

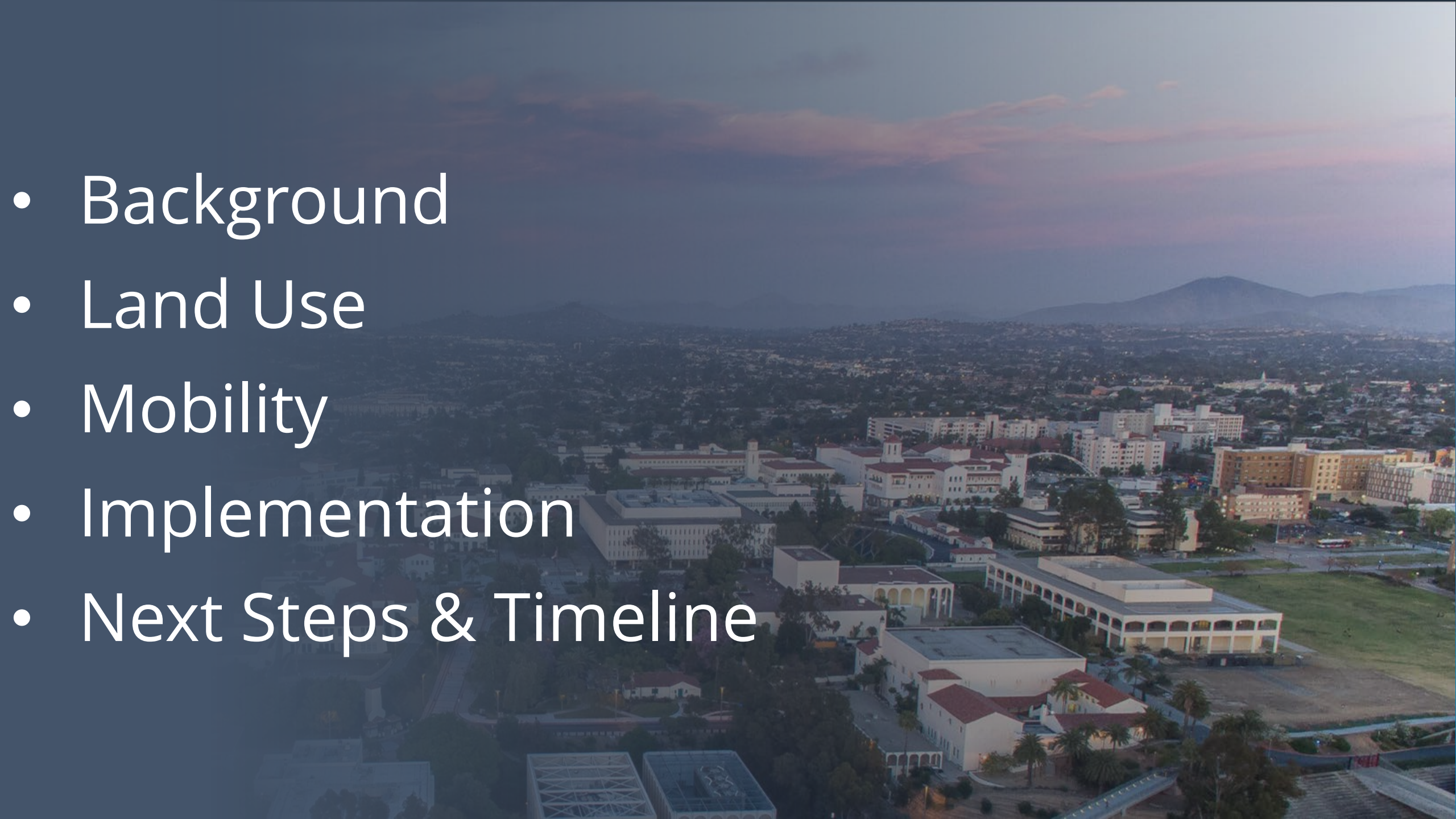
City Planning Department

College Area Community Plan Update

October 1, 2025



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





Background

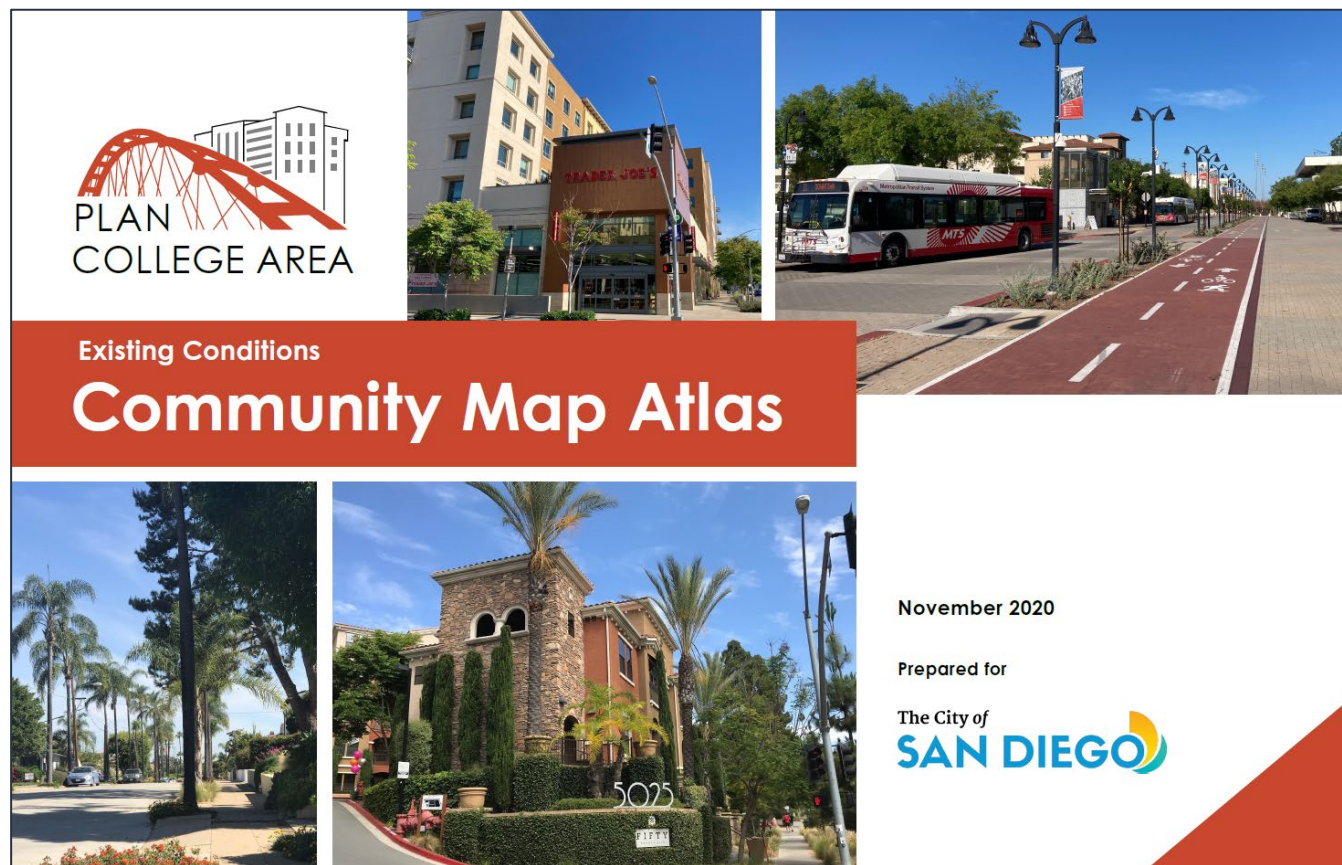
2019 – 2020

7 Vision Report *summarized*

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

March 2020

CPU Kick-off



Vision Statement

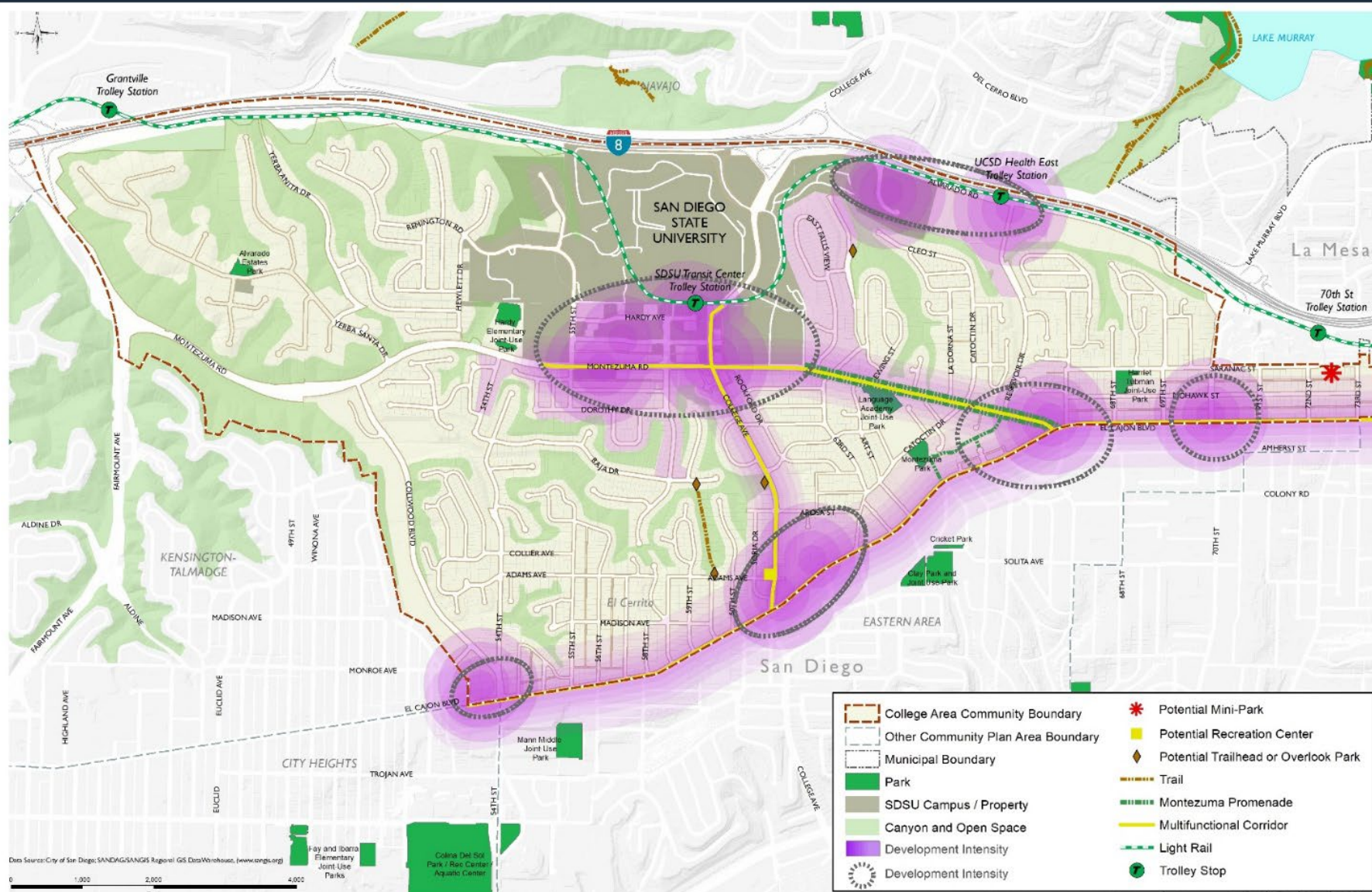
The community plan envisions a college village with **vibrant mixed-use corridors and nodes that connect to neighborhoods and the university**, and that enhance the community.

