

Clairemont *community plan*

HEARINGS DRAFT

Attachment 10 - Draft Clairemont Community Plan



ACKNOWLEDGEMENTS

MAYOR

Todd Gloria

CITY ATTORNEY

Heather Ferbert

CITY COUNCIL

Joe LaCava – District 1
Dr. Jennifer Campbell – District 2
Stephen Whitburn – District 3
Henry L. Foster III – District 4
Marni von Wilpert – District 5
Kent Lee – District 6
Raul Campillo – District 7
Vivian Moreno – District 8
Sean Elo-Rivera – District 9

PLANNING COMMISSION

Kelly Moden – Chair
Matthew Boomhower
Farah Mahzari
Kenneth Malbrough
Ted Miyahara
Daniel Reeves
Jeana Renger

CITY PLANNING DEPARTMENT

Heidi Vonblum – Director
Tait Galloway – Deputy Director
Kelley Stanco – Deputy Director
Shelby Buso – Deputy Director
Sameera Rao – Assistant Deputy Director
Julia Chase – Chief Resilience Officer
Coby Tomlins – Program Manager
Phil Trom – Program Manager
Seth Litchney – Program Manager
Becky Malone – Program Manager
Anisha Gianchandani – 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
Kevin Borja – 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
Vanessa Tang – 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

CLAIREMONT COMMUNITY PLANNING GROUP

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

COMMUNITY PLAN UPDATE AD-HOC SUBCOMMITTEE

Susan Mournian – Chair
Harry Backer
Jack Carpenter
Gary Christensen
Richard Jensen
Morgan Justice-Black
Glen Schmidt
Naveen Waney
Nicholas Reed – Alternate

PROJECT REVIEW SUBCOMMITTEE

Glen Schmidt – Chair
Kevin Carpenter – Vice Chair
Suzanne Smith – Secretary
Eric Leftwich
Margaret Schmidt
Morgan Justice-Black
Michael Hernandez

CONSULTANT TEAMS

Chen Ryan & Associates
Citythinkers
Keyser Marston Associates, Inc.
Helix Environmental Planning, Inc.
ICF Jones & Stokes, Inc.
MIG, Inc.
M.W. Steele Group, Inc.
Urbana Preservation & Planning, Inc.

TABLE OF CONTENTS

1.0 INTRODUCTION	12
Setting	12
Vision	12
Guiding Principles	15
Purpose	16
Organization	16
Municipal Code	16
Relationship to Other Plans	17
Environmental Justice	19
Community Engagement	19
2.0 LAND USE	22
Introduction	22
Planned Land Use	22
Airport Land Use Compatibility	32
Planning Horizon	32
Housing	33
Neighborhoods	34
Villages, Corridors, and Nodes	34
3.0 MOBILITY	76
Introduction	76
Complete Streets	76
Vision Zero	77
Walking/Rolling	78
Bicycling	78
Transit	82
Mobility Hubs	84
Streets	84
Micromobility	84
Intelligent Transportation Systems	86
Transportation Demand Management	86
Parking and Curb Space Management	87

TABLE OF CONTENTS

4.0 URBAN DESIGN	98
Introduction	98
Building Form	99
Urban Design Vision Framework	100
Public Space and Street Design	100
Sidewalks and Pedestrian Orientation	100
Gateways	102
Public Art	102
Public Views	102
Urban Greening	104
Canyons and Open Space Interface	105
Sustainable Building Design	105
5.0 ECONOMIC PROSPERITY	116
Introduction	116
Rose Creek/Canyon Industrial Corridor	116
6.0 RECREATION	122
Introduction	122
Population-Based Parks and Recreation Facilities	124
Parks and Recreational Facilities	126
7.0 OPEN SPACE & CONSERVATION	136
Introduction	136
Sustainable Development	138
Natural Resource Conservation	140
8.0 PUBLIC FACILITIES, SERVICES & SAFETY	150
Introduction	150
Public Facilities and Services	150
Safety	156

TABLE OF CONTENTS

9.0 HISTORIC PRESERVATION 166

Introduction	166
Pre-Historic and Historic Context	167
Resource Preservation	170
Education and Preservation	170

10.0 NOISE 176

Introduction	176
Noise Environment	176

11.0 IMPLEMENTATION 182

12.0 APPENDIX 185

Appendix A: Green Street Typologies	186
Appendix B: Street Tree Plan & Selection Guide	190
Appendix C: Park and Recreation Inventory	193
Appendix D: Planned Bicycle Classification Modifications	204
Appendix E: Planned Street Classification Modifications	212

TABLE OF CONTENTS

LIST OF FIGURES

Figure 1-1: Regional Location	13
Figure 1-2: Neighborhoods	14
Figure 2-1: Land Use Map	25
Figure 2-2: Villages, Corridors and Nodes	35
Figure 2-3: Community Core Village	36
Figure 2-4: Clairemont Town Square	40
Figure 2-5: Clairemont Drive Village	44
Figure 2-6: Rose Canyon Gateway Village	46
Figure 2-7: Balboa Avenue Transit Station Village	50
Figure 2-8: Clairemont Crossroads Village	54
Figure 2-9: Diane Village	58
Figure 2-10: Clairemont Mesa Gateway Village	60
Figure 2-11: Morena Corridor	62
Figure 2-12: Bay View Village	64
Figure 2-13: Tecolote Gateway Village	66
Figure 3-1: Planned Pedestrian Route Types	79
Figure 3-2: Planned Bicycle Facilities	80
Figure 3-3: Existing and Planned Transit	83
Figure 3-4: Planned Street Classifications	85
Figure 4-1: Urban Design Vision Framework	101
Figure 4-2: View Corridors and Nodes	103
Figure 5-1: Prime Industrial and Other Industrial Lands	118
Figure 6-1: Parks and Recreation Facilities	125
Figure 7-1: Parks and Open Space	141
Figure 8-1: Community Serving Facilities	155
Figure 8-2: Geologic and Seismic Conditions	158
Figure 11-1: Community Enhancement Overlay	183
Figure 12-1: Street Tree Plan	191

