generation.

WATER CONSERVATION

Water conservation, building features and water-wise landscaping can play a pivotal role in reducing the amount of water consumed by development. Planting native or more climate adapted plant species can reduce outdoor water use. Other techniques for reducing outdoor water use include using 'smart' irrigation controllers that time and manage irrigation based upon weather and soil moisture conditions, performing regular maintenance on irrigation systems to ensure operational efficiency, changing spray systems to drip irrigation, capturing rainwater using cisterns for landscape irrigation, using graywater or recycled water for landscape irrigation, and using mulch to retain soil moisture.

URBAN FORESTRY

A tree canopy provides many benefits to the environment and the overall quality of life, including: energy conservation and the minimization of solar heat gain, improvement of air and water quality, and a more attractive and comfortable pedestrian environment by providing shade and visual relief, and beautification. Also see the Urban Design Element.

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

ROOFTOP GARDENS / GREEN ROOFS

Rooftop gardens or green roofs can capture rainwater, reduce urban runoff, and reduce the urban heat island effect and heating costs by absorbing solar heat.

COMMUNITY GARDENS / URBAN AGRICULTURE

Community gardens make public or private land available to the community through either an individual or shared plot system and can provide opportunities to create green space for outdoor enjoyment and physical activity, particularly in spaces not available or suitable for parks. Community gardens can also increase access to healthy foods.

NATURAL RESOURCE CONSERVATION

The protection and preservation of natural resources and open space can provide for habitat restoration, wildlife connectivity, passive recreation as well as improve the quality of life. The protection of open space areas supports native wildlife and habitats, which help build environmental resiliency. Land designated as open space consist of canyons, mesas, hillsides, and other natural landforms, as shown on Figure 7-1, that contain sensitive plants and animals and their habitats.

MULTIPLE SPECIES CONSERVATION PROGRAM

The Multiple Species Conservation Program Subarea Plan preserves and manages a network of core biological resource habitat and open space areas within the Multi-Habitat Planning Area that support a high concentration of sensitive plants and animals. The goal of protecting these areas is to conserve this land in perpetuity and protect the region's biodiversity, including endangered species and the native California flora and fauna.

MULTI-HABITAT PLANNING AREA

Only limited development may occur within the Multi-Habitat Planning Area to ensure the long-term habitat conservation plan for the covered species and preserve the natural vegetation communities. The Multi-Habitat Planning Area balances the preservation and protection of natural resources with the allowance of compatible public recreation. Most of the community's open space areas, inclusive of natural canyons and natural slopes, are in the Multi-Habitat Planning Area.

The Multi-Habitat Planning Area covers the Tecolote and Marian Bear Memorial Park canyon systems which include indigenous plant communities, restored native plant communities, and naturalized landscapes typically found in canyons and adjacent hillsides. These areas also provide habitat for migrant and year-round fauna, including the Coastal California Gnatcatcher and Cooper's hawk, by providing shelter, foraging opportunities, and connectivity to other local and regional habitats.

OPEN SPACE DESIGNATION

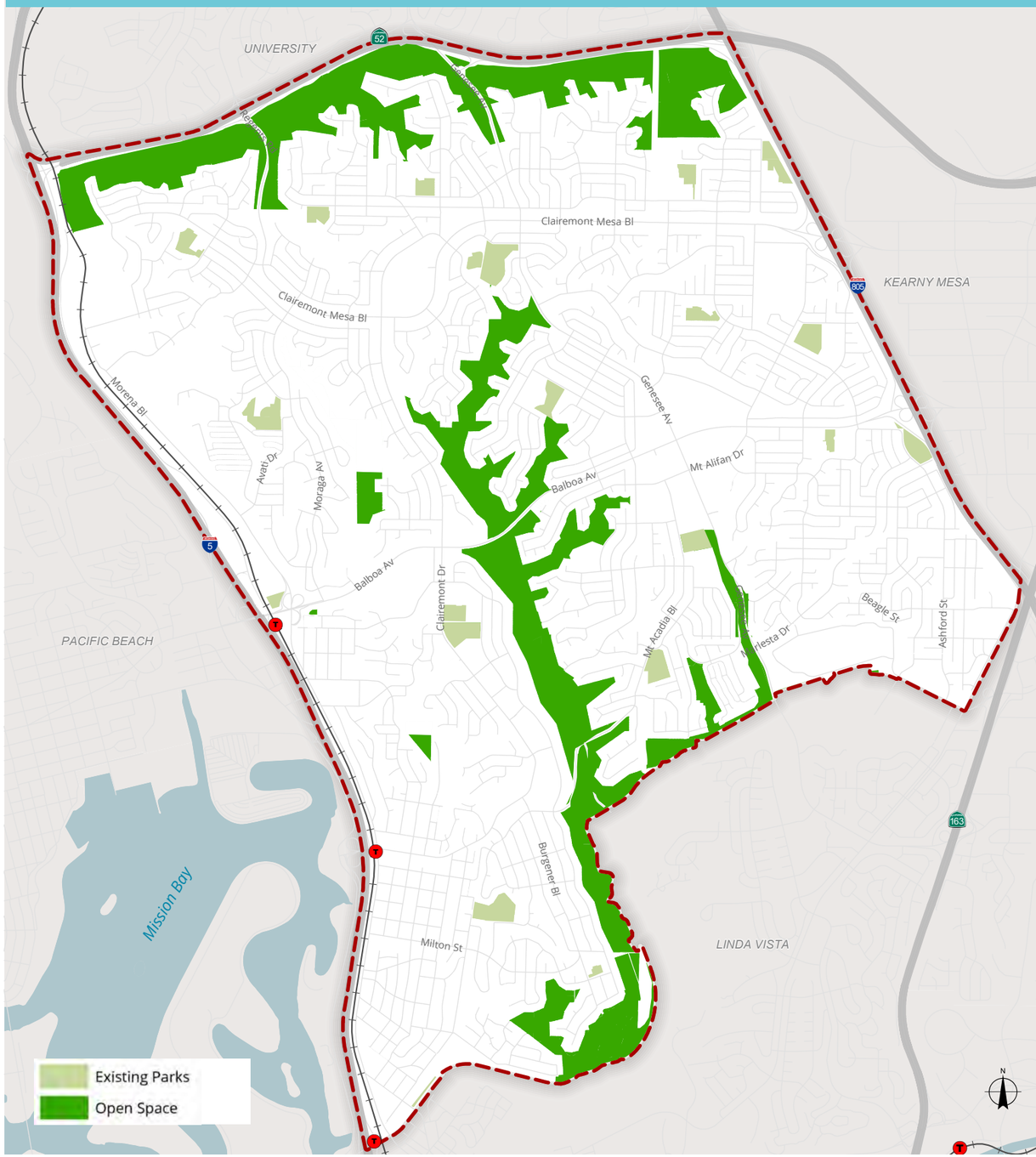
Designated open space is a component of the open space system that provides long term protections for natural landforms and ecosystems which can contain environmentally sensitive resources. Open space areas can be protected through regulations or other private property restrictions such as conservation or open space easements.

ROSE CREEK WATERSHED

The Rose Creek Watershed is a 36-mile area that extends from Marine Corps Air Station Miramar 16 miles along San Clemente and Rose Creek through Clairemont and the University community to the east end of Mount Soledad. The Watershed Opportunities Assessment for Rose Creek provides guidance to support proactive conservation, enhance and restore biological habitat, promote cultural resources, improve public safety and access, and manage water resources. Resource Management Plans

The Marian Bear Natural Park and Tecolote Canyon Resource Management Plans provide for the protection and preservation of natural and cultural resources including sensitive resources as well as allow safe and accessible use of these open space parks to meet the needs of the surrounding communities.

FIGURE 7-1: PARKS AND OPEN SPACE



CANYON SEWER PROGRAM

Sewer lines were added into the local urban canyons to utilize gravity flow to transport sewage for treatment. Historically, these sewer lines and manholes have had limited cleaning due to unmaintained access paths to these facilities. As a result, sewer spills have occurred within urban canyons over the years. Consistent maintenance access, early coordination, and sensitive design in canyon areas in the long term can help to reduce potential sewer spills. The City's Long-Term Canyon Sewer Maintenance Program, with sewer lines in the City's canyons, was evaluated for long-term maintenance access needs. Council Policies 400-13 and 400-14 further identify the need to provide maintenance access to reduce the potential for spills and to evaluate the potential redirection of sewer flow out of the canyons and into streets and other accessible locations.

OPEN SPACE PARKS AND TRAILS

The preservation of regional open space resource-based parks provides a balance between access to nature- based recreation and protecting the natural resources, much of which is in the Multi-Habitat Planning Areas. Resource-based parks, such as Mission Bay Park, Tecolote Canyon Natural Park and Marian Bear Memorial Park play a role in connecting various neighborhoods in the community to each other and can provide a substantial amount of recreational value through improved trails systems and interpretive programs promoting education and stewardship of the canyons.

Portions of a resource-based park can provide recreational value to the local community by providing unique recreational opportunities that otherwise would not be available in the community. Interpretive signs featured at open space parks can educate the public on the unique natural history and scenic value, as well as inform the community about the native flora and fauna.

Tecolote Open Space Park

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

Marian Bear Memorial Park

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

Trails and Trailhead Parks

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

URBAN RUNOFF MANAGEMENT

Urban runoff is water that flows over impervious surfaces, such as paved roads and parking lots, and is unable to infiltrate the ground. Urban runoff picks up sediment and pollutants and deposits them into streams and creeks, polluting the waters. The canyons act as natural drainages for stormwater runoff. The incorporation of sustainable features in new and existing development, such as green spaces or permeable pavement, can help to absorb urban runoff and protect water quality. Permeable pavement and porous materials can be used for playgrounds, streets, and parking lots.

