



THE CITY OF SAN DIEGO

Report to the Planning Commission

DATE ISSUED: October 9, 2025 REPORT NO. PC-25-041

HEARING DATE: October 16, 2025

SUBJECT: Clairemont Community Plan Update

REFERENCES: [June 8, 2017 - Clairemont Community Plan Update Workshop I, Report No. PC-17-048](#)
[June 27, 2019 - Clairemont Community Plan Update Workshop II, Report No. PC-19-053](#)
[September 23, 2021 - Clairemont Community Plan Update Workshop III, Report No. PC-21-040](#)
[August 28, 2025 - Clairemont Community Plan Update Workshop IV, Report No. PC-25-034](#)

SUMMARY

Issue: Should the Planning Commission recommend to the City Council approval of the update to the Clairemont Community Plan and associated actions?

Staff Recommendations:

1. RECOMMEND to the City Council APPROVAL of a resolution adopting the Addendum to Program Environmental Impact Report (PEIR) SCH No. 2021070359 for the Clairemont Community Plan Update and the associated amended Mitigation, Monitoring and Reporting Program (Attachment 1).
2. RECOMMEND to the City Council APPROVAL of a resolution adopting the comprehensive update to the Clairemont Community Plan and amending the General Plan (Attachment 2).
3. RECOMMEND to the City Council APPROVAL of an ordinance amending the San Diego Municipal Code (SDMC); Chapter 11, Article 3, Division 1 Of The San Diego Municipal Code By Amending Chapter 12, Article 6, Division 4; Chapter 12, Article 6, Division 5; Chapter 13, Article 2, Division 1; Chapter 13, Article 2, Division 14; Chapter 13, Article 2 By Adding New Division 16; Chapter 14, Article 1, Division 6 ; Chapter 14, Article 3, Division 3; Chapter 14, Article 3, Division 9; Chapter 14, Article 3, Division 10; Chapter 14, Article 3, Division 14. (Attachment 3).
4. RECOMMEND to the City Council APPROVAL of an ordinance amending the San Diego Municipal Code (SDMC); Chapter 13, Article 2, Division 13 (Attachment 20).

5. RECOMMEND to the City Council APPROVAL of an ordinance amending the Morena Corridor Specific Plan consistent with the Clairemont Community Plan (Attachment 4).
6. RECOMMEND to the City Council APPROVAL of an ordinance amending the Balboa Avenue Station Area Specific Plan consistent with the Clairemont Community Plan (Attachment 5).
7. RECOMMEND to the City Council APPROVAL of an ordinance rezoning land within the Clairemont Community Planning Area consistent with the Clairemont Community Plan (Attachment 8).

Mobility Board Recommendation: On October 1, 2025, the Mobility Board voted (6-1-1) to recommend the Draft Clairemont Community Plan.

Community Planning Group Recommendation: On October 8, 2025, the Clairemont Community Planning Group voted (10-0-0) to provide recommendations (Attachment 27) on the Clairemont Community Plan.

Parks & Recreation Board Recommendation: On September 25, 2025, the Parks & Recreation Board did not provide a motion to recommend the Draft Clairemont Community Plan.

Historical Resources Board Recommendation: On September 25, 2025, the Historical Resources Board on consent (10-0-1) to recommend the Draft Clairemont Community Plan.

Environmental Review: In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15164, the City of San Diego, as the Lead Agency under CEQA, has prepared an Addendum to the General Plan [Final Program Environmental Impact Report \(PEIR\) SCH No. 2021070359](#) and an amended Mitigation, Monitoring and Reporting Program covering this activity.

Fiscal Impact Statement: N/A

Code Enforcement Impact: N/A

Housing Impact Statement: The Clairemont Community Plan Update aims to increase opportunities for a broad range of housing types and costs to accommodate a variety of groups, household sizes and composition, tenure patterns and income levels. As of 2024, there were approximately 33,300 homes in the Clairemont Community Plan Area. The Clairemont Community Plan Update proposes to increase the plan residential capacity of the Community Plan area by an approximately 14,000 homes for an estimated total capacity of around 52,800 homes. Actual production of additional new homes will depend on a variety of factors that influence individual development decisions, such as availability and cost of labor and materials, market demand, interest rates and financing availability and other business and social factors. Approximately, 73 percent of the Community Plan area is within either a high or highest resource opportunity areas compared to 62 percent citywide as identified on the California Tax Credit Allocation Committee's 2025 Opportunity Area Map.

BACKGROUND

Location

The Clairemont Community Plan Area encompasses approximately 8,539 acres (13.3 square miles). Clairemont is located in the north-central portion of the City of San Diego, south of State Route 52 (SR-52), west of Interstate 805 (I-805), east of Interstate 5 (I-5) and north of the Linda Vista community. The community features gently rolling mesas separated by canyons and hillsides. The developed areas are mostly lower in scale and generally confined to the mesas as well as along the rims of Tecolote Canyon, Stevenson Canyon and San Clemente Canyon. The Community is served by high frequency transit, including three MTS Trolley Stations served by the Blue Line within proximity to the community.

Historical Context

Early subdivisions occurred in the 1880s in the Morena District in the southwest edge of the community. Significant growth began in 1937 with the opening of Bay Park Village, a community built in accordance with Federal Housing Administration guidelines. The remaining areas of Clairemont became one of the first post-World War II suburban developments built in the City of San Diego, with many of its homes built between the 1950s and 1970s. The community's formative development history is encapsulated by a post-World War II suburban development boom and by the vision of its initial developers in creating a large-scale residential community with lands allocated for schools, shopping centers, parks and other civic uses following the latest planning principles. A comprehensive overview of existing conditions in the Clairemont Community is provided in the [Clairemont Community Plan Update Existing Conditions Atlas](#).

Prior Community Plans

The current Clairemont Mesa Community Plan was adopted in 1989 and identifies several key issues, goals, and implementation actions for the Clairemont Community. These include improving the transportation system; relating development intensity to the capacity of the transportation system; encouraging mixed-use development on large sites to offer environments for living, working, shopping, and related activities; guiding urban form and physical development that protects and is responsive to the physical environment of Clairemont; and encouraging the development of neighborhood facilities and services that fulfill the daily needs of community members.

Housing & Demographics of Clairemont

Population

As of 2024 the San Diego Association of Governments (SANDAG) estimated that 80,043 people were living in a household within Clairemont. Between 2010 and 2024, there was a 3 percent increase from the 77,682 people living in the community in 2010 based on SANDAG estimates (Table 1).

Housing

In 2024, SANDAG estimated that the community had 33,328 homes with a vacancy rate of 3.1 percent and 2.48 persons-per-household for all home types. In 2010, the community had 32,905 homes with a 3.8 percent vacancy rate and 2.46 persons per household. Between 2010 and 2024, there was a 1 percent increase in homes (Table 1).

Income

In 2024, the median household income was approximately \$110,405. Between 2010 and 2024, there was a 22 percent increase from the \$60,975 (\$90,590 in 2024 dollars) median household income in 2010 based on SANDAG estimates (Table 1).

Affordable Housing

As of September 2025, the Clairemont Community had 1,000 affordable homes that have entered a deed restriction with the [San Diego Housing Commission](#), which is 3 percent of the community's total number of homes compared to 5 percent citywide.

Table 1: Housing and Population, Clairemont Community Plan Area: 2010 to 2024

Year	Households Population	Homes	Persons per Household	Income
2010	77,682	32,905	2.46	\$60,975
2024	80,043	33,328	2.48	\$110,405
% Change	3.0%	1%	<1%	22% (in 2024 dollars)

Source: San Diego Association of Governments, Housing and Population Estimates, 2010 and 2024

DISCUSSION

The Clairemont Community Plan provides additional capacity for homes within planned mixed-use villages and along corridors, near high frequency transit such as the Blue Line Trolley and bus rapid stations. The Community Plan (Attachment 10) contains detailed goals, policies and maps consistent with the General Plan. The contents were developed with community input including meetings with the Clairemont Community Planning Group, workshops, surveys and technical analyses.