TABLE OF CONTENTS

LIST OF TABLES

Table 2-1: Land Use Designations	24
Table 2-2: Development Potential	32
Table 8-1: Community-Serving Facilities	154
Table 12-1: Street Tree Selection Guide	192
Table 12-2: Park and Recreation Inventory	194
Table 12-3: Planned Bicycle Classification Modifications	205
Table 12-4: Planned Street Classification Modifications	213

Description	Planning Commission Resolution Number and Approval Date	City Council Resolution Number and Adoption Date
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

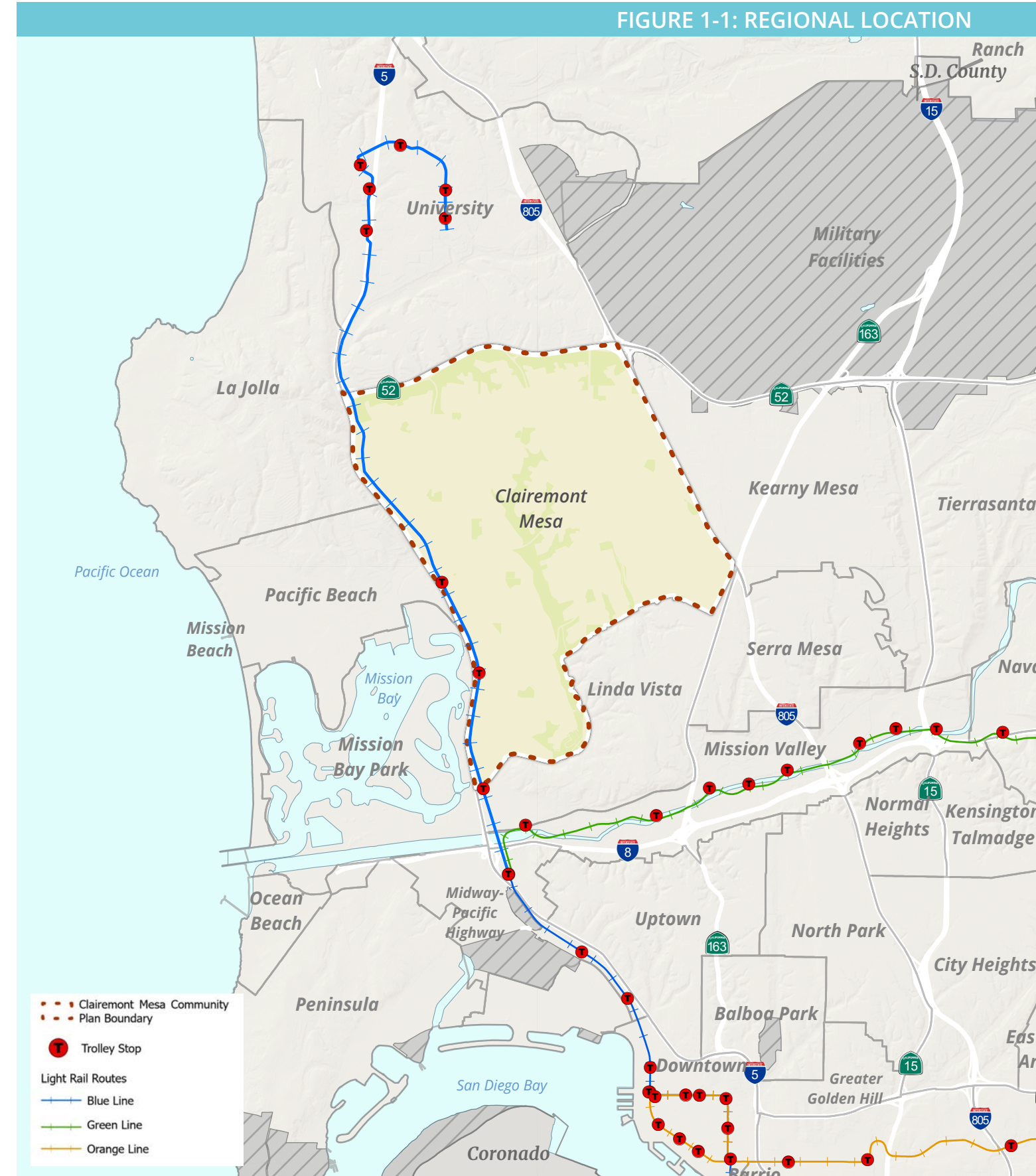
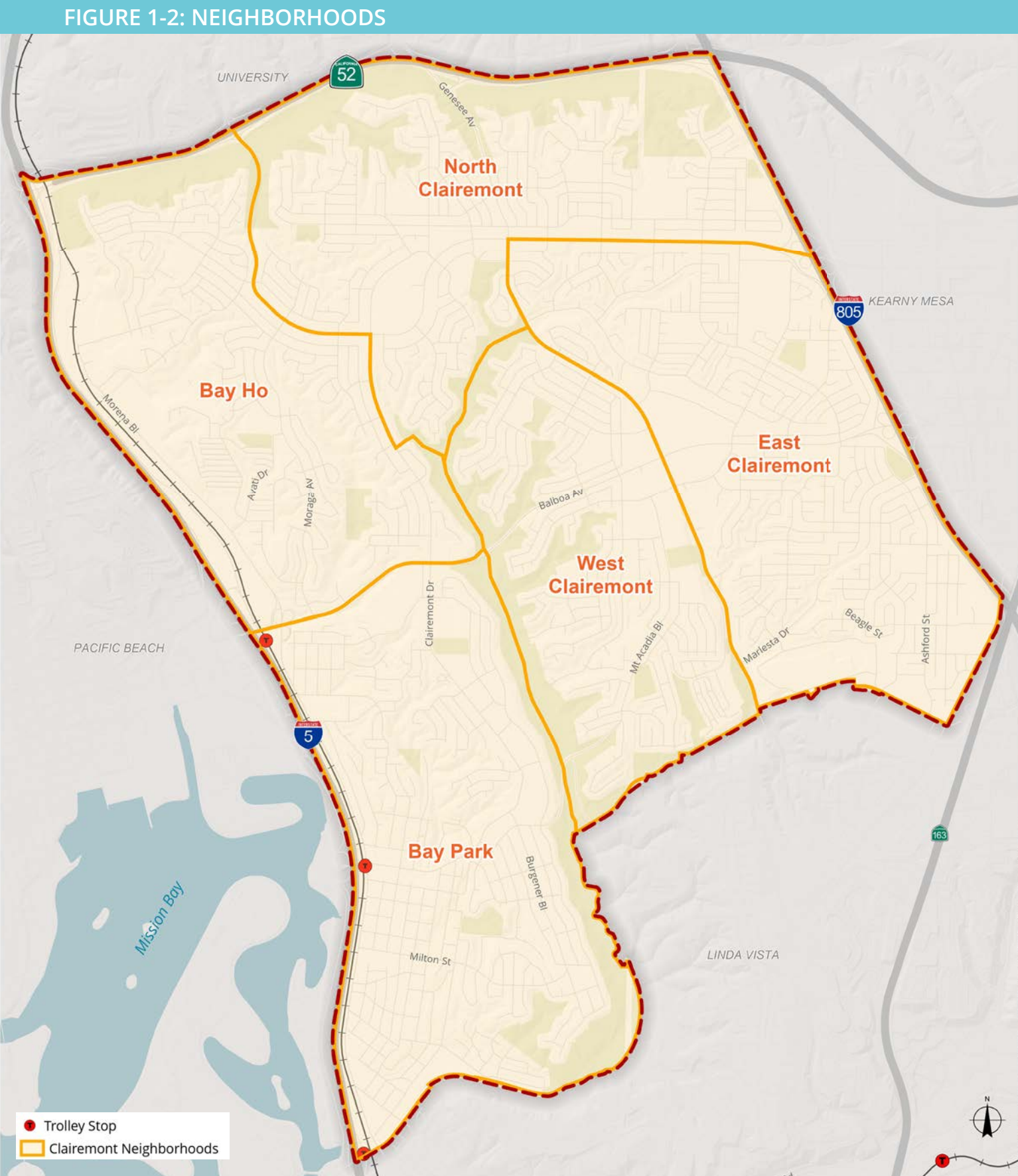


