



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.

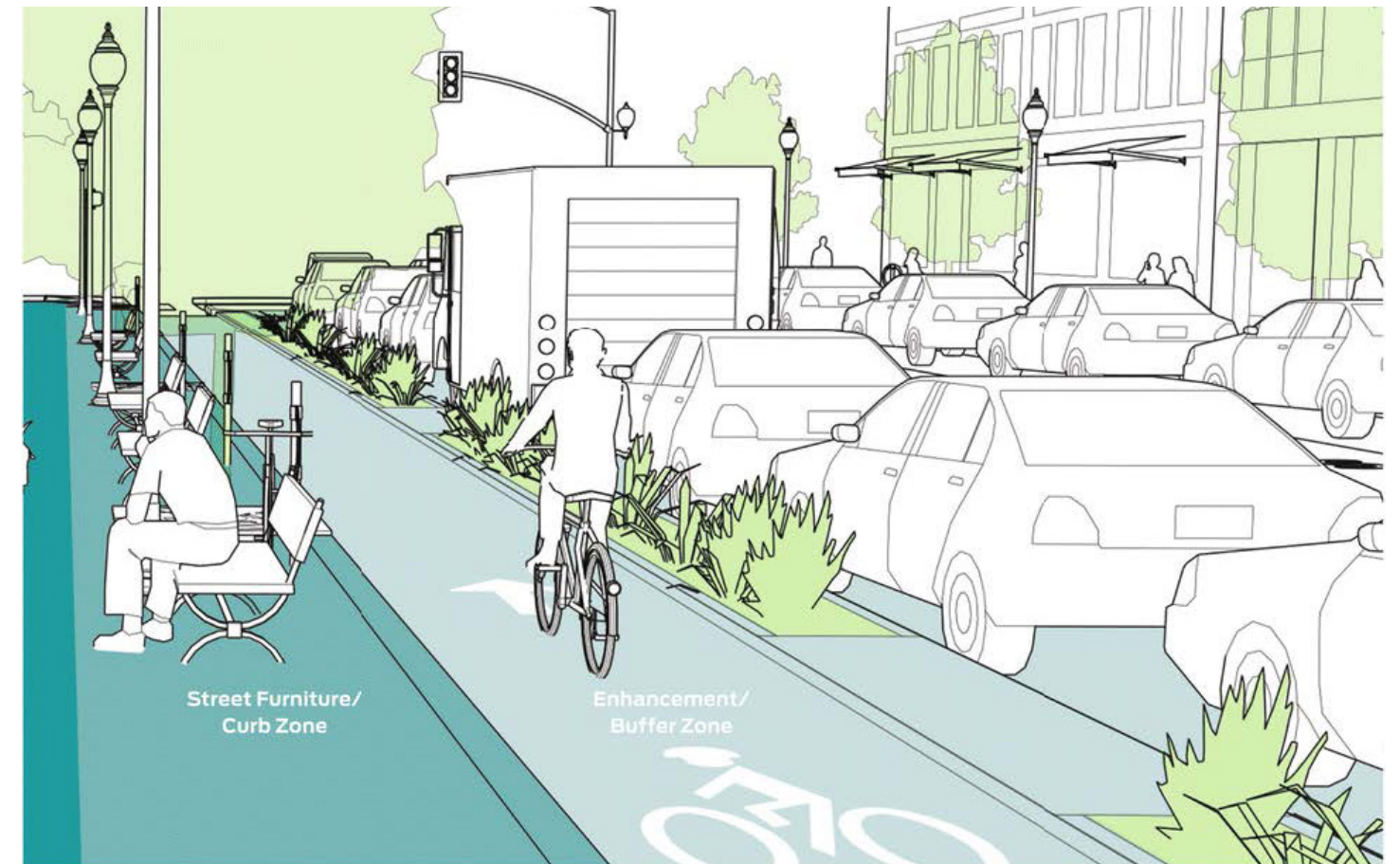
Streets that are safe, accessible, and easy to navigate can encourage more sustainable ways of travel. Their design and quality affect everyone — whether traveling by foot, assistive device, bicycle, transit, or car. Repurposing and enhancing existing streets with features such as separated and well-connected 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 and provide direct, comfortable connections between homes, mixed-use villages, parks, schools, and other community destinations. 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 link neighborhoods 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

