

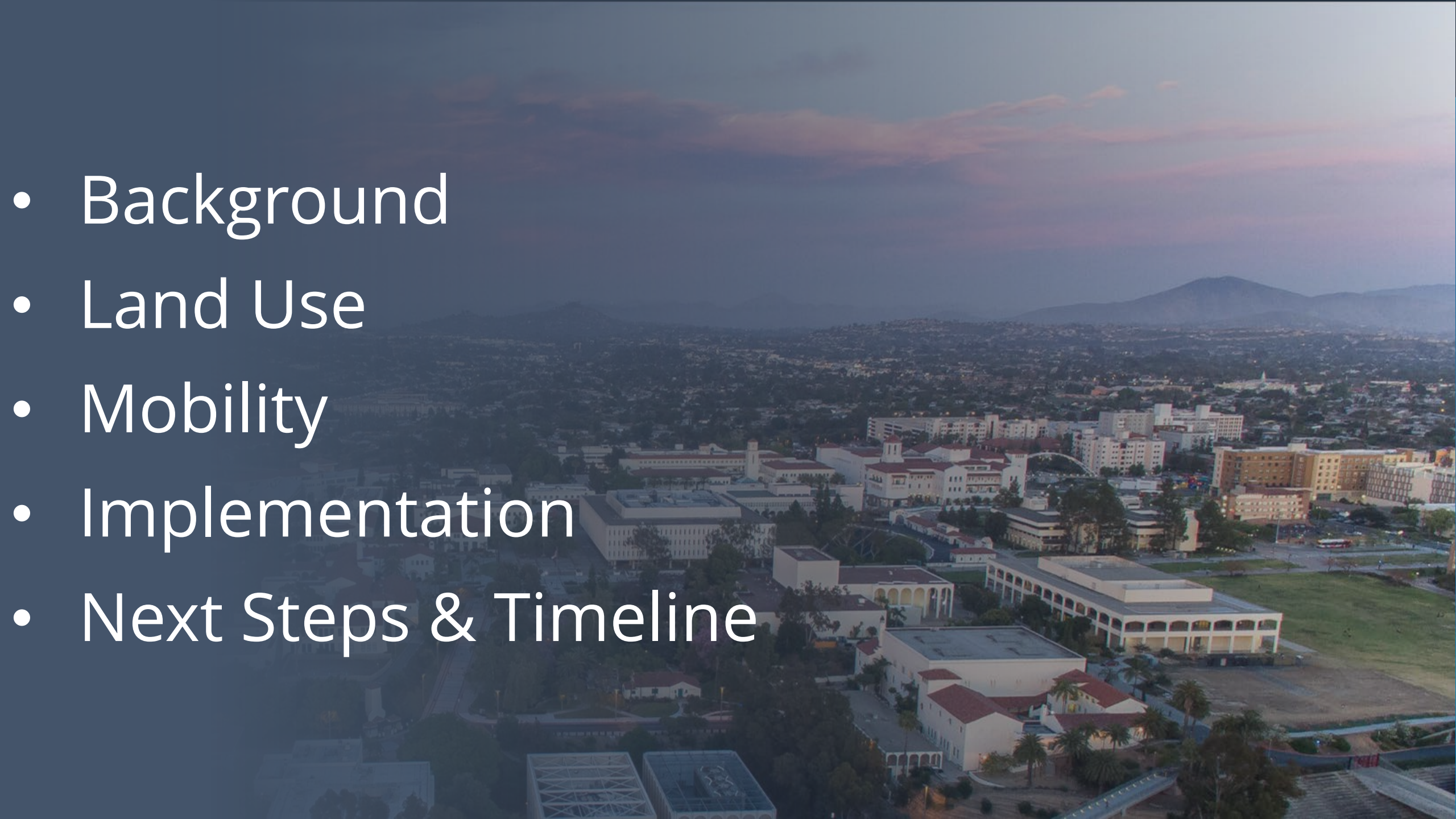
City Planning Department

College Area Community Plan Update

September 3, 2025



- Background
- Land Use
- Mobility
- Implementation
- Next Steps & Timeline





Background

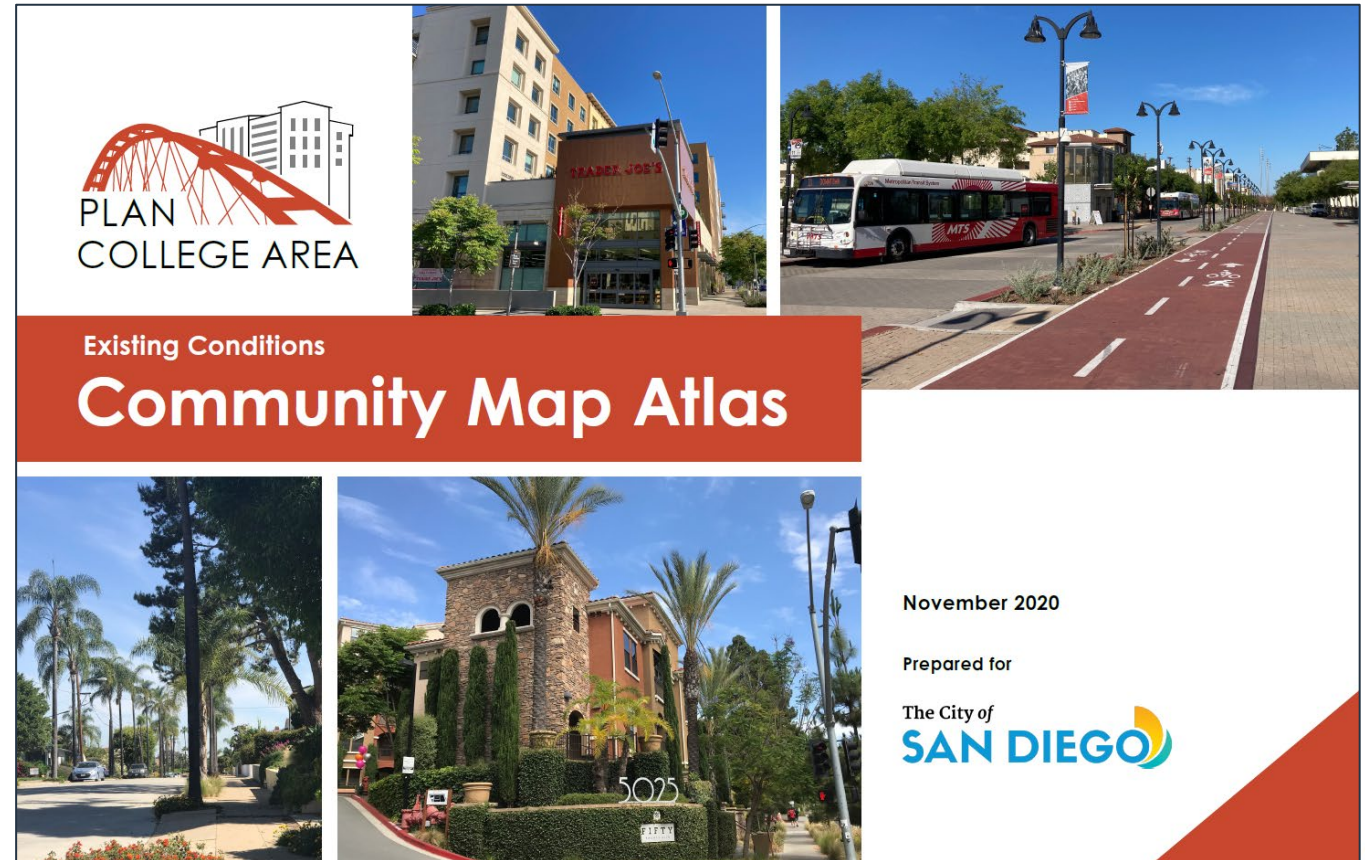
2019 – 2020

7 Vision Report *summarized*

1. Increase housing at corridors and nodes
2. Improve local mobility
3. A 'Campus Town' near SDSU
4. A linear park along Montezuma Road
5. Create a sense of identity and place
6. Connections between to SDSU
7. Protect the integrity of single-family neighborhoods