LOW IMPACT DEVELOPMENT

Low Impact Development techniques can increase the ability of water to infiltrate into the ground such as bio-infiltration and bio-retention areas, green roofs, permeable pavement, tree wells with filters and soil amendments. Streets that incorporate Low Impact Development techniques are commonly called green streets and can include medians or parkways with bio-infiltration areas, permeable sidewalk pavement and tree wells with filters that allow water infiltration. See also the Urban Design Element for discussion and policies related to Urban Greening.

AIR QUALITY AND PUBLIC HEALTH

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

POLICIES

Sustainable Design

7.1

Promote and facilitate the siting of new on-site photovoltaic energy generation and energy storage systems.

7.2

Encourage development and building retrofits to incorporate energy- and water-efficient building systems, components, and practices.

7.3

Utilize sustainable design that reduces greenhouse gas emissions, pollution and dependency on non-renewable energy sources, makes efficient use of local resources, and incorporates sustainable landscaping, water use, and storm-water management.

7.4

Encourage fire resistant landscaping and design, such as the use of fire-resistant plant species and non-combustible materials, fire breaks, and regular brush management.

Urban Forestry

7.5

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

7.6

Encourage street tree and private tree planting programs throughout the community to increase absorption of carbon dioxide and air pollutants and mitigate heat impacts.

Community Gardens

7.7

Encourage community gardens on underutilized or remnant sites and on rooftops.

7.8

Integrate sustainable agriculture principles into community gardens that promote clean air and water, and healthy soils, habitats and ecosystems.

Open Spaces Parks and Trails

7.9

Encourage trail connections between parks and recreational facilities, and incorporate trailheads, multilingual wayfinding maps and multilingual signage.

7.10

Promote community awareness and responsible use of City-owned open space and canyons.

7.11

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

7.12

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

7.13

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

7.14

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

7.15

Support the enhancement of the Rose Creek Watershed.

7.16

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

Open Space Designation

7.17

Protect and preserve native species and their unique and sensitive habitats within the open space systems consistent with the Multiple Species Conservation Program.

7.18

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

7.19

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

Adjacent Development

7.20

Utilize appropriate low-fuel load natives in Brush Management Zone 2 and over utility easements in native areas.

7.21

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

7.22

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

Urban Runoff Management

7.23

Support the replacement of impermeable surfaces with permeable surfaces to support storm runoff infiltration.

7.24

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

7.25

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

7.26

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

7.27

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

7.28

Address storm drain and culvert erosion in Rose Canyon by restoring eroded tributaries, addressing outfalls and downstream gully erosion and reducing runoff draining though outfalls starting at the source where feasible.

Low Impact Development

7.29

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

Air Quality

7.30

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

7.31

Incorporate building features into new buildings located near freeways to reduce the effects of air pollution on residents and possible sensitive receptors.

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8 PUBLIC FACILITIES, SERVICES & SAFETY

CHAPTER 8: PUBLIC FACILITIES, SERVICES & SAFETY

GOALS

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

INTRODUCTION

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

PUBLIC FACILITIES AND SERVICES

A framework of public facilities and services is an essential component of a vibrant community. Parks, public spaces, and schools are vital to support a growing population, and police, and fire-rescue services and facilities are essential for public safety. Other public facilities and services also exist in the community and are provided by other government agencies. The Community Plan policies provide guidance for public agencies when considering new and enhanced institutional facilities. The public facilities serving the Clairemont are shown on Table 8-1 and Figure 8-1. The community's police and fire-rescue service needs will continue to be evaluated as conditions and demands change.

San Diego Unified School District provides public education services for the community, which are provided on local campuses such as Bay Park Elementary School (shown above).

POLICE

Clairemont is served by the Northern Division of the San Diego Police Department. The Northern Division substation is located in the University Community.

FIRE RESCUE

The potential for fire hazards is primarily concentrated within and around the community's undeveloped hillsides and canyons, which include portions of Tecolote Canyon and San Clemente Canyon. Fire engines in each station are outfitted with wildland equipment to effectively fight brush fires. The ability to respond to these fire emergencies also depends in part on being able to draw from both local resources within the community as well as those in neighboring communities.

The City has 11 brush fire apparatus throughout the City, with the closest one located approximately two miles from Clairemont located at Fire Station 35 in the University community. Three firefighting helicopters are also available at Montgomery Field for any brush fire responses. Emergency responses are also supplemented by ambulance service. Over the life of the Community Plan, the Fire-Rescue Department will continue to evaluate potential upgrades, expansions and new facilities to maintain adequate service to the community.

Public facilities, such as Station 25 shown above, serve a variety of community needs, including providing police, and fire-rescue services.

LIBRARIES

Three public branch libraries serve the Clairemont community: the Balboa Branch located at Mt. Abernathy Avenue; the Clairemont Branch located on Burgener Boulevard; and the North Clairemont Branch located on Clairemont Drive. The branch libraries are sources for books, periodicals, research and community services as well as access to education, employment opportunities, and community information. The Library Master Plan provides a long-range vision and strategy for the modernization and investment of the City library system, addressing the need for community meeting rooms, modern information technology, and activity spaces as well as needed building repairs and upgrades.

SCHOOLS

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

MESA COLLEGE

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

PUBLIC UTILITIES

As an urbanized community, all properties are served by public utilities. Water and wastewater services are provided by the City. Additionally, the City maintains and operates street lighting to enhance nighttime visibility, pedestrian and vehicle safety, and neighborhood security. Power service is offered by San Diego Gas and Electric (SDG&E) and San Diego Community Power. Gas service is also provided by SDG&E.

INSTITUTIONAL AND SEMI-PUBLIC

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

HEALTH SERVICES

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

Mesa College is a part of the San Diego Community College District and provides higher education opportunities.

The public facilities serving Clairemont, as identified in Table 8-1 and Figure 8-1

TABLE 8-1: COMMUNITY-SERVING FACILITIES

POLICE

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

FIRE AND RESCUE

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

LIBRARIES

- Balboa Branch
- North Clairemont Mesa Branch
- Clairemont Branch

PUBLIC SCHOOLS

ELEMENTARY SCHOOLS

- Alcott
- Lafayette
- Bay Park
- Lindbergh/Schweitzer
- Cadman
- Ross
- Field
- Sequoia
- Hawthorne
- Toler
- Holmes
- Whitman

MIDDLE SCHOOLS

- Creative, Performing, and Media Arts
- Marston
- Innovation
- Longfellow
- John Muir Language Academy
- Mt. Everest Academy
- Riley