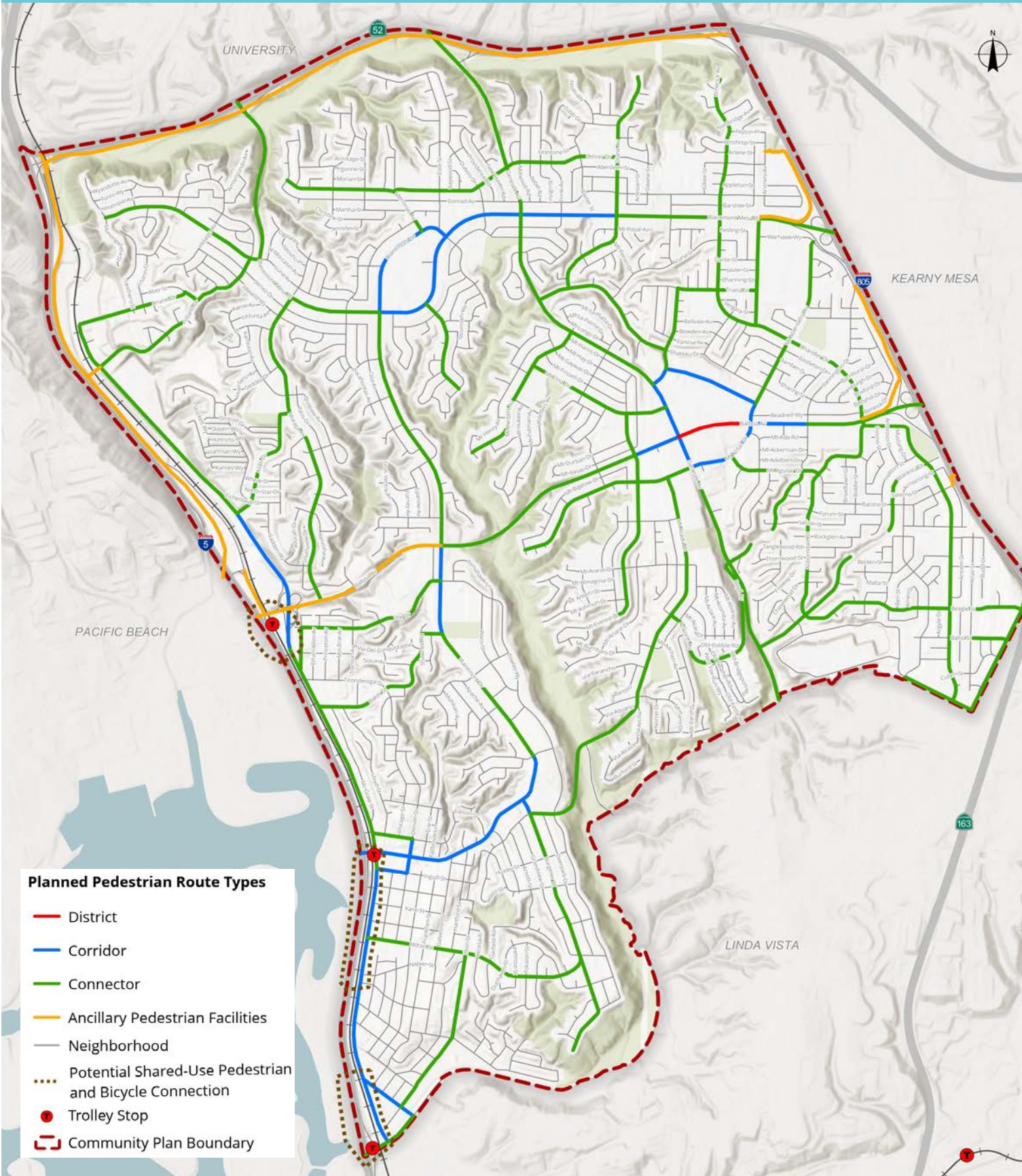
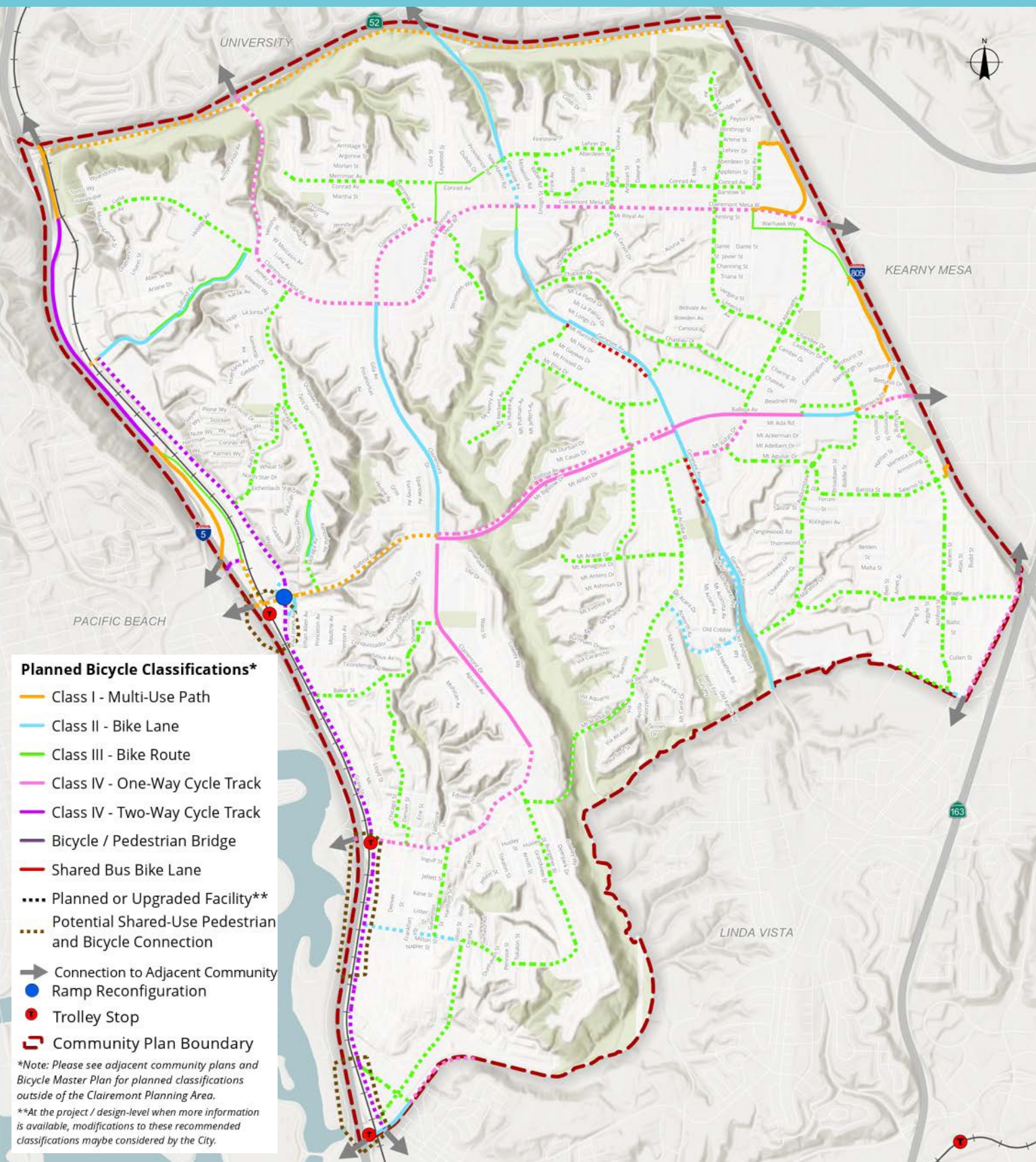


FIGURE 3-2: PLANNED BICYCLE FACILITIES



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 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 lanes 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 multimodal 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 connect 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.