March 2020

CPU Kick-off



Vision Statement

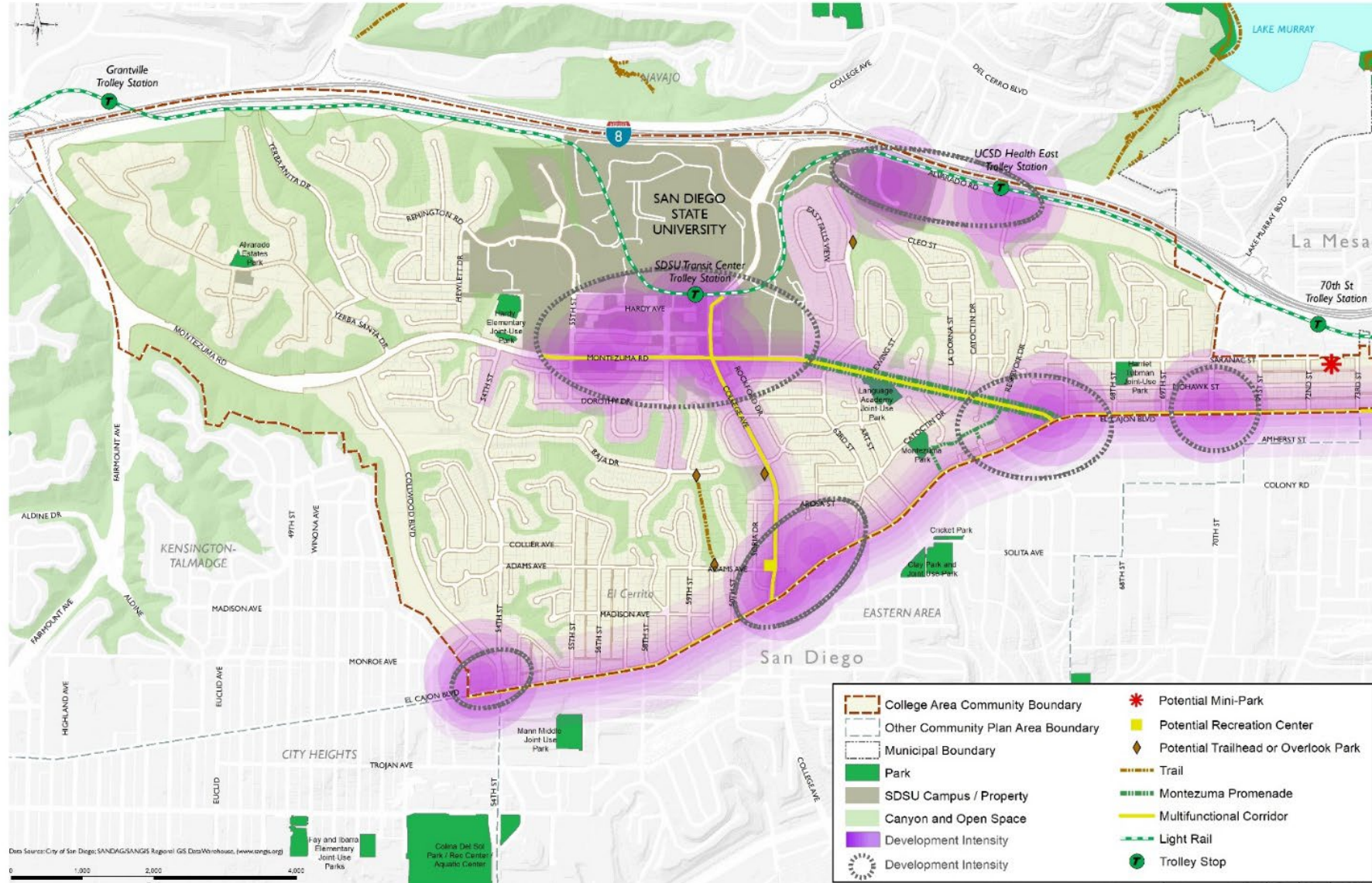
The community plan envisions a college village with **vibrant mixed-use corridors and nodes that connect to neighborhoods and the university**, and that enhance the community.

Guiding Principles *summarized*

- Building / public space **design for sustainability/livability**
- **Housing near SDSU, transit and community amenities/jobs**
- Safe and convenient transit and active mobility
- A **vibrant and sustainable business district**
- SDSU as **anchor community institution**
- **Active mobility improvements** for public health and business vitality
- **Preserve and expand parks and open space**
- Emissions-free transportation system
- **Public spaces that support cultural exchange** with community agencies, local businesses, public schools, the university, and other local arts organizations

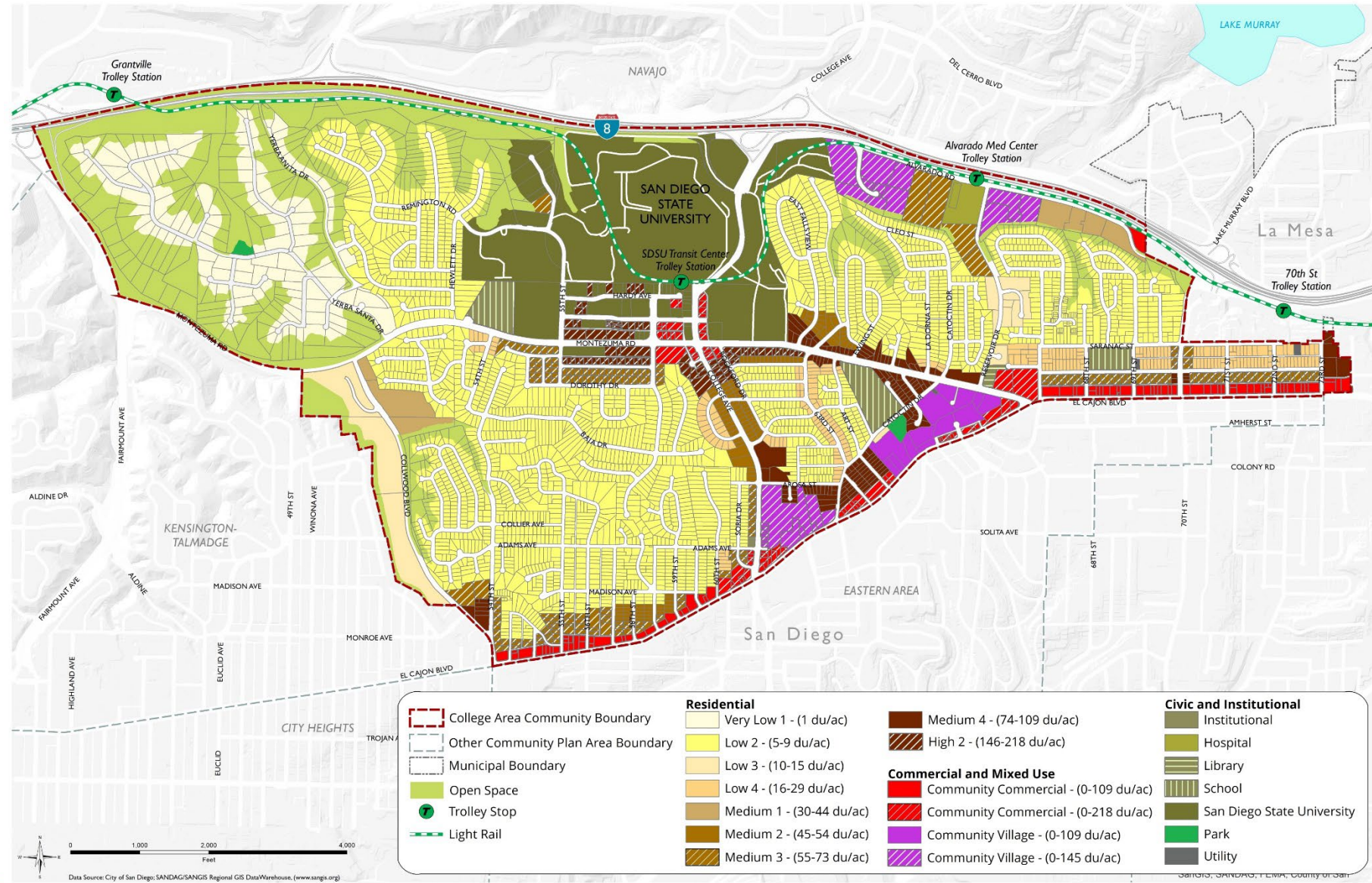


Land Use



- Mixed-use Corridors
- Highest density at Activity Centers & Nodes
- Campus Town
- Public Spaces with New Development

- The most capacity for new homes in **burgundy near SDSU** and **purple at major intersections and near trolley**
- Focus on adding capacity for new homes **along major corridors** with density **transitions**
- **Campus town**
- **No change in yellows** (*Low 1 to Low 3*)





