Attachment 26 - Rose Canyon/Creek Industrial District Land Use Compatibility Analysis

Rose Canyon/Creek Industrial District

Land Use Compatibility Analysis

Clairemont Community Plan Update

October 2025

A. INTRODUCTION

The City of San Diego is updating the Clairemont Community Plan Update to provide a long-range land use vision for economic prosperity, housing, mobility, and climate action. The Clairemont Community Planning Area contains with approximately 82,600 people living the community (2025) and 2,885 jobs (2025). Clairemont contains a mix of light industrial and business park uses along Morena Boulevard and Sante Fe Street north of Balboa Avenue.

General Plan

The General Plan recommends evaluating the designation of Prime Industrial Lands during a comprehensive community plan update. If change is proposed, the GP requires several factors to be analyzed to ensure that viable industrial areas are protected from encroachment and conversion to non-industrial uses. General Plan policy EP-A.12 of the city's GP Economic Prosperity Element contains the following requirements for any justification to change Prime Industrial with residential, commercial, institutional, mixed-use, public assembly, or other sensitive receptor land uses:

- Evaluate the Prime Industrial Land Criteria in Appendix C, EP-1
- Analyze the Collocation/Conversion Suitability Factors in Appendix C, EP-2
- Study the potential contribution of the area to the local and regional economy

This report explores items (a) and (b). The study of the potential contribution of the area to the local and regional economy is illustrated in a separate report, *Market Demand Analysis and Evaluation of Potential Impacts of Collocation*, prepared by Keyser Marston Associates.

Climate Action Plan

The Climate Action Plan update in 2022, prioritizes the implementation of the General Plan's Mobility Element and the City of Villages Strategy to increase housing near job centers and promote the use of transit, walking, and biking to reduce greenhouse gas emissions. Meeting the Climate Action Plans goals require achieving better walkability and transit-supportive density by locating most of new housing and employment within the Transit Priority Areas.

Rose Canyon/Creek Industrial District

The Rose Canyon/Creek Industrial District is identified as prime industrial lands in the General Plan Economic Prosperity Element. Sorrento Mesa is expected to see future employment growth to support the regional economy. Figure 1 shows the location of the Rose Canyon/Creek Industrial District.

The Rose Canyon/Creek Industrial District is 178 acres and contains 55 parcels with a median parcel size of 1.8 acres and a median FAR of 0.35. The total building area is 1,936,560 million square feet

with a median building area of 18,000 square feet. The current land use is mostly office, industrial park, and business park.

Table 1 illustrates the employment breakdown within the District. The largest share of employment is Industrial Park.

Table 1 – Rose Canyon/Creek Industrial District Employment

Land Use	Number of Parcels	Floor Area	Employee Density Rate (Employees / 1,000 sq ft)	Employees
Industrial Park	25	1,419,698.00	1050	1,352
Public Storage	1	50,000.00	15000	3
Communications and Utilities	2	-		
Other Transportation	1	400.00	450	1
Regional Shopping Center (300,000 SF or more)	1	50,000.00	750	67
Community Shopping Center (100,000 SF or more)	1	115,000.00	500	230
Arterial Commercial	7	23,808.00	700	34
Service Station	1	4,100.00	300	14
Office (5.1 ksf - 10 ksf)	2	15,687.00	200	78
Office (10.1 ksf - 20 ksf)	1	18,869.00	200	94
Office (20.1 ksf - 35 ksf)	3	88,876.00	200	444
Office (35.1 ksf - 50 ksf)	1	40,122.00	200	201
Office (greater than 100 ksf)	1	110,000.00	300	367
TOTAL		**1,936,560.00**		**2,885**

Rose Canyon Gateway Village

The following criteria were used to identify the Rose Canyon Gateway Village as collocation study focus area in the District:

- Outside Open Space Area;
- Within Transit Priority Areas;

- Near Existing and Planned High Frequency Transit.

B. PRIME INDUSTRIAL LAND CRITERIA

The General Plan Economic Prosperity Element requires justification for changing the land use of prime industrial land by evaluating the 'Prime Industrial Land Criteria' identified in General Plan Appendix C, EP-1. The Prime Industrial Land Criteria evaluation was conducted on the Sorrento Mesa Subarea level to explore feasibility of land use change. However, the assessment of non-industrial encroachment will be within the smaller Sorrento Mesa Focus Area. Appendix C, EP-1 asks the following:

Community Plan Land Use – Is the land designated for industrial uses in the applicable community plan?

Yes – The Rose Canyon Gateway Village (APN: 6760300100) is approximately 18.6 acres. As depicted in the adopted Clairemont Community Plan, the land use designation is 'Industrial Park.'

Market Feasibility: In communities where at least 30 acres of fully entitled vacant land is available for sale, are land prices low enough so that new industrial development is still feasible.

No – There are zero acres of developable vacant land in the District. Most of the existing industrial and office buildings are 40 to 65 years old.

Predominantly Developed or Developable with Industrial Uses: Has the majority of the developed portion of the industrial area been developed with heavy industrial, light industrial, research and development and other base sector uses? Does the area have the physical characteristics suitable for modern industrial development?

The Rose Canyon Village area functions as a City of San Diego Operations Yard and has not been developed with heavy industrial, light industrial, research and development or other base sector uses. The Prime Industrial areas within Clairemont:

- Lack in amenities/shopping/services, mixed-use (residential), and walkable environments for employees; and
- Do not have sufficient land area to create critical mass (cluster) of new comparable base sector uses.
- Most of the existing industrial and office buildings are 40 to 65 years old.

Free From Non-Industrial Encroachment: Is the industrial area generally free from residential uses and does it contain few institutional or "public assembly" uses or sensitive receptor land uses? Are less than 50% of existing uses commercial or non-industrial uses? Commercial uses are defined as institutional uses, retail sales, commercial services, offices, and vehicle and vehicle equipment sales and services.

- The Rose Canyon Village does not have residential uses and does not contain institutional or public assembly uses.
- Multi-family and single development is adjacent to the Rose Canyon Village.

Proximity to Resources of Extraordinary Value: Is the area in proximity to certain human resources and infrastructure investments to which access is fundamental to the type of use it would support?

The Rose Canyon Village area is located within five miles of UCSD and Sorrento Valley, life sciences sector businesses, flex/R&D users, corporate headquarters, and medical centers. The area does provide the opportunity for smaller and start up industrial business to rent space.

Base sector users are not the primary use of Prime Industrial land in the Clairemont Community Planning Area. Demand for employment space in surrounding areas, such as the University, Sorrento Mesa, Sorrento Valley, Mira Mesa, and Kearny Mesa areas. However, these areas are considered superior in terms of meeting the City's Prime Industrial land criteria.

C. COLLOCATION/CONVERSION SUITABILITY FACTORS

The city's GP Economic Prosperity Element requires justification for changing the land use designation of prime industrial land by performing an evaluation using the city's 'Collocation/Conversion Suitability Factors' identified in GP Appendix C, EP-2 of the city's Economic Prosperity Element. This section's analysis will concentrate on the Sorrento Mesa Focus Area. Appendix C, EP-1 asks the following:

Area Characteristics – ***The amount of office and commercial development in the area. The significance of encroachment of the non-industrial uses which has already occurred in the area. The area's attractiveness to manufacturing, research and development, wholesale distribution, and warehousing uses, based on a variety of factors including: physical site characteristics, parcel size, parcel configuration, surrounding development patterns, transportation access, and long-term market trends.***

The Rose Canyon Village site is located on the western border of the Clairemont Community Planning Area. The 18.6-acre site is located on an elongated parcel that spans between Santa Fe St. and Morena Blvd. The village area is narrow along its northern boundary and broadens as it expands southward. The area is bounded on north by prime industrial designated land that is presently occupied by commercial, and office uses, Morena Blvd on the east, the Coaster/Amtrak/freight rail tracks and Blue Line Trolley tracks, as well as Santa Fe Street to the west, and Balboa Avenue to the South.

The Rose Canyon Village area site and many of the industrial designated properties near it are occupied by non-industrial uses. These non-industrial uses are largely commercial uses. The presence of these commercial uses may decrease demand for industrial uses, thereby increasing industrial vacancy rates and diminishing synergy across impacted sites. Most of the City's Prime Industrial land is in the other parts of the City and are considered major employment centers and meet more of the Prime Industrial criteria. This Village area has convenient access to the Interstate 5 (I-5) to the west and the Balboa Avenue Transit Station immediately to the south.

Transit Availability – ***The area is located within one-third mile of existing or planned public transit. The project proponent's ability to provide or subsidize transit services to the project, if public transit service is not planned or is inadequate.***

This area is located within Mobility Zone 2. The Southern terminus of the village area is located approximately 300 feet, across Balboa Avenue, from the Balboa Avenue Transit Station. Given the area's proximity to transit options, the site is desirable for both new home and job opportunities. By allowing for both home and job growth opportunities within areas with high frequency transit access, the conversation of this site from prime industrial to mixed use supports a shift from single-occupancy vehicles to walking, biking and transit. This helps to reducing the per capita vehicle miles traveled citywide, consistent with the General Plan and Climate Action Plan.

Impact on Prime Industrial Lands – ***The location of the proposed project adjacent to prime industrial lands and the impact of the proposed project utilization of the prime industrial lands for industrial purposes.***

Industrial land accounts for less than 1% of the total land area in the Clairemont Community Planning Area. As such, there is a limited amount of existing industrial space within Clairemont. Designated industrial areas generally run along I-5 Morena Boulevard between SR 52 and Balboa Avenue. Industrial space within Clairemont is predominately occupied by non-industrial uses. A limited number of base sector users exist in the Prime Industrial area; these include aerospace manufacturers, beer and wine distributors, corporate offices, and other construction and building material suppliers. Citywide, the largest concentrations of Prime Industrial land are outside of Clairemont and are in the communities of University, Sorrento Mesa, Sorrento Valley, Mira Mesa, and Kearny Mesa. These other submarkets are considered major employment centers and meet many of the Prime Industrial characteristics, such as access to labor force, proximity to similar businesses (clusters) and anchors (University of California, San Diego (UCSD), amenities for employees, multiple transportation options, and sufficient land area and configuration to create a critical mass of Prime Industrial uses. By comparison, these factors are relatively deficient in the Rose Canyon/Morena submarket.

Significance of Residential/Employment – ***The significance of the proposed residential density to justify a change in land use. If residential is proposed on the same site, the amount of employment space on the site is to be retained.***

The Community Plan Update designates the Rose Canyon Village areas with a land use of Community Village (0-145). The is the most intense residential land use density proposed by Update's land use plan. The Community Village land use designation provides for retail, service, civic, and office uses and allow for housing as part of mixed-use development. Given the size of the site and the land use designation, the village area plans for up to 2,697 new home opportunities within a High Resource Area. Existing jobs onsite would be relocated to other city owned/leased facilities and new job opportunities could be included through mixed use development.

- **Residential Support Facilities –** ***The presence of public and commercial facilities generally associated with residential neighborhoods in close proximity to the area, such as recreational facilities, grocery stores, and schools.***

  The Rose Canyon Village is adjacent to an established neighborhood and would be served by the following existing residential support facilities, such as schools, recreational facilities, and grocery stores:

  Parks: South Clairemont Community Park and Recreation Center (0.8 of a mile), Cadman Community Park and Recreation Center (0.7 miles)

  Schools: Clairemont High School (0.5 mile), Cadman Elementary School, (0.7 miles), Marston Middle School (0.8 mile)

  Grocery Stores: Vons (1.5 miles, Pacific Beach), Vons (1.5 miles), and Sprouts (1.53 miles)

  Fire Station: Fire Station 27 (1.8 miles)

  Libraries: North Clairemont Branch Library (1.5 miles)

- **Airport Land Use Compatibility –** ***The location of the site in the airport influence area where incompatibilities may result due to adopted Airport Land Use Compatibility Plan policies, Air Installation Compatibility Use Zone Study recommendations, and restrictive use easements.***

  The Rose Canyon Village is not located within the Airport Land Use Compatibility Overlay (ALUCOZ), Airport Influence Area (AIA), or ALUCP area.

- **Public Health: –** ***The location of the site in an employment area where significant incompatibilities may result regarding truck traffic, odors, noise, safety, and other external environmental effects.***

  Non-industrial uses found near the Rose Canyon Village site between Santa Fe Street, Damon Avenue and Interstate 5 are presently occupied by non-industrial uses including commercial and retail services. North of Damon Avenue, between Interstate 5 and Santa Fe Street includes a utility facility and other commercial and retail services. These non-industrial uses are not anticipated to present significant incompatibilities that could result in significant environmental effects.

- **Public Facilities: –** ***The availability of facilities to serve the residential units. Provide public facilities onsite wherever feasible.***

  In addition to the facilities described above, the Rose Canyon Village site is located with the Community Enhancement Overlay Zone. The Community Enhancement Overlay Zone Supplemental Development Regulations would require public space that is privately owned, publicly accessible spaces to be integrated into different development contexts. Further, a site-specific supplemental development regulation applies within the Rose Canyon Village site. The supplemental development regulation would require a public park that is a minimum of 3-acres in size and shall include a minimum of one paved north-south oriented pedestrian pathway at least 8-feet in width connecting the site to Balboa Avenue

- **Separation of Uses –** ***The adequacy of the separation between industrial and residential properties with regard to hazardous or toxic air contaminants or hazardous or toxic substances. Determine if there are any sources of toxic or hazardous air contaminants, or toxic or hazardous substances, within a quarter mile of the property between proposed residential or other sensitive receptor land uses and proposed properties where such contaminants or substances are located. If so, an adequate distance separation shall be determined on a case-by-case basis based on an approved study submitted by the applicant to the City and appropriate regulatory agencies. If no study is completed, provide a 1000-ft. minimum distance separation between property lines. Uses which are not sensitive receptor land uses, such as most commercial and business offices, retail uses, parking, open space, and public rights-of way can locate between the properties within the separation area.***

  Given the presence of non-industrial uses on prime industrial designated land near the Rose Canyon Village, there are no sources of hazardous or toxic air contaminants or hazardous or toxic substances within a quarter mile of the village site.

D. PRELIMINARY CONCLUSION AND RECOMMENDATION

Base sector uses are not a primary use of Prime Industrial land within the Clairemont Community Planning Area and demand for employment space in surrounding areas, such as the University, Sorrento Mesa, Sorrento Valley, Mira Mesa, and Kearny Mesa areas, is anticipated to remain strong.

However, these areas are considered superior in terms of meeting the City's Prime Industrial land criteria. The conversation of the Rose Canyon Village site from prime industrial land to a residential land use and mixed-use base zone would assist meeting the significant unmet residential demand within the Clairemont Community Planning Area.

CLAIREMONT COMMUNITY PLAN

Responses to the Clairemont Community Planning Group (CPG) comment letter provided on 10/9/25 relating to the Second Draft Clairemont CPU.

NO.	COMMENT	RESPONSE
1	**Add comprehensive protection to the private canyonlands in Clairemont.** Clairemont includes hundreds of acres of private canyons that provide significant quality of life and environmental benefits. Most of these private canyons are not recognized as open space and are mostly unprotected from development. We ask for additional protection.	Approximately 231 acres of private canyons were identified and redesignated from Residential to Privately-Designated Open Space to protect sensitive canyonlands and supporting rezoning from Residential to open space. Many areas identified by the Community Planning Group align with this analysis. The draft Community Plan has also been updated with additional discussion on mechanisms used to preserve both public and private property as open space, which include the Multiple Species Conservation Program (MSCP), Multi-Habitat Planning Area (MHPA) and MHPA Land Use Adjacency Guidelines, Environmentally Sensitive Lands (ESL) regulations, and low-density Open Space Residential (OR) zones, which designate private property as open space to protect these open space areas.
2	**Include a more robust and detailed recommendation to add bus service and a 4th Trolley Station at the foot of Jutland Drive where it intersects with Morena Boulevard.** As noted in the CCPU, we recommend adding more detail regarding this bus and transit station as a prime location for an additional housing and commercial "Village" that we might call Rose Creek North.	New policies have been added to the Community Plan's Land Use, Mobility, and Economic Prosperity Elements to reflect the potential for a future mixed-use village near Jutland Drive and Morena Boulevard. The Community Plan uses the adopted transportation network as a part of map figures, and additional coordination will need to occur with SANDAG to reflect the potential for transit in this area as a part of future regional transportation planning efforts. Additionally, General Plan Policy EP-A.6 directs the preparation of additional analysis when considering mixed-use development in industrial areas to ensure land use compatibility. <u>Land Use Element:</u> • 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. <u>Mobility Element:</u> • 3.35: 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. <u>Economic Prosperity Element:</u> • 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.
3	**Include a concept we call "Villages within the Village" to provide significant housing to serve the Blue Line Trolley along Morena Boulevard.** Recognizing the goal to take advantage of the significant investment in the Blue Line Trolley, we suggest some modifications to height limits along the Western Edge of Clairemont, Bay Ho, and Bay Park which will add additional housing in a more thoughtful and purposeful way.	Height increases are proposed in areas along the MTS Blue Line Trolley within the Clairemont Height Limit Overlay Zone.
4	**Increase housing and mobility opportunities at the Community Core Village.** The Community Core Village (Located at Balboa Ave. and Genesee Ave.) is the largest village in the plan and includes more than 33-acres of parking lots alone; this village could provide more significant opportunities for housing and mixed-use with strong connections to transit.	The draft Community Plan land use density has been raised from 54 du/ac to 73 du/ac at the Community Core Village.
5	**Add more robust and visionary community connections for pedestrians and bicyclists.** We wish for the CCPU to be visionary and bold. Additions to the plan such as an Aerial Tram from the Community Core, access to Mission Bay, Green Spine open space, Trail connections, undercrossings, etc. are all important bold visions for Clairemont that should be expanded upon.	The draft Community Plan reflects the goals for a multimodal network and incorporates several CPG recommendations. <u>"Green Spine" Recommendation:</u> • 3.29: 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. • 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. <u>Connections to/from Pacific Beach and Mission Bay:</u> • 3.23: 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. <u>Trails and Trail Connections:</u> • 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. • 3.15: 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. • 7.14: Consult the Tecolote Canyon Natural Park Master Plan and Natural Resource Management Plan for the management and preservation of the resource-based park.
6	**Refine and add more Park and Recreation facilities recommendations.** The goals for population-based Recreation Value Points within new village development are unrealistic. This section includes suggestions for additional specific recreation facility locations, and requests more research to add recreation opportunities to properly serve the anticipated population increase.	The detailed recommendations from the CPG for park opportunities have been reviewed and evaluated. The draft Community Plan includes policies to pursue various park opportunities. Since the release of the Second Draft in August 2025, additional park opportunities have been identified: • Planned recreation center at South Clairemont Community Park. • Ute Pocket Park. • Ogalala Trailhead Pocket Park. Recreational Value Points have been evaluated consistent with the Parks Master Plan and continue to undergo refinement as opportunities arise.
7	**Refine and complete more comprehensive design standards for ALL of the community villages as part of the Implementation Overlay Zones.** We believe it is very important for objective design standard elements under the Community Enhancement Overlay Zone implementation to be more comprehensive and include ALL of the 10 proposed villages.	Objective Design Standards exist in the SDMC as a part of base zone regulations and general development regulations. Base zones regulate building frontage, articulation and massing. General development regulations address the public right-of-way. The Land Development Code (LDC) Update introduces consistent standards for transition planes between higher- and lower-density zones, ensuring a gradual change in building height and scale where different densities adjoin. The Community Enhancement Overlay Zone (CEOZ) proposed for Clairemont identifies public space facility requirements to support the urban design vision for villages identified in the Community Plan.
8	**Add opportunities and more emphasis on public art.** The City of San Diego Civic Art Collection includes over 800 works throughout the city. Clairemont, the largest community in San Diego, does not host	New discussion and policies have been added to the draft Community Plan related to public art. <u>Urban Design Element:</u>

	a single Civic Art Collection piece. We ask for a detailed section focusing on public art opportunities in the community.	• 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. <u>Public Facilities, Safety and Services Element:</u> • 8.32: Seek opportunities to integrate art, performance space, and other cultural amenities as a part of parks, libraries, schools, and other institutional and semi-public facilities. • 8.33: Promote opportunities to integrate public art, performance space and other cultural amenities as a part of new development. • 8.34: Promote opportunities to integrate artwork, such as the Civic Art Collection, as a part of civic buildings and other public spaces.
9	**Request a more comprehensive study of how fire safety will be maintained as the proposed additional housing is constructed.** The CCPU is missing a detailed implementation plan for fire safety for the community. This includes specific station upgrades, evacuation planning, equipment upgrades such as a brush rig, etc. This plan should be updated regularly as future growth influencing housing types, densities, building scales, and traffic impacts are realized.	Additional discussion and policies have been added to the Public Facilities, Services and Safety Element regarding fire-rescue service. Additional information from the Fire-Rescue Department for a new potential facility near Clairemont Drive and Balboa Avenue has also been identified and reflected in the draft Community Plan. Over the life of the Community Plan, the Fire-Rescue Department will continue to evaluate potential upgrades, expansions and new facilities alongside associated staffing needs and operational strategies, depending on the amount of future development that occurs, which would require future technical analysis. Additional discussion and policies for brush management and a local fire safe council have also been added. <u>Public Facilities, Services and Safety Element:</u> • 8.13: Encourage the formation and ongoing activities of Local Fire-Safe Councils in Clairemont to support community-based wildfire resilience. • 8.15: Encourage the use of fire-resistant materials in building construction, such as fireproof roofing, walls and windows. • 8.16: Encourage home-hardening improvements for existing homes such as fire-resistant roofs, vents, windows, and defensible space treatments to strengthen neighborhood-wide resilience to wildfires. • 8.17: Provide adequate water supply, flow rate and duration levels - and ensure proper spacing and readiness of fire hydrants - to support effective fire suppression. • 8.18: Prioritize undergrounding overhead power lines near high-risk settings (e.g., open space canyon rims) to reduce ignition sources and improve community safety.

		• 8.19: Continue to conduct periodic emergency planning and coordinated operations with regional agencies to ensure safe and efficient evacuations during fire emergencies, including education and clear communication protocols for residents.
10	**Include unit counts and population impact of Accessory Dwelling Units (ADU), Complete Communities, and State Senate Bills factored into the unit and population projections.** With research in communities with upgraded Community Plans, we believe the impacts on base zones of local and state bonus waivers can be estimated; and constructed and permitting ADU's can be documented. We ask that you include these statistics in the current and future population and unit counts that guide the recommendations in the CCPU.	Unit counts and population projections are based on SANDAG estimates, which are informed by historical data. SANDAG estimates include considerations for ADUs. Complete Communities and State Density Bonus are optional programs that provide incentives in exchange for deed-restricted affordable homes.

October 9, 2025

City of San Diego Planning Commission
City Planning Department
202 C Street, MS 413
San Diego, CA 92101

Regarding: Second Draft Summer 2025 Clairemont Community Plan Update (CCPU)
Clairemont Community Planning Group Comments.

Dear Planning Commissioners and City Staff c/o Sean McGee Principal Planner,

Thank you for the opportunity to provide the following comments from the Clairemont Community Planning Group. Staff and your consultants have provided a well-thought-out Community Plan with many constructive elements and visions for Clairemont. It is our hope that the following comments and suggestions assist you in finalizing the Community Plan that will serve our community for many years to come.

As you know, our community and Planning Group participated in over 30 meetings with staff along with more than 20 additional meetings with interested community members during the development of the First Draft CCPU from 2017 to 2021. Since the release of the Second Draft Summer 2025 plan on August 1st of this year, our community outreach has included presentations and community feedback discussions at publicly noticed meetings on August 4th, August 27th, September 4th, September 10th, September 16th, September 24th and October 8th. The contents of this letter were unanimously approved by the Clairemont Community Planning Group on October 8, 2025.

Contents

Section A – The Big Ideas Summary

1. **Add comprehensive protection to the private canyonlands in Clairemont (See Attachment 1).**
   Clairemont includes hundreds of acres of private canyons that provide significant quality of life and environmental benefits. Most of these private canyons are not recognized as open space and are mostly unprotected from development. We ask for additional protection.

2. **Include a more robust and detailed recommendation to add bus service and a 4th Trolley Station at the foot of Jutland Drive where it intersects with Morena Boulevard (See Attachment 2).**
   As noted in the CCPU, we recommend adding more detail regarding this bus and transit station as a prime location for an additional housing and commercial "Village" that we might call Rose Creek North.

3. **Include a concept we call "Villages within the Village" to provide significant housing to serve the Blue Line Trolley along Morena Boulevard (See Attachment 3).**
   Recognizing the goal to take advantage of the significant investment in the Blue Line Trolley, we suggest some modifications to height limits along the Western Edge of Clairemont, Bay Ho, and Bay Park which will add additional housing in a more thoughtful and purposeful way.

4. **Increase housing and mobility opportunities at the Community Core Village (See Attachment 4).**
   The Community Core Village (Located at Balboa Ave. and Genesee Ave.) is the largest village in the plan and includes more than 33-acres of parking lots alone; this village could provide more significant opportunities for housing and mixed-use with strong connections to transit.

5. **Add more robust and visionary community connections for pedestrians and bicyclists (See Attachment 5).**
   We wish for the CCPU to be visionary and bold. Additions to the plan such as an Aerial Tram from the Community Core, access to Mission Bay, Green Spine open space, Trail connections, undercrossings, etc. are all important bold visions for Clairemont that should be expanded upon.

6. **Refine and add more Park and Recreation facilities recommendations (See Attachment 6).**
   The goals for population-based Recreation Value Points within new village development are unrealistic. This section includes suggestions for additional specific recreation facility locations, and requests more research to add recreation opportunities to properly serve the anticipated population increase.

7. **Refine and complete more comprehensive design standards for ALL of the community villages as part of the Implementation Overlay Zones**
   We believe it is very important for objective design standard elements under the Community Enhancement Overlay Zone implementation to be more comprehensive. The objective design standards must include recommendations for ALL of the proposed villages.

8. **Add opportunities and more emphasis on public art.**
   The City of San Diego Civic Art Collection includes over 800 works throughout the city. Clairemont, the largest community in San Diego, does not host a single Civic Art Collection piece. We ask for a detailed section focusing on public art opportunities in the community.

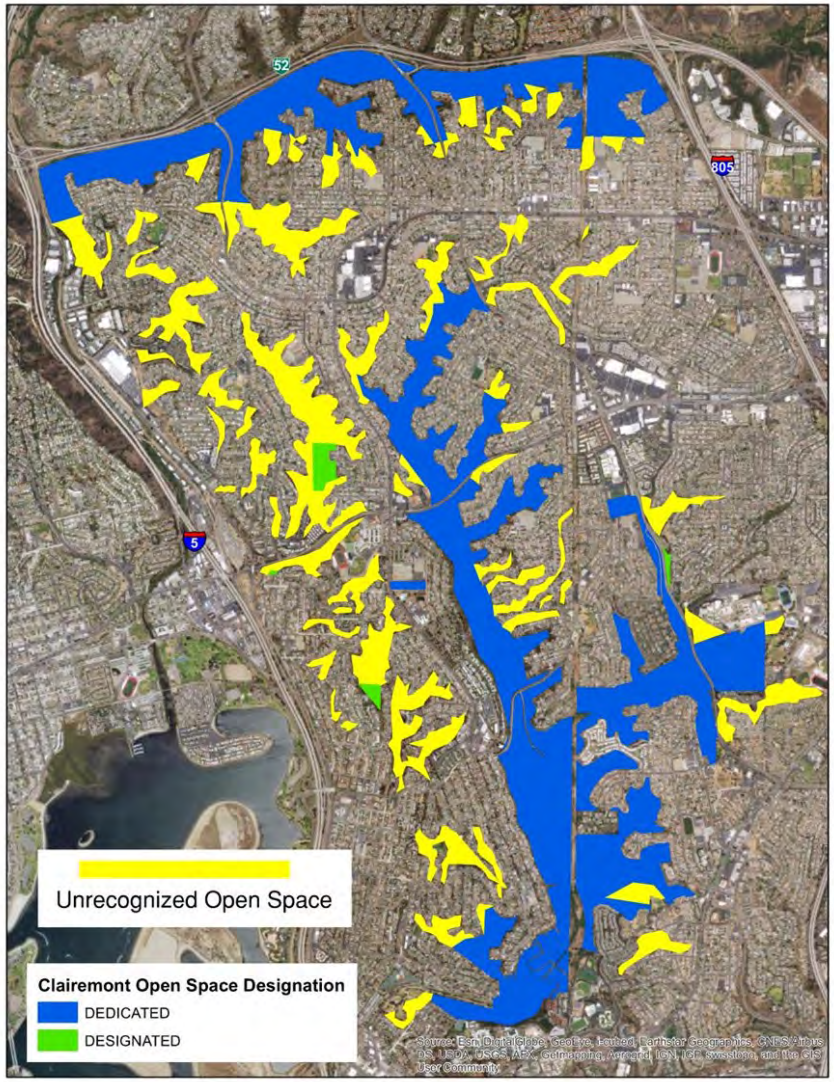
9. **Request a more comprehensive study of how fire safety will be maintained as the proposed additional housing is constructed.**
   The CCPU is missing a detailed implementation plan for fire safety for the community. This includes specific station upgrades, evacuation planning, equipment upgrades such as a brush rig, etc. This plan should be updated regularly as future growth influencing housing types, densities, building scales, and traffic impacts are realized.

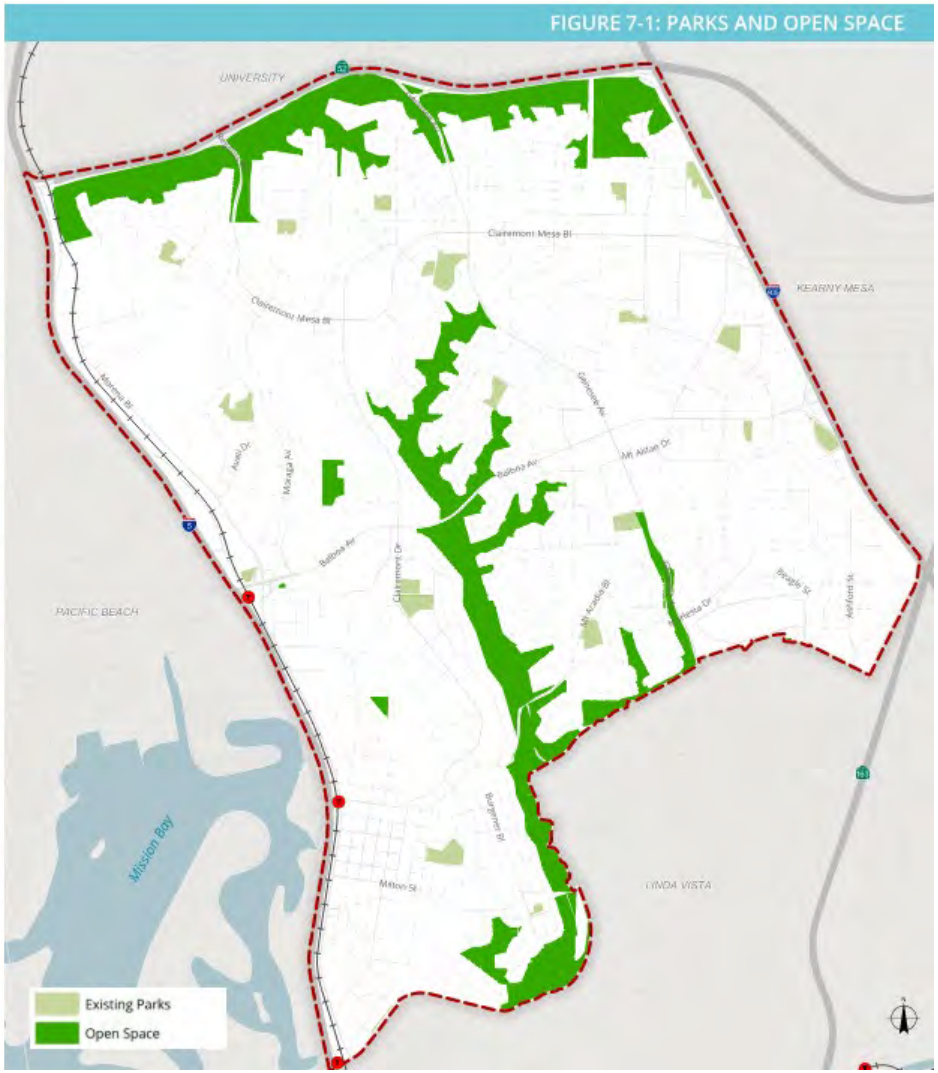
10. **Include unit counts and population impact of Accessory Dwelling Units (ADU), Complete Communities, and State Senate Bills factored into the unit and population projections.**
    With research in communities with upgraded Community Plans, we believe the impacts on base zones of local and state bonus waivers can be estimated; and constructed and permitting ADU's can be documented. We ask that you include these statistics in the current and future population and unit counts that guide the recommendations in the CCPU.

Attachments / Illustrations follow, pages 4-9

Private canyons in Clairemont not recognized in the Community Plan Update

Attachment 1
CCPG comments 10/9/25





The majority of the canyons highlighted in yellow within the map at left are unprotected from development. We wish to protect them as much as possible

Proposed Trolley Station at Jutland Drive

Attachment 2
CCPG comments 10/9/25

CCPU Mobility Policy 3.27
Coordinate with SANDAG to consider a future light rail transit station at Jutland
Drive to serve employees and community members.

If feasible it could provide stronger employment opportunities and potential access to Santa Fe businesses as well as the Rose Creek bike path

On-grade crossing to Santa Fe (Trolley is elevated above)

Existing vehicle bridge over Rose Creek

Rose Canyon Business Park potentially redeveloped with public street access to Santa Fe

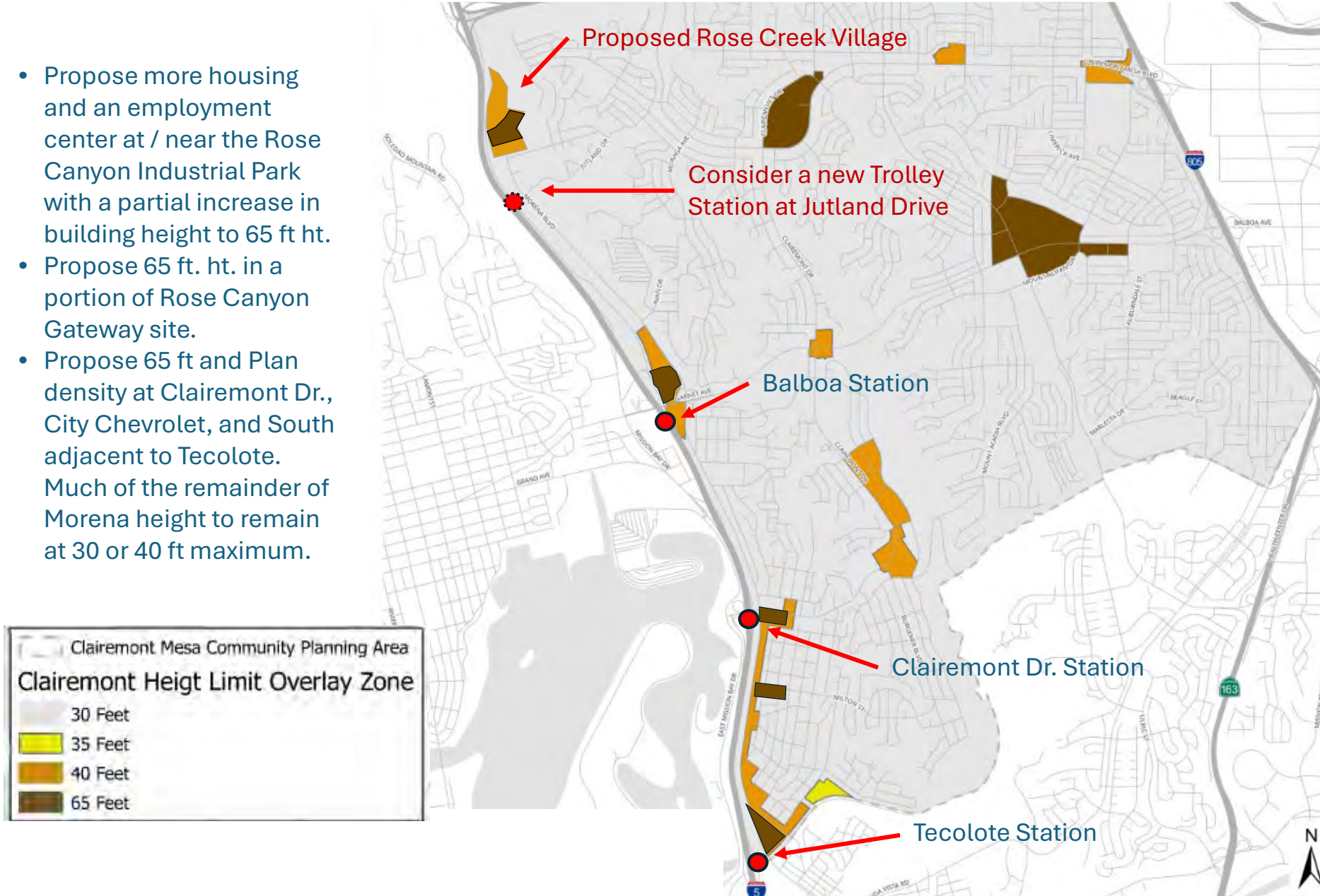
Bus Service added to Jutland Dr.

New potential Jutland Drive Station

Additional housing proposed along the Blue Line: "Villages within the Village"

Attachment 3
CCPG comments 10/9/25

- Propose more housing and an employment center at / near the Rose Canyon Industrial Park with a partial increase in building height to 65 ft ht.
- Propose 65 ft. ht. in a portion of Rose Canyon Gateway site.
- Propose 65 ft and Plan density at Clairemont Dr., City Chevrolet, and South adjacent to Tecolote. Much of the remainder of Morena height to remain at 30 or 40 ft maximum.



Attachment 4
CCPG comments 10/9/25

Aerial of the Community Core

Community Connections to Stations and Beyond

Attachment 5
CCPG comments 10/9/25

Future light rail transit station at Jutland Drive with on-grade crossing to Santa Fe Street.

Aerial Tram from upzoned Community Core to the Balboa Station with access to Mission Bay.

Clairemont Drive Station with 150 parking spaces and improved bridge access to Mission Bay.

Tecolote Station with improved access to Tecolote Village to the South, Tecolote Canyon, and Mission Bay.

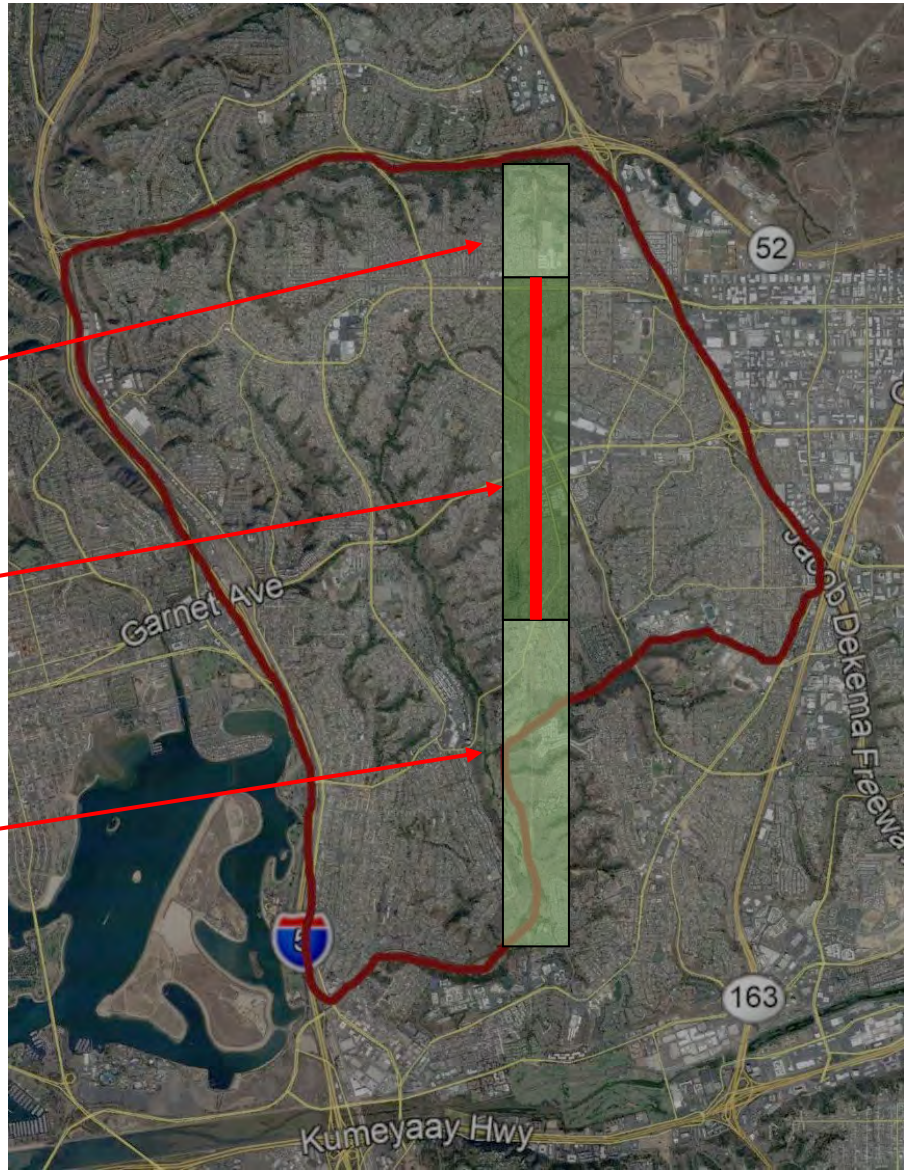
The “Green Spine”, an important recreation opportunity for the community

Attachment 6
CCPG comments 10/9/25

Trail to Marian Bear Park, open to the public

Currently closed to the public. This area could provide 41-acres of passive recreation such as trails, dog parks, community gardens, etc. near the Community Core.