Guiding Principles *summarized*

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

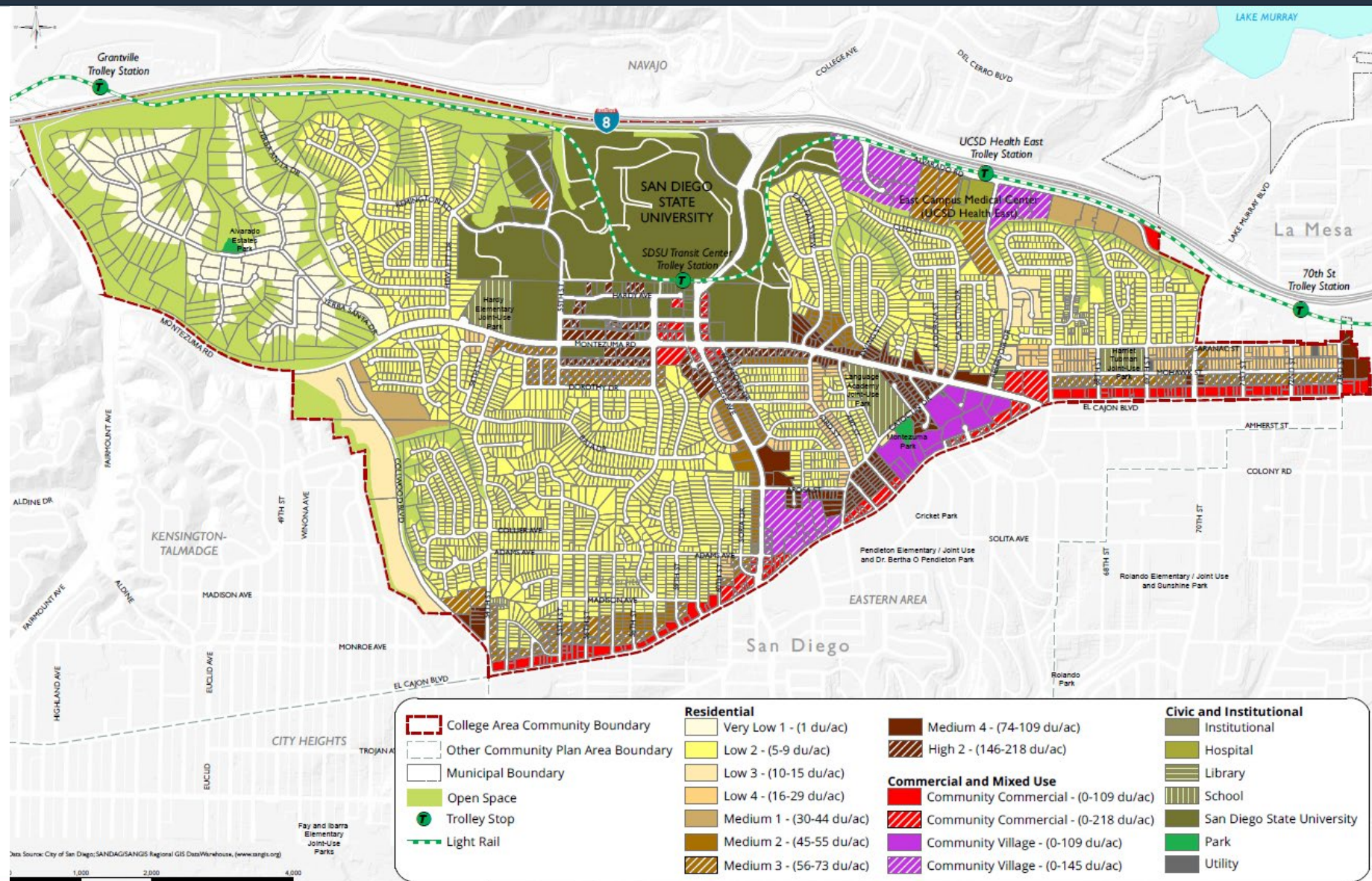


Land Use



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

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





Mobility

Safety for All Modes



Social Function



Ecological Function



Multiple Comfortable Mobility Choices

Pocket Parks & Sidewalk Seating

Stormwater Management/Urban Greening

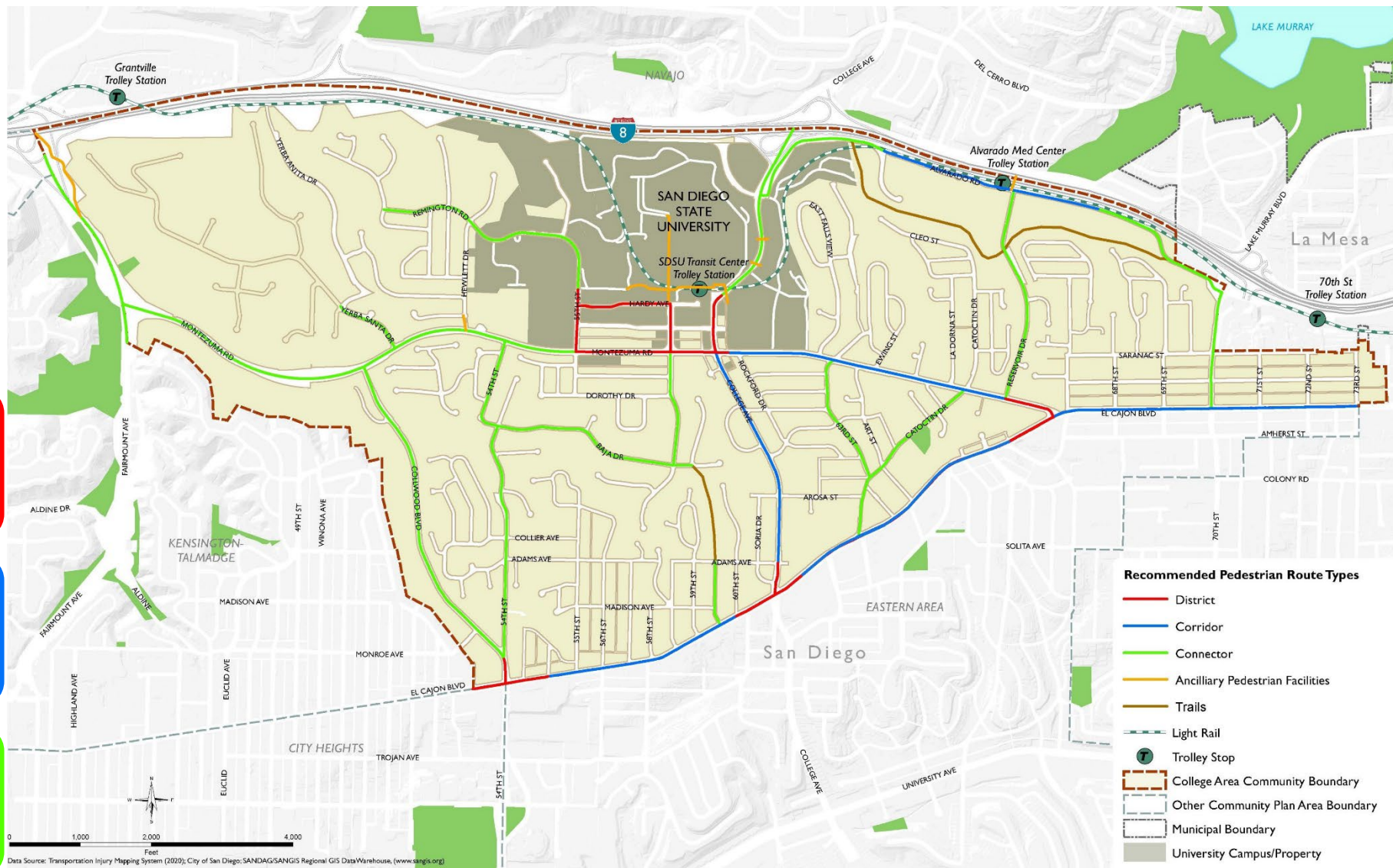
A more walkable and connected community

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

Districts support heaviest pedestrian activity