The proposed actions recommend the Clairemont Community Plan comprehensive update to replace the 1989 Clairemont Community Plan, including a supporting environmental review addendum. Associated Actions include General Plan map amendments to Land Use, Public Facilities, and Industrial and Prime Industrial Land figures for consistency with the Clairemont Community Plan, updates to the Municipal Code to support a new Community Enhancement Overlay Zone and provide new public spaces, and amending the Clairemont Height Overlay Zone and rezoning of properties throughout Clairemont so that zoning reflects new land use designations. These actions support the implementation of the Clairemont Community Plan and provide a framework for how Clairemont will grow over the next 30 years.

A. Why is the Clairemont Community Plan being updated?

The Clairemont Community Plan was last updated in 1989. The City has experienced a growing housing crisis and a changing climate, requiring additional planning to increase housing opportunities and enhance access and use of transit to help meet City housing and climate goals. The Clairemont Community Plan update is a part of a citywide program to update community plans in locations served by high-frequency transit consistent with the City of Villages strategy. With the adoption of the City of Villages strategy as part of the comprehensive update of the General Plan in 2008, the City has already updated and amended 17 community plans to address climate change and a housing shortage by planning for additional homes to be built near high-frequency public transit.

In 2024, the General Plan was comprehensively amended to align the City of Villages land use strategy with climate goals, focusing on the reduction of vehicular travel and corresponding greenhouse gas emissions by shifting travel from personal vehicles to transit, walking and biking. The Community Plan is being updated to better align with the General Plan and the Climate Action Plan, and will provide additional opportunities for new homes, jobs and infrastructure near Trolley Stations and corridors served by existing and planned bus rapid transit service. By planning for a broader range of housing options, the updated Community Plan helps to create opportunities for a diversity of new homes to meet the current and long-term housing needs.

B. What is the Vision and Objectives of the Community Plan Update?

The Clairemont Community Planning Group established an Ad-hoc Community Plan Update Subcommittee which helped to develop a vision for Clairemont as community of active, pedestrian-oriented nodes, corridors, and unique villages that contribute to a strong sense of place and community identity, which are connected through a transportation network that serves vehicles and encourages walking, biking, and transit use, as well as acknowledges the natural network of canyons and open spaces as an integral part of intra-community connectivity.

The Clairemont Community Plan incorporates the following guiding principles:

- Protection of canyons and creeks as community assets;
- Parks and recreation facilities that serve the needs of the community;
- Infrastructure and public facilities that meet existing needs and future growth;
- Development that compliments neighborhood scale;
- Crime prevention through environmental design;
- Safe and efficient facilities that improve connectivity for pedestrians, cyclists, transit users and motorists;
- A community focus on sustainability and urban greening; and
- Community identity that enhances Clairemont's diversity, sense of place, and history.

C. How does the Draft Community Plan align the City of Villages Land Use Strategy and the Climate Action Plan?

The City Council in July 2024 adopted Blueprint SD, which was an amendment to update the General Plan to align the City of Villages Strategy with the Climate Action Plan and the SANDAG Regional Plan. As part of that General Plan update, the General Plan's Village Climate Goal Propensity Map identifies where additional homes and jobs could have the best opportunities to increase the number of trips taken by transit, bicycling or walking. It shows that Clairemont has higher propensities in village areas than was identified in the First Draft Community Plan (Attachment 15).

The Clairemont Community Plan has been revised to align with the Village Climate Goal Propensity Map. The Community Plan increases residential densities near the three Trolley Stations and along existing and planned bus rapid transit corridors and cycle-tracks. Providing more homes near high-frequency transit and bike routes is a key strategy to furthering the City's climate goals consistent with the City of Villages Land Use Strategy and the Climate Action Plan.

The Community Plan provides additional opportunities for homes and jobs within mixed-use villages and along corridors served by existing and planned transit identified in the SANDAG Regional Plan. By allowing for both home and job growth opportunities within areas identified in

the Village Climate Goal Propensity Map, the Community Plan Update aims to increase homes and jobs in locations that support a shift from single-occupancy vehicles to walking, biking and transit. This strategy helps the City achieve its goals of reducing citywide per capita vehicle miles traveled, consistent with the General Plan and Climate Action Plan.

The Community Plan provides an opportunity for an additional 14,000 homes beyond the adopted Community Plan's home capacity primarily within village areas and along transit corridors (Table 2). Presently, Claremont has approximately 33,330 homes and the Community Plan Update would allow for approximately 19,500 additional homes to be built over the Community Plan capacity. The Community Plan accommodates a variety of housing types that meet the needs of a diverse range of people. Acknowledging the demand for housing allows for a comprehensive plan for orderly development to meet the needs of Claremont and the City. It is also important to note that the Community Plan does not require any new development to happen. New development will only happen when the demand materializes, and economic conditions allow.

D. What are the main changes proposed by the Community Plan Update?

1. Land Use

a. Planned Home Capacity

The Community Plan accommodates a variety of housing types that meet the needs of a diverse range of people. Claremont has approximately 33,300 existing homes. Approximately, 19,500 additional homes could be developed under the adopted Claremont Community Plan. The updated Claremont Community Plan provides an opportunity for an additional 14,000 additional homes above the adopted Community Plan's home capacity over the next 30 years and beyond (Table 2). The estimated household population over this period could be 119,000 based on a persons per household rate of 2.36 and a vacancy rate of 4.5 percent. The Community Plan does not require any new development to happen. New development will only happen when the demand materializes, and economic and regulatory conditions allow.

Table 2: Claremont Community Plan - Estimated Housing and Population

	Existing	Adopted Community Plan	Proposed Community Plan Update	Additional Capacity
Homes	33,300	38,800	52,800	+14,000
Household Population	80,000	93,200	119,000	25,800

b. Plan Land Use Designations

The Community Plan proposes land uses that provide additional opportunities for homes, public spaces, streetscape enhancements and ground floor commercial uses to promote pedestrian activity and enhance the community's vibrancy. While the overall land use pattern remains like the adopted Community Plan, it increases density and intensity primarily within villages and corridors near the Trolley Stations and along planned and existing bus rapid transit routes. The draft Community Plan aims to encourage active transportation, reduce reliance on personal cars and decrease the amount of travel by

personal car for commuting and daily needs. Providing more opportunities for new homes near high-frequency transit is a key strategy to furthering the City's climate goals. The Community Plan has incorporated the following General Plan land use designations for village areas and corridors:

- *Community Village* designations provide for retail, service, civic, and office uses and allow for housing as part of mixed-use development.
 - o Community Village up to 145 dwelling unit per acre (du/ac) is proposed for the Rose Canyon/Balboa Avenue Transit Station Village near the Balboa Avenue Transit Station.
 - o Community Village up to 109 du/ac is proposed for areas within the Bay View Village near the Clairemont Drive Transit Station and Tecolote Gateway Village along Morena Boulevard near the Tecolote Road Transit Station.
 - o Community Village up to 73 du/ac is proposed for areas within the Community Core Village area along Genesee Avenue.
 - o Community Village up to 54 du/ac is proposed for areas within the Clairemont Town Square Village, within the Community Core Village along Balboa Avenue and Clairemont Mesa Gateway Villages along Clairemont Mesa Boulevard.
 - o Community Village up to 44 du/ac is proposed for areas within Diane Village, Clairemont Crossroads Village and Clairemont Drive Village.
- *Community Commercial* designations provide for retail, service, and office uses and allow for housing as part of mixed-use development.
 - o Community Commercial up to 73 du/ac is proposed for areas along Morena Boulevard near the Clairemont Drive Transit Station and Tecolote Road Transit Station.
 - o Community Commercial up to 54 du/ac is proposed for areas along Denver Street near the Clairemont Drive Transit Station.
- *Residential* designations provide for homes and limited neighborhood-serving retail as part of mixed-use development
 - o Residential (56 to 73 du/ac) is proposed for areas along Clairemont Mesa Boulevard.
 - o Residential (45 to 55 du/ac) is proposed for areas along Clairemont Mesa Boulevard, Balboa Avenue, Morena Boulevard and Knoxville St.
 - o Residential (30 to 45 du/ac) is proposed for areas along Clairemont Mesa Boulevard, Morena Boulevard and Clairemont Drive.

c. Villages

Villages are designed to support transit-oriented development with compact land use patterns that integrate housing, jobs, and services. Villages may also feature public spaces like parks, plazas, and greenways. The villages support sustainability, multiple modes of transportation and active and healthy lifestyles by integrating a mix of uses and pedestrian-oriented retail uses along corridors can serve as connections between villages.