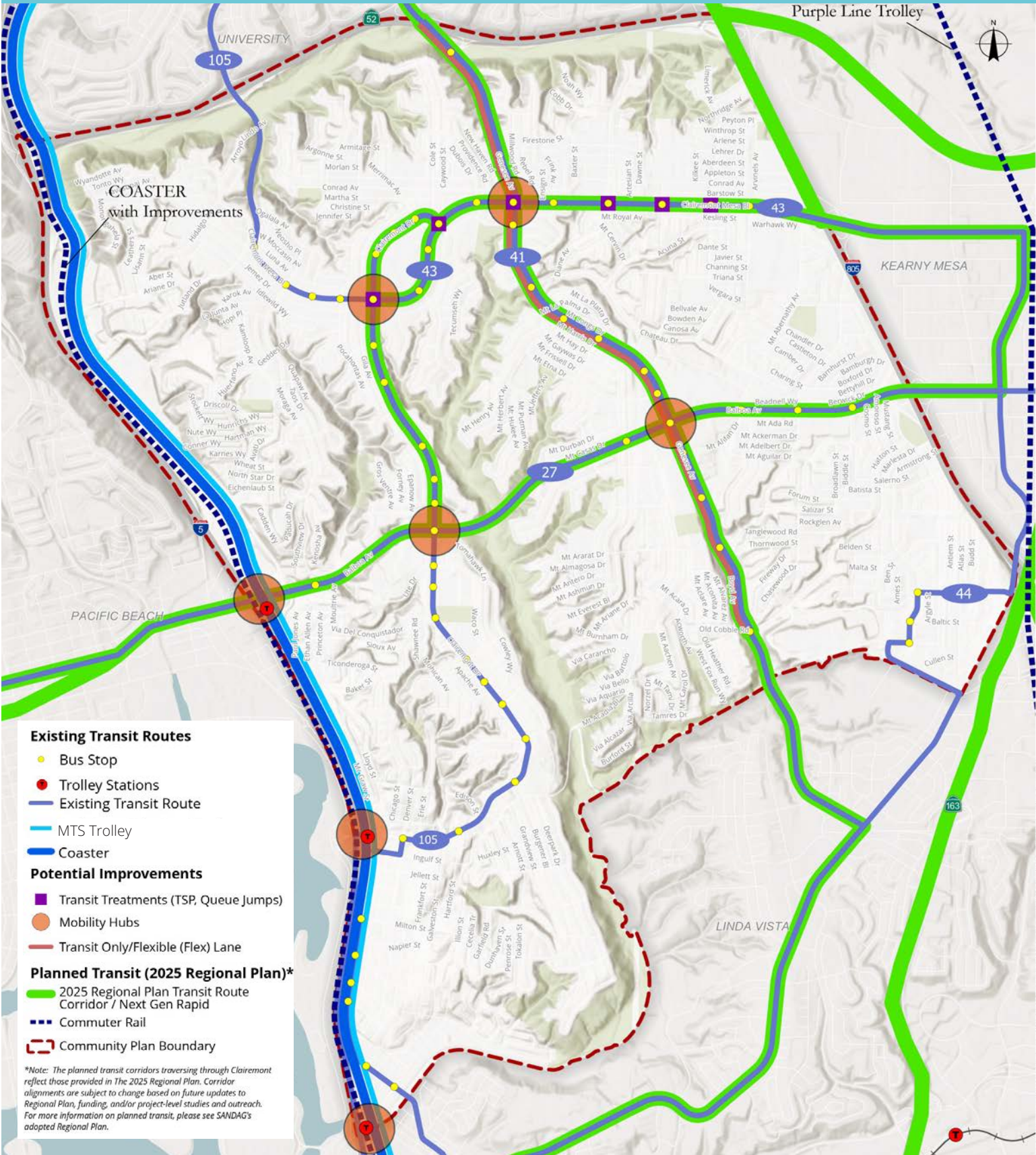
TRANSIT PRIORITY MEASURES

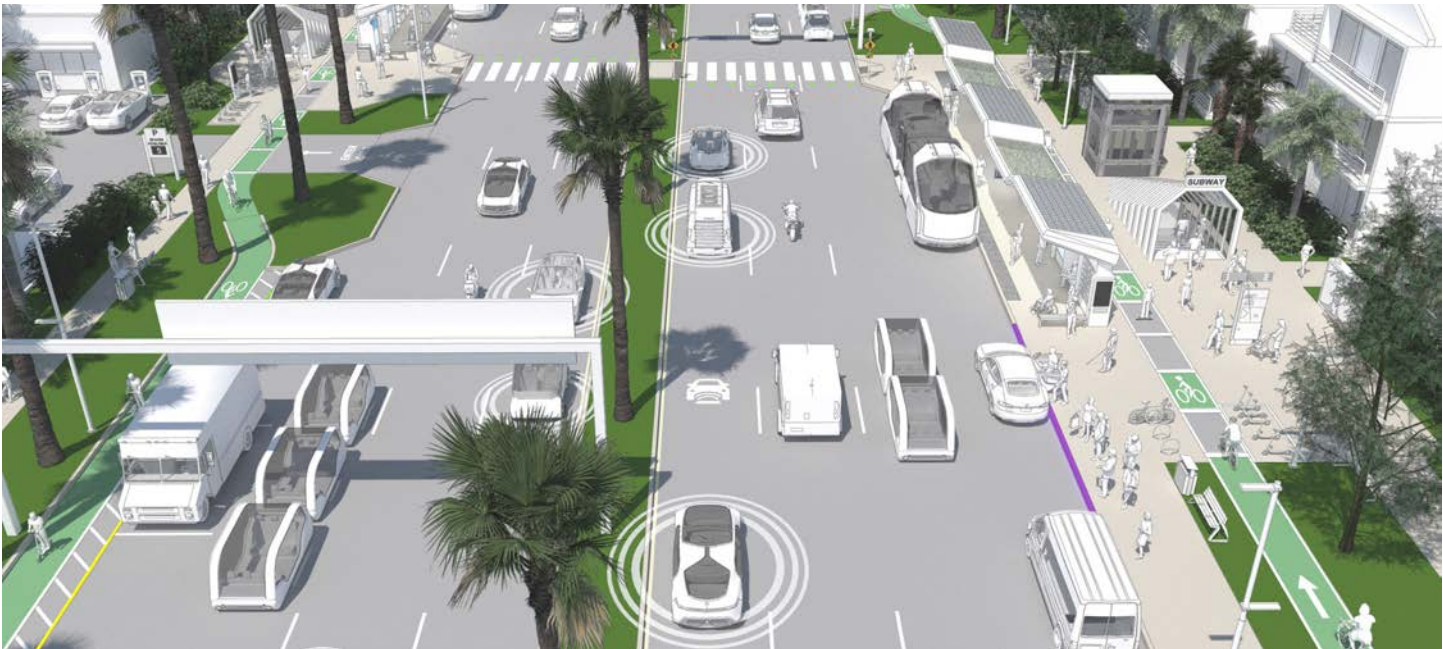
In addition to dedicated transit lanes along a key corridor, the Community Plan incorporates other transit priority measures such as transit signal priority (TSP) and intersection queue jumps which allow transit to bypass congestion and reduce transit delays.

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, bikesharing, carsharing 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.