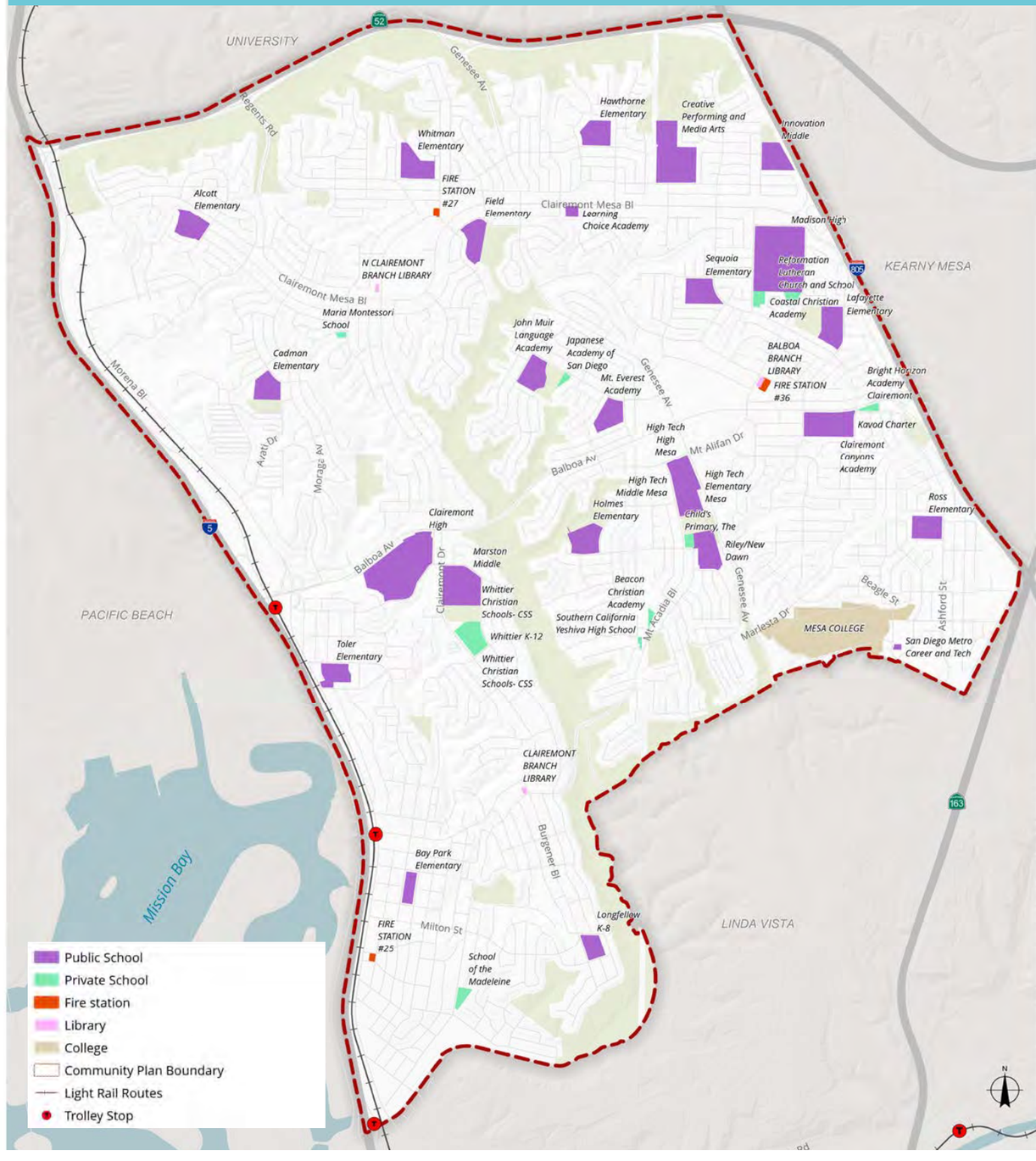
HIGH SCHOOLS

- Clairemont
- High Tech High
- Madison

COLLEGE

- Mesa Community College

FIGURE 8-1: COMMUNITY SERVING FACILITIES



SAFETY

AIR QUALITY

Air pollution diminishes as distance from the freeway increases. For residential and other sensitive-receptor land uses located near I-8, careful building design can minimize adverse effects of air pollution. Building features that can attenuate air pollution include individual home ventilation systems with high-efficiency particulate arresting air filters and carefully locating heating, ventilation and air conditioning intake vents away from pollution sources.

GEOLOGICAL & SEISMIC

The westernmost portion of the community is underlain by active and potentially active faults within the Rose Canyon fault zone, which has created most of the major landforms in the Clairemont vicinity, such as Mount Soledad through uplift on the fault and San Diego through down warping. The City of San Diego's building code requires structures to be constructed to withstand ground shaking and displacement, liquefaction, settlement/ subsidence, and soil lurching.

In addition to geologic faults, Figure 8-2 shows that Clairemont's predominant relative Geologic risk areas range from Nominal to Low and Low to Moderate risk. Geologic hazards that could affect Clairemont include ground motion, ground rupture, liquefaction, seismically induced settlement, slope instability, subsidence, expansive and corrosive soils, impermeable soils, shallow groundwater, and flooding.

HAZARDOUS MATERIALS

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

EXTREME TEMPERATURES

Extreme heat occurs when temperatures are much hotter and/or humid than average. Parks, public spaces, and the protected open space system provide relief from extreme heat days. Planting street trees and green roofs, using asphalt alternatives, and providing shade structures for transit waiting shelters and outdoor seating can help reduce heat island effect. Resilience hubs offer support like food, shelter, healthcare, and other necessary services before, during, and after a natural hazard including extreme heat.

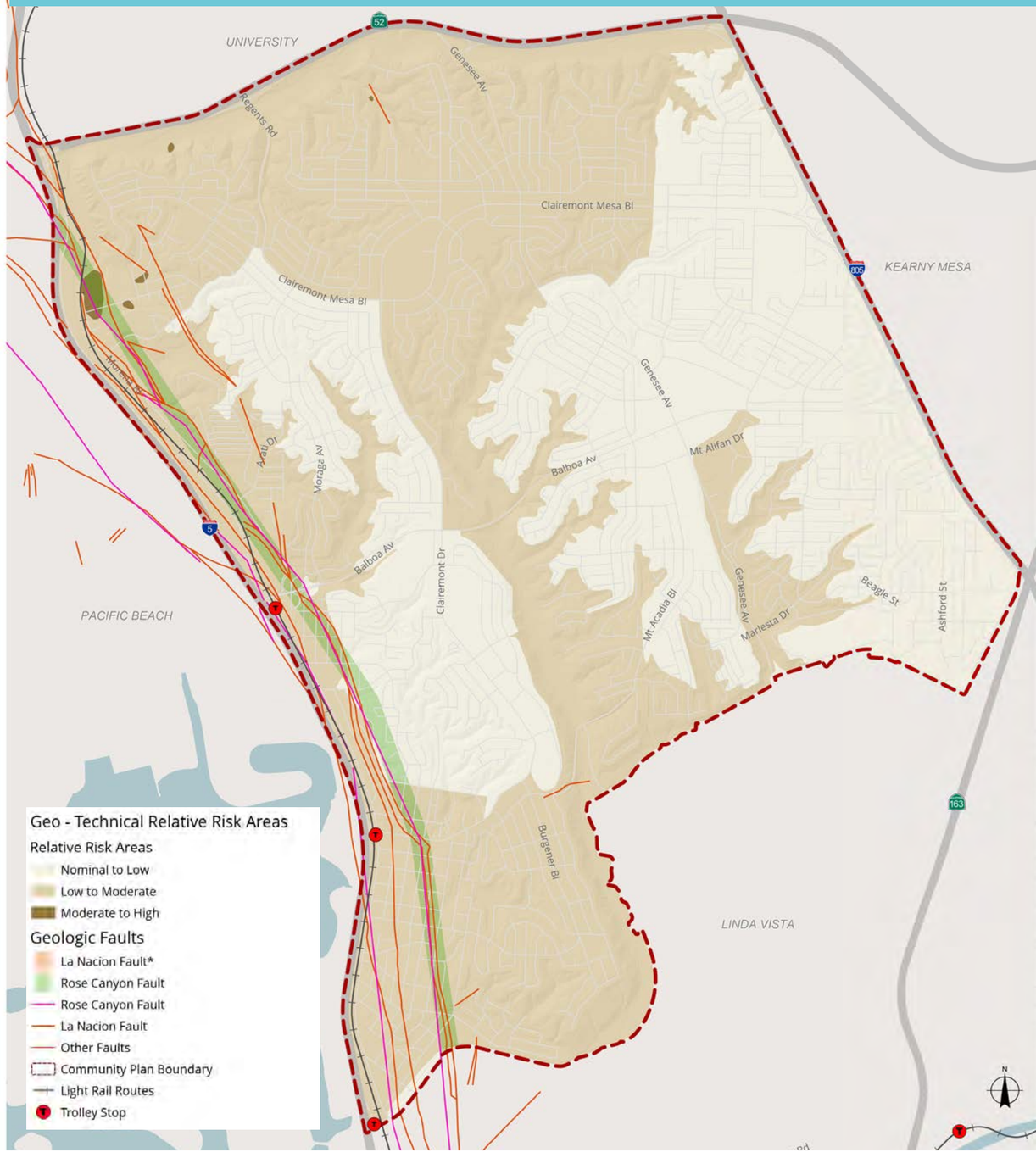
FIRE

Portions of northern and central Clairemont are located within a very high fire hazard severity zone. Fire hazards are primarily within and around the community's hillsides and canyons due to brush, weather and slopes. Fire engines in each station have wildland equipment to fight brush fires. The City responds to brush fires by drawing from City resources and from other cities and agencies. Emergency responses are supplemented by ambulance service.

FLOODING

Flood risk is concentrated along the Rose Creek Industrial Corridor and along Chateau Drive in Mesa East. The 100-year floodplain extends along the Rose Canyon Creek near the western boundary of the community and from the northeast terminus of Tecolote Canyon Natural Park along Chateau Drive. Strategies such as bioswales, raingardens and detention basins can help to address flooding.

FIGURE 8-2: GEOLOGIC AND SEISMIC CONDITIONS



POLICIES

8.1

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

8.2

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

8.3

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

8.4

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

Police

8.5

Maintain sufficient police services to serve the community.

8.6

Maintain a close relationship between community groups, Neighborhood Watch Programs and the Police Department to increase awareness of community policing concerns.

8.7

Maintain and evaluate the need for additional police services such as Community Service Officer programs and police storefronts in villages.

Fire Rescue

8.8

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

8.9

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

8.10

Support routine brush management within the City- owned open space.

8.11

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

Public Schools

8.12

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

8.13

Coordinate with the San Diego Unified School District to explore options for the provision of pre-kindergarten to 12th grade education facilities.

8.14

Ensure that new, expanded or portable buildings, and public or semi-public uses on designated institutional land are compatible with the surrounding land uses.

8.15

Support adult education and continuation classes during after school hours to provide educational opportunities for residents.

8.16

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

Libraries

8.17

Seek community input and participation in future development or expansion of library facilities serving the community.

8.18

Support opportunities to provide adequate access to a full range of published materials and library programs.

8.19

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

8.20

Expand and renovate the Balboa, Clairemont, and North Clairemont Branch libraries to meet the needs of the community consistent with the Citywide Library Master Plan.

Public Utilities

8.21

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

Health Services

8.22

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

Seismic Safety

8.23

Incorporate public space parks and landscaped areas where active faults preclude the construction of new buildings where feasible.

8.24

Work to maintain and improve the seismic resilience of structures, with consideration of preserving historical and unique structures.

Extreme Temperatures

8.25

Consider opportunities to improve accessibility to libraries and/or other designated cool zones during an extreme heat event.

8.26

Consider opportunities and suitable locations for community or City led resilience hubs that will provide resource and community connection as well as improve community response and recovery to hazard events, including extreme heat.

8.27

Design buildings and landscaping to minimize building heat gain where feasible.

A. Use trees and landscaping strategically in site design for their benefits in building, window, and outdoor space shading.
B. Encourage the use of cool roofing materials or designs.