Mobility

Safety for All Modes



Social Function



Ecological Function



Multiple Comfortable Mobility Choices

Pocket Parks & Sidewalk Seating

Stormwater Management/Urban Greening

A more walkable and connected community

- Wider sidewalks
- High-visibility crosswalks
- Pedestrian-scale lighting

Districts support heaviest pedestrian activity

Corridors support high pedestrian activity

Connectors support lighter pedestrian activity



Higher Speed / Volumes

Bus/Bike Lane

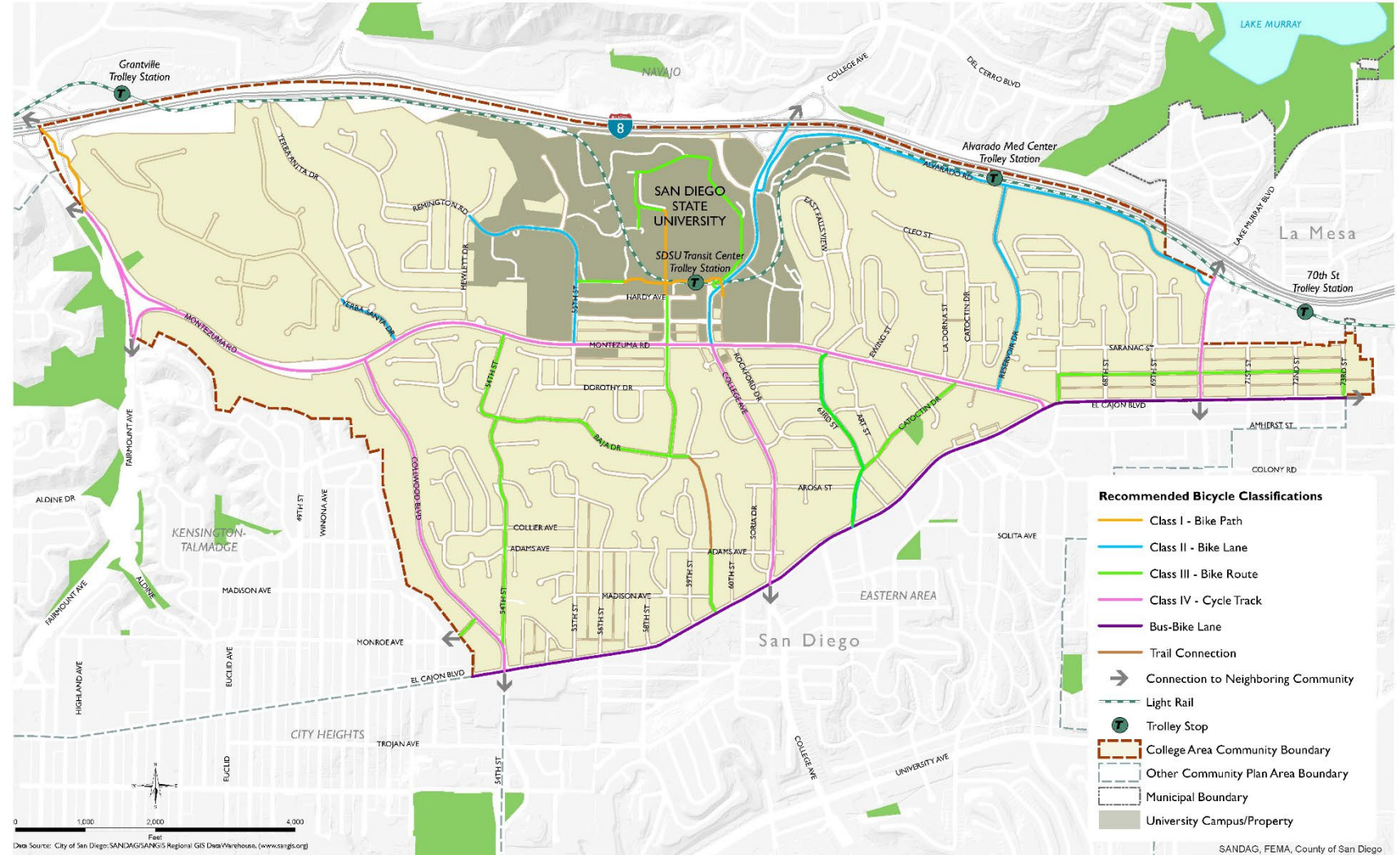
Class IV – Separated Bikeways

Lower Speed / Lower Volumes

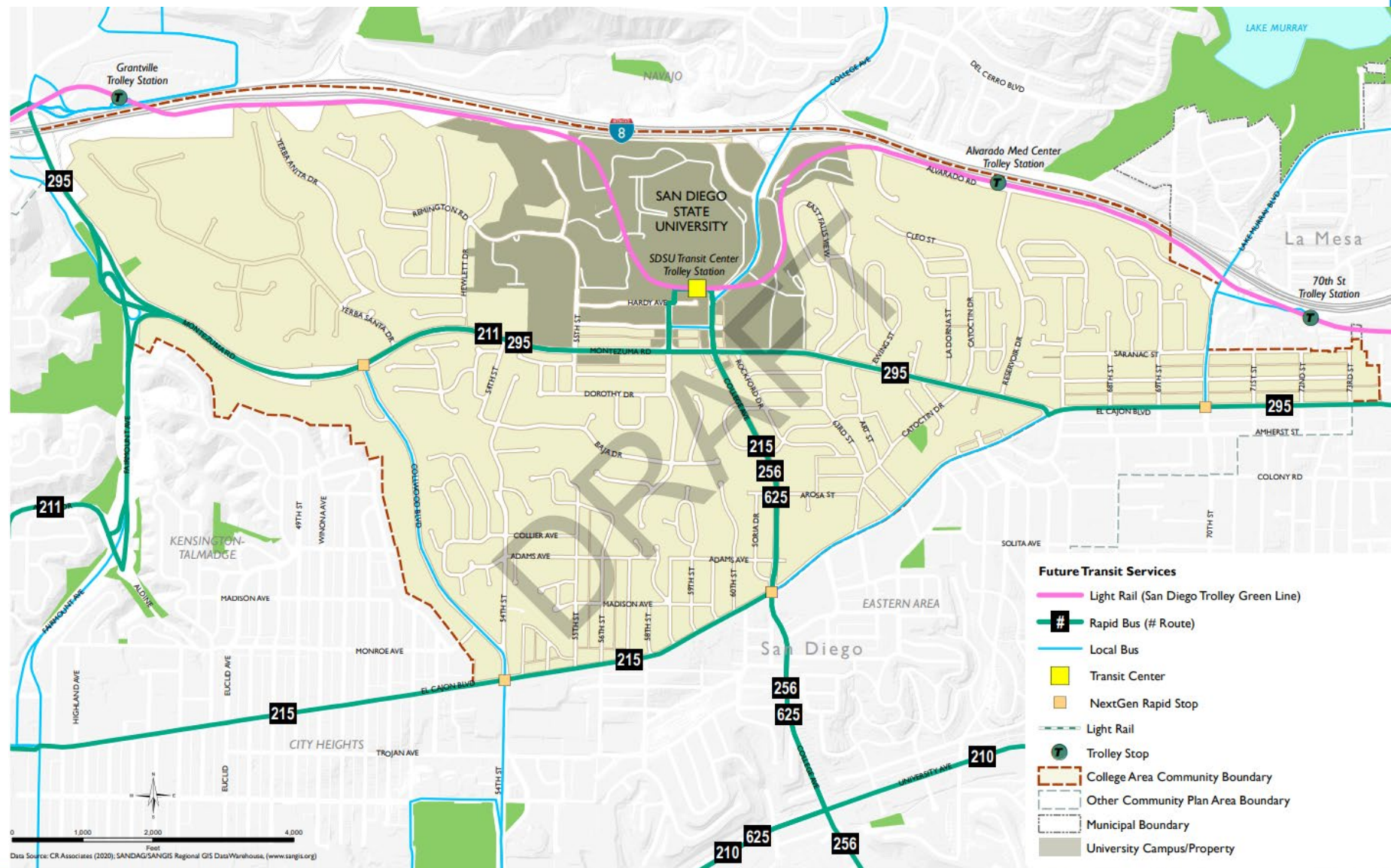
Class II - Bike Lanes

Class III – Bike Routes

Figure 1: Planned Bicycle Facilities



Implement SANDAG planned **Rapid Bus Service** (green) with **dedicated transit lanes**, **transit priority** (e.g. transit signals and queue jumps) **and transit amenities** (e.g. shelters, seating and lighting)



Increase safe and comfortable modes of travel AND maintain emergency access:

- ***Pedestrians***: wider sidewalks, shade trees and lighting
- ***Bicyclists***: separated bicycle facilities
- ***Transit Riders***: transit only lanes on El Cajon Boulevard and College Avenue