FIGURE 1-2: NEIGHBORHOODS



GUIDING PRINCIPLES

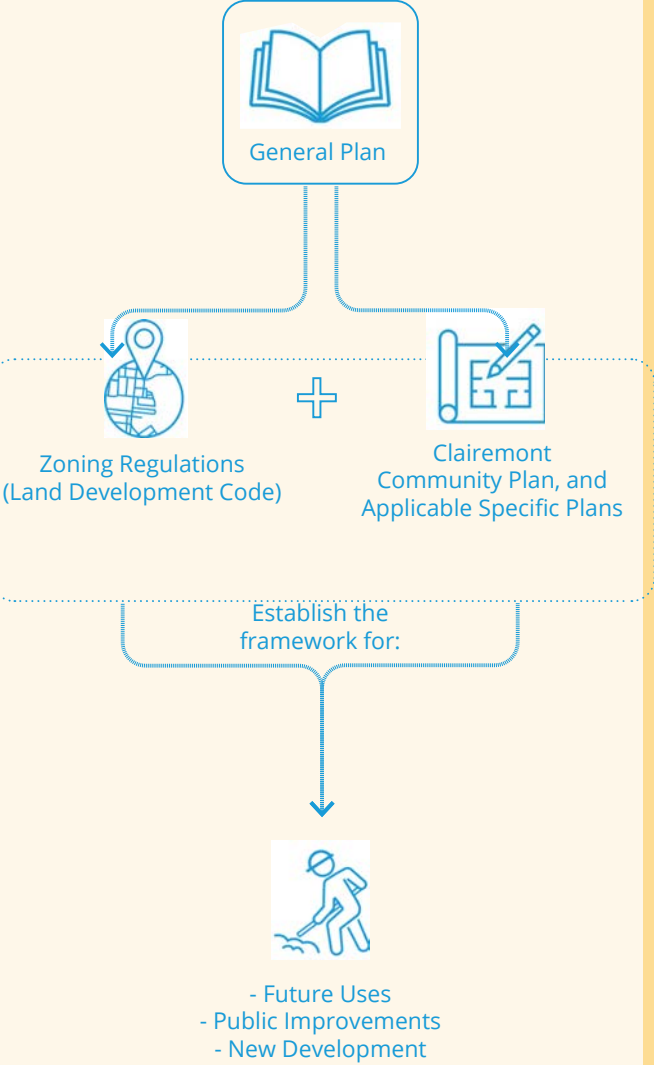
To achieve this vision, the following Guiding Principles provide the framework for detailed Community Policies.