C. Utilize window sunshades, extended roof eaves, and low emissivity window glass to control solar exposure for building interiors.

Fire

8.28

Provide education and information to the community regarding fire prevention techniques, defensible space, and required routine brush management for private properties.

8.29

Encourage fire resistant building and site design, materials, and landscaping, especially for development within very high fire hazard severity zones.

8.30

Expand and amplify wayfinding and public outreach campaigns for wildfire response.

8.31

Promote wildland fire preparedness including emergency evacuation plans and mapping of routes for residential households.

8.32

Seek State and Federal funding, incentives, and other assistance for hazardous materials site remediation.

Flooding/Stormwater

8.33

Minimize urban runoff and flooding by minimizing impervious surfaces, increasing green spaces and incorporating sustainable stormwater facilities such as bio-swales and permeable pavement.

8.34

Utilize open space areas to provide for natural retention and filtration of water to support their preservation and restoration.

8.35

Create space for water, particularly during heavy rain events, through implementation of rain gardens, bioswales, retention ponds, and other green spaces. These features reduce urban runoff, protect water quality, and provide additional green/natural spaces.

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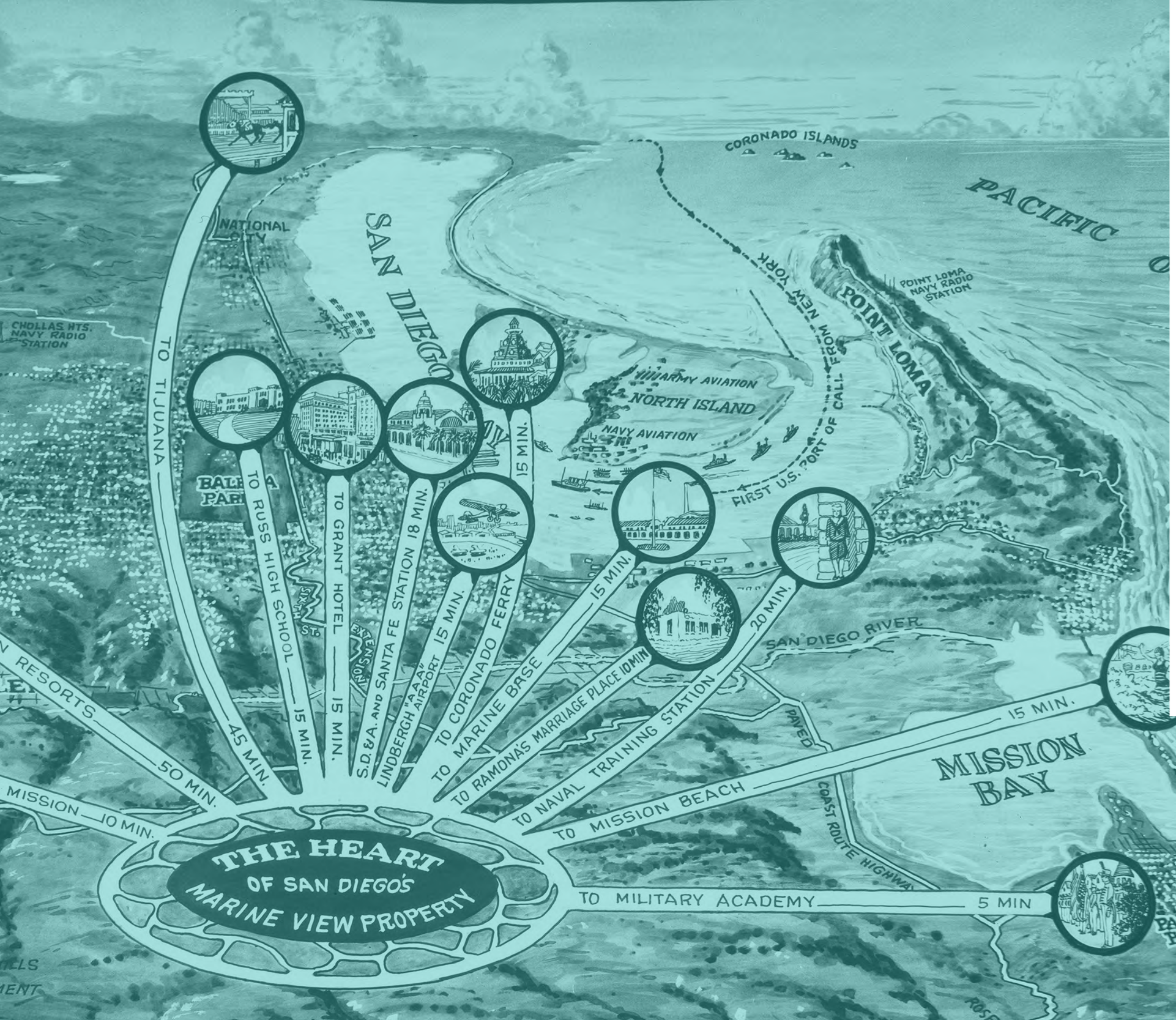

HISTORIC PRESERVATION

CHAPTER 9: HISTORIC PRESERVATION

GOALS

- A high-quality built environment enriched by the identification and preservation of Clairemont's significant historical, archaeological, and tribal cultural resources.
- Creation of commemorative, interpretive, and educational opportunities related to historical and tribal cultural resources in the Clairemont community.

INTRODUCTION

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

A Historic Context Statement and a Cultural Resources Constraints Analysis were prepared in support of the Community Plan to assist property owners, developers, consultants, community members, and City staff in the identification and preservation of significant historical, archaeological, and tribal cultural resources within Clairemont.

Clairemont Development Office, 1953
(Credit: San Diego History Center)

PRE-HISTORIC AND HISTORIC CONTEXT

The prehistoric context briefly describes the known cultural traditions and settlement patterns of the prehistoric and early historic periods, and the historic context provides a broad-brush historical overview of the overarching forces that have shaped land use patterns and development of the built environment within the Clairemont during the historic period.

TRIBAL CULTURAL HISTORY (PRE-EUROPEAN CONTACT)

Tribal cultural history is reflected in the history, beliefs and legends retained in songs and stories passed down through generations within Native American tribes. There is also an ethnohistoric period of events, traditional cultural practices and spiritual beliefs of indigenous peoples recorded from the post-European contact era. The traditional origin belief of the Yuman-speaking peoples of Southern California reflects a cosmology that includes aspects of a mother earth and father sky, and religious rituals were tied to specific sacred locations. A pre-historic material culture is contained in the archaeological record and reflects subsistence practices and settlement patterns over several prehistoric periods spanning the last 10,000 years. It is important to note that Native American aboriginal lifeways did not cease at European contact.

Clairemont is located within the ancestral homeland and unceded territory of the Yuman-speaking Kumeyaay, also known as Ipai, Tipai, or Diegueño. The Kumeyaay bands lived in semi- sedentary, political autonomous camping spots or villages near river valleys and along the shoreline of coastal estuaries in southern San Diego and southwestern Imperial counties, and northern Baja California.

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

A third nearby village, located upriver along the north side of the San Diego River, was the village of Nipaquay at the second and final location of the San Diego Mission de Alcalá, approximately three miles southeast of Clairemont. A fourth nearby village, indicated to also be located along the lower San Diego River, was the village of Sinyeweche to the east of the village of Nipaquay.

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

MORENA TOWNSITE, VICTORIAN PERIOD DEVELOPMENT PATTERNS AND SUBSEQUENT DEVELOPMENT STASIS (1888-1929)

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

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

BAY PARK VILLAGE, COMMUNITY BUILDING AND FHA PRINCIPLES

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

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

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

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

Top: Morena Subdivision Sale of Lots, Circa 1887
Bottom: Bay Park Village Information Office
(Photo Credits: San Diego History Center)

RESOURCE PRESERVATION

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

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

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

EDUCATION AND PRESERVATION

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

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

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

POLICIES

9.1

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

9.2

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

9.3

Avoid adverse impacts to significant archaeological and tribal cultural resources identified within development project sites and implement measures to protect the resources from future disturbance to the extent feasible.

9.4

Minimize adverse impacts and perform mitigation under the supervision of a qualified archaeologist and a Native American Kumeyaay monitor if archaeological and tribal cultural resources cannot be entirely avoided.

9.5

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

9.6

Identify and evaluate properties within Clairemont for potential historic significance, and preserve those found to be significant under local, state or federal designation criteria.

9.7

Prioritize consideration to the properties identified in the Study List contained in the Clairemont Community Planning Area Historic Context Statement.

9.8

Utilizing the Historic Context Statement and Modernism Context Statement survey for the Contemporary style commercial and public buildings and consider establishment of a multiple property listing for such resources.

9.9

Consider the preparation of a Reconnaissance Survey of the Community Planning Area based upon the Clairemont Community Planning Area Historic Context Statement to assist in the identification of potential historical resources, including districts and individually eligible resources, along with areas eligible for historic exemption based on shared development history.

Resource Preservation

9.10

Promote opportunities for education and interpretation of Clairemont's unique history and historic resources through mobile technology; brochures; walking tours; interpretative signs, markers, displays, exhibits; and art. Encourage the inclusion of both extant and non-extant resources.

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NOISE

CHAPTER 10: NOISE

GOAL

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

INTRODUCTION

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

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

NOISE ENVIRONMENT

COMMERCIAL AND INDUSTRIAL ACTIVITY

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

COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)

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

MOTOR VEHICLE TRAFFIC NOISE

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

RAIL NOISE

Rail noise is a source of noise in the community adjacent to Morena Boulevard and Interstate 5. Freight trains, intercity rail (Amtrak), commuter rail (Coaster), and light rail transit (Trolley) can generate relatively brief, intermittent noise events.