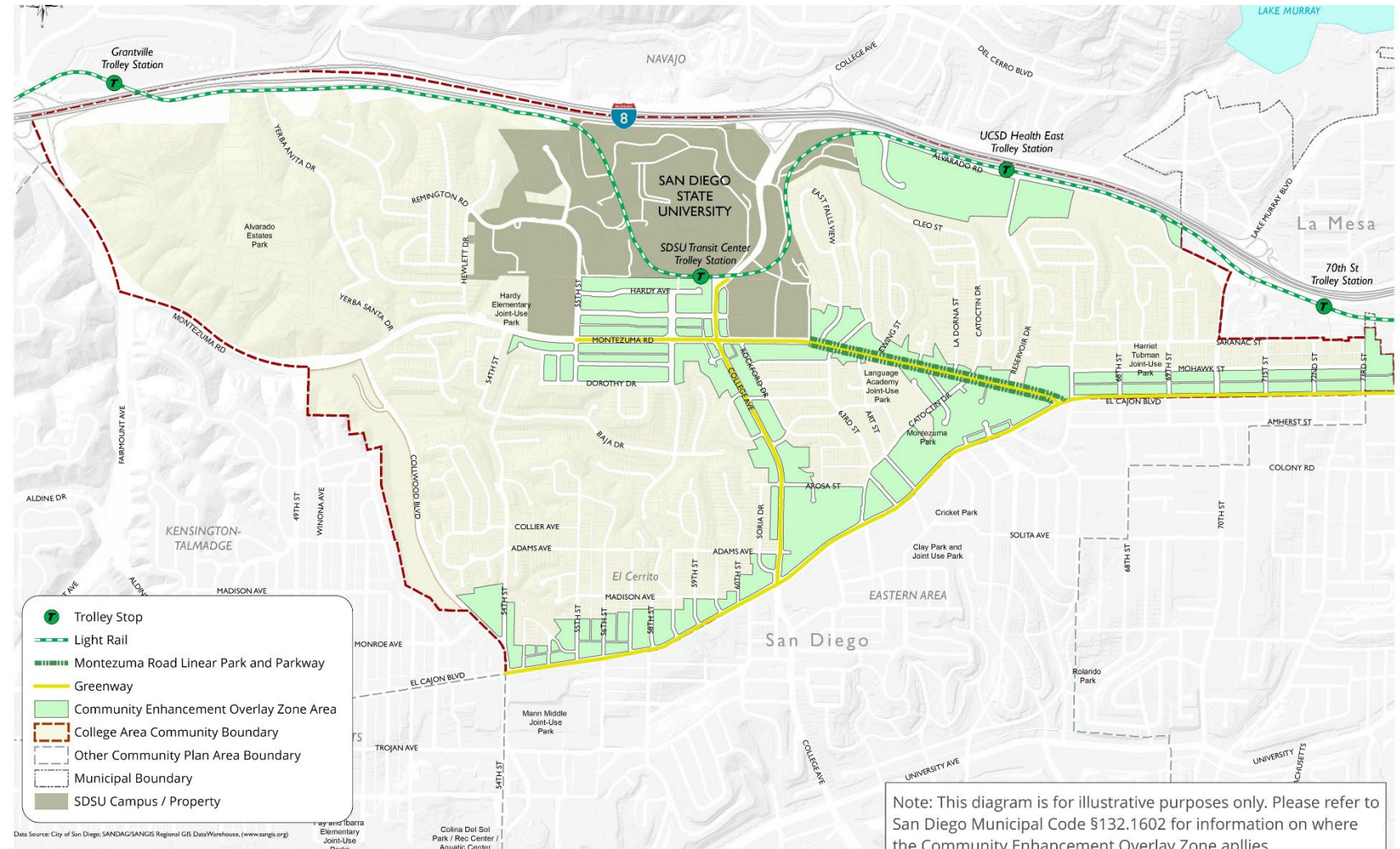
Figure 3: Recommended Roadway Network Classifications





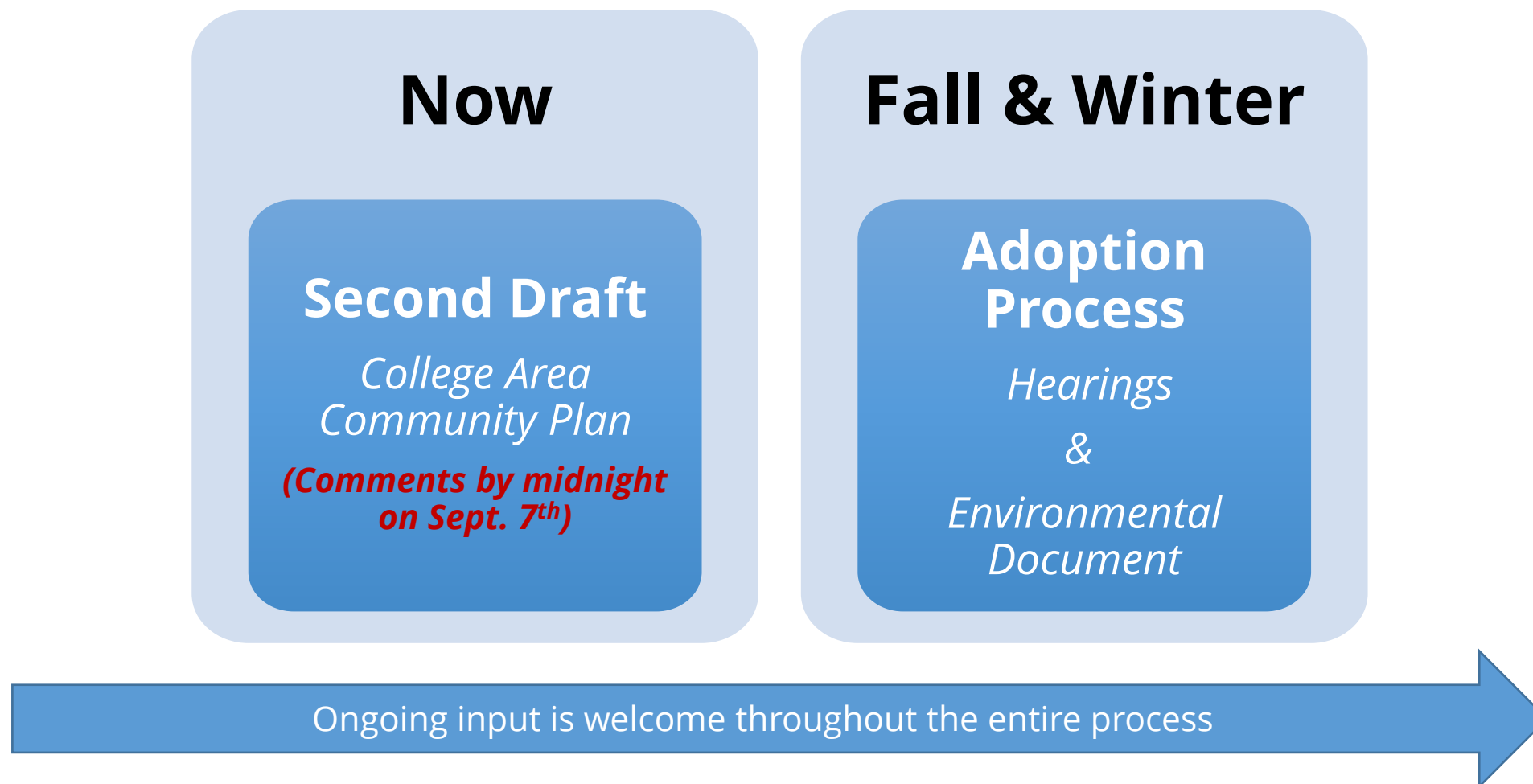
Implementation

- Requirements for new development in exchange for streamline approval
 - **Public spaces** with recreational amenities **required with new development**
 - **Greenways** required **along corridors**
 - Additional **Parkway** required **along Montezuma Road**





Next Steps & Timeline.



City Planning Department

Questions?