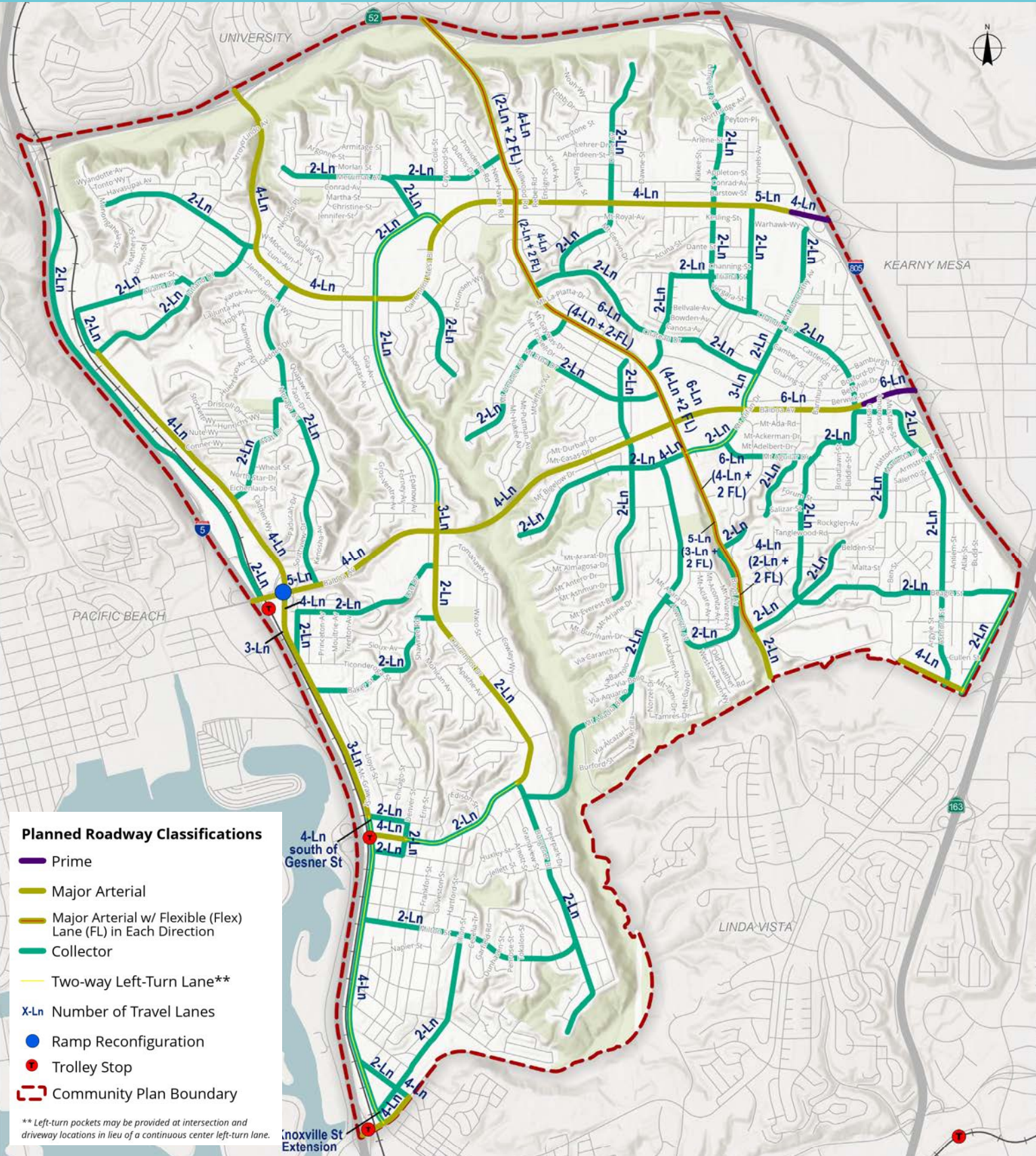
STREETS

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 more Complete Streets and an 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

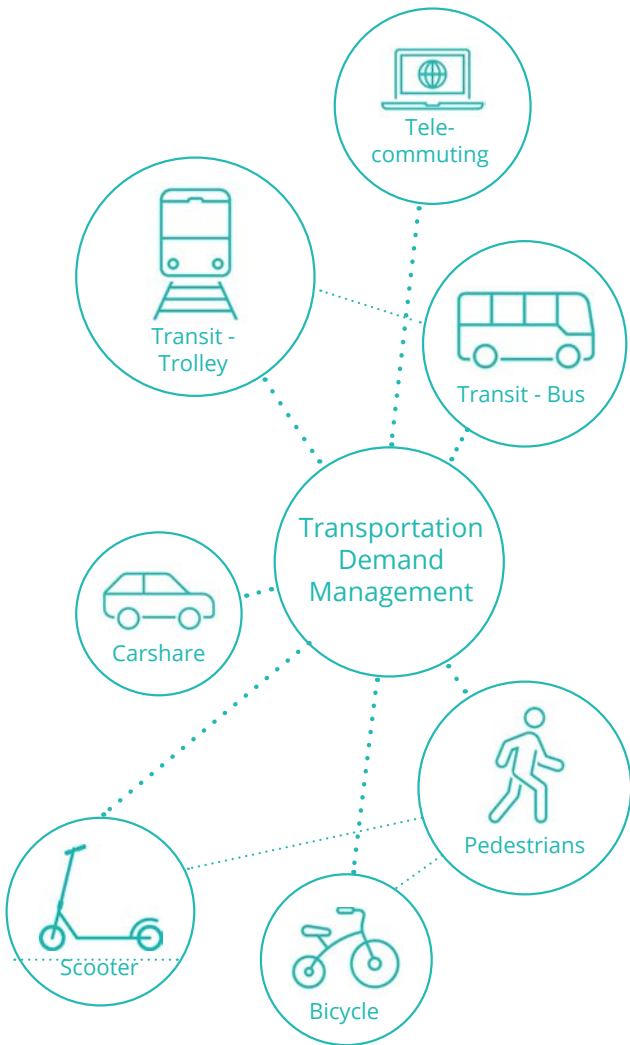
Micromobility refers to small, low-speed, human- or electric-powered mobility devices designed for short trips. When integrated with transit, micromobility programs or shared mobility services can enhance connectivity and provide a convenient alternative for those without access to their own bike or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

FIGURE 3-4: PLANNED STREET CLASSIFICATIONS



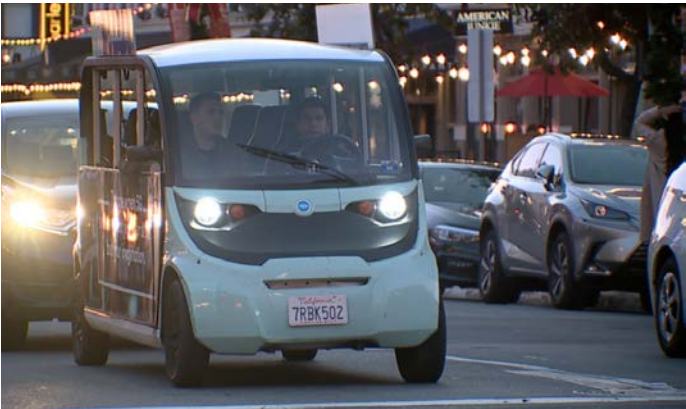
INTELLIGENT TRANSPORTATION SYSTEMS

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.