Corridors support high pedestrian activity

Connectors support lighter pedestrian activity



Higher Speed / Volumes

Bus/Bike Lane

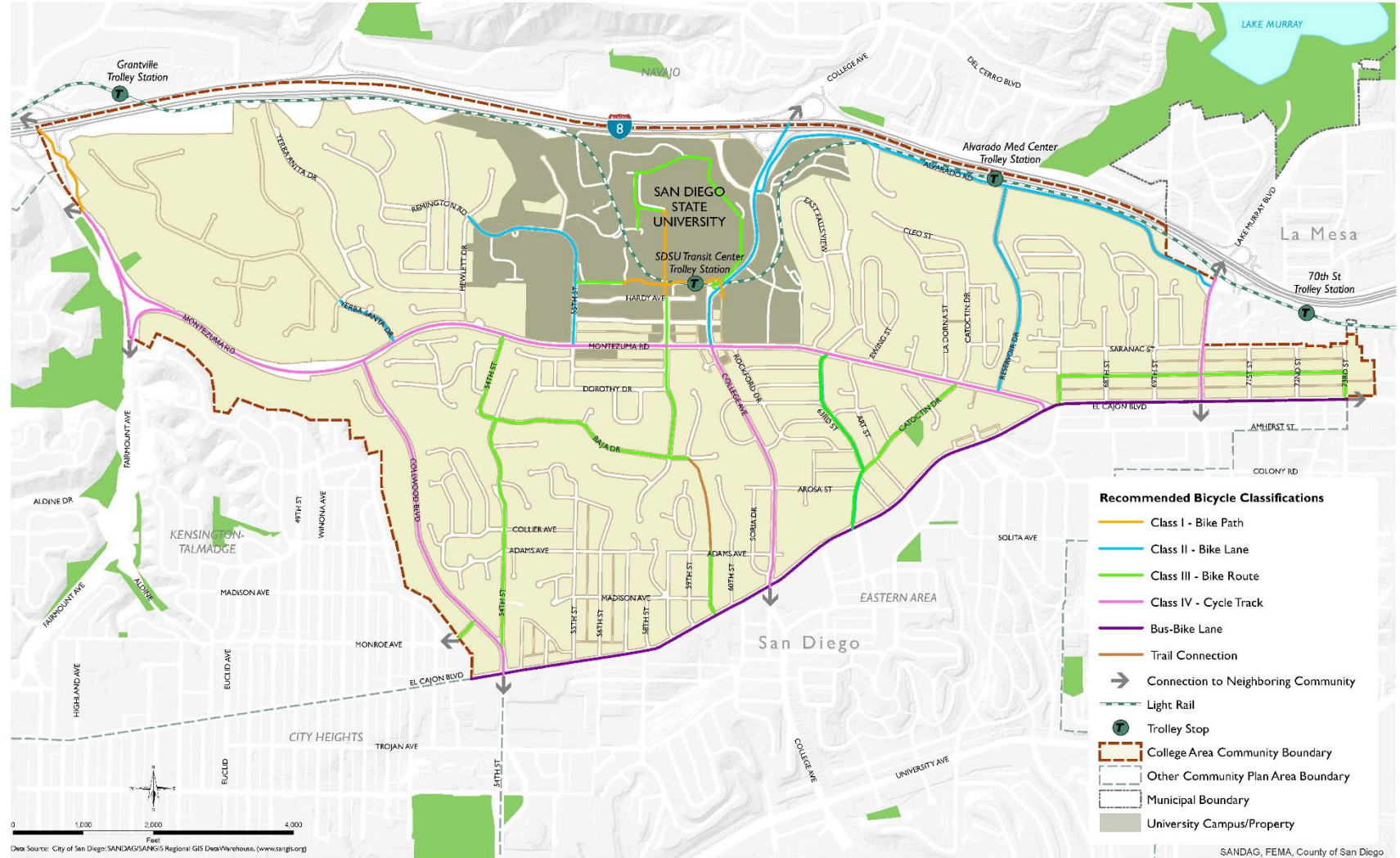
Class IV - Cycle Tracks

Lower Speed / Lower Volumes

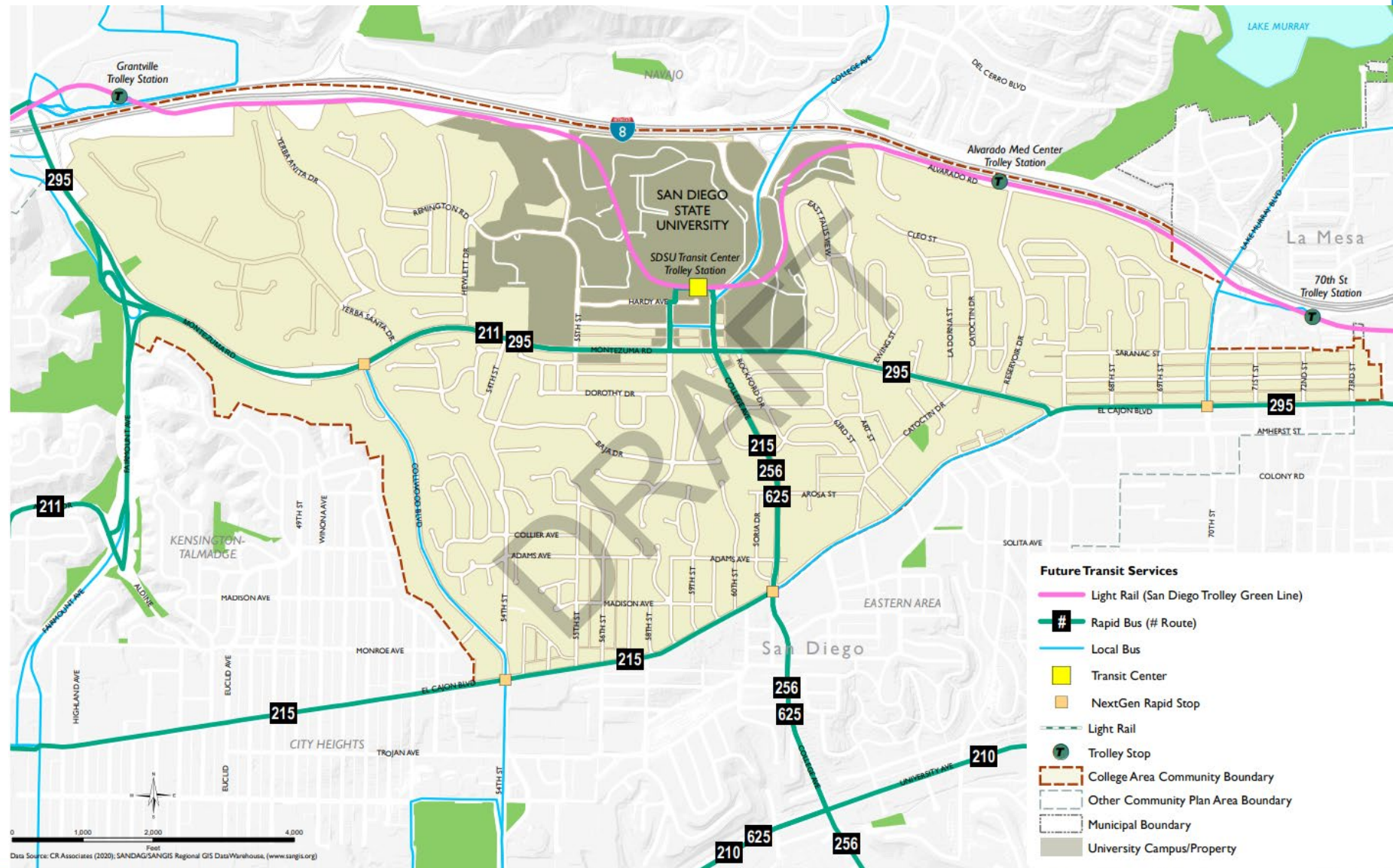
Class II - Bike Lanes

Class III – Bike Routes

Figure 1: Planned Bicycle Facilities



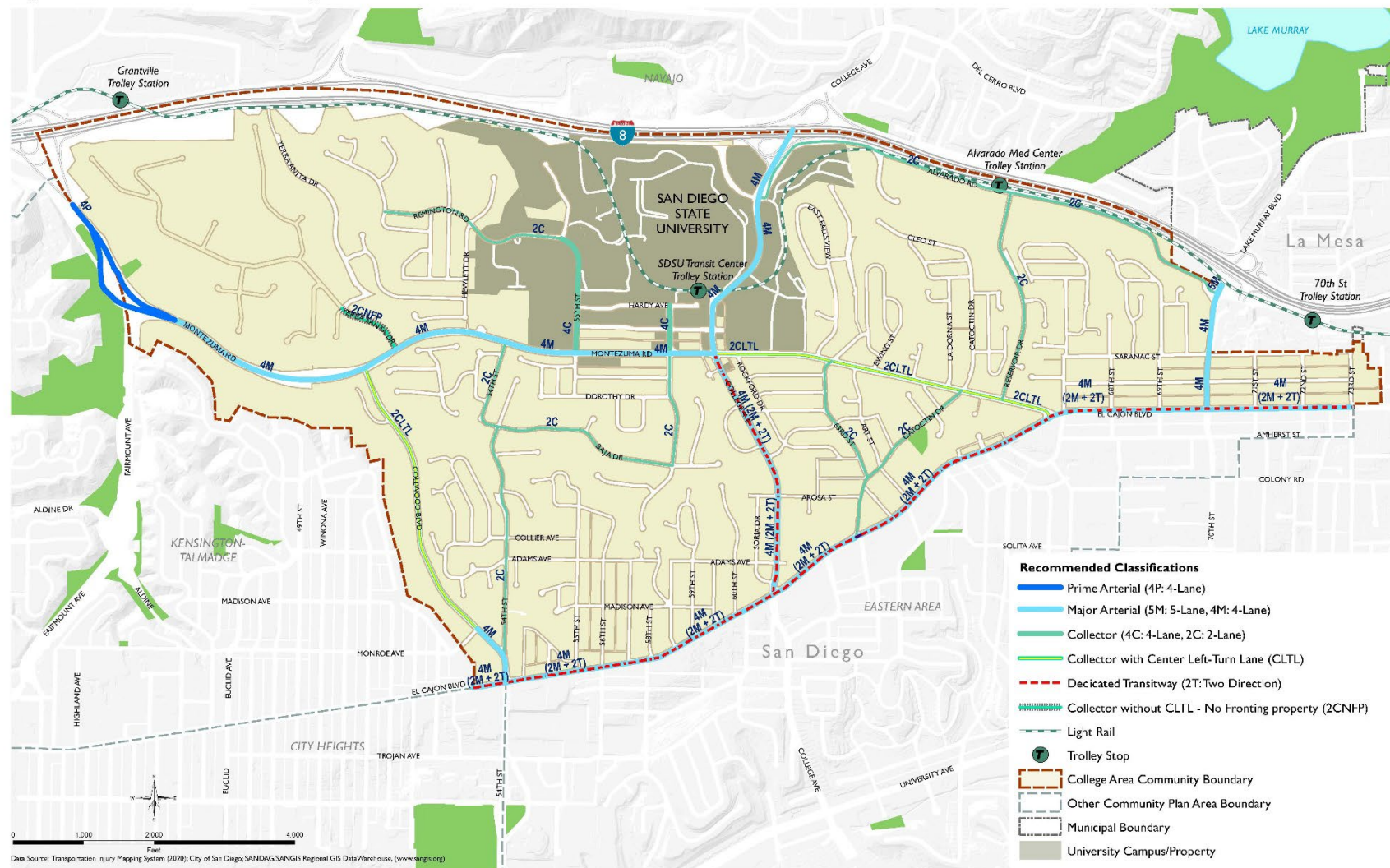
Implement SANDAG planned **Rapid Bus Service** (green) with **transit lanes**, **transit priority** (e.g. transit signals and queue jumps) **and transit amenities** (e.g. shelters, seating and lighting)