Tecolote Park Trail, open to the public.



SDGE power line easement through Clairemont, Total of 4.5 miles x 150 ft wide. Approx. 80 acres of open space total, currently 39-acres is open to the public.

Section B – The Details

1. **Add comprehensive protection to the private canyonlands in Clairemont.**
   a. Clairemont includes hundreds of acres of private canyons that provide significant quality of life and environmental benefits. Most of these private canyons are not recognized as open space and are mostly unprotected from development, see canyons highlighted in yellow **(see Attachment 1)**.
   b. We request that the Planning Department explore and implement mechanisms within the CCPU to protect private canyonlands. Potential approaches could include re-zoning, Canyon Overlay Zones, canyon ridgeline development setbacks, or other appropriate tools.
   c. One positive example of protecting canyonlands in the CCPU is the trailhead, "paper street," trail, and private parcel west of Lakehurst Avenue, APN #3592101100. This has been shown rezoned to OP-2-1, a passive park, on zoning map C-1037, which we appreciate. Please include this and any other open space not noted in the following CCPU graphics: Figure 2-1: Land Use Map; Figure 4-1: Urban Design Vision Framework; Figure 7-1: Parks and Open Space.

2. **Include a more robust and detailed recommendation to add bus service and a 4th Trolley Station at the foot of Jutland Drive where it intersects with Morena Boulevard.**
   a. As noted on Page 90, Policy 3.27, we request the addition of a bus and transit station onto the CCPU maps, graphics, Mobility, Urban Design, Land Use, and Economic Prosperity. This could be an additional "Village" that we might call Rose Creek North.
   b. Adding transit to this northern section of Morena could generate additional opportunities for both housing and employment. The potential transit stop is located in close proximity to Costco, retail within the same building, and 17 office, retail, and commercial buildings. There may be opportunities for parking nearby as well. The Rose Canyon Industrial site, less than ¼ mile to the north, includes 14 low density (mostly one-story commercial/retail buildings) on approx. 16-acres. The pad is approximately 50 feet below the closest residential which is a multi-family project on Ariane Drive to the east.
   c. The Rose Canyon Business Park site includes a vehicular bridge over Rose Creek and the possibility of an on-grade rail crossing at the northern portion of the property where the Trolley tracks are elevated approximately 40 feet above. This crossing could potentially allow vehicle and bicycle access to Santa Fe Street which includes the Rose Canyon Bike Path **(See Attachment 2).** This proposal aligns with Open Space/Conservation goal 7.16, Page 143.

d. The existing Rose Canyon Industrial Park site could potentially include thoughtfully designed 65-foot height buildings as well.

3. Include a concept we call "Villages within the Village" to provide significant housing to serve the Blue Line Trolley along Morena Blvd.

a. Recognizing the significant investment in the Blue Line Trolley, we suggest the following modifications to height limits along the Western Edge of Clairemont, Bay Ho and Bay Park.
   i. As previously noted, add a robust job center and housing Village (Rose Creek North) at the northernmost portion of Morena near Jutland Drive. This could also include housing in the areas currently only shown as industrial along Morena between Jutland and Avati Drive, see Figure 5-1, Page 116.
   ii. Include density similar to the proposed plan density and heights along Morena Blvd from Clairemont Drive south to Tecolote. However, rather than a one size fits all "wall" along Morena Blvd., we suggest emphasizing higher density and taller development at key locations. This would likely accomplish more housing and create clusters of higher densities "Villages within the Village". In addition to the Rose Creek North Village, three locations are suggested south of Clairemont Drive. **(See Attachment 3)**:
      1. The Bay View Plaza site (shovel ready) at the foot of Clairemont Drive.
      2. The "City Chevrolet" site that has recently changed ownership and is now vacant.
      3. The triangular area at the far south end of Morena off Knoxville Street (that is planned to be connected to Morena). This would be near Tecolote Station and the large Tecolote Village just to the south in Linda Vista.

b. The 1-acre central square area between Napier and Aston Streets and Morena Blvd. was deeded to the city by the developers of Bay Park Village in 1937 for the purposes of a public park, which was never fully realized. In 1953, the city built a fire station on the parcel that still remains, and the remaining land that was to become a park was sold to private interests in 1958. To address recreation shortfalls and continued urbanization, we request to rezone this 1-acre area with 2 private parcels and fire station to Open Space 1 DU/AC. Please add this to Table and Figure 2-1 and all other relevant maps.

4. Increase housing and mobility opportunities at the Community Core Village.

a. The Community Core Village (Located at Balboa Ave. and Genesee Ave.) is the largest village in the plan providing significant housing and mixed-use opportunities. The area includes over 33-acres of parking **(See Attachment 4)**. We recommend increasing zoning densities in the main retail center areas to take advantage of the opportunities in this

location north and south of Balboa from 54 DU/AC to 73 DU/AC. With this increased density, greater community resources would be needed.

b. The distance between the intersections of Balboa Avenue with Mt Abernathy Ave. and Genesee are over 1,700 linear feet. Add a mid-block pedestrian overpass, as recommended previously for Balboa Avenue, to allow pedestrians to more conveniently and safely cross Balboa.
c. The site also is adjacent to the open space corridor "Green Spine" described in Recreation item 6 below. If open, this creates a strong pedestrian trail and recreation corridor link to the Community Core.
d. Similar to the recommendation for the Rose Canyon Gateway Village, we request to add a 3-acre park in the redevelopment of the Community Core area to further provide recreation for future residents.
e. With more significant density opportunities in the Community Core, add an Aerial Tram (like the Aerial Trams proposed in the Mission Valley Community Plan Update), from the Community Core to the Balboa Trolley Station, and then to Mission Bay**.**

5. Add more robust and visionary community connections for pedestrians and bicyclists (See Attachment 5).

a. An east/west pedestrian circulation route along Balboa Avenue to reach the Community Core from the west at Clairemont Crossroad Village (Balboa Avenue and Clairemont Drive) to Mt. Culebra Avenue through Tecolote Canyon does not exist. This important community connection is also dangerous for bicyclists. We ask for a more comprehensive solution for this important corridor such as jersey barriers separating bicyclists from vehicles, and a design solution that extends a continuous sidewalk.
b. We wish for the CCPU to be visionary and bold. The Aerial Trams from the Community Core Village to the Balboa Station and Mission Bay will create significant opportunities to efficiently move people between these transportation hubs.
c. Each of the Trolley Stations along Morena Blvd. are hindered by unsafe and inconvenient access to Mission Bay. Please be more detailed and specific regarding improvements to Mission Bay access with modifications to existing bridges, addition of pedestrian bridges, the Tram, etc. These ideas are noted, but please illustrate them on the CCPU maps and graphics. Also, please review past studies. We are aware of a study by CR Engineers for Clairemont Drive, for example, which includes T– intersections and other measures to create a safer bridge there for pedestrians and bicyclists.
d. Currently, recommendations for trails throughout Tecolote Canyon do not align with the recommendations by the Tecolote Canyon Advisory Committee and Tecolote Canyon Master Plan. Please update graphics and plan elements to include connections such as the undercrossing under Balba Avenue to link the north and south portions of Tecolote Canyon, the undercrossing at Genesee, and other trails connections to Tecolote Canyon.

e. Include that the network of trails in Tecolote Canyon provides an opportunity to create a strong link between the community and Mission Bay Park.
f. Update the graphics Figure 6-1: Parks and Recreation Facilities to more accurately illustrate the existing and potential trails throughout Clairemont's open space canyons. This includes the trailhead, "paper street," trail down Ogalala Canyon, and private parcel west of Lakehurst Avenue, APN #3592101100, previously noted, that has been shown rezoned to OP-2-1, a passive park, on zoning map C-1037. Are there other recommendations like this that are missing?

6. Refine, and add more Park and Recreation facilities recommendations.

a. The CCPU references the City Parks Master Plan population-based Recreation Value Point System. For the anticipated population in Clairemont of 104,000, the parks in the community should include 10,400 Recreation Value Points. (Note a typo on Page 122, 10,400 points are required, not 1,040 as shown). The Community Plan Update has indicated that 4,393 Points (including the Rose Canyon Park site) will be provided within future new development and along transportation corridors in Clairemont. This does not seem attainable. For example, in Appendix E of the City Parks Master Plan there is an analysis of the recreation point value of 11 existing parks in Linda Vista. These 11 parks have numerous amenities such as children's play areas, courts, ballfields, etc. and a total combined acreage of 90-acres. However, the 11 park examples only generate 2,173 Recreation Value Points, approximately half of what is needed within the new developments planned for Clairemont.
b. We recognize and appreciate the proposal to add 2 additional Recreation Centers in Clairemont. We agree with the location at Olive Grove Community Park. However, the second proposed Recreation Center location at the Balboa Library site is less than ½ mile away. We would rather use that site to expand the Library or Fire Station and ask that the second location be moved to serve our Community Core more conveniently. One suggestion for a new location is Mt Acadia Neighborhood Park, or somewhere closer to the Community Core Village.
c. We also appreciate that a second Aquatic Center is proposed. However, locating that facility at Hickman Field is outside of the Clairemont Community Boundary, is not convenient for our community, and is not well served by transit. Please select an alternative site. Suggestions include Madison High School or Lafayette Elementary School sites if arrangements can be made with the SD Unified School District for joint use.
d. We ask that the CCPU make a greater effort to provide more recreational opportunities that will provide more recreation value points for the more urbanized community in the future. Some ideas for consideration:
    i. The "Green Spine" open space within the SDG&E easement area is a very significant opportunity to provide passive recreation for the community. It is 150 feet wide and 4.5 miles long, totaling 80-acres. 39-acres in the north and south portions of the easement are open to the public for hiking and mountain biking. Unfortunately, 41-acres are

currently closed to the public through the urban areas of Clairemont, and near the Community Core Village. If opened to the public, this area could include trails, dog parks, community gardens, etc. Can the plan emphasize this opportunity in greater detail? SDG&E have been very resistant to the idea of opening up more of their easement and any additional emphasis within the plan would be appreciated. **(See Attachment 6)**

ii. Much of the expansion of park land is shown in joint use facilities that have School District constraints on amenities and usage. These recommendations are appreciated and can be added too, but we hope to also expand recreation in areas where it is not constrained by the School District joint use.

iii. Please search throughout the community for inclusion of more pocket parks, park expansions, trails, open spaces, etc. We believe several opportunities have been overlooked. Examples include:

- Please expand the proposed future Rose Canyon Neighborhood Park from 3-acres to 4-acres so that some open turf can be included for informal field play within this new neighborhood park.
- There is open space that appears to be owned by the School District adjacent to Ute Drive south of Clairemont High School. This property includes an overflow parking lot, approximately 1-acre of flat land overlooking a small canyon that is also a part of the district's property. Can this be added as a potential pocket park, community garden, or off-leash dog park, and dedicated open space in the canyon?
- There is a vacant property that is part of the "paper street" continuation of western section of Lister Street between Hartford and Ilion Streets. This is a .25-acre parcel that could include a pocket park overlook for the benefit of the community. Please include this pocket park, and ask your consultants or staff to utilize GIS technology to search for more opportunities like this.
- As part of the Bay Park Village in 1937, a one-acre parcel was deeded to the city by the developer for a public park between Ashton and Napier. We request that this site be shown as Open Space, 1 DU/AC. We hope for a future park on a portion or entirety of this site. At the least, would like to recognize this interesting early history with interpretive exhibits, and/or a vintage Bay Park Village sign on the original park site, and/or creating a unique bus shelter that reflects the area's history.
- Please add a trailhead pocket park at the trailhead, "paper street," trail down Ogalala Canyon, and private parcel west of Lakehurst Avenue, APN #3592101100.
- Table 12-2: Park and Recreation Inventory includes recommendations to improve existing parks. Many of these recommendations provide much needed detailed improvements for aging facilities. Can the plan recommend that General Development Plans be initiated for these improvements, perhaps in bundles, so that the improvements can be more thoroughly considered, studied, and be "shovel ready" when funds become available?

- The existing parks recommendations need further study. One example of potential shortfalls in the recommendations is Western Hills Park, which sits on a 13-acre parcel in Bay Park. Only approximately 4-acres have been developed with park amenities, but the Table 12-2 recommendations do not include any expansion and more robust amenity improvements that are possible on this site.
- Please study the recommendations on Table 12-2 to provide more aggressive recommendations for enhancements and improvements to all parks in Clairemont.

7. **Refine and complete more comprehensive design standards for ALL of the community villages as part of the Implementation Overlay Zones**
   a. Page 180 & 181 Implementation "Overlay Zones" – Further explained in the 8/28 Planning Commission Staff Report. The Community Enhancement Overlay Zone, per the Staff Report includes: "Community specific regulations within the Municipal Code will apply to specific sites within the Clairemont Community Planning Area". This is referring to the 10 Villages noted in Clairemont. This also should be very clear and referenced in Land Use. The draft regulations for the Enhancement Overlay Zone in the Planning Commission staff report and on the CCPU website are currently primarily focused on public spaces and do not include the important villages. In that regard, surprisingly there are no design standards for the villages along Morena Blvd. Please add more development guidelines in the Municipal Code for each of the 10 villages.
   b. We believe it is very important for objective design standard elements under the Community Enhancement Overlay Zone implementation to be more comprehensive and include more than just public spaces. Staff asked for us to provide examples, but these standards need to be customized for Clairemont's 10 Villages. Diego Velasco of City Thinkers worked with the city during the previous Community Planning effort and did some great work for our community. We have confidence that Mr. Velasco could continue his work for the City regarding Clairemont and create the kind of design standards we are requesting. We wish for the 10 Clairemont Villages to be designed with sensitivity to community experience. These standards could focus on objective and measurable standards such as:
      i. Public Realm Design beyond plazas and greenways to include Sidewalk Zones, clear widths, site furnishings, etc.
      ii. Building Form and Materials to address building form, transition zones, massing and articulation to create visual interest.
      iii. Community Connectivity for human scale design in mind.
      iv. Sense of place that highlights Clairemont's history and rich open space canyons networks.

8. **Add opportunities and more emphasis on public art.**
    a. The City of San Diego Civic Art Collection includes over 800 works throughout the city. Clairemont, the largest community in San Diego, does not have a single City of San Diego Civic Art Collection piece. The CCPU does not focus on Public Art opportunities and does not seem to align with the "Creative City Plan" and other programs from the Commission for Arts and Culture.
    b. Please add a comprehensive section within the CCPU on public art, including encouragement to include public art to beautify the public realms in new private developments.

9. **Request a more comprehensive study of how fire safety will be maintained as the proposed additional housing is constructed.**
    a. On August 28, 2025 we appreciate and agree with Planning Commissioner Ken Malbrough's comments regarding fire safety in Clairemont: "But I do think and I hope fire is listening that they need to look at a 10, 20, 30-year plan on what they need to do to start asking for either upgrades to their fire station, adding more fire stations, or changing the amount of equipment and personnel that they'll need to protect the people within that community and within that planning area. Because it is going to change and it will be harder when you look at the density of the buildings.... the narrowing of the streets.....we must still send help into these areas. You need to look at this. You need to use your modeling to see what you will need to do and ask for it early."
    b. The Public Facilities, Services & Safety chapter dedicates 3 short paragraphs and 5 policies to this important issue. The CCPU is missing a detailed implementation plan for fire safety for the community. This includes specific station upgrades, evacuation planning, equipment upgrades such as a brush rig, etc. which should be updated regularly as future growth that influences changes in housing types, densities, scales and traffic impacts are realized.

10. **Include unit counts and population impact of Accessory Dwelling Units (ADU), Complete Communities, and State Senate Bills factored into the unit and population projections.**
    a. The number of units constructed and permitted in Clairemont based on the ADU Municipal Code, Chapter 14, Article 1, Division 3 has been documented. It is likely that the total will add up to over 600 units. If so, that is 3.5% of the 17,000 projected units in the plan. We ask that you include these statistics in the population and unit counts for the CCPU.
    b. In addition, the number of projects in other community plans previously adopted that have taken advantage of Complete Communities and State Density Bonus Assembly Bills since their community plans have been adopted

could also be determined and anticipated in the Clairemont Plan. Please include the impact of these bonus waiver tools in the CCPU.

Section C – Additional Details

1. **Acknowledgements**
   a. Please replace Community Plan Update Ad-Hoc Subcommittee with "Project Review Subcommittee" with the following members:
   Glen Schmidt, Chair
   Kevin Carpenter, Vice Chair
   Suzanne Smith, Secretary
   Eric Leftwich
   Margaret Schmidt
   Morgan Justice-Black
   Michael Hernandez

2. **Introduction**
   a. General Note for the entire report – Please add street names to maps and illustrations to orient readers more clearly to the proposals within the plan.
   b. Page 14 – neighborhood designations on map. Please rename the area called "Mesa East" to "East Clairemont."
   c. Page 15 – Please replace the two photos on this page that are looking toward UC and show an ice plant slope with the cropped out Clairemont sign. Add photos that showcase Clairemont such as highlighting canyons and neighborhoods.
   d. Page 17 – Request clarification regarding how previously approved Specific Plans apply to the CCPU, as they are in conflict. Specifically, this note: "Supplemental Development Regulations identified in the Morena Corridor Specific Plan and Balboa Avenue Station Area Specific Plan apply as indicated within the specific plans."
   e. Please move the Planning Horizon section (from page 32 Land Use) which is very important, to the Introduction section.

3. **Land Use**
   a. Page 35 – Rename violet colored section currently called "Clairemont Drive Community Village" to "Clairemont Village."

b. We ask that Clairemont Town Square village include a paseo or walking path to Ogalala Canyon for a gateway to nature and easy access down to Marian Bear Park.
c. Page 62 refers to ped/bike access to Mission Bay along the Morena Corridor but doesn't provide a vision for that safe connection. Please provide more details.
d. Pages 70, Policy 2.30 notes a ped/bike bridge from the Balboa Station over I-5, please expand on this vision to create safe access to Mission Bay.

4. Mobility

a. Figure 7 Planned Transit Network in the Mobility Study indicated that there is an existing Transit Route from Clairemont Drive to Morena along Burgener and Milton Streets. This route **does not exist**, please remove this from the mobility report and correct any mobility assumptions made based on it.
b. Page 80, Figure 3-2: Planned Bicycle Facilities – Please include a Class 4 rather than Class 2 bike paths on Genesee Avenue where possible.
c. Page 82, within the Transit paragraph add a recognition of the potential Purple Line Trolley that may be routed along the eastern edge of Clairemont.

5. Urban Design

a. Page 100, Gateways – The proposed 7 gateway locations around the perimeter of Clairemont can enhance the community identity at large. But the large scale of Clairemont affords the opportunity to add a smaller scale identity layer for neighborhoods. We suggest also adding visual identity to the 5 neighborhoods as noted on Figure 1-2 including: Bay Ho, Bay Park, West Clairemont, North Clairemont, and East Clairemont.
b. Appendix B, Pages 189-190, Table 12-1 and Figure 12-1 Street Tree Plan and Selection Guide – Some of the trees listed are inappropriate selections for street trees due their lack of drought tolerance, disease tolerance, flammability, tendency for limb drop, and invasive roots (ie. Eucalyptus, Ficus, etc). Both the plan and list do not include recognition of existing street tree themes. In addition, it should be recognized that native tree species should be prioritized near canyons. No palms unless landscaping a small paseo or other highly urbanized spaces.
c. Please direct your consultants to study all street tree existing conditions and revise the Street Tree Plan and Selection Guide to provide more detailed and appropriate recommendations for our community.
d. Page 102, Urban Greening – Please note Council Policy 900-19 regarding a Public Tree Protection program. Landmark Trees, Heritage Trees, Parkway Resource Trees, and Preservation Grove Trees should be retained. If removal is required, mitigation replacement should be with large box trees, such as 72" box size minimum.

e. Pages 102, 103, and 107 – Urban Greening, Green Streets, Street Trees and Landscaping Policies – Policy's 4.39 and 4.41 recognize the importance of operation and maintenance needs for green street and to explore alternative funding sources for improvements. Clairemont wants and needs green infrastructure but does not have Maintenance Assessment Districts (MAD), Community Facilities District (CFD), Infrastructure Financing Districts (IFD), etc. Please provide more directions or resources to assist the community in establishing maintenance funding options.
f. There should be a clear directive that no invasive plant species are allowed in Clairemont. Please reference appropriate invasive species lists such as from the California Invasive Plant Council, among others.
g. Page 97 Building Form, Scale, Transitions and Active Building Frontages, and page 98 Urban Design Vision Framework, Public Space and Street Design, and Sidewalks and Pedestrian Orientation – These pages outline a very minimal aspirational discussion of design standards relating to Community Enhancement Overlay Zone. Again, we request that more detailed design standards be developed for each of the Clairemont Villages in Chapter 13 of the Municipal Code.

6. Economic Prosperity

a. As noted previously, creating more robust jobs and live/work center on North Morena can create more economic opportunities. This section of the CCPU needs to be more comprehensive.

7. Recreation

a. Please include a policy to add free public Wi-Fi services to Clairemont Recreation Centers and Parks.

8. Open Space & Conservation

a. All recommendations within Tecolote Canyon and trails should align with the Tecolote Natural Park Master Plan Amendment, Tecolote Canyon Natural Resource Management Plan, and Tecolote Canyon Trails Plan, MHPA, and MSCP.

9. Public Facilities, Services & Safety

a. No further comments.

10. Historic Preservation

a. This section of the CCPU does not reflect the rich history of Clairemont, please update with a more comprehensive summary of the historic resources in our community.
   i. Study and include information from the Master of History thesis was written by USD Grad Student Helga Magdalena Warner in 1992. The thesis is titled "Clairemont's Bay Park 1887-1991". The 350-page document includes unique

details regarding the modern history of Bay Park including important buildings and families in the area. This document is available at the USD library.

ii. The Cultural Resources Constraints and Sensitivity Analyses prepared for the Clairemont Community Plan Update, dated March 2025 by Helix Environmental, should be referenced in this section. For example, the report identifies "61 properties, 27 of which appear to contribute to the district with a period of significance between 1945 and 1965".

iii. Please add more details to this section of the CCPU.

b. The original subdivision in Bay Park began home sales in 1887 and 16 homes were sold before an economic downturn stifled further growth. In 1936, the Bay Park Village development was approved by City Council which created the street system that exists today. As part of the Bay Park Village a one-acre parcel was deeded to the city by the developer for a public park between Ashton and Napier. The city never fully developed the park and most of it was sold in the mid 1950's. We would like to recognize this interesting early history with interpretive exhibits, and/or a vintage Bay Park Village sign on the original park site, and/or creating a unique bus shelter that reflects the area's history. Please note this in the CCPU.

11. Noise

a. We question the noise contours shown in Figure 10-1, Page 174 which seems outdated. Also, please note that aircraft changes at Miramar Air Station are planned. More F-35C jets will be assigned to the air base soon. These changes could impact on the noise contours which may need to be updated.

b. In addition, Figure 10-1 Noise Contours do not document the noise from the I-5 and 805 freeways. It is our understanding that the freeway noise from I-5, for example, creates approximately 70 decibels up to 1,100 feet from the freeway. This is higher than the noise contours noted in Figure 10-1 from Montgomery Field. With significant housing proposed along the I-5, this important information should be included.

12. Implementation

a. No further comments

Thank you for considering these comments from the Clairemont Community Planning Group. Please let us know if you have any questions.

Sincerely,

Matt Wang, Chair Clairemont Community Planning Group

Glen Schmidt, Vice Chair Clairemont Community Planning Group

CC: Councilmember Campbell

Attachment 28 - Public Comments Received - Second Draft Clairemont Community Plan Update

CLAIREMONT COMMUNITY PLAN UPDATE

SECOND DRAFT PUBLIC COMMENTS

September 2025

From: Covarrubias, Megan
To: PLN Clairemont Community Plan Update
Subject: FW: [EXTERNAL] Re: Clairemont Community Plan Update
Date: Tuesday, August 5, 2025 10:30:16 AM
Attachments: image.png
ClairemontMesa_CPU_Height per Zoning_Small_.pdf
ClairemontMesa_CPU_Height per Zoning_Large_.pdf

From: Ryan R <rollacoasta2002@gmail.com>
Sent: Tuesday, August 5, 2025 10:23 AM
To: CCPG <clairemontplanninggroup@gmail.com>
Cc: Valerie Bauman <valerieomelus@hotmail.com>; Kristy Longfellow <kristylongfellow@gmail.com>; Jim Lucas <geminijim1950@gmail.com>; Jeremy Heath <jeremyheath@hotmail.com>; Emily Bernardo <emybernardo@yahoo.com>; James Mulvany <jmulvany@me.com>; Potter, David <davidapott@aol.com>; Maura Healy <mhealy1@san.rr.com>; Max Folkers <maxfolkers@gmail.com>; Tracy Rothwell <sandiegoimp@gmail.com>; Howard Wayne <howard.wayne@roadrunner.com>; Janet Kroft <jkcroft@aol.com>; Grant Matthews <grantinsd@aol.com>; Jerry Cord <rodsnrails@gmail.com>; Greg Chachas <gjchachas@gmail.com>; Stephanie Hubner <stephhubner@gmail.com>; Erin Cullen <ecullen2003@yahoo.com>; David Hansen <davidhansen619@gmail.com>; Alison Cardenas <alison.mahon@gmail.com>; Kristie Chiscano <kchiscano@aol.com>; Casey Fersch <caseyf-10@sandiego.edu>; Randy Cremer <rwcremer@hotmail.com>; Mike Kuoppamaki <mwkuoppamaki@hotmail.com>; James & Cecile Tate <jtatex@gmail.com>; Shawn Meade <someade1@gmail.com>; Christopher Shaw <christopherjshaw@gmail.com>; Victoria Anderson <vicki92123@yahoo.com>; Kendall Savitch <kendall.savitch@compass.com>; Bob Crecely <fishkiller57@aol.com>; Bonnie Metcalf <bonniemetcalf07@gmail.com>; Julie McKane <jmckane38@gmail.com>; Sherry Boulger <sbotherthings5@gmail.com>; Roberto Salinas <RobertoSalinas48@yahoo.com>; Tom Reid <tom@trk2inc.com>; Al & Peg Lieb <alpeglieb@gmail.com>; Katie Simas <katiedid@san.rr.com>; Janice Brown <jbrown98us@me.com>; Lisa Bridges <lbridges@saysandiego.org>; Melissa Kornblatt <melissakornblatt@gmail.com>; Sherri DeLillo <sherbeardr@gmail.com>; Ross Diczhazy <rossdiczhazy@yahoo.com>; Quentin C. Yates <qyates1@san.rr.com>; Margaret E VanBlaricom <mvanblar@gmail.com>; Greg Banner <gbanner@san.rr.com>; Eileen Cherry <eileen.cherry1234@gmail.com>; Joseph LaFleur <jofleur@hotmail.com>; Hugh Van Doren <oldpaleturtle@netzero.net>; Alison Michie <the-michies@sbcglobal.net>; Carole Romero <clegreve555@gmail.com>; Jefferson Tucker Edmonds <jte@san.rr.com>; Kevin Hardy <krhardy4438@gmail.com>; Derek Someda <someda@sbcglobal.net>; Ed Little <elittle42@yahoo.com>; Morey Rahimi <rahimimorey@gmail.com>; Richard Ellis <rhellis858@gmail.com>; Liz Toma-Danovsky <etoma-danovsky@sandi.net>; Monica Garcia <mgarcia_3@msn.com>; Mark Zanfardino <mzanfardino@gmail.com>; Deb Kegel <dkegel@ucsd.edu>; Deborah <djelli655@aol.com>; Martin Bacich <mbacich@hotmail.com>; Chris Muhart <kcmuhart@hotmail.com>; Jeremy McKay <jeremymckay@jeremymckay.com>; Veronica Cruz <breathecruz@gmail.com>; Nancy Brunson <Nbrunson55@yahoo.com>; Lindsey Fitch <lafitch915@gmail.com>; Alan Rezner <arezner@gmail.com>; Rob Klein <rob.klein@robertkleinlaw.com>; Brian Crecely <briancrecely@gmail.com>; Tammy Colsell <tlc66sd@yahoo.com>; Jim Manger <lv.jmagner@gmail.com>; Chris Smith

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Subject: [EXTERNAL] Re: Clairemont Community Plan Update

I was not impressed with the City's presentation last night...particularly with the new zoning/heights.

City Staff was not lying outright, but they were obfuscating that the 40' heights shown in the presentation are not the actual MAX heights...but new BASE heights.

Base Height = Max you can build without "developer bonuses" (low income, etc) to go over the Base Height limit.

Max Height = Can be found on the "Draft Clairemont Community Plan Land-use Zoning Table", but it needs to be corrallated with the "Draft Clairemont Community Plan Rezone Map".

City Staff specifically separated these two documents, and put them as secondary links and not in the CPU for further obfuscation.

Well I took the hour to overlay them...

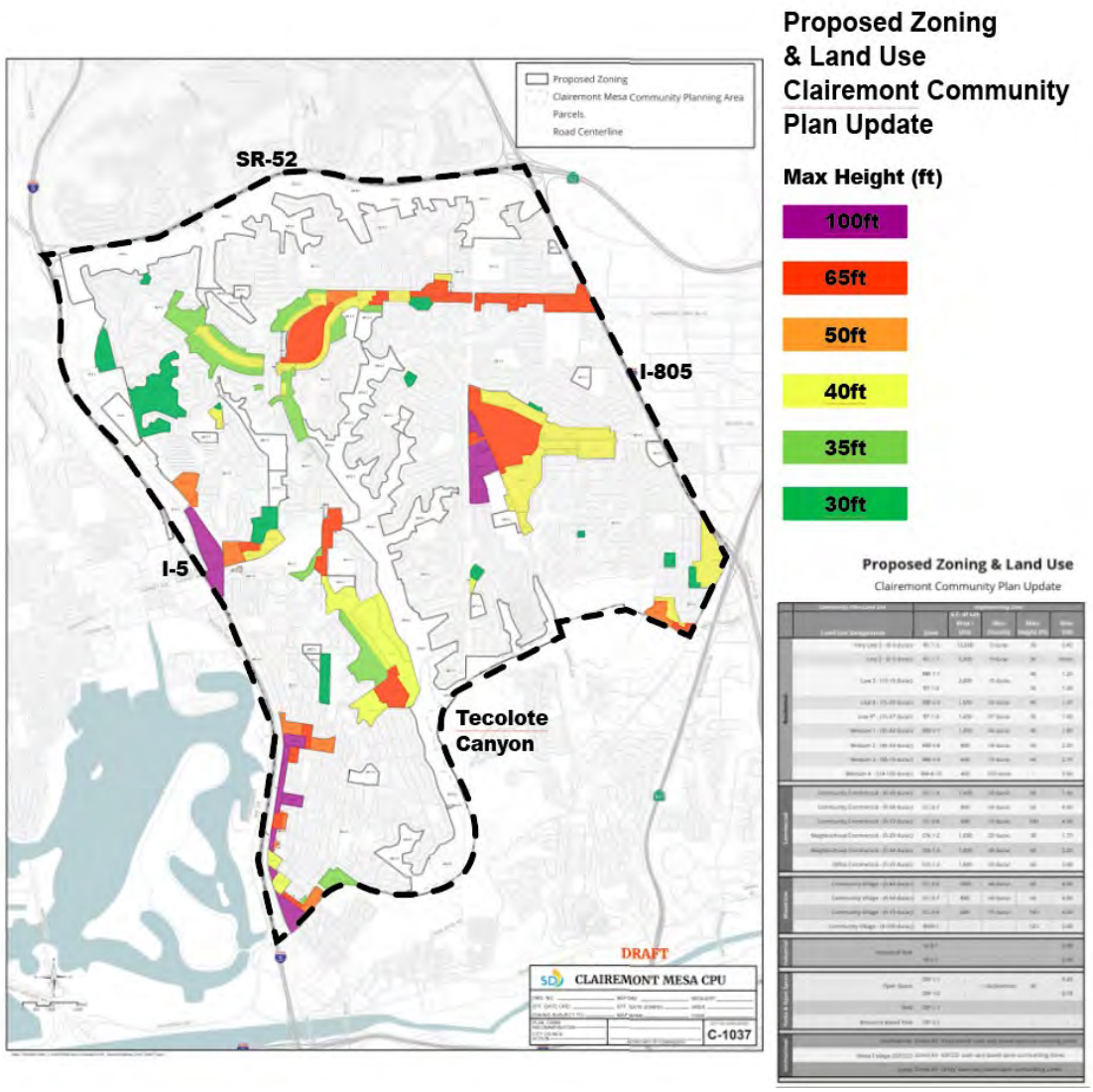
When overlaying the "Draft Clairemont Community Plan Land-use Zoning Table" MAX HEIGHTS onto the "Draft Clairemont Community Plan Rezone Map", you can clearly see that there are signifcant areas that could see development up to 100ft. The entire Morena Blvd frontage thru Bay Park is in this new Zoning with a MAX Height of 100ft.

Additonally...if you have already reviewed the "Share your Input on the Second Draft Community Plan", you'll be quick to note that the format is intentionally designed to frustrate those with actual

comments. Take your time, do several feedbacks over the weeks to be able to properly note all your concerns.

PDF's of below image attached, Small and Large formats.

-RR



On Tue, Jul 29, 2025 at 10:55 AM CCPG <clairemontplanninggroup@gmail.com> wrote:

> Hello all,
>
> Please see notice for a meeting on August 4, 2025 of the Project Review Subcommittee to review a draft of the Clairemont Community Plan Update.
>
> Clairemont Community Planning Group

The Clairemont Community Planning Group advises the City of San Diego on land use, housing, and infrastructure matters within the Clairemont Community Planning Area. To view our latest agendas, please visit our website: https://www.sandiego.gov/planning/community-plans/clairemont-mesa/planning-group.

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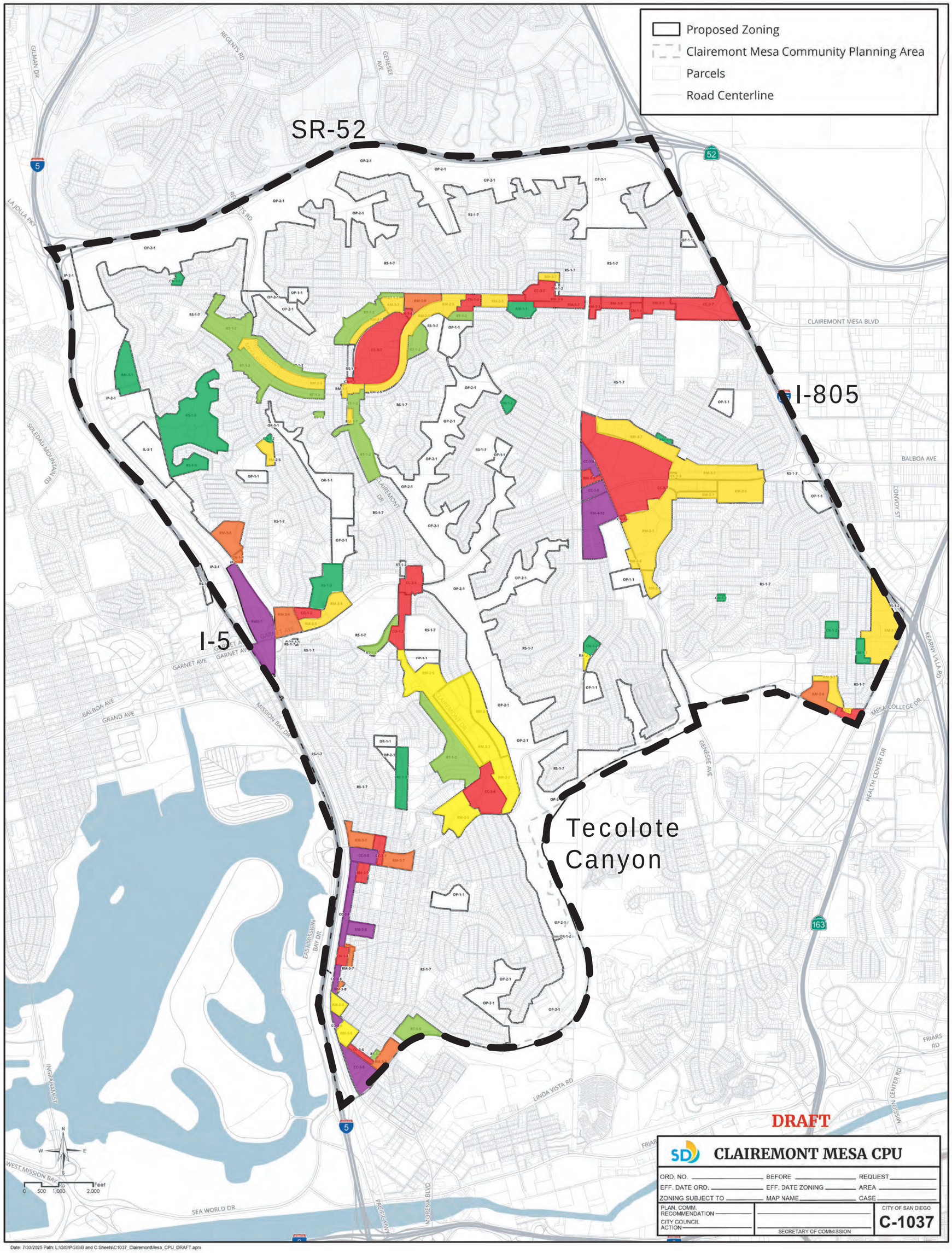
Proposed Zoning & Land Use Clairemont Community Plan Update



Date: 7/30/2025 Path: L:\GIS\PGIS\B and C Sheets\C1037_ClairemontMesa_CPU_DRAFT.aprx

Max Height (ft)

- 100ft
- 65ft
- 50ft
- 40ft
- 35ft
- 30ft

Proposed Zoning & Land Use

Clairemont Community Plan Update

	Community Plan Land Use	Implementing Zone				
	Land Use Designation	Zone	S.F. of Lot Area / Unit	Max. Density	Max. Height (Ft)	Max. FAR
Residential	Very Low 3 - (0-3 du/ac)	RS-1-3	15,000	3 du/ac	30	0.45
	Low 2 - (5-9 du/ac)	RS-1-7	5,000	9 du/ac	30	*Varies*
	Low 3 - (10-15 du/ac)	RM-1-1	3,000	15 du/ac	30	1.25
		RT-1-2			35	1.30
	Low 4 - (16-29 du/ac)	RM-2-5	1,500	29 du/ac	40	1.35
	Low 4[a] - (16-27 du/ac)	RT-1-5	1,600	27 du/ac	35	1.60
	Medium 1 - (30-44 du/ac)	RM-3-7	1,000	44 du/ac	40	1.80
	Medium 2 - (45-54 du/ac)	RM-3-8	800	54 du/ac	50	2.25
	Medium 3 - (55-73 du/ac)	RM-3-9	600	73 du/ac	60	2.70
	Medium 4 - (74-109 du/ac)	RM-4-10	400	109 du/ac	-	3.60
Commercial	Community Commercial - (0-29 du/ac)	CC-1-3	1,500	29 du/ac	45	1.50
	Community Commercial - (0-54 du/ac)	CC-3-7	800	54 du/ac	65	4.50
	Community Commercial - (0-73 du/ac)	CC-3-8	600	73 du/ac	100	4.50
	Neighborhood Commercial - (0-29 du/ac)	CN-1-2	1,500	29 du/ac	30	1.75
	Neighborhood Commerical - (0-44 du/ac)	CN-1-4	1,000	44 du/ac	65	2.20
	Office Commercial - (0-29 du/ac)	CO-1-2	1,500	29 du/ac	60	3.00
Mixed-Use	Community Village - (0-44 du/ac)	CC-3-6	1000	44 du/ac	65	4.00
	Community Village - (0-54 du/ac)	CC-3-7	800	54 du/ac	65	4.50
	Community Village - (0-73 du/ac)	CC-3-8	600	73 du/ac	100	4.50
	Community Village - (0-109 du/ac)	RMX-1	-	-	120	3.00
Industrial	Industrial Park	IL-3-1	-	-	-	2.00
		IP-2-1	-	-	-	2.00
Parks & Open Space	Open Space	OR-1-1	-	1 du/premise	30	0.45
		OR-1-2	-			0.10
	Park	OP-1-1	-	-	-	-
	Resource Based Park	OP-2-1	-	-	-	-
Institutional	Institutional	Zones for 'Institutional' uses vary based upon surrounding zones				
	Mesa College (SDCCD)	Zones for 'SDCCD' uses vary based upon surrounding zones				
	Utility	Zones for 'Utility' uses vary based upon surrounding zones				

September 5, 2025

Mr. Marlon Pangilinan
City of San Diego Planning Department
202 C Street, M.S. 413
San Diego, CA 92101

RE: Genesee Plaza in the Clairemont Community Plan Update Area

This letter serves to comment on the Clairemont Community Plan Update (CPU) as it relates to the Genesee Plaza property on the northeast corner of the intersection of Genesee and Balboa avenues. We appreciate the opportunity to participate in the CPU process. The CPU includes many components which we support; however, there are specific items that we would like to provide input on.

In the CPU second draft from August 2025, the subject site has been designated Community Village (0–54 du/ac) and zoned CC-3-7, with a maximum density of 1 DU per 800 SF, a maximum FAR of 4.5, and a height restriction of 65 feet under the Clairemont Mesa Height Limitation Overlay Zone. While these specifications allow for moderate intensity, they fall short of what this site can and should provide to meet the urgent housing and community needs of Clairemont and the City at large.