TRANSPORTATION DEMAND MANAGEMENT

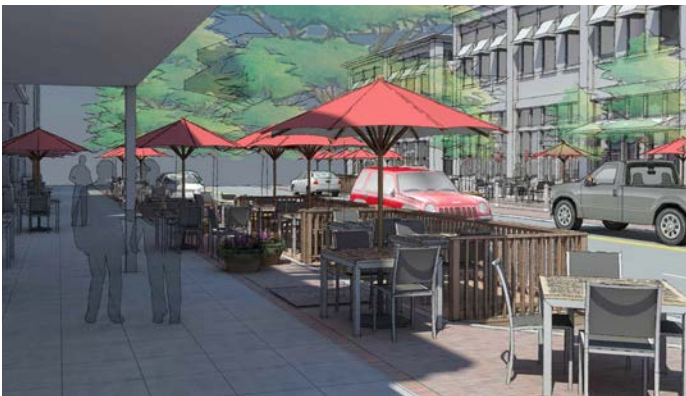
Transportation Demand Management strategies and programs can help to reduce solo driving trips by offering transit and parking subsidies, commuter benefits, and flexible work schedules. When implemented in businesses, mixed-use villages, and residential and institutional developments, Transportation 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.



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

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.



The Community Plan emphasizes managing curb space in mixed-use villages to balance parking, micromobility parking, outdoor dining, deliveries, rideshares, transit and more.

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.

3.4

Evaluate alternatives for repurposing right-of-way along Genesee Avenue, Clairemont Mesa Boulevard, and Balboa Avenue to support active transportation and transit improvements. Consider future development, emergency access requirements, parking, and safety improvements where appropriate when evaluating.

3.5

Promote mobility improvements that support walking and rolling to everyday needs such as supermarkets, pharmacies, schools, parks, and other neighborhood-serving destinations.

Walking/Rolling

3.6

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.

3.7

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

3.8

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.

3.9

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.

3.10

Evaluate a pedestrian connection between the west and east sides of Clairemont Drive Village, including a mid-block crossing or signalized intersection, where feasible and warranted.

3.11

Encourage convenient and accessible pedestrian and bicycle connections between the Balboa Avenue Transit Station Village and Morena Boulevard. Potential improvements could include a two-way cycle track on the west side of Morena Boulevard and pathway linking Brandywine Street to Morena Boulevard.

3.12

Encourage pedestrian and bicycle enhancements and connections into Diane Village from surrounding neighborhoods, particularly from Conrad Avenue.

3.13

Evaluate the reconfiguration of the concrete channel on the north side of Tecolote Road to include a pedestrian connection or paseo that connects the Tecolote Canyon Natural Park to Mission Bay.

3.14

Maintain a pedestrian connection that links the mid-block crossing on Cowley Way to the Clairemont Drive Village - East area.

3.15

Evaluate opportunities to enhance pedestrian and bicycle connections across Mount Acadia near Snead Avenue and Tecolote Canyon trailhead. Improvements may include, but are not limited to, a dedicated crossing, signage and other measures to alert drivers to pedestrian and bicycle activity, as appropriate.

3.16

Support SANDAG and Caltrans’s consideration of the implementation of a pedestrian and bicycle access facility 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.

Bicycling

3.17

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.

3.18

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.

3.19

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.

3.20

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.

3.21

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 Facilities Map (Figure 3-2). Implementation of these bikeways should be considered as streets are resurfaced or right-of-way becomes available.

3.22

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.

3.23

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 Green Street Typologies in the Appendix.

3.24

Work with SANDAG and Caltrans to assess the feasibility of shared-use pedestrian and bicycle connections across the Interstate-5 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.

3.25

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.

3.26

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.

3.27

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.

3.28

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.

3.29

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

3.30

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

3.31

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

3.32

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

3.33

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.

3.34

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.

3.35

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.

3.36

Explore opportunity to improve transit service and access in northwest Clairemont with SANDAG, MTS or private development. Potential strategies include evaluating a future light rail transit station at Jutland Drive and Morena Boulevard, enhancing local transit service, strengthening multimodal connections, and integrating public space improvements with the redevelopment of Rose Canyon Business Park and other nearby sites.

Streets

3.37

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.

3.38

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.

3.39

Support a feasibility study to analyze extending Damon Avenue to Morena Boulevard to serve as a primary entrance and create an east-west main street through the village with pedestrian and bicycle facilities.

3.40

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.

3.41

Conduct corridor studies along Genesee Avenue, Clairemont Mesa Boulevard and Balboa Avenue to evaluate alternatives for repurposing right-of-way to support active transportation and transit improvements. Consider future development emergency access requirements, parking and safety improvements, where appropriate.

3.42

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:

- Removal of free-right turn movement at Morena Boulevard intersection with Balboa Avenue.
- Removal of the northbound Morena Boulevard to westbound Balboa Avenue ramp.
- 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.
- Installation of a traffic signal at the westbound Balboa Avenue and Morena Boulevard ramps.

3.43

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

3.44

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

3.45

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

3.46

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.

3.47

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

3.48

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.

3.49

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

Transportation Demand Management

3.50

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.

3.51

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.

3.52

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

3.53

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

Parking and Curb Space Management

3.54

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.

3.55

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.

3.56

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

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3.57

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

3.58

Consider on-street parking management strategies in higher parking demand areas to optimize curb space utilization.



URBAN DESIGN

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 the services 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.