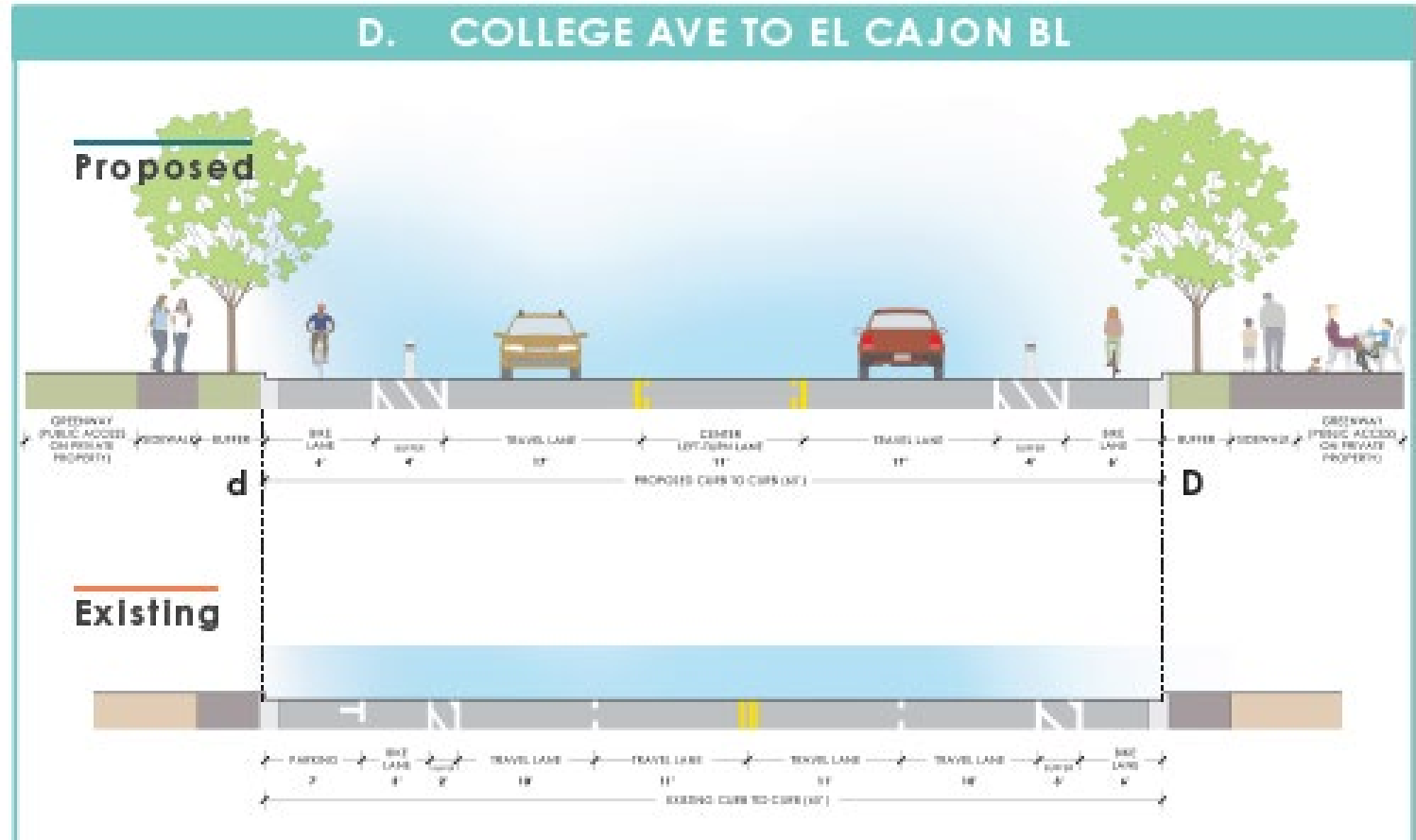
Increase safe and comfortable modes of travel AND maintain emergency access:

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

Figure 3: Recommended Roadway Network Classifications



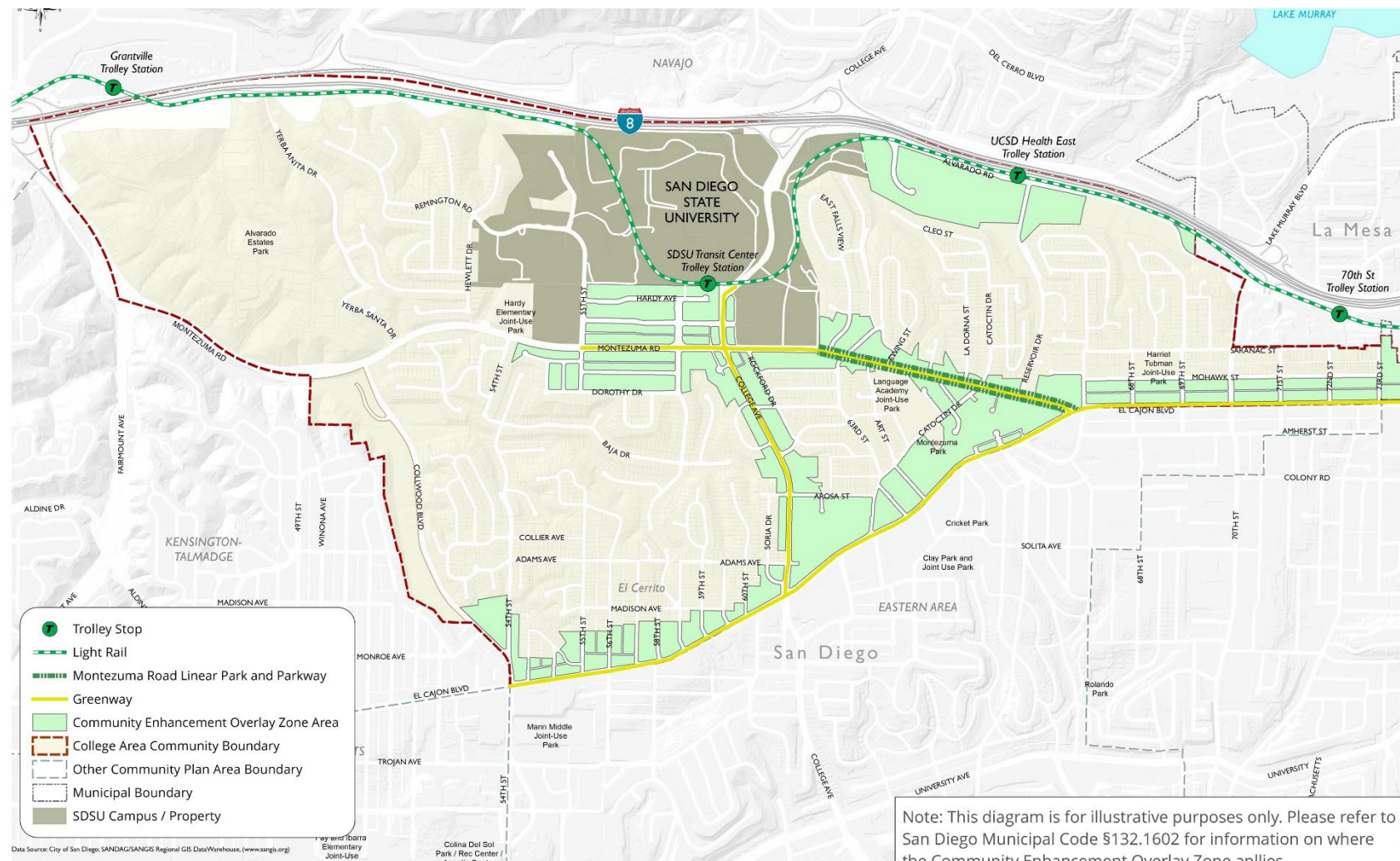
- Proposed Mobility Updates from Second to Hearings Draft
 - **Network changes** (reflected on previous sides)
 - **Mobility Projects List** (Recommended Improvements)
 - **Added policies for corridor studies** on Montezuma Road and El Cajon Boulevard to evaluate alternatives
 - **Added policy related to waste receptacles** along pedestrian routes





Implementation

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





Next Steps & Timeline.



City Planning Department

Questions?