This property is located within a Transit Priority Area and is also identified as part of the Community Core Village in the Clairemont Community Plan Update. The Community Core Village should be intended to accommodate the greatest density and intensity of development within the community as it is a mobility hub with multi-modal transportation opportunities. To align the policies within this CPU with the development that will happen during implementation, we strongly encourage the City to assign this site the Community Village (0-109 du/ac) land use designation and the CC-3-9 zone. Also, importantly, we encourage the City to assign a height limit for this site that is dictated by zoning itself, not the outdated Clairemont Mesa Height Limitation Overlay Zone.

The Planning Commission has consistently supported greater heights and densities in Clairemont. This site is a centrally located property capable of delivering housing, jobs, and services in a TPA. Anything less than maximizing its development potential would represent a missed opportunity that undermines the City's housing, climate, and equity goals.

Accordingly, we respectfully request that the City incorporate these land use and zoning changes into the next draft of the Clairemont Community Plan Update for this site. Doing so will ensure that the plan reflects the community's vision, supports the City's policy objectives, and provides the housing opportunities that Clairemont and San Diego desperately need.

We thank you for the opportunity to be able to participate throughout the CPU process. We thank you for consideration of these comments and please contact us with any questions.

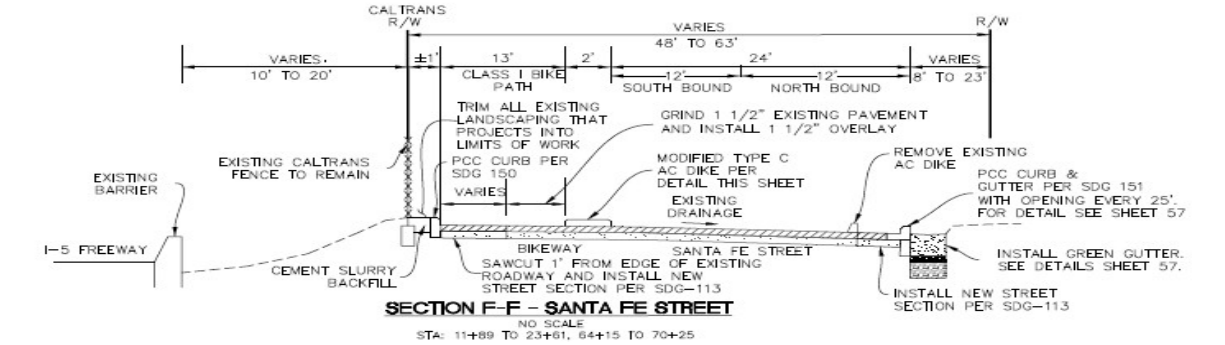
Sincerely,

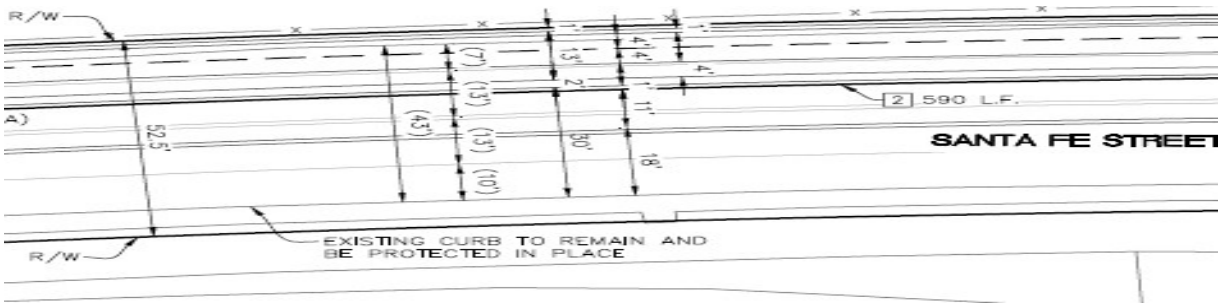
Steven Bossi
Principal Project Manager
Atlantis Group Land Use Consultants

SANDAG Comments on Clairemont Community Plan Update Second Draft

Chapter/Appendix /Section	Page Number	Comment
Chapter 3: Mobility - Figure 3-2	80	Class I connection from Balboa Avenue Station to Bunker Hill Street from the Balboa Avenue Station Access Plan appears to be missing.
Chapter 3: Mobility - Figure 3-2	80	The route splitting off from Clairemont Drive via Mt Acadia/Marlesa/Beagle to Linda Vista Road is modelled as a bicycle boulevard in the 2021 Regional Plan and the Draft 2025 Regional Plan. Consider incorporating Planned Classifications for Bicycle Boulevards and recommending this facility type for that alignment, or denote this (and similar Class III) with "Traffic Calming Enhancements" like the University CPU Planned Improvements network figure.
Chapter 3: Mobility - Figure 3-2	80	Jutland Drive Class II/III classifications difficult to see on the map, recommend offsetting to show Class II on the south side, in the uphill direction.
Chapter 3: Mobility - Figure 3-2	80	Genessee Avenue through the entire Community Plan Boundary is a Class IV Cycle Track in the Draft 2025 Regional Plan Active Transportation Network (same for 2021 Regional Plan though northern terminus is Clairemont Mesa Blvd)
Chapter 3: Mobility - Figure 3-2	80	Santa Fe Street is shown as an existing "Class IV - Two Way Cycle Track" south of the Rose Canyon Bike Path. This facility is technically a Class I, and pedestrians are not prohibited from using it where there is the absence of sidewalks. See screenshots below from the Rose Creek Bikeway construction plans for the dimensions of this facility type.
Chapter 3: Mobility - Figure 3-2	80	Mindful of the Santa Fe Street example mentioned above, and its application for Morena Blvd, consider a reference to this facility type/distinction on segments where sidewalks do not exist (and where sidewalks do exist, Class I is not typically recommended). Anticipating the presence of other users/modes in the bikeway, and the operating recommendations for specific target design users, they all may best be accommodated with a facility similar to the Rose Creek Bikeway's Santa Fe St segment implemented along the length of Morena Blvd. Recommend revisiting Planned Roadway Classifications to ensure the necessary width for this recommended facility type is accounted for consistently on block segments and to/through intersections. (Note, Morena Blvd meets the City's Systemic Safety Analysis criteria "to install Safe Systems improvements at intersections that have the following characteristics: intersections between 4-lane and 2-lane streets that are also on transit routes and with three (3) or more injury crashes in ten (10) years.")
Chapter 3: Mobility - Figure 3-2	81	Consider reviewing the Planned Bicycle Network's Recommended Bicycle Classifications for the existing and proposed Roadway Contexts consistent with NACTO, AASHTO, FHWA, or Caltrans DIB 94's Contextual Guidance. NACTO's Contextual Guidance for Selecting All Ages & Abilities Bikeways was used for modelling the Regional Active Transportation Network in the 2021 Regional Plan, and the Draft 2025 network. Consider incorporating Planned Classifications for Bicycle Boulevards, as a facility type recognized nationally and included in the City's Draft Street Design Manual Update in addition to being a recommended/planned bikeway facility type in other City-adopted plans.
Chapter 3: Mobility - Figure 3-3	83	We appreciate the inclusion of transit only/flexible lanes on Genesee Avenue and encourage the City to also consider them on other roads with multiple planned transit routes such as Clairemont Mesa Blvd and Balboa Avenue.
Chapter 3: Mobility - Figure 3-3	83	MTS routes 50 and 105A do not exist anymore. Route 44 still exists but does not use Balboa Avenue, so the label is not in the right place--move it over to Convoy St. Fix the alignment of route 150 near the Clairemont Drive trolley station. Add route 43 (Balboa Avenue Transit Center to Kearny Mesa Transit Center) and consider adding route 60 that travels along the edge of the Clairemont community planning area. Remove the transit route along Milton St and Burgener Blvd, as it does not currently exist. Consider swapping the colors of the Blue Line Trolley and COASTER to better align with MTS and NCTD branding of the lines, respectively.
Chapter 3: Mobility - Transit Policies	90	Policy 3.27 calls for the City to "Coordinate with SANDAG to consider a future light rail transit station at Jutland Drive to serve employees and community members." However, this policy does not seem to be supported by land use changes, village designations, urban design policies, or any other chapter of the draft Community Plan. Consider amending other chapters of the plan to better align with policy 3.27.

Chapter 3: Mobility - Complete Streets	Various	Multiple streets in the Clairemont CPU are included in the Regional Vision Zero Action Plan safety networks. The Safety Focus Network identifies concentrations of high severity crashes and the Systemic Safety Network is a proactive, risk-based tool. The following streets are included on both networks and would benefit from targeted safety improvements: Morena Blvd, Clairemont Dr, Linda Vista Rd, Balboa Ave, Mt. Alifan Dr, Mt. Abernathy Ave, Genessee Ave, Clairemont Mesa Blvd, and Kearny Mesa Rd.





For birds, for people, for the planet.

September 12th, 2025

Clairemont Community Plan update
City Planning Department
202 C Street
San Diego, CA 92001
PlanClairemont@SanDiego.gov

Subject: comments on the Clairemont CPU Second Draft August document

The San Diego Bird Alliance is a 3,000+ member non-profit organization with a mission to foster the protection and appreciation of birds, other wildlife, and their habitats, through education and study, and to advocate for a cleaner, healthier environment. We have been involved in conserving, restoring, managing, and advocating for wildlife and their habitat in the San Diego region since 1948.

We appreciate the opportunity to comment on the City's Clairemont Community Plan update. Please see these two general issues and the following pdf-page/policy specific issues.

General issues:

1. In the policies section, the City should commit to *CALGreen Code Section 5.106.8: Light pollution reduction guidelines* to move our communities towards better protecting dark sky habitat while also helping to lower our emissions and meet our Climate Action Plan goals. There are many references to needed lighting and 'pedestrian-scale lighting' throughout the document, and increased and improved lighting can be installed that improves pedestrian safety as well as saves money, uses less energy, and maintains or improves habitat value for resident birds and the millions of birds that migrate through our County every night during spring and fall migration seasons.
    a. Our advocacy on this important issue has encouraged the developers of the Midway Rising project to commit to bird-friendly building design and Dark Sky Lighting Standards, which are even more habitat-friendly than the CALGreen code listed.
2. The plan should commit to using native species in public landscaping including medians and public parks. Native plants improve habitat for native wildlife while also having lower maintenance and watering costs. Encouraging their use and requiring 50% of landscaped and ornamental areas be native plants on city-owned property would save water and be a community-wide improvement for our wildlife and residents.
3. The definition of open space areas in this community plan needs to be clarified and fixed. Tecolote Canyon and Marian Bear parks should not be called Resource-based parks in Chapter 2, pdf-page 14 (pages 24-25). In the City's Parks Master Plan, these parks are called Open Space Parks on page 30 (document page 19). The definition of Resource-based Parks on page 17 does not match the Parks Master Plan description. Later in Chapter 7 the term open space resource-

based parks is used without definition. These Clairemont parks should be Open Space Parks and this plan should use the same definitions as the Parks Master Plan.

Specific issues:
Page 36, 2.26 The proposed redevelopment of the Rose Creek Opps Yard should include wording that addresses the environmental impacts from a major development here. This location is appropriate because of its proximity to the Balboa Ave. Blue Line Station, but access to the proposed community park and the development's relationship to Mission Bay should emphasize the need for bike connections, water treated on site, and improving and widening the wildlife corridor value of Rose Creek.

Page 67, 6.23, The statement "Design trails within the Multi-Habitat Planning Area that comply with the Multiple Species Conservation Program guidelines is a critical and important statement that puts the real need for improved trails below the need to protect critical habitats and comply with the MSCP requirements. This language is similar to the UTC plan language.

Page 63, population-based parks and recreation facilities: related to the Parks Master Plan point system, this Clairemont plan will be 4,000 (40%) points short of the 'recreational value' needed for the population projection; the plan is way shy of parks for this area. The plan should commit to meeting this deficit by increasing park space, both active and passively used, in this community.

Some of this deficit could be made up by bringing Stevenson Canyon into the City's MHPA as a dedicated park, and then improving the management and access to it.

Page 56, 4.73 has 'promote' bird safe building guidelines, but this should be stated much more clearly and usefully. Every year, over 1 billion birds die by colliding into a building they can't see because of bad lighting design or a window they can't see because of bad window design. These deaths are preventable, and recent steps forward in technology and local requirements are making excellent progress. Clairemont should lead the way by 'requiring bird-safe window and lighting in new/redeveloped commercial/industrial/academic/government buildings."

Page 37, 2.40 and 2.42 must include a statement about the habitat improvements and water quality benefit that will come from an improved Tecolote Creek improvement. The historical ecology of this area should be known and used to plan the habitat restoration and improved recreation for San Diegans.

Page 55, 4.35 should be improved to read "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."

Page 73, 7.16 should be modified to include 'environmental education and stewardship, ***updating Rose Creek as a dedicated park***, and creating a pedestrian-friendly…" to improve the resources, management and funding available to Rose Creek.

For birds, for people, for the planet.

Thank you again for the chance to comment and for the public outreach that has gone into this CPU. Please contact us with any questions as the plan moves along.

Thank you
Sincerely,

Jim Peugh
Conservation Committee Co-Chair
San Diego Bird Alliance
peugh@cox.net

Muriel Spooner
Conservation Committee Co-Chair
San Diego Bird Alliance
murielspooner@gmail.com

September 14th, 2025

Clairemont Community Plan update
City Planning Department
202 C Street
San Diego, CA 92001
PlanClairemont@SanDiego.gov

Subject: Comments on Clairemont CPU Second Draft August document

The Environmental Center of San Diego's goal is to protect and enhance the natural environment of San Diego through education, activism and direct action. The key to solving some of our big environmental issues of the day like climate change and loss of biodiversity is through education and stimulation of positive action right here at home in the community of San Diego.

We appreciate the opportunity to comment on the City's Clairemont Community Plan update. Please see these two general issues and the following policy specific issues.

General issues:

1. In the policies section, the City should commit to *CALGreen Code Section 5.106.8: Light pollution reduction guidelines* to move our communities towards better protecting dark sky habitat while also helping to lower our emissions and meet our Climate Action Plan goals. There are many references to needed lighting and 'pedestrian-scale lighting' throughout the document, and increased and improved lighting can be installed that improves pedestrian safety as well as saves money, uses less energy, and maintains or improves habitat value for resident birds and the millions of birds that migrate through our County every night during spring and fall migration seasons.
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Specific issues:

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requirements. This language is similar to the UTC plan language.

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Some of this deficit could be made up by bringing Stevenson Canyon into the City's MHPA as a dedicated park, and then improving the management and access to it.

Page 37, 2.40 and 2.42 must include a statement about the habitat improvements and water quality benefit that will come from an improved Tecolote Creek improvement. The historical ecology of this area should be known and used to plan the habitat restoration and improved recreation for San Diegans.

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Page 73, 7.16 should be modified to include 'environmental education and stewardship, ***updating Rose Creek as a dedicated park***, and creating a pedestrian-friendly…" to improve the resources, management and funding available to Rose Creek.

Thank you again for the chance to comment and for the public outreach that has gone into this CPU. Please contact us with any questions as the plan moves along.

Pam Heatherington
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Friends of Rose Canyon
PO Box 221051, San Diego, CA 92192-1051
858-525-1489 ⁎ rosecanyon@iCloud.com

Sept. 14, 2025

To: City Planning Department - PlanClairemont@SanDiego.gov
Re: Comments on the Clairemont Community Plan Update, Second Draft, Summer 2025

Friends of Rose Canyon is a 501c3 non-profit organization whose mission is to protect, preserve and restore Rose Canyon and the Rose Creek watershed. Marian Bear Park and areas of North Clairemont and areas along Rose Creek down to Mission Bay are within the Rose Creek watershed.

We appreciate the opportunity to comment on the City's Summer 2025 Clairemont Community Plan Update. We are particularly concerned about the need to correct and clarify issues related to the MSCP/MHPA habitat and requirements. We also comment here on the error in the Draft Community Plan Update that needs to be corrected.

1.The Draft Clairemont Community Plan Update must correct the incorrect information that represents a "Class I Bike Path" in MHPA habitat in Marian Bear Park. The draft Community Plan confuses the existing trail in Marian Bear Park (inside the MHPA) with a SANDAG proposed project to build a Class I bike path along State Route 52 in Caltrans ROW and outside the MHPA.

- P. 80 shows a map of "Planned Bicycle Classifications" with a Class 1 Multi-use Path in MSCP habitat in Marian Bear Park between I-5 and I-805 (where the current trail is).

- P. 81 correctly defines a Class 1 Multi-Use Path: "Multi-use paths are off-street, paved right-of-way for shared used by bicyclists, pedestrians, and those using no-motorized modes of travel."

Class I paths are not allowed in the MHPA: they are paved, usually 12' wide and often lighted.

4**. The map on P. 80 confuses the <u>existing trail in Marian Bear Park, which is in the MHPA</u>, with the SANDAG proposed project to build a Class 1 Bike Path in the CALTRANS ROW ALONG STATE ROUTE 52 OUTSIDE THE MHPA.**
The page 80 map shows a dotted orange line through Marian Bear Park from I-5 to I-805. The legend states that orange represents a Class 1 bike path (which is not allowed in the MCSP). A note in the Legend refers to the Bicycle Master Plan. I checked the City's Bicycle Master Plan. Figure 6-3 in the City of San Diego Bicycle Master Plan (provided as an attachment to our comments) shows Proposed High Priority Projects (North City). There is a narrow orange line (indicating a proposed Class 1 facility along SR 52 from I-5 to I-805. That is the SANDAG proposed Class 1 bike project - it is not in Marian Bear Park

and not in the MHPA. It is in the 2013 City of San Diego Bike Master Plan because in 2013, SANDAG already had in its Regional Bike Plan that Class 1 bike path in the SR-52 Caltrans ROW.

Please correct all necessary pages in the Draft Clairemont Plan to reflect that the existing trail in the MSCP in Marian Bear Park is not planned to become a Class 1 bike path and to show the SANDAG proposed Class 1 bike path outside the MHPA lands and in the Caltrans SR-52 ROW.

> **On P. 90, Policy 3.20, the Draft Clairemont Plan refers to the SANDAG proposed project: "Coordinate with Caltrans and SANDAG to implement the regional Class 1 facility on the south side of State Route-52."**
>
> **See Figure 7-1:Parks and Open Space on P. 139 to see the Marian Bear Park MHPA/Open Space lands. The SANDAG proposed Class I bike path will be outside the green MSCP habitat and in the State Route 52 Caltrans ROW.**

2. Open Space and Conservation Element Policies

P. 142, Policy 7.12: 7.12: "Support the preparation of a Marian Bear Memorial Park Master Plan to establish a long-term comprehensive park program for its management and preservation." This sentence should be changed to: "**Support the preparation of an updated Marian Bear Park Natural Resources Management Plan," which complies with the MSCP and which must precede and be the basis for a Marian Bear Memorial Park "Master Plan". A current natural Resources Management Plan might well serve instead of a Master Plan - and a Master Plan cannot be done with a Natural Resources Management Plan** The existing Marian Bear Park Natural Resources Management Plan is 31 years old and precedes the existence of the MHPA. It does not reflect current conditions.

P. 142, Policy 7.13: "Consult the Marian Bear Memorial Park Natural Resource Management Plan for guidance in the protection of natural and cultural resources in the park." The existing "Marian Bear Memorial Park Natural Resource Management Plan" is 31 years old (dated 1994), and precedes the MHPA. Since 1994, huge changes have occurred to the habitat and species, especially due to the significant human impacts over the past 31 years.

P. 142, Policy 7.16: The City should change the wording to: "Address impacts related to future development with the Rose Canyon industrial area, which include restoring habitat in Rose Creek, improving water quality, enhancing wildlife connectivity, controlling invasive species, promoting environmental education and stewardship and creating a pedestrian-friendly connection between Mission Bay Park and Marian Bear Park." Rose Creek needs major habitat restoration in this area and up and downstream. The wording "work to" implies no requirement, mandate or commitment by the City to actually implement this policy.

P. 109, Policy 4.73

The City should change the word "promote: to "require" so that the policy reads: "For buildings that are adjacent to open space and MHPA, require design strategies that reduce the potential for bird strikes."

The word "promote" means this policy will likely have little impact on what gets built and leaves the City of San Diego woefully behind in adopting bird safe building requirements. An increasing number of cities across the US have bird safe policies. There are increased methods available to reduce bird-strikes. San Diego, especially, should adopt these requirements due to our location. We are on the Pacific Flyway, which means we have many migrating birds passing through in the spring and fall in addition to our many resident birds. The American Bird Conservancy has a Bird-Friendly Building Design website.

Class 1 - Multi-Use Paths are off-street, paved right-of-way for shared use by bicyclists, pedestrians and those using non-motorized modes of travel.
The MHPA, the City's MSCP Subarea Plan, was signed by the Mayor of San Diego in March, 1997.

1. P. 196-197 - The plan states: "Design and construct new trails, trail relocations, and trailheads with amenities … which are consistent with the City's MHPA regulations."

   The wording should be changed to: "which are consistent with the City's MHPA regulations and are based on an approved Natural Resources Management Plan that updates the 31-year-old Marian Bear Natural Resources Plan, which was created before the MHPA existed and needs to be updated to reflect current conditions." Clearly major changes to the habitat, native and invasive species, human impacts, and threats to MSCP lands have occurred in the last 31 years.

P. 138 - Under "Rose Creek Watershed"

The Draft Clairemont Plan states: **"The Marian Bear Natural Park and Tecolote Canyon Resource Management Plans provide for the protection and preservation of natural and cultural resources, including sensitive resources as well as allow safe and accessible use of these open space parks to meet the needs of the surrounding communities."**
The above statement is incorrect and should be deleted. Neither Marian Bear Park nor Tecolote Canyon have a Resource Management Plan. Marian Bear's Natural Resources Management Plan was approved 31 years ago, three years before the MHPA was approved, Thus it is not based on the MHPA or on the current conditions in Marian Bear Park. Tecolote Canyon has never had a Natural Resources Management Plan. The City began one in 2006, stopped, then started again in 2016. It is now on hold (likely wisely) until after the major Tecolote Canyon Trunk Sewer Project through the canyon is completed.

P. 188-189 - Street Tree Selection Guide

The Plan calls for Regents Road to use Evergreen Ash for street trees. This must be changed. Ash trees are listed as invasive in riparian and wetland areas in the "San Diego County Invasive Ornamental Plant Guide" created jointly by the San Diego Chapter of

the American Society of Landscape Architects (SD/ASLA) and the San Diego Chapter of the California Native Plant Society. Common names are Evergreen Ash, Shamel Ash, Mexican Ash, Tropical Ash.

Friends of Rose Canyon has found ash trees to be highly invasive in Rose Canyon in MSCP habitat riparian areas. There are large ash trees and prolifically seeded younger trees, both small and medium in size. This is likely due to Ash trees being used as street trees in the community. Their seeds travel down the storm drains into Rose Canyon or may be brought by birds.

In the Clairemont Community Plan, Regents Road begins at the intersection of Clairemont Mesa Blvd and Luna Ave. Regents proceeds steeply downhill, crosses Marian Bear Park MSCP lands and San Clemente Creek, which joins Rose Creek a little to the west (which in turn continues south along I-5 and becomes the main fresh water tributary of Mission Bay. Thus, there is a very high risk, likely a certainty, that ash trees planted on this stretch of Regents Road will drop a large number of seeds, which will end up producing invasive ash trees in Marian Bear MSCP habitat and in San Clemente Creek, which flows through Marian Bear Park. The creek may carry the seeds west through Marian Bear Park MSCP habitat and then south in Rose Creek to Mission Bay.

We recommend that native Coast live oak trees be added to the Clairemont Community Plan as both a street tree and landscape tree.

We support the comments submitted by the San Diego Bird Alliance and by Friends of Rose Creek. Both organization have many years of experience working in areas in and near the Clairemont Community Plan area,

Thank you for your attention to our comments.

Deborah Knight
Executive Director
Friends of Rose Canyon

Attachment:
Page from the City of San Diego Bike Master Plan, referred to in Comment 4.

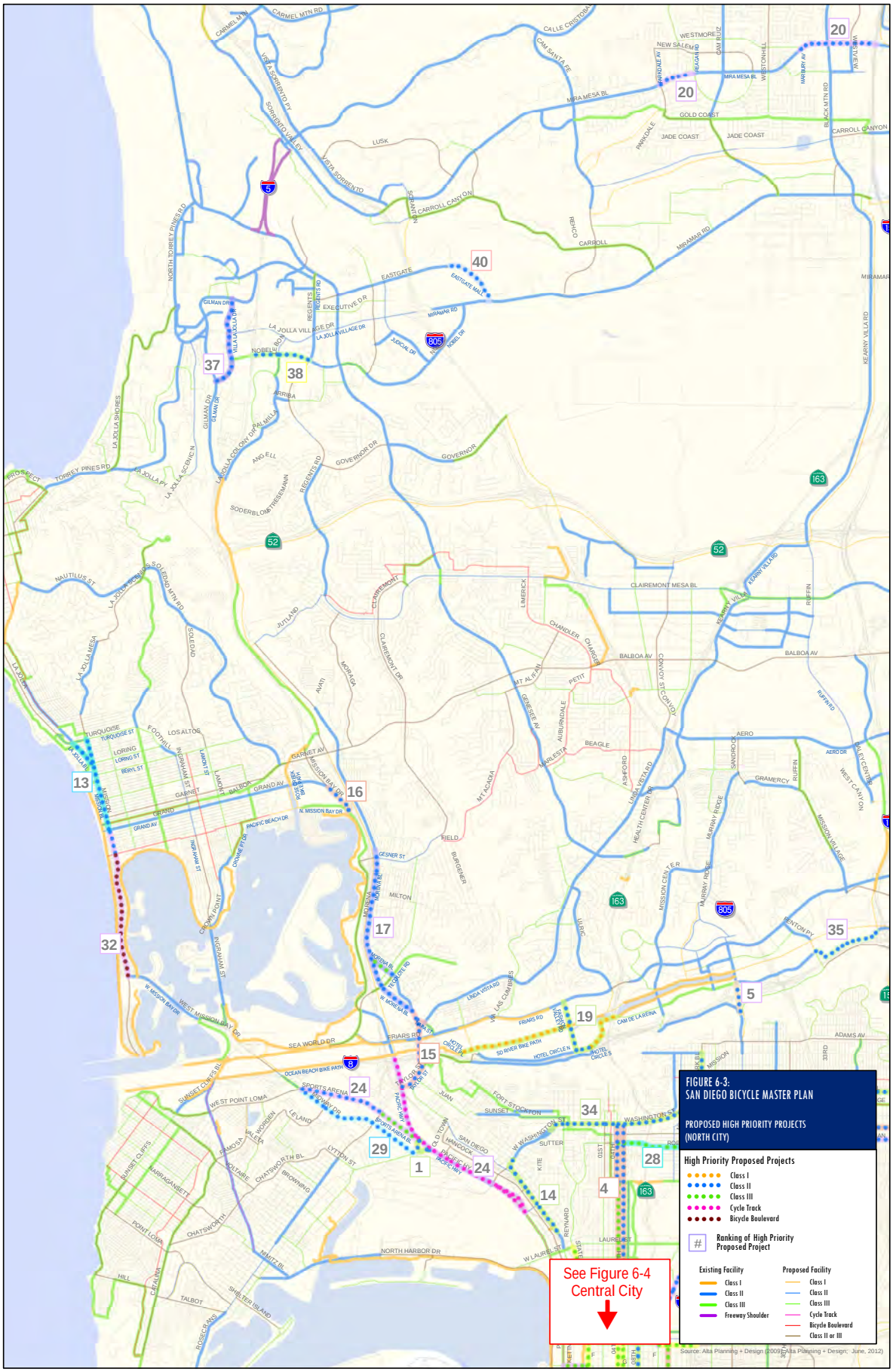


FIGURE 6-3:
SAN DIEGO BICYCLE MASTER PLAN
PROPOSED HIGH PRIORITY PROJECTS
(NORTH CITY)
High Priority Proposed Projects
Class I
Class II
Class III
Cycle Track
Bicycle Boulevard
Ranking of High Priority Proposed Project
Existing Facility
Class I
Class II
Class III
Freeway Shoulder
Proposed Facility
Class I
Class II
Class III
Cycle Track
Bicycle Boulevard
Class II or III
See Figure 6-4
Central City
Source: Alta Planning + Design (2009); Alta Planning + Design; June, 2012)

Friends of Rose Creek *
"Connecting Our Communities"
4629 Cass Street #188
San Diego CA 92109

September 14, 2025

Via email transmission: planclairemont@sandiego.gov.

Clairemont Community Plan
City of San Diego Planning Department

RE: Comments on Clairemont Community Plan, 2nd Draft

Dear City Staff:

The Friends of Rose Creek is a community group caring for the section of Rose Creek between Marian Bear and Mission Bay Parks. Our vision is for lower Rose Creek to be an open space park providing recreational and learning opportunities and a clean, healthy, aesthetically pleasing environment for residents, visitors, businesses, and native plants and animals, while serving as an accessible link for bicyclists, pedestrians, and **wildlife** to move between Rose Canyon Park, Marian Bear Park, Mission Bay Park, and surrounding communities.

Thank you for giving us this opportunity to comment on the Clairemont Community Plan, Second Draft.
.

Document Reference	**Comment #**	**Comment**
Public Spaces throughout the document.	1	We oppose in-lieu fees for up to 25% of the public space as this exports public space out of our community. Please remove the in-lieu fee or limit it to being spent in the same community plan area as the development so that multiple in-lieu fees can be used to create public space that the community supports.

Document Reference	**Comment #**	**Comment**
Chapter 5: Rose Creek / Canyon Industrial Corridor	2	Under SB 131, the State of California removed Advanced Manufacturing Facilities from compliance with CEQA in June 2025. This raises a critical question about how to protect Rose Creek and Mission Bay. Advanced Manufacturing Facilities are CEQA exempt and this exemption can be used for chemical processing facilities, nuclear fusion, and/or battery processing plants. Without adequate regulations and the SB 131 exemption applying to all lands zoned industrial, this creates new threats to the water quality in Rose Creek and subsequently Mission Bay Park. How can the plan be amended to require adequate environmental oversight of new projects in this area to prevent toxic spillage into Rose Creek. How can the city of San Diego require safeguards to protect the regional resource of Mission Bay Park. The Clairemont Community Plan needs to be updated to identify steps to protect Rose Creek and Mission Bay Park via re-zoning or other regulations.
7.1 Photovoltaic Energy Generation	3	Add to the following sentence the quoted phrase: Promote and facilitate the siting of new onsite photovoltaic energy generation and energy storage systems "away from open space areas and on rooftops."
7.9 Trails	4	All trails should be situated to protect critical habitat. No paved trails or lighting should be in our canyons and open space areas. All trails through Marian Bear Natural Park and Tecolote Canyon Park should be done in accordance with each park's master plan. If said plan is not completed, then no new trails should be developed. Trailheads should be landscaped to tie into natural landscaping, use permeable surfaces, and minimize lighting.
7.11	5	Should be modified to "Utilize publicly-controlled open space for passive recreation consistent with open space management plans and provided that passive recreation does not impact the biologic resources."
7.16 Rose Creek Watershed	6	We appreciated the references to the critical role the Rose Creek watershed has in creating critical habitat as well as protecting water quality in Mission Bay. The Friends of Rose Creek would like to see this sentence added. "Plan for Rose Creek to be dedicated parkland connecting protected habitat in Marian Bear Park with the City's plan to restore wetlands at the mouth of Rose Creek." This area could serve as a mitigation bank for projects in other areas.
7.22 Open Space Adjacent Development.	7	Change "Encourage development adjacent to …" to "REQUIRE development adjacent to"
7.28 Erosion issues	8	Change "Address storm drain and culvert erosion in Rose Canyon…" to Address storm drain and culvert erosion in all canyons, creeks, and open space areas …."
8.10 Brush Management	9	Add to this item: "Brush management should maintain biodiversity, prevent the spread of invasive non-natives, and follow the recommended practices document by the Chaparral Institute's "From the House Outward" wildlife safety recommendations available at https://www.californiachaparral.org/__static/b69921e9868e8d87be914a31af4c4b90/from-the-house-outward-v4(3).pdf?dl=1

Document Reference	Comment #	Comment
Table 12.1 Street Trees	10	Thank you for excluding trees on the CAL-IPC list of invasives for Southern California. The Friends of Rose Creek recommend a reference to the Cal-IPC list at https://www.cal-ipc.org/plants/inventory/ so that as the climate changes and the list of invasives change, the document is adaptable.
Table 12-2 Park & Rec	11	Please add to all parks "Increase tree canopy and landscaping with native plants to support birds, bees, and butterflies." For all parks adjacent to open space, provide a buffer of native plant hedges such as Lemonade Berry or Sugar Bush to preclude unplanned intrusion by park users except at designated trail heads.
Table 12-2 Park & Rec	12	While we appreciate the efforts to expand developed recreational opportunities at our City Parks, we propose no reduction of unbuilt park space. For Rec Centers, 2-story centers could provide twice the indoor space without take away landscaping, lawn and picnic areas, or natural space.
Spaces adjacent to natural areas	13	Lighting: All lighting should be done away from the open space to minimize disturbance to wildlife and should not spill into natural lands. Lighting should be like Amber LED lamps with Narrow Spectrum (ALNS, without blue emission) to "Artificial light at night – from infrastructure lighting and possibly from vehicles – has diverse effects on wildlife, such as in reproduction, navigation, or communication. It can also affect relationships between species, e.g. pollination or predation interactions. Lastly, artificial lighting throws animals' biological clocks out of sync, whether they be nocturnal or diurnal (passerine birds, diurnal birds of prey). Plants are also affected; artificial lighting can cause budburst in urban trees to occur around a week early and delay autumn leaf-fall. In behavioural terms, artificial light sources may attract or repel nocturnal animals, depending on their natural response to light (phototaxis). Artificial lighting is thus a factor that contributes to habitat degradation or to the loss of many species (bats, terrestrial mammals, fireflies and glow worms, etc.) entailing population-scale effects and even affecting the entire distribution area. This attraction or repulsion phenomenon has landscape-level repercussions and artificial lighting can create areas which are impassable to certain animals, finding themselves either drawn in or driven out." Seiler, A., Guinard, E., & Mot, R. (2023). Ecological effects of Infrastructure. In: C. Rosell et al., (Eds.) 2023. IENE Biodiversity and infrastructure. A handbook for action. https://www.biodiversityinfrastructure.org/
Park Landscaping	14	Convert all landscaping to native plants where feasible. Where not feasible, please remove and refrain from planting species on the CAL-IPC list of invasives for southern California Find the full list at https://www.cal-ipc.org/plants/inventory/
Coral Rose Mini Park	15	Please landscape with native plants to connect to nearby Rose Creek.
3.27 Trolley Station	16	The Friends of Rose Creek are opposed to a light rail station at Jutland as this will have severe negative consequences to Rose Creek. Instead, we recommend a safe and legal bike/ped crossing to restore access removed by the trolley project for users to move between Santa Fe Street and Morena Blvd.

Document Reference	Comment #	Comment
3.38 Caltrans Signal	17	Thank you for including this. Please specifically call out "Additional pedestrian safety solutions should be implemented on West Bound Balboa at the I-5 south on ramp to allow pedestrians save crossing."
4.40 Shared Mobility Devices	18	If scooter share programs are to be promoted, the City of San Diego first needs to update regulations to require providers to turn over renter information when the scooter is involved in an accident, determine how to keep these devices out of the creeks and canyons, and prevent users from riding on the sidewalks. The City's last attempt at mobility device sharing was a disaster
4.46	19	Thank you for this item. However, we would like to update the sentence as follows: "Incorporate drought-tolerant species not on the Cal-IPC list and locally found native species."
General Park Comments	20	For parks abutting open space, we recommend the type of park designed at Cottonwood Creek Park in Encinitas. From native plant species and a great kid's playground, to lawn areas, this park is what the City of San Diego should aim for. It gives our children access to wild places and so much more. These pocket areas of locally native species provide birds a pathway through the urban landscape as they search for food and move between larger open space areas such as Marian Bear Natural Park and Tecolote Canyon Park. Every pocket park should have native species landscaping to provide habitat for birds, butterflies, and bees.

Warmly,

Karin Zirk, Ph.D. (she/her/hers)
Executive Director
Friends of Rose Creek
info@saverosecreek.org

United States Department of the Interior
U.S. FISH AND WILDLIFE SERVICE
Ecological Services
Carlsbad Fish and Wildlife Office
2177 Salk Avenue, Suite 250
Carlsbad, California 92008

In Reply Refer to:
2025-0149326-HCP-TA-SD

September 15, 2025

Dan Monroe
Program Manager
Multiple Species Conservation Program
City of San Diego, Planning Department
202 C Street
San Diego, California 92101

Subject: Review of the Second Draft of the Clairemont Community Plan Update and Request for Concurrence with the Multi-Habitat Planning Area Boundary Line Correction

Dear Dan Monroe:

The U.S. Fish and Wildlife Service (Service) has reviewed the City of San Diego's (City) Second Draft Clairemont Community Plan Update (CCPU), and the City's July 18, 2025, email request for concurrence on a Multi-Habitat Planning Area (MHPA) Boundary Line Correction (BLC) for the CCPU, pursuant to its Multiple Species Conservation Program (MSCP) Subarea Plan (SAP). Our comments and recommendations on the CCPU are based on our knowledge of sensitive and declining vegetation communities and species in San Diego, and the City's SAP and Vernal Pool Habitat Conservation Plan (VPHCP).

The mission of the Service is to work with others to conserve, protect, and enhance fish, wildlife, plants and their habitats for the continuing benefit of the American people. The Service also has legal responsibility for the welfare of migratory birds, anadromous fish, and threatened and endangered animals and plants occurring in the United States and is responsible for administering the Federal Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*), including habitat conservation plans (HCP) developed under section 10(a)(1) of the Act. The City participates in the HCP program by implementing its approved SAP and VPHCP.

The BLC is proposed as part of the CCPU to correct preserve boundaries and include city-owned and managed Tecolote Canyon open space lands in the MHPA. The proposed BLC is consistent with the goals of the City's SAP to conserve biological resources and will add 78.7 acres to the MHPA including coastal sage scrub (38.9 acres) and southern riparian forest (15.5 acres), maritime succulent scrub (3.4 acres), non-native grassland (2.4 acres), scrub oak chaparral (3.4 acres), and disturbed land (14.7 acres) (Figure 1). No MHPA deletions are proposed as part of the BLC. Based on our review of the BLC, the Service concurs with this addition of 78.7 acres to the MHPA.

Based on a July 25, 2025, Memorandum on the *Environmental Support for Preparing an Addendum to the Program Environmental Impact Report for the Blueprint SD Initiative for the Clairemont Community Plan Update*, the Environmental Review Section of the City Planning Department has reviewed the CCPU and determined that an addendum to the Final Program

Environmental Impact Report (PEIR) for the Blueprint SD Initiative, Hillcrest Focused Plan Amendment, and University Community Plan Update (SCH No. 2021070359) is the appropriate environmental document. The Service provided comments on the PEIR, Hillcrest Focused Plan Amendment (FPA), and University Community Plan Update (UCPU) in our May 17, 2024, letter (2024-0090648-CEQA-DPEIR-SD). Based on our review of the City's responses to our comments in the PEIR, many of our concerns about ensuring consistency with the SAP and VPHCP were not adequately addressed and apply to the CCPU and any addendum to the PEIR for the CCPU.

For example, we continue to request that for future projects that have biological resources in or adjacent to the CCPU and the option of tiering off the PEIR, that the City coordinates with the Service and the California Department of Fish and Wildlife (i.e., the Wildlife Agencies) during the environmental review and permitting process and prior to staff-level CEQA determinations. Further, if the City determines that the appropriate environmental documentation does not require circulation for public review, we request that the Wildlife Agencies will be provided an opportunity to review and confirm project consistency with the City's SAP or VPHCP, particularly for proposed trails and associated recreational features envisioned in or adjacent to the MHPA that require no boundary line adjustment or deviation from the Environmentally Sensitive Lands regulations.

Like for the UCPU, the Service is also concerned that many of the figures in the CCPU do not show the MHPA and Figures 3-1 and 3-2 of the CCPU depict ancillary pedestrian facilities and a Class 1 multi-use path, respectively, south of Highway 52 within a part of the MHPA that is identified as a biological linkage in the map provided with the BLC (Figure 1). As described in the CCPU, the ancillary pedestrian facilities and a Class 1 multi-use path would not be compatible with a biological linkage nor consistent with the SAP Public Access, Trails and Recreation priorities of locating trails in the least sensitive areas of the MHPA. As stated in our May 17, 2024, letter, recreational or mobility uses in or adjacent to the MHPA should be planned as part of the Natural Resource Management Plans approved by the Wildlife Agencies as envisioned by the SAP and VPHCP to help ensure the long-term biological integrity of the MHPA. Therefore, we recommend the addition of an MHPA overlay to all figures CCPU and removal of the ancillary pedestrian facilities and Class 1 multi-use path from Figures 3-1 and 3-2 of the CCPU, respectively.

We appreciate our continued coordination with the City in the preparation of this BLC and the opportunity to comment on the CCPU. We request a meeting with the City to resolve our concerns prior to finalizing the draft CCPU and draft addendum to the PEIR. If you have any questions regarding this letter or to schedule a meeting to discuss our comments, please contact Anita Eng[1] of the Service at 760-306-5883.

Sincerely,

for Jonathan D. Snyder
Assistant Field Supervisor

[1] anita_eng@fws.gov.