- 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.

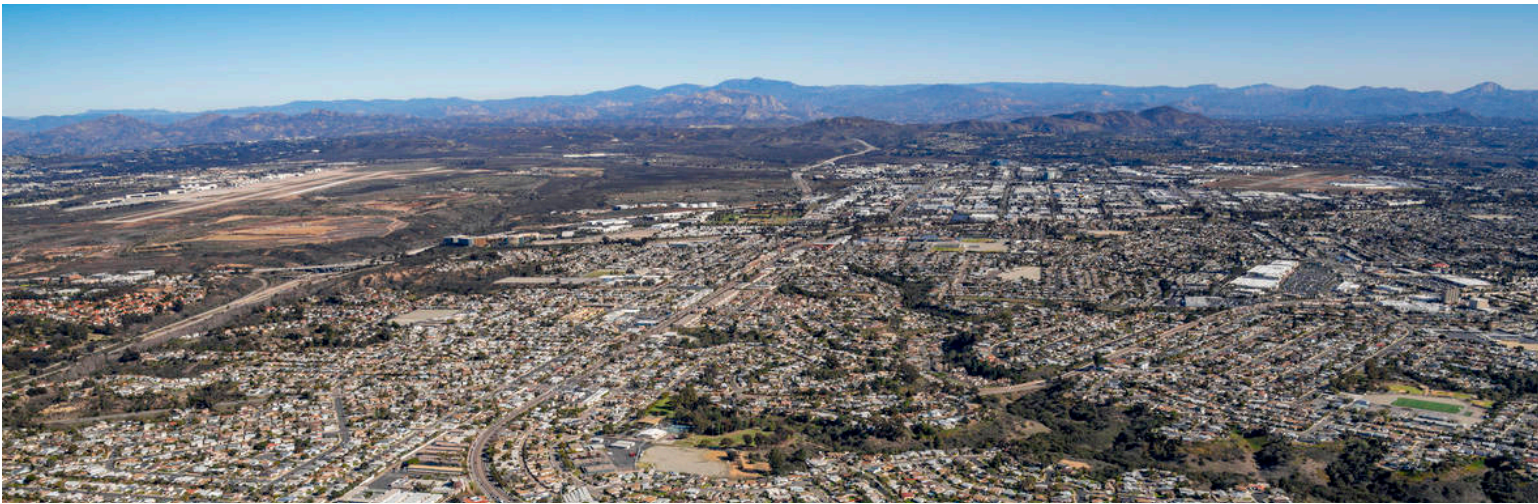
The Community Plan serves as a guide for future growth, generally over a 30 year horizon. The Community Plan does not mandate growth to occur nor does it require specific properties to change. Property owners decide if and when land should develop. At the time a property develops, the Community Plan provides direction on how changes should occur.

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 other City 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.

CREATIVE CITY CULTURAL PLAN

Creative City is a comprehensive cultural plan to advance arts, culture, and creativity for all San Diegans. This plan articulates a collective vision and outlines specific goals, strategies, and actionable steps to sustain and enhance San Diego’s creative sector. It is aligned with the City’s strategic priorities, emphasizing the vital role of the creative sector in shaping our city. Additionally, it establishes a strong policy framework to foster the growth and development of arts and culture in our neighborhoods and the broader transborder region, ultimately positioning San Diego as a global creative hub.

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.



LAND USE

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



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

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.



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 integrated 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.

This page is intentionally left blank.