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

PlanCollegeArea.org



City Planning Department

Clairemont Community Plan Update

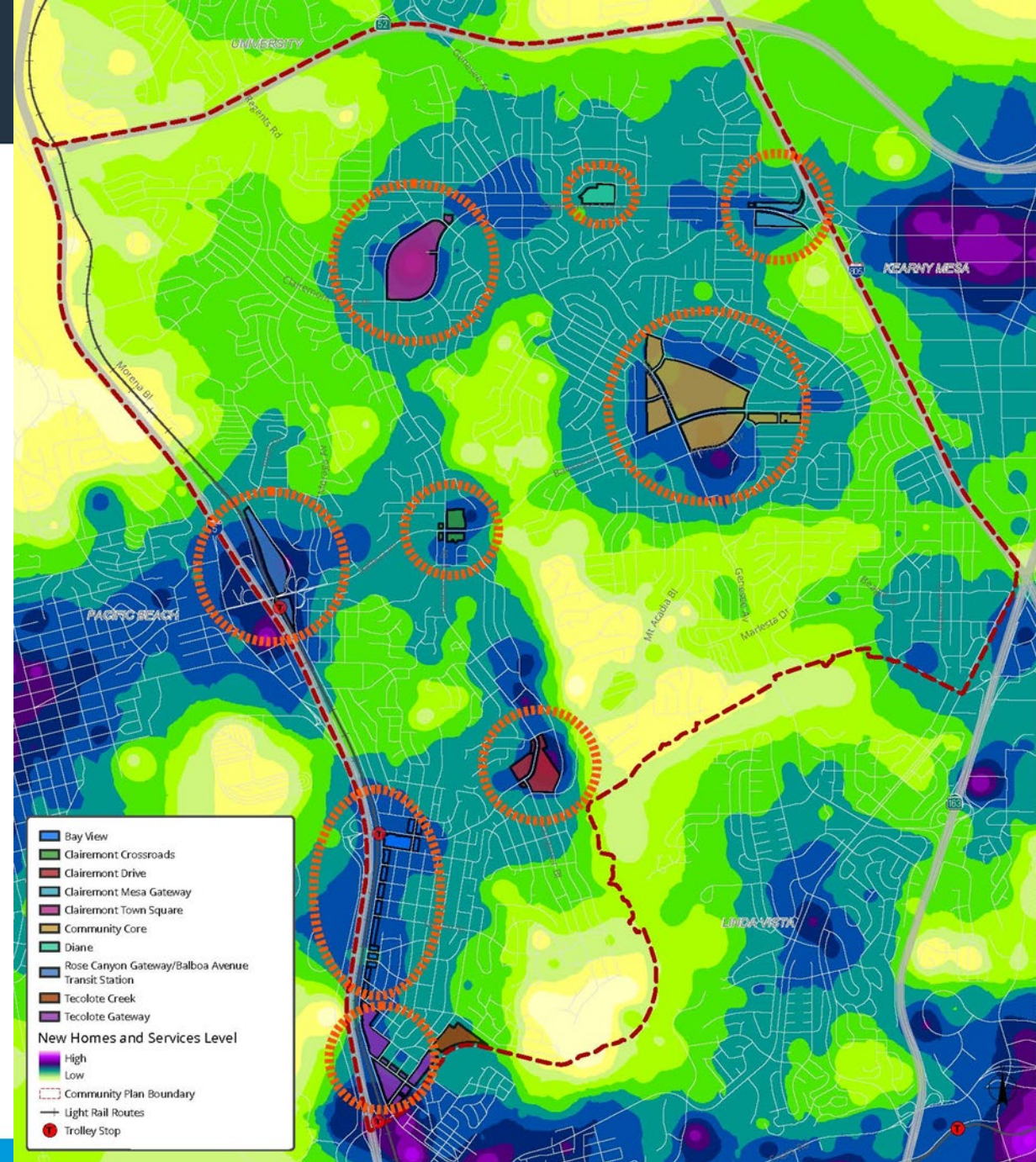
Mobility Board

October 1, 2025



Background

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



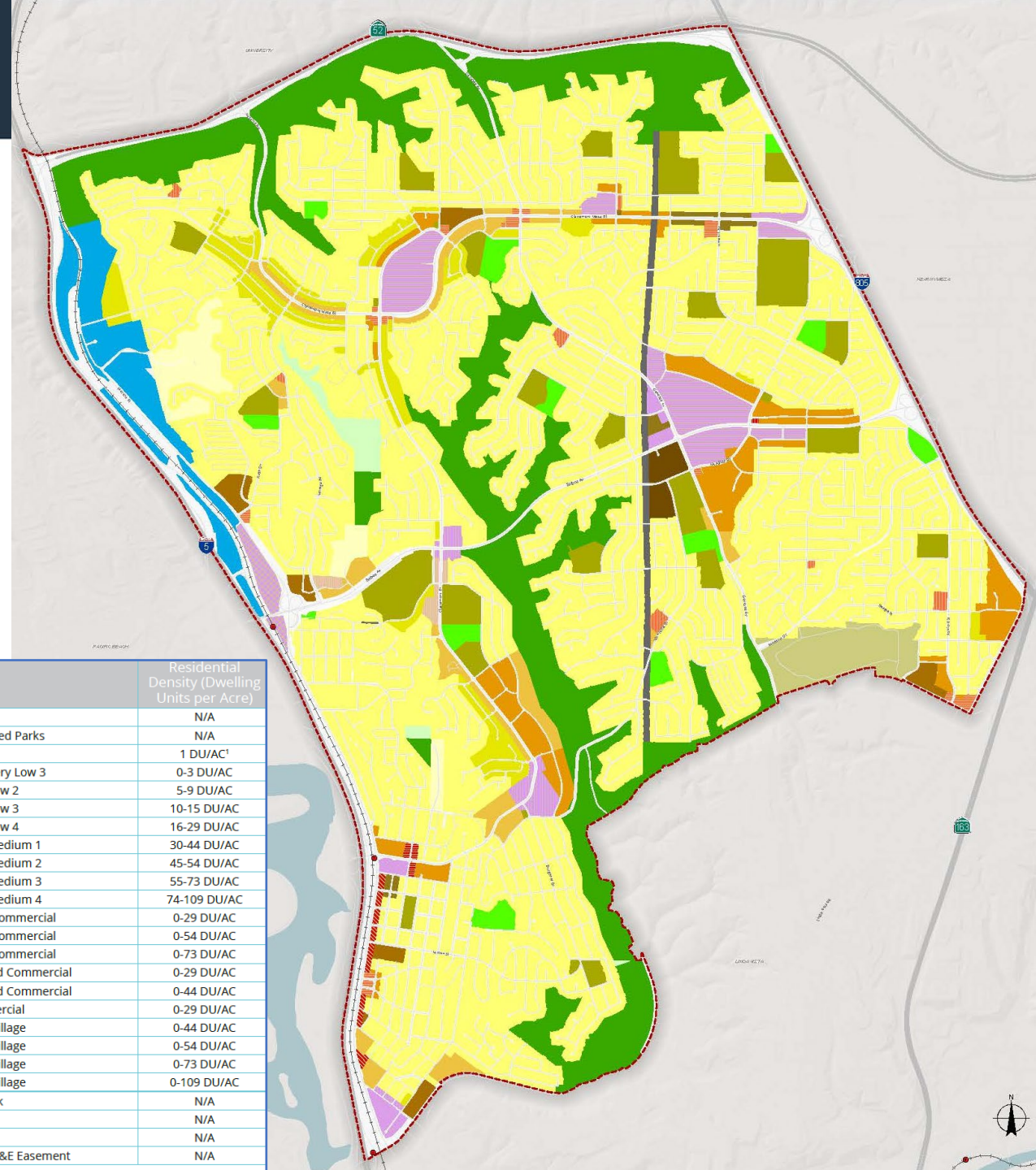


Land Use

Land Use

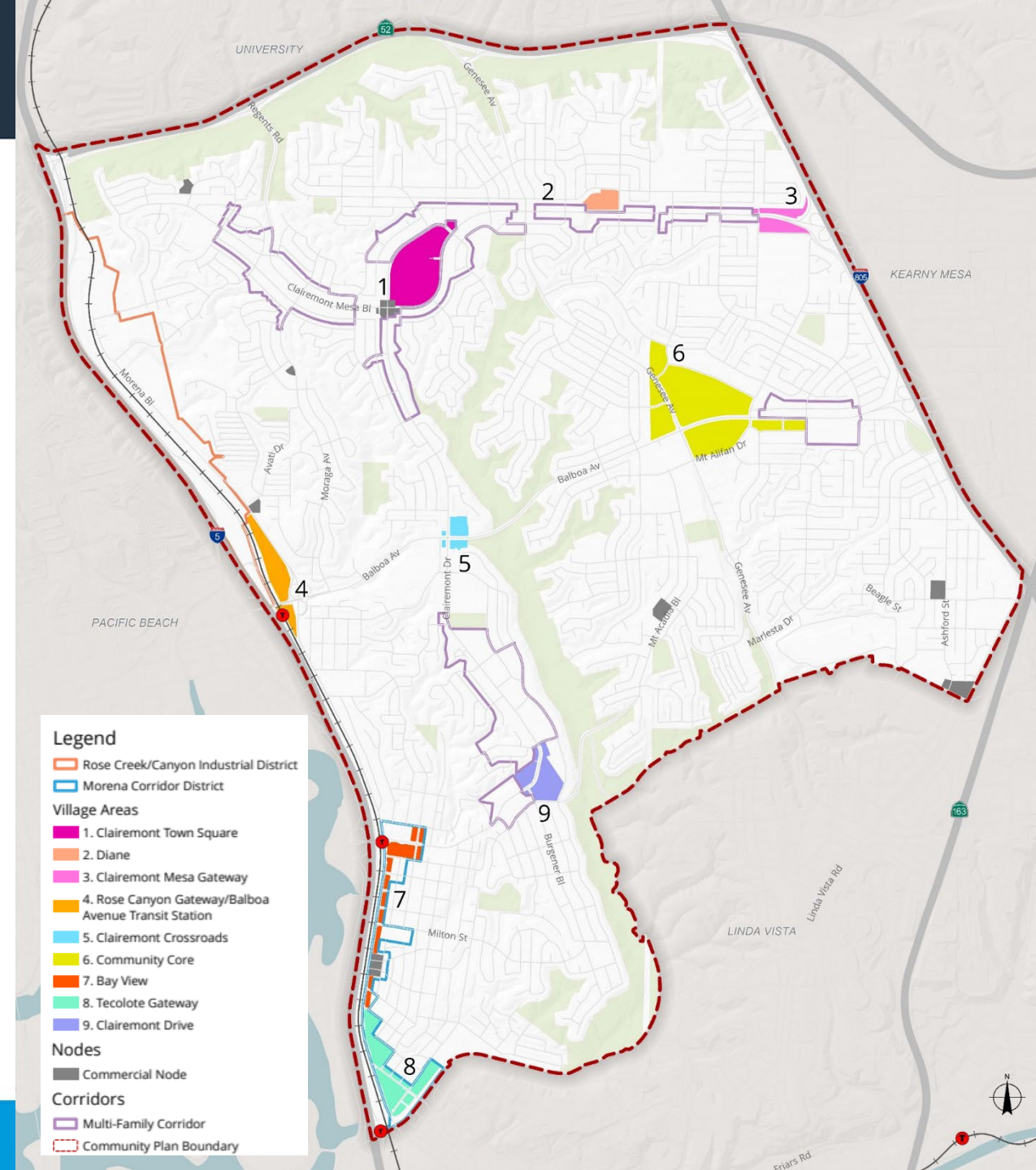
- Focus areas remain in village sites and corridors
- 11,000 additional homes over adopted plan (first draft additional homes ~ 5,000)
