

KEARNY MESA COMMUNITY PLAN

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Community Review DRAFT



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Adoption and Amendments to the Kearny Mesa Community Plan

Description	Planning Commission Resolution Number and Approval Date	City Council Resolution Number and Adoption Date
Adoption of the Kearny Mesa Community Plan		

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Executive Summary & Land Use Map

The Community Plan provides the following:

- o A vision to guide the future growth and development within Kearny Mesa, consistent with the General Plan;
- o Strategies and policies to accomplish the vision;
- o The basis for implementing land use and transportation strategies in the Climate Action Plan;
- o Guidance to design and evaluate development proposals and improvement projects;
- o The basis for plan implementation including zoning, development regulations, and an Impact Fee Study.

The Community Plan includes an Introduction followed by six sections for the issues important to Kearny Mesa. Each section contains one or more goals that express a broad intent. Policies that reflect specific direction, practice, guidance, or directives are contained within a comprehensive table at the end of the Community Plan (see Section 8).

It establishes a vision for Kearny Mesa as a vibrant employment community and contains direction on future uses and needed public improvements. The Community Plan balances land use needs for employment areas that grow San Diego's economy with villages and neighborhoods that support the workforce.

To achieve the vision, the following guiding principles provide the framework for the Community Plan policies:

Connected Community

Transit connections to employment centers and activity hubs within Kearny Mesa and to the surrounding communities.

Center of Economic Activity

A Subregional Employment Area with employment land for research, industrial, office, and commercial uses and a connected transit network to provide jobs and support the economic viability and attractiveness of Kearny Mesa.

Complete Mobility System

A mobility system with options for people to walk, ride a bicycle, take transit, or drive to support the economic growth of the community and enhance its livability and character.

Model for Addressing Climate Change

The establishment of a land use pattern, mobility system, and commitment to sustainability in design that help to provide opportunities for people to live near their workplace, conserve resources, and support healthy communities.

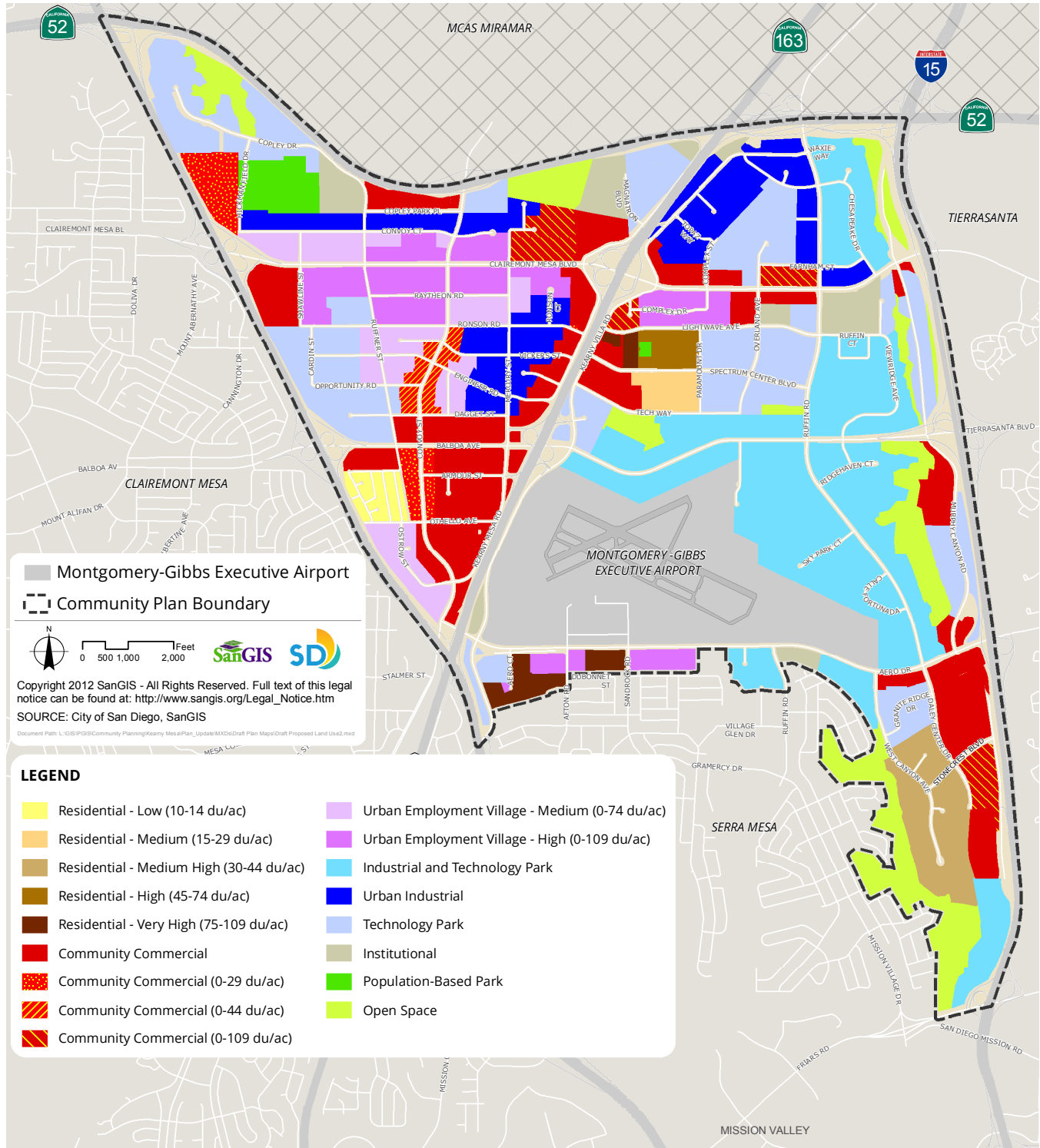
Distinctive Convoy Corridor

A pedestrian-oriented Convoy Street "Corridor" with a memorable and distinct range of uses, character, streetscapes, places, urban form, and building design.

The land use designations in this plan are based on the General Plan's land use designations and have been tailored as needed to guide development to achieve the overarching Community Plan vision.

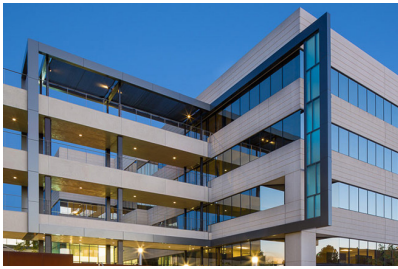
To capitalize on planned transit for Kearny Mesa, the land use plan retains and strengthens the community's existing jobs, while promoting Kearny Mesa's commercial areas, and creating villages with connections for people to get to their desired destinations. **Figure 1: Planned Land Use**, and the land use descriptions that follow, provide an overview of the land use in the community and information on the mix of uses, types of activities, and intended character. These land uses reflect an approach that considered the retention of core industrial employment lands, the enhancement of key commercial corridors, and the targeted addition of residential development in urban village settings.

Figure 1: Planned Land Use



Note: The Airport Influence Areas (AIA) of both the Montgomery-Gibbs Executive Airport and MCAS Miramar Airport Land Use Compatibility Plans (ALUCPs) extend into Kearny Mesa. Additional land use restrictions (e.g. lower residential density limits) may apply to properties within the AIA. Please refer to the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code.

Industrial and Technology Parks



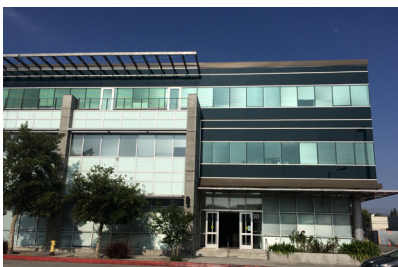
A wide variety of industrial uses, manufacturing, research and development, and other industrial uses, such as storage and distribution. Multi-tenant industrial, office, and accessory uses are allowed.

Technology Park



High technology related to applied sciences, office uses which provide functions directly related to these high technology uses, where business incubators with shared amenities, and flexible innovation spaces are encouraged.

Urban Industrial



Higher intensity employment uses such as research and development, flexible work spaces, and business/professional office with active and enhanced streetscapes, strong connections between blocks and to amenities, and an urban character.

Urban Employment Village - Medium



Mixed-use development and new urban housing opportunities that support creative employment live/work space as the primary use. Active street frontages and pedestrian-oriented design are encouraged.

Urban Employment Village - High



High intensity, mixed-use infill. Employment, office, and technology related uses with complementary shopkeeper units and commercial uses are encouraged. Housing and employment integration is also supported.

Residential - Low



Single-family and multifamily housing within a low-density range.

Residential - Medium



Single-family and multifamily housing within a medium-density range.

Residential - Medium High



Multi-family housing and compact condo/apartment buildings within a medium-high density range. Private and shared open space are key components and pedestrian connections throughout the site and to the community.

Residential - High



Condominium and apartment buildings within a high-density range with pedestrian connections and usable common outdoor space and amenities that enhance the neighborhood character.

Residential - Very High



Multi-family sites and condominium/apartment buildings in the highest density range with a network created through active frontages, prominent outdoor space, plazas, courtyards, pedestrian paseos, and greenways are desired.

Community Commercial



Community shopping areas with retail and office uses; can include hotel, automobile sales, and limited industrial moderate-intensity uses that serve the community and adjacent communities. May permit residential uses.

Open Space



Preserves land with distinctive features that contributes to community character/form or that contains environmentally sensitive resources. May include passive park/recreation; conservation of natural or historic resources; or visual relief.

Population Based Parks



Areas designated for passive and/or active recreational uses, such as community parks and neighborhood parks.

Institutional



Public and semi-public community services. Uses may include airports, military facilities, colleges, landfills, utilities, transit, schools, libraries, police and fire facilities, post offices, hospitals, park-and-ride lots, and civic centers.