Email us at **PlanCollegeArea@SanDiego.gov**

PlanCollegeArea.org



City Planning Department

Clairemont Community Plan Update

Mobility Board

September 3, 2025



CPU Project History

2016

- CPU launched in late 2016

2017

- Community Engagement began
- Planning Commission Workshop #1

2018

- Existing Conditions Atlas published

2019

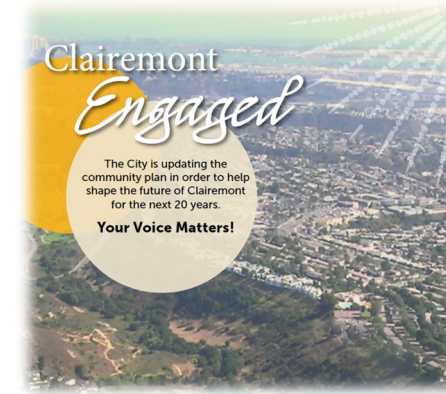
- Planning Commission Workshop #2

2020

- Community Discussion Draft Published

2021

- First Draft Published
- Planning Commission Workshop #3



3 Plan Review Meetings with the CPG

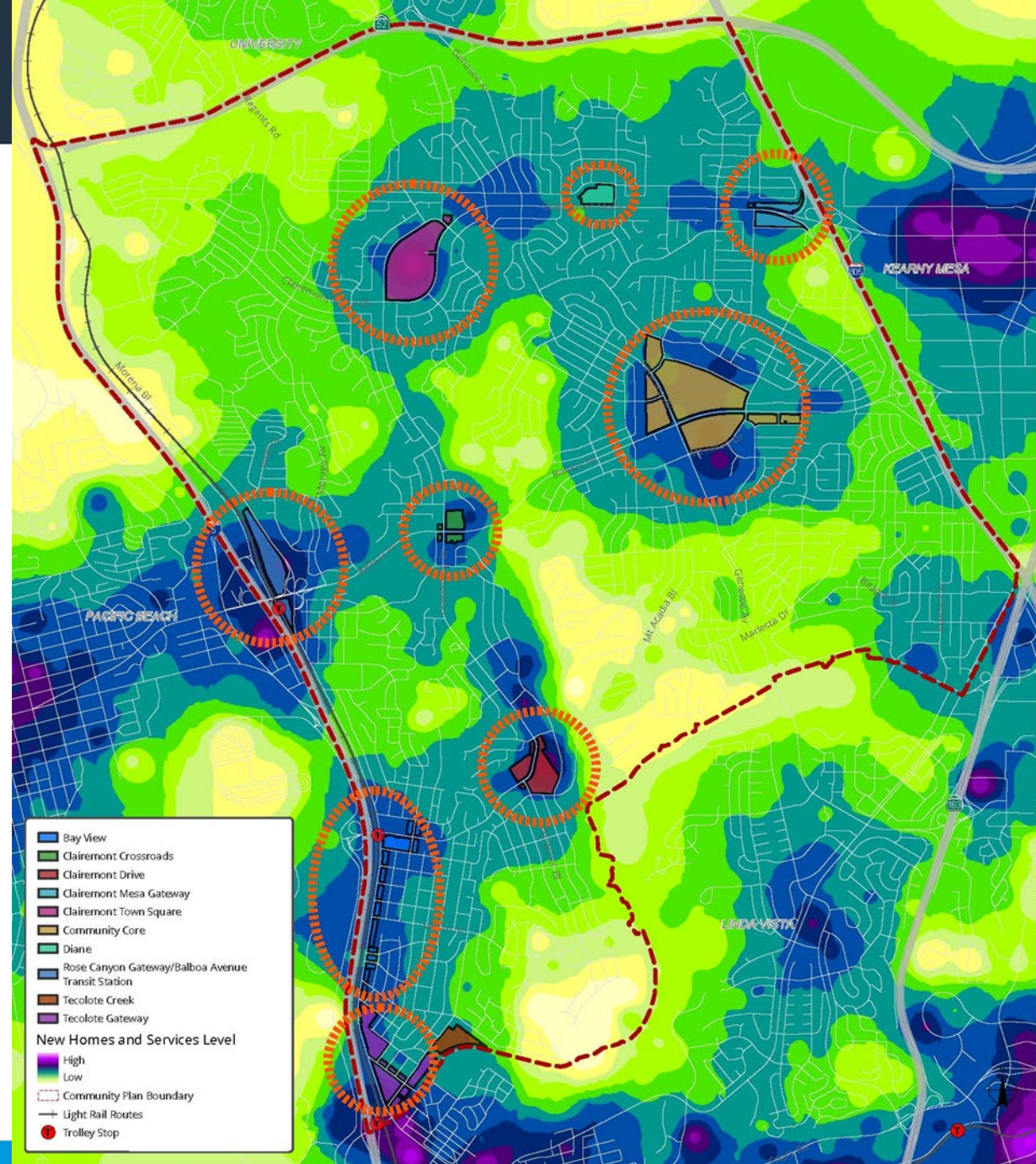
32 Subcommittee Meetings

2 Online Engagement Activities

In-person workshop

Background

- Blueprint SD adopted in 2024
- Increased densities to align with Blueprint SD and Planning Commission feedback
- Shows higher propensity areas align with identified villages



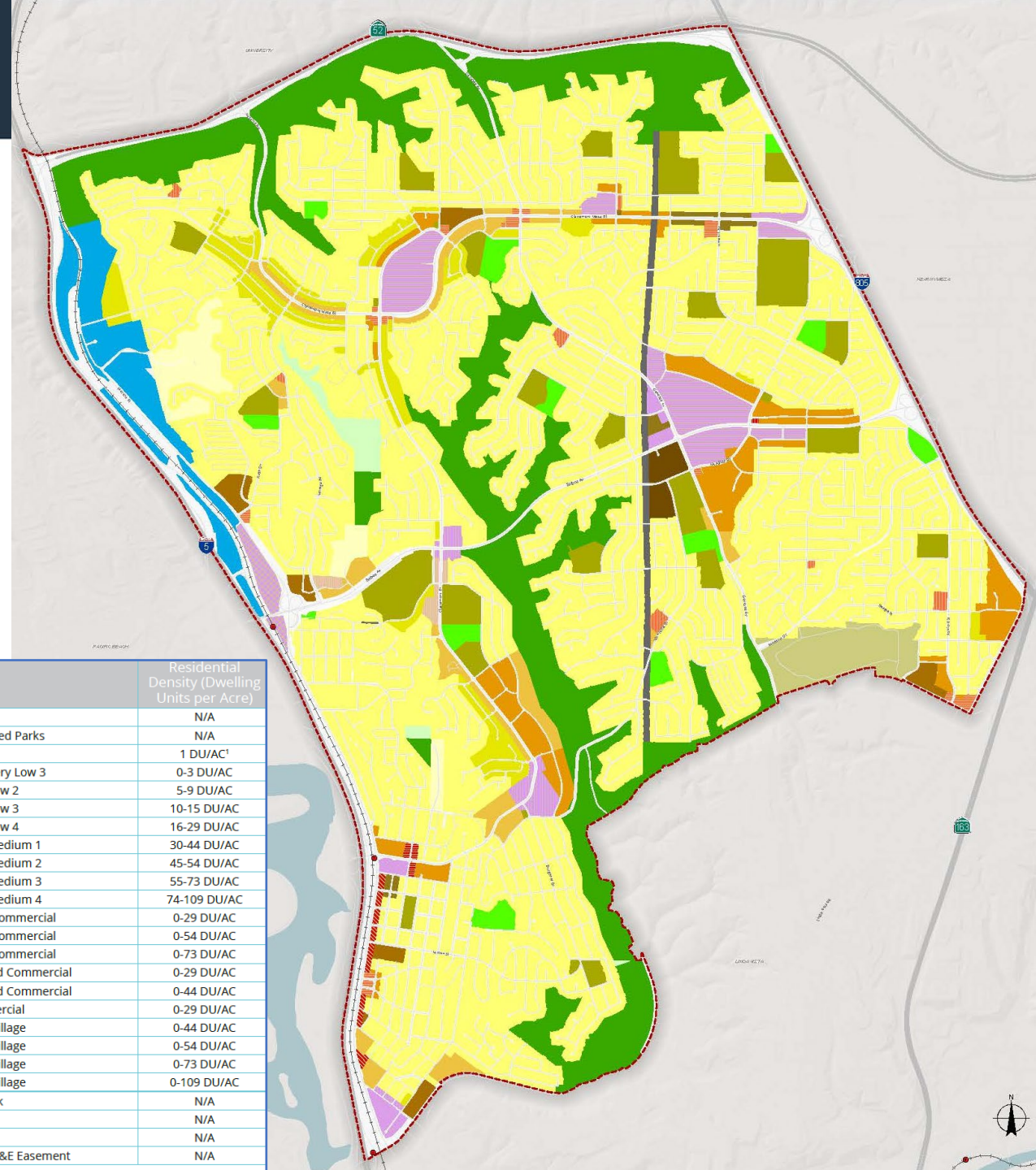


Land Use

Land Use

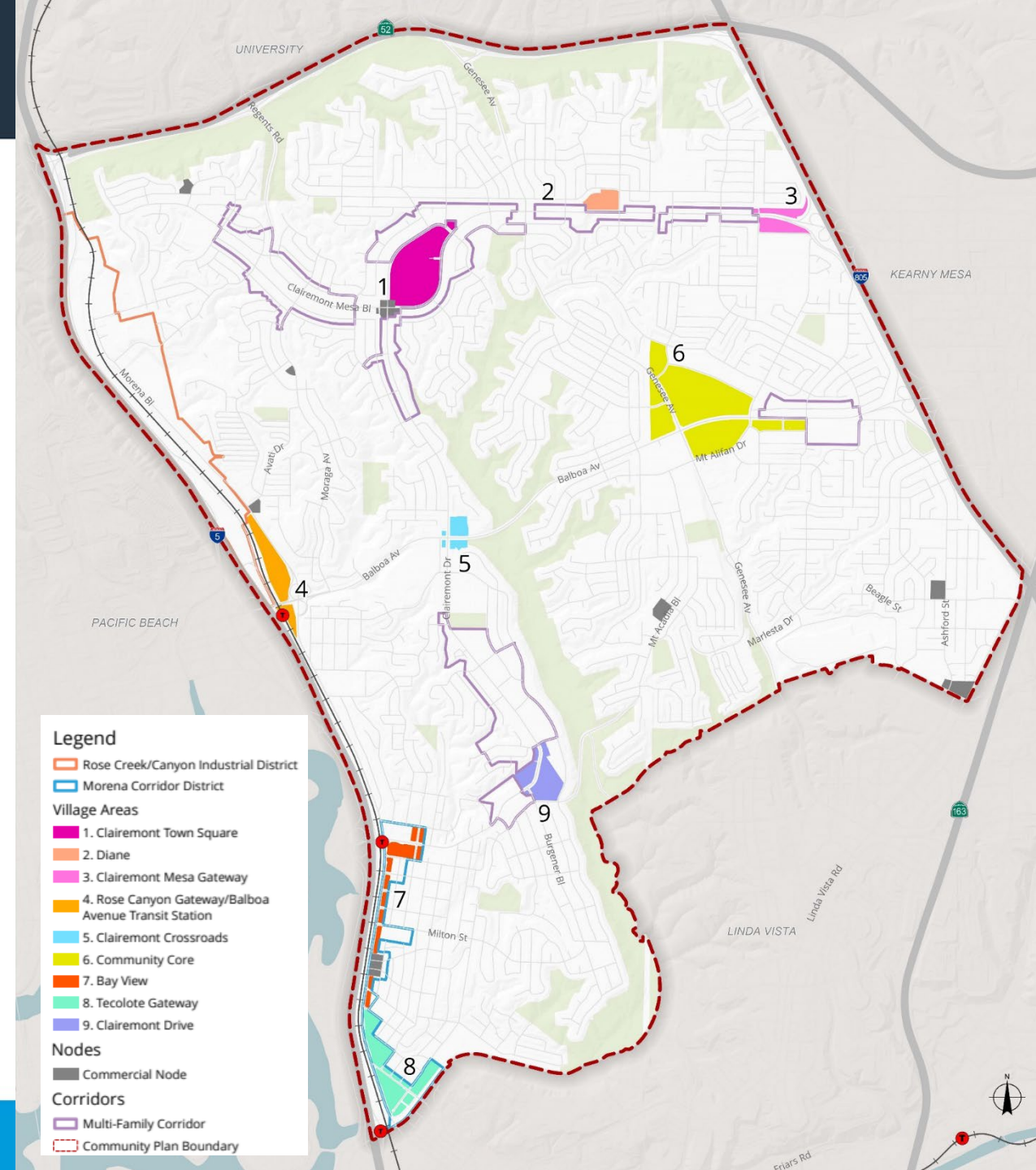
- Focus areas remain in village sites and corridors
- 11,000 additional homes over adopted plan (first draft additional homes ~ 5,000)
- Continued capacity for Retail and Commercial