- Continued capacity for Retail and Commercial

	Residential Density (Dwelling Units per Acre)
Parks	N/A
Resource-Based Parks	N/A
Open Space	1 DU/AC ¹
Residential Very Low 3	0-3 DU/AC
Residential Low 2	5-9 DU/AC
Residential Low 3	10-15 DU/AC
Residential Low 4	16-29 DU/AC
Residential Medium 1	30-44 DU/AC
Residential Medium 2	45-54 DU/AC
Residential Medium 3	55-73 DU/AC
Residential Medium 4	74-109 DU/AC
Community Commercial	0-29 DU/AC
Community Commercial	0-54 DU/AC
Community Commercial	0-73 DU/AC
Neighborhood Commercial	0-29 DU/AC
Neighborhood Commercial	0-44 DU/AC
Office Commercial	0-29 DU/AC
Community Village	0-44 DU/AC
Community Village	0-54 DU/AC
Community Village	0-73 DU/AC
Community Village	0-109 DU/AC
Industrial Park	N/A
Institutional	N/A
College	N/A
150-Foot SDG&E Easement	N/A



Villages, Corridors & Nodes

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

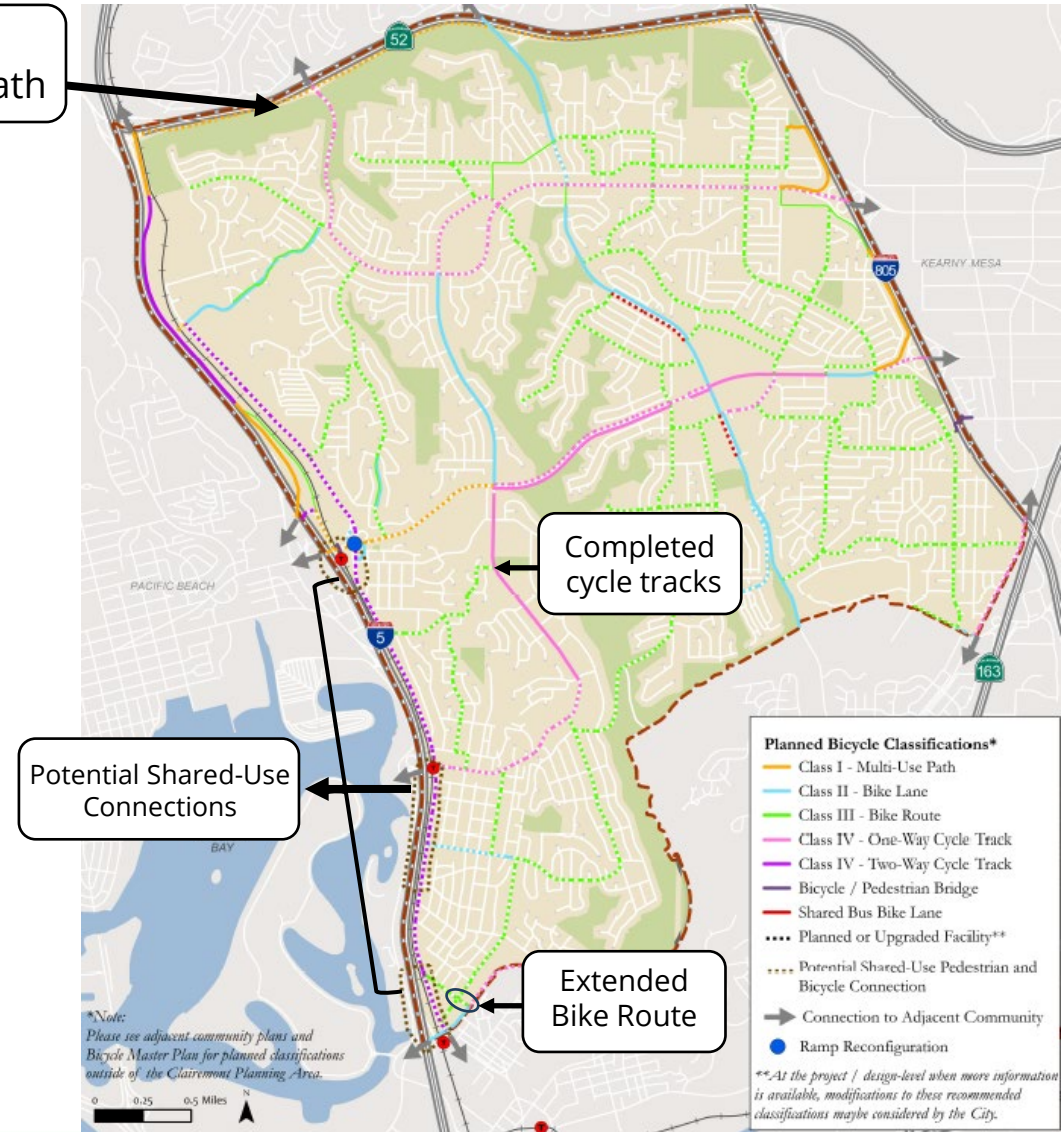
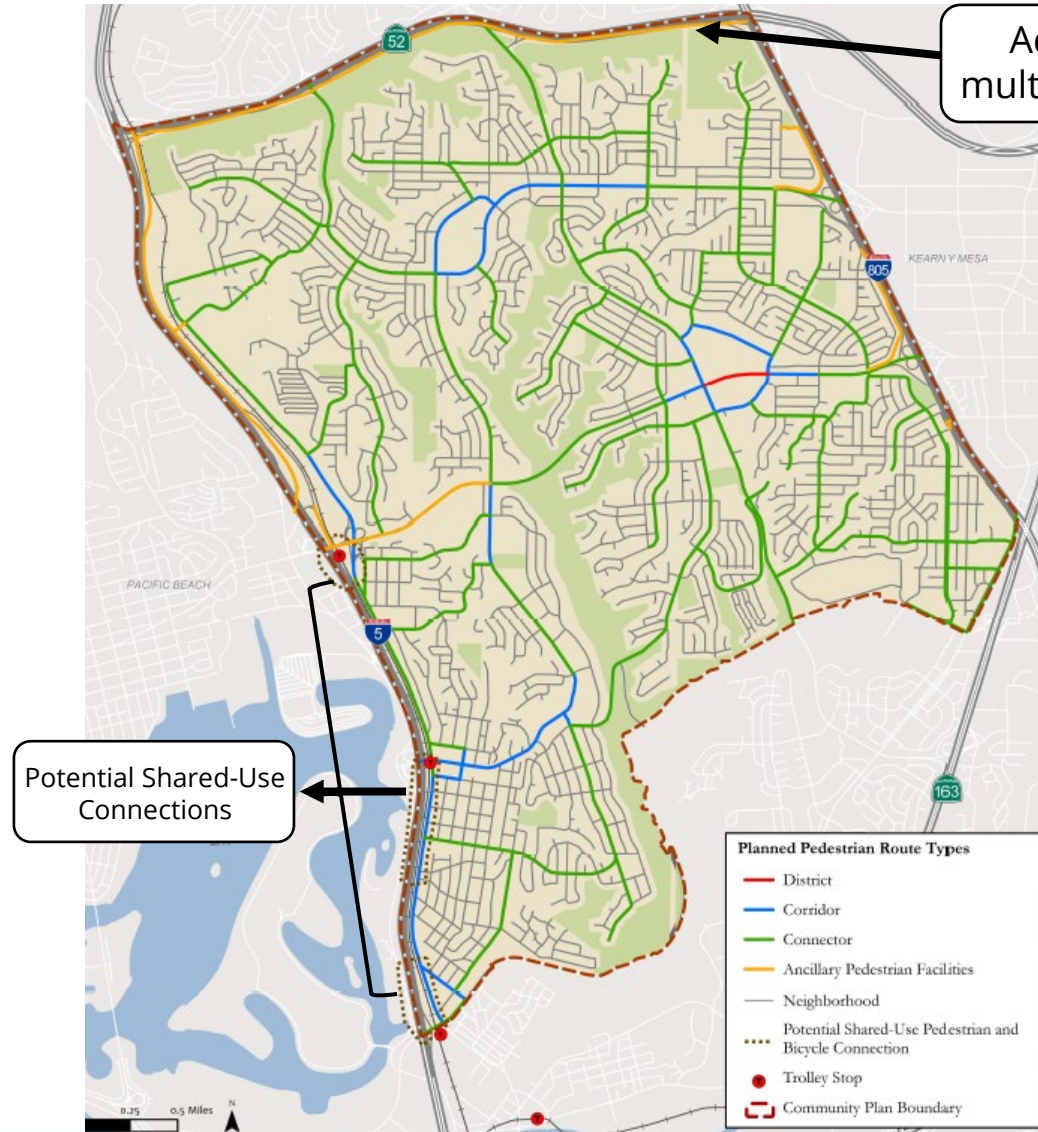