- *Community Core Village* is proposed at Balboa Avenue and Genesee Avenue
- *Clairemont Town Square Village* is proposed at Clairemont Mesa Boulevard and Clairemont Drive.
- *Clairemont Drive Village* is proposed on Clairemont Drive between Burgener Bouvard and Iroquois Avenue.
- *Clairemont Crossroads* is proposed at the intersection of Balboa Avenue and Clairemont Drive.
- *Rose Canyon Gateway Village* is proposed at the City's operation yard at Balboa Avenue and Morena Boulevard.
- *Balboa Avenue Transit Station Village* is proposed at the Balboa Avenue trolley station.
- *Clairemont Mesa Gateway Village* is proposed at Clairemont Mesa Boulevard near the intersection with I-805.
- *Diane Village* is proposed on Clairemont Mesa Boulevard.
- *Bayview Village* is proposed along Morena Boulevard near the Clairemont Drive Transit Station.
- *Tecolote Gateway* is proposed along Morena Boulevard and West Morena Boulevard, near the Tecolote Road Transit Station.

2. Urban Design

The Community Plan's urban design vision framework provides a comprehensive view of the community's interconnected features, such as its villages, nodes, and corridors, by showing how they are linked through integrated circulation systems and canyon networks. This framework, which aligns with the Community Plan land use pattern, identifies key implementation opportunities like greenways, parkways and paseos. It also includes policies that address the identification of public viewsheds, the promotion of urban greening through green streets, and the creation of sensitive interfaces between neighborhoods and adjacent canyons. Furthermore, the framework incorporates policies for sustainable building design, aimed at reducing energy and resource consumption.

a. Urban Framework

The urban design framework provides the design vision for a streetscape that is pleasant, safe, comfortable, vibrant and is connected to parks, public spaces, transit stations and villages. The Community Plan aims to provide opportunities for residential development along corridors and in villages to gradually transition to the lower-scale neighborhoods nearby so that community members in those areas can still easily access and enjoy the services along higher-density corridors.

b. Public Space

The Community Plan establishes a framework to guide future development within the Clairemont community, ensuring alignment with the Community Plan's vision, goals and policies. To support its implementation, the City has proposed the Community Enhancement Overlay Zone as a new overlay in the Municipal Code. Community specific regulations within the Community Enhancement Overlay Zone will apply to specific sites

within the Clairemont Community Planning Area. These areas align with village areas in the Community Plan, which increase opportunities for homes and jobs, and will help the City meet its Climate Action Plan goals. Regulations will supplement underlying base zone regulations to ensure that new development in these growth opportunity areas will be supported by community enhancements including pedestrian access, public spaces, and connectivity improvements.

Increasing public space and pedestrian activity is a significant component of the urban design approach, which is implemented through supplemental development regulations, as part of the proposed Community Enhancement Overlay Zone for public spaces that will apply to village areas and transit corridors, which include: plazas, paseos, greenways, urban greens and podiums. The Community Plan identifies greenway opportunities adjacent to Clairemont Town Square Village, along Clairemont Drive, and Community Core Village, along both Balboa Arms Drive, and Mount Alifan Drive. The greenways will provide 30 feet of privately owned and maintained public space, while the public parkway will measure 14 feet, creating a combined total width of 44 feet from curb to building. Within this combined space, shade trees, wider sidewalks, and pedestrian amenities will enhance user comfort and provide opportunities for people to gather and enjoy the expanded spaces. Development frontages may include landscaped setbacks and amenities that further support a high-quality pedestrian experience.

c. Urban Greening

The Community Plan identifies green street treatments to help support walkability, cleaner air, cleaner storm water, cooler pavement and calm traffic concepts. Street trees and landscaping are vital parts of the Community Plan's envisioned urban character as well as the urban greening infrastructure system. Recommended bio-retention and bio-infiltration facilities in the public right-of-way can help to supplement the storm drain system and help cleanse storm water of contaminants. The Community Plan also contains a community street tree plan that establishes street tree themes for primary street corridors and each corridor and village.

3. Mobility

The Community Plan focuses on planning for a safe, reliable and integrated transportation system that provides sustainable mobility options for users of all ages and abilities to travel within Clairemont and connections to other parts of the region. The Community Plan identifies improvements that help to improve active transportation, increase transit accessibility, and embrace intelligent technologies and management strategies to further promote a shift in commuter and personal trips to pedestrian, bicycle and transit use.

The Community Plan envisions a better walking, bicycle, and transit environment that achieves the Climate Action Plan goals and creates a more sustainable community. These improvements can result in a viable transportation network that provides more transportation options and complements the Community Plan's vision for land use, urban design and parks. The Community Plan addresses the provision of more transportation options by re-envisioning major corridors as Complete Streets, providing a more comprehensive and equitable mobility system and improving safety for all users which the Draft Mobility Technical Report discusses in more detail (Attachment 25).

a. Bicycle Improvements

Planned improvements include new multi-use paths, buffered bicycle lanes, bike routes, and cycle tracks. The Community Plan proposes dedicated bikeways along major corridors to bridge gaps between low-stress neighborhood streets and high-traffic roads, creating safe internal connections within the community. The bicycle network is also designed to strengthen regional connections, improve local access, and encourage commuting by bike for Clairemont's community members.

The Community Plan envisions a comprehensive network of new bikeways, including Class IV two-way cycle tracks to connect key areas like the Rose Creek/Canyon Industrial Corridor and the Mid-Coast Trolley Stations, as well as Class IV one-way cycle tracks along major corridors like Clairemont Drive, Clairemont Mesa Boulevard, and Balboa Avenue. The Community Plan also proposes Class I multi-use bike paths through Marian Bear Open Space Park and along Rose Canyon to provide continuous routes for cyclists.

b. Transit Improvements

The Community Plan facilitates increased residential and mixed-use development near transit facilities and corridors, aligning with the regional transportation goals of SANDAG's 2021 Regional Plan. By allowing for both home and job growth opportunities within areas identified in the Village Climate Goal Propensity Map, the Community Plan aims to increase homes and jobs in locations that support a shift from single-occupancy vehicles to walking, biking, and transit. This strategy helps the City advance its goals of reducing citywide per capita vehicle miles traveled (VMT), consistent with the General Plan and Climate Action Plan (CAP).

The Community Plan provides a comprehensive transportation strategy that emphasizes creating mobility hubs at various village sites. These hubs, where different types of transportation converge with housing, shopping, and employment, are designed to boost economic development and offer diverse travel options. The Community Plan also promotes the use of Intelligent Transportation Systems, such as adaptive traffic signals and transit signal priority, to enhance public safety, reduce traffic congestion, and lower greenhouse gas emissions. The Community Plan also encourages the implementation of flexible "Flex" lanes on Genesee Avenue, initially dedicated to transit use, to improve transit reliability, shorten transit travel times, and increase ridership. Flexible (flex) lanes would repurpose existing transportation right-of-way, typically travel lanes, for priority use by transit, high-occupancy vehicles (HOVs), or other congestion-reducing modes. These lanes could also operate dynamically, changing function and availability based on time of day or operational needs.

Additionally, the plan recognizes the role of micromobility services, including bikeshare and scooter-share, in completing "first and last mile" trips and connecting people to transit and their final destinations. Micromobility, which includes small, low-speed devices like e-scooters and bikes, expands transit access by providing convenient options for short trips. Integrating these shared services helps people without their own vehicles connect to the broader transportation network.

4. Parks and Recreation

The Community Plan identifies opportunities for new parks, recreation spaces, trails, recreation amenities to the Clairemont's existing park and creating park spaces integrated within new development. A component of the Clairemont Community Plan Update is the provision of new parks and quality public spaces that offer people places to walk/roll, bike and play. The Community Plan envisions future parks could vary in programming and design, from community gardens to exercise stations, to meet the diverse needs of Clairemont. The Community Plan Update encourages continued joint-use agreements with schools to increase access to recreational spaces, explores the possibility of new recreation on land that the City owns, encourages excess right-of-way to be utilized for green space and supports land acquisition and the development of new parks.

a. Proposed Parks

Neighborhood Parks and Mini Parks

- Coral Rose Neighborhood Park: A proposed neighborhood park on City owned property to accommodate active recreational uses, social connections, and cooling benefits.
- Ute Drive Linear Park: A proposed linear park on SDUSD-owned property to include a trail, interpretive/wayfinding signs, exercise equipment, nature exploration play, and native plantings.