	Residential Density (Dwelling Units per Acre)
Parks	N/A
Resource-Based Parks	N/A
Open Space	1 DU/AC ¹
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
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
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 Park	N/A
Institutional	N/A
College	N/A
150-Foot SDG&E Easement	N/A



Villages, Corridors & Nodes

- Maintains Clairemont Villages from First Draft
- While planning for more homes and jobs within mixed-use villages and along corridors



Planning for Home Opportunities

	Existing Homes	Home Buildout of 1989 Plan (Adopted)	Home Buildout of Proposed Plan	<i>Difference: Adopted Plan and Proposed Plan</i>	<i>Difference: Existing Homes and Proposed Plan</i>
Homes (approx)	33,000	39,000	50,200	+11,200	+17,000

- Community Plan does not require development to happen.
- Development only happens when the demand materializes / economic conditions allow / property owner choice.



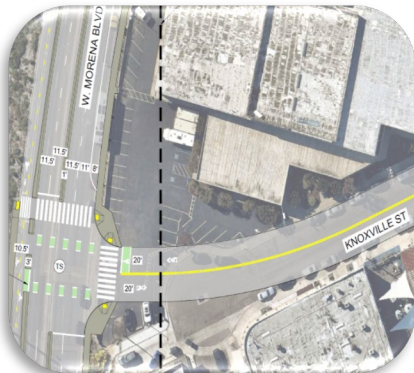
Mobility

Complete Streets

- Integrate transportation options
- Support safe mobility



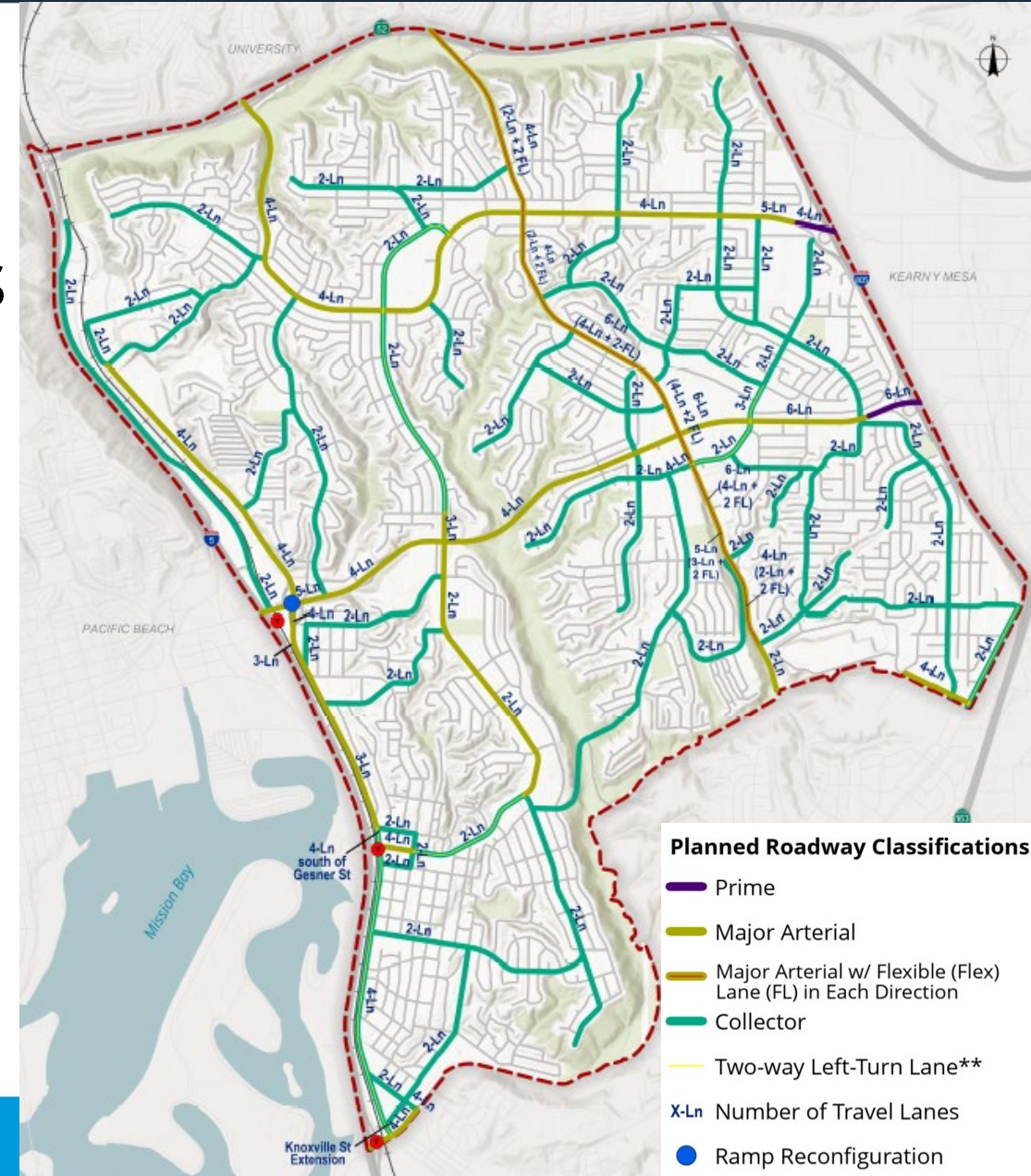