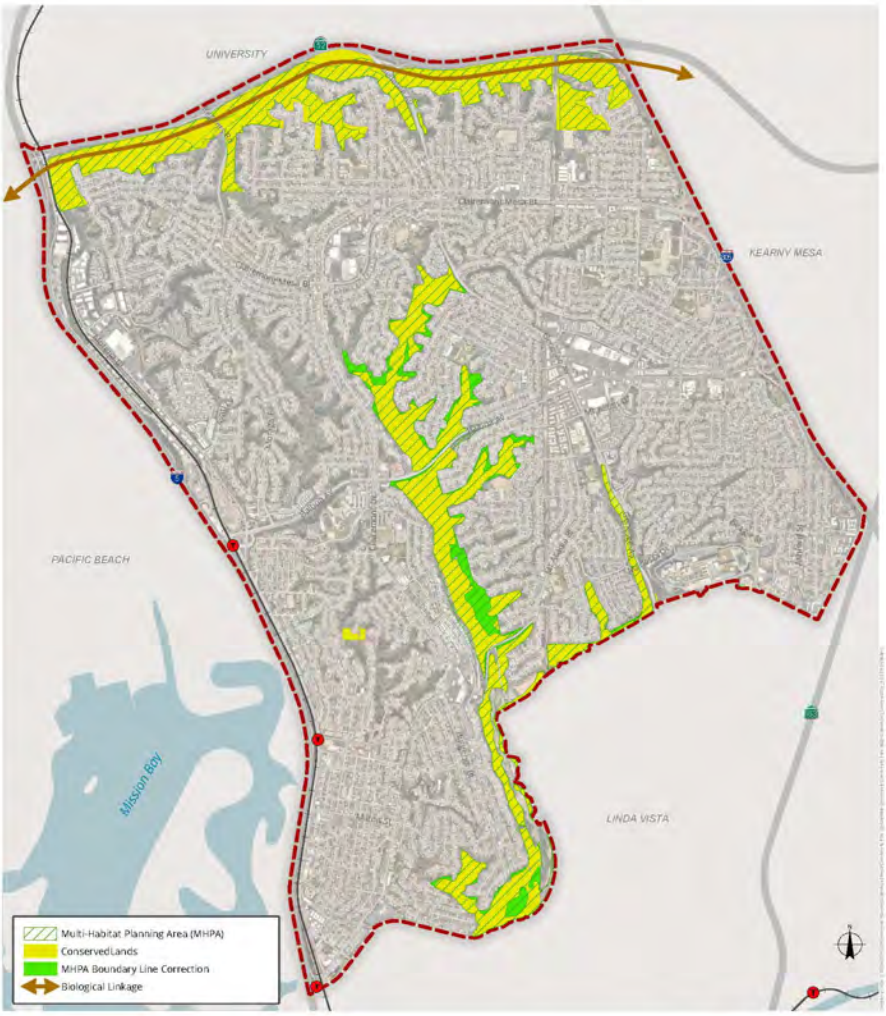


Figure 1. Proposed Boundary Line Correction.

Office of Executive Director, Operations Support
Instructional Facilities Planning Department
Regina Rega, AICP, Manager
Office: (619) 725-7372
rrega@sandi.net

September 18, 2025

Mr. Sean P. McGee
Principal Planner
City of San Diego
San Diego, CA 92123

Submitted via email to: smcgee@sandiego.gov

Subject: Response to Clairemont Community Plan Updates, Second Draft

Dear Mr. McGee:

San Diego Unified School District (the District) appreciates the opportunity to comment on the second draft plan.

We commend City Planners for proposing a community plan update that includes unique villages and a transportation network for intra-community connectivity.

Our comments are focused on school facilities that serve pre-kindergarten through 12th grade students. Of particular note is the Draft plan's suggestion that single story school facilities should be retrofitted and expanded with a second story, and staff comments below address the infeasibility of that suggestion.

Chapter 2, Land Use Element, Table 2-2 Development Potential:
"Possible Net Future Change 17,100 residential homes."
Staff Comment:
These may generate 3,317 TK-12 students, based on similar residential construction. The Community Plan update second draft should inform the public of $122M needed to construct classrooms for these students, for which no funding exists, and describe future construction costs for these spaces as escalated within a 30-year timeline.

Chapter 8, Public Facilities, Services & Safety Element, Schools, Page 150:
"The San Diego Unified School District can address any future educational demands through various means such as limiting non-resident enrollment, reopening school facilities that are not being used for other purposes and utilizing portable facilities."
Staff Comment:
Please rephrase this section for accuracy.

"Limiting non-resident enrollment"
Clairemont's existing neighborhood school facilities are sized appropriately for the

portion of the current student population that chooses to enroll locally. When the Clairemont Community Plan objectives are realized the number of grade appropriate residents choosing to enroll locally is likely to increase, necessitating expanded school facilities.

“reopening school facilities that are not being used for other purposes”
No excess properties exist in the Clairemont Community planning area.

“utilizing portable facilities”
The District’s priority is to remove portable classroom buildings to reduce utility and maintenance costs. When funding has been established for the changing needs of a community the District designs and builds high quality energy-efficient permanent facilities.

Chapter 8, Public Facilities, Services & Safety Element, Schools, Page 150:
“Public schools may have the opportunity to be retrofitted and expanded with a second story to make efficient use of land, increase classroom space, and maintain outdoor play areas.”
Staff Comment:
It is structurally and financially unfeasible to add a second story to existing school buildings. These modifications would trigger significantly larger foundations and upsized bearing walls that would require full demolition of existing buildings.

Table 8-1, Community-Serving Facilities, Page 151:
Staff Comment:
A map of school locations is published annually at:
https://www.sandiegounified.org/departments/instructional_facilities_planning/district_attendance_boundary_wall_map

Please add missing high school:
San Diego Metropolitan Regional & Technical (MET)

Please correct elementary school name:
Lindbergh/Schweitzer change to Clairemont Canyons Academy

Please delete Private school from Figure 8-1 map:
Whittier Christian Schools (K-12) is closed per CDE web site

Figure 8-1: Community Serving Facilities map on page 153:
Staff Comment:
The map displays a broad distribution of schools which serve the current population without overcrowding. The plan’s proposed concentration of new residential housing in

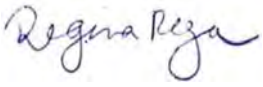
mixed use villages necessitates new larger school facilities concentrated near these villages.

Existing schools that serve the Balboa Avenue Transit Station Village, Bay View Village, and Diane Village, cannot sustain a second story. A tear-down and rebuild from a new foundation would be required to add levels. The Community Plan update second draft should inform the public that no funding exists to tear down existing facilities, operate school during multi-year construction, and to design and build multi-level schools.

New, larger school facilities near new concentrations of residential mixed-use villages will be essential to establish the community plan's: "interconnected mobility network to support walking/rolling, biking and riding transit to conduct daily activities, including work, school, shopping and play" consistent with the General Plan's Land Use objective.

Please feel free to reach out to me for clarification or additional details.

Sincerely,



Regina Rega, AICP
Manager, Instructional Facilities Planning Department

9/22/25

Second Draft Summer 2025 Clairemont Community Plan Update (CCPU)

Clairemont Planning Group Draft Comments.

Sean McGee, Principal Planner
City of San Diego Planning Department

Dear Sean,

Thank you for the opportunity to provide the following draft comments from the Clairemont Community Planning Group. Staff and your consultants have provided a well-thought-out Community Plan with many positive elements and visions for Clairemont. It is our hope that the following comments, suggestions, and questions assist you in finalizing the Community Plan that will serve our community for many years to come.

Our community outreach has included presentations and community feedback at publicly noticed meetings regarding the Summer Draft CCPU on August 4th, August 27th, September 4th, September 10th, September 16th, and are planned for September 24th and October 8th. Please note that the contents of this letter have mostly been discussed with the Clairemont Planning Group but have not been formally approved. We anticipate formal approval of our comment letter in a special Planning Group Meeting to be held in October.

Contents

Appendix Attachments
The following attachments are included as references and illustrations:
Attachment 1 – Private canyons in Clairemont not recognized in the Community Plan Update
Attachment 2 – Proposed Trolley Station at Jutland Drive
Attachment 3 – Additional housing proposed along the Blue Line: "Villages within the Village"
Attachment 4 – Community Connections to Stations and Beyond
Attachment 5 – The "Green Spine", an important recreation opportunity for the community

Section A – The Big Ideas Summary

1. **Add comprehensive protection to the private canyonlands in Clairemont.**
   Clairemont includes hundreds of acres of private canyons that provide significant quality of life and environmental benefits. Most of these private canyons are not recognized as open space and are mostly unprotected from development.

2. **Include a more robust and detailed recommendation to add bus service and a 4th Trolley Station at the foot of Jutland Drive where it intersects with Morena Boulevard.**
   We recommend adding this bus and transit station onto the CCPU maps, graphics, Mobility, Urban Design, Land Use, and Economic Prosperity. This could be an additional "Village" that we might call Rose Creek Village.

3. **Include a concept we call "Villages within the Village" to provide significant housing to serve the Blue Line Trolley along Morena Blvd.**
   Recognizing the goal to take advantage of the significant investment in the Blue Line Trolley, we suggest the modifications to height limits along the Western Edge of Clairemont, Bay Ho, and Bay Park.

4. **Increase housing and mobility opportunities at the Community Core Village**
   The Community Core Village (Located at Balboa Ave. and Genesee Ave.) is the largest village in the plan that could provide more significant opportunities for housing and mixed-use more closely connected to transit.

5. **Add more robust and visionary community connections for pedestrians and bicyclists.**
   We wish for the CCPU to be visionary and bold. Additions to the plan such as an Aerial Tram, access to Mission Bay from Trolley Stations, Green Spine, Trail connections, undercrossings, etc. are important visions for Clairemont.

6. **Refine and add more Park and Recreation facilities recommendations.**
   The CCPU references the City Parks Master Plan population-based Recreation Value Point System. However, the points required within new village development especially are not realistic. This section makes suggestions for additional recreation opportunities and consultant research.

7. **Refinement to the Implementation Overlay Zones**
   We believe it is very important for objective design standard elements under the Community Enhancement Overlay Zone implementation to be more comprehensive and include ALL of the 10 proposed villages.

8. **Add opportunities and more emphasis on public art.**
   The City of San Diego Civic Art Collection includes over 800 works throughout the city. Clairemont, the largest community in San Diego, does not have a single City of San Diego Civic Art Collection piece. We wish for a robust section on public art opportunities in the community.

9. **Request a more robust study of how fire safety will be maintained as the proposed additional housing is constructed.**

10. **Are the unit counts and population impact of Accessory Dwelling Units (ADU), Complete Community's, and State Senate Bills factored into the unit and population projections?**

Section B – The Details

1. **Add comprehensive protection to the private canyonlands in Clairemont.**
   a. Clairemont includes hundreds of acres of private canyons that provide significant quality of life and environmental benefits. Most of these private canyons are not recognized as open space and are mostly unprotected from development, see canyons highlighted in yellow **(see Attachment 1)**.

b. We request that the Planning Department explore mechanisms, such as demonstrated in the Lakehurst Avenue parcel example, to protect private canyonlands. Potential approaches could include re-zoning, Canyon Overlay Zones, canyon ridgeline development setbacks, or other appropriate tools.
c. We ask that Planning Department designate our canyonlands as open space. One modification to zoning that is appreciated is the trailhead, "paper street", trail, and private parcel west of Lakehurst Avenue, APN #3592101100. This has been shown rezoned to OP-2-1, a passive park, on zoning map C-1037. Please include this and any other open space not noted in the following CCPU graphics: Figure 2-1: Land Use Map; Figure 4-1: Urban Design Vision Framework; Figure 7-1: Parks and Open Space.

2. Include a more robust and detailed recommendation to add bus service, and a 4th Trolley Station at the foot of Jutland Drive where it intersects with Morena Boulevard.

a. We recommend adding this bus and transit station onto the CCPU maps, graphics, Mobility, Urban Design, Land Use, and Economic Prosperity. This could be an additional "Village" that we might call Rose Creek Village.
b. Adding transit to this northern section of Morena could generate additional opportunities for both housing and employment. The potential transit stop is located in proximity to Cosco, retail within the same building, and 17 office, retail, and commercial buildings. There may be opportunities for parking nearby as well. The Rose Canyon Industrial site, less than ¼ mile to the north, includes 14 low density (mostly one-story commercial/retail buildings) on approx. 16-acres. The pad is approximately 50 feet below the closest residential which is a multi-family project on Ariane Drive to the east.
c. The Rose Canyon Business Park site includes a vehicular bridge over Rose Creek and the possibility of an on-grade rail crossing at the northern portion of the property where the Trolley Tracks are elevated approximately 40 feet above. This crossing could potentially allow vehicle and bicycle access to Santa Fe Street which includes the Rose Canyon Bike Path **(See Attachment 2).**
d. The existing Rose Canyon Industrial Park site could potentially include 65-foot height buildings.

3. Include a concept we call "Villages within the Village" to provide significant housing to serve the Blue Line Trolley along Morena Blvd.

a. Recognizing the significant investment in the Blue Line Trolley, we suggest the following modifications to height limits along the Western Edge of Clairemont, Bay Ho and Bay Park.
    i. As previously noted, add a robust job center and housing Village (Rose Creek Village) at the northernmost portion of Morena near Jutland Drive. This could also include housing between Jutland and Avati Drive.

ii. Include density similar to the proposed plan density and heights along Morena Blvd from Clairemont Drive south to Tecolote. However, rather than a one size fits all "wall' along Morena Blvd., we suggest emphasizing higher density and taller development at key locations. This would accomplish likely more housing and create clusters of higher densities "Villages within the Village". Three locations are suggested **(See Attachment 3)**:
    1. The Bay View Terrace site (shovel ready) at the foot of Clairemont Drive.
    2. The "City Chevrolet" site that has recently changed ownership and is now vacant.
    3. The triangular area at the far south end of Morena off Knoxville Street (that is planned to be connected to Morena), Near Coronado Brewing. This would be near Tecolote Station and the large Tecolote Village just to the south in Linda Vista.

i. The central square area between Napier and Aston Streets and Morena was deeded to the city by the developers of Bay Park Village in 1937 for the purposes of a public park which was never fully realized. In 1953, the city built a fire station on the parcel that still remains and the remaining land that was to become a park was sold in 1958. To address recreation shortfalls and continued urbanization, can this parcel in some way be designated as a future public park?

4. Increase housing and mobility opportunities at the Community Core Village

a. The Community Core Village (Located at Balboa Ave. and Genesee Ave.) is the largest village in the plan providing significant housing and mixed-use opportunities. We suggest increasing zoning densities in the main retail center areas to take advantage of the opportunities in this location north and south of Balboa from 54 DU/AC to 73 DU/AC.

b. The distance between the intersections of Balboa Avenue with Mt Abernathy Ave. and Genesee are over 1,700 linear feet. Add a mid-block pedestrian overpass, as recommended previously for Balboa Avenue, to allow pedestrians to more conveniently and safely cross Balboa.

c. With more significant density opportunities in the Community Core, add an Aerial Tram (like the Aerial Trams proposed in the Mission Valley Community Plan Update), from the Community Core to the Balboa Trolley Station, and then to Mission Bay**.**

5. Add more robust and visionary community connections for pedestrians and bicyclists (See Attachment 4)

a. We wish for the CCPU to be visionary and bold. The Aerial Trams from the Community Core Village to the Balboa Station and Mission Bay will create significant opportunities to efficiently move people between these transportation hubs.

b. Each of the Trolley Stations along Morena Blvd. are hindered by unsafe and inconvenient access to Mission Bay. Please be more detailed and specific regarding improvements to Mission Bay access with modifications to existing bridges, addition of pedestrian bridges, the Tram, etc. These ideas are noted, but please illustrate them on the CCPU maps and graphics. Also, please review past studies. We are aware of a study by CR Engineers for Clairemont Drive, for example, which includes T– intersections and other measures to create a safer bridge there for pedestrians and bicyclists.
c. Currently, recommendations for trails throughout Tecolote Canyon do not align with the recommendations by the Tecolote Canyon Advisory Committee and Tecolote Canyon Master Plan. Please update graphics and plan elements to include connections such as the undercrossing under Balba Avenue to link the north and south portions of Tecolote Canyon, the undercrossing at Genesee, and other trails connections to Tecolote Canyon.
d. Update the graphics Figure 6-1: Parks and Recreation Facilities to more accurately illustrate the existing and potential trails throughout Clairemont's open space canyons. This includes the trailhead, "paper street", trail down Ogalala Canyon, and private parcel west of Lakehurst Avenue, APN #3592101100, previously noted, that has been shown rezoned to OP-2-1, a passive park, on zoning map C-1037. Are there other recommendations like this that are missing?

6. Refine, and add more Park and Recreation facilities recommendations.

a. The CCPU references the City Parks Master Plan population-based Recreation Value Point System. For the anticipated population in Clairemont of 104,000, the parks in the community should include 10,400 Recreation Value Points. The Community Plan Update has indicated that 4,393 Points (including the Rose Canyon Park site) will be provided within future new development and along transportation corridors in Clairemont. This does not seem attainable. For example, in Appendix E of the City Parks Master Plan there is an analysis of the recreation point value of 11 existing parks in Linda Vista. These 11 parks have numerous amenities such as children's play areas, courts, ballfields, etc. and a total combined acreage of 90-acres. However, the 11 park examples only generate 2,173 Recreation Value Points, approximately half of what is needed within the new developments planned for Clairemont.
b. We recognized and appreciated the proposal to add 2 additional Recreation Centers in Clairemont. We agree with the location at Olive Grove Community Park. However, the second proposed Recreation Center location at the Balboa Library site is less than ½ mile away. We would rather use that site to expand the Library or Fire Station and ask that the second location be moved to serve our community core more conveniently. One suggestion is Mt Acadia Neighborhood Park.
c. We also appreciate that a second Aquatic Cener is proposed. However, locating that at Hickman Field is outside of the Clairemont Community Boundary, is not convenient for our community and is not served by transit. Please select an alternative site. One suggestion is to locate it on the Madison High School site if that can be arranged.

d. We ask that the CCPU make a greater effort to provide more recreational opportunities that will provide more recreation value points for the more urbanized community in the future. Some ideas for consideration:
   i. The "Green Spine" open space within the SDG&E easement area is a very significant opportunity to provide passive recreation for the community. It is 150 feet wide and 4.5 miles long, totaling 80-acres. 39-acres in the north and south portions of the easement are open to the public for hiking and mountain biking. Unfortunately, 41-acres are currently closed to the public through the urban areas of Clairemont, and near the Community Core Village. If opened to the public, this area could include trails, dog parks, community gardens, etc. Can the plan emphasize this opportunity in greater detail? SDG&E have been very resistant to the idea of opening up more of their easement and any additional emphasis within the plan would be appreciated. **(See Attachment 5)**
   ii. Much of the expansion of park land is shown in joint use facilities that have School District constraints on amenities and usage. These recommendations are appreciated and can be added too, but we hope to also expand recreation in areas where it is not constrained by the School District joint use.
   iii. Please search throughout the community for inclusion of more pocket parks, park expansions, trails, open spaces, etc. We believe several opportunities have been overlooked. Examples include:
      - Please expand the proposed future Rose Canyon Neighborhood Park from 3-acres to 4-acres so that some open turf can be included for informal field play within this new neighborhood park.
      - There is open space that appears to be owned by the School District adjacent to Ute Drive south of Clairemont High School. This property includes an overflow parking lot, approximately 1-acre of flat land overlooking a small canyon that is also a part of the district's property. Can this be added as a potential pocket park, community garden, or off-leash dog park, and dedicated open space in the canyon?
      - There is a vacant property that is part of the "paper street" continuation of western section of Lister Street near the intersection of Ilion Street. This is a .25-acre parcel that could include a pocket park overlook for the benefit of the community. Can this be included, and can your consultants or the city utilize GIS technology to search for more opportunities like this?
      - Please add a trailhead pocket park at the trailhead, "paper street", trail down Ogalala Canyon, and private parcel west of Lakehurst Avenue, APN #3592101100.
      - Table 12-2: Park and Recreation Inventory includes recommendations to improve existing parks. Many of these recommendations provide much needed detailed improvements for aging facilities. Can the plan recommend that General Development Plans be initiated for these improvements, perhaps in bundles, so that the improvements can be more thoroughly considered, studied, and be "shovel ready" when funds become available?

- The existing parks recommendations need further study. One example of potential shortfalls in the recommendations is Western Hills Park, which sits on a 13-acre parcel in Bay Park. Only approximately 4-acres have been developed with park amenities, but the Table 12-2 recommendations do not include any expansion and more robust amenity improvements that are possible on this site.
- Please study the recommendations on Table 12-2 to provide more aggressive recommendations for enhancements and improvements to all parks in Clairemont.

7. **Refine and complete more comprehensive design standards for ALL of the 10 community villages as part of the Implementation Overlay Zones**
   a. Page 180 & 181 Implementation "Overlay Zones" – Further explained in the 8/28 Planning Commission Staff Report. The Community Enhancement Overlay Zone, per the Staff Report includes: "Community specific regulations within the Municipal Code will apply to specific sites within the Clairemont Community Planning Area". This is referring to the 10 Villages noted in Clairemont. This also should be very clear and referenced in Land Use. The draft regulations for the Enhancement Overlay Zone in the Planning Commission staff report and on the CCPU website are currently primarily focused on public spaces and do not include the important villages. In that regard, surprisingly there are no design standards for the villages along Morena Blvd. Please add more development guidelines in the Municipal Code for each of the 10 villages.
   b. We believe it is very important for objective design standard elements under the Community Enhancement Overlay Zone implementation to be more comprehensive and include more than just public spaces. Staff asked for us to provide examples, but these standards need to be customized for Clairemont's 10 Villages. Diego Velasco of City Thinkers worked with our community during the previous Community Planning effort and did some great work for our community. We have confidence that Mr. Velasco could continue his work for the city regarding Clairemont and create the kind of design standards we are requesting. We wish for the 10 Clairemont Villages to be designed with sensitivity to community experience. These standards could focus on objective and measurable standards such as:
      i. Public Realm Design beyond plazas and greenways to include Sidewalk Zones, clear widths, site furnishings, etc.
      ii. Building Form and Materials to address building form, transition zones, massing and articulation to create visual interest.
      iii. Community Connectivity for human scale design and connectivity.
      iv. Sense of place that highlights Clairemont's history and rich open space canyons networks.

8. **Add opportunities and more emphasis on public art.**
    a. The City of San Diego Civic Art Collection includes over 800 works throughout the city. Clairemont, the largest community in San Diego, does not have a single City of San Diego Civic Art Collection piece. The CCPU does not focus on Public Art opportunities and does not seem to align with the "Creative City Plan" and other programs from the Commission for Arts and Culture. Please add a robust section within the CCPU on public art.

9. **Request a more robust study of how fire safety will be maintained as the proposed additional housing is constructed.**
    a. The Public Facilities, Services & Safety chapter dedicates 3 short paragraphs and 5 policies to this important issue. We request further study and expansion of fire safety planning taking into consideration future infill growth, canyonlands, and traffic congestion.
    b. On August 28, 2025 we appreciate and agree with Planning Commissioner Ken Malbrough's comments regarding fire safety in Clairemont: "But I do think and I hope fire is listening that they need to look at a 10, 20, 30-year plan on what they need to do to start asking for either upgrades to their fire station, adding more fire stations, or changing the amount of equipment and personnel that they'll need to protect the people within that community and within that planning area. Because it is going to change and it will be harder when you look at the density of the buildings.... the narrowing of the streets.....we must still send help into these areas. You need to look at this. You need to use your modeling to see what you will need to do and ask for it early."

10. **Are the unit counts and population impact of Accessory Dwelling Units (ADU), Complete Community's, and the variety of state Senate Bills that will allow waivers to base density factored into the unit and population projections?**
    a. The number of units constructed and permitted in Clairemont based on the ADU Municipal Code, Chapter 14, Article 1, Division 3 has been documented. It is likely that the total will add up to 600 units. If so, that is 3.5% of the 17,000 projected units in the plan. Has the ADU unit counts been accounted for in the plan? If not, can they?
    b. In addition, the number of projects in other community plans previously adopted that have taken advantage of Complete Communities and State Density Bonus Assembly Bills since their community plans have been adopted could also be determined and anticipated in the Clairemont Plan. Can an estimate of the impact of these bonus waiver tools be included in the CCPU?

Section C – Additional Details

1. **Acknowledgements**
   a. Please replace Community Plan Update Ad-Hoc Subcommittee with "Project Review Subcommittee" with the following members:
   Glen Schmidt, Chair
   Kevin Carpenter, Vice Chair
   Suzanne Smith, Secretary
   Eric Leftwich
   Margaret Schmidt
   Morgan Justice-Black
   Michael Hernandez

2. **Introduction**
   a. General Note for the entire report – Please add street names to maps and illustrations to orient readers more clearly to the proposals within the plan.
   b. Page 14 – neighborhood designations on map. Please rename the area called "Mesa East" on the map be updated to "East Clairemont".
   c. Page 15 – Please replace the two photos on this page that are looking toward UC and show an ice plant slope with the cropped out Clairemont sign. Add photos that showcase Clairemont such as highlighting canyons and neighborhoods.
   d. Page 17 – Request clarification regarding how previously approved Specific Plans apply to the CCPU, as they are in conflict. Specifically, this note: "Supplemental Development Regulations identified in the Morena Corridor Specific Plan and Balboa Avenue Station Area Specific Plan apply as indicated within the specific plans".
   e. Please move the Planning Horizon section (from page 32 Land Use), which is very important to the Introduction section.

3. **Land Use**
   a. Page 35 – rename violet colored section currently called "Clairemont Drive Community Village" to "Clairemont Village."
   b. Can Clairemont Town Square village include a paseo or walking path to Ogalala Canyon for a gateway to nature and easy access down to Marian Bear Park?

c. Page 62 refers to ped/bike access to Mission Bay along the Morena Corridor but doesn't provide a vision for that safe connection. Please provide more details.
d. Pages 70, Policy 2.30 notes a ped/bike bridge from the Balboa Station over I-5, please expand on this vision to create safe access to Mission Bay.

4. Mobility

a. Figure 7 Planned Transit Network in the Mobility Study indicated that there is an existing Transit Route from Clairemont Drive to Morena along Burgener and Milton Streets. This route **does not exist**, please remove this from the mobility report.
b. An east/west pedestrian circulation route on Balboa Avenue between Clairemont Drive and Mt. Culebra Avenue through Tecolote Canyon does not exist. This important community connection is also dangerous for bicyclists even after the bicycle lane has been installed with plastic bollard barriers on the south side. We ask for a more comprehensive solution for this corridor such as jersey barriers separating bicyclists from vehicles, and a design solution that extends a continuous sidewalk through the corridor.

5. Urban Design

a. Page 100, Gateways – The proposed 7 gateway locations around the perimeter of Clairemont can enhance the community identity at large. But the scale of Clairemont affords the opportunity to add a smaller scale identity layer for neighborhoods. Suggest also adding visual identity to the 5 neighborhoods as noted on Figure 1-2 including: Bay Ho, Bay Park, West Clairemont, North Clairemont and East Clairemont.
b. Appendix B, Pages 189-190, Table 12-1 and Figure 12-1 Street Tree Plan and Selection Guide – Some of the trees listed are inappropriate selections for street trees due their lack of drought tolerance, disease tolerance, tendency for limb drop, and invasive roots (ie. Eucalyptus, Ficus, etc). Both the plan and list do not include recognition of existing street tree themes. In addition, it should be recognized that native tree species should be prioritized near canyons. No palms unless landscaping a small paseo or other highly urbanized spaces.
c. Please revise the Street Tree Plan and Selection Guide to provide more detailed and appropriate recommendations for our community.
d. Pages 102, 103, and 107 – Urban Greening, Green Streets, Street Trees and Landscaping Policies – Policy's 4.39 and 4.41 recognize the importance of operation and maintenance needs for green street and to explore alternative funding sources for improvements. Clairemont wants and needs green infrastructure but does not have Maintenance

Assessment Districts (MAD), Community Facilities District (CFD), Infrastructure Financing Districts (IFD), etc. Can the plan provide more directions to assist the community in maintenance funding options?

e. There should be a clear directive that no invasive plant species are allowed in Clairemont. Please reference appropriate invasive species lists such as the California Invasive Plant Council, among others.
f. Page 97 Building Form, Scale, Transitions and Active Building Frontages, and page 98 Urban Design Vision Framework, Public Space and Street Design, and Sidewalks and Pedestrian Orientation – These pages outline a very minimal aspirational discussion of design standards relating to Community Enhancement Overlay Zone. Again, we request that more detailed design standards be developed for each of the 10 Clairemont Villages.

6. Economic Prosperity

a. As noted previously, creating more robust jobs and live/work center on North Morena can create more economic opportunities. This section of the CCPU needs to be more comprehensive.

7. Recreation

a. No further comments.

8. Open Space & Conservation

a. It is our understanding that through the Community Plan process staff have rectified certain preserve land boundaries to add an additional 77 acres into the MHPA. Will there be a map illustration to show where this acreage occurs?
b. All recommendations within Tecolote Canyon and trails should align with the Tecolote Canyon Master Plan Draft, Tecolote Canyon Natural Park Draft Natural Resource Management Plan, MHPA, and MSCP.

9. Public Facilities, Services & Safety

a. No further comments.

10. Historic Preservation

a. This section of the CCPU does not reflect the more robust history of Clairemont. For example, a Master of History thesis was written by USD Grad Student Helga Magdalena Warner in 1992. The thesis is titled “Clairemont’s Bay Park 1887-1991”. The 350-page document includes interesting details about the modern history of Bay Park including buildings and families in the area. This document should be referenced and is available at the USD library for review. In addition,

there are many mid-century modern buildings within the community that have not been noted. Do these need to be designated historic to be recognized in the plan? Please add more detail in this section.

b. In addition to the early subdivision in Bay Park, Clairemont includes a number of quality Mid-Century Modern architectural examples that perhaps can be highlighted.
c. The original subdivision in Bay Park began sales in 1887 and 16 homes were sold before an economic downturn stifled further growth. Then in 1936 the Bay Park Village development was approved by City Council which created the street system that exists today. As part of the Bay Park Village a one-acre parcel was deeded to the city by the developer for a public park between Ashton and Napier. The city never fully developed the park and most of it was sold in the mid 1950's. We would like to recognize this interesting early history with interpretive exhibits, and/or a vintage Bay Park Village sign on the original park site, and/or creating a unique bus shelter that reflects the areas history. Can this be noted in the CCPU?

11. Noise

a. We question the noise contours shown in Figure 10-1, Page 174. When was this noise study completed? Also, please note that aircraft changes at Miramar Air Station are planned. More F-35C jets will be assigned to the air base in the near future. These changes could impact the noise contours that may need to be updated.
b. In addition, Figure 10-1 Noise Contours do not document the noise from the I-5 and 805 freeways. It is our understanding that the freeway noise from I-5, for example, creates approximately 70 decibels up to 1,100 feet from the freeway. This is higher than the noise contours noted on Figure 10-1 from Montgomery Field. With significant housing proposed along the I-5, this is an important consideration.

12. Implementation

a. No further comments

Thank you for reviewing these preliminary draft comments. Please let us know if you have any questions.

Sincerely,

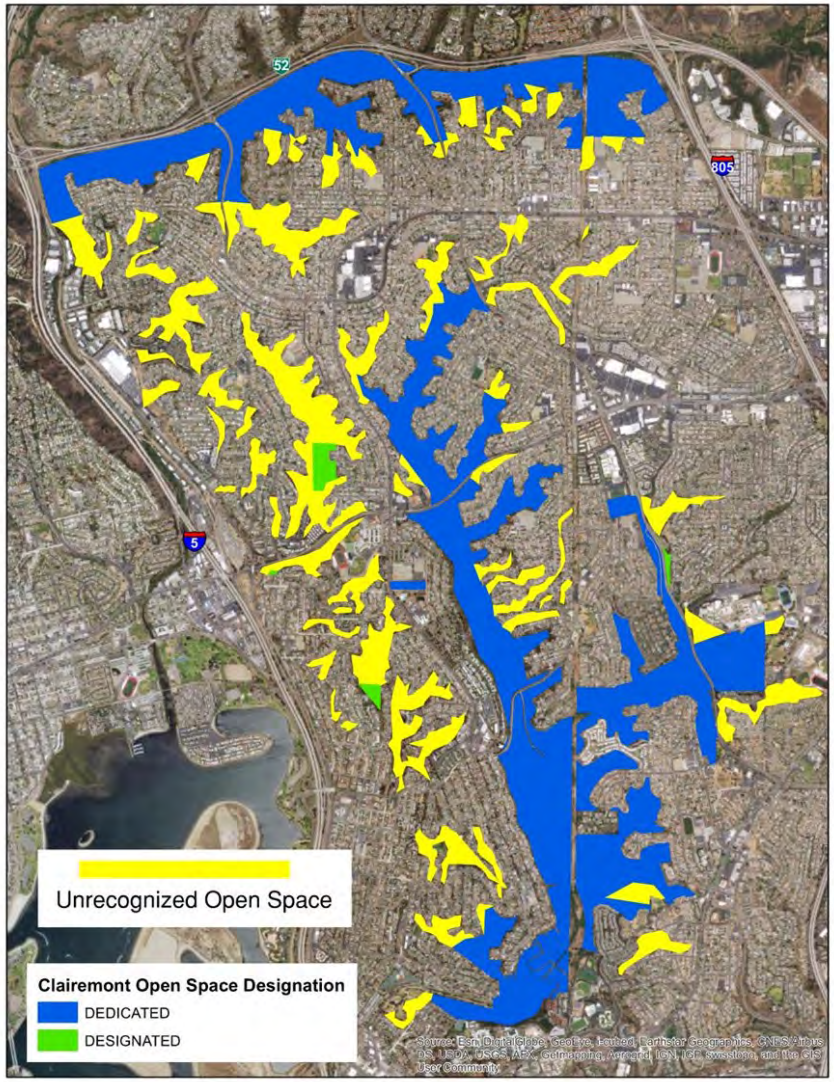
Matt Wang, Chair
Clairemont Community Planning Group

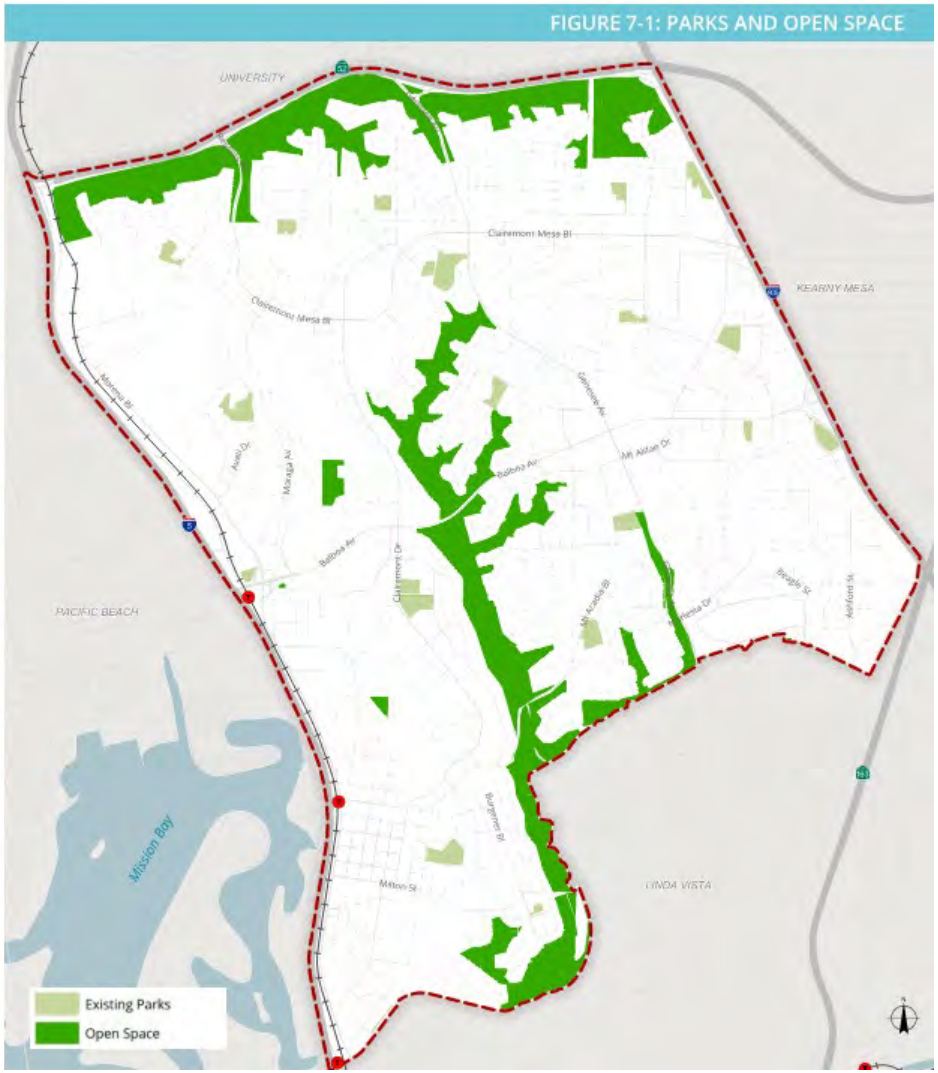
Glen Schmidt, Vice Chair
Clairemont Community Planning Group

Appendix Exhibits Follow

Private canyons in Clairemont not recognized in the Community Plan Update

Attachment 1
CCPG draft comments
9/22/25





The majority of the canyons highlighted in yellow within the map at left are unprotected from development. We wish to protect them as much as possible

Proposed Trolley Station at Jutland Drive

Attachment 2
CCPG draft comments
9/22/25

CCPU Mobility Policy 3.27
Coordinate with SANDAG to consider a future light rail transit station at Jutland
Drive to serve employees and community members.

If feasible it could provide stronger employment opportunities and potential access to Santa Fe businesses as well as the Rose Creek bike path

On-grade crossing to Santa Fe (Trolley is elevated above)

Existing vehicle bridge over Rose Creek

Rose Canyon Business Park potentially redeveloped with public street access to Santa Fe

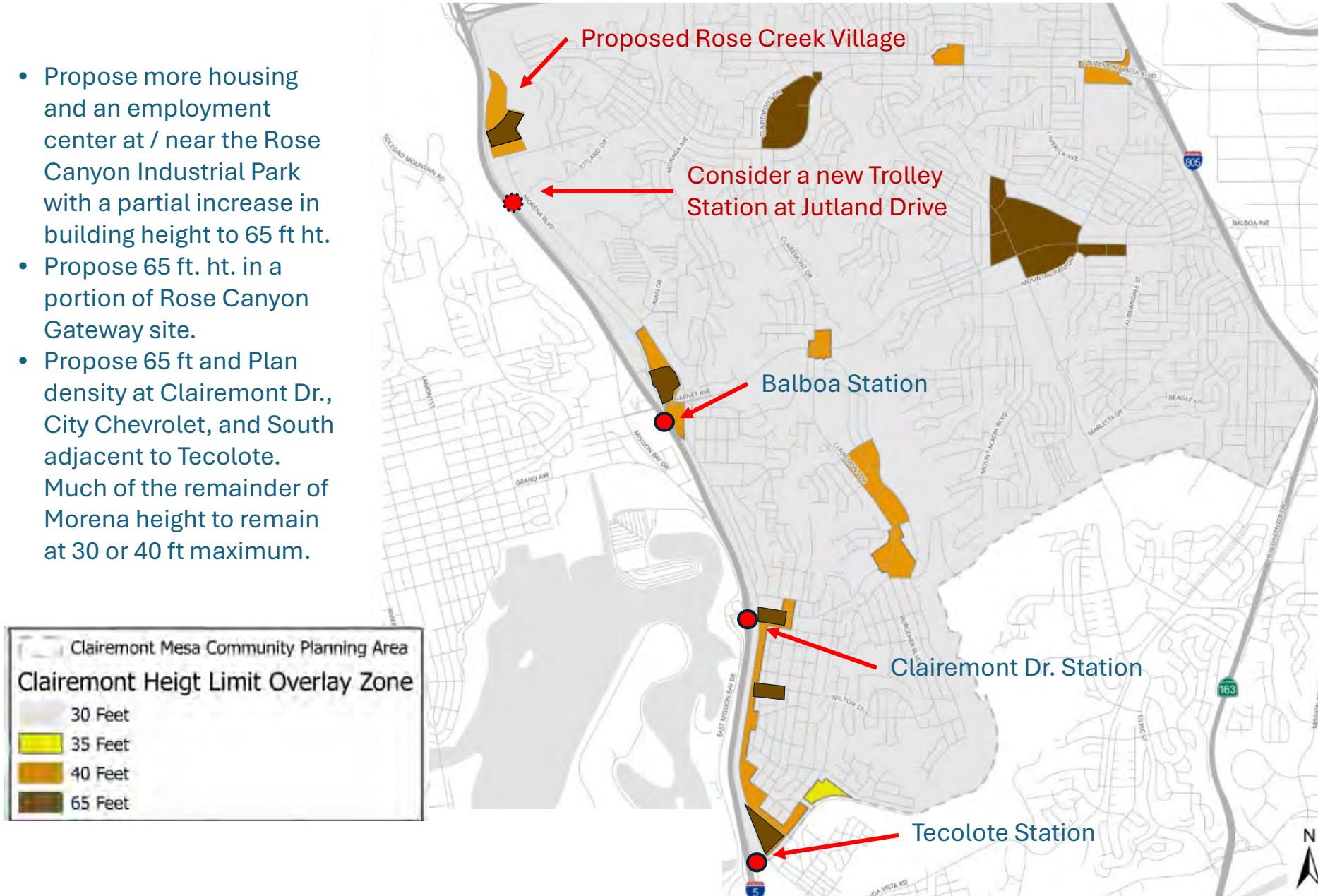
Bus Service added to Jutland Dr.