Mobility

Active Transportation

- Added potential shared-use connections over the I-5
- Adjusted multi-use path alignment to run parallel to SR-52
- Updated bike map to show new facilities on Clairemont Dr
- Extended the proposed Morena Blvd bike route to include the segment from Knoxville St to Tecolote Rd



Transit Network

- Edited the existing routes to reflect present conditions
- Switched out the 2021 Regional Plan to the 2025 Regional Plan Next Gen Rapid



Other Edits

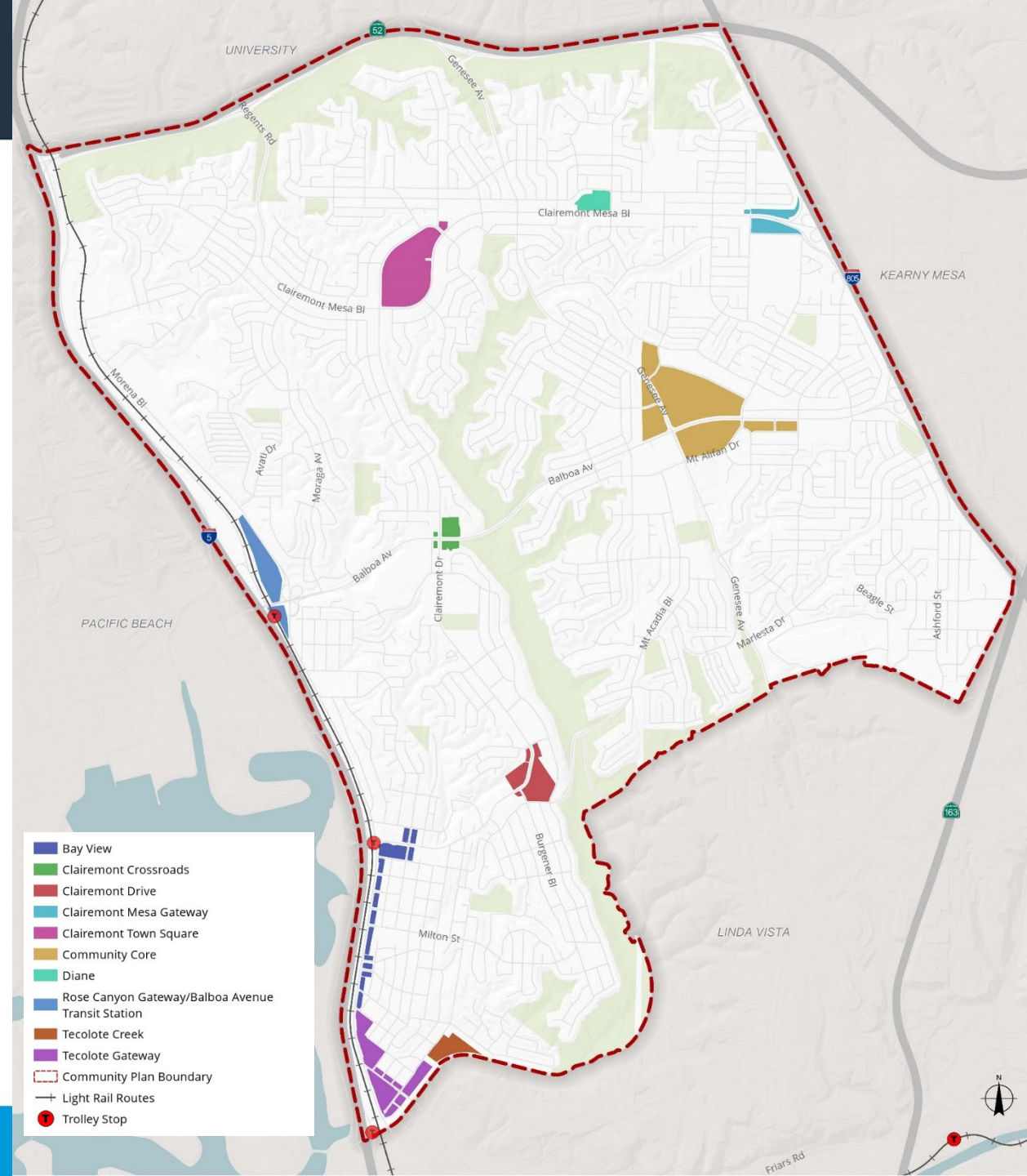
- Created a mobility project list for the CPU
- Migrated mobility policies originally in the Draft Land Use Element to the CPU Mobility Element
- Added new policies in the CPU Mobility Element
 - Related to corridor studies, pedestrian and bicycle crossings, expanding transit service and access, and curb space management
- Expanded content in the Mobility Technical Report
 - Pedestrian Opportunities: Public Spaces & Shared-Use Connections
 - Transit Opportunities: Land Use & Transit Coordination
 - Implementation Considerations



Implementation

Community Enhancement Overlay Zone

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





Next Steps & Timeline





Questions?