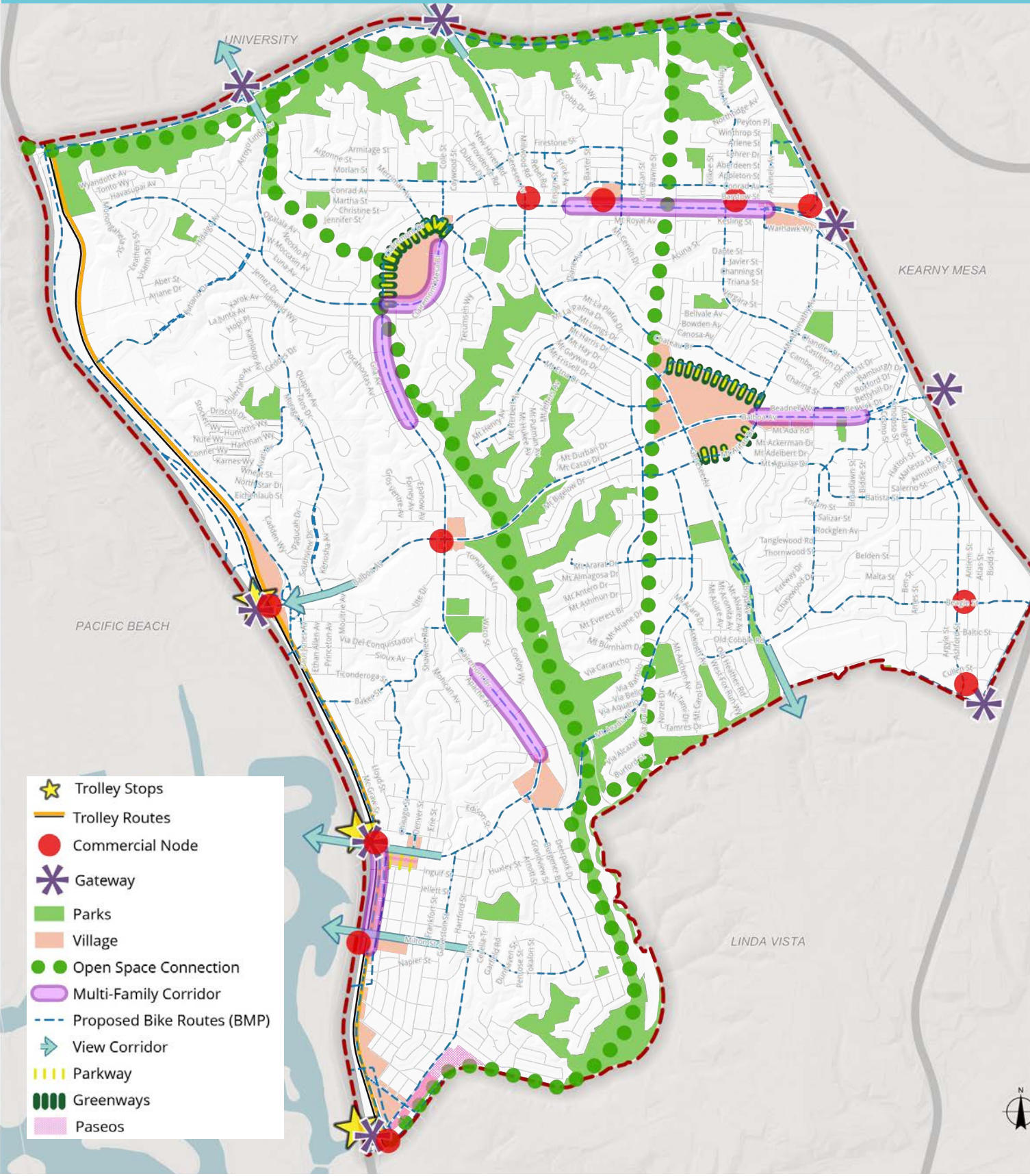
Sidewalks can incorporate pedestrian access, gathering space, unique design, and public art. The Community Plan also envisions shared public spaces that accommodate all users while also incorporating elements of sustainability. This vision will be accomplished through a combination of design strategies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

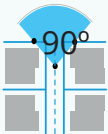
PUBLIC ART

Public spaces provide opportunities for public art, which contributes to a vibrant sense of place. Public art can provide focal points for gathering within a village. Public art can also be a more integral part of public spaces such as plazas and transit stations, facades of existing buildings and utilities, as well as in new developments. Public art can highlight local artistry and craftsmanship through diverse forms of media. Additionally, public art can be integrated as a part of gateways and wayfinding monuments. Integrating public art into future development can celebrate Clairemont’s unique identity as the community grows.

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.

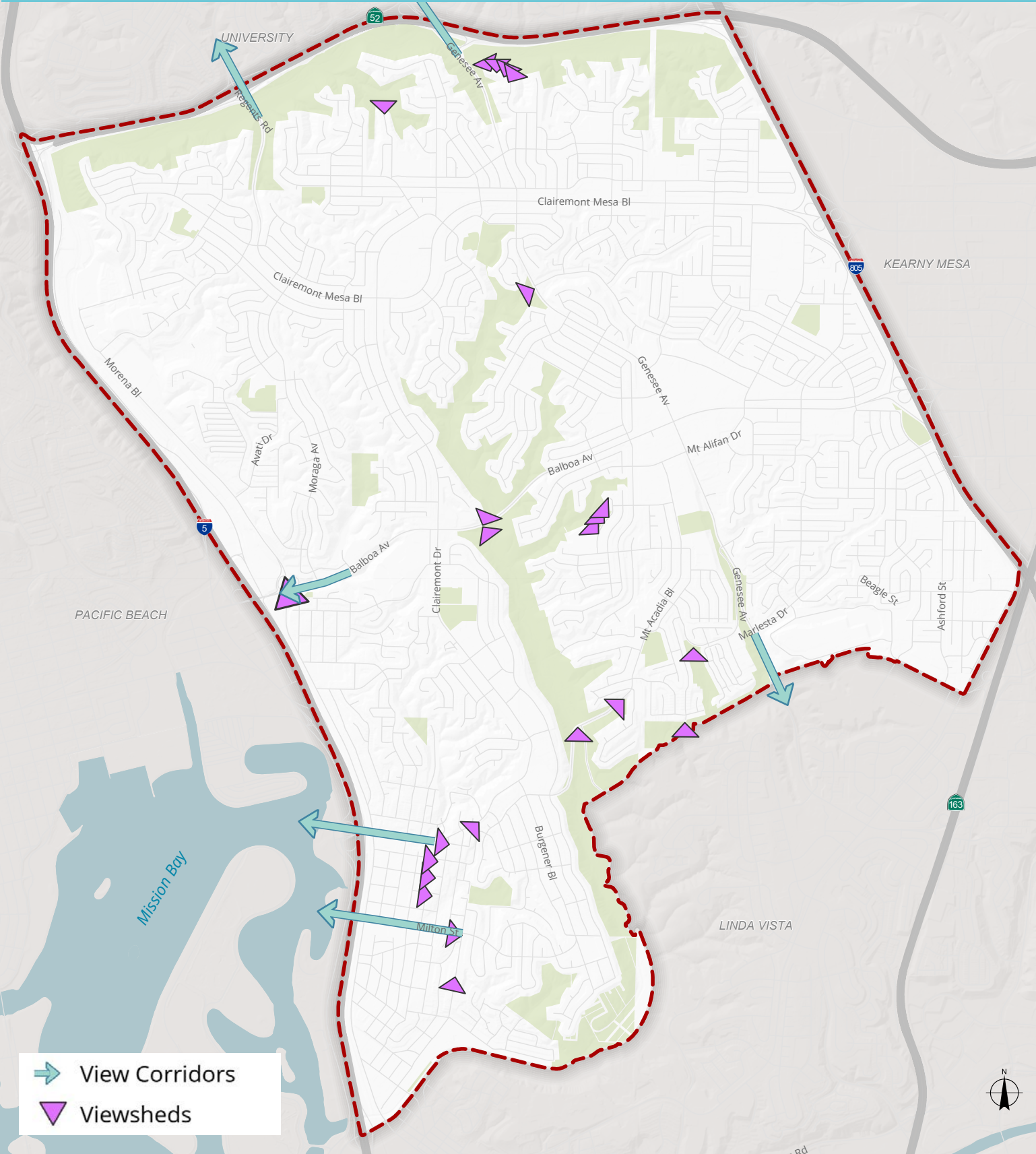


VIEWSHEDS
Viewsheds are defined by 90° to 180° angles positioned at street centerline from public vantage points and intersect with the allowable building envelope.



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 developmentsites 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 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

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

Public Art

4.30 Encourage public art as a focal point in public spaces and villages to celebrate community identity.

A. Consider opportunities for public art at plazas and transit stations, on the facades of existing and future buildings and utilities, as well as in new developments.