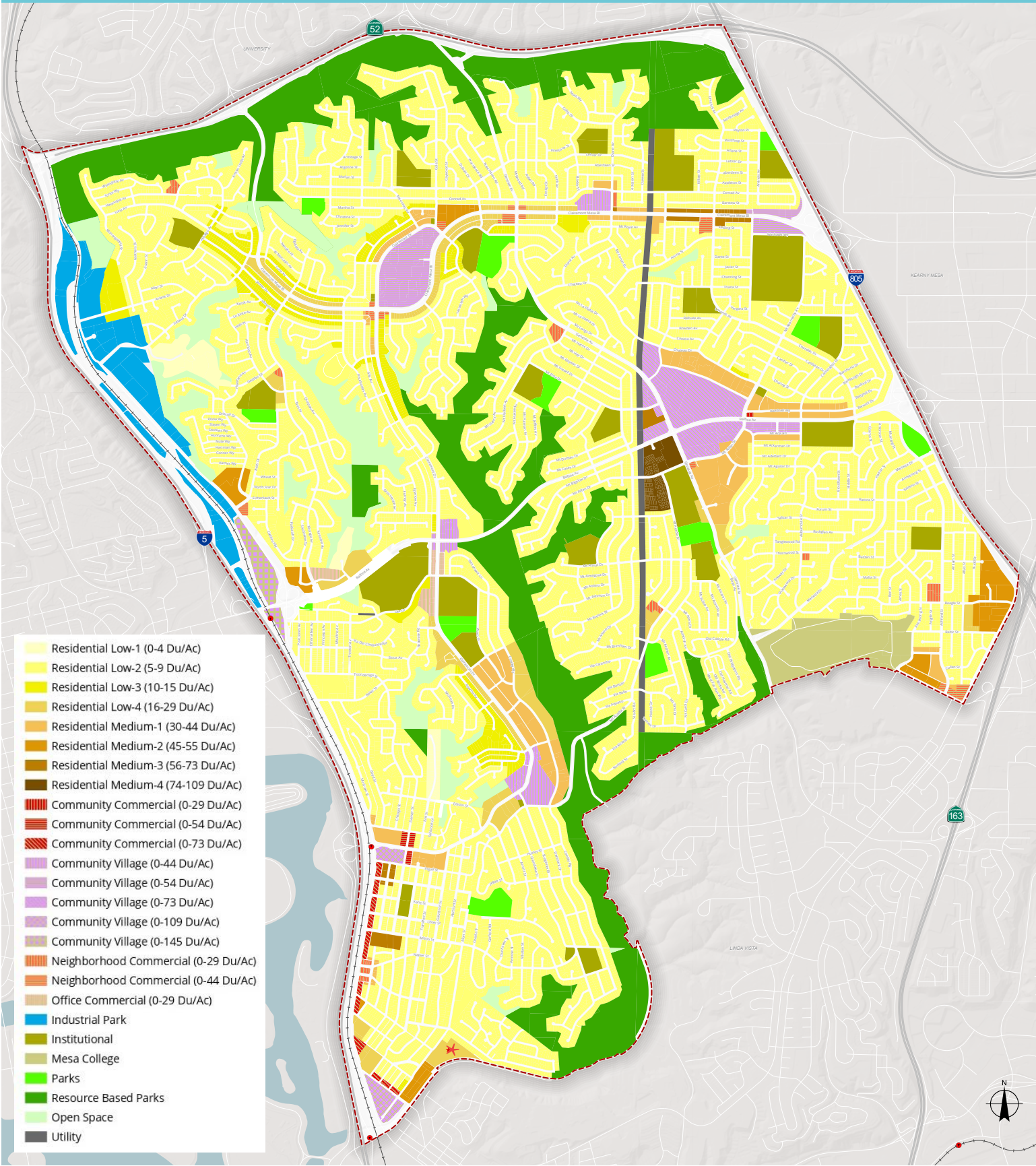
TABLE 2-1: LAND USE DESIGNATIONS

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	45-55 DU/AC
	 Residential Medium 3	56-73 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



LAND USE DESIGNATIONS

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 (45-55 du/ac)



Provides for multi-family buildings.

LAND USE DESIGNATIONS

LAND USE DESIGNATIONS

Residential Medium 3 (56-73 du/ac)



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

Residential Medium 4 (74-109 du/ac)



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.

LAND USE DESIGNATIONS

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 passive recreational uses at 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.

AIRPORT LAND USE COMPATIBILITY

The Airport Influence Area for Montgomery-Gibbs Executive Airport and Marine Corps Air Station (MCAS) Miramar includes portions of the Clairemont community. The Airport Influence Area serves as the planning boundary for the Airport Land Use Compatibility 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	80,200	38,800	119,000
Residential (Homes)	33,300	19,500	52,800
Non-Residential (Sq. Ft.)	8,600,000	1,400,000	10,000,000



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.