Pocket Parks and Trailheads

- Ogalala Canyon Trailhead Linear Park: A proposed linear park within existing Right-Of-Way with space to accommodate passive recreational uses, including a trailhead into Marian Bear Memorial Park.
- Acworth Avenue Trailhead Pocket Park: A proposed pocket park within City-owned open space to accommodate passive recreational uses, including a trailhead into Tecolote Canyon Natural Open Space Park.
- Regina Avenue Trailhead Pocket Park: A proposed pocket park within City-owned open space to accommodate passive recreational uses, including a trailhead into Marian Bear Memorial Park.
- Marian Bear Trailhead Pocket Park: A proposed pocket park within City-owned open space to accommodate passive recreational uses, including a trailhead into Marian Bear Memorial Park.
- Mt. Lawrence Linear Park: A proposed linear park within City-owned open space to accommodate passive recreational uses.
- Mt. Lawrence Pocket Park: A proposed pocket park within City-owned open space to accommodate passive recreational uses.
- Brandywine Street Mini Park: A proposed mini park to accommodate active recreational uses, social connections, and cooling benefits.

Proposed Joint Use Facilities

- Lafayette Elementary Joint Use Facility: Proposed joint use facilities pursuant to long-term joint use agreement.
- Ross Elementary Joint Use Facility: A proposed future joint use facilities consisting of green play field/ ballfield pursuant to a future long-term joint use agreement.
- Toler Elementary Joint Use Facility: Proposed future joint use facilities pursuant to long-term joint use agreement.

Proposed Recreation Centers

- Olive Grove Rec. Center: A proposed recreation center at Olive Grove Community Park (or other location to be determined).
- South Morena Rec. Center: A proposed recreation center in the southerly area of the community (or other location to be determined).
- Mt. Abernathy Rec. Center: A proposed recreation center on City land facing Mt. Abernathy Avenue, south of the existing Balboa Branch Library and Fire Station 36.

Proposed Aquatic Complexes

- South Morena Aquatic Complex: A proposed aquatic complex in the southern part of the community or in one of the communities south of Clairemont (location to be determined) would provide access to aquatics programs to southern Clairemont, Linda Vista, Mission Valley and Uptown.

b. Parks with Community Villages

Development on larger sites within Community Villages have the potential to provide publicly accessible mini parks, pocket parks or plazas. These spaces may remain as privately-owned park spaces with public access or be dedicated as park land. Parks offering public access and recreational opportunities that meet the criteria of the Parks Master Plan and Council Policy 600-33 can be eligible for park credits.

c. Recreation Value Points

The Parks Master Plan standard of 100 Recreation Value-Based points per 1,000 community members results in the need for approximately 11,900 Recreational Value Points based on a projected population of 119,000 people at the Community Plan horizon. The Community Plan identifies approximately 6,900 existing and planned Recreation Value Points. The Community Plan Update calls for adding additional recreation amenities to existing neighborhood parks and creating recreation spaces integrated within new development, such as new parks, greenways, parkways, paseos, trails and plazas. Potential parks with new development and future park opportunities could yield an additional 5,000 Recreational Value Points.

The identified parks, trails and recreation spaces in the draft Community Plan are planned to maximize the recreational opportunities that will serve the community over the 30-year planning horizon. As more homes come online, based on the development activity, location, and needs of the residents that new facilities would serve, the City will continually work to identify, plan, and deliver more park and recreation facilities as the community

grows. The approximately 11,900 Recreation Value Points planned for at full buildout would only be needed if all the community plan update housing capacity is built and occupied during the 30-year planning horizon.

5. Open Space Conservation

The Community Plan Update prioritizes sustainable development and resource conservation. The Community Plan includes goals and policies to conserve natural resources, reduce non-renewable resource use and enhance climate resiliency. These strategies are designed to minimize the community's ecological footprint, reduce greenhouse gas emissions and vehicular travel, and prepare for the effects of global climate change while supporting sustainable growth opportunities for homes and jobs. To further support conservation within Clairemont, the Community Plan identifies approximately 78.7 acres of City-owned and managed open space to be added to the City's Multi-Habitat Planning Area (MHPA) preserve. Approximately 790 acres of preserved open space is currently within the MHPA in the Clairemont Community Planning area, compared to 52,451 acres citywide. The Community Plan Update will contribute to the City's goal to conserve 52,727 acres within the MHPA.

6. Economic Prosperity

The Community Plan establishes policies to support opportunities for retail, office and commercial contribute to the well-being of a community, providing jobs and local places to buy goods and services. The Community Plan provides a land use plan that supports a diversity of businesses and job opportunities. A large portion of the Rose Creek/Canyon Industrial Corridor is designated as Prime Industrial Land which supports export-oriented base sector activities that include manufacturing, research and development, assembly, corporate headquarters, warehousing, distribution, marketing, and certain related professional and administrative functions associated with product/process conception, development, sales, and distribution. Economic base sector industries create economic growth by exporting products and services primarily to national and international markets outside of the San Diego region.

7. Historic Preservation

The Community Plan establishes policies to support the identification and preservation of the historical, archaeological and tribal cultural resources of the community. A Historic Context Statement provides more detailed historical narratives. The Community Plan also proposes policies that integrate the Historic Context Statement to guide the future evaluation of potentially significant properties and districts, encourage collaboration with tribal representatives and local historians, and ensure that cultural resources are considered early in development review.

8. Public Facilities, Services, and Safety

The Community Plan includes safety and resilience policies to address potential issues related to geologic and seismic risks, hazards and hazardous materials, air quality, flooding, wildfire risk and extreme temperatures.

9. Noise

The Community Plan identifies sources of noise in Clairemont and includes policies related to noise attenuation measures and reducing noise generation.

E. How does the Community Plan Affirmatively Further Fair Housing?

State law (Government Code Section 8899.50) requires all cities to affirmatively further fair housing meaning that the city needs to take proactive steps to expand access to opportunity and overcome historic patterns of segregation. The goal is to ensure that people of all incomes and backgrounds have access to quality housing near jobs, schools, and services, not concentrated in one part of the city. The State prepares and updates Opportunity Area maps that measure access to schools, employment, transit, and environmental health. These designations are one of the many factors the city considers when planning for additional housing opportunities, among access to transit, services, environmental factors and feasibility.

Planning for fair housing is approached citywide where each Community Plan Update contributes to a collective effort to distribute housing capacity equitably across all neighborhoods. This ensures San Diego's long-range plans meet both state law and local goals for equitable, sustainable growth.

The land use refinements in the Community Plan focus on providing additional opportunities for homes and jobs in areas with better access to transit and services, which aligns with the General Plan's goals for sustainable and equitable growth. The Community Plan provides a variety of residential densities to increase the amount of possible home types, sizes, and affordability levels within all resource opportunity areas, particularly in areas with better access to transit and jobs. It plans for mixed use villages and corridors that are located primarily within the high or highest opportunity areas. The Community Plan further develops and implements policies to support the General Plan's Housing Element goals and affirmatively furthers fair housing by encouraging new homes for people of all incomes with access to services, resources and jobs located near transit.

The Community Plan provides additional opportunities for homes and jobs in areas with better access to transit and services, which aligns with the General Plan's and Housing Element goals for sustainable and equitable growth. The Community Plan provides a variety of residential densities to increase the amount of possible home types, sizes and affordability levels within all resource opportunity areas, particularly in areas with better access to transit and jobs. The Community Plan allows for mixed use villages which distributes density across resource areas. Higher densities are concentrated near trolley stations, which are primarily located within the highest resource areas. Of the nine villages, seven are situated largely within High and Highest resource areas, while only one village falls entirely within a Low resource area, which has the least density of all villages. The villages planned for the greatest densities are located within High and, predominantly, Highest resource areas. All village are served by a trolley station or frequency transit service.

The Community Plan aims to increase opportunities for homes for people of all incomes and family types, distributed across a community that has a mix of high, moderate and low resource areas. The Community Plan would provide opportunities for a broad range of home types to accommodate various family types, household sizes and composition, homeownership and income levels. Approximately, 92 percent of the Community Plan area is a highest, high or moderate resource opportunity area compared to 72 percent citywide as identified on the California Tax Credit Allocation Committee's 2025 Opportunity Area Map (Table 3 and Attachment 17).

Table 3: 2025 Opportunity Areas – Clairemont Area Community Plan Area and Citywide

Opportunity Area	Clairemont	Citywide
Highest	30%	44%
High	43%	18%
Moderate	19%	10%
Low	9%	18%
Lowest	0%	1%

Due to rounding, percentages do not precisely equal 100%.

F. How will the Community Plan be implemented?

The Clairemont Community Plan guides decisionmakers, staff, property owners and community members engaged in community development. Key implementation actions include private investment through development consistent with the base zones, overlay zones and development regulations in the Municipal Code; public facilities included in the citywide Capital Improvement Program that are funded in part through impact fees; and other sources of public, private, and non-profit investment and initiatives such as regional transportation improvements, districts, grants, and programs for enhanced facilities and maintenance.

1. Base Zones

The Community Plan Area would be rezoned to implement the Clairemont Community Plan Update (Attachment 18). The draft rezone map shows the base zones being proposed for Clairemont that would implement the land uses in the Community Plan Land Use Map (Attachment 19). The following are the base zones used to implement the updated community plan land uses:

a. Residential Mixed Use Zones

The residential mixed use (RMX) zones are being used to implement the Community Village (0 to 145 dwelling units per acre) land use designation. The RMX zones are intended to accommodate residential development as the primary use and allow for a secondary use that is either residential or non-residential.

- **RMX-2:** The maximum density is determined by development standards including a 3.0 FAR, 240-foot structure height, and size of the dwelling units.

b. Community Commercial Zones

The CC-3-6, CC-3-7, CC-3-8, and CC-3-9 community commercial (CC) base zones are being used to implement the Community Commercial land use designations. They allow for a mix of pedestrian-oriented, community serving commercial uses and residential uses.

- **CC-3-6:** This zone is intended to accommodate development with a high intensity, pedestrian orientation and permits a maximum density of 1 dwelling unit for each 1,000 square feet of lot area.
- **CC-3-7:** This zone is intended to accommodate development with a high intensity, pedestrian orientation and permits a maximum density of 1 dwelling unit for each 800

square feet of lot area.

- *CC-3-8*: This zone is intended to accommodate development with a high intensity, pedestrian orientation and permits a maximum density of 1 dwelling unit for each 600 square feet of lot area.
- *CC-3-9*: This zone is intended to accommodate development with a high intensity, pedestrian orientation and permits a maximum density of 1 dwelling unit for each 400 square feet of lot area.

c. Residential Multiple Unit Zones

The RM-2-5, RM-3-7, RM-3-8, and RM-3-9 Multiple Unit Residential Base Zones are being used to implement the higher residential land use designations.

- *RM-2-5*: This zone is intended to accommodate medium density multiple dwelling units, with a maximum density of 1 dwelling unit for each 1,500 square feet of lot area.
- *RM-3-7*: This zone is intended to accommodate medium density multiple dwelling units, with a maximum density of 1 dwelling unit for each 1,000 square feet of lot area.
- *RM-3-8*: This zone is intended to accommodate medium density multiple dwelling units, with a maximum density of 1 dwelling unit for each 800 square feet of lot area
- *RM-3-9*: This zone is intended to accommodate, medium density multiple dwelling units, RM-3-9 permits a maximum density of 1 dwelling unit for each 600 square feet of lot area

d. Residential Townhouse Zones

The residential townhouse zones (RT) RT-1-2 and RT-1-5 zones are being used to implement the residential land use designations that provide for attached, single-dwelling unit residential development on small lots with alley access and serve as a transition opportunity between lower density areas and higher density areas.

- *RT-1-2*: This zone is intended to accommodate attached, single-dwelling unit residential development, RT-1-2 requires a minimum of 3,000-square-foot lots.
- *RT-1-5*: This zone is intended to accommodate attached, single-dwelling unit residential development, RT-1-5 requires a minimum of 1,600-square-foot lots.

2. Community Enhancement Overlay Zone

The City proposes to amend the San Diego Municipal Code to include the Community Enhancement Overlay Zone as a new overlay zone to provide supplemental development regulations for specific areas within the Community Plan to increase the amount of public space within the community. Rather than providing the regulations in the community plan and using the Community Plan Implementation Overlay Zone to reference the regulations in the

community plan, the regulations would be within the Municipal Code with the other applicable development regulations. This approach would improve the implementation of the regulations by providing more clarity. The amendment would also remove the Clairemont Community Planning Area from the Community Plan Implementation Overlay Zone.

Increasing public space and pedestrian activity is a significant component of the design approach for Community Plans. The Community Enhancement Overlay Zone Supplemental Development Regulations which require public space that is privately owned, publicly accessible spaces to be integrated into different development contexts. The following sets out specific requirements that are proposed as part of the Community Enhancement Overlay Zone Supplemental Development Regulations for Clairemont:

a. Applicability

Public spaces provide space for social interaction and recreation through urban greens, podiums, plazas, and greenways or paseos that enhance connectivity and have one or more amenities on them. These spaces must be accessible from a street and apply to:

- A property that is equal to or greater than 10,000 square feet and that proposes a total gross floor area of new development equal to or greater than a floor area ratio of 0.5; or
- A property less than 10,000 square feet, the applicant shall receive a floor area ratio bonus of 1.0 if an applicant elects to provide public space; or
- A property equal to or greater than 10,000 square feet and that proposes a subdivision, the public space requirements shall apply to development on all lots.
- Exemptions apply to developments that meet park requirements through on-site park improvements per Municipal Code Section 142.0640 and Council Policy 600-33.

b. Size Requirements

- A minimum of 5 percent of the property shall be provided as a public space. The size of the required area of a public space cannot be greater than 75,000 square feet of the premises.
- Developments exceeding the minimum requirement may receive an FAR bonus of 0.2 for each additional 1,000 square feet of public space, up to 5,000 square feet (maximum bonus of 1.0 FAR).
- The required size may be reduced to avoid archaeological, cultural, historical, or environmental resources with approval of a Process Two Neighborhood Development Permit. Reductions are also allowed when needed to accommodate stormwater, utility, or transit facilities.

Applicants may purchase up to a 25 percent reduction in required public space at \$170 per square foot, with payment deposited into the Citywide Park Development Impact Fee Fund prior to final inspection.

c. Type of Public Space Required

An applicant can satisfy its public space requirements through the provision of one or more of the following:

- A plaza, urban green, or podium shall meet the following requirements:
 - o A minimum area of 1,200 square feet; and
 - o A minimum dimension of 20 feet in any direction.
- A Greenway: In Clairemont, greenways shall have a minimum width of 30 feet, measured from the parkway to the street wall. In Clairemont, greenways are required along the south side of Clairemont Drive between Clairemont Mesa Boulevard and Clairemont Mesa Boulevard, South side of Balboa Arms Drive between Mount Abernathy Avenue and Derrick Drive, and the North side of Mount Alifan Drive between Mount Abraham Avenue to Genesee Avenue.
- A Paseo: In Clairemont, a paseo shall have a minimum width of 14 feet and are required between Denver Steet and Morena Boulevard and abutting Tecolote Creek.
- A Public Park: In Clairemont, a public park within the Rose Canyon Village area that is a minimum of 3-acres in size and shall include a minimum of 1 paved north-south oriented pedestrian pathway at least 8-feet in width connecting the area to the Balboa Avenue Station Village area.

Table 4: Clairemont Public Space Requirements – Greenways

Location	Minimum Parkway Width
South side of Clairemont Drive between Clairemont Mesa Boulevard and Clairemont Mesa Boulevard.	30 Feet
South side of Balboa Arms Drive between Mount Abernathy Avenue and Derrick Drive.	30 Feet
North side of Mount Alifan Drive between Mount Abraham Avenue to Genesee Avenue.	30 Feet

d. Amenity Requirements within Public Space

- Each public space must include amenities based on the size of the premises, ranging from 1 to 6. Examples include play areas, fitness equipment, sports courts, game tables, gathering areas, splash pads, useable lawn areas, off-leash dog areas, or community gardens These are in accordance with Table 132-16C and Table 132-16D in (Attachment 3).
- For developments larger than 200,000 square feet, applicants may purchase up to 30 percent of required amenity points (minimum 1) at \$480,835 per point, indexed annually under Section 142.0640(c). Payments are deposited into the Citywide Park Development Impact Fee Fund prior to final inspection.

Within Clairemont, the Community Enhancement Overlay Zone would apply along corridors and within village areas where the community plan has increased the capacity for additional homes (Attachment 16). Regulations in the Overlay Zone will supplement underlying base zone regulations to ensure that new development in the mixed-use corridors and villages would be supported by community enhancements including pedestrian access, public spaces and connectivity improvements.

In addition to public space requirements set out above, community specific regulations for Parkways are also required in accordance with Table 4. Together, the greenway and parkway requirements will provide a wider area that supports a high-quality pedestrian experience.

Table 5: Clairemont Public Space Requirements – Parkways

Location	Minimum Parkway Width
South side of Clairemont Drive between Clairemont Mesa Boulevard and Clairemont Mesa Boulevard.	14 Feet
North side of Ingulf Street between Morena Boulevard and Denver Street.	10 Feet
South side of Clairemont Drive between Morena Boulevard and Denver Street.	10 Feet
South side of Balboa Arms Drive between Mount Abernathy Avenue and Derrick Drive.	14 Feet
North side of Mount Alifan Drive between Mount Abraham Avenue and Genesee Avenue.	14 Feet

3. Clairemont Mesa Height Limit Overlay Zone

The Clairemont Mesa Height Limit Overlay Zone currently limits the maximum structure height to 30 feet predominantly over the entire community (Attachment 20). As part of the Clairemont Community Plan Update, the Clairemont Mesa Height Limit Overlay Zone is proposed to be amended to allow for increased building heights within Community Plan village areas in accordance with Table 6. These height limit increases in specified village areas are needed to achieve the Community Plan Update's vision to allow for homes and commercial uses. The height limits within the Clairemont Height Limit Overlay Zone would apply over the height limits of a base zone in the San Diego Municipal Code, meaning that regardless of the base zone, the height limit specified in the Height Limit Overlay Zone would apply (Attachment 21).

Table 6: Proposed Clairemont Height Overlay Zone Building Heights

Location	Maximum Height
Clairemont Town Square	65 Feet
Diane Village	40 Feet
Clairemont Mesa Gateway	65 Feet
Rose Canyon Gateway	65 Feet
Balboa Avenue Transit Station	65 Feet
Clairemont Crossroads	65 Feet
Community Core	65 Feet
Bay View Village	35, 40 & 65 Feet
Tecolote Gateway	40 & 65 Feet
Tecolote Creek	35 Feet

4. Infrastructure Financing and Capital Improvement Program

Various funding sources are used to deliver infrastructure and public facilities. Development Impact Fees are combined with other local, state and federal funds to form the budget for the citywide Capital Improvement Program. Council Policy 800-14 establishes the process for prioritizing Capital Improvement Program projects and includes opportunities for public input; procedures for public input on infrastructure needs and priorities are identified in Council

Policy 000-32. Future infrastructure and public facilities identified in the Community Plan will be implemented through this citywide process.

G. How does the Community Plan Update consider Fire Safety?

The City Planning Department consulted with the Fire-Rescue Department in the preparation of the first draft Community Plan Update regarding the increase in housing and future facility and vehicle needs. The Public Facilities, Services & Safety Element in the second draft also provides policies for addressing the evaluation, modernization, and expansion of fire stations in the community.

1. Very High Fire Severity Zones

Approximately 73 percent of Clairemont is in a very high fire hazard severity zone because of interweaving canyons throughout the mesa, compared to 65 percent of the City. The Community Plan Update has located higher density areas along trolley stations and transit corridors that are primarily outside the Very High Fire Hazard Severity Zones. The City has refined the current draft Community Plan to locate housing capacity away from Very High Fire Hazard Severity Zones adjacent to open space areas.

2. Fire Stations

Clairemont is serviced by three fire stations (25, 27, and 36). The Fire-Rescue Department conducts a Standards of Response Coverage review to determine the need for additional fire stations by reviewing the adequacy of the current fire station resource deployment system and the risks to be protected. Typically, a three-mile distance between fire stations is sufficient to achieve response time objectives.

The City has 11 brush fire apparatus throughout the City, with the closest one located approximately two miles from Clairemont located at Fire Station 35 in the University community. Three firefighting helicopters are also available at Montgomery Field for any brush fire responses. Emergency responses are also supplemented by ambulance service. Over the life of the Community Plan, the Fire- Rescue Department will continue to evaluate potential upgrades, expansions and new facilities to maintain adequate service to the community.

3. Response Coverage

The Fire-Rescue Department conducts a Standards of Response Coverage review to determine the need for additional fire stations by reviewing the adequacy of the current fire station resource deployment system and the risks to be protected. Typically, a three-mile distance between fire stations is sufficient to achieve response time objectives. The Community Plan Update contains policies to support building a new station within Clairemont, or upgrades to existing stations if it is determined that is needed to meet response coverage thresholds.

a. Draft Community Plan Update Review and Coordination with Fire-Rescue Department

The Fire-Rescue Department reviewed the draft Clairemont Community Plan and community planning horizon for homes and population and provided a memorandum

(Attachment 24) with recommendations to maintain adequate fire services in Clairemont if the community were to reach estimated community plan horizon. The memorandum includes potential strategies that may be implemented depending on future development activity, funding availability, and further technical analysis; the memorandum is intended to provide long-term guidance over the next 30 years and represents one of several possible approaches to meeting the community's fire service needs.

In the 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, improving or providing new fire access roads, or deploying specialized apparatus, depending on future needs and the pace of development. These recommendations would help support reliable fire protection service across both Clairemont and the broader city over the long term.

4. Local Fire-Safe Councils

Local Fire-Safe Councils are grassroots, community-led organizations dedicated to increasing fire safety awareness and preparedness, managing fire hazards, supporting forest health, and resilience. Local Fire-Safe Councils know the unique challenges their communities face and mobilize residents to protect their homes, neighborhoods, and environments from wildfire. Local Fire-Safe Councils are supported by the Fire Safe Council of San Diego County and they also work in partnership with fire agencies and local governments to bring resources such as Community Wildfire Protection Plans, defensible space projects, and neighborhood emergency drills to the communities they serve. The Community Plan includes policy language that supports the formation of additional local fire-safe councils to strengthen community-based wildfire resilience.

H. How will the Morena Corridor and Balboa Avenue Station Area Specific Plans be Amended to be consistent with the Community Plan?

As part of the Community Plan update, the land use designations, figures and supplemental development regulations within the Morena Corridor and Balboa Avenue Station Area Specific Plans would be amended. The amendments would ensure that the land use designations, figures and supplemental development regulations that apply within the areas of Clairemont included in the Specific Plans' areas are consistent with the Community Plan (Attachment 6 and 7).

a. Morena Corridor Specific Plan

The Morena Corridor Specific Plan will be amended to be consistent with the Community Plan. The amendments include updating Figure 2-1 - Specific Plan Land Use Map and Table 2-2 - Land Use Designation Table to include the land use designations consistent with the Community Plan for areas specifically within the Clairemont Community Planning Area. Figure 3-17 - Existing and Planned Bicycles Facilities will also be amended to reflect the facilities detailed in the Community Plan. The amendments also include text revisions to Supplemental Development Regulation, Specifically SDR-10, that applies within the Clairemont District to clarify applicability of permitting requirements.

b. Balboa Avenue Station Area Specific Plan

The Balboa Avenue Station Area Specific Plan will be amended to be consistent with the community plan. The amendments include updating Figure 2-1 Land Use Designations and Figure 3-6 Existing and Planned Bicycle Facilities for areas specifically within the Clairemont Community Planning Area to be consistent with the land use designations and mobility network provided by the community plan. The amendments also include text revisions to Supplemental Development Regulations SDR-5 and SDR-6 to clarify applicability of permitting requirements.

I. How will the Community Plan impact Prime Industrial Land?

The Community Plan Update proposes to designate the Rose Canyon Village Site as Community Village (0-145). The existing Community Plan designation for the property is Industrial Park and the General Plan Land Use designation is Industrial Employment. General Plan Policy EP.A-123 establishes a framework to Protect Prime Industrial Land as shown on the General Plan's Industrial and Prime Industrial Land Map, Figure EP-1. The policy also provides a framework for converting Prime Industrial Land Use designation as community plans are updated.

To convert or collocate residential uses on a property designated as Prime Industrial, the community plan and the Prime Industrial Land Map (Figure EP-1) within the General Plan must also be amended. To justify the change, a detailed evaluation must be provided that is supported by three key factors: an assessment of the prime industrial land criteria from Appendix C, EP-1; an evaluation of the conversion or collocation suitability factors from Appendix C, EP-2; and a study of the potential contribution of the property to the local and regional economy after the change. This process ensures that any conversion or collocation of a Prime Industrial property is a deliberate and well-supported land-use decision. The assessment of the prime industrial land criteria from Appendix C, EP-1 and an evaluation of the conversion or collocation suitability factors from Appendix C, EP-2 is included as an attachment (Attachment 26).

Based upon the assessment of the prime industrial land criteria from Appendix C, EP-1 and an evaluation of the conversion or collocation suitability factors from Appendix C, EP-2, and given the region's demand for new home opportunities, specifically workforce housing within close proximity to transit, the conversion of the prime industrial land at the Rose Canyon Village area to a non-industrial, mixed use, land use is consistent with both the General Plan and the Climate Action Plan (CAP).

J. How does the Community Plan reflect input from prior Community Planning Commission Workshops?

Prior Planning Commission workshops were held on:

- June 8, 2017, to solicit input on land use, recreation and mobility. The Planning Commission generally addressed the following:

The Commissioners commented on the need for increased density, particularly in transit-oriented nodes and near the trolley stations. The Commissioners commented that density be balanced with adequate public facilities and infrastructure, such as parks and stormwater management, which should be in place concurrently with new development. The Commissioners provided their concern about the 30-foot height limit in certain areas, commenting on the need for a more appropriate height limit near transit corridors. The

Commissioners also emphasized the importance of improving street aesthetics, creating better connectivity for pedestrians and cyclists, and preserving the community's natural canyons and open spaces.

- June 27, 2019, to provide input on the draft land use scenarios developed through public outreach efforts, as well as high-level concepts related to urban design and mobility. The Planning Commission generally addressed the following:

The Commissioners generally supported Staff Option A as a good starting point for the Clairemont Community Plan Update. They commented on the need for increased density and height in appropriate locations, particularly along trolley lines and major corridors. They also commented that any new development should be properly sited to respect the community's character and topography, often referencing the need for a transition in building heights and the use of form-based codes. The Commissioners also mentioned the importance of including policies for affordable and inclusionary housing, ensuring that adequate public facilities and infrastructure, such as parks and fire stations, are in place before density is added. The Commissioners also addressed the preservation of canyons and open spaces, the expansion of safe mobility options like protected bike lanes, and the use of modern tools like the online engagement platform to facilitate public input.

- September 23, 2021, to provide input on the First Draft Community Plan Update. The Planning Commission generally addressed the following:

In reviewing the first draft of the Clairemont Community Plan Update, the Planning Commissioners offered several recommendations. For Land Use, they suggested increasing density around trolley stations, using Floor Area Ratio (FAR) instead of dwelling units per acre (du/ac) to measure density, and considering several options for the Clairemont Mesa Height Limit Overlay Zone (CMHLOZ), including its elimination, raising the height limit to at least 45 feet, or applying these changes specifically around transit lines and stations.

Regarding Mobility, the Commissioners emphasized the need for a stronger commitment to separated bike facilities and creating clear, safe pathways that connect community destinations. The Commissioners advised against using ambiguous language like "where feasible" for bike improvements and requested map figures that illustrate intercommunity mobility. Finally, on Public Facilities, Services, & Safety, the Commissioners called for a thorough review of the community plan's financial implications for infrastructure improvements and a detailed analysis of how the proposed community plan impacts fire safety.

- August 28, 2025, to provide input on the Second Draft Community Plan Update. The Planning Commission generally addressed the following:

In reviewing the second draft of the Clairemont Community Plan, the Planning Commissioners offered several key recommendations with a central focus on height limits and density. Commissioners questioned the need for the Clairemont Height Limit Overlay Zone and expressed concerns that it could hinder the Community Plan's goals for increased density, especially around the new trolley stations. The Commissioners recommended raising the height limit to at least 45 feet, or even eliminating it entirely in key transit-oriented areas, citing

that a 40-foot cap would be insufficient to achieve the desired density of 109 units per acre at the Balboa station.

In addition to height limits, the Commissioners expressed concerns about fire safety. They commented on the need for a long-term plan to address the increased risk associated with higher density. The Commissioners suggested a proactive approach to urban fire risk management, including updates to building codes and brush management regulations, as well as a plan for a phased increase in fire apparatus and personnel. Other mobility and public facilities comments included the importance of dedicated bike lanes, ensuring a clear path for pedestrians to access open spaces, and confirming that new development would directly fund necessary infrastructure improvements to support the projected population growth.

The Community Plan reflects the input from the prior Planning Commission Workshops by applying land use designations to support mixed-use and transit-oriented development along key corridors, promoting public transit and creating a multi-modal network for pedestrians and cyclists. The Community Plan encourages site and building design, particularly the lower floors, that enhances the pedestrian experience and integrates urban greening features like street trees and stormwater management. The Community Plan also introduces a Community Enhancement Overlay Zone to increase public spaces, such as plazas and greenways, which will be integrated into new developments.

The Community Plan also identifies opportunities for new parks and recreational spaces, including a proposed public space area that supports a high-quality pedestrian experience, to provide people with places to walk, bike, and play. The Community Plan also includes policies to address safety and resilience concerning natural and environmental hazards. Following the fourth Planning Commission Workshop, the City Planning Department reviewed the village areas near the MTS blue line transit stops and has revised the land use designations in areas close to the stations to accommodate additional home opportunities. The Clairemont Mesa Height Limit Overlay has also been amended in these areas to account for increases in residential capacity.

K. What Community Engagement has been conducted during the Community Plan Update Process?

The Clairemont Community Plan Update process started with the formation of the Ad-hoc Community Plan Update Subcommittee in 2017, which was responsible for conducting the public discussion on the Community Plan. The Subcommittee was comprised of Clairemont Community Planning Group members and community members not on the Community Planning Group. The Ad-hoc Community Planning Group Subcommittee met on various land use, urban design, mobility, noise, conservation, recreation and public facilities topics over 32 public meetings to provide input on plan goals and policies and participated in two community workshops to identify focus areas of change, mixed-use development, and additional housing opportunities in the community. From February to March 2019, the City used an online interactive community engagement application hosted on the Community Plan Update website, as well as an in-person workshop to solicit feedback on the development of land use scenarios.

L. What Feedback has Staff received During the First and Second Draft Clairemont Area Community Plans?

The first draft of the Clairemont Community Plan was released on May 15, 2021, with a public comment period until August 17, 2021. The second draft was released on July 31, 2025, with public comments accepted until to September 14, 2025. The second draft included feedback received at the August 28, 2025, Planning Commission Workshop. The City received a diverse range of feedback on the Clairemont Community Plan drafts including the following key components:

- *Housing*: support and opposition regarding total capacity and height limits; concerns about density bonus programs.
- *Parks and Public Space*: requests for additional park and public space improvements.
- *Fire Safety*: Concerns about fire safety, facilities and fire rescue access, and evacuation routes.
- *Mobility*: support for walking, biking, and transit improvements; concerns about parking, pedestrian safety, traffic, and connections to Mission Bay
- *Open Space*: Support for the retention of open space and open space connections; concerns about the protection of private canyonlands

The City received a diverse range of feedback on the First Draft Clairemont Community Plan. At the third Planning Commission workshop, the Planning Commission recommended increasing the proposed residential densities due to Clairemont's strong regional transit connections. Community members generally supported the proposed land use patterns but expressed concerns about the associated density increases. Concerns were also raised regarding wildfire risks and the need to protect open spaces and canyon areas.

The Second Draft Clairemont Community Plan Update addressed this feedback by incorporating a balanced approach that reflects this diverse input. It builds upon the vision established in the first draft, refining policies and concepts to reflect updated technical analysis, community feedback, and further alignment with the General Plan and Climate Action Plan. A summary of changes between the first, second, and hearings draft Community Plan has been prepared to show key changes in the documents (Attachment 22 and 23).

On October 9, 2025, the Clairemont Community Planning Group also submitted a letter with recommendations regarding the second draft (Attachment 27). Key items included:

- *Open Space*
 - o Providing comprehensive protection to the private canyonlands.
- *Land Use and Housing*
 - o Increase home opportunities near the Blue Line Trolley along Morena Blvd and consider height limit overlay amendments along the western edge of Clairemont, Bay Ho and Bay Park.
 - o Increase housing opportunities at the Community Core Village
 - o Include objective design standards through the Community Enhancement Overlay Zone for all village areas.
 - o Are the homes and population associated with Accessory Dwellings Units (ADU),

Complete Communities, and State Bonus programs factored into Community Plan horizon for homes and population.

- *Mobility*
 - o Increase mobility opportunities at the Community Core Village.
 - o Inclusion of a fourth trolley stop and potential additional village.
 - o Add more robust and visionary community connections for pedestrians and bicyclists such as Aerial Trams, access to Mission Bay from Trolley Stations, Green Spine, Trail connections, under-crossings, etc.
- *Parks and Recreation*
 - o Refine and increase Park and Recreation facilities recommendations, particularly for new village area development.
- *Fire Safety*
 - o Provide a more robust study of how fire safety will be maintained as the capacity provided by the plan is realized.

M. What Changes Have Been Made as a Result of Feedback?

The City received a range of feedback during the comment periods for each draft of the Clairemont Community Plan. Staff has sought to balance feedback while ensuring alignment with City climate, equity and housing goals. This includes increasing the opportunity for more homes adjacent to the Trolley Stations. Key changes responding to feedback from the first and second drafts include:

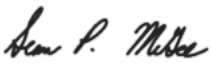
- *Land Use:*
 - o *Rose Canyon/Balboa Avenue Transit Station Village:* Increased the land use designation from Community Village (0-109 du/ac) to Community Village (0-145 du/ac) and raised the height limit under the Clairemont Mesa Height Limit Overlay Zone to 65 feet given the villages adjacency to the Balboa Avenue Transit Station.
 - o *Bay View Village:* Increased the land use designation in the area immediately adjacent to the Balboa Avenue Transit Station from Community Village (0-73 du/ac) to Community Village (0-109 du/ac) and raised the height limit under the Clairemont Mesa Height Limit Overlay to 65 feet given the villages adjacency to the Balboa Avenue Transit Station and given the sites proximity to the Clairemont Drive Transit Station. The commercial node located between Napier Street, Ashton Street and Morena Boulevard has been retained at Community Commercial (0-29 du/ac) and the Clairemont Mesa Height Limit in this location is now proposed at 35 feet instead of 40 feet in response to community concerns about height limits. Further, the Clairemont Mesa Height Limit Overlay is being raised in a section of the village immediately south of the intersection of Morena Boulevard and Milton Street to 65 feet.
 - o *Tecolote Gateway Village:* Increased the land use designation around the Tecolote Gateway Village adjacent to the Tecolote Road Transit Station from Community Village (0-73 du/ac) to Community Village (0-109 du/ac) and raised the height limit under the Clairemont Mesa Height Limit Overlay Zone from 40 to 65 feet given the village's proximity to the Tecolote Transit Station.

- o *Community Core Village*: Increased the land use designations with the Community Core Village area from Community Village (0-54 du/ac) to Community Village (0-73 du/ac) given the villages transit access and connectivity.
- o *Diane Village*: Decreased the land use designation in Diane Village area from Community Village (0-54 du/ac) to Community Village (0-44 du/ac).
- *Mobility*:
 - o Added potential shared-use connections over the I-5 to Mission Bay based upon community feedback.
 - o Adjusted multi-use path alignment near Marian Bear Memorial Park to run parallel to SR-52.
 - o Updated bicycle network figure to show new facilities on Clairemont Drive
 - o Extended the proposed Morena Boulevard bike route to include the segment from Knoxville Street to Tecolote Road.
 - o Incorporated the 2025 Regional Plan into the Transit Network.
 - o Added Planned Bicycle, Street Classification Modifications into the Appendix
 - o Added additional policies to the Mobility Element related to corridor studies, pedestrian and bicycle crossings, expanding transit service and access, and curb space management.
- *Parks and Public Space*:
 - o Identified two additional planned/proposed parks: the Ogalala Trailhead Pocket Park and the Ute Drive Linear Park.
 - o Required public space and pedestrian enhancements through Greenways and Parkway requirements in the Community Enhancement Overlay Zone; requiring new public spaces to be provided as new development comes forward; and providing supporting policies for future potential land acquisition or joint-use and partnerships for parks and public spaces.
 - o Refined Recreation Value Points as new development and other future park opportunities could provide opportunities for an additional 3,513 Recreational Value Points.
- *Fire Safety*:
 - o Retained lower densities within the Very High Fire Hazard Severity Zones; increasing policies to support a new fire station in the community near the intersection of Clairemont Drive and Ute Drive, support undergrounding of power lines, support the formation and activities of local fire safe councils and other community coordination, education, and home hardening efforts.
- *Open Space and Conservation*:
 - o A discussion on brush management has been added to address wildfire safety.
 - o Designated 231.5 acres of Clairemont's finger canyonlands system as open space.

CONCLUSION

The Clairemont Community Plan provides a forward-looking framework that balances growth and sustainability with community priorities. It identifies where new housing and jobs can best support transit, how parks and open space can be expanded, and how mobility can evolve to reduce reliance on personal vehicles. It reflects years of engagement, incorporates community feedback, and aligns with citywide and regional goals to support a resilient and livable Clairemont for decades ahead. Documents relating to the Clairemont Community Plan Update process are available on the following website: clairemontplan.org.

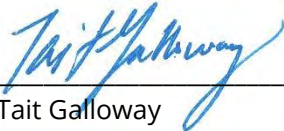
Respectfully submitted,



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Coby Tomlins
Program Manager
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Tait Galloway
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Attachments:

1. Draft Resolution Adopting the Addendum to the PEIR
2. Draft Resolution Adopting the Updated Clairemont Community Plan
3. Draft Ordinance Amending the San Diego Municipal Code (Strikeout / Underline)
4. Draft Ordinance Amending the Morena Corridor Specific Plan
5. Draft Ordinance Amending the Balboa Avenue Station Area Specific Plan
6. Strikeout/Underline of the Morena Corridor Specific Plan
7. Strikeout/Underline of the Balboa Avenue Station Area Specific Plan
8. Draft Ordinance Rezoning Land
9. Addendum to PEIR SCH No. 2021070359
10. Draft Clairemont Community Plan
11. Map: Regional Location
12. Map: Existing and Planned Transit
13. Map: Community Serving Facilities
14. Map: Open Space and MHPA
15. Map: Clairemont Village Climate Goal Propensity
16. Map: Clairemont Community Enhancement Overlay Zone

17. Map: Opportunity Areas
18. Map: Draft Rezone C-Sheet
19. Map: Land Use
20. Draft Ordinance Amending the Clairemont Mesa Height Limit Overlay Zone
21. Map: Draft Clairemont Mesa Height Limit Overlay Zone C-Sheet
22. Summary of Changes between the First Draft, Second Draft and Hearings Draft of the Clairemont Community Plan.
23. Summary of Changes Policy Comparison between First Draft, Second Draft and Hearings Draft of the Clairemont Community Plan
24. Memo: Fire-Rescue Department Memo
25. Draft Mobility Technical Report
26. Rose Canyon/Creek Industrial District Land Use Compatibility Analysis
27. Clairemont Community Planning Group Comment Letter and Response on Second Draft Clairemont Community Plan
28. Public Comments Received - Second Draft Clairemont Community Plan Update