AIRCRAFT NOISE

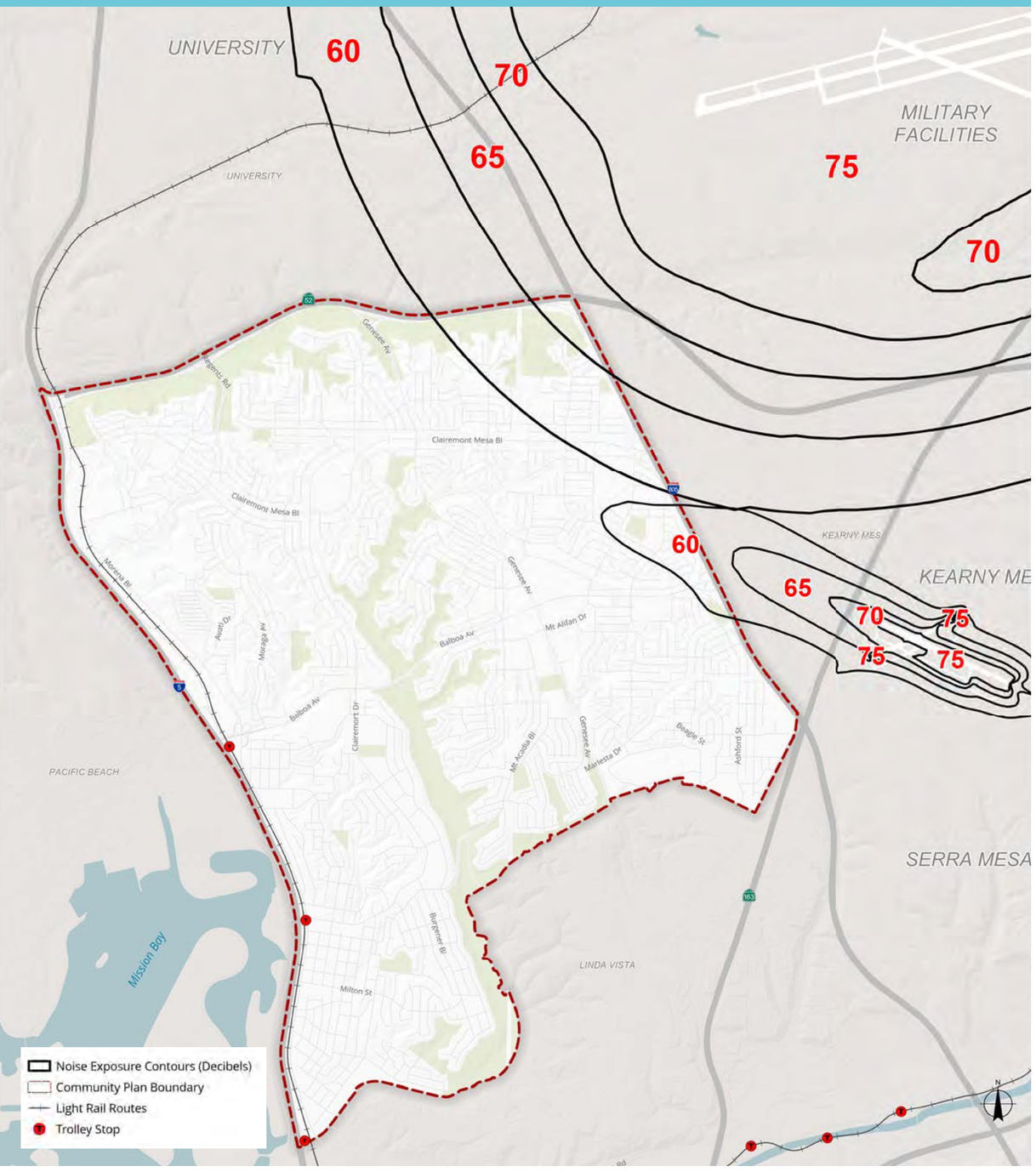
Aircraft noise and overflight of aircraft from Montgomery- Gibbs Executive Airport and MCAS Miramar affect Clairemont. Aircraft noise can affect people living and working in the community at varying degrees. The community is within the Airport Influence Area, which is the boundary for the Airport Land Use Compatibility Plan (ALUCP) for both Montgomery-Gibbs Executive Airport and MCAS Miramar.

The ALUCPs are prepared by the Airport Land Use Commission for San Diego County. Aircraft noise is one of the factors that the state of California requires ALUCPs address with established policies for land use compatibility, as discussed in the Introduction. The Airport Land Use Compatibility Plans contain the noise contours for Montgomery-Gibbs Executive Airport and Marine Corps Air Station Miramar.

The policies and criteria contained in the Airport Land Use Compatibility Plans are addressed in the General Plan (Land Use and Community Planning Element and Noise Element) and implemented with the Airport Land Use Compatibility Overlay Zone.

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

FIGURE 10-1: NOISE CONTOURS



POLICIES

Mixed-Use Development

10.1

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

Building and Site Design

10.2

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

10.3

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

10.4

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

10.5

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

10.6

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

10.7

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

10.8

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

10.9

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

10.10

Encourage parking structures adjacent to residential uses to incorporate exterior screening that reduces external noise and light impacts.

Commercial and Industrial Activity

10.11

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

10.12

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

Motor Vehicle Traffic Noise

10.13

Utilize traffic calming measures to enhance safety and reduce vehicle noise along neighborhood streets.

10.14

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

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IMPLEMENTATION

11

CHAPTER 11: IMPLEMENTATION

The urban design framework is implemented through the Community Enhancement Overlay Zone within the Land Development Code. The Community Enhancement Overlay supplements the underlying base zone development regulations to ensure consistency with the community's vision and plan policies and streamline the development review process.

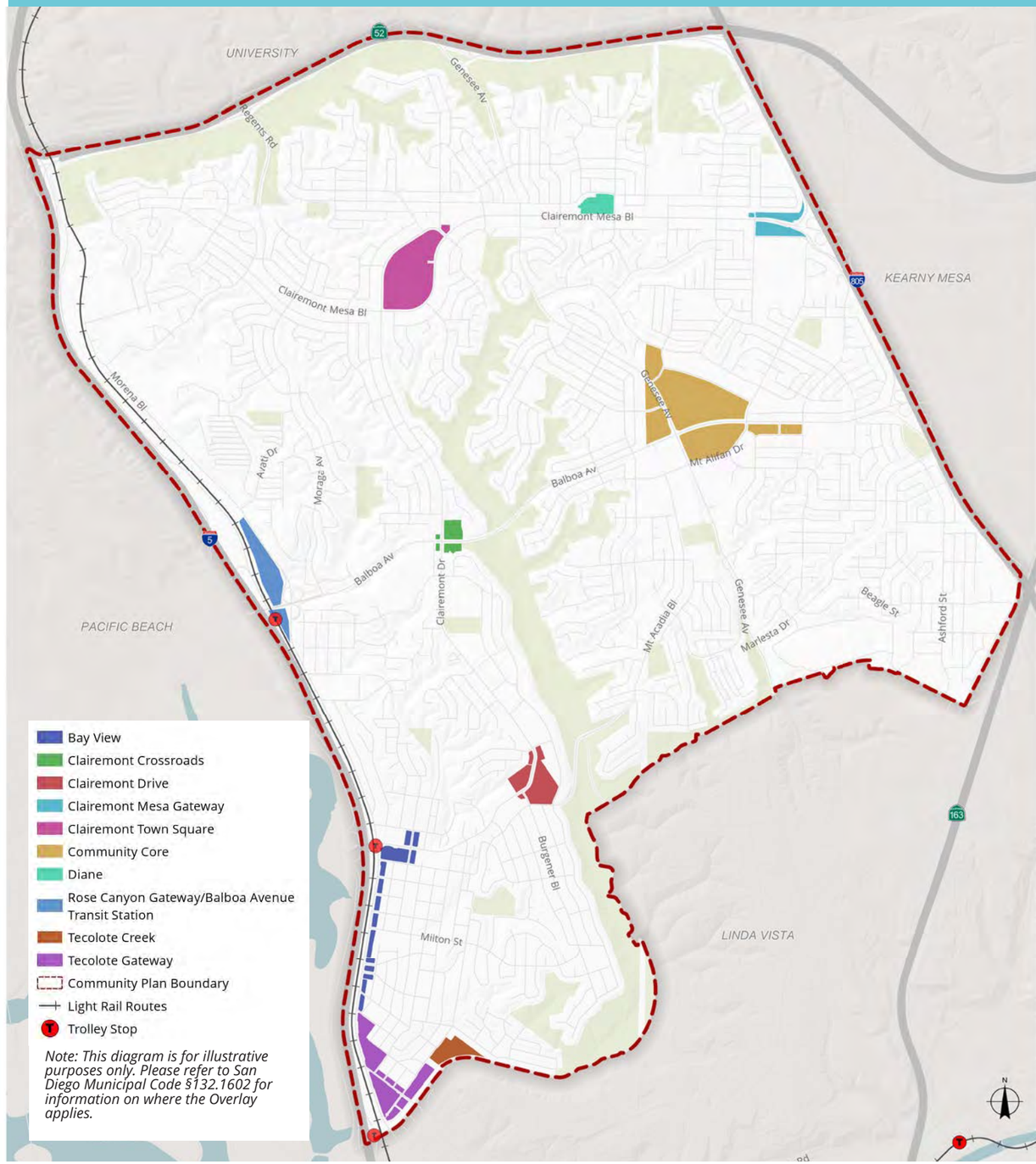
New development within the Plan Overlay is required to provide new public spaces on site where development meets specified requirements. These spaces may include (but are not limited to) play areas, fitness and circuit equipment, sports courts, game tables, performance or gathering areas, splash pads or water features, useable lawn areas, off-leash dog areas, community gardens, urban greens, podiums, plazas, and greenways or paseos that enhance connectivity.