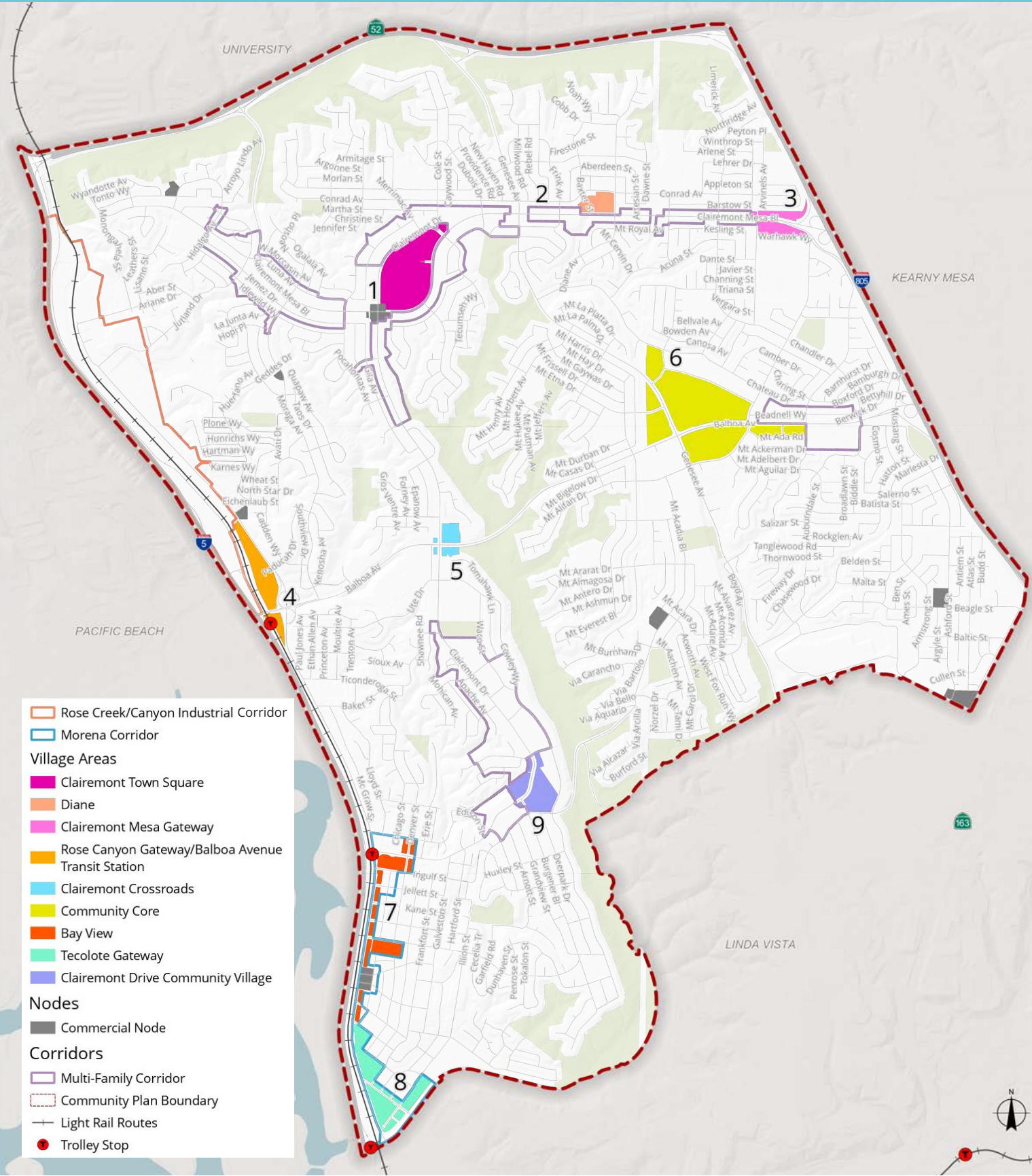
CORRIDORS

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

NODES

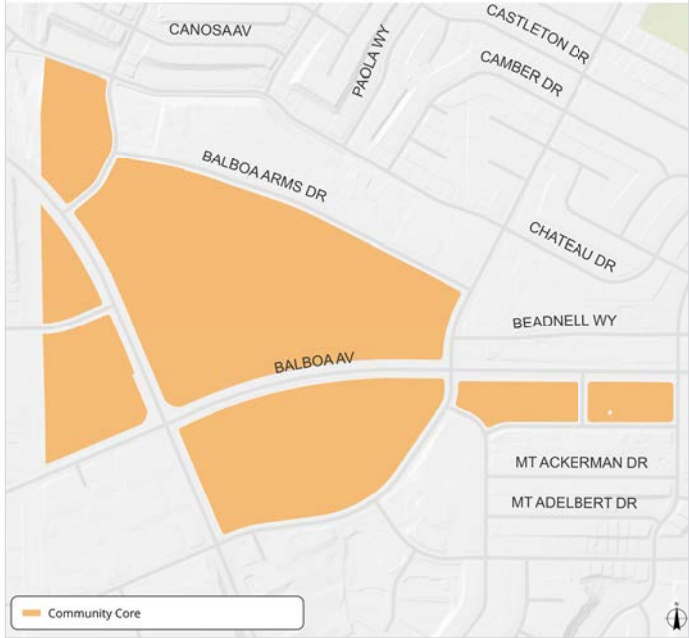
Nodes are pedestrian-oriented commercial areas.

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).

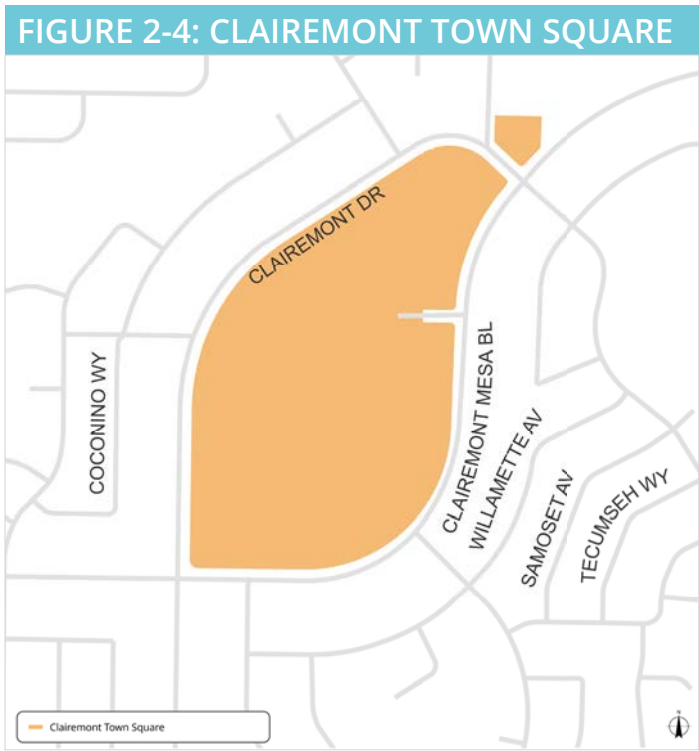


For illustrative purposes only. Conceptual rendering of Community Core (looking northwest at the corner of Balboa Avenue and Genesee Avenue).



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

CLAIREMONT TOWN SQUARE VILLAGE



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.