New potential Jutland Drive Station

Additional housing proposed along the Blue Line: "Villages within the Village"

Attachment 3
CCPG draft comments
9/22/25

- Propose more housing and an employment center at / near the Rose Canyon Industrial Park with a partial increase in building height to 65 ft ht.
- Propose 65 ft. ht. in a portion of Rose Canyon Gateway site.
- Propose 65 ft and Plan density at Clairemont Dr., City Chevrolet, and South adjacent to Tecolote. Much of the remainder of Morena height to remain at 30 or 40 ft maximum.



Community Connections to Stations and Beyond

Attachment 4
CCPG draft comments
9/22/25

Future light rail transit station at Jutland Drive with on-grade crossing to Santa Fe Street.

Aerial Tram from upzoned Community Core to the Balboa Station with access to Mission Bay.

Clairemont Drive Station with 150 parking spaces and improved bridge access to Mission Bay.

Tecolote Station with improved access to Tecolote Village to the South, Tecolote Canyon, and Mission Bay.

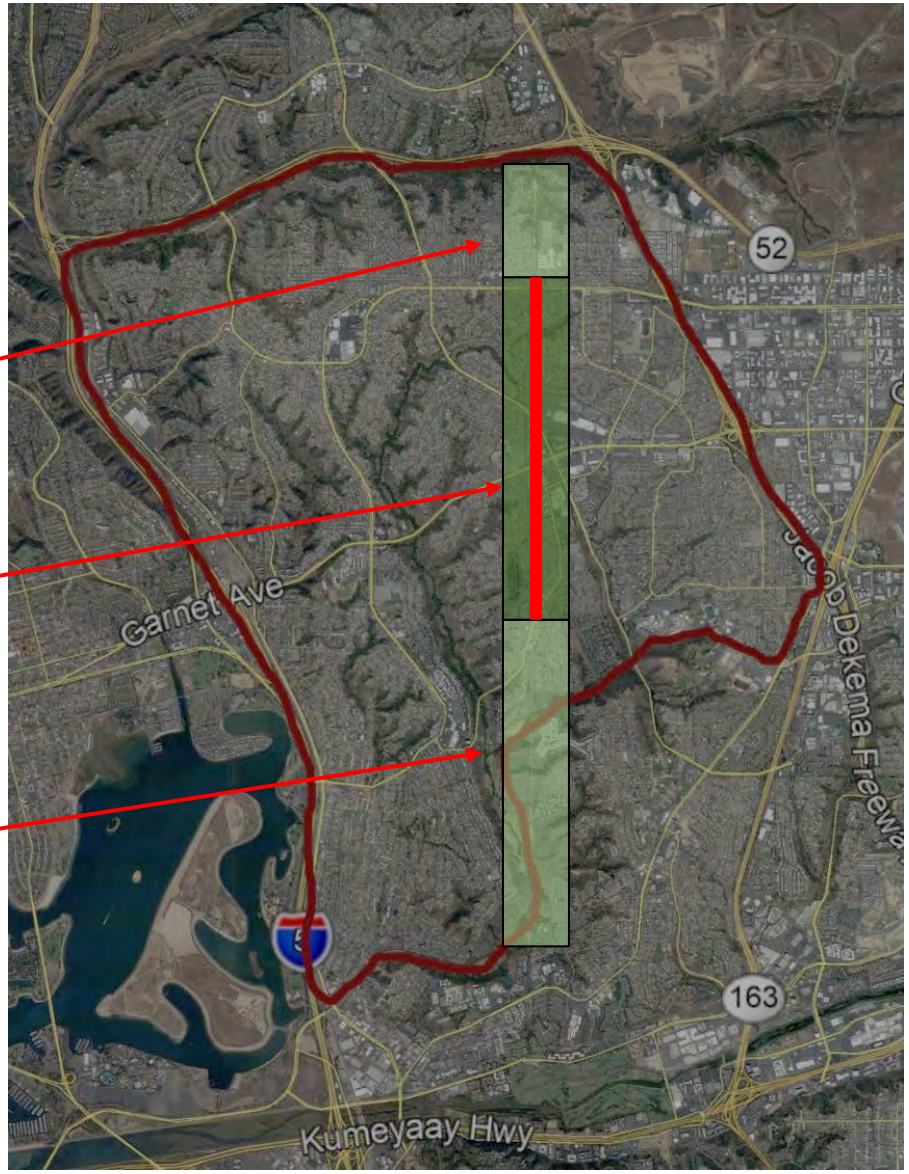
The “Green Spine”, an important recreation opportunity for the community

Attachment 5
CCPG draft comments
9/22/25

Trail to Marian Bear Park, open to the public

Currently closed to the public. This area could provide 41-acres of passive recreation such as trails, dog parks, community gardens, etc. near the Community Core.

Tecolote Park Trail, open to the public.



SDGE power line easement through Clairemont, Total of 4.5 miles x 150 ft wide. Approx. 80 acres of open space total, currently 39-acres is open to the public.

THE CITY OF SAN DIEGO

M E M O R A N D U M

DATE: September 29, 2025

TO: Coby Tomlins, Program Manager, City Planning

FROM: Anthony Tosca, Deputy Chief/Fire Marshal, Fire-Rescue Department

SUBJECT: Clairemont Community Plan Update

Purpose
The purpose of this memo is to identify community-level recommendations to maintain adequate fire services in Clairemont based on the draft Community Plan Updates' estimated future population. These recommendations are intended as long-term guidance over the next 30 years and represent one of several possible approaches to meeting the community's fire service needs. Accordingly, the recommendations in this memo should be viewed as potential strategies that may be implemented depending on future development activity, funding availability, and further technical analysis.

Existing Services
Clairemont is currently served by the San Diego Fire-Rescue Department (SDFD) through Fire Stations 25, 27, and 36. These stations also receive supplemental coverage from nearby Fire Station 23 in Linda Vista and Fire Station 28 in Kearny Mesa. The service area encompasses Mesa College, featuring a mix of commercial, retail, and office uses. The area has a moderate to medium density with canyon-edge residential in the Wildland Urban Interface (WUI). Clairemont also borders three major canyons, including Tecolote, Rose, and San Clemente.

Emergency Calls for Service from July 2022 to June 2025:

- Fire Station 25 responded to 7,699 calls (2,566/year)
- Fire Station 27 responded to 5,642 calls (1,881/year)
- Fire Station 36 responded to 7,038 calls (2,346/year)

San Diego Fire-Rescue Department

Engine District 25, 27, & 36

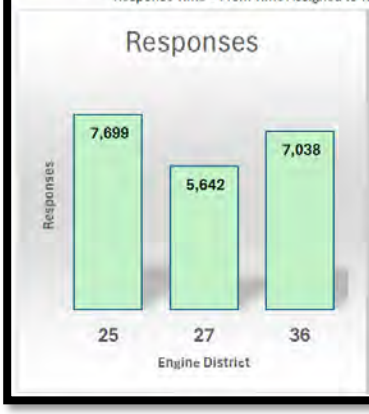
July 1, 2022 to June 30, 2025

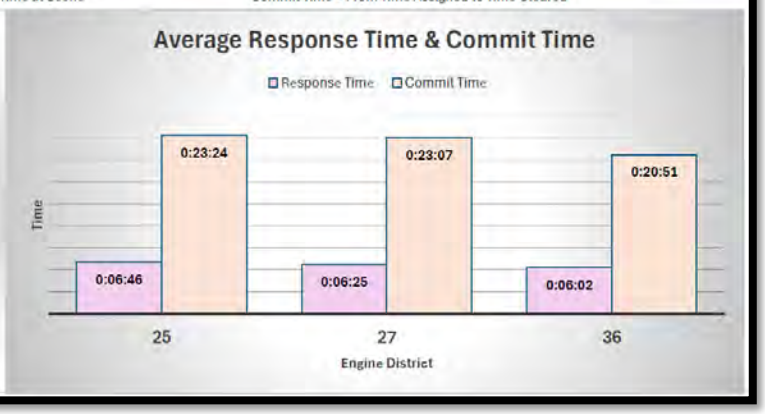
Stats are responses within area of Engine/Station District: 25, 27,& 36

Unit Type	Engine District 25			Engine District 27			Engine District 36			Overall		
	Responses	Average Response Time	Average Commit Time	Responses	Average Response Time	Average Commit Time	Responses	Average Response Time	Average Commit Time	Responses	Average Response Time	Average Commit Time
Brush Rig	28	0:22:50	1:59:05	9	0:20:22	1:32:15	4	0:19:27	3:18:26	41	0:22:14	2:00:56
Engine	7,369	0:06:37	0:22:49	5,536	0:06:20	0:22:34	6,825	0:05:57	0:20:31	19,730	0:06:18	0:21:57
Rescue	21	0:13:51	0:52:39	7	0:14:47	0:32:26	10	0:12:52	0:39:21	38	0:13:46	0:45:26
Truck	281	0:08:29	0:27:08	90	0:09:45	0:49:40	199	0:08:09	0:27:33	570	0:08:34	0:30:50
Overall	**7,699**	**0:06:46**	**0:23:24**	**5,642**	**0:06:25**	**0:23:07**	**7,038**	**0:06:02**	**0:20:51**	**20,379**	**0:06:25**	**0:22:27**

Response Time = From Time Assigned to Time at Scene

Commit Time = From Time Assigned to Time Cleared





(Combined are 6,793 responses per year with an average of 6.24 minutes)

Potential Growth – Clairemont Community Plan Update

The Clairemont Community Plan Update anticipates an increase in housing population from 79,710 to 115,800, a net increase of 36,090 residents, or 45.3 percent. The demand for emergency services is expected to increase proportionally, with annual calls for service projected to rise from 6,800 to 10,000 per year across the three response districts.

Existing Regulatory Framework

- **City of San Diego General Plan** – Public Facilities, Services and Safety Element requires adequate fire protection and emergency response for new development.
- **San Diego Municipal Code** – Requires compliance with Fire-Rescue Standards of Response Cover for new land use planning.
- **California Fire Code** – Establishes requirements for fire flow, hydrant spacing, access/egress, and fire protection plans for Wildland Urban Interface Fire Areas
- **Public Resource Code 4290.5 (a) -** Adequate egress for existing subdivisions
- **NFPA 1710 (National Fire Protection Association)** – Established industry standard response times
- **Climate Resilient SD Plan** – Calls for addressing wildfire, extreme heat and disaster response in the land use planning

Discussion
The following section provides a high-level assessment of how projected growth could affect fire protection services in Clairemont. This section is intended to guide future planning and infrastructure however, it is not a requirement and is subject to additional study as development comes forward.

- **Call Volume –** Projected increase to 10,000 calls per year
- **Response Time –** Without new fire personnel and resources, response times may exceed thresholds, particularly during peak demand periods. Existing fire stations are near maximum workloads, and they would be disproportionately impacted
- **Commitment Times –** Longer on-scene commitment times, already averaging 20-30 minutes, would reduce available unit coverage during peak demands
- **Wildfire Risk –** Population increases along canyon edges may increase wildfire risk without additional brush apparatus coverage
- **At-Risk Subdivisions –** A 45.3 percent population increase without additional secondary egress routes being provided will delay evacuation and emergency ingress to these communities

Additional Considerations
- Higher-density developments increase the probability of multi-company response incidents such as high-rise fires, major wildfires, and medical events
- Expansion around the Clairemont Town Square and Balboa Avenue Station Village Areas may increase demand for paramedic services, truck company and technical rescue operations for aerial access, ventilation and rescue

Recommendations
The following recommendations are provided for consideration and are subject to development coming forward, future community needs, and further studies. The Clairemont Community Plan is a long-term policy, and as such, these recommendations may or may not occur. These recommendations represent one way of addressing the community's fire service needs, if development occurs, and other options (such as expansion of existing facilities, provision of new trucks, or agreements) may also be appropriate.

1. **Construction of one new fire station**
   - Station A – Southwest of Anderson Middle School or Clairemont Dr./Balboa Ave.
     - 1 Type 1 Engine (24/7) and
     - 1 Truck Company (24/7)

   Expansion of Fire Station 36
   - Station Expansion
     - 1 Type 1 Peak-Hour Engine (12-hour)
     - 1 Brush apparatus (cross-staffed/seasonally)
     - The timing, scale, and configuration of this station or expansion of existing stations would be determined through additional investigation and studies, and its development could be phased in as growth occurs over time.

2. **Potential Staffing Needs**
   - 36 additional firefighters needed to staff one engine, a truck company and a peak-hour engine and brush apparatus seasonally
   - A staffing factor of 1.2 or 7 additional firefighters for a total of 43 firefighters should be considered to backfill for firefighters on leave, sick, injured or retirement

3. **Operational Strategies**
    - Deployment of peak hour engines (12-hour Engine)
    - Expanding Community Risk Reduction programs (Inspections, education/outreach)
    - Coordination with regional agencies for cooperative agreements and shared facilities to augment staffing and fiscal impact
    - Improved existing and provide new fire apparatus access roads to existing subdivisions with only one egress route in a Very High Fire Hazard Severity Zone

Summary
Potential growth across the City of San Diego, including infill development along transit, is expected to place additional demands on fire services.

In Clairemont, additional resources may be needed to help balance local demand and maintain service levels as the community grows. Options could include constructing new facilities, expanding existing stations, or deploying specialized apparatus, depending on future needs and the pace of development. These recommendations would help support reliable fire service across both Clairemont and the broader city over the long term.

AAT/aat

cc: Robert Logan, Chief, Fire-Rescue Department
James Gaboury, Assistant Chief, Business Operations
Dan Eddy, Assistant Fire Chief, Emergency Operations
Dan Hypes, Assistant Fire Marshal, San Diego Fire Department

INTRODUCTION

Comment
I was part of the Ad-Hoc Subcommittee and the Chair of the CCPG at the time of development and I don't see my name on this document?
The vision presented does not align with Clairemont and will destroy its character. This vision states things like "pedestrian-oriented", meaning this plan doesn't actually plan for the amount of vehicle traffic and parking needed to sustain this area. It also makes statements like "community identity", but this current plan destroys our community identity by trying to turn it into something it is not. This community is a suburb in the middle of the City; not a urban area in the middle of the City. Yes - it has easy access to freeways (as of now). The last time I checked, you need a car to drive on the freeway. Where are all of these cars going to go? We have plenty of housing already built or in the process of being built thanks to the overreaching influence of and lack of enforcement on developers. We have mixed use areas already being added with insufficient parking and traffic patterns to handle the volume, none of which is accounted for, including all the ridiculous ADUs being added. This plan is not sustainable. You should actually engage with the citizens here to understand our community's needs, not just plan around us and do the minimum communications required by law.
You should have kept this locked away you have had it since 1989 and no one liked it quit changing what is working we like Clairemont small single dwellings it’s the corporations that are coming in making all these units in neighborhoods and lying to the homeowners who are selling

The term “affordable housing” as used in the Clairemont Community Plan is misleading. In San Diego, affordability is typically defined as housing priced for those earning up to 80% of the area median income (AMI). As of 2025, that still translates to over $80,000 annually for a family of four, hardly affordable for many working-class residents. This definition excludes a significant portion of the population and creates a false sense of inclusivity. What’s labeled as “affordable” often ends up being market-rate for middle-income earners, not a solution for those truly in need.

The proposed addition of 17,000 new units in Clairemont, largely in high-density, transit-oriented zones, may appear progressive, but it raises serious questions about intent and impact. Developers stand to benefit enormously from density bonuses and relaxed zoning, not the residents, especially with building height caps being raised from 30 feet to as much as 65 feet in certain areas. This is not just a housing initiative, it’s a financial opportunity for developers to maximize profits through apartment construction, often under the guise of equity and climate goals.

The notion of a “housing crisis” is also worth examining. People have always made housing choices based on affordability. No one’s first home is in La Jolla. You start where you can, and you work your way up. That’s the story of Clairemont. It has long been a single-family neighborhood where residents invested, built equity, and contributed to a stable community. Now, the rules are changing mid-game. The city’s push to densify Clairemont disregards the fact that its residents already played by the rules and succeeded. Not to mention the ADUs with no coherent plan or understanding of the impact.

There are other neighborhoods in San Diego, Midway, University City, Mira Mesa, and Mission Valley, that are better suited for high-density development. They already have the infrastructure to support it. Clairemont does not. The plan’s projected population growth from 82,000 to over 104,000 by 2055 will strain local roads, schools, and parks, many of which are already under pressure, as described in my other comments.

This isn’t about resisting change. It’s about preserving the integrity of a community that has thrived under a model of single-family housing. Clairemont’s character is not a flaw to be corrected, it’s a success story to be respected. If the city truly values equity, it should invest in infrastructure where density already exists, not impose it where it doesn’t belong.

All maps need to include street names. All maps need to be reviewed for contrast for accessibility for low vision individuals

The Guiding Principles are all laudable, as are the goals identified in each of the subsequent chapters.Our community hopes that there is a true commitment to make significant progress towards realizing each of these objectives.

There is a glaring error in the population projected for the Clairemont community. The draft plan projects a 52% increase in dwelling units, but only a 26% increase in population. That would happen only if the Household Size (persons per dwelling unit) decreased dramatically, from 2.50 to 2.07. Yet changes in Household Size historically are small over many years, for cities and communities. The draft plan is seriously underestimating the population which would result from a 52% increase in dwelling units. This must be corrected.

LAND USE

Comment
I think that there should be more medium or higher density around community villages, especially around the community core village. I support higher density and higher height limits
Where is Costco in this plan? Is Costco being forced out, or choosing to leave? That would be a huge loss, and hopefully not something caused/driven by City planning. If Costco is staying, please reflect this on the plan with the appropriate designation.
Amazing. It honestly looks so cool and livable. You all chose great corridors to density and as someone who used to live in Clairemont dr, if these elements were here today I would have stayed. I think densifying around the trolley is amazing and urge you to not let NIMBYs shut this down
Privately owned canyon behind Mt Laurence Dr should NOT become an SDGE substation - it would ruin this beautiful canyon. This canyon could be best developed by the construction of additional condo & ADU housing units - similar to the units across Balboa to west of canyon.
Error on page 14 foot note-1 Residential density in privately-owned designated open space areas is 1 dwelling unit per Ac NOT lot
ERROR - 1 Residential density in privately-owned designated open space areas is 1 dwelling unit per Ac NOT lot. Why are private owned lot made open space which is supposed to be for parks for lands owned by city ? Why not convert all built lots to openspace which are on the edge of canyon ?
My house resides in an area that is marked as being zoned for Residential 2 (5-9DU/AC), which equates to about 2.5 DU/AC per property line. How is it that we are still seeing 2 2-unit ADUs going up in backyards on these residential streets then? That's 5 units total on one property with no parking requirement. I'm all for creating more housing opportunities, but these are single family neighborhoods and we're allowing developers to build apartment complexes in backyards, effectively ruining the neighbors property values and causing congestion. I'm nervous this will happen to one of the adjacent properties and I will lose all privacy in my backyard. Is there a way we can prevent this from continuing to happen?
Park on Paul Jones is on Public Utility fee ownership and not City owned. CPUC governs use of that land.
Please conserve neighborhood character; do not allow ADU type building without regard to parking and the impact on neighbors.
Adding thousands of housing units to Clairemont. Increased height limit. I am strongly opposed to increasing the density of Clairemont by adding more housing units and raising the height limit.

You have named many high density housing projects. Please tell me the following, number of units per project. Will they be condominiums or apartments. Bedrooms and bathrooms, proposed sale price or rents. Number of parking spaces per development project
Notice most areas are in Yellow 27 - Everything in Yellow is residential areas that can have ADU's which is almost the entire area. No transparency on size of development, and of will have designated parking and improvement of region infrastructure
Requesting Property to be included in latest rezone efforts given its in a TPA zone and adjacent to higher density zoning
I have no problem with the plan as long as EVERY housing unit includes 1 1/2 parking spaces per unit. As of today we are already UNDER the number of parking spaces we need to accommodate the residents here. The building that is going on is going to cause a FIGHT for a parking space anywhere. Your plan will make it worse unless you create the needed parking.
The housing addition is ridiculously low. Locks Clairemont into another decade of stagnation (or however long these things are good for). Also don't see a good reason to bother with a height limit in the core areas with the highest density.
Development along Morena looks OK for UCSD students without cars. Village dwellers might stay put if everything they needed was in their villages, but I doubt that will be the case. The rest of Clairemont will be gridlocked most of the day because of the increased density and reduced traffic lanes due to bicycle paths. My suggestion is to get rid of the bike paths, and reduce density everywhere except along Morena.
We attended most of the planning sessions that led to the 1st draft plan and you mostly did not listen to the people. I don't expect you to listen now, but here are my comments. The planned increased housing densities will ruin and block views in the neighborhoods. You are foolish to believe that the people moving in will not have at least 1 car. Not providing one space per added unit will create a congestion nightmare.
Please change our zoning overlay to CN 1-4
WHERE IS THE HEIGHT RESTRICTIONS OF PROPOSED BUILDINGS? ALL OF THE RESIDENTS IN BAYHO HAVE HEIGHT RESTRICTIONS--THE CITY MUST HAVE THEM AS WELL!! THIS PLAN TO DEVELOP ROSE CANYON OP CENTER INTO A VILLAGE WILL CREATE MASSIVE CONGESTION BAYOND THE EXISTING!!! WHERE IS THE CURRENT TRAFFIC GOING INTO COSTCO CONSIDERED??? THIS AREA SHOULD BE DEVELOPED INTO PARK SPACE ONLY!! ONCE AGAIN THE DESIGNERS ARE NOT TAKING INTO REAL LIFE SITUATIONS AND CONGESTION, EMERGENCY EVACUATIONS IF NEEDED (FROM CANYON FIRES)--AND ARE CREATING UNNECESSARY GRIDLOCK. WATCH HOW MANY PEOPLE SELL OUT IF THIS MOVE FORWARD.

While there are some positive changes to the basic CCPG philosophy over the year, this Plan update is too reminiscent of previous, car-centric, preserve-the-views, push density inland Plan updates. Not only is there no planned density alone the trolley corridor, there are no plans to add bike lanes on the many 'feeder' streets running down to the trolley stops in Bay Park. Clearly designed to favor car traffic.
A village is already in the process of being built here (at the former County facility) and this doesn't account for many of the multiple ADU SFR parcels that have 3+ units on them now. The data set is inherently flawed and inaccurate. I recommend resurveying. This is also evident on p.39, which shows a rite-aid that has been gone for years, does not account for current developments that exist as of Summer 2025, and the community core has completely insufficient parking for the storefronts, much less the additional residential areas in the core. Remove the residential areas in lieu of a proper allocation of parking. You already built the residential areas surrounding this area. It's just not reflected in your rendering and does not appear to be reflected in the data used for this planning. The same applies to Clairemont Town Square Village. These proposed plans are going to negatively impact surrounding residential areas by turning them into street parking similar to North Park and result in the local streets where our children play being turned into unofficial commuter thoroughfares due to the lack of proper planning for parking and traffic through the main corridors. Also, we don't want tall buildings here. It does not go with the aesthetics of our community.
None of the construction in the area thus far has included any retail businesses on the street level. Rendition labeled #2 is an example. Removing strip malls along these corridors (e.g. Balboa & Clairemont Drive) without replacing the businesses makes Clairemont less “walkable,” a stated goal of the Plan. Also, it’s still SoCal, autos are essential, and adequate parking HAS to be included.
This land was not made for all of this what you want to implement- we are not Los angles and so not want to be Los Angeles.
As I write this, I am looking out my window at two properties side by side on a narrow Street filled with 24 tiny adus that cost $3,000 per month to rent. They provided no parking. They are destroying the single family home ownership in this community. These are not people who are trying to solve housing. These are greedy investors who are lining the mayor's pockets for their own benefit. It is destroying our community and I don't even know why I'm filling this out because I have no further trust in any of you to protect this wonderful piece of San Diego.
I am intensely dismayed by the plan's overall vision for drastically increased density in Clairemont. This is simply a quality of life issue for the residents of this community. Adding tens of thousands of residents will unavoidably increase traffic, noise, and congestion. This in a neighborhood where people have moved because they wished to avoid...traffic, noise, and congestion.
Why no parking for Clmt Dr trolley stop? Please develope the vacant property SW of Clmt drive and Denver. Ideal for mixed use + parking structure. Stop permitting mega housing units on small residential lots and on canyon rim properties. Use commercial corner lots for future housing projects.

This depiction should be current with both existing structures and average vehicular daytime traffic. The San Diego Sheriff's Crime Lab was removed over two years ago, but it's shown in this depiction of the City's vision for the intersection of Balboa and Genesee. There are four or five 5-story buildings there, now. The vehicle traffic at this interaction misleading in that it rarely looks at all like this and more commonly is very crowded and slow moving.We still do not yet know the impact of residents of 404 apartments (with grossly inadequate onsite parking) for their motor vehicles on this major intersection and the immediately adjacent community. It calls into question the transparency of information being included/excluded from the Plan.
Please, please, add more density to the areas that are walkable to shops, grocery stores, restaurants etc...
I am in favor of housing development, and overall, feel the plan presents a strong vision of the future of Clairemont. However, the capitulation to home owners along the Blue Line trolley to only develop single family homes in the Morena corridor is a slap in the face to other homeowners in the Clairemont area. Housing MUST be developed with easy access to public transit to reduce the impact from additional drivers on public health and safety. This plan should be retooled to allow higher density (at least Residential Medium 4) in the ENTIRE Morena corridor and plan for apartment/townhome style dense housing in the Bay View and Tecolote villages. The development plan for the Balboa avenue transit center should be a model, not an exception. Dropdown
please listen to the recommendations of the CCPG. As elected officials you should represent your constituents, and if everyone is against tall building on Morena, you should listen. Please restrict the heights to 40' (other than the 9 specified areas) so you don't ruin one neighborhood to create another. It will not change the world if we don't meet the zero emissions deadline at 2035 as long as we are headed in the right direction. Please keep these three immutable facts in mind: 1) density will increase traffic which will increase emissions. 2) Rampant and uncontrolled ADU development is ruining neighborhoods. ADUs should be counted in living units. 3). Short term rentals should be banned so housing is available for local residents. Thank you for listening.
In 2019, it was decided to limit buildings to a height of 45 ft. for the Clairemont District after massive public opposition. This attempt to get approval to exceed this height (65 ft. up to 100 ft.) is unacceptable and would obstruct the bay and ocean views we paid for as residents. We are asking that you prohibit 65 – 100 ft. Buildings for this project.
There is an agreement to limit height to 45 feet. Views would be destroyed and ocean breezes would be blocked. Quality of life would plummet in our area.
no on 60 foot height expansion. This is ridiculous and has been protested and fought against for years. Listen to your constituents. You were destroying neighborhoods. You were destroying property values. And you are adding nothing to those who have been paying taxes. We do not want high rises. Stop trying to turn San Diego into Miami or San Francisco. We are a beach town. Stop it- 30 foot max
In 2019, it was decided to limit building to a height of 45 ft. for the Clairemont District after massive public opposition. The attempt to get approval to exceed this height (65 ft. up to 100 ft.) is unacceptable and would obstruct the bay and ocean views we paid for as residents. We are asking that you prohibit 65 ft. - 100 ft. buildings for this project.

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*In 2019, it was decided to limit buildings to a height of 45 ft. for the Clairemont Distric after massive public opposition. This attempt to get approval to exceed this height (65 ft. up to 100 ft.) is unacceptable and would obstruct the bay and ocean views we paid for as residents. We are asking that you prohibit 65 ft. - 100 ft. buildings for this project. 45 feet is already ridiculous and will impact both property values and safety for all who live here. Stop giving our town away to greedy developers. My kids almost got ran over twice tonight by people driving down a street that has become so crowded with ADUs that it is a single lane now on what used to be a two way street in a single family neighborhood. This is unacceptable and it's going to take a tragedy and a massive lawsuit against the city to stop it.
A lot of this plan looks great, but you should go farther and rezone all the single family to low scale multi family to allow townhouse and small apartments. Near the trolly, you should eliminate height limits to allow for more units with access to transit. San Diego has a housing crisis and we need to allow more construction so that people can again afford to live here
I am strongly in favor for the combined residential/commercial zoning of the Clairemont Crossroads village. I live near this area and would welcome having more shops and restaurants that can be walked to from our neighborhood without having to drive in to the other major commercial centers
It is unrealistic to believe that everyone (especially families) that would live here or visit shops here would be using public transportation even within walking distance of a large transit center. People will want their cars its inevitable (stop being blind to this fact) and it will lead to parking overflow into nearby neighborhoods and potentially dangerous parking on a busy street. So where's the parking going? Why does it look like you are taking away part of the currently parking lot at the Trolley Station? Less parking cannot be an option - we will need more! It will also increase the traffic on Balboa Avenue/ Morena Blvd/ Mission Bay Drive which is already heavily impacted on a daily basis. San Diego's transit system was not and is not built the way other major cities are. It is not efficient and not effective and forcing people to use public transit will not change this. We aren't San Francisco or New York so please stop pretending we are. Also, where is the additional fire stations, police, sewer, water, electricity, SCHOOLS, large grocery stores, road maintenance, etc. Lastly, we are in need of affordable housing - will it truly be affordable (highly doubt it)? Will there be enough units dedicated as affordable (definitely not)?? If what we need is affordable housing then make the majority affordable housing ($1000-$1500 for a 1 bedroom not $3000) stop lining the pockets of our politicians and out of area contractors. We are just asking for common sense when it comes to the overall impacts it will actually have on the entire San Diego & Clairemont communities and environment (think about the Greater Good).

Protect our roadways! Leave the 2 lanes South and North on Morena alone. Do not eliminate them, do not add a bus only lane, do not add the ridiculous bike lines. This is a huge roadway that it utilized by thousands on a daily basis and it needs to remain. Why add more in these areas especially near the Morena/Tecolote/Sea World Drive intersections? It is already a nightmare to drive through here as it gets impacted with traffic from the Linda Vista area and those who are trying to bypass the I-8 traffic! Pretty soon we will have to leave our houses 2 hours before just to get to a place that's 10 mins away, add more time if using public transportation with all the stops it takes to get somewhere. More units = more people = more traffic = more needed resources San Diego's Future = less parking = less green space = less resources = less affordability = less small businesses We are slowly destroying the beauty of San Diego and becoming more like LA whether you all believe it or not.
Why the urge to cram more people into Clairemont? The best part is that it isn't overly crowded like north park, university city etc. I understand the need for affordable housing and I would like to live on the beach in La Jolla but I cannot afford it and I know that. The traffic is going to be insane with the planned high rises and as much as everyone hopes, nobody is giving up their cars. Please slow down on this massive expansion. It's turning San Diego into Los Angeles.
The area is already extremely dense, especially with the implementation of ADUs (many of which do not have off street parking). Adding further housing density to the area will negatively impact residents. I am opposed to allowing housing in the clairemont town square
Remove the height limits and add more housing near the trolley station
It is necessary to build more dense housing along the trolley corridor in Clairemont. Failing to do so will be a huge missed opportunity for increasing the vibrancy, affordability, and economic thriving of this area. Clairemont is a perfect location situated between beaches, downtown, and amazing educational resources. Transit like the trolley limits reliance on cars and parking. This is the best place to build more housing, and building more housing is the number one way to reduce homelessness. It's simple supply and demand economics. Greater economic thriving for the region, greater personal thriving for the community, and embracing the promise of the future is more important than a few land owners' views. As we often tell less wealthy communities, they can move if they don't like it here anymore. But it doesn't need to be set up as a confrontation. A vibrant neighborhood helps everyone.
The areas around trolley stations and other transit corridors are too low density. It doesn't make sense to zone areas around the blue line trolly stops single family residential. This area should allow 5 over 1 apartments. The city is in a housing emergency and we need to give young people a place to live.

When we bought our home at 2314 Frankfort St in 2003 the view was the deciding factor. Even though the view created a premium on the purchase price relative to other homes in the neighborhood, we decided it was worth it. Increasing the height limit along the Morena Corridor would negatively affect our views and our homes value. We are in a unique situation in that I own three commercial properties along Morena and Napier St that would hypothetically become more valuable were this proposal to go through, but we recognize that even though adjusting the height limit up would be personally beneficial to the value of our commercial properties we recognize it would be detrimental to the community as a whole and are opposed to it. As someone who works every day on Napier St. I witness first hand the challenges with parking as patrons to the local businesses have to park further and further into the neighborhood. I can't imagine doubling or even tripling the height/capacity of buildings along the corridor, it will be chaos. Thank you for your consideration.
This is going to destroy the value and the charm of the bay park neighborhood. Not to mention the lack of infrastructure that would be detrimental to the wellbeing of the community.
In 2019, public opposition led to a 45-foot height limit for buildings in the Clairemont District. This proposal to increase the height to 65-100 feet is unacceptable as it would obstruct the bay and ocean views that residents value. We request that you prohibit buildings of this height for this project! We just purchased our home this year and this would lead to a loss of our ocean view as well a property value loss. Please keep our communities height limits to what they are, as this is what makes this neighborhood so special. Thank you!

Hello,

I am writing to share my concern about the land use plan in the Clairemont Community Plan Update, particularly around the trolley stations at Tecolote Road, Clairemont Drive, and Balboa Avenue.

When I look at the Land Use Map (Figure 2-1), I see that large amounts of land adjacent and within walking and biking distance to these stations are still designated for very low-density residential (0–3 du/acre). At Clairemont Drive Station especially, opportunities for new housing are extremely limited. I find it confusing that the plan emphasizes these areas as "gateways," but does not prioritize them for significant new housing.

For the future of Clairemont and San Diego, I believe it is critical to zone more land for higher-density housing near all three trolley stations. Doing so would:

1. Increase affordability and opportunity: More homes near transit would help lower rent pressure across Clairemont and allow more residents — especially those with moderate incomes and younger people like myself — to live in this wonderful community.

2. Support sustainability and climate goals: Higher-density homes near transit let more people take the trolley to work or downtown instead of driving, reducing car dependence and harmful emissions.

3. Build an inclusive community: Expanding housing opportunities near transit can welcome a more diverse group of residents into Clairemont, strengthening our community and giving more people a chance to stay in San Diego rather than being priced out.

The urgency of this issue is clear when you look at current costs. The average home in Clairemont is priced close to $1 million, which translates into a monthly mortgage of around $4,600–$4,700. By contrast, the average rent for a newer apartment is about $2,400–$2,700 per month. This gap makes homeownership unattainable for many, especially younger residents, and puts even renting out of reach for many working families. Without bold upzoning near transit, housing costs will continue to drive people out of Clairemont and San Diego.

I urge the City to zone significantly more acres for higher-density housing (apartments and mixed-use development) directly around these trolley stations. This is the best way to ensure that Clairemont grows in an affordable, sustainable, and inclusive direction.

Thank you for considering my input.

Sincerely,
Zachary Kaufman

My name is Ella Kovalcheck and I am writing as the owner of the property at 1505 Knoxville St, APN 436-100-11-00. I have owned and lived at this property since 1992. We are a single family residential lot that is sandwiched directly between the San Diego Tennis and Racket Club (4848 Tecolote Rd) and the Morena Mobile Village Trailer Park (1395 Morena Blvd). The 2nd Draft of the Clairemont Community Plan identifies the Trailer Park as Residential Medium 2, and the Tennis Club as Residential Low 3 (up to 27 DU/Acre), while keeping my property at residential low 2. I would like to formally request that my property be designated the same Residential Medium 2 land use as I am directly adjacent to the Trailer park and share a property line. If a future large-scale residential development takes place on the trailer park, as well as the Tennis Club, it would not make sense to have a SFR squeezed in between them. Our property should have the same zoning as the trailer park, as a potential assemblage with them for a future development. My concern is that future large-scale residential developments on both sides of me will erode the value of my property as it exists today. Thank you for hearing my concern and I look forward to your feedback.
There are large sections of the Bay Park neighborhood that are built on a grid pattern, away from canyon edges, are within a 10 minute walk of a trolley stop and one or multiple bus lines, yet remain RS-1-7 in the land use overlay. This is bad land use for an area with excellent transit access and should be adjusted to at least RM-1-1 (allowing high intensity use of the ADU Bonus program) if not RM-2-5 (allowing Complete Communities) or greater. These sections include: To the South of Balboa Ave. Station, the area roughly bounded by Morena, Ticonderoga, Moultrie, Bunker Hill, Ethan Allen, and Brandywine. To the North of Clairemont Dr. Station, the area roughly bounded by Morena, Edison (were it to connect to Morena), Denver, and Clairemont Dr. To the South of Clairemont Dr. Station, the area roughly bounded by Morena, Milton, Erie, and Clairemont Dr. There are topographical issues which could make walking a challenge in some places, so it should be evaluated block-by-block. The blocks nearer to Morena in particular should be easily accessible by foot to those transit stations.
In 2019, public opposition led to a 45 footheight restriction. 65 to 100 feet is unnaceptable. The damage to the local owners is unfair and un American. We firmly request you prohibit buildings of this height.
In 2019 we already voted for a max height restriction of 45 feet. It's aggressive and offensive to bring this again 6 years later. We've already voted against it regarding height limitation. 100 feet is egregious.
This has been previously addressed and rejected. 100 feet is egregious.
In 2019, it was decided to limit buildings to a height of 45 ft for the Clairemont District after massive public opposition. This attempt to get approval to exceed this height is unacceptable and obstructs my view of the bay and ocean. We are asking that you prohibit 65 ft-100 ft buildings for this project.

This is the dumbest plan ever. Use the land near Mission Bay for upscale, high end tourists. Put the low income housing on Rosecrans, near old town trolly. The charm and value of San Diego is its low build , easy access to salt water and beauty.
Poor land use in the plans. Use of waters edge property for high density, low income in Morena blvd are is foolish. Using the trolly that no one wanted as an excuse for more housing is deceptive and doesn't make sense. Put the high rise housing near the old town trolly and help Pacific Beach get rid of some congestion by keeping the trolly stops avaialablenfoe am already crowded city. Put the sneaky housing proposals near the old town trolly not the neighborhood of Clairemont. Do not change the higher limits already established. Use the other space available innour city, Rosecrans and Midway area...
Good for everyone. Affordable housing along trolly line near Old town seems best place, not amisssion. At where land use for tourism that brings in good money for city would be better suited for asan diego as a large city
Having affordable housing seems important and vital but not at the cost of value and scale that already exists. Where can we see the long term Plans for this??
I support affordable housing. However, the plans that I have seen are massive, contain basically no parking for residents, and will add insane amounts of traffic to an already congested area. As a city, over the past few months, you have reduced many roads from multiple lanes in each direction, down to just one in each direction. This has already added significant time to commutes, not to mention, making getting out of Clairemont a challenge should there be a wild fire or other disaster. While the plan centers these communities near the trolley lines and bus stops, many of them are not walkable to a grocery store or other necessary conveniences. In addition to the traffic issue, where will the children of these massive complexes attend school? The majority of our elementary schools in Clairemont are already very full and taking fewer and fewer choice students each year. Our middle school and Clairemont high are also seeing far more neighborhood kids attending. The renovations on most of those schools are complete, so how do you plan to educate these children? I don't see more schools in the plan.
Adding as much housing around our transit stops is absolutely essential. Please also consider adding more housing along the major thoroughfares with commercial underneath.
Stop crowding Clairemont and allowing ADUs.
Stop building and overcrowding Clairemont
Smart concentrated density in this plan is great. The sooner we can move on this the better. Our fellow San Diegans are getting squeezed out
Great location with concentrated high density is a smart way to address the NIMBY and YIMBY crews. Win win!
There are already many multiple housing units in this area; more will lead to further congestion and lack of resources to accomodate them and it will negatively affect single homes in the area.
This has been previously addressed and rejected. 100 feet is egregious.

I oppose the proposed increased height limit. In 2019, public opposition led to the 45 foot height limit for buildings in what was called in the Morena Corridor Specific Plan in the Clairemont District (as defined in the Plan). This proposal to increase the height limit to 65-100 feet is unacceptable as it would obstruct the bay and ocean views that residents value and cause significant monetary damages in the form of loss of value to the residents homes in the effected area. It would be an improper taking of home values to the home owners in the area which would require substantial compensation by the City to all homeowners effected. I am a real estate attorney and I will file legal action to enjoin any such approval of an increased height limit of such magnitude. I would also seeking damages for inverse condemnation. Inverse condemnation occurs in real estate when the government takes or damages private property for public use without initiating the formal eminent domain process. Property owners then sue the government to recover the fair market value for the damaged or taken property. This can happen through regulations that destroy the economic viability of the land. I will also include all other claims available to myself and my neighbors. I request that you prohibit buildings of this height for this project in what is defined by the Plan as the Clairemont District.
No new high density house, no backyard apartments, no bike lanes. Make more parks and open resources
There is no need to "squeeze" extra housing into the Clairemont Drive Village. As I stated in my last comment, there is already a tremendous amount of traffic in this area, pushing tractor trailer trucks into our residential neighborhood so they can try to avoid the red light at the top of Clairemont Drive. This is dangerous. Now, you're talking about adding thousands of extra units and rentals in our area are expensive and generally have at least two cars per residence on average. So, you're adding thousands upon thousands of daily drivers into this area when you've already cut the numbers of traffic lanes in half. You may think that because this complex is near a bus line today, with no guarantee that it will be in the future, that you can eliminate parking requirements for housing -- but these people will still have cars. There are no studies to show that reducing the available parking then reduces the amount of cars. That's insanity and simply not true. They will drive here and they will try to park here, jamming up the streets and making it more difficult to see around corners -- another task of the city. One action is driving against another. You need to look at the big picture. You want a safe and clean city. More people with more cars and less parking is not going to lead to that.

The ADU program now available to essentially every existing residential lot in Clairemont means that there are no longer "single family neighborhoods". That term is now antiquated and no longer applicable, and perhaps misleading, for Clairemont Mesa. That it a consequence of the City Council's choice, whether they realized it at the time, or not, when they approved of ADU program. The impacts of ADU potential on the Plan need to be present everywhere in the Plan, even though it doesn't feed the Community Village narrative. Maybe they should be presented as a dual approach. It seems the impacts for ADU-related growth can be predicted as far as the other Elements. Within the Land Use Element itself, the reader wonders "Do the numbers presented in Table 2-2: DEVELOPMENT POTENTIAL reflect the presence of perhaps one ADU for every residential lot in the Community?" It should! Please, continue to be bold just as we have been with the Community Village concept. They deserve equal presence in the Plan.
I support higher density and lowering of height limits to ensure more housing can be developed, especially along the trolly line and other major bus lines. Clairemont deserves to be a community that is more walkable, more bikable, and more transit-oriented that will ensure a good mix of housing that attract diverse families and individuals.