All new development is required to make Parkway improvements according to the City of San Diego Street Design Manual. The Parkway is the minimum distance of pedestrian space between the curb and the property line; the Parkway typically includes three zones: the furnishing zone, the throughway zone, and the frontage zone.

The furnishing zone is between the curb and the throughway zone and includes street infrastructure. like street trees, waste receptacles, transit shelters, bike racks, recreational amenities, public art, etc. The throughway zone is between the furnishing zone and the frontage zone and includes the pathway for pedestrian movement. The frontage zone is between the throughway zone and the property line and may include additional street infrastructure or building amenities. The Community Plan Enhancement Overlay is shown in Figure 11-1.

The Clairemont Mesa Height Limit Overlay Zone is amended to align with the community's vision and plan policies. The height limit is raised in village areas where new capacity for homes and jobs are located. Raising the height limit in specific village areas will help to implement the Community Plan's urban design framework. The height limits by village area shown within the Land Development Code Ch XXX.

FIGURE 11-1: COMMUNITY ENHANCEMENT OVERLAY



APPENDIX

12

APPENDIX A:

GREEN STREET TYPOLOGIES

COMMERCIAL GREEN STREETS

These streets establish streetscape themes and include low impact development features to address storm water treatment adjacent to commercial areas and villages. These streets provide a uniform tree palette to add definition to commercial corridors.

RECOMMENDED TREATMENTS

Stormwater BMPs, increased urban tree canopy, double row of trees in wide rights-of-way, enhances shrub planting, increased tree planter planting area (minimum 40 square feet).

Streets

- Balboa Avenue
- Clairemont Mesa Boulevard
- Genesee Avenue
- Balboa Arms Drive
- Morena Boulevard

NEIGHBORHOOD GREEN STREETS

These streets focus on increasing the urban tree canopy and stormwater Treatment within residential neighborhoods and creating accessible and attractive pedestrian and/or bicycle connections between villages and neighborhoods.

RECOMMENDED TREATMENTS

Stormwater BMPs, increased urban tree canopy, double row of trees in wide rights-of-ways, enhanced shrub planting, increased tree planter planting area (minimum 40 square feet).

Streets

- Clairemont Drive, Morena Boulevard
- Genesee Avenue
- Conrad Avenue
- Limerick Avenue
- Mount Acadia Boulevard

ENHANCED LANDSCAPE STREETS

These streets can support enhanced landscape treatments such as additional street trees and parkway planting. Due to their grade or limited right-of-way, these streets are not suitable for storm water treatment.

RECOMMENDED TREATMENTS

Increased urban tree canopy, double row of trees in wide right-of-ways, enhanced shrub planting, increased tree planter planting area (minimum 40 square feet).

Streets

- Santa Fe Street
- Jutland Drive
- Genesee Avenue
- Balboa Avenue
- Moraga Avenue
- Clairemont Drive

APPENDIX B:

STREET TREE PLAN & SELECTION GUIDE

FIGURE 12-1: STREET TREE PLAN

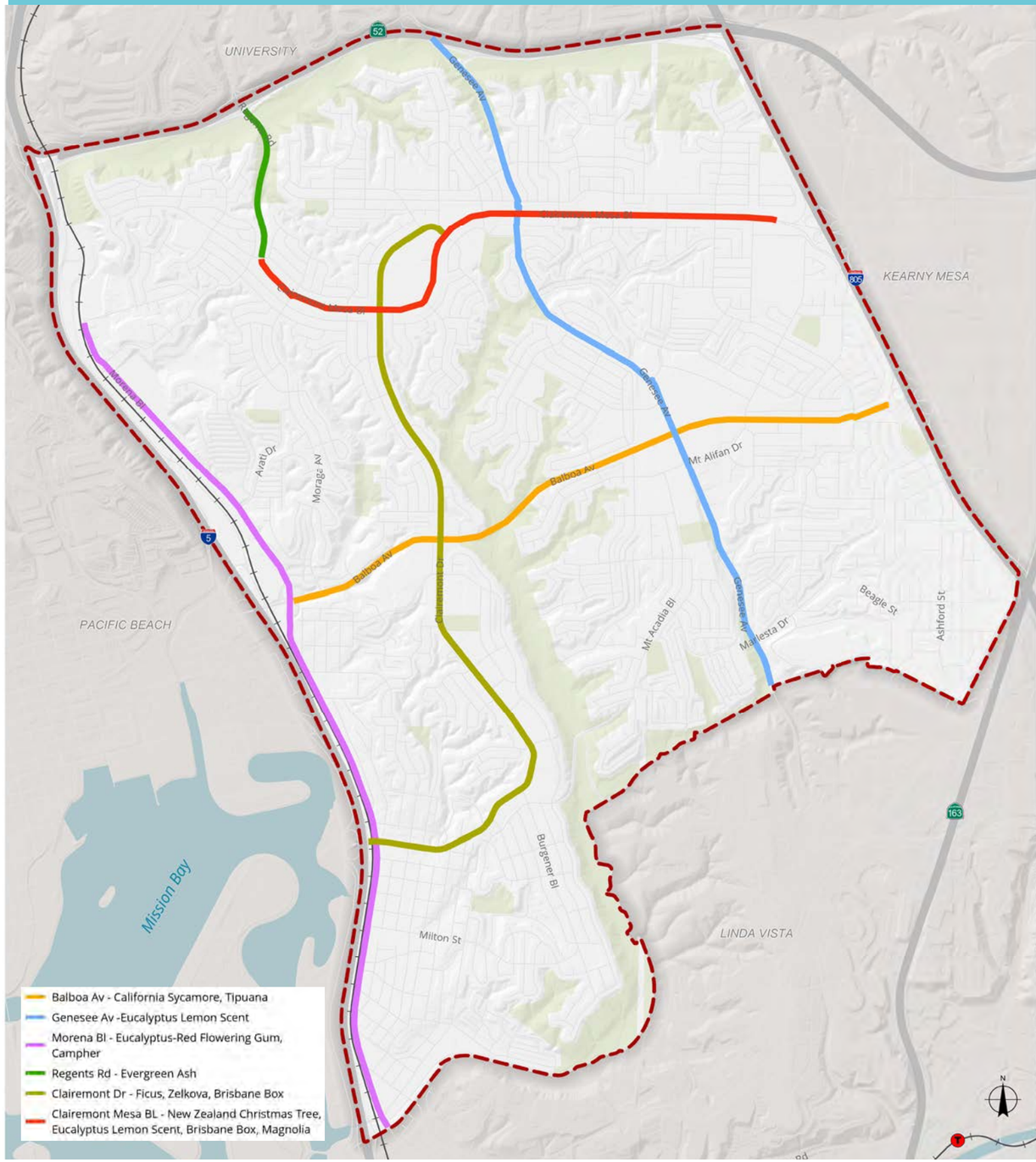


TABLE 12-1: STREET TREE SELECTION GUIDE

Street Tree Category	Botanical Name	Common Name	Tree Spacing
BALBOA AVENUE			
Primary	Plantanus Racemose (A)	California Sycamore	25′
	Tipuana Tipu (B)	Tipuana	
Median *	Plantanus Racemose	California Sycamore	
CLAIREMONT DRIVE			
Primary	Ficus Microcarpa Nitida (C)	Ficus	25′
	Zelkova Serrata (D)	Zelkova	
	Tristana Conferta (E)	Brisbane box	
Median *	Ficus Microcarpa Nitida	Ficus	
	Zelkova Serrata	Zelkova	
CLAIREMONT MESA BOULEVARD			
Primary	Metrosideros Excelsa (F)	New Zealand Christmas Tree	25′
	Eucalyptus Citriodora (G)	Eucalyptus- lemon Scent gum	
	Tristana Conferta	Brisbane box	
	Magnolia Grandiflora (H)	Magnolia	
Median *	Plantanus Racemose	California Sycamore	
	Tristana Conferta	Brisbane box	
GENESEE AVENUE			
Primary	Eucalyptus Citriodora	Eucalyptus - Lemon Scent Gum	25′
Median *	Cinnamomum Campher (I)	Campher	
MORENA BOULEVARD			
Primary	Corymbia Ficifolia (J)	Eucalyptus - Red Flowering Gum	25′
	Cinnamomum Campher	Campher	
Median *	Cinnamomum Campher	Campher	
REGENTS ROAD			
Primary	Fraxinus Velutina	Evergreen Ash	25′
Median *	Fraxinus Velutina	Evergreen Ash	

Plantanus Racemose, California Sycamore

Tipuana Tipu, Tipuana

Ficus Microcarpa Nitida, Ficus tree

Zelkova Serrata, Zelkova

Tristana Conferta, Brisbane Box

Metrosideros Excelsa New Zealand Christmas Tree

Eucalyptus Citriodora Eucalyptus, Lemon Scent Gum

Magnolia Grandiflora, Magnolia

Cinnamomum Campher, Campher

Corymbia Ficifolia Eucalyptus, Red Flowering Gum

** Refer to City of San Diego Street Tree Selection Guide for parkway size recommendations per tree species.*

APPENDIX C:

PARK AND RECREATION INVENTORY

TABLE 12-2: PARK AND RECREATION INVENTORY

Site #	Project Title	Description	Recommendations	Existing Park Value	Planned Park Value	Existing Size (acres)	Planned Size (acres)
COMMUNITY PARKS							
1	North Clairemont Community Park	Existing park and recreation facilities consisting of a recreation center, senior center, off-street parking areas, multi-purpose turf areas, children's play area, tennis court, basketball court, picnic tables and walkways.	Expand the recreation center to accommodate a community room, kitchen, additional restrooms, office space and A/C, provide a restroom, upgrade the off-street parking areas, provide a universally accessible children's play area, provide an off-leash dog park area, provide storage area, provide picnic shelters, provide new sand volleyball court, construct a raised stage, expand the tennis court and basketball courts to regulation size and provide trail improvements and trailhead to Tecolote Canyon trail system.	269.5	192.5	9.59	0
2	Olive Grove Community Park	Existing park and recreation facilities consisting of a restroom, ball fields, multi-purpose turf fields, lighted basketball courts, a children's play area, off-street parking, picnic tables and walkways.	Provide a recreation center, expand the off-street parking area, provide picnic shelters, upgrade the children's play area and restroom.	297.5	199.5	9.18	0
3	South Clairemont Community Park	Existing park and recreation facilities consisting of a recreation center, aquatic complex, off-street parking, multi-purpose turf fields, children's play area, multi-purpose courts, picnic shelter, picnic tables and walkways.	Expand the recreation center to accommodate a gymnasium, indoor courts, multi-purpose rooms and office space, universally accessible children's play area, multi-purpose courts, expand the off-street parking areas, provide picnic shelters and upgrade the irrigation system.	276.5	305.0	9.78	0
NEIGHBORHOOD PARKS & MINI PARKS							
4	Cadman Community Park	Existing park and recreation facilities consisting of a recreation center, a concessions building, a field house, off-street parking, ball fields, lighted tennis court, basketball court, multi-purpose turf areas, children's play area, unfenced off-leash dog area, walkways, seating and picnic tables.	Expand the Recreation Center to accommodate a full size gym, expand the parking lot, expand the tennis courts, expand foul ball netting, upgrade the children's play area, ADA path of travel upgrades, interpretive signage, off-leash dog area fencing, picnic shelter, and security lighting.	196.0	108.5	5.05	0
5	East Clairemont Athletic Area	Existing park consisting of passive and active recreation amenities including ball fields, batting cages, concession stand, multi-purpose turf area, off-street parking, children's play area, walkways, seating, and picnic tables.	Remove existing bleachers and replace to meet safety standards, provide sport lighting, provide security lighting, install shade structure at the children's play area, construct trash enclosure, construct drainage system along residential fence line, install flagpole with lighting, update irrigation system, and plant additional shade trees.	262.5	157.5	6.99	0
6	Gershwin Neighborhood Park	Existing park consisting of passive and active recreation amenities including a basketball court, tennis court, multi-purpose turf area, children's play area, walkways, seating, and picnic tables.	Upgrade the children's play area, install shade structure at the children's play area, improve ADA path of travel and provide picnic shelter.	154.0	161.0	4.10	4.10
7	Lindbergh Neighborhood Park	Existing park consisting of passive and active recreation amenities including multi-purpose courts, multi-purpose turf area, off-street parking, children's play area, walkways, seating, and picnic tables.	Upgrade off-street parking area, repair existing multi-purpose courts, and provide picnic shelter. Consider sports lighting, expanded play area(s) and potential for recreation center.	252.0	203.0	7.98	7.98
8	MacDowell Neighborhood Park	Existing park consisting of passive amenities including multi-purpose turf area, children's play area, walkways, seating, and picnic tables.	Upgrade the children's play area to meet ADA standards, install shade structure at children's play area, ADA path of travel upgrades, and provide picnic shelter.	126.0	122.5	2.31	2.31
9	Mt. Acadia Neighborhood Park	Existing park consisting of passive and active recreation amenities including ball fields, concession stand, multi-purpose turf area, off-street parking, children's play area, walkways, seating, and picnic tables.	Upgrade the children's play area, install shade structure at the children's play area, improve drainage at children's play area, ADA path of travel upgrades, provide picnic shelter, install flagpole with lighting update irrigation system, and plant additional shade trees.	231.0	143.5	5.61	5.61
10	Mt. Etna Neighborhood Park	Existing park consisting of passive and active recreation amenities including ball fields, batting cages, concession stand, multi-purpose turf area, off-street parking, children's play area, walkways, seating, and picnic tables.	Construct new concession/comfort station, Construct a trash enclosure, upgrade off-street parking area replace drinking fountains, ADA path of travel upgrades, upgrade the children's play area to meet safety standards, and provide picnic shelter.	220.5	143.5	3.23	3.23

TABLE 12-2: PARK AND RECREATION INVENTORY (CONT.)

Site #	Project Title	Description	Recommendations	Existing Park Value	Planned Park Value	Existing Size (acres)	Planned Size (acres)
11	Western Hills Neighborhood Park	Existing park consisting of passive and active recreation amenities including a basketball court, tennis court, multi-purpose turf area, children's play area, off-street parking, walkways, seating, and picnic tables.	Install shade structure at the children's play area, upgrade the children's play area to meet ADA standards, restroom upgrades, ADA path of travel upgrades, expand on-site parking, provide security lighting, and provide picnic shelter.	182.0	171.5	6.35	6.35
12	Coral Rose Mini Park	Proposed mini park on City owned property to accommodate active recreational uses, social connections, and cooling benefits.	Design and construct a park with facilities consisting of a universally accessible children's play area, multi-purpose turf, basketball courts with sport lights, shade pavilion, public art, a restroom, off-leash dog-area, cultural education element, seating, and shade trees.	0.0	199.5	0.00	3.00
POCKET PARKS AND TRAILHEADS							
13	Acworth Avenue Trailhead Pocket Park	Proposed pocket park within City-owned open space to accommodate passive recreational uses, including a trailhead into Tecolote Canyon Natural Open Space Park.	Design and construct park amenities to support passive recreation, such as children's play area, landscaping, seating, walkways, and interpretive signs.	0.0	203.0	0.00	1.61
14	Regina Avenue Trailhead Pocket Park	Proposed pocket park within City-owned open space to accommodate passive recreational uses, including a trailhead into Marian Bear Open Space Park.	Design and construct park amenities to support passive recreation, such as landscaping, seating, walkways, and interpretive signs.	0.0	47.3	0.00	0.15
15	Marian Bear Trailhead Pocket Park	Proposed pocket park within City-owned open space to accommodate passive recreational uses, including a trailhead into Marian Bear Open Space Park.	Design and construct park amenities to support passive recreation, such as fitness circuit, landscaping seating, walkways, and interpretive signs.	0.0	154.0	0.00	0.25
16	Mt. Lawrence Linear Park	Proposed linear park within City-owned open space to accommodate passive recreational uses.	Design and construct park amenities to support passive recreation, such as children's play area, landscaping seating, walkways, and interpretive signs.	0.0	59.5	0.00	0.49
17	Mt. Lawrence Pocket Park	Proposed pocket park within City-owned open space to accommodate passive recreational uses.	Design and construct park amenities to support passive recreation, such as children's play area, landscaping seating, walkways, and interpretive signs.	0.0	52.5	0.00	0.54
18	Brandywine Street Mini Park	Proposed mini park to accommodate active recreational uses, social connections, and cooling benefits.	Recommend acquiring 3 vacant parcels at the west end of Brandywine Street to be combined with 3 City owned parcels in the same area for a future mini park. Design and construct a park with facilities consisting of a children's play area, multi-purpose turf, shade pavilions, public art, cultural signage, a scenic view overlook area, seating, and shade trees.	0.0	119.0	0.00	1.15
JOINT USE FACILITIES							
19	Alcott Elementary Joint Use Facility	Existing joint use facilities consisting of a turf multi-purpose field, children's play area, and passive turf area pursuant to long-term joint use agreement.	Upgrade the children's play area to meet ADA and safety standards; install shade structure at the children's play area; and remove turf, upgrade drainage system, install new irrigation system, and install new turf.	154.0	0.0	6.11	0.00
20	Bay Park Elementary Joint Use Facility	Proposed joint use facilities pursuant to long-term joint use agreement.	Joint use facilities consisting of a passive multi-purpose turf field, walking track, irrigation and landscaping.	0.0	63.0	0.00	1.25
21	Cadman Elementary Joint Use Facility	Existing joint use facilities consisting of a turf multi-purpose field, and lighted Little Padres ballfield pursuant to long-term joint use agreement.	Extend foul ball netting to cover School District pedestrian walkway.	84.0	0.0	3.64	0.00
22	Clairemont Canyon Academy Joint Use Facility	Existing joint use facilities with turf field, running track, hardcourts/basketball, parking, drinking fountain, fencing, irrigation and landscaping.	Future restroom building.	56.0	0.0	2.62	0.00
23	Creative Performing Media and Arts (CPMA) Middle Joint Use Facility	Proposed joint use facilities pursuant to long-term joint use agreement.	Joint use facilities consisting of a multi-purpose turf field, DG walking track, existing hard courts, existing off-street parking, drinking fountain, irrigation and landscaping.	196.0	0.0	0.00	8.00
24	Field Elementary Joint Use Facility	Existing joint use facilities consisting of lighted DG ballfield with skinned infield pursuant to long-term joint use agreement.	Install turf on the ballfield and multi-use sports field; and upgrade and install new lighting.	63.0	0.0	3.35	0.00
25	Hawthorne Elementary Joint Use Facility	Proposed joint use facilities pursuant to long-term joint use agreement.	Joint use facilities consisting of multi-purpose turf field, backstops, DG walking track, drinking fountain, comfort station, and irrigation.	0.0	91.0	0.00	4.55

TABLE 12-2: PARK AND RECREATION INVENTORY (CONT.)