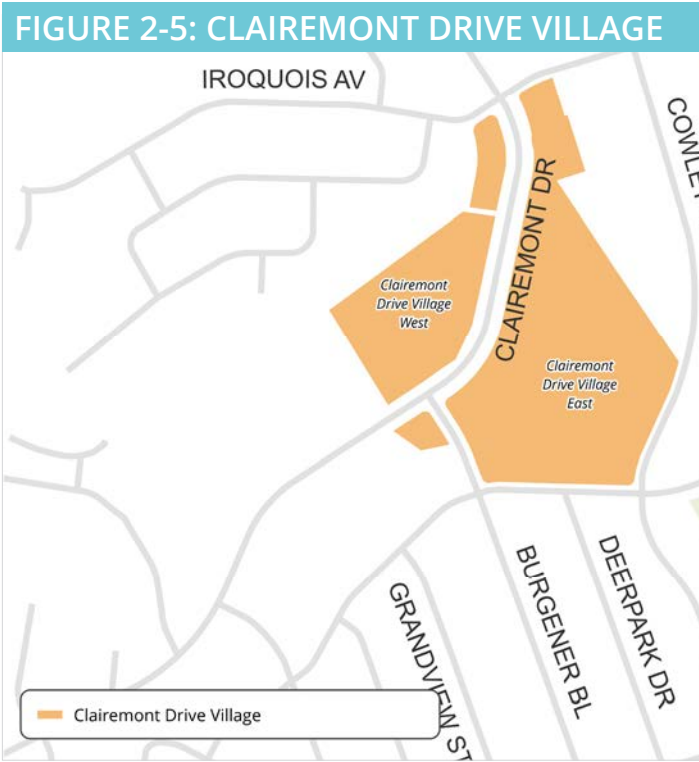


For illustrative purposes only. Conceptual rendering of Community Town Square (internal street view).



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

CLAIREMONT DRIVE VILLAGE

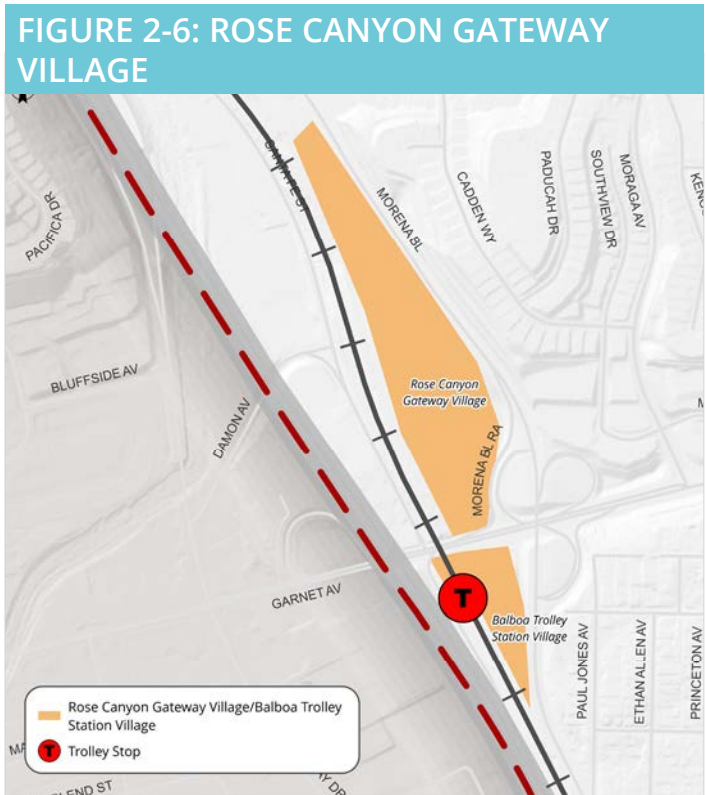


The Clairemont Drive Village is planned with opportunities for homes within the existing shopping center. A network of safe, well-defined pedestrian pathways within the village creates a walkable, pedestrian scale environment for new development. Public spaces and recreational amenities provide opportunities 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



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



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



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.

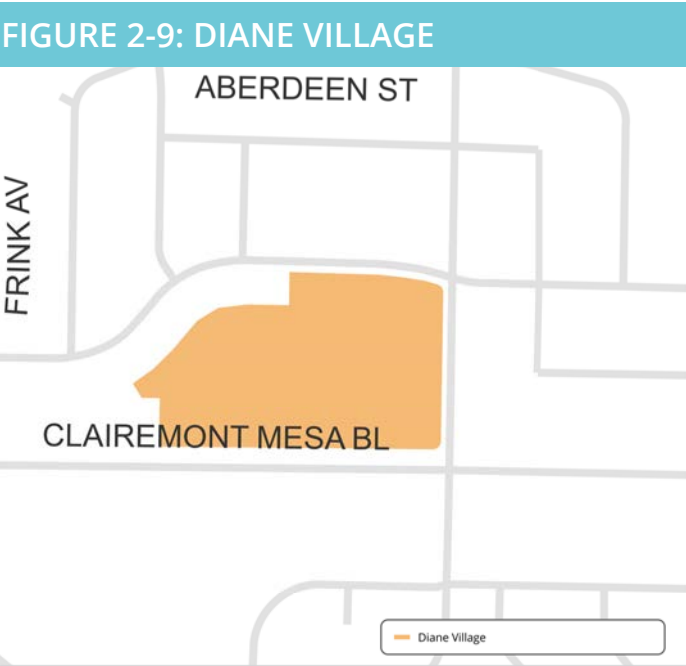


For illustrative purposes only. Conceptual rendering of Clairemont Crossroads Village (looking northeast at the corner of Balboa Avenue and Clairemont Drive).