11 September 2025

Response to the San Diego Planning Commission comments for the Clairemont Planning Committee presentation, 28 August 2025.

"The city does not protect views." –Chairperson Kelly Modén
However, it is a well-known fact that we desire them and pay more for them. San Diego topography lends itself to a great variety of views, which is one reason real estate here is in such high demand. Real estate is a major part of a free market economy, and views have VALUE. Intrinsic value, emotional value and financial value. Disregarding this concept is anathema to common sense and consideration of what residents and citizens of San Diego value.

The chairperson's statement disregards current residents' reasons for selecting West Clairemont, and Bay Park as a place to live and enjoy. The idea to construct high-rise housing that will infringe upon and block views and more or less wall off views of Mission Bay for everyone except the tenants of the new structures is utter nonsense.

Mission Bay is the crown jewel of Clairemont and the surrounding beach areas. If the commission allows an unlimited height for new buildings along Morena Blvd to construct housing, you will have destroyed the enjoyment of this beautiful and invaluable resource for visitors and residents of the adjacent neighborhoods.

It is not only the view of the water, but the feel of an open horizon that brings joy and well-being to all who experience it. Select any spot on the hillsides facing Mission Bay. The parking lot at Clairemont Emmanuel Baptist Church is a good spot. What do you see? What do you feel? It is truly glorious. It's also free and no one lives there. Please learn from others' irreversible plunders. Do you want Miami? Take it. Once it's up, there is no taking it down.

If the height limit is lifted, new residents of said high-rises will no doubt pay market rent because the developers will find a way around the "affordable" restriction, like they always do. Example: Mission Valley along I-8 was not the most scenic area in San Diego, but you could breathe and enjoy the open space across the valley, viewing the hillsides on either side. You could imagine the former farmlands if you know it's history. It was pleasant. Now there are apartment buildings that were constructed right up to the edge of the freeway, creating a claustrophobic feeling. Could they have been lower? Could they have been set back away from the freeway a few feet?

Infrastructure before development. Are there adequate schools? Roads that can handle increased population? Access to transit? Employment nearby?

Before approving any additional development, pathways to the Balboa Ave light rail station must be installed, and existing ones made safe. A pathway must be installed over or under I-5 near Del Rey Street to access the Balboa station from Mission Bay Drive. The pedestrian, cycle and disabled ramps to the Balboa station are dangerous and a disgrace. The ramp on the north side is continuously occupied by individuals who park themselves and their belongings on the ground, sleep, defecate and urinate and do and share drugs. The ramp is too narrow, the 180 degree switchback turns are too sharp and it drops you onto Balboa Ave to no-man's land. In the years since it opened, I have seen one wheelchair user. All the other users are cyclists. Any other access on a bike to Santa Fe Street or Damon Ave is too dangerous. The places you will find in immediate proximity from the bottom of the ramp are onramps, offramps, auto repair shops, and other industrial shops. Wheelchair users do not typically utilize or frequent this area.

This ramp quickly became the primary conduit from Morena Blvd to the bike path entrance from Damon Ave as it avoids the dangerous ramps from Morena Blvd. to

Balboa Ave. However, the right turn onto Santa Fe St. from Balboa, even on the sidewalk, also invites collisions between pededstrians and/or cyclists and vehicles. Vehicles do not yield and turn right without warning and into the path of the cyclists and pedestrians causing extreme danger. This happens frequently. I ride on this ramp daily, at least twice each day.

Another muck-up with regard to the Balboa Ave station is the failure to install a northbound bike lane and/or sidewalk along Morena Blvd. I am a daily rider along this route for 38 years and there has NEVER been a northbound bike lane. This is the only N<->S route for cyclists without having to ride up steep hills to the mesa and then back down to Morena. Who does that?

Study after study shows that additional housing does not reduce prices. Desirable places to live have always and will always command market pricing, because we live in a country/state/city where there is a free market economy. You can't change that fact unless you eliminate the free market. Arguments for subsidies and financial assistance for housing is for another time. Demographic and recent financial indicators show a slow down for people needing housing in the future. A review of market and demographic data shows we have enough housing, we do not have housing that everyone can afford.

On a personal note, in 1987 we purchased a home built in 1958 at a 13% mortgage that was above our price range with a mortgage that we could not afford at the time. We were able to do so because we spent 6 years in a studio apartment saving money for a down payment. We also took in roommates from the moment we moved in. Making small sacrifices enabled us to own and live in a home where we wanted to live. Almost 40 years later we have no regrets. We love it here. The point is, San Diego, Mission Bay, Bay Park, Clairemont ARE desirable places to live. They have always cost more and will continue to cost more.

People who select neighborhoods to buy or rent do their homework. They take the time, money and thoughtful consideration to check in with prospective neighbors, schools, places to shop and do banking and most importantly, spend time and consider how a place FEELS. We spend our life savings to reside in these areas and consider how our future will unfold. Buying or leasing in an area where we established that a 30 foot height limit is in place was part of our decision to purchase a home here. It is important.

"We did it in UTC/University City" - Chairperson Modén
What a joker. UTC was an area of open space and undeveloped land. Contrast with Clairemont neighborhoods that have been growing and evolving since the early 1950's. Increased density invites individual investors, real estate investment trusts, corporate buyers of housing, etc. These buyers do NOT LIVE HERE and their only goal is to exploit the availability of housing to make money, then cut and run. You have to have your heads buried in 100 feet of sand or a bodily orifice not to see this.

Higher building heights in the Clairemont neighborhoods, which have evolved within a thirty foot height limit over more than 70 years into pleasant, neighborly and attractive communities, will devolve with buildings that negatively contrast rather than compliment those around them, short-term rentals, partial ownerships by non-residents. Opportunity for the very people for whom the housing is intended will be eliminated. Please take the time and effort to learn from the ADU debacle. I live 2 blocks from Morena Blvd near the Balboa Trolley station and my house, is now surrounded on 3 out of 4 sides by ADUs that are used for short-term rentals. This solves nothing in terms of permanent housing, and our privacy and self-selected place to make a permanent home is permanently and negatively altered.

The Morena/ Bay Park corridor is NOT exclusively single family homes. There are condos and apartments at Balboa and Moraga and along Morena Blvd north of Balboa. There are duplexes, triplexes, four plexes and apartment buildings interspersed in the neighborhoods including along Morena Blvd all the way to Friar's

Road, as well as along Balboa Ave north of Morena and Clairemont Drive.

Multi family housing is possible within a 30-40ft height limit. New apartments that have opened in the last few years along Morena and Mission Bay Drive include The Seaton, Mara Pacific Beach and are within the height limit, are very attractive aestheticaly, provide units in single buildings and do not overwhelm the physical traits of the area. Del Rey Apartments, Villa Monair are also nearby.

Develop land that does not front Mission Bay. There is an enormous amount of opportunity near the Balboa Ave. station along Morena Blvd north of Balboa, Balboa Ave/ Gold's Gym area, Santa Fe street (currently industrial), Sea World Drive and I-5, Friars road where a construction project has closed one side completely for at least 7 years now and appears to have no end in sight.

Blow up Mission Bay Drive-Balboa intersection and start over. Traffic congestion is horrific at all times. Car dealerships can be replaced by housing and you can make use of larger roundabouts to keep traffic flowing. Access to businesses along this artery is impossible and biking and walking is to tempt certain death. But access to the Balboa station avoiding Balboa Ave. is crucial.

There are so many examples of missed opportunities. Carmel Valley. The nightmare that is now Encinitas. Let's not duplicate those fiascos. Please be thoughtful and respectful. Consider real data and residents' real lives and concerns.

Thank you for your consideration.

Joanna Mancusi
Bay Park resident

the description shows apartments in the north part of the trolley parking lot. that lot is full of cars every day. where are the cars going to park for work commute? the trolley area needs a parking garage. during special events or athletic events cars are parked several blocks away from station. the height of the building needs to be 40 feet only. by allowing buildings to block properties with views is a form of adverse possession. the proposed building will decrease the property values of the dwellings being blocked. in addition, by providing housing with reduced rent for people for five years is a good idea. but after five years the people get evicted and you have apartments with nice views that rent for more rent.(at the expense of the people who used to have a view. use 40 foot height limit, provide a parking structure no higher than 40 feet and have the lower rent apartments be for a term of 25 years.
Our Canyons need better protection - Development guidelines need to include discouraging buildings below the canyon rims. Open space density should be less than 1 unit per acre. The plan is silent on the current ADU ordinance flaws. ADU "backyard apartment" issue needs to be addressed directly. Clairemont discourages backyard apartment developments, due to security, fire access, trash collection issues. ADUs should not be allowed on any cul de sac, steep slope, or below any canyon rim. Engineering projects in Clairemont have no planning review or aesthetic oversight. All engineering projects should be reviewed by community planning board, and require an approval vote before proceeding. Any aesthetic change or change in scope must be re-visited with updates to the community planning group. All engineering projects in Clairemont need to comply with the city's own Climate action plan and complete street guidelines.
Limit height restrictions to 30 feet, preserve our views, property values and already taxed traffic flow.
Limit height restrictions to 30 feet, preserve our views, property values and already taxed traffic flow.

Figure 2-4. Although I support the Community Village plan, the number of units is far too dense and the max height of up to 65ft is far too high. I would cut the number of units and estimated population by 1/2 to a 1/3 and the maximum height held to 35-40 ft. I propose some underground parking and more landscaping and a central park area for community events or playground with trees. I like the idea of a building height transition for multiple structures. Linear urban parkway with trees is also a great idea. Keep the Town Center more walkable and restrict car access with more low water use tree-lined areas (not palms or eucalptus which give little shade and self-prune). C1037_Proposed Zoning along Clairemont Mesa Blvd and Clairemont Dr. There is already very little parking on these busy streets. Keep the density lower and restrict to 2 story. Figure 2-7. Change the commercial and office use for the Balboa Avenue Transit Station Village to a large community village of offices, grocery stores, restaurants, entertainment and residential units make full use of the ease and close access to the Blue Line and buses. Areas zoned strictly for commercial operations and offices areas are less safe in the evenings/nights and weekends whereas mix use already encourages 24 hr /7 day community that discourages owning a car.
In 2019, public opposition led to a 45 foot height limit for buildings in the Clairemont District. This current proposal to increase the height to 65-100 feet is unacceptable as it would obstruct the bay and ocean views that as a long term (almost 30 year) property owner we currently have, and which provides us with a value to our property that when we purchased the property we were informed would remain due to the limited availability of view properties. Additionally, the increased density that would result from the development of these large apartments would significantly negatively impact the infrastructure, traffic, available parking, property values, and quality of our neighborhood. We request that you do not approve buildings of this height for this project.
The Land Use element is going in the right direction, but this is just way too little additional density added. Clairemont is a high resource and desirable area; for too long, we have kept it illegal to build enough homes here. The density added around the trolley stations is too small in scope - it must extend further away from the trolley stations to create urban villages. Also, please increase the density of all the community villages to at least 109 du/ac, if not higher. This plan will be in effect for many years, so it is important to allow for a higher density at the outset, recognizing that not all of it will get built right away. Please also consider expanding neighborhood commercial zones into the medium density residential areas. There is no reason to prohibit people from being able to walk downstairs to a cafe, market, or restaurant in zones that are already built up. This will make the community more vibrant and walkable.
This section of city has a 30 ft height restriction. This is what everyone in the neighborhood had to abide by with city approval. The total disrespect of the city to ask for 100ft allowances is complete ly out of line. Residents could not go higher, but you are trying a second time to go higher, because planning department does not live in Bay Park. Developers are trying to bribe the planning department to allow more developement just to pay to play. No on 65

No more high density housing. Our roads are not designed for the volume of traffic and changes made reducing 2 lane roads to 1 lane + bike lane have already caused devastating traffic jams.
In 2019, the City Council approved Bay Park limiting its 30 ft. height restrictions with one exception. There was a lot with a 40 or 45 ft. height step-up building proposed near Clairemont Drive. Six years later, there is a 2025 proposal to extend the height limits based on developer bonuses up to 100 ft. This includes the new site purchased by UCSD at Milton and Morena. This will have a devastating impact on our neighborhood. It will block the ocean and bay views of current Bay Park residents and voters. I do not want to see heights extended beyond what was approved in 2019. I have no objection to low income housing along the transport lines but I do object to the massive increase in density required to justify exceeding current height limits. In fact, the newly proposed density levels are the second highest in Clairemont. How can anyone claim this is not dramatically impacting or "touching" our residential neighborhood? Since developers are no longer required to provide more than one parking space per unit, the increase in density will mean the surrounding neighborhoods will be packed with the overflow of vehicles. The land use and the increase in density is NOT tenable for the current residents of Bay Park. For these reasons, I reject the 2025 plan proposed by the City of San Diego Planning Department. The impact of this proposal will cause my neighbors and I to lose the enjoyment derived from our properties' bay and ocean views and will result in a loss in home values while dramatically changing the character of our community.
Don't build no stupid ass buildings blocking the community view.
Building a massive building in front of the bay diminishes the value of the houses and ruins the view of the ocean for everyone
Developers should not have a buy out option if they are developing. This has been done for years, and we are now paying the price. If we are developing, then they should have to stick to actually developing affordable units. Also, ADUs should be counted individually, and not collectively as a project. Each unit should count as one toward our allowances. Also, please put Clairemont Drive back to two lanes! Traffic is backing up onto every side street!
It's too much to bring in that many residents. Building tons of high density housing with little or no parking is irresponsible and most of our Clairemont schools are already operating at capacity. They cannot accommodate the influx of children.
The 40ft height limit needs to be preserved. I fully support the need for more housing and thoughtful development, but removing height restrictions disproportionately benefits developers—not the community. When we stop counting ADUs in the density calculations, we're ignoring a major piece of the puzzle. That's not just bad planning—it's absurd.

I have been a homeowner in Western Hills for 59 years. The home was purchased because of the location and unobstructed view of the bay and ocean, and I paid more for the home because of this. In fact, the view has continued to increase the value of my home, as opposed to houses in the non-view area. Even the already passed 45-foot height limit will negatively affect my view and value of my home. Increasing the limit to 65-100 feet is even more unacceptable to residents. I request that you prohibit buildings of these heights for this project.
I think there should be more high density housing along the trolley line since Clairemont as a whole has a lot of lower density single family zoned areas already. Additionally I think the use of road space for bike lanes is excellent!
I support designating Clairemont Town Square as a true mixed-use village. I want a place we can walk to, with a real public heart, safe routes, and inviting spaces where my young children can play. Please prioritize people over parking so we are not navigating large surface lots, and design the village to clearly improve daily life. If the plan delivers that on the ground, I think support will continue to build.
I understand the idea of housing along transit, but last time I looked, there's not a grocery store on Morena Blvd and that means residents of these proposed developments still need a car to attend to basic errands. It just seems to me you want to pat yourselves on the back and say, "Look at what we did," but no one thought more than one step ahead about what these ideas meant for the residents of Clairemont. I've never been so frustrated with the state of my community.
Please keep these units/buildings to 3 stories maximum. This preserves our beautiful connection to the bay for all in this neighborhood
I currently attend piano lessons at A Dawn of Music Studios, on Morena Blvd, and if they had to relocate, because of private investor built affordable housing in their space, I would be devastated. I live in Bay Park, and I enjoy the charming small community feel. I love to ride my bike with my family down to the Bay Park Coffee, if a lot more people move in it will dramatically change the feel of my entire neighborhood. There is a special community in Bay Park, and if that has to go, I know lots of people who will be really sad, including me and my family.
Clairemont needs a Trader Joe's location!! We are one of the only communities of San Diego without one (even Santee has a store) and if this "high density" plan is implemented for the Balboa shopping center, it is far time that we also got a Trader Joe's store.

In 2019, it was decided to limit buildings to a height of 45 ft for the Clairemont District. However, it appears that the new community plan is seeking to considerably exceed those heights. As a resident of Bay Park, this concerns me on many levels. First of all is the view that I am concerned I and others will lose, affecting my property value, but more importantly my enjoyment of my home. I am not a NIMBY. As someone who has only been able to purchase her first home in the last five years, I recognize the importance of building more housing in San Diego. However, this new community plan moves to higher density and taller housing that will dramatically change the character of the area far beyond the previous community plan. In the guiding principles section of the plan on page 15, it states "Development that compliments neighborhood scale." The 30 foot mixed use buildings considered in the original plan would have done an excellent job of creating housing without significantly negatively impacting neighborhood scale. This new plan will not serve that goal. It will completely change what one can see, the traffic, the parking, and the neighborhood feel of the area that we love. We are already starting to see how development in the area, such as giant ADUs on lots too small, affect the ability to enjoy our neighborhoods, park our cars, and feel part of an established community. Surely we can accomplish the goals of the original community plan without reducing the quality of life of those of us who are already here. Please build for us a plan that protects us from the greed of developers who will push the height limits to every extent possible (up to 65-100ft) in order to put profit over community. Please again reduce the building height to a maximum of 45 ft.
The Industrial areas (many of which are underutilized) would be potential for residential development as well as the various "villages". Especially if mobility is integrated via a trolley stop at Jutland Dr and/or a bus line there, connectivity between Morena Blvd and Santa Fe St at the northern end. Fig 2-2 pg35 does not show the existing areas of multi-family residential along and near to Genessee Ave. south of Balboa Ave. Design guidelines for EACH of the villages should be added to the municipal code.
The two big "core" villages at Balboa/Genesee and the Clairemont Square are nowhere near a trolley station. Currently, public transportation to get to the closest station (Balboa) from either of those "cores" is problematic and does not run frequently. Why were the Rose Canyon Gateway/Balboa Avenue Trolley Station, Bay View (Clairemont Trolley Station), and Tecolote Gateway (Tecolote Trolley Station) not designed as "core" villages when they are literally right on the trolley line? This does not seem consistent with the goal of development near trolley stations. It also does not support the idea of Economic Prosperity along a large portion of the Rose Creek/Canyon Industrial Corridor which is designated as "Prime Industrial Land." Areas near trolley stations should be the "cores," not places far from the trolley.

Our family lives in Bay Park, and we love our tight-knit, walkable neighborhood. Before moving here, we lived in a densely populated area in the South Bay, near the trolley station on Palm Ave. That neighborhood was plagued by crime and unrest, and it was a constant source of stress. We're grateful for the peace and safety we've found in Bay Park, and we hope it remains a community where people feel secure and at home. Our children take music lessons on Morena Blvd and it's become a sheltered place for them to thrive. Please, let's work together to preserve the charm and safety of Bay Park Village—it's a place we truly cherish. Also, let's be honest, how affordable will the housing actually be?
This comment isn't about the Introduction of the CCPU, but is about the supplemental document named "Review a Summary of Changes Between the First and Second Draft" available on clairemontplan.org. I carefully read through the document to understand the updates and changes. The biggest changes I could see was a complete watering down of requirements placed on developers. I highlighted 24 row entries where words like provide, establish, locate, utilize, and incorporate, were changed to encourage, consider, and explore. Words matter and these word substitutions matter a great deal. Everything in the Clairemont Community Plan Update that is only encouraged, asked to be considered, or asked to be explored, will NOT get done. We saw how developers exploited loopholes in the Bonus ADU program to maximize profits. The same thing will be done when critically important points such as "building larger-sized homes with three or more bedrooms for families and multi-generational living" are not required but only ENCOURAGED. Development is a business and builders are in it to make money. That's just the way it is. Anything that is not required will not be done. We have to strike a balance with obtaining new housing (and preferably affordable housing!), while ensuring that it is high-quality and makes a neighborhood better. The egregious ADU projects in backyards and the luxury town homes that immediately get turned into more short-term rentals do not make a neighborhood better, but they do make a developer richer.
Clairemont has built a lot of affordable housing in the past several years, including a 52-unit all affordable complex at 5858 Mount Alifan and four large buildings of all affordable housing at Mt Etna and Genesee with over 400 units that will house over 1100 people. I am in favor of affordable housing and proud that Clairemont has stepped up. How about some other neighborhoods, especially high opportunity neighborhoods like La Jolla, Point Loma, Mission Hills, and Scripps Ranch step up? Where are the requirements in every single Community Plan and every initiative that the city passes to provide affordable housing throughout San Diego?
Clairemont lacks the infrastructure for 17K added units. Genessee has been one lane on either side of the 52 for almost 3 years! The "Pure" Water project street closures also hurt businesses at the Square. Clairemont Mesa has been full of potholes for over a decade. The city cut library hours and recreation programs. We are constantly told to conserve energy and water.

The upzoning of major corridors and the shift to dense, mixed-use “urban villages” dramatically deviates from the character and intent of our established neighborhoods. Allowing mid- and high-rise buildings up to 65 feet will overwhelm adjacent single-family areas, diminishing views, altering the community’s mid-century identity, and inviting further density and height expansions through state bonuses. The plan’s assertions about protecting canyons and open space are vague and do not guarantee preservation of privately owned green spaces, leaving these vital habitats at continual risk of development. By concentrating thousands of new residents in select zones without enforceable commitments to add parks, address traffic, or upgrade schools and essential utilities, the section places an undue burden on current residents. It also weakens the longstanding Clairemont height limit, disregarding broad community feedback favoring restraint. This policy prioritizes developer interests and state mandates over the quality of life, environment, and legacy of Clairemont. I urge council to reject this approach in favor of a balanced plan rooted in authentic community engagement and respect for established land use values.

Weekly columnist Jonathan Lansner reviews data from a variety of sources to report on the economic climate including real estate, wages, employment. The data from Cotality reports that 37% of home purchases in San Diego over the past 18 months were made by people not occupying the property up from 25% during the previous nine years.* I.e. real estate investors, investment partnerships and companies traded on the stock exchange.

Anecdotal data from Airbnb, VRBO, Booking.com, Expedia, and TripAdvisor show similar occupancy trends for short-term/vacation rentals. My personal situation includes recently constructed ADUs available as Airbnbs on property adjacent to 2 out of 4 sides of my home, a third adjacent property is an ADU built in 2021 rented long term at market rate.

The truth is that Clairemont neighborhoods include many apartment complexes, single family home and condo rentals with existing vacancies. It is not rocket science to determine that increasing the current supply of housing by building high-rise apartments will not provide greater opportunity for private homebuyers, nor will home prices come down significantly in the San Diego market. Desirable places to live in free market conditions command market rate prices. Non-resident real estate investors drive the prices up even higher. How will the city prevent the investors from entering or continuing to buy in this market? Short answer: they cannot.

On a related topic, all new housing construction must include the installation of solar panels for electricity. If the city's goal is truly to provide housing that is more affordable, then low to no cost electricity will go a long way to help residents with lower utility bills. It is also a no-brainer with regard to helping the city meet or exceed our climate action goals.

Thank you for your consideration.
Joanna Mancusi
Bay Park Resident

*SD Union Tribune, Sunday, September 14, 2025

Currently, the proposal to add 10,000 units to Clairemont is a heinous idea. At my intersection of Mt Aguilar and Mt Albertine, there have been three accidents (one unreported as a distraught neighbor hit a wagon with two kids with no injuries) in the last six months. We have had multiple accidents with electric bikes and wheelchairs including deaths. During the pipe replacement along Clairemont drive and the repairs and new lanes added to Balboa, neighbors started using Mt Aguliar as a corridor like Balboa and travelling at unsafe speeds. Very few stop for the required 3 seconds at the 4-way stop at my intersection, so leaving my home during busy times is very scary. Unlike many of my neighbors, I have no problem with the addition of units above the main shopping centers at Diane Center, Clairemont Town Square and the Target anchor center. However, paired with the huge amount of ADU's that are not being counted in the 10,000 units AND the constant buying of homes to use as AirBnBs is increasing our traffic to unsafe levels. Every time Clairemont suffers, Clairemont residents step up. We regularly kayak the bay and pick up trash as well as pick up trash in our canyons. Promising us more green spaces is not needed, providing resources to maintain those that already exist if what we need. The mayor and police push the unhoused out of downtown near resources and into our river beds and canyons. Clairemont residents are volunteering to provide resources and food for our new neighbors, by walking the canyons with garbage bags and food. The city's efforts will increase our traffic, but offers us no guarantees of increased busses to the trolley or increased frequency of trolley stops. The city told us that the mission bay space that housed the trailer park would be rewilded, but instead, a private business grows ever closer to taking over the space. When will the city stop favoring private businesses over the happiness of families who have lived here for generations?
There is very little or no mention of the importance of retaining smaller neighborhood and community serving commercial uses in the villages. Although the inclusion of housing opportunities is important, it should not come at the expense of sacrificing long-standing commercial uses (i.e., tailor services, pet grooming, personal services, and small independent retail, such as Sew Hut. Also, the proposed Height Limit Overlay Zone changes indicate a 40-foot height limit for the villages, but many of the renderings show higher buildings, which appears disingenuous. The CC-3-6 Zone as implementation for any of these sites only requires one commercial establishment on a premises for a "mixed use" project which could greatly reduce the amount of community serving commercial in the neighborhood forcing much further vehicle miles traveled in conflict with climate action goals. A less intense CC Zone that protects commercial uses would be more appropriate as an implementing ordinance.

I object to
• the current Land Use plan which dramatically deviates from the character and intent of our established neighborhoods. It will ruin the character of the neighborhood, be a heavy burden on the current infrastructure, drastically reduce the current quality of life in the neighborhood and increase the cost of living for all who live here.
• The projected housing increase at 52% is 11 times the forecasted need for the city, and by your own chart over twice the population increase you are projecting for the city. All this in addition to the supposed "ADUs" – actually small apartment complexes -that are being built by investors in prior single home lots overlooking our small but once private yards that those who live here have worked hard to achieve and retain.
• "Mixed use" multi-story villages combined right next to single family home neighborhoods – such as Clairemont Mesa Gateway Village
• The zero minimum parking regulation There is already limited parking availability for residences, congestion, lack of infrastructure which the city plan will only make multitudes worse.
• Parks and trees are essential for physical and mental health as well as for sound barriers – green corridors and limited plants do not meet this need.

The 17,100 units of additional housing capacity is excessive. This increase bears no relationship to Clairemont's fair share of the the city's growth, as forecast by SANDAG

The city needs to measure and evaluate the impacts of 1000s of SHORT TERM VACATION RENTALS in San Diego and treat them separately from full time, permanent housing units.

The latest City of San Diego STRO list (https://data.sandiego.gov/datasets/stro-licenses/) has over 320 units in the CLAIREMONT MESA Planning Area alone.
Of these: 168 are Tier 3, 143 are Tier 2, and only 10 are Tier 1

This means 1000's of potential full-time residents are being prevented from living in homes in the Clairemont area, due to multifamily and single family homes being converted to part time vacation usage.

The Planning Department needs to do an evaluation of how these mini-hotels are currently impacting Dwelling Unit estimates in the Clairemont area, and forecast future impacts as more ADUs are constructed by people who prefer to use them as short-term vs permanent residential housing units.

Thank you for the opportunity to review the Second Draft of the Clairemont Community Plan Update. On behalf of Garden Communities, we would like to provide comments on the proposed land use and zoning, as detailed below.

Garden Communities owns the 4.42-acre Pacific Bay Club property located at 4070 Huerfano Avenue (APN 676-150-25-00). The existing use is a 159-unit multi-family residential development built in 1973. The existing land use designation is 45 du/ac residential and the existing zoning is RM-3-7.

The Second Draft CPU proposes Residential Medium 2 (45-54 du/ac) and RM-3-8 zoning. We are requesting that the next version of the CPU include Residential Medium 3 (55-73 du/ac) and zoning of RM-3-9. The current proposal of 54 du/ac does not increase density sufficiently above the existing 45 du/ac level to incentivize new development. Without a significant increase, new development and creation of more housing will not occur. We believe 73 du/ac is the minimum level necessary to facilitate a feasible project.

This requested change is an appropriate level of density for the site, which is approximately 0.75 miles (15-minute walk) from the Balboa Avenue Trolley Station and located in a High Resource Area per the HCD/CTCAC Opportunity Area Map. More homes at this location would help the City achieve its housing, climate, and mobility goals.

We appreciate your efforts in preparing the Clairemont Community Plan Update.

Thank you for the opportunity to provide input into the Clairemont Community Plan Update. F&F Properties owns the property located at 3502 Angelucci St (APN 420-450-83-00). The site is 1.65 acres (71,743 square feet) and located in both a Sustainable Development Area and a High Resource Area according to the HCD/CTCAC Opportunity Area Map.

The site is currently developed with a 62-unit multi-family residential project and a large surface parking lot. The existing land use designation is medium density residential (15-30 du/ac) and the existing zoning is RM-2-5, both of which are significantly lower than the density of the existing use (38 du/ac). The Second Draft proposes a residential density of Residential Medium 1 (30-44 du/ac) and zoning of RM-3-7.

Unfortunately, the current proposal to only modestly increase density beyond existing conditions (approximately a 16% increase) would not create the financial conditions necessary to build more housing on the site. The density increase would need to be at least 54 du/ac, still a moderate increase, in order for a future project to be feasible.

F&F is in the initial planning stages of a project to add 85 units on the site, which would not be feasible and not move forward at the 44 du/ac density currently proposed. Therefore, F&F Properties requests a land use designation of Residential Medium 2 (45-54 du/ac) and RM-3-8 zoning.

We appreciate the opportunity to provide comments and are available for a meeting to discuss this issue further.

We're strongly opposed to the city's desire to increase the height limits to 65' at Balboa Mesa and Genesee Plaza and Clairemont Square for the purpose of jamming high density housing in Clairemont! The density in these areas is already high. We live on Mt Aguilar in a school zone and the level and speed of traffic here is already out of control. The city has issues covering its budget shortfall, yet the city does nothing about the out of control speeding on these streets. Fix the budget with ticket revenue. Quit trying to pack people into this city or we will be like LA with bumper to bumper traffic 24 hours a day in no time. Balboa is already extremely congested at rush hour. We hate what is happening to our city!!! Go build more housing in open lots in east county! Not everyone can live in the city center and if you try to pack them in, you destroy the very little bit of character that does exist in Clairemont. What ever happened to "smart growth"? This density drive is irresponsible and unsustainable! Stop it already!!!

We need to remove the height limit around the transit centers in the Clairemont Plan so that developers can build the maximum number of allowed housing units under the Clairemont Plan. Building housing units around transit stations increases transit use (supporting SANDAG) and decreases vehicle emissions, lowering asthma and premature death rates within San Diego. Additionally, it reduces traffic on our congested roads and freeways. We also need to build more housing to reduce homelessness throughout the city. Building density next to transit stations is the best way to add housing units throughout the city, in addition to building shopping centers into multi-use developments.

The portion of Clairemont surrounding Mesa College deserves and needs its own land use plan, just like there is a land use plan for the Tecolote Gateway Village, or Bay View Village. There is a need for more student housing and restaurants around Mesa College. Mesa College enrolls 20K+ students, yet has little multi-family residential housing nearby, and no student housing at all. The RS 1-7 houses bordering the Mesa College student parking lot along Beagle Street, between Beagle Court and Armstrong Street, should be rezoned to Community Commercial (0-54 DU/AC) with a 25% minimum student housing requirement. The block adjacent to that block, from Armstrong Street to Ashford Street, Armstrong Place to Beagle Street, should be rezoned to Residential Medium 2 (45-54 DU/AC) with a 25% minimum student housing requirement. These areas are within walking distance to Mesa College, and are logical places to put student housing. The plaza at the corner of Mesa College Dr. and Linda Vista Road should be rezoned to Community Commercial (0-29 DU/AC) to allow for the construction of ground floor commercial with apartment buildings or student housing on the upper floors. As Linda Vista Road and Mesa College Drive is a gateway to Clairemont, as well as the entrance to Mesa College, it should have more density then it currently does. Right now we have community college students who are living out of their cars because of a lack of student housing. When I went to Mesa College, I knew multiple students who were homeless. If we want to get serious about fixing the problems in this city, we need to solve the problems in our own backyard - a lack of affordable student housing!

It is an enormous oversight to not create a land use plan for the area surrounding Mesa College when 20K+ students attend the college.
You have homeless students attending Mesa College. Build affordable student housing around the college!

I just read the UT article from 9/7/25 about the Clairemont Plan. I don't currently live in Clairemont, but I grew up there, as did my wife. Her parents and my parents both still live in Clairemont. I am all for more density, dedicated public transit lanes, and protected bike lanes. Overall, I think the plan is a step in the right direction. I have two quibbles with the plan. I would like to see the height limit eliminated, especially along transit lines. But I would like to see the canyons preserved from development. My reasoning on the canyons is that playing around in the canyons as a young person is a right of passage. I also have some concerns around fire and egress in the canyons. I would love to see a day when Clairemont has enough housing that someone who grows up there may have an opportunity to stay either as a renter or buyer upon moving out of their parents' home.
Not the time for mass building. There are plenty of rentals in my neighborhood. The economy and unemployment are in disarray . Builders will increase prices due to tariffs!!!Parking is crazy and people are not using the trolley or bike lanes except UCSD students or for Padre games. If residents wanted to live in condensed housing they would live downtown! I bought in Clairemont to live in a single family home !!! But you are pushing us out!!!
I just read the article in the San Diego Union Tribune about 17,000 additional housing units for our Clairemont neighborhood. As if all of the additional dwelling units weren't ruining our neighborhood, now you want to put high rises in the shopping centers? No one ever seems to address the increased street parking or increased traffic these additional units represent. Our street alone has five additional dwelling units and there is very little street parking now. The citizens of Clairemont bought single family houses in a neighborhood that was zoned for single family houses. It seems unfair to turn our neighborhood into high density high rise housing. It is easy for the developers and city council to vote for this plan as they won't be impacted by their vote. We don't want Clairemont turned into dense pack University City.
I noted that the current land use for parcel number 425-690-03-00 is not supported by the current and proposed zoning (RM-2-5). As part of the update process I would recommend making this parcel's zoning consistent with that of the adjacent parcel's proposed zoning (CC-3-6).

I'm writing to express my strong opposition to the proposed dense housing plans slated for Clairemont. As a lifelong resident, I can confidently say that the vast majority of people who live here do not support this. We are tired of watching developers with no real stake in our community bulldoze their way through neighborhoods, tearing down what makes Clairemont livable in order to maximize profit.

Clairemont is already overcrowded. Our roads are clogged (and constantly closed for construction that disrupts our day to day life constantly without an end in sight), our schools are at capacity, and our public services, police, fire, sanitation, are stretched dangerously thin. Adding more high-density housing will only make these problems worse. It's reckless to continue piling people into a part of San Diego that cannot support them. This is not sustainable planning, it's short-sighted and destructive.

You are not just pushing zoning changes. You are proposing to fundamentally alter the character and livability of our community. We don't want it. We are asking, loudly and clearly, that you leave Clairemont alone. Listen to the people who live here, not the developers who stand to profit while we pay the price in longer commutes, higher crime, louder streets, and declining quality of life.

Don't destroy our home in the name of density. We deserve to have a voice in what happens to our neighborhoods. Please show us that our community still matters, and that you are willing to respect the will of the people who actually live here.

I was not impressed with the City's presentation last night...particularly with the new zoning/heights.

City Staff was not lying outright, but they were obfuscating that the 40' heights shown in the presentation are not the actual MAX heights...but new BASE heights.

Base Height = Max you can build without "developer bonuses" (low income, etc) to go over the Base Height limit.

Max Height = Can be found on the "Draft Clairemont Community Plan Land-use Zoning Table", but it needs to be corrallated with the "Draft Clairemont Community Plan Rezone Map".

City Staff specifically separated these two documents, and put them as secondary links and not in the CPU for further obfuscation.

Well I took the hour to overlay them...

When overlaying the "Draft Clairemont Community Plan Land-use Zoning Table" MAX HEIGHTS onto the "Draft Clairemont Community Plan Rezone Map", you can clearly see that there are signifcant areas that could see development up to 100ft. The entire Morena Blvd frontage thru Bay Park is in this new Zoning with a MAX Height of 100ft.

Additonally...if you have already reviewed the "Share your Input on the Second Draft Community Plan", you'll be quick to note that the format is intentionally designed to frustrate those with actual comments. Take your time, do several feedbacks over the weeks to be able to properly note all your concerns.

PDF's of below image attached, Small and Large formats.

MOBILITY

Comment
Figure 3-1: There should be a safe pedestrian route to down balboa avenue to the trolley. Currently there is no sidewalk around tecolote canyon.
Figure 3-2: Genesee should be either Class 1, 4 or 5 or bus/bike. Class 2 is too close to motorized traffic for a road that many people take to get to the UTC area.
There needs to be an additional exit from & entrance onto Hwy 5 from/to Santa Fe St south of Hwy 52 ramps, because the Balboa Ave entrance and exit is a nightmare for work commute, & weekenders going to/from Pacific Beach & Clairemont.
Please make it a top priority to add pedestrian sidewalks and bike lanes on Morena Blvd between the Costco and the Balboa trolley stop to link this part of the Bay Ho community to transit. There is currently a crosswalk to nowhere for pedestrians exiting Costco with no other place to safely cross Morena Blvd.
It is imperative that increased density is accompanied by adequate park amenities. Fortunately the Morena and Tecolote corridors are quite near beautiful parks land at mission bay. However, how will residents get to it! A pedestrian bridge across the 5 to connect the Morena corridor to parks is a crucial miss and should be added.
Our area already is quite impacted by traffic (the trolley does nothing to help with that!!). This plan will further impact us. There are only two routes that go from the top of the hill to Morena Ave--Clairemont Drive and Milton (which we live 2 houses off of), and they are very impacted by traffic already. It is quite bad many times, and this will add population and more traffic. I am extremely against what you are planning for our area and the upper Clairemont area as well because of this.
PEDESTRIAN BRIDGE BAY PARK—It is unsafe getting across the 5 for pedestrians and bikers who wish to get to the Bay. The crossings involve multiple blind corners for cars exiting the freeway, and it is very dangerous. PLEASE CONSIDER A PEDESTRIAN BRIDGE. Especially if we are about to put a lot of people in the space with the Bay View village!!!! It’s a no-brainer! :)
The building on the light rail is a great opportunity for commercial real estate as well as residential but it's sorely lacking connectors from Morena to Santa Fe. These can be easily facilitated as an underpass. Commuters really cannot traverse Balboa/Garnett avenue as it's very dangerous there. There needs to be a nice underpass near Costco where there is ample room to connect the Rose Creek bike path to Morena which will drive more business activity to Santa Fe for residents/visitors and a much more useful plan. Today the RV Park on Morena cannot access Costco and other businesses that could serve them very nicely as they mostly ride e-bikes to and from Pacific Beach and all but ignore Clairemont..... We can draw them in with not much investment required.

Thank you for prioritizing complete streets. I live in Clairemont, and I sometimes don't feel safe as a pedestrian. It feels like the area was designed for cars, and I'm happy to see that the situation will improve for cyclists and pedestrians.
PARKING, PARKING, PARKING. We do not have enough now for the people currently living here and you are going to make it worse if you do not create 1 1/2 spaces per housing unit and you know it.
Finally, the City should upgrade the 805 freeway exits at Balboa Avenue and Clairemont Mesa Blvd. The current exits no longer comply with modern design standards and create traffic buildups. By building new exits that resemble the 163/Clairemont Mesa Blvd. design, the City would reduce commute times and create world-class amenities that complement the new homes.
Thank you for agreeing to provide safer walking and biking transit crossing I5 at Clairemont Dr and Tecolote Rd. Th proposed pathway along the Tecolote creek is great, especially if it continues under I5 to the bay.
Section 3.29 - Extending Knoxville is a great idea.
I have concerns about the plans for the Balboa trolley station. It appears the plan removes all of the parking that is currently at the transit station. If the intent is to increase use of public transportation, then we need to keep parking near public transportation, so people can access it. If I were to use public transit to get from Mesa College to Balboa trolley station, I would need to take two separate buses instead of just driving 10 minutes. There are many trolley stations throughout San Diego that do not provide parking and therefore are only accessible to those who live within walking distance. Balboa trolley station is popular because it does provide parking for those who are not within walking distance. Clairemont is extremely spread out so removing parking is going to be a major hindrance on using what little public transportation we have.
Secondly, I think it’s great to add bike lanes, but I think it’s very important to note that this neighborhood is not bike friendly. It is not bike friendly due to the lack of bike lines, but due to the elevation changes. Unless you have an electric bike, it is very hard to get around the neighborhood via a bike. I do not believe investing in bike lands in Clairemont makes sense due to the severe elevation changes.
Not only is there no planned density alone the trolley corridor, there are no plans to add bike lanes on the many 'feeder' streets running down to the trolley stops in Bay Park. Clearly designed to favor car traffic.
Even the rendering shows traffic and insufficient parking on p.77. More efficient traffic use patterns will reduce idling and thus climate emissions. More traffic, less parking, and more idling will cause more emissions, lower air quality, and will result in individuals with mobility issues from finding close parking to stores - one of the benefits to living in this community which is being removed from it. Please don't even attempt to put in paid parking in our community. Know your community and instead plan properly for the amount of vehicles that will be here. Again, people live here because of the convenience to freeways. Freeways are for cars. Thus, most people that live here will have cars. Use logic and make better planning decisions.