B. Consider opportunities for public art as a part of pedestrian connections such as paseos, greenways and parkways as well as gateways and wayfinding monuments.

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 natural spaces and habitats in 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 native, non-invasive and drought-tolerant species for landscaping in parkways, medians, other public and private spaces.

4.47 Support opportunities to remove invasive species from public and private spaces and replace them with native, non-invasive and drought-tolerant species.

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

Urban Forestry

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

4.50 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.

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

4.52 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.

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

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

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

4.56
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.

4.57
Utilize open planters with shrubs and groundcover, in addition to tree grates.

4.58
Maximize opportunities to plant more street trees as part green infrastructure.

4.59
Respect required setbacks for buildings within viewsheds and buildings located along designated view corridors and public rights-of-way.

4.60
Set back tall landscape material or terrace development from the street corners of lots to maintain designated views down public rights-of-way.

4.61
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.

4.62
Plant street medians either with the same tree as along the perimeter of the street, or with a direct contrast for a complementary design.

4.63
Select carbon-capturing trees for climate mitigation. Large specimen broad canopy trees have the highest capacity to capture GHG emissions.

4.64
Encourage the planting of street trees in areas with high heat exposure.

Adjacent to Canyons and Open Space

4.65
Step development down with canyon and hillside landforms to maximize view opportunities, preserve open spaces, and reduce wildfire risks.

4.66
Provide varied rooflines that follow the slope of the site for sites near canyons and slopes.

4.67
Encourage a diversity of roof forms to emphasize the character of the adjacent hillsides.

4.68
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.

4.69
Support the vacation of street rights-of-way where no longer needed for view corridors or mobility access.

4.70
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.

4.71
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)

4.72
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.

4.73
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.

4.74
For buildings that are adjacent to open space and MHPA, promote design strategies that reduce the potential for bird strikes.

Sustainable Building Design

4.75
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.

4.76
Incorporate green and vegetated roof systems along with gardens to help reduce solar heat gain.

4.77
Incorporate white or reflective paint on rooftops and light paving materials to reflect heat away from buildings and reduce the need for mechanical cooling.

4.78
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.

4.79
Incorporate sustainable landscape treatments such as drought-tolerant, and climate-appropriate plant species, planting materials, and light-colored paving materials.

- 4.80
- Orient buildings to minimize the extent of west-facing façades and openings.
- 4.81
- Use internal courtyards to trap cool air.
- 4.82
- Utilize decorative vertical shading and fins on east- and west-facing building façades as integrated design features with a sustainable benefit.
- 4.83
- 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.
- 4.84
- Provide groundcover plantings to keep ground surfaces cooler near building façades particularly in place of concrete and other reflective surfaces.
- 4.85
- 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.
- 4.86
- Provide adequate, accessible, and conveniently located bicycle and scooter parking and storage within the development, while giving consideration to pedestrian safety.

- 4.87
- Incorporate building features that allow natural ventilation, maximize daylight, reduce water consumption, and minimize solar heat gain.
- 4.88
- Minimize impervious surfaces that have large thermal gain.
- 4.89
- Encourage recycled, rapidly renewable, and locally-sourced materials that reduce impacts related to materials extraction, processing, and transportation.
- 4.90
- Incorporate inset windows with well-designed trims and details that provide shading and reduce solar heat gain.

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ECONOMIC PROSPERITY

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.

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.

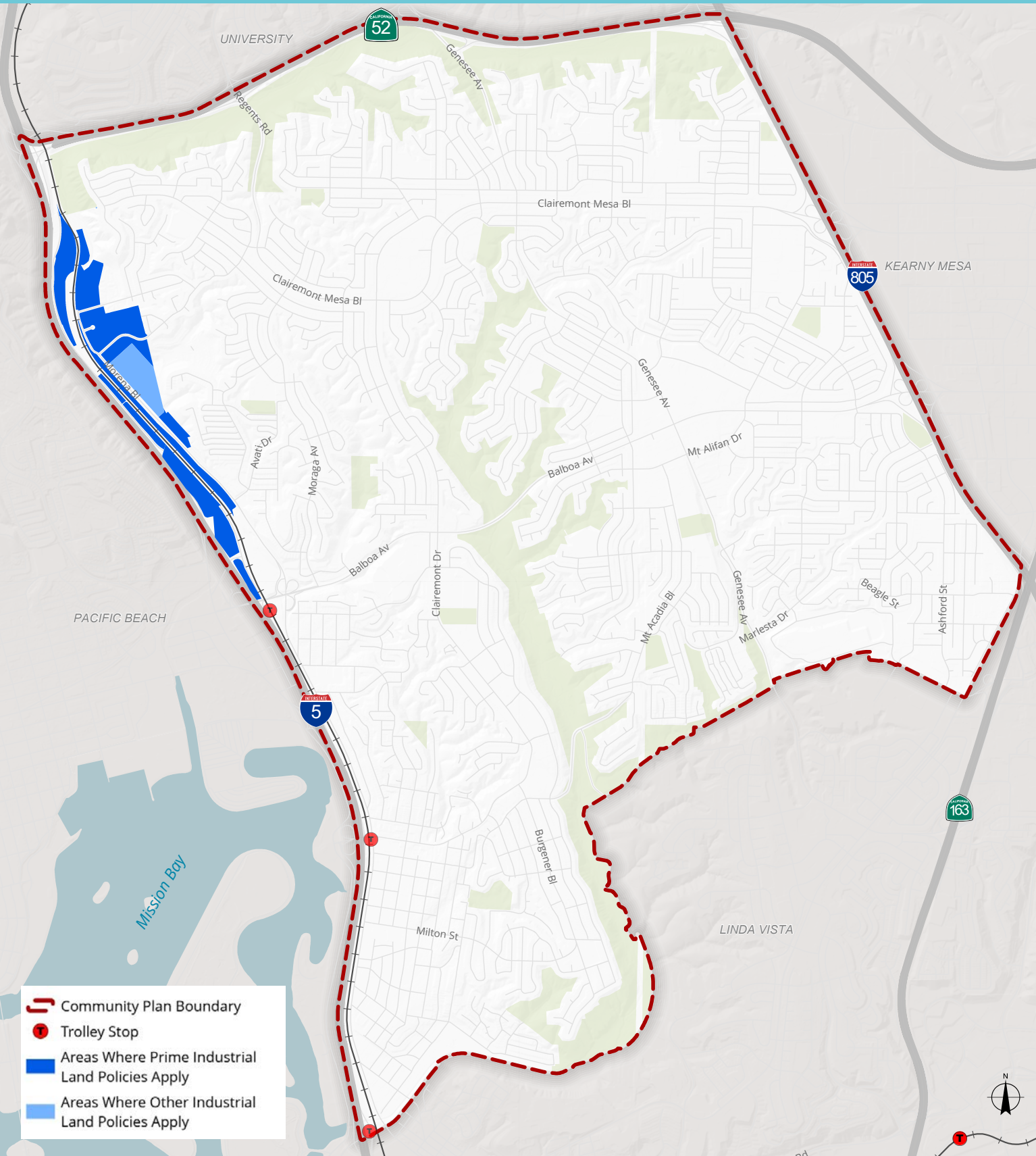


The corridor also has the potential to provide office and research space for defense, high-tech, cleantech, and research and development businesses along with flex space for other businesses.