Site #	Project Title	Description	Recommendations	Existing Park Value	Planned Park Value	Existing Size (acres)	Planned Size (acres)
26	Holmes Elementary Joint Use Facility	Proposed joint use facilities pursuant to long-term joint use agreement.	Joint use facilities consisting of multi-purpose turf field, backstops, DG walking track, drinking fountain, comfort station, and irrigation.	77.0	0.0	0.00	4.50
27	Innovation Middle Joint Use Facility	Existing joint use facilities pursuant to long-term joint use agreement.	Joint use facilities consisting of multi-purpose turf field, DG walking track, drinking fountain, basketball courts, off-street parking, hardscape for court games, irrigation and landscaping.	91.0	0.0	3.73	0.00
28	Lafayette Elementary Joint Use Facility	Proposed joint use facilities pursuant to long-term joint use agreement.	Joint use facilities consisting of a multi-purpose turf field, asphalt walking track, backstops, drinking fountain, security fencing, irrigation and landscaping.	0.0	84.0	0.00	6.20
29	Longfellow K-8 Joint Use Facility	Existing joint use facilities pursuant to long-term joint use agreement.	Joint use facilities consisting of a passive multi-purpose turf field, walking track, existing hardcourts, drinking fountain, fencing irrigation and landscaping.	38.5	0.0	1.42	0.00
30	Marston Middle Joint Use Facility	Existing joint use facilities consisting of lighted DG ballfield pursuant to long-term joint use agreement.	Install turf on the ballfield and multi-use sports field; and upgrade lighting.	84.0	0.0	5.60	0.00
31	Ross Elementary Joint Use Facility	Proposed future joint use facilities consisting of green play field/ ballfield pursuant to a future long-term joint use agreement.	Joint use facilities consisting of a turf multi-purpose field, walking/ running track, irrigation, landscaping and potential hard-surface play courts.	0.0	63.0	0.00	4.00
32	Sequoia Elementary Joint Use Facility	Existing joint use facilities pursuant to long-term joint use agreement.	Joint use facilities consisting of a multi-purpose turf field, asphalt walking track, backstops, existing hardcourts, existing children's play area, drinking fountain, fencing, irrigation and landscaping.	84.0	0.0	5.10	0.00
33	Toler Elementary Joint Use Facility	Proposed joint use facilities pursuant to long-term joint use agreement.	Joint use facilities consisting of a turf multi-purpose field, and passive turf area, irrigation and landscaping.	0.0	28.0	0.00	2.24
34	Whitman Elementary Joint Use Facility	Proposed joint use facilities pursuant to long-term joint use agreement.	Joint use facilities consisting of a multi-purpose turf field, asphalt walking track, off-street parking, drinking fountain, fencing, irrigation and landscaping.	91.0	0.0	0.00	3.00
TRAILS							
Citywide Trails Master Plan will comprehensively plan trail and open space park planning that complies with MSCP consistency findings, Environmentally Sensitive Land regulations, and Natural Resource Management Plans before being formally proposed for City evaluation and funding (see Parks Master Plan policies PP10, CSR25 and RP5).							
35	Tecolote Canyon Natural Park Trails	Existing trail network through Tecolote Canyon with various trailheads, trail amenities, and recreational facilities.	Design and construct new trails, trail relocations, and trailheads with amenities such as benches, educational signage, protective fencing, native landscaping, trash and recycling containers, and overlooks, as determined and approved by the City and which are consistent with the City's MHPA regulations.	168.0	28.0	-	-
36	Genesee Trailhead and Scenic Overlooks into Tecolote Canyon Natural Park	Existing trailhead at Genesee with far-reaching views into Tecolote Canyon.	Design and construct new trailhead features such as benches, educational signage, protective fencing, native landscaping, and trash and recycling containers, as determined and approved by the City and which are consistent with the City's MHPA regulations.	7.0	0.0	-	-
37	Marian Bear Memorial Park Trails	Existing trail network through Marian Bear Open Space with various trailheads, trail amenities, and recreational facilities.	Design and construct new trails, trail relocations, and trailheads with amenities such as benches, educational signage, protective fencing, native landscaping, trash and recycling containers, and overlooks, as determined and approved by the City and which are consistent with the City's MHPA regulations.	119.0	0.0	-	-
38	Biltmore Street Trailhead and Scenic Overlook to Marian Bear Memorial Park	Existing trailhead, shaded by oaks with bench, trash receptacle and scenic overlook.	Design and construct new educational signage, as determined and approved by the City and which are consistent with the City's MHPA regulations.	7.0	0.0	-	-

TABLE 12-2: PARK AND RECREATION INVENTORY (CONT.)

Site #	Project Title	Description	Recommendations	Existing Park Value	Planned Park Value	Existing Size (acres)	Planned Size (acres)
POTENTIAL PARKS WITH NEW DEVELOPMENT							
39	Parks and Public Spaces within New Development and other future park opportunities	New infill developments that meet certain size thresholds are required to provide 5%-15% of the site for publicly accessible parks/public spaces. New infill development that does not meet size thresholds is incentivized to provide new publicly accessible parks and public spaces. The City will continue to explore future park opportunities, outside of infill development requirements, to ensure that public benefits are provided as Clairemont grows.	Potential programming and amenities for new parks and public spaces include All-Weather Shade Covers / Pavilions with Tables and Seating, Community Gardens, Interactive / Technology Elements, Multi-Purpose Turf Areas, Off-Leash Dog Areas, Placemaking Elements, Childrens Play Areas, Fitness Circuits, Plazas or Performance / Event Spaces, Splash Pads, and Sports Courts with Lighting.	0.0	4194.0	-	-
RECREATION CENTERS							
40	Cadman Rec. Center	Existing 2,568 sq. ft. recreation center consisting of a kitchen, and two multi-purpose rooms.	Design and construct a 7,000 sq. ft. recreation center. Consider facilities which expand recreation and provide a benefit to the community such as office space, community rooms, equipment storage, and improvement to existing facilities.			2,568	4,432
41	South Clairemont Rec. Center	Existing recreation center consisting of a dance room, a kitchen, two multi-purpose rooms, and a stage.	Design and construct a 15,000 sq. ft. recreation center to include a gymnasium/auditorium, office space, restrooms, equipment storage, and off-street parking. Consider facilities which expand recreation and provide a benefit to the community such as office space, community rooms, equipment storage, and improvement to existing facilities.			6,557	8,442
42	North Clairemont Rec. Center	Existing recreation center consisting of a game room, a kiln room, kitchen and three multi-purpose rooms.	Expand existing recreation center to 11,000 sq. ft. Consider facilities which expand recreation and provide a benefit to the community such as office space, community rooms, equipment storage, and improvement to existing facilities			9,808	1,500
43	Cathy Hopper Clairemont Friendship Center at North Clairemont Community park	Existing recreation facility leased as Cathy Hopper Friendship Center.	Consider modernization and new facilities to existing building.			6,450	0
44	Olive Grove Rec. Center	Proposed recreation center at Olive Grove Community Park (or other location to be determined).	Design and construct recreation center. Consider facilities which expand recreation and provide a benefit to the community such as office space, community rooms, food services, and equipment storage.			0	15,000
45	South Morena Rec. Center	Proposed recreation center in the southerly area of the community (or other location to be determined).	Design and construct recreation center. Consider facilities such as office space, kitchen, multi-purpose court(s), community rooms, kids play area)s), food services, and equipment storage.			0	17,000
46	Mt. Abernathy Rec. Center	Proposed recreation center on City land facing Mt. Abernathy Avenue, south of the existing Balboa Branch Library and Fire Station 36.	Design and construct a small recreation center in a narrow parcel. Consider facilities which expand recreation and provide a benefit to the community such as community rooms, a sports hardcourt, equipment storage, small parking/vehicular access and landscaping.			0	8,500
AQUATIC COMPLEXES							
47	Clairemont Aquatic Complex	Existing aquatic complex at South Clairemont Community Park with a 25-yard long x 25-meter wide swimming pool, shaded bleachers, walk-in ramp for ADA access, and grassy area.	Consider new and replacement facilities which expand recreation and provide a benefit to the community such as infrastructure improvements and upgrades to existing amenities.			1.0	0
48	South Morena Aquatic Complex	Proposed aquatic complex in the southern part of the community or in one of the communities south of Clairemont (location to be determined) would provide access to aquatics programs to southern Clairemont, Linda Vista, Mission Valley and Uptown.	Design and construct an aquatics complex. Consider facilities which expand recreation and provide aquatics recreation programs with infrastructure such as a swimming pool, lifeguard office space, equipment storage, and ADA compliant amenities.			0.00	1.0
TOTAL RECREATION VALUE POINTS COMMUNITY WIDE				**3,787**	**7,294**	**101.74**	**142.67**