Figure 3-4: For the intersection of Balboa Ave and Clairemont Dr: For the North bound lane of Clairemont Dr, the portion that is south of Balboa Ave is only one lane, but then immediately after crossing the Balboa Ave intersection, it becomes two lanes, and then immediately before Chippewa Ct it becomes a one-lane road again. Wouldn't it be easier to just make it stay one lane? Because right now cars try to rush to pass each other before it closes back into a one-lane road, which causes more bottlenecks and accidents/angry driving.
Similarly when you're headed south on Clairemont Dr., at first it's just one lane but then it opens up into multiple lanes when you reach the Balboa Ave intersection, but then once you cross the intersection it closes up into one lane. And this part is particularly awkward because you have the cars parked away from the curb, and it kind of blocks the right turn entrance onto Ute Dr. to go to the high school. So it immediately goes from one lane to two lanes, then closes back up again to one lane but then if you want to turn right you have to wait til you get past the parked cars.
Figure 3-2: Could you please make the portion of Clairemont Dr. that is between Balboa Ave. and Clairemont Mesa Blvd also be a Type IV bike track (protected bike lane divided from traffic via dividers/parked cars, the same as the portion of Clairemont Dr. that is south of Balboa Ave.)
Again, this utopian fantasy ignores reality. Fewer than 1% residents commute on bicycles. The “if you build it they will come” design strategy is naive and ignorant of reality. San Diego and especially Clairemont, are hilly and not bike friendly to the average rider. I ride five days a week but avoid streets such as Milton, Field, Balboa, Genesee due to their extreme slopes.
you keep building housing saying it’s close to public transit but yet there are not sidewalks down Balboa to the trolley station. Walking through the canyon is also a safety issue.
Could you please add more bike lanes, wider sidewalks, more rapid buses to business districts.
I applaud the plan for additional pedestrian and bike infrastructure, especially in areas planned for high density housing. The planned Class I bike lane between the Balboa transit center and Clairemont Dr is a great idea. However, for it to be effective and reach multiple new housing developments, it should really be extended to Genesee. New and recently completed housing at Balboa and Genesee would benefit, and so would folks trying to get to businesses on Genesee or vice versa.
Adding 17000 more residents will add at least 5000 more cars on the streets of Clairemont. Traffic is already getting congested. Put this idea somewhere else. We have bike lanes rarely used, buses near empty, and you think people are going to use them? Get a clue!

Putting the cart before the horse by eliminating parking now, when we are not there yet and won't be for sometime. Even with EV stations, Loading zones when we are in village shopping centers needs to be re-assessed for future progress, not now. All the bike lanes, do you think seniors as myself 72 are going to roll or bike there if they are a mile away. No. Even the closest bus stop to us is over a mile and you expect us to walk there? Can't find a park at the trolley to use it also too far to walk. Planning for the future is great, but you need to take into consideration how many years it will take to get to what you have planned.
I am strongly in favor of the proposed CLASS I - MULTI-USE PATH for bicyling and walking on Balboa Ave from the Balboa Transit Station to the intersection of Balboa Ave/Clairemont drive. This will provide us with safe access to the public transit station
Taking morena avenue from two lanes to one to introduce a bike lane or cycle path would cause catastrophic traffic issues similar to what we are experiencing on clairmont avenue with the introduction of the bike lines. There are no bikers currently on these pathways and this is the only way to get around this area of clairmont. Have there been traffic studies done on this? Bike volume vs car volume? It seems like all of these decisions are made in a vacuum. None of these developments have parking and you are making it harder to drive in these areas. Trolley is great but only serves a small area of coastal San Diego. Mts is also making the trolley less affordable and cutting service in the future. How are you planning on making San Diego more dense and while making traffic worse and less parking. Horrible decision making.
I am writing in support of the dedicated transit lanes along Genesee Avenue. The 41 Bus is one of the highest ridership bus lines in San Diego and a vital artery for students and workers alike commuting into the UTC/UCSD area, but it's ability to serve us is limited by how often it gets stuck in traffic. If we want to massively expand housing capacity in shopping plazas along Genesee, then transit lanes will mitigate the increase in traffic we might expect from the change.
We are not bankers hill. We are a commuter community. You need to plan for dependence on cars. You are not sufficiently planning for vehicles. This will increase response times by police and fire.
The more protection for bike lanes the better but I’m all for it however it shows up. If you build it they (the bicyclists) will come!
No new high density house, no backyard apartments, no bike lanes

The city has now removed lanes of travel on our local roads, namely Clairemont Drive, Field Street, and Morena, presumably to collect federal funds for bike lanes and to encourage public transit. In reality, we are only left with more traffic. The bike lanes go unused because the hills in our area are very steep. I drive Clairemont Drive at least 4x every day and I see fewer than 5 cyclists per month riding up Clairemont Drive. I see even fewer people on our buses because the bus schedules are so far apart that it takes 4x as long to get anywhere on public transit when compared to driving.The worst part about the added traffic is that it collects at the red light at Clairemont Drive and Burgener and coming up Field Street from Tecolote Canyon. This means that it's easier for traffic to come into our neighborhood to cut the corner and skip the redl ight at Burgener. Worse than that is the volume of semi-trucks that come up and down our road everyday. I don't recall ever seeing a single semi-truck in the past except for local deliveries. Now, there can be 6 in a row waiting to come up the hill on eastbound Field Street. This is very loud from the stopping and starting. Or, they come barreling up the hill at high rates of speed in an area where my grandchildren play. Field Street is also made of concrete because the hill is so steep. The road surface is quickly deteriorating and such heavy trucks literally shake my house, my neighbors' houses, and the apartments across the street. It is incredibly dangerous and is just one of the many unthought-about consequences of taking away the lanes of travel on the formerly-busier thoroughfares that are built to handle heavy trucks and do not have young children playing in a neighborhood setting. It is incredibly dangerous, not to mention wasteful for the >50% of the road that goes unused thanks to center buffer zones and soon to-be divided bike lanes that will go unused. Please make sure that neighborhoods only have safe, neighborhood traffic!
I support higher density and lowering of height limits to ensure more housing can be developed, especially along the trolly line and other major bus lines. Clairemont deserves to be a community that is more walkable, more bikable, and more transit-oriented that will ensure a good mix of housing that attract diverse families and individuals.
the bike facilities is a good concept. with e bikes, people can move around easier. but, at the expense of autos. countries where there is a large number of bike facilities are flat terrain. they are small countries and the people live vertically. the older generations live on the ground floor, the next generation one up, and. the younger generation on the top floor. did anybody do a bike count or projection to see if these facilities are going to be well utilized? place these facilities as they are needed, not when use is in a guess. also, start with paint on the ground instead of thermoplastic so changes can be easily done.

in the document parking is not addressed except to state we don't need parking because everybody is going to ride a bike or walk. clairemont mesa, as the name suggests is a mesa. ther are numerous hills and valleys and canyons. how do you expect people to walk blocks with groceries, household items, construction items or furniture in this area? we need to have a parking requirement. if you build a dwelling unit or commercial project then you provide off street parking. no exception. if you look at any area of the city that has duplexes or apartment buildings, the streets are full of parked cars. all units shall have off street parking. ADU's shall have off street parking. the ADU's need to be counted in the number of housing units that clairemont mesa has to provide.
Currently driving on Balboa eastbound from the trolley at rush hour takes 2-3x what it should take. These plans for walking, biking etc. leaves out working families that need a vehicle to transport children to/from school that is miles away from their home. Reducing driving lanes to accommodate public transit causes people's commutes to be longer. Already in the summer months it's impossible to work an 8hr day and drop off/pickup kids with camps being short hours. The new transit plan worsens this. Also, this will worsen the current issue of kids/teens riding ebikes that are dangerous.
Clairemont's streets are far from the complete street goal Bus route through Burgener/Milton neighborhood needs to be restored. Its removal was a knee jerk response to a traffic engineering issue that had nothing to do with busses Non-car circulation needs to be more aspirational, Bikes and pedestrians should be able to use the Tecolote and Stevenson canyon (and others) for recreation and commuting from Clairemont into mission bay San Clemente, and Rose canyon areas All multi-modal spines (bus/car/bike/ped) should be complete streets, with medians and landscape to reduce speeds and increase safety Roundabouts should be encouraged instead of stop signs

Please take Vision Zero seriously and be ambitious at doing road diets. The number of times I have almost died as a pedestrian around here is too many to count. The cardinal sin of Clairemont is the mind boggling amount of space that is built out for cars, which encourages excessive vehicle speeds, reduces walkability, and deprives the public of gathering space. 6 lane arterials and 45 mile per hour vehicle speeds are not compatible with anywhere that is off of a freeway in the city, much less in areas where lots of people live. Clairemont is nearly as dense as North Park and Uptown, which have much narrower roads and a better quality of life as a result. People want to be able to walk around safely, whether that's walking the dog, taking the kids to school, or just going on a stroll to meet friends for dinner at a restaurant. The current mobility element for roadway design is deeply unserious regarding Vision Zero goals, and it will not allow Clairemont to live up to its highest potential.
Again, cars on the ground will still exist. To reduce their use, slow down driving through the adjacent, high density neighborhoods (probably riddled with community soul-sucking ADUs) with more speed bumps and stop signs, especially at all T-sections. This is important especially if the lanes of Morena are reduced and the even more sophisticated phone apps of the 2030s reroute cars more into these neighborhoods as a work around to the currently unforeseen traffic slow down hotspots. The scene will be similar to Mission Valley now and into the next decades of their village plan. Currently, there is back-up on the I-805 on Saturdays with people trying to get to the beach merging with the Camino del Rio South traffic with Mission Valley village residents trying to get to the beach, too. I believe in Clairemont, close to the trolley stations, this is what it will be like daily, especially during rush hours, whenever they will be in the 2030s.
Clairemont's infrastructure is ill-equipped to accommodate the thousands of people who will be moving in to the community if the proposed housing builds proceed. The proposed high , cost parking meters will deny accessibility to many people who can't afford the proposed, prohibitive parking meter cost! Traffic in Clairemont is already getting worse and dangerous due to the bike lanes and reduction of lanes. With all the proposed new residences it will be total gridlock. Please don’t make this a community where you can never find a parking spot :(
have you driven Genesee this past year? Traffic has been unbearable with only one lane. Doing this will be an absolute nightmare. Do you not live in or care about traffic in Clairemont?
Have you driven Genesee this past month? 1 lane only for traffic has been a NIGHTMARE. Reducing the lane to 1 lane for cars and 1 lane for buses???? If you actually used this route you would see this will Not work. Height limits - you obviously do not live in the impacted area where your view would be obstructed. If you did, you would not agree to this. I am not impacted but it is wrong

Have you driven Genesee this past year? Traffic has been unbearable with only one lane. this will be an absolute nightmare
I would bike more places if there were better bike lanes, I already bike to work into Kearney Mesa and have also tried biking into Pacific Beach but only did that once since it felt unsafe.
For CTS, deliver Phase 1 people-focused access: a protected bike route through the site, mid-block crossings, a small mobility hub with secure bike and scooter parking and real-time transit info, and upgraded transit shelters. Adopt parking maximums, encourage shared parking across uses, and unbundle residential parking so supply can right-size over time.
As residents we are already feeling the impact of the new housing developments and changes in traffic patterns. I don't know if you've tried to drop off or pick up your child at Marston Middle School, or if you've tried to turn left out of the Mount Street neighborhoods onto Balboa or Genesee, or even tried to get to the 805 any time after 1pm on any given day, but it's a headache. It's not feasible, nor safe for my child to walk or ride a bike to Marston. I have to arrive super early so I can have a safe and accessible place to pick up my child from school. The stop light schedule is so unpredictable outside my neighborhood there are some days I'm sitting for almost five minutes waiting for a light to change so I can make a left. People regularly cut through my neighborhood and other neighborhoods to avoid the traffic on Balboa and Genesee, creating an unsafe environment for families living on these pass-through streets. Because, let's be honest, not one is following the speed limits and we don't have sufficient law enforcement to stop this.
There is NO bus line existing on Burgener Blvd and Milton St! Mobility assumptions based on this error should be corrected. Also TOD locations need to be corrected.
Increased density and fewer lanes at Balboa Avenue and Clairemont Drive is likely to be problematic. The start of the school year a couple of weeks ago at very nearby Marston Middle School and Clairemont High School has been chaotic and dangerous as drivers, cyclists, school bus drivers, and pedestrians try to safely reach the schools.

The plan’s proposed changes—adding bus-only lanes and protected bike lanes at the expense of existing car lanes on major corridors like Genesee Avenue and Morena Boulevard—raise serious concerns about access, congestion, and practicality for current residents. Clairemont’s topography, dispersed neighborhoods, and limited connectivity make safe and efficient car travel essential for families, seniors, and workers. Reducing vehicular lanes will likely exacerbate traffic congestion and complicate daily commutes, particularly for those unable to rely on transit due to work schedules, mobility limitations, or non-centralized destinations. Furthermore, the promised improvements to transit and cycling infrastructure seem speculative, lacking concrete timelines, funding guarantees, or strategies for seamless integration with existing networks. Past city infrastructure projects have too often left neighborhoods waiting years for benefits, while negative impacts are felt immediately. The plan does little to address parking shortages that will grow as density increases. These mobility changes prioritize theoretical future transit outcomes over the real, daily mobility needs of current residents, risking a drop in quality of life and convenience in favor of citywide policy alignment. I strongly urge council to adopt mobility recommendations that truly reflect Clairemont’s needs and lived realities.
The concept of "complete streets" is theoretically laudable. Unfortunately, the recent restriping along Clairemont Drive (especially between the Clairemont Town Square and the Clairemont Recreation Center) associated with the Pure Water Project is laughable. I walk these sidewalks regularly, and the bicycle lanes are rarely used. Bicycles, electric scooters and e-bikes still inordinately favor the sidewalks, even with brand new striping. Because of the road "diet" narrowing the number of lanes and slowing traffic, vehicles are much more aggressive at intersections, jeopardizing pedestrian safety when trying to cross streets (especially at Balboa and Clairemont drive where many high school and middle school students cross during the school year). Additionally, the ability to cross from one side of Clairemont Drive to the other at bus stops where there is no controlled crossing has become particularly dangerous, as the single lane in each direction does not allow for "breaks" in the traffic that used to exist when there were two lanes. This danger discourages bus usage.
1. Genesee Avenue really needs to have Class 4 cycling routes instead of Class 2 routes along its entirety.
2. The east part of Balboa Ave between Cannington Dr and Charger Blvd should also have Class 4 cycling routes rather than Class 2 routes. This is another section where cars can get going very fast.
Cars on parts of Genesee get going up to 50 even 60 mph. Paint does not provide any measure of safety when cars are going that fast and there is space for it on Genesee. I would not feel safe bringing my kids or family to bike on those roads. Class 4 routes atleast create a physical vertical buffer that cars are more likely to notice.

I object to the proposed addition of bus-only lanes and protected bike likes at the expense of existing major corridors without consideration how much benefit this provides vs the concerns of access, congestion and infrastructure for current residents. Safe and efficient car travel is essential for essential for families, seniors, and workers alike, for the majority who cannot rely on transit for a variety of reasons. Past and current city infrastructure projects have too often left neighborhoods waiting years for benefits, while negative impacts are felt immediately. These changes do not take into consideration the current needs of residents, only the pipe dreams of our city leadership with no evidence these will actually benefit the current and future residents, risking our quality of life. I strongly urge council to adopt mobility recommendations that truly reflect the citizen's needs, desires and realities.
The majority of people now and in the future will need to get around with cars, but the plan does not address traffic issues. There is no information about increasing traffic throughput or reducing wait times. I would be nice if everyone was within walking/biking distance of their job, but this is not realistic as people change jobs more than their housing.
I'm sure I'm not alone in being disappointed in the way Clairemont's transportation is being degraded. We all have cars. We're not going to be changing to riding bikes or taking public transportation. We don't like waiting in traffic. We don't like these changes. Upcoming elections will allow us to put people in positions which will reverse these counterproductive changes. Yes, we'll have to spend more money to bring our streets back to the way they were.

To whom it may concern, and it should concern everyone in the Clairemont neighborhood and on City Counsel. I have lived in the BayHo area for 36 years and am a San Diego native for 69.8 years and have witnessed the decline of infill planning for the past 3-7 years. I have been a licensed Commercial Real Estate Broker for 40 years and understand the complexities of redevelopment and the tradeoff between affordable housing and density through my transactional career.
I have experienced both normal and increased traffic in the Clairemont area but wanted to specifically address the corner of Balboa Avenue and Clairemont Drive. The largest complaint I am hearing and have experienced is the proposed volume of increased traffic at this corner due to the proposed project at the current Goodwill site and Balboa Avenue to I-5, electing to not address the congestion moving further west into Pacific Beach.
I believe Balboa Avenue represents a major thoroughfare that dissects the Clairemont Mesa community and adds very crucial circulation for ingress and egress in typical transit and emergency situations. Recently, as you may not have heard, south bound I-5 from the Hwy 52 to Mission Bay Drive was closed the entire weekend by Caltrans forcing people traveling south on I-5 to exit Hwy 52 east to Regents Road. Most of that traffic ended up on Clairemont Mesa Blvd then Clairemont Drive to Balboa west. A similar situation occurred several years back when the entire community experienced a "black out" as reported by SDG&E due to an issue near the Arizona border (I may not be exactly correct there) and our arterials were inundated with traffic by people trying to leave Kearny Mesa and Balboa Avenue was a life line for some. Frankly, there is no other arterial, east to west, like Balboa Avenue and maybe that's something that really needs to be examined. I really doubt, having experience with Environmental Impact Reports ("EIR"), that the plan for increased density and its impact on infra-structure, being immediately adjacent a senior living / care facility, and a native habitat, has been sufficiently performed.
It's time to get this right because it's all about money the seller wants, and a buyer can feasibly handle. This project makes no sense on its proposed merits, and I urge you to make the right choice and keep this community safe by reducing the density and increased height limitation before it becomes too late. I believe we all have heard of the fiasco that has occurred in Pacific Beach, on Turquoise Street where a controversial 23 story tower is proposed. Once an approval is given to the developer, its game over in most cases. Our city is one of the most beautiful in the country but over the last several years decisions have been made and continue to be made in a vacuum. Let's be responsible to our people and reward them with good management and a sound political solution.

I have called Clairemont my home since I was born and I have watched it grow to become one of the greatest communities in the county. However, San Diego needs more housing that is centrally located and our shopping centers need to grow with the changing times so I fully support the future Clairemont plan. There will undoubtedly be a lot of nimbies who come to voice their opposition, but I would like you all to know how many of us in Clairemont fully support the majority of this plan. The only concern I have would be removing any lanes of traffic along Genesee and Balboa. I am one of the few people who use the bike lane along Clairemont drive and even as an avid biker I can tell you it would be a big mistake to remove the lanes in favor of public transit or bike lanes on these streets.

I have reviewed the plan for the Clairemont area and have a few comments. I do understand that some may be directed toward Caltrans / SANDAG, though the City does have some input regarding such.

1) Soundwalls or other sound-dampening should be implemented along I-805 from Clairemont Mesa Blvd to State 52. The canyon does provide some help but the openings along as well as the rise to surface level can get very noisy at times.
2) Conversion of the Clairemont Mesa Blvd / I-805 interchange from a cloverleaf interchange to a two-quadrant cloverleaf similar to State 163/Clairemont Mesa Blvd would greatly help traffic. Pedestrian and bicycle access would be enhanced in this as it would eliminate the hazardous “free right” turns as well as give an additional point of crossing.
3) The median along Clairemont Mesa Blvd from I-805 to Clairemont Dr is an anomaly in the area as it isn’t a “common left turn” median. It is striped as a median barrier and is commonly ignored. Adding a raised barrier, preferably with landscaping of some sort (not eucalyptus) would enhance safety and add needed trees to the road.
4) Intersection of Doliva Dr and Clairemont Mesa Blvd needs to be reconfigured to allow for more storage of left-turning traffic onto Doliva. This has created a problem for through traffic on a daily basis, regardless of the signal issues due to recent construction. Issue 2 would help mitigate this as well.

Thank you for your time.

I appreciate the City's goals of increasing affordable housing while also encouraging climate friendly and healthier modes of mobility such as walking, biking and transit use. My concern is that there is not a realistic acknowledgment of the need for parking in these plans. I live near the Balboa Ave Transit Station, and the current parking lot is not adequate now. The local streets become quite crowded with overflow parking during the week. As density increases near the trolley stations, this will only get worse. For example, the Balboa Avenue The Balboa Avenue Transit Station Village appears to put two multifamily buildings on top of current parking spots at the Balboa Ave Transit station – so removing parking while increasing the demand for it. Likewise, the plan seems to be overly optimistic about walking, rolling, and cycling as well as the efficiency of time limited parking. The fact is Clairemont is a hilly area with numerous canyons. Everyone will need their cars to grocery shop, and to run errands that require parking. As the density increases, so will the need for parking. Please, please be realistic about this. Please build underground parking for all the new shopping areas.
I have a few questions about the latest community plan update regarding the median between Linda Vista rd and Linda Vista (Frontage) road. The area in question extends between Baltic St and Markham St. There is no landscaped median in this area - it's been left behind for decades and experiences significant road noise and is an urban heat island. 1) I see in Figure 3-4, there is a planned street classification "2-Ln". Does this apply to the 4 lane urban major arterial or frontage road? Trying to understand if this is a road diet to Linda Vista road, or an expansion to the very narrow Linda vista (frontage) road. 2) Figure 4-1 also includes a Proposed Bike Route in this area, which Fig 3-2 specifies as a Class IV - One way cycle track. This is great news, because the bike lane is currently class II on the major arterial, and commercial trucks and cars regularly park blocking the bike lane. Can you please clarify whether this cycle track is proposed to be on the Linda Vista Rd or Linda Vista (Frontage) rd 3) Could your team please consider adding this stretch of Linda Vista Road as a priority as a Neighborhood Green Street or Enhanced Landscape Street? Thank you very much for your hard work on the community plan update, it is very much appreciated!

URBAN DESIGN

Comment
Perfect
I think the second draft is excellent overall. My main concern is the density and housing type. In the past, many planning committees have not involved local builders in discussions about how density impacts communities. For example, if we prioritize attached homes, condos, and multifamily units, it could make single-family homes increasingly expensive and out of reach for the “move-up buyers”. These 'move up buyers' are essential to maintaining a healthy real estate market in San Diego and Clairemont.
As a real estate professional, a millennial, and someone who grew up in Clairemont my entire life, I’ve seen firsthand how important it is to involve those with deep, long-term knowledge of our community. There are many experts in Clairemont—builders and real estate professionals who have specialized in this area for 30+ years—whose insights would be invaluable to this process. For example, someone like Gary Kent, along with other local builders who exclusively work in Clairemont, could provide crucial guidance. Please consider reaching out to them, as their knowledge and experience are immeasurable.
Finally, I encourage you to ensure that any retail space in new mixed-use developments provides opportunities or deed restricted retail space for local businesses. Too often, these projects lead to higher rents that drive out local businesses, replacing them with national chains and diminishing the sense of community.
I am against almost everything you are doing. It is adding more and more people and traffic. The trolley through this area is a laugh.
Where is the parking for all the added housing units? What percentage of the housing will be truly affordable? What percentage of the newly built square footage will be retail and where is the parking for the retail space?
Removing the single family homes is a disaster ruining neighborhoods. Stop these big complexes
Please be cautious of multi story high density low sq ft multi tenant spaces. These fly in the face of the primary draw of Clairemont. The primary make-up of the area, and the key investors to it's improvement, are it's single family residents. Many of us have spent well into six figures improving our properties. The high density properties are needed in moderation but there are few connectors for the demographic you're attempting to serve, this could be done much better on the light rail vs. on the "mesa" of Clairemont. The high turn over and different element of the high density/low sq ft buyer is starting to drive residents to seek a transition away from Clairemont only to convert their homes into ADU's or more troublesome rentals with other bad elements.
Community Planning Groups spent considerable time and effort on making sure that housing and growth was done in an equitable manner. What's happening today is destroying neighborhoods, eliminating families and forcing people out of the area because it also lacks "truly" affordable housing. Kids need spaces and places to play and recreate. That's not happening today with the new developers who only care about making a profit at any cost.
Parking concern
PARKING - we do not have enough now and creating less parking and more housing is a disaster and you know it.

The City should add new green infrastructure along Genesee Avenue (from Chateau Drive to Derrick Drive) and Clairemont Mesa Blvd (from Genesee Avenue to Frink Avenue). Most of these medians simply contain asphalt, which produces a large amount of heat and detracts from the Climate Action Plan's goal of "reducing the urban heat island effect".
The City should also install new bushes that block the views of the mismatched fences along Genesee Avenue (from Mt. Herbert Avenue to Derrick Drive). By planting new bushes along Genesee Avenue, the City would fulfill the Community Plan's goal of providing "landscaped buffered sidewalks". In addition, adding new bushes would provide a more cohesive landscape design that aligns with landscape architecture seen in Carmel Valley.
We are not urban. We are suburban. That is our identity. Design for that. This plan is not giving us a sense of community, it is destroying it. Green streets are great, but who is paying for this maintenance? This plan does not have funding identified or earmarked for it. Trees are great, but need to account for native species and those that will not cause safety issues on sidewalks or debris issues in the gutters and storm drains.
Our community is already entering shock from the huge amount of ADU developments and the new complex at the old crime lab lot. It's TIME TO STOP. No more increased density. You've already forced us to endure huge density increases despite very little buy-in from people who live here. We've given enough. No more.
I am writing to express my deep concern and opposition to the proposed changes in our neighborhood that would replace single-family homes with large apartment complexes, paid meters, and other developments that strip away the character of our community.I grew up here. This neighborhood has always been a place where families could thrive, neighbors knew each other, and there was a real sense of belonging. These proposed changes do not reflect that legacy. Instead, they cater to outside corporate interests and short-term financial gain, while disregarding the voices and needs of the people who actually live here.Turning our family-focused neighborhood into a dense, commercialized zone undermines the very values that made it such a special place to grow up. It will increase traffic, raise costs for residents, and destroy the community feel that generations have built.I am deeply saddened to see a plan that prioritizes profit over people. Our neighborhoods should be shaped by the families and individuals who call them home, not by developers looking to cash in.I urge you to reconsider this plan and instead focus on solutions that preserve our community’s character, support long-term residents, and keep our neighborhoods livable for the next generation.

The SD City Council has already spectacularly failed Clairemont with the allowed exploitation of the Bonus ADU program. Worse, our concerns as residents were repeatedly dismissed and ignored. Why should you be trusted again? Topography matters. My Bay Park home is within .75 miles of USD, as the crow flies. Sadly, I'm not a crow, so it is a 1.25 hour walk, up and down some very, very large canyon-sized hills. Humans are not crows, and cannot fly over canyons and freeways. But good news—it's only a 41 minute bus trip! Plan smarter, please. A mixed-use "Villages" concept fits well in more dense and walkable areas on the flat mesas of Clairemont such as Clairemont Square and the Balboa/Genesee area. SANDAG's poor choice to put the cart (trolley) before the horse (density) along the much less accessible Morena corridor, which is walled in by large hills to the east and I-5 to the west, may prove to be a cautionary tale for urban planners of the future.
Adding additional high rises is BAD for Clairemont. Fire danger, transportation, parking, and crime. This area was not built for high rises. Move these developments out east.
I oppose building on Balboa ave transit lot. That's how we in the area get to the trolley! If you build there should be a free parking garage underneath - that's how you ENCOURAGE transit use. We're not going to wait for the rare bus to take us to the lot. Oppose height limit extension on the Clairemont community plan. Keep Buildings along trolley to 4 stories at most- ruins the community look and people's views, need to also have "Green roofs" to help w/ heat. No 70 story building by the Clairemont/mission bay stop. That would be the tallest building in SD. Outrageous - and by the Rose Canyon fault! Oppose reducing parking in Clairemont and use of dynamic meters. This will hurt the businesses and discourage people from using the canyons for enjoyment and exercise. Think of the unintended consequences of these decisions! I for one don't go to businesses in north park and hillcrest etc anymore because of the parking situation. Since the trolley doesn't go directly there I just don't go any more. I'm sure there are many people who are the same - what about electric car drivers? This kind if planning only works by trolley stops. People aren't going to wait for infrequent and unsafe (esp for women) buses.
This is going to take away the beautiful views we have from our homes. Who wants to see a 100foot building!
I've lived in this neighborhood my whole. Its our peace and happy place. Best feeling after long day is to enjoy the beautiful sunset. I don't wish to see a building from my back yard. There are so many other places in san diego to consider.
No high rises . 30 feet max. WITH parking.
You want to completely destroy the character of Clairemont. The developers are going to destroy this area for profit, and the city of San Diego is going to let them. Also how much is the city of San Diego going to get for letting them do it?!
Balboa Avenue Transit Station Village should not impede current residential bay views when being built anywhere all the way up and down Morena Blvd. along the trolley line. Height should be determined Not to impact the existing residents bay views so that developers will reap the benefits of that view and take away theirs, reduce their value and are tall enough where they overlook yards or block their view. Progress yes, no to taking away from residential values.

The overall proposal for 17 thousand units in clairemont is admirable and hopefully doable. The reservations I have are some of the planing agents proposing higher limits blocking views of current residents is callous and unconscionable. People have moved and purchased these homes for the neighborhood and views paying millions of dollars. If the plan can accommodate and accomplish the goals proposed then let's move forward, but not at the expense of current residents that would lose view and lifestyle. By the way there is a current limit of three stories. So yes let's respect and honor that and move forward with the plan leaving out the amendments proposed by the planning agents that seem to not respect current residents.
No new high density house, no backyard apartments, no bike lanes
We should encourage more city beautification. When La Jolla has its roads reworked, it is replaced with flowers and plants in the islands. Why does this not also happen in Clairemont? Why don't we have a "Bay Park" sign coming up Clairemont Drive? Why don't we have a "Clairmont" arch sign on Balboa? Other parts of the city have points of pride, and so should Clairemont. I would also stress more al fresco dining and drinking options on the Morena area and the other villages. The last Clairemont Plan (from 30+ years ago) included undergrounding the power lines in Bay Park. Exactly one street (Burgener) was completed. How about we do what we said we were going to do? What faith do we have in this plan if the last plan was ignored?
I support higher density and lowering of height limits to ensure more housing can be developed, especially along the trolly line and other major bus lines. Clairemont deserves to be a community that is more walkable, more bikable, and more transit-oriented that will ensure a good mix of housing that attract diverse families and individuals.
Urban design should include form-based standards that enforce transition from high volume areas (multifamily and high rise) to low volume like single family housing Complete streets should be encouraged Off street sidewalks and cycle tracks should be encouraged ADU trash enclosures should be addressed Retail areas should have pedestrian circulation and sidewalk access separate form car access Street trees need to be incentivized Some means of regulating commercial properties from removing/destroying required parking lot tree canopy and street trees
Limit height restrictions to 30 feet, preserve our views, property values and already taxed traffic flow.
Limit height restrictions to 30 feet, preserve our views, property values and already taxed traffic flow.

Please ensure the CTS Village delivers a contiguous, publicly accessible plaza in the first major phase, with clear minimums (about 0.5 to 1.0 acre, 80 to 100 ft clear width, seating, shade, lighting, drinking fountains, restrooms). Establish activated ground-floor frontage standards along the primary internal pedestrian connection: visible and transparent storefronts, regular doorway access along longer frontages, and limits on blank walls, with outdoor seating where sidewalks allow. Map required greenway and paseo links through CTS with minimum widths, shade and lighting, and direct connections to nearby neighborhoods and transit. Where heights may reach about 65 ft, require step-backs above about 40 ft, a transition plane to adjacent homes, and periodic massing breaks. Any structured parking should be wrapped with active uses so garage facades are not visible from primary streets or the plaza. Please tie these items to the Enhancement Overlay and CTS Village standards so they are enforceable, not only illustrative.
The proposed approach undermines the neighborhood's distinct architectural and historical character by supporting high-density, mixed-use developments with relaxed height limits in transit-oriented zones. While branding these changes as modern and sustainable, the plan fails to provide sufficient safeguards to ensure that new construction complements the area's established mid-century homes and tree-lined residential streets. The lack of enforceable design guidelines means developers may introduce out-of-scale and visually incongruent buildings, eroding the cohesive appearance of Clairemont. The plan offers only general aspirations for public amenities and streetscape improvements, but lacks mechanisms to guarantee attractive, accessible, and community-oriented public spaces. This vague language leaves existing neighborhoods vulnerable to piecemeal, developer-driven urbanization rather than thoughtful, resident-focused design. Additionally, insufficient view protections and minimal requirements for transitions between taller and existing lower-rise buildings threaten privacy and quality of life for long-time residents. This Urban Design Element prioritizes growth over contextual, people-centered planning and fails to offer the vision, detail, or certainty necessary to preserve and enhance the unique identity of Clairemont.
The Element's first goal is "Mixed-use and residential development along major corridors that complements Clairemont's suburban context and includes transitions to adjacent scale of residential neighborhoods." However, the implementation of this is problematic with increased height limits, and the multitude of deviations that are granted with a minimal amount of affordable housing inclusion. Without adherence to setbacks, or other design standards, this goal will be unattainable.
Leave Clairemont alone. We don't need any of this nonsense. Please go mess up other San Diego neighborhoods with your developer funded corrupt concepts, but leave Clairemont for the locals.

I object to the Urban Design Element of the Plan which undermines the neighborhood's distinct architectural and historical character by supporting high-density, mixed-use developments with relaxed height limits in "transit-oriented" zones. While branding these changes as modern and sustainable, the plan fails to provide sufficient safeguards to ensure new construction complements the area's established mid-century homes and tree-lined residential streets.
Lack of enforceable design guidelines means developers may introduce out-of-scale and visually incongruent buildings, eroding the cohesive appearance of Clairemont. The plan offers general aspirations for public amenities and streetscape improvements, but lacks mechanisms to guarantee attractive, accessible, and community-oriented public spaces. This vague language leaves existing neighborhoods vulnerable to piecemeal, developer-driven urbanization rather than thoughtful, resident-focused design. Insufficient view protections and minimal requirements for transitions between taller and existing lower-rise buildings threaten privacy and quality of life for long-time residents. These changes will force out our existing small business owners and inevitably bring in higher cost businesses increasing our cost of living or forcing us to shop and dine elsewhere. This Urban Design Element prioritizes growth over contextual, people-centered planning and fails to offer the vision, detail, or certainty necessary to preserve and enhance the unique identity of Clairemont.

RECREATION

Comment
Great. Combining parks with walkable neighborhoods is successful planning
Public parks also need to be maintained but are going into a steady decline due to homelessness, drug dealing in parks, NOT a safe environment for families.
WE already have the bay in our area.
Given the amount of significant development being proposed, there should be additional parklands proposed. The current plan only accounts for mixed use/joint use facilities. In other words, no new park areas are being created. There should be more parks and less housing added to the villages. The villages surround housing and mixed use corridors for residential areas. Villages should be required to include more ample parking and park/green space areas (this should be a must have and not a nice to have). The plan also does not account for all of the housing that has recently been built or is in process or all of the ADUs that have been added here. For example my neighbors have 8-12 units on one SFR parcel with no parking on a cul-de-sac that already had limited parking. Are such properties accounted for in the planning and calculations? Also, the rec center that is supposed to serve us is outside of Clairemont and that is being used to state that we have sufficient rec uses. We should have our own. That is what is equitable.
Our parks have not been updated here in Clairemont and it’s shameful but go anywhere else and all these parks have been updated ; now I’m thinking you did this on purpose because of what your trying to implement.
For the South Clairemont Recreation Center, could you please fix the tennis court? It is full of very deep cracks and bumps that make it impossible to play a game there since the ball needs to bounce off a flat surface and it's dangerous to run and do footwork on that kind of uneven cracked concrete. Could you also add a short fence between the tennis court and the basketball courts so that the balls do not go bouncing/rolling into the basketball area? That too can be dangerous if they trip on the balls. And could you also add lighting so that people can play in the evening after work? Also if possible a bench if there isn't one already inside the tennis court area to place belongings/take short water breaks/change our shoes into tennis court shoes.
Also, the Balboa Ave entrance to Tecolote Canyon (south of Balboa Ave) could use maintenance to go down into the canyon since that entrance is a bit steep and gets muddy and rearranged every time it rains. If there is a way to make this entrance of the trail a bit more accessible that would be great, my mom is in her late 50s and used to enjoy hiking there but now she can't because of her knee, so she prefers the main Tecolote entrance close to the Catholic university because it's flat all the way. But since we live so close to this Balboa entrance, it would be nice if we could use it if only it were a bit easier on the knees or safer so that people don't slip down. Maybe some steps/stairs could help? Otherwise because the other trail entrance is a bit further away from us we rarely go hiking now. I know there's a flatter portion of Tecolote Canyon on the north side of Balboa Ave but that entrance feels dangerous to get there because it's in the middle of the road where people are driving at like 60mph. If the entrance to the south of Balboa portion of Tecolote Canyon were more accessible we'd be there everyday, it's our favorite trail but it's just a bit dangerous, also we notice a lot of homeless camp out there now which is also concerning since we're women.

Parks proposing only off-street parking is a nightmare when sport leagues are in session since a lot of the children come from different parts of San Diego in which parents have to drive them and find a park. Currently they only have limited number of parking spaces so it impacts the residential area and people double park or park illegally. It is already a nightmare at all Clairemont's Parks. Now with more density it will be impossible.
The city of San Diego is already behind in keeping up the recreation parks we have at Mission Bay. Bringing in 17,000 more houses along Morena Blvd seems foolish and disrespectful to the land, water, people who want. And use it as is. The trash and homeless / even lives have really trashed the place. It is so embarrassing as a host to tourists. Clean up what you have before you move on to spread the trash. Rosecrans and sports arena area seem better suited for low income high rises for our city..
Already answered above. It is essential we aim To care for what is in existence before spreading our resources to h lo low income property preps when we have rvs and trash along mission bay every single day. Help keep this America’s finest city, not the cheapest
there is a parcel between clairemont high and balboa ave that shows as a pocket park. this is a land locked parcel.the houses border the parcel to the south and when balboa was a state highway the access to the parcel from balboa was purchased from the land owner. how can this parcel become a park with no access? do not remove the access control that was put in place.
We need bathrooms at parks! The city currently limiting bathrooms is cause for a public health crisis. Any further parks need bathrooms open daily. The Kearny Mesa Rec center needs to be included as the east Clairemont area uses this recreation center! We need updated aquatics facilities that are open throughout the day instead of just 3 hours. All the playgrounds need a serious upgrade with turf, play structures that aren't falling apart and picnic areas. I was told 9 years ago the kearny mesa rec center playground would be upgraded...still waiting.
This section should be more aspirational, as well as identify potential resources on the maps provided Non swimming aquatic resources should be identified and placed on the map Tecolote canyon through access to mission bay park should be considered as an aspiration, in order to address Clairemont's deficient park resources
Assign Recreation Value credit to the CTS plaza and greenways with numeric benchmarks for shade, seating, and event capacity so CTS contributes meaningfully to the community parks target.
The Community Plan Update has indicated that 4,393 Recreation Value Points (including Rose Canyon) will be provided within future new development, and along transportation corridors. This does not seem attainable. For example, in Appendix E of the City Parks Master Plan there is an analysis of the point value of 11 existing parks in Linda Vista. These 11 parks have a total combined acreage of 90-acres but only generate 2,173 Recreation Value Points, approximately half of what is needed within the new developments planned for Clairemont. Certainly, our future parks will be less acreage oriented, more urban, and more amenity based. But, 4,393 Recreation Value Points simply does not seem possible. Clairemont needs more parks in our Community Plan Update.

New aquatic facility would better serve the community (esp. students) if it is located at or in walking distance of Madison High School. Hickman Field site is only accessible by car for both Clairemont and Kearny Mesa and not near population centers of either community. Suggest a joint use facility at Madison or Lafayette Elementary Schools, or at Olive Grove Park.
New recreation center at Mt Abernathy is too close to a proposed new rec center at Olive Grove Park. The new residential density at the Community Core would be better served by a rec center within the new developments or at Mt Acadia Park. The proposed location for a rec center on Mt Abernathy should be used to expand the fire station there and/or the Balboa Library.
The area under the SDGE easement (especially near the Community Core) would be ideal location for community gardens, dog parks, and other recreational facilities. Areas of high residential density will most need easily accessible recreational facilities.
A new pocket park/trail head should be located at Pocahantas Ave and Lakehurst Ave.

At the Planning Commission Meeting on August 28th, Commissioner Jeana Renger said:

"I'd like to address like is there spec just looking, this is as an example, um, the closest park to the Clairemont Mesa East is um, like Mount Acadia Neighborhood Park to the south, southeast. east and then um Olive Grove Park to the north. I'm sorry, Acadia to the southwest and Olive Grove Park to the northeast. And is there a way that we could either enhance the connectivity from that proposed greater density to those parks or somehow provide some relief? Because again I just I feel like there's such a drastic difference between what the current density is there and the proposed like 74 you know whatever units um per acre."

Commissioner Renger is right. Balboa/Genesee is slated to be the Community Core and is likely to have some of the highest and densest buildings added there. Olive Grove Park and Mount Acadia Park are the closest parks and they are small and old. To even get to Mount Acadia park, pedestrians will have to cross both Balboa and Genesee.

In the 60's, girls could NOT SWIM in Clairemont. The only pool was at the Boy's Club. Finally South Clairemont Rec got a pool for everyone. In the 70s both North and South Clairemont rec centers had tons of activities for kids and teens. Now, programs and maintenance are cut. North Clairemont Rec looks especially bad.

While the plan claims it will add 12 parks, improve 22 existing parks, and deliver new recreational facilities, these promises remain largely conceptual and lack specific, enforceable details about locations, funding, and timelines. The community is rightly concerned that new parkland and amenities will not keep pace with the dramatic residential growth proposed, leaving future and current residents underserved. Reliance on “joint-use” partnerships with schools does not guarantee public access or quality recreational experiences, and the addition of only pocket parks cannot replace the character and ecological value of larger, natural open spaces.
Moreover, the plan inadequately addresses issues such as fire safety in canyon-adjacent parks, long-term maintenance commitments, or the preservation of crucial open space corridors that define Clairemont’s identity. Residents also worry that the Recreation Element gives insufficient weight to the role these amenities play in community cohesion, public health, and quality of life. Without clear and binding requirements for timely delivery and long-term stewardship, the plan’s recreation promises lack credibility and fail to ensure that Clairemont’s growing population will be matched with vibrant, accessible, and well-maintained public spaces.