Multimodal Circulation



Knoxville Street Extension



Balboa/Morena Ramp Reconfiguration



Pedestrian Routes

- Create Corridors & Districts
- Provide treatments & amenities



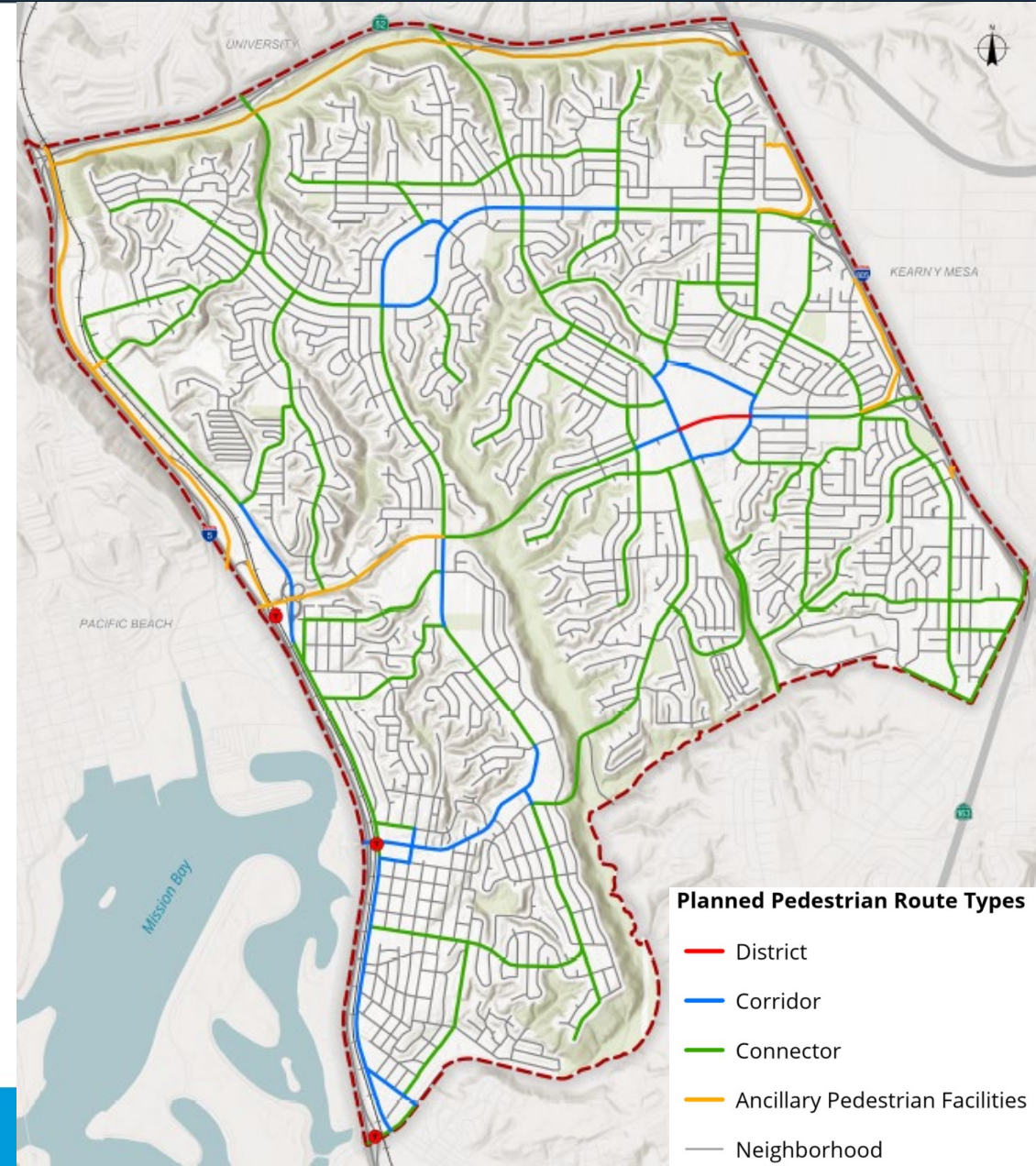
Lead Pedestrian Intervals



Multi-Use Paths



Treatments that Increase Visibility



Bike Network

- Separate bikes from vehicles
- Provide quality connections



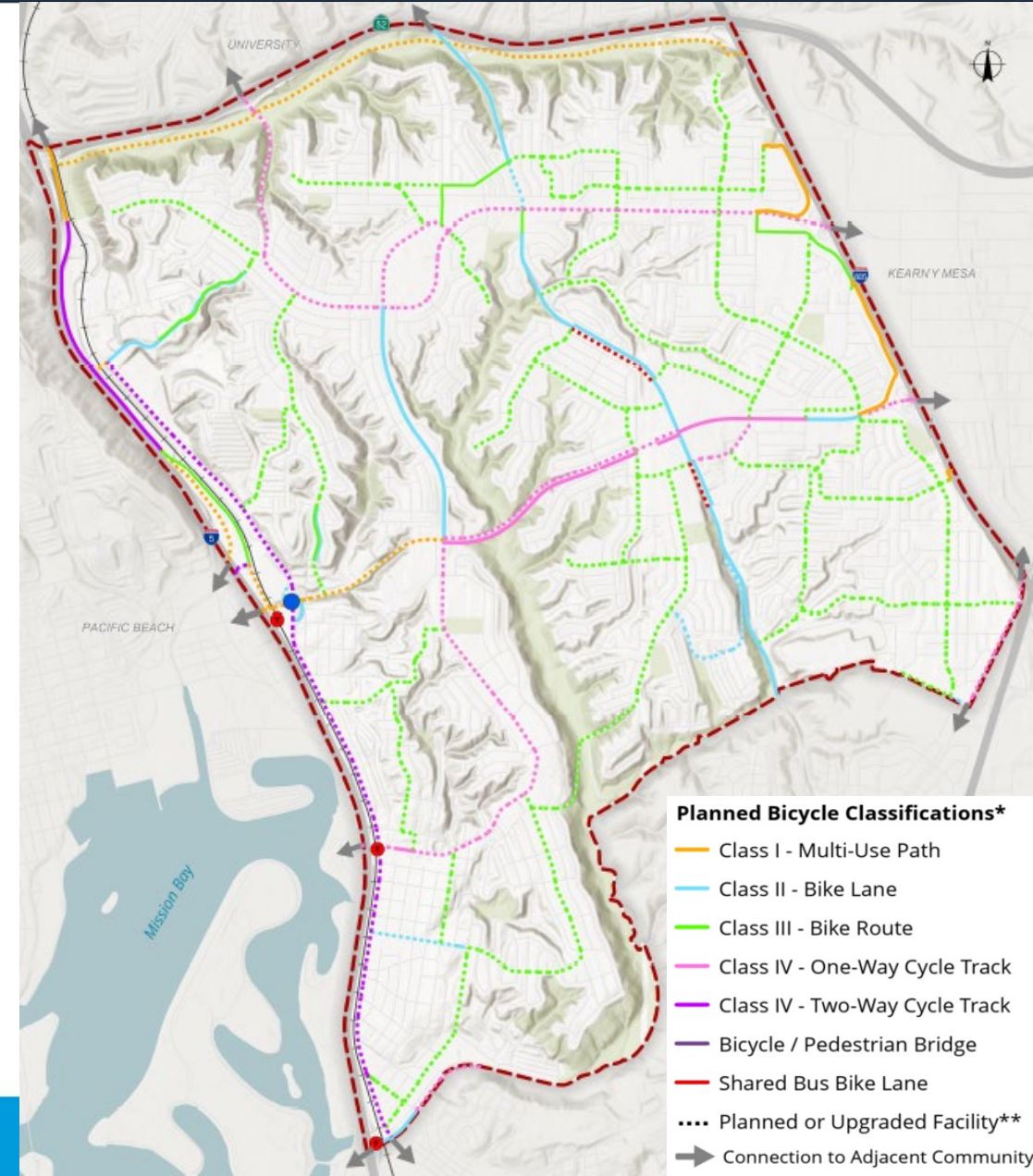
Morena Corridor
Cycle Tracks



Bicycle Signal
Phasing



Community
Connections



Planned Bicycle Classifications*

- Class I - Multi-Use Path
- Class II - Bike Lane
- Class III - Bike Route
- Class IV - One-Way Cycle Track
- Class IV - Two-Way Cycle Track
- Bicycle / Pedestrian Bridge
- Shared Bus Bike Lane
- Planned or Upgraded Facility**
- Connection to Adjacent Community

Transit Investments

- Support regional transit
- Install transit priority measures



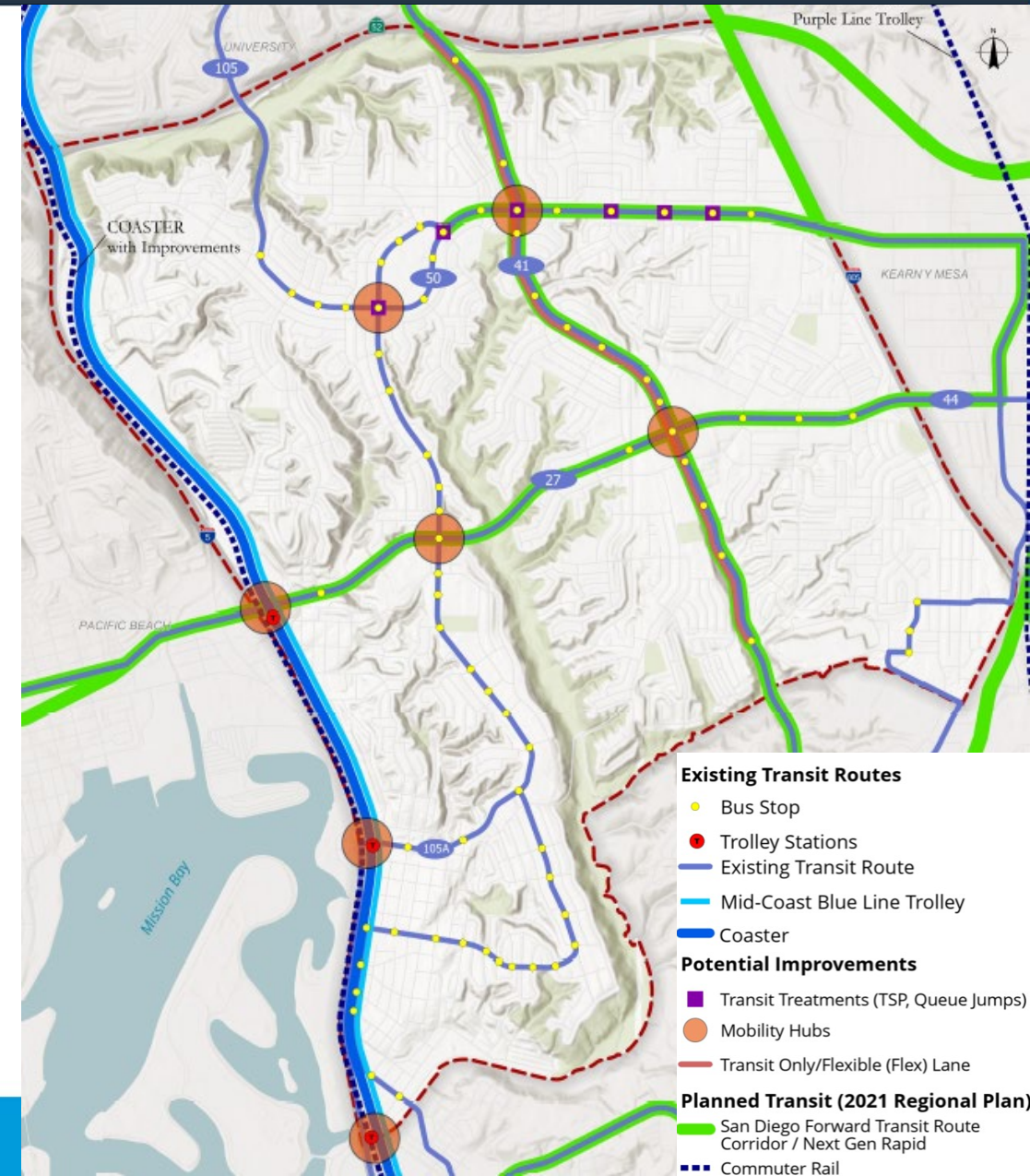
Mobility Hubs



Land Use & Transit Coordination



Genesee Corridor Flex Lanes



Existing Transit Routes

- Bus Stop
- Trolley Stations
- Existing Transit Route
- Mid-Coast Blue Line Trolley
- Coaster