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 as well as other creative industries. Providing hotel opportunities in this area can further support visitors traveling for business-related trips. Improving access to transit, such as providing a future transit station near Jutland Drive and Morena Boulevard that includes bus and/or light rail service, can support residents and employees in this area.

The Creative City Cultural Plan identifies strategies to promote creative industries, such as music, film, media and design, through strategies such as providing creative spaces and facilitating partnerships. There may be opportunities to explore within Clairemont's Villages and the Rose Creek/Canyon Industrial Corridor to support creative industries.

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 Explore opportunities to provide spaces for creative industries.
 - 5.8 Encourage hotel/motel uses to accommodate tourists and business travelers within commercial areas.
 - 5.9 Encourage offices, hotels, and business to locate within village areas to promote these areas as live-work centers.
 - 5.10 Encourage the establishment of small, locally-owned stores that are compatible with surrounding neighborhoods.
 - 5.11 Encourage pedestrian-oriented commercial uses without drive-throughs.
- Rose Creek/Canyon Industrial Corridor*
- 5.12 Encourage the siting of businesses that focus on creative innovation, design, and technology jobs.
 - 5.13 Encourage the attraction, retention, and expansion of start-up and smaller businesses that develop innovative products and technologies.
 - 5.14 Evaluate opportunities to implement a Prime Industrial - Flex designation to support employment-oriented mixed-use near Jutland Drive and Morena Boulevard based on appropriate analyses, which may include a co-location study and Community Plan amendment.



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 119,000 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.

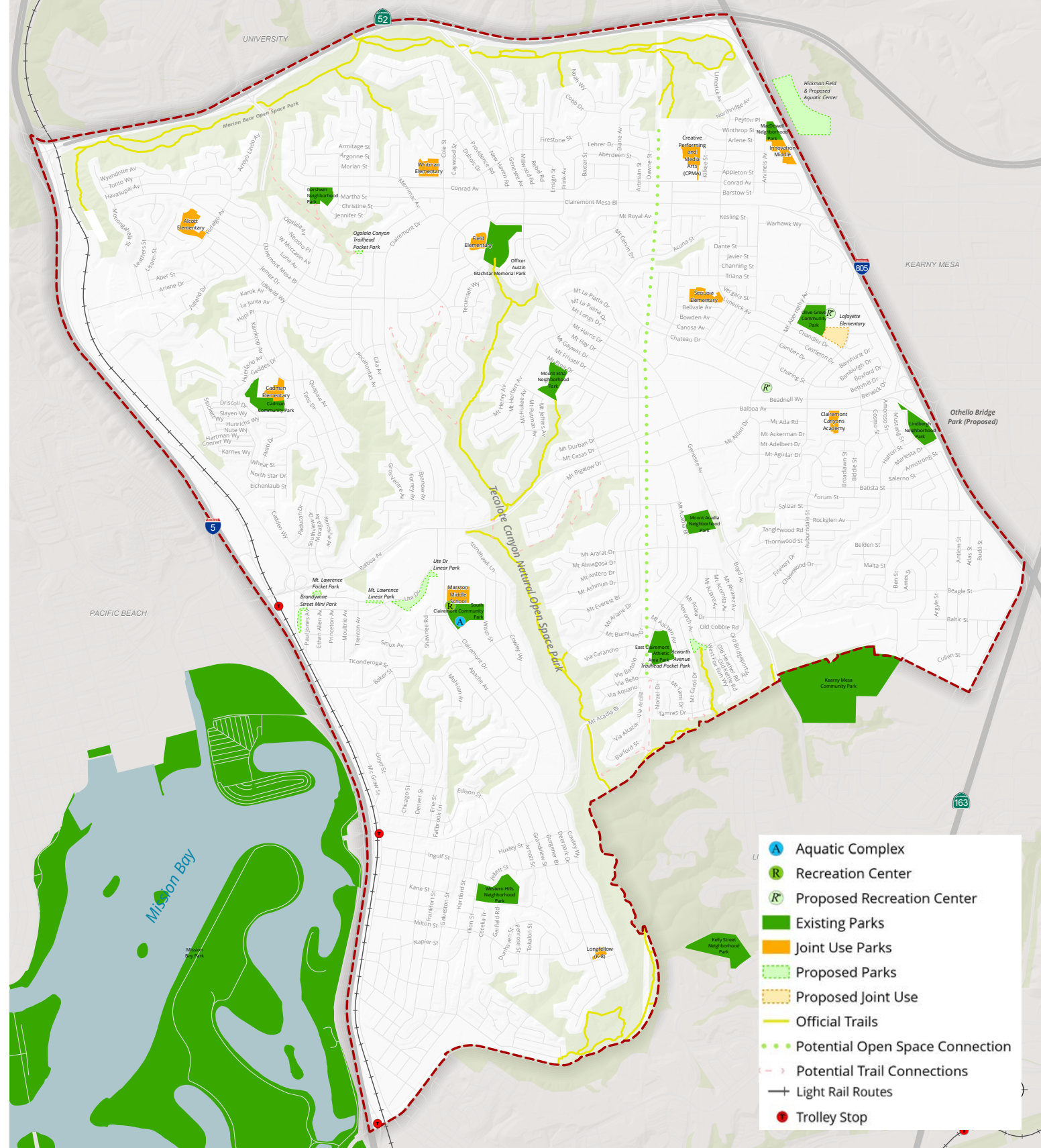
Parks: The Parks Master Plan standard of 100 Recreation Value-Based points per 1,000 community members results in the need for approximately 11,900 Recreational Value Points based on the projected population of 119,000 people at full community buildout. The Community Plan identifies approximately 6,887 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 4,999 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 80,920 square feet of recreation center space at full community buildout. This is equivalent to five 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 2.4 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.

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.



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

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 as shown in Appendix C: Park and Recreation Inventory which includes estimated planned park Recreational Value Points. The area of access for recreational facilities can expand past one community's boundary and can supply resources to 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.

Planned Aquatic Complex

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. An additional aquatic complex will be needed to achieve the standard at the full community buildout.

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 on-site recreational amenities within future development occurring on the Tecolote Creek site.

6.33

Pursue an agreement with the San Diego Unified School District (SDUSD) for a proposed linear park on SDUSD-owned property along Ute Drive.

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