The Recreation Element is inadequate for the projected population growth, relying heavily on vague promises of new recreational space. While the plan mentions developers will be "required" to provide new amenities like pocket parks and paseos, there are no guarantees or specific timelines for their delivery, and these “pocket” parks and “corridors” are hardly substitutes for true neighborhood parks. Current recreational centers are already aging and overcrowded; adding up to 21,400 new residents will only exacerbate the strain on these public facilities. Furthermore, the element glosses over the crucial issue of maintenance and funding for these recreational areas. Simply designating new park spaces does not ensure they will be properly cared for or equipped. It seems to pass the burden of recreation onto developers and future funding streams, rather than providing concrete, actionable steps. A plan that dramatically increases density while offering such nebulous details on park provision is irresponsible and jeopardizes the quality of life for all Clairemont residents, both new and old.
It is infeasible to add 52% more housing units, while providing recreation facilities which will adequately serve the additional residents. The City's draft plan provides evidence of this, since thousands of Recreation Value Points are calculated as a projected deficiency. The city staff are planning to fail! The solution is to scale back the increase in housing capacity, to a level which can be reasonably accommodated with recreation facilities. This is a basic urban planning principle: To match the planned growth in development with the public facilities which can be provided. Since the draft plan has over 10 times the number of added housing units which are needed to accommodate forecast growth, a reduction in the planned 17,100 units would not unduly reduce new housing opportunities.
Public Spaces throughout the document. 1. We oppose in-lieu fees for up to 25% of the public space as this exports public space out of our community. Please remove the in-lieu fee or limit it to being spent in the same community plan area as the development so that multiple in-lieu fees can be used to create public space that the community supports.
Table 12-2 Park & Rec 11. Please add to all parks “Increase tree canopy and landscaping with native plants to support birds, bees, and butterflies.” For all parks adjacent to open space, provide a buffer of native plant hedges such as Lemonade Berry or Sugar Bush to preclude unplanned intrusion by park users except at designated trail heads.
Table 12-2 Park & Rec 12. While we appreciate the efforts to expand developed recreational opportunities at our City Parks, we propose no reduction of unbuilt park space. For Rec Centers, 2-story centers could provide twice the indoor space without take away landscaping, lawn and picnic areas, or natural space.

General Park Comments20. For parks abutting open space, we recommend the type of park designed at Cottonwood Creek Park in Encinitas. From native plant species and a great kid's playground, to lawn areas, this park is what the City of San Diego should aim for. It gives our children access to wild places and so much more. These pocket areas of locally native species provide birds a pathway through the urban landscape as they search for food and move between larger open space areas such as Marian Bear Natural Park and Tecolote Canyon Park. Every pocket park should have native species landscaping to provide habitat for birds, butterflies, and bees.

ECONOMIC PROSPERITY

Comment
Good
Meaningless
There is an opportunity to keep and draw business into Clairemont via family venues for bowling, roller skating, rock climbing, etc. As a resident I find myself going to adjacent neighborhoods to visit dilapidated businesses in questionable neighborhoods to have family fun. The movie theatres are "ok" at Clairemont Village but there is a huge missed opportunity here. Additionally Clairemont is known for it's "Tri-Canyons" asset/access and there's little effort put into exploiting that. The Lakehurst trailhead coming from Clairemont Village and the ability for that to serve as a pass through from Tecolote to Marion Bear is a missed opportunity. The "pocket park" is also an opportunity for small locally owned bike shops and other businesses to provide goods and services. Considering the connectors and mileage available to Clairemont with Rose, Marian Bear, Tecolote there could even be an annual mountain biking event or facilitation for High School Mountain Biking clubs to host events. No other city offers what we do here and we are losing businesses to publicly traded companies that aren't really being sought after by local residents.... Most of us go eat elsewhere vs. "Panera" like corporate restaurant chains.
It is wise to create enough businesses to accommodate more housing but there must be parking.
I've seen the disaster you've created in hillcrest. Leave clairemont alone.
Oppose the destruction of the Target and Home depot lot for massive housing - not close enough to trolley and we need the stores.
The city of San Diego just wants more money for its coffers.
Taking businesses and turning these into housing will not help the economic prosperity of Clairemont.
Adding more community members (taxpayers) will help our city thrive
It would be great to fill some of these empty buildings that keep going out of business with something other than dentists and carwashes.
While the plan frames the rezoning and new high-density “urban village” development as catalysts for local economic growth, it lacks concrete strategies to ensure existing small businesses, local entrepreneurs, and working-class residents directly benefit from these changes. The shift toward mixed-use corridors and large-scale redevelopment could inadvertently drive up commercial rents, threatening mom-and-pop stores and service providers who have long served the community. Additionally, the plan’s emphasis on transforming the Rose Canyon/Creek Industrial Corridor into an “emerging employment center” offers only aspirational language—without clear, enforceable policies to secure good-quality jobs, workforce development programs, or guarantees that new businesses will prioritize hiring local residents. There is little assurance that increased economic activity won’t simply result in displacement and gentrification, with profits flowing to outside developers and franchise chains rather than supporting Clairemont’s diverse, established workforce. Without targeted investments, local hiring mandates, and protections for legacy businesses, the Economic Prosperity Element could undermine, rather than enhance, long-term economic stability and opportunity for existing residents and small business owners in Clairemont.

I object to the Economic Prosperity plan which falls way short. While the plan frames the rezoning and new high-density "urban village" development as catalysts for local economic growth, it lacks concrete strategies to ensure existing small businesses, local entrepreneurs, and working-class residents directly benefit from these changes. The shift toward mixed-use corridors and large-scale redevelopment could inadvertently drive up commercial rents, threatening mom-and-pop stores and service providers who have long served the community. There is little assurance that increased economic activity won't simply result in displacement and gentrification, with profits flowing to outside developers and franchise chains rather than supporting Clairemont's diverse, established workforce. Without targeted investments, local hiring mandates, and protections for legacy businesses, the Economic Prosperity Element could undermine, rather than enhance, long-term economic stability and opportunity for existing residents and small business owners in Clairemont and increase the cost of living for all.
With the recent closures of our local theater and Boomer's before, what is replacing our entertainment venues and enrichment experiences? We would like to see these types of places within our community.

OPEN SPACE AND CONSERVATION

Comment
Sounds good
SDGE easement at east end of Mt Laurence Dr should be made into a walking path. We need off street walking areas
Believe it is important to preserve open space for Clairemont...that said it also needs to be protected from homeless encampments (trash, fires, public blight, animal endangerment).
You are only adding population, not open space
The lack of a Tecolote underpass beneath Balboa is a sorely missed opportunity, it would be very easy to simply pour a raised walkway on the east side of that storm drain to allow for a significantly larger and more enjoyable open space. Additionally Mount Bagot and Mount Alifan terminate into a "trailhead" to no where that could be greatly improved and would increase access to Tecolote (vs. going down a very busy Balboa Avenue with no entry into the Southern section of Tecolote).
Keep it open - DO NOT TOUCH IT
As a wildlife educator, I am so excited to see a continued protection of the land in clairemont, especially tecolote canyon. One thing I would love to see a greater commitment to is prioritizing native flora and the removal of invasive species. Clairemont is flooded with the invasive ice plant because people once thought it was great to prevent erosion. Now, we know that it takes so much moisture and resources from the ground that native plants suffer, and it can lead to the ground becoming more vulnerable to erosion. Theres plenty of native plants, like the purple sage, that can do what we hoped the ice plant would.
Open spaces in the canyons should be kept as homeowners bought their property BECAUSE OF THIS. Paving the natural beauty of San Diego to that more people can funnel into the already congested inlets to freeways is rediculous. Use the already available space for future build along Rosecrans, midway, Marine corp recruit depot, Psortarean that do not already have existing by laws and homeowners on it.
Build east, not west. Canyons are helpful for clean air quality, mental health, hiking, bike riders, decreasing congestion of enormous amount of people you are suggesting.
I really like the retention of the green space! I also like the idea to connect it all. Please do not let the privately-owned canyons be converted into housing. It would destroy all of the good proposed here.

This section needs to include policies for acquiring open space lands, similar to the recreation section Open space access needs to be more aspirational - trail heads, through trails, off street crossing, bridges etc. need to be included. Trail access should be assessed for fire access Fire water lines should be extended along he sewer easements n the canyons for wildfire protection Consideration of trail paving and lighting in discreet portions of trail networks should be considered to encourage non-car mobility and security. Eyes on the canyon will help limit encampments Stevenson Canyon needs to be specifically called out as an open space resource that needs further protection and access
There should be a minimum of 25'-50' setbacks along the rim of open space canyons. Also height restrictions along the first rows of housing closest to canyon rims.
There should be a requirement for bird safe building guidlines.
Figure 7-1 Parks and Open Space. This figure does not recognize hundreds of acres of open space that exists throughout the community. It is critical that our canyonlands be protected. I would call to your attention the open space canyon west of Lakehurst Avenue as an example. Your rezoning indicates this will become open space. This is the kind of protection we need for many more private canyons in the community. Please create overlays, or some other method to protect the canyons of Clairemont.
Measures should be added to preserve the portions of individual parcels that are a part of a canyon and protect them from development. They are a critical component of the quality of life in Clairemont and are integral to the resilience of our environment in San Diego.
The space under the major power lines in the SDG&E easement running through the middle of Clairemont just west of Genesee will be open space? So, the park space we get is under super power lines? Would this be acceptable in La Jolla, Point Loma, or Scripps Ranch? How about protecting Stevenson Canyon or some of our other canyons as open space so families are not walking under buzzing, crackling power lines in their neighborhood "park."

This chapter opens with a bullet point stating "Protection of public views to natural resources." I think Mission Bay is man-made, but the ocean is certainly a natural resource. Shouldn't homeowners in Bay Park and Bay Ho have their view of the ocean protected? The city should not plant dangerous trees like eucalyptus in Clairemont. We don't want what happened in the Scripps Ranch fire of 2003 to happen here! Point 7.18 reads "Preserve, protect and restore canyons and hillsides as important visual features of community character." If the City believes that, more canyons in Clairemont should be protected. I like the idea of the "green spine" park on the SDG&E easement with huge wires above, but many people (rightfully or wrongfully) believe that those wires are dangerous. Will they really want to hike, push strollers, and walk dogs under those wires? Making it green space, however, would definitely be better than doing something like putting storage companies there!
Leave the canyons alone. They make Clairemont special.
The plan’s language is vague and lacks concrete, enforceable protections for the many privately owned canyons and sensitive habitat areas that distinguish Clairemont. While the document references the importance of open space, it fails to formally designate these green corridors as protected, leaving them vulnerable to piecemeal development as land values rise and housing pressures increase. This omission threatens local biodiversity, natural drainage, and scenic beauty, undermining both environmental sustainability and community character. The plan does not adequately address wildfire risks at the urban-wildland interface, nor does it include clear commitments for habitat restoration, invasive species management, or responsible stewardship of existing open space assets. The reliance on broad policy statements—without mapping, legal protections, or targeted funding—raises serious doubts about the city’s ability to safeguard Clairemont’s natural resources amid aggressive upzoning elsewhere in the plan. Without firm and actionable conservation measures, the Open Space and Conservation Element misses a critical opportunity to secure lasting environmental benefits for current and future residents.

The Open Space and Conservation Element is a major concern, Plan as it lacks concrete, enforceable protections for the many privately owned canyons and sensitive habitat areas that distinguish Clairemont. While the document references the importance of open space, it fails to formally designate these green corridors as protected, leaving them vulnerable to piecemeal development as land values rise and housing pressures increase.This omission threatens local biodiversity, natural drainage, and scenic beauty, undermining both environmental sustainability and community character. The plan does not adequately address wildfire risks at the urban-wildland interface, nor does it include clear commitments for habitat restoration, invasive species management, or responsible stewardship of existing open space assets. The reliance on broad policy statements—without mapping, legal protections, or targeted funding—raises serious doubts about the city's ability to safeguard Clairemont's natural resources amid aggressive upzoning elsewhere in the plan. Without firm and actionable conservation measures, the plan misses a critical opportunity to secure lasting environmental benefits for current and future residents. The plan's vague assurances do not provide enough confidence that the community's valuable open space will be genuinely protected for future generations, especially with the added strain of significant population growth
We need sufficient open space for our citizenry to breathe, relax and just enjoy life. The quality and availability of parks and the public realm are critical elements for the health of our neighborhoods and the people who live, work, play in the Clairemont Community.

PUBLIC FACILITIES, SERVICES AND SAFETY

Comment
Good
Meaningless
I appreciate that the City has expressed interest in renovating fire stations, parks, and libraries. To fulfill its pledges to the community, the City must make tangible improvements to Clairemont's infrastructure. In the early 2000s, the City promised to fully reconstruct the Balboa Library as part of its then-current library capital improvement plan. The reconstruction never happened, and original library still stands today.Because the City has prioritized rhetoric over resources, Clairemont's infrastructure continues to deteriorate. Comprehensive investments are needed now more than ever, especially because the City-owned buildings in Clairemont are at the conclusion of their useful service lives. To fund desperately needed projects in Clairemont amid a major budget deficit, the City must require all developers to pay development impact fees in full. In other words, every developer that builds a new project in Clairemont must fully contribute to the parks DIF, the library DIF, and the fire station DIF. Although the new DIF accounts now fund capital projects citywide, fully assessing fees from Clairemont projects would generate substantial revenue that would eventually benefit Clairemont. By investing in Clairemont's infrastructure, the City will fulfill the goals set forth in the Community Plan Update. Developer-funded improvements will also enrich the Clairemont neighborhood, advance the region's infrastructure, and uphold the Strategic Plan's commitment "to deliver what our community needs."
Separately, the City must fund security lighting upgrades at Clairemont parks and libraries. Many of the existing lights have high-pressure or low-pressure sodium bulbs, which provide limited visibility. To improve public safety and enhance our infrastructure, please replace the existing lights with LED lights.
More housing means more police more fire protection and as it is now we si t have enough
The plan must also place additional strain on the community's existing resources, which are already aging and/or inadequate: schools, streets, street parking, power and water infrastructure, police and fire coverage, libraries, etc. Considering the state of the city's finances, there is no reason to expect that planners would prioritize the projects needed to accommodate this new growth.
clairemont doesn’t have the police force currently to respond to emergency situations. I had to call the police this week to come out to my home and after three hours they called to see if we still needed to come out and stated they are too busy and only have three offers to cover all of Clairemont. clairemont is considered a fire zone since we are surrounded by canyons. It is already difficult to get fire insurance in Clairemont and with the more density housing and the congestion on streets if there were an emergency the way the fire would spread through the canyon when golf all of Clairemont within minutes if there were high winds. Not to mention, there are only three fire stations to cover all of Clairemont

The community plan lists following the recommendations to the Library's master plans to expand/renovate the existing 3 libraries. However, the Library's Master Plan recommends the building of an entirely new library in Clairemont as the existing 3 libraries are too small to expand. I would like to see the community plan updated to include support for and information on where the library could be built in Clairemont. The recommendation in the Library's master plan is on Page 100: https://www.sandiego.gov/sites/default/files/2023-11/SDPL%20Library%20Master%20Plan%20-%20FINAL%20sm.pdf
This area is not equipped with the infrastructure and emergency preparedness needed to support sustainable growth and quality of life. Let alone schools, parks, roads.
Fire protection needs to be considered. The canyons make this area a high fire risk. How is everyone going to evacuate? The trolley? The dense ADUs right on the canyon make entire neighborhoods more vulnerable. ADUs should be limited on Canyon lots and defensible space should be encouraged. At least one off street parking spot should be required per unit. Developers should be required to demonstrate how everyone who lives in their complex will evacuate in case of a canyon fire. As we saw in the palisades fire, entire communities can be destroyed faster than fire fighters can act.
With the increased density what is the plan for the fire department to help with the increased risk of fires from the canyon. Also there have been increased fires in garbage trucks. Are these taken into consideration where fire trucks can go? Will there need to be more fire engines. The plan does not take into account consideration the bonus ADUs and the potential of SB 79. Do we need to allow for all these things to increase housing. What happens if there is no such growth. Will we be stuck with a bunch of abandoned units and resulting in squatters. Many of these new developments are geared towards studios and one bedrooms. Is there a plan or way to encourage housing for Families?Also will there be increased law enforcement to keep the neighborhood safe.
We are not keeping up with the facility for mission bay that draws/ has drawn so many tourists because we have allowed the free Parker’s along mission bay making it dirty, unsafe, and ugly. What is wrong with you leaders of this fine city? Please clean Yo what we have before you buildore. Construction is unsettling and Clairemont has been under construction structuring For the water pipes for that last 3 years. Stop. Look at open spaces near the old town trolly, Rosecrans, midway, sports arena.... Illegal don’t have enough room on the roads, sewer systems, schools, and rec spaces as it is. Fix the Clairemont pool. Keep the mixed use housing out of our neighnorhoods
Additionally, as a practical matter, this area's sewage system is in trouble already. With double the number of people living in the apartments today (from the apartment manager), there are twice as many people or more using the toilets. The City of SD already has to send sewage blower trucks to our street every Friday to alleviate this problem. It hooks up right next to my house and power blows the sewage clogs down the hill. Now, you want to add upwards of 5,000 new toilet users in our area when the base infrastructure cannot handle it. That makes no sense and will lead to even more complicated problems.

Bay Park and most likely all of Clairemont have horrible police responses. Myself and my neighbors do not call the police often, but I polled them about it. Each person on my street told me they've called the police about 3x since COVID. Only a single person every had a police officer ever come to the scene to check out what was reported. One neighbor even complained about a teenage melee going on in their neighbor's backyard with over a dozen people fighting with weapons reported -- and the police still did not ever come. This is not right. We need police presence, especially for the major incident, and most probably for the medium-grade incidents. We can't even get anyone to stop parking in front of and blocking our driveways or the fire hydrant next to my house.
Sharp hospital is already overwhelmed. What is the plan to add more hospital accommodations for growing our population?
New public facilities in Clairemont should be mid-century modern style The style and character of existing public libraries should be maintained as mid-century modern School design should be reviewed for scale and style by the community planning group, and Mid Century Modern style encouraged Canyon preservation and fire safety should be addressed. Canyon fire access and fire water should be included as aspirations
It is unreasonable to have such density along canyons without defensible space, appropriate fire safety resources, and evacuation routes.
Anticipatory planning needs to occur to ensure that fire, police, schools, and other public services expand to meet the needs of greater density & traffic, taller buildings and larger population as the community grows (not after the growth has occurred). Reserving and securing land for new or expanded facilities, placing a wild-fire rig within the community, locating a police sub-station for a half again larger number of homes are critical.
I am very concerned that the Clairemont Community Plan does not address fire danger and increased fire department support in detail. We are a community of canyons. To not include information, a plan, or something related to fire mitigation is not acceptable and reckless.

Fire, Fire, Fire! Planning Commissioner Ken Malbrough said:"But I do think and I hope fire is listening that they need to look at a 10, 20 year, 30-year plan on what they need to do to start asking for either uh upgrades to their fire station or adding more fire stations or changing the amount of equipment and personnel that they'll need to protect the people within that community and within that planning area because it is going to change and it will be harder when you look at the density of the buildings. plus the mobility, the narrowing of the streets, the all the things that we go in that people want, but still we have to still send help into these areas. And so I hope fire is listening. You need to look at this. You need to use your modeling to see how what you will need to do and ask for it early."A large majority of Clairemont is in the Very High Fire Severity Zone. Do we have enough fire stations and firefighters for a large neighborhood of canyons? Our existing fire stations are old and small. The folks in Pacific Beach determined that their fire station only has ladders that can go up to three stories. If 65+ foot buildings are built here, do any of the Clairemont fire stations have a ladder that reaches higher?We are very fortunate to have three libraries, but they are all old and small. How about adding a second story to the Balboa Library to support the higher density at Balboa/Genesee? The La Jolla library got an upgrade and a second story many years back.
The plan’s sweeping upzoning and projected influx of thousands of new residents is not paired with concrete, enforceable requirements to ensure that key infrastructure—such as water and sewer systems, emergency services, libraries, and schools—will be expanded or upgraded in pace with growth. Instead, many commitments to new or improved facilities are framed as long-term goals or contingent upon future studies and funding, leaving current residents uncertain about when or if these upgrades will materialize. Additionally, the plan does not present specific measures for improving fire safety around Clairemont’s vulnerable canyon edges or address the rising demand on police, paramedic, and disaster preparedness resources as density increases. This element offers little assurance that the community’s needs for safe, reliable, and accessible public services will be prioritized or protected as development accelerates. Without binding requirements for timely infrastructure investments and safety enhancements, the plan risks exposing both existing and future residents to diminished service quality, safety concerns, and lower overall quality of life—placing the burden of unchecked growth squarely on the shoulders of the Clairemont community.

The Public Facilities, Services, and Safety Element is deeply flawed, as it fails to address how existing and already strained infrastructure will cope with the dramatic population increase. With the plan calling for up to 17,000 new units, there is a serious lack of detail on how public services like police, fire, and waste management will scale up to meet the needs of up to 21,400 additional residents. The plan offers vague assurances rather than concrete capital improvement projects and funding sources to support this growth. Additionally, the plan does not present specific measures for improving fire safety around Clairemont's vulnerable canyon edges.
Furthermore, Clairemont's existing infrastructure, including water, wastewater, and storm drains, is aging and requires significant upgrades even without additional density. Pushing forward with such a massive housing plan without a robust, fully funded infrastructure plan is irresponsible and will inevitably lead to service degradation and decreased quality of life for all residents. The public facilities element is an unconvincing placeholder for actual planning, passing the buck on critical infrastructure costs and maintenance.

Please take into account the impact of tourism on solid waste generation & management, as more STVRs are operated in Clairemont.

According to this report: https://green-forum.ec.europa.eu/document/download/65297957-54c3-4974-ab14-6d84e1699224_en?filename=2_PDFsam_BEMP-6-FINAL.pdf

"Tourists may generate up to twice as much solid waste per capita as local residents (IFC, 2007).

"Waste from accommodation has similar characteristics to mixed household waste, being composed of a diverse mix of materials, including organic and hazardous materials, that can give rise to significant environmental impacts upon disposal (especially through GHG emissions and leaching of toxic materials).

"Accommodation and restaurants are major contributors to
packaging waste (Eurostat, 2010), including plastics and metals with high embodied energy that are responsible for significant resource depletion upon disposal.

"Furthermore, tourism waste often varies seasonally, and is generated in areas sensitive to littering, potentially putting pressure on waste management facilities during peak season and damaging high nature value resources. Plastic waste in the oceans poses a threat to whales, dolphins, sea turtles and birds."

We at the Public Utilities Department have reviewed the plan update and have no comments.

We will wait for the environmental document to be issued where water and wastewater infrastructure will likely be addressed in greater detail, and if necessary, comment then.

HISTORIC PRESERVATION

Comment
Good although not really anything historical in Clairemont
You are ruining it.
See p.165 - Clairemont's history is as a suburb. By changing this (and by allowing all those extra ADUs), you are permanently altering the character of Clairemont by changing it from a suburban community to an Urban one, a potential violation of both CEQA and NEPA. Please don't change the character of this community. Enhance it instead. Nowhere in here, does it raise to citizens that you are changing this character, which is a fundamental flaw in the plan.
We need to see the mix by zip code of who benefits from Prop 13. It is comical how much single family housing is in this area at the expense of fostering communities with more office, park, and multifamily spaces. I own a condo that is worth half of my neighbors house, and they pay a quarter of what I pay in taxes. I'm in a 4th generation San Diego family and my son will make 5, but it is hard to think he'd be able to afford living here at the rate of which we are shouldering the burden of taxes. Leaving this section of the city as mostly single family home puts the burden on incoming residents to pay while those who were able to live through lobbying for and enjoy the benefits of Prop 13 get to ride it out. You have to quantify this gap in this area, then quantify its impact in this report particularly on generations Millennial through Beta and what this neighborhood will mean to them. The historical section is a great one as some of these have been lobbied in bad faith to not rezone for other kinds of zoning here. The corridor on Morena for office space, resturants, and multifamily should be extended in a few blocks, relieve the traffic pressure to La Jolla for work and play, open up the bay to more actual foot traffic as a community rather than leaving this as a place to retire. Single family homes benefit the retiring boomers - and just multifamily housing is also bad faith as it benefits developers. I will submit more to another section but Morena roads, sidewalks, and park area needs to be more actively maintained as well.
This community has been around since the 1950s. It was built for single family homes. Bringing in more density calls for a strain on the infrastructure a d historic preservation element
Fresh, this neighborhood was developed for post war vets to purchase and raise their families in a simple neighborhood accessible to roads, shops, schools, churches. Changing the height limit thwarts all this. Dumb move.
Please preserve the historic plan already in place!!!!!
Sacrificing affordable homes for Historic Preservation is dangerous when as we find ourselves in the middle of a housing affordability crisis. City's change and adapt with the needs of their citizens. We need more homes 💟
Mid Century Modern style buildings should be identified as candidates for historic preservation based on Clairmont's unique identity as a mid-century era community The Morena district character as part of historic Highway 1 should be balanced with development intensity. Portions of the low density and low-rise zoning should be retained between more intense development at the trolley stops

Bay Park began being developed in the 1930's. In the 1950's, Clairemont was one of the first suburban housing developments on the West Coast. It would be a shame to lose the open space, single-family residential community to high-rise living spaces. Is this really progress? Ask the residents of Almayo Avenue about the impact of a 17-unit ADU bonus project being built on their street. It does nothing to enhance the neighborhood—but it will line the pockets of the developer. Is this the kind of development we want to replicate? It changes the character of our community. I have been told there is an old stagecoach stop and blacksmith shop in the alleyway between Jellet, Chicago, Denver and Ingulf. Previous owners at 2540 Denver Street found relics of this past in their old wooden garage. In addition, 4224 Jellet Street is the site of one of the first cottages in Bay Park circa 1936. It would be a shame to lose this piece of Bay Park history to a high rise. Bay Park Elementary School was built in 1939 and is the second oldest school in the San Diego Unified School District.
I would like to see a greater focus on the legacy of the Kumeyaay Indians in areas nearest to open spaces such as Tecolote Canyon, and tributes to the history of these areas.
Ideally a park will be re-created at Ashton/Napier where the original Bay Park development first began, but until that is realized a bus shelter on Morena at that site could be a location for interpretive signs with historical information.
More of Clairemont's significant mid-century modern architecture should be preserved and dedicated as historic. Save our Heritage Organisation held a sold out tour titled "Clairemont: The Village Within a City - a Mid-Century Modern Tour." They also offer a self-guided driving tour map of 45 homes and buildings in Clairemont that are excellent examples of classic mid-century modern design. Wikipedia states: In 1950 Clairemont represented a new concept in community living because it did not incorporate the traditional grid system of uniform blocks and streets. Instead, winding streets and scenic view lots took advantage of the canyons and bluffs overlooking Mission Bay. It is also noted that Clairemont was the largest development of its kind in the country. Within a few years, several thousand houses had been constructed, including single family homes, duplexes and apartments. Since Clairemont was somewhat removed from the city proper, commercial business and retail shopping, schools, libraries and other city amenities were designed into the overall plan. Although the concept of suburban living is commonplace today, this approach was considered novel. Tavares' vision for Clairemont had far-reaching implications for San Diego, as it stretched the city limits outward and began the now familiar pattern of migration from city to suburb.

While the plan acknowledges Clairemont’s rich mid-century architectural heritage and the importance of preserving historic resources, its strategies remain largely aspirational and lack effective, binding policies to protect significant sites, neighborhoods, or cultural landscapes. There are no clear mechanisms for identifying, designating, or safeguarding buildings and districts that embody Clairemont’s unique postwar development history. The element relies heavily on future studies and “guidance” rather than immediate action, leaving historic homes and character-defining features vulnerable to demolition or inappropriate alteration—especially as rezoning encourages teardown and redevelopment pressures. Additionally, the plan does not include incentives or technical support for homeowners who want to restore or maintain historic properties. Without robust preservation tools, design guidelines, or funding commitments, the Historic Preservation Element risks allowing the gradual loss of Clairemont’s distinctive identity and cultural continuity. Residents seeking to safeguard the area’s architectural and historic legacy have little assurance that these irreplaceable community assets will be valued or protected as change accelerates under the new plan.
The Historic Preservation Element is inadequate and risks sacrificing the community's unique character for redevelopment. While recognizing Clairemont's mid-century modern heritage, the plan lacks strong, enforceable protections to prevent demolition of potential historic resources. It primarily emphasizes identification and context rather than mandating robust preservation measures, leaving historically significant homes and buildings vulnerable to replacement by high-density developments. Given the significant pressure from increased density, the element fails to create sufficient regulatory safeguards. It prioritizes housing goals over the preservation of unique architectural history, creating an imbalance that disfavors the community's mid-century modern identity. The element also lacks concrete detail on how preservation will be funded and incentivized, offering vague promises instead of proactive strategies. This reactive approach is a disservice to Clairemont's distinctive past and undermines the element's stated goal of protecting the community's historical and cultural resources

NOISE

Comment
Fine
This will definitely make it worse
I’m writing as a concerned and hopeful resident regarding the brick wall that runs along the 805 highway in Clairemont, particularly the section adjacent to the walking path. The condition of this wall has become a significant concern for both safety and quality of life in the neighborhood.Over the years, multiple accidents have resulted in vehicles crashing into this wall, which has proven to be neither durable nor secure enough to withstand such impacts. One such accident, which occurred more than a year ago, left a visible hole in the wall that has yet to be repaired. This not only presents a serious safety hazard but also reflects poorly on the upkeep of infrastructure in our community.Additionally, the current height of the wall does little to mitigate the sound coming from the highway. Increasing its height and structural integrity would significantly improve both safety and noise reduction for the residents and pedestrians who use the walking path nearby.I want to emphasize how excited I am about the broader plans for Clairemont and the community improvements currently underway or being proposed. I trust that issues like this are being taken into account as part of that vision, and I hope the refurbishment and fortification of the 805 wall can be prioritized in the near future.Thank you for your attention to this matter and for your continued efforts to make San Diego a safer and more livable city for all.
Montgomery-gibbs is consistently out of compliance with the associated noise contours shown in the map. Noise pollution monitors are inadequately placed to account for the appropriate decibels impacting the community and thus do not adequately characterize the actual noise pollution that occurs. If I have to stop a conversation in my backyard due to a flyover, adequate noise monitoring and protections are already not in place, something that the airport has failed to address for years.
No new high density house, no backyard apartments, no bike lanes

Parts of Clairemont, particularly the area around Balboa/Genesee, get a LOT of noise from planes taking off from Montgomery Field. There are more and more planes/helicopters and they fly very low over residential areas. Montgomery Field is open 24 hours a day, 7 days a week. A news report earlier this year stated "According to city data, Montgomery-Gibbs Executive Airport saw more than 386,000 takeoffs and landings in the past year. It is one of the busiest general aviation airports in the region." I disagree with Figure 10-1 showing the "noise contours" around Montgomery Field. I believe excessive noise extends farther West into Clairemont residential areas.

Also, F-35s, which are very noisy are about to be based at Miramar, which will affect Clairemont. The planes from Miramar and especially their night time flights are very loud.

Lastly, I have to mention construction noise. Residents of Clairemont have been bombarded with excessive noise for many years now. The construction of the trolley stations along Morena brought a tremendous amount of noise. Currently, we are about to hit the 3 year anniversary of the start of the Pure Water project which has caused a ridiculous amount of noise on residential streets - ask the folks on Chicago Street and along the entire length of Clairemont Drive what it has been like to live with that construction.

Now, as the Pure Water project hopefully ends soon, the CCPU sets us up for years more of constant construction. It takes a really big toll on a neighborhood and its residents.

The section falls short by not providing detailed, enforceable measures to address the inevitable increase in noise associated with significant densification and new high-density corridors. With the plan’s upzoning, more multi-story housing, commercial activity, and expanded transit are expected to raise ambient noise levels throughout the community. However, the Noise Element lacks specific thresholds, updated mapping, or rigorous requirements for noise mitigation in new developments, particularly those near transit, major roadways, or mixed-use centers.There is also insufficient guidance for protecting existing low-density residential areas and sensitive sites such as schools, parks, and canyons from the compounding impact of elevated noise. The plan appears to rely predominantly on general city policies rather than establishing neighborhood-focused mitigation strategies, monitoring programs, or accountability for developers. Without targeted enforcement, monitoring, or investment in noise-buffering infrastructure, the Noise Element does not assure current and future residents that their quality of life—particularly the peace and quiet that defines much of Clairemont—will be preserved as growth accelerates.

The Noise Element is unsatisfactory, providing only general policies that fail to offer real protection for residents against significant increases in noise. The element dismisses the inevitable rise in traffic and construction noise from up to 17,000 new units, relying instead on standard guidelines that do not account for the drastic change in neighborhood density. This approach leaves existing neighborhoods vulnerable, especially those bordering newly upzoned areas, to continuous disruptions from construction, vehicle traffic, and nighttime activities.
The plan offers no specific or robust enforcement mechanisms to hold developers accountable for noise pollution, especially during the extensive, years-long construction period. The reliance on vague promises of "mitigation measures" and "site planning" places the burden on residents to report issues after they arise, rather than proactively protecting them.
The plan also sorely lacks concrete plan to mitigate the noise coming from the 805 freeway. Trees have already been cut down and not replaced increasing the noise level. The plan must include a high noise reducing wall and additional trees designed to dampen the noise.
The plan's failure to provide concrete, enforceable noise standards is a significant oversight that will erode the community's quality of life for years to come.

IMPLEMENTATION

Comment
Implement sooner and don’t let nimby push back stop progress
I don't know but I imagine it will involve a lot of construction noise traffic, etc. Disruption to say the least.
What are you doing? CPIOZ by any other name is still CPIOZ. Also it reads like CCHS for any redevelopment? Except there is no big benefit like in CCHS. Greenways...so if I have a 10k sf lot you want about 2k of it for dedication? But you aren't giving me anything? Are you really trying to get more housing or just continuing Clairemont NIMBY attitude
Again you totally ignored everyone's input to NOT raise the 30 ft overlay plan. No one wanted it to go ANY higher. You are ruining what everyone came here to live for - the beautiful view. Please reconsider.
Changing the height limits changes the character of this community. Do not implement that, please. If you do, then please include in there as one of the levels a parking garage for residents so they stay out of the needed commercial parking and the adjacent neighborhoods.
concerned. height limits of 65ft plus on morena. Unacceptable
Keep the height restriction we do not want these big apartment buildings
As a resident of the Clairemont/Bay Park neighborhood, I'm disappointed by the commissioners unanimous staunch opposition to height restriction on development. Cautionary tales of unrestricted development include the Miami waterfront where vacancy rates soar and China where uninhabited housing complexes have been demolished. Clairemont/bay park is largely comprised of single family homes which give it the "village" feel. Going from single family neighborhoods to unrestricted high density developments would disrupt the current ecosystem. I'm not opposed to more housing in fact I think the current proposal's increase to 40 ft on the Morena corridor is within reason, especially since the amount of housing that can be added would increase dramatically since most of the current developments there are obsolete businesses. I am skeptical about the correlation between increased density and increased ridership on public transportation. Mission valley has been developed ad nauseum in recent years and despite being next to the trolley has seen traffic congestion increase exponentially. San Diego remains very dispersed geographically and until all areas (beaches included) are connected by convenient public transportation reduction in traffic remains quixotic. Improvements in infrastructure are key to realizing this goal which I personally have no faith in the city to accomplish. Dramatic increase in population density would put undue pressure on aging infrastructure and a poor public school system. Clairemont and Madison high schools would suffer unlesss the city allocated resources to school improvement. Many of the renters in high density housing developments are short term tenants meaning their commitment to the community and "village" is absent. It certainly feels like the idea of increased housing density at all cost has been accepted as a foregone conclusion by city planners. Bay park has beautiful views and a wonderful community which we residents pay for; lining up the Morena blvd with buildings above the 40ft height limit will destroy our single house neighborhood which has built a strong resilient community. Housing is needed but with control, developers should not have the final say, residents should.

The community of Clairemont is willing to accept many new housing types, including affordable or rent restricted housing and apartments. That said, we ABSOLUTELY DO NOT want to see height restrictions removed! You can build many units along the trolley line and transportation corridors that are three stories high and will add lots of density without ruining the community character and views of those people who are in the western Claremont Hills overlooking Mission Bay. The Seaton apartment homes is a good example of how to do it right !
Please maintain the 40 foot height limit along the Morena corridor and not higher. Many people purchased old homes in this neighborhood at elevated prices, buying a view. Very few neighborhoods in San Diego have have ocean view possibilities, and it is part of the character and definition of the neighborhood. The Neighborhood and the homes themselves were built around the view. We absolutely need more buildings and more accommodation for our increasing population, but please limit the height to 40' as shown in the plan to maintain some of the view.
Where can we find your master plan and when do we really get a say??! Implementation? What does that mean? You say and we drive over the bunny pothole filled roads in order that low income high rises get new roads and fresh paint. Implementation? Fix the Clairemont rec pool. Put fence housing east of the jewels that exist in San Diego..
No new high density house, no backyard apartments, no bike lanes
Whatever you do, phase in these developments, starting with those items most agree on, and then slowly add another element to see if concerns are realized and find solutions to them before going on to the next project.
None of you obviously have a home that will be impacted or you wouldn't support this. I am not impacted but would hate to have bought there and had not only my view obstructed but my property value diminished. You have made me consider another area as you are DESTROYING the charm of clairemont. With the ADU debacle, 1 lane on genesee and Height limits. Do you really live here or care about this community or is it just the obvious - all about $$$$
"New development within the Plan Overlay is required to provide new public spaces on site where development meets specified requirements." What are the specified requirements? How do they define "new public spaces?" Will this actually be enforced? "All new development is required to make Parkway improvements according to the City of San Diego Street Design Manual." Setbacks are also required. I hope that will be enforced. We don't want more development all the way to the sidewalk (and practically to a major thoroughfare) like the infamous one built on the back side of 5076 Mount Harris Drive that is three stories high and sits almost on top of very busy Genesee Avenue.

This section lacks the specificity and accountability necessary to ensure that promised improvements—such as new parks, infrastructure upgrades, open space protections, and community-serving amenities—will actually be delivered as growth accelerates. The element relies heavily on aspirational statements, future studies, and ongoing monitoring, but avoids setting binding deadlines, clear funding sources, or quantifiable performance benchmarks tied to new development. There are no enforceable mechanisms to guarantee that public facilities, open spaces, and neighborhood improvements will keep pace with the massive upzoning and population influx outlined in the plan. The absence of phased implementation schedules and robust oversight leaves important community benefits at risk of indefinite deferral, especially if economic or political circumstances shift. The Implementation Element also fails to outline consequences for unmet commitments or processes for meaningful community recourse if goals are not met. Without clear and enforceable action steps, this section provides little assurance that the well-intentioned goals of the plan will translate into real, timely, equitable results for the people of Clairemont as development proceeds.
The Implementation Element is fundamentally flawed because it fails to guarantee that the community's vision will be realized. By outlining general goals without specific, enforceable mechanisms, it leaves too much to the discretion of future development projects and city staffing. This places the responsibility for ensuring compliance on residents rather than providing a clear and binding framework. Critically, the plan provides no reliable funding stream to address existing infrastructure deficits, let alone the increased demand from thousands of new residents. It relies on developers providing amenities, but these are often subject to negotiation or trade-offs that may not serve the community's best interests which is all too common in our city. The absence of phased implementation schedules and robust oversight leaves important community benefits at risk of indefinite deferral, especially if economic or political circumstances shift. It also fails to outline consequences for unmet commitments or processes if goals are not met. The implementation element's vagueness suggests a high risk that the promised community benefits will be eroded or abandoned in favor of maximizing density, leading to unintended consequences like traffic, parking, and public facility shortages. Ultimately, it promises a long-term vision without the teeth to ensure its successful execution.

APPENDIX

Comment
Na
Fine
Most of the trees on this list are not native to this area. Many of these trees are not drought tolerant. Ficus trees are known to have invasive roots that tear up sidewalks and roads. Eucalyptus Citriodora trees are known for dropping branches and killing people. This list does not seem to comply with the California Model Water Efficient Landscape Ordinance guidelines.
I strongly urge no Eucalyptus Trees. We have seen them just come crashing down. People (even a child) have died. Those in fact should be removed every where.
Lack of transparency
I see some native trees on this list, which is good, but you are also planting invasives instead of all natives and the selected trees are not appropriate for the uses. Eucalyptus have shallow roots and do fall over in high rain/high wind scenarios, ficus roots destroy sidewalks and invade infrastructure such as water a sewer lines - not ideal. Many of these drop leaves which will clog storm drains and cause flooding if that happens.
Also, as written it looks like the planned size of many park areas is decreasing. Either clarify the table or keep existing parks.
Linda Vista Road between Stalmer st and Mesa College Drive was not included in the Street Tree Plan. This is a corridor with noise, air pollution, and heat island issues and could very well benefit from green street design
Ha, all of it. This is a terrible idea to change a beautiful housing neighborhood with open canyons, small village like shops. Aim Somewhere else
New eucalyptus trees should not be planted along the streets. They are extremely flammable due to their high oil content and will help spread wild fires if caught on fire. I ask that eucalyptus trees be removed from consideration for Clairemont Mesa Blvd, Genesee Ave, and Morena Blvd. There are many other tree alternatives that are more fire retardant. I understand trying to maintain the character of those streets that already have eucalyptus trees, but it would be a mistake to plant more extremely flammable trees when fire risk is at an all time high and on the minds of so many community members.