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

DIANE VILLAGE

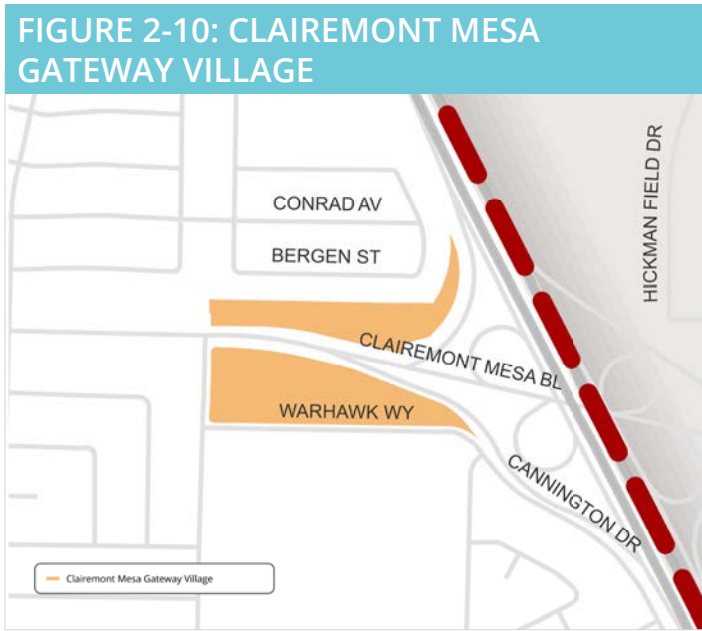


The Diane Village is planned as a pedestrian-oriented village that integrates homes with restaurants, shopping and public spaces. A network of safe, well-defined pedestrian pathways within the village creates a walkable, pedestrian-scale environment for new development. Opportunities for public spaces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



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 Clairemont Mesa Boulevard from Doliva Drive).

MORENA CORRIDOR



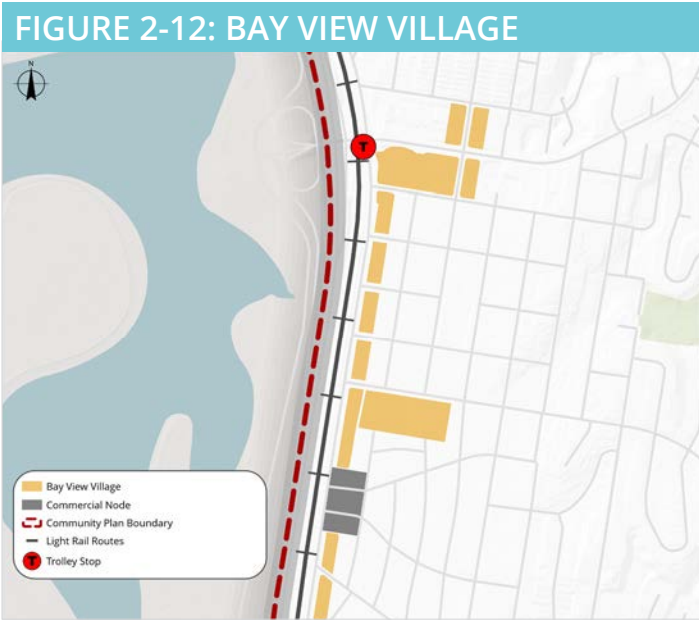
The Community Plan envisions the Morena Corridor (Corridor) located between Gesner Street and Tecolote Road, as a pedestrian-oriented corridor with residential uses, restaurants, entertainment, and shopping in a neighborhood village setting. The Corridor includes a vision for a neighborhood with artisan 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 public realm enhancements associated with Tecolote Gateway Village looking Southwest along Tecolote Rd.

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



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, plazas, promenades, greenways, parkways 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.
- 2.19
- Coordinate with SANDAG to consider a future light rail transit station at Jutland Drive to serve employees and community members, and support a community plan amendment to allow a mix of uses within walking distance of the potential new station.
- 2.20
- Support a community plan amendment and evaluate opportunities to implement a Prime Industrial-Flex designation to allow a mix of uses and employment-oriented mixed-use within walking distance of a potential new station near Jutland Drive and Morena Boulevard.

Community Core Village

- 2.21
- 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

- 2.22
- 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

Clairemont Drive Village – East

- 2.23
- Provide higher density residential development along Cowley Way to serve as a transition between the commercial uses of the village and the adjacent residential.

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. Consider extending 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 convenient and accessible pedestrian and bicycle connections between the Rose Canyon Gateway Village, 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 and bicycle connection from the village main street to the Balboa Avenue Transit Station pedestrian bridge over Balboa Avenue.
- 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 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.

Clairemont Crossroads Village

2.28

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

2.29

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.

2.30

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

2.31

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

2.32

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

2.33

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.

2.34

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

Morena Corridor

2.35

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

2.36

- Support the consolidation of lots to allow for additional density, yet maintain the appearance of smaller buildings with the use of façade modulation.
- A. Encourage setbacks, 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.

2.37

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.

2.38

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

2.39

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

2.40

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

2.41

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

2.42

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

2.43

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

2.44

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

- 2.45
- 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.

- 2.46
- 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

- 2.47
- 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

- 2.48
- Encourage the use of site topography to provide below-grade parking, capture views, and encourage building mass consistency.
- 2.49
- 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.
- 2.50
- Provide a landscaped setback along Clairemont Drive to separate development from vehicular traffic exiting Interstate-5.
- 2.51
- Connect Clairemont Drive to Morena Boulevard with a pedestrian path.
- 2.52
- 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.
- 2.53
- Support clear access points to the West Clairemont Plaza site with personal vehicular access taken from Clairemont Drive.
- 2.54
- Strengthen the village's connection to the surrounding neighborhood with a strong access point into the village from Chicago Street.

Tecolote Gateway Village

- 2.55
- Encourage the location of larger-scale development along West Morena Boulevard.
- 2.56
- Incorporate a linear park connection along Tecolote Canyon from Morena Boulevard to the Tecolote Canyon Natural Park.
- 2.57
- Support a mixed-use corridor along Morena Boulevard between West Morena Boulevard and Tecolote Road.
- 2.58
- Consider townhomes and small lot home opportunities for the mobile home site along Knoxville Street.
- 2.59
- Encourage smaller-scale development along the east side of Morena Boulevard to enhance pedestrian experience.
- 2.60
- 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.
- 2.61
- 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.