Potential Improvements

- Transit Treatments (TSP, Queue Jumps)
- Mobility Hubs
- Transit Only/Flexible (Flex) Lane

Planned Transit (2021 Regional Plan)

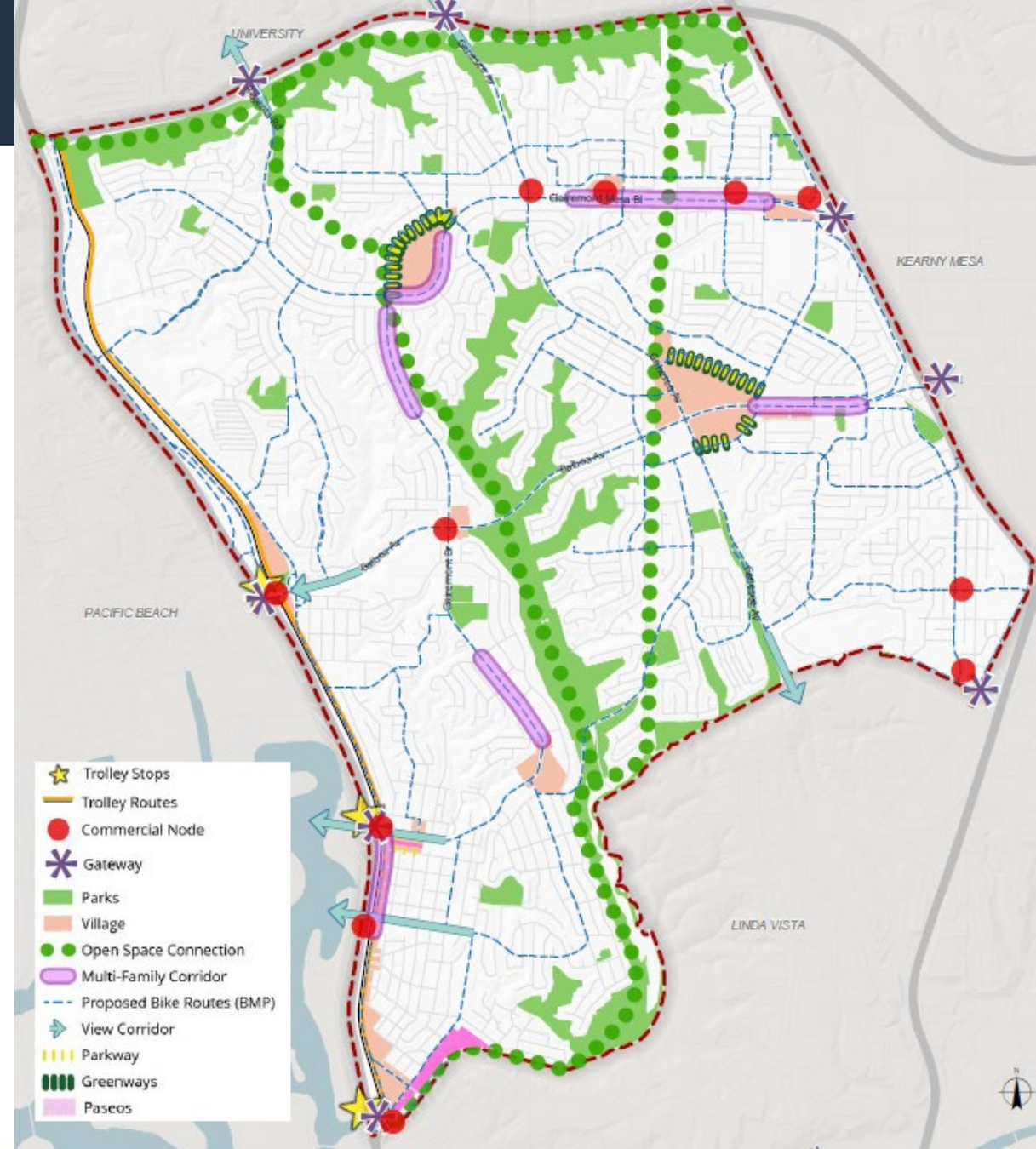
- San Diego Forward Transit Route Corridor / Next Gen Rapid
- Commuter Rail



Urban Design

Urban Design Vision Framework

- Aligns with land use
- Reflects implementation opportunities (Greenways, Parkways, and Paseos)
- Emphasizes:
 - Sustainable design
 - Safe and direct pedestrian and bicycle network
 - Visual quality through public views
 - “Urban Greening”

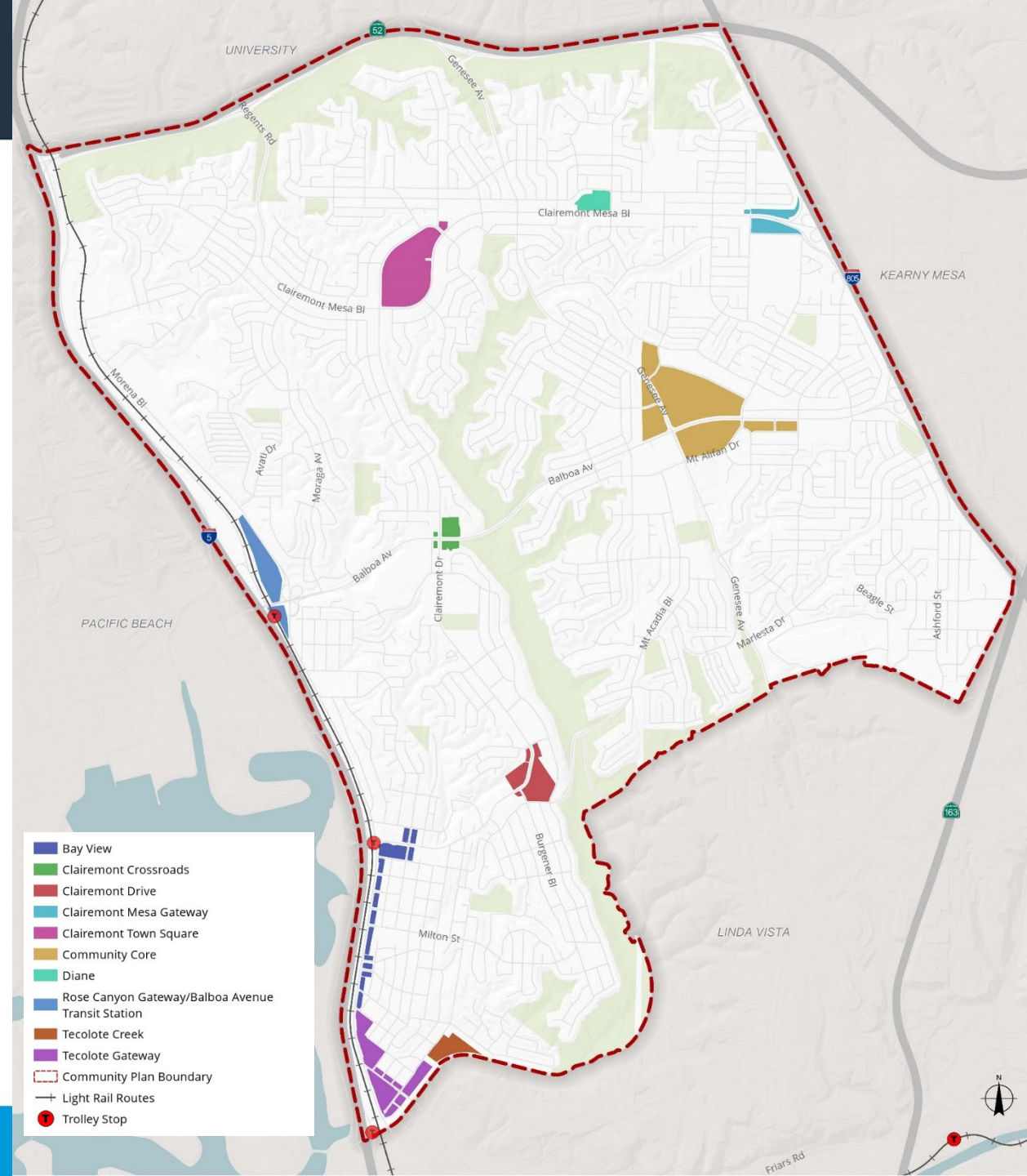




Implementation

Community Enhancement Overlay Zone

- New Overlay Zone with Supplemental Development Regulations for Site Specific Locations
- Moves Supplemental Development Regulations from the Plan to Land Development Code
- 1st Draft had Supplemental Development Regulations in the Community Plan
- Applies regulations to Village Areas & Corridors
- Will supplement Base Zone Regulations
- Enhancements Including Pedestrian Access, Public Spaces and Connectivity Improvements





Next Steps & Timeline

2025

Now

Second Draft

Clairemont Community Plan
**(Comments by midnight on
Sept. 14th)**

Fall & Winter

Adoption Process

Hearings
&
Environmental Document

Ongoing input is welcome throughout the entire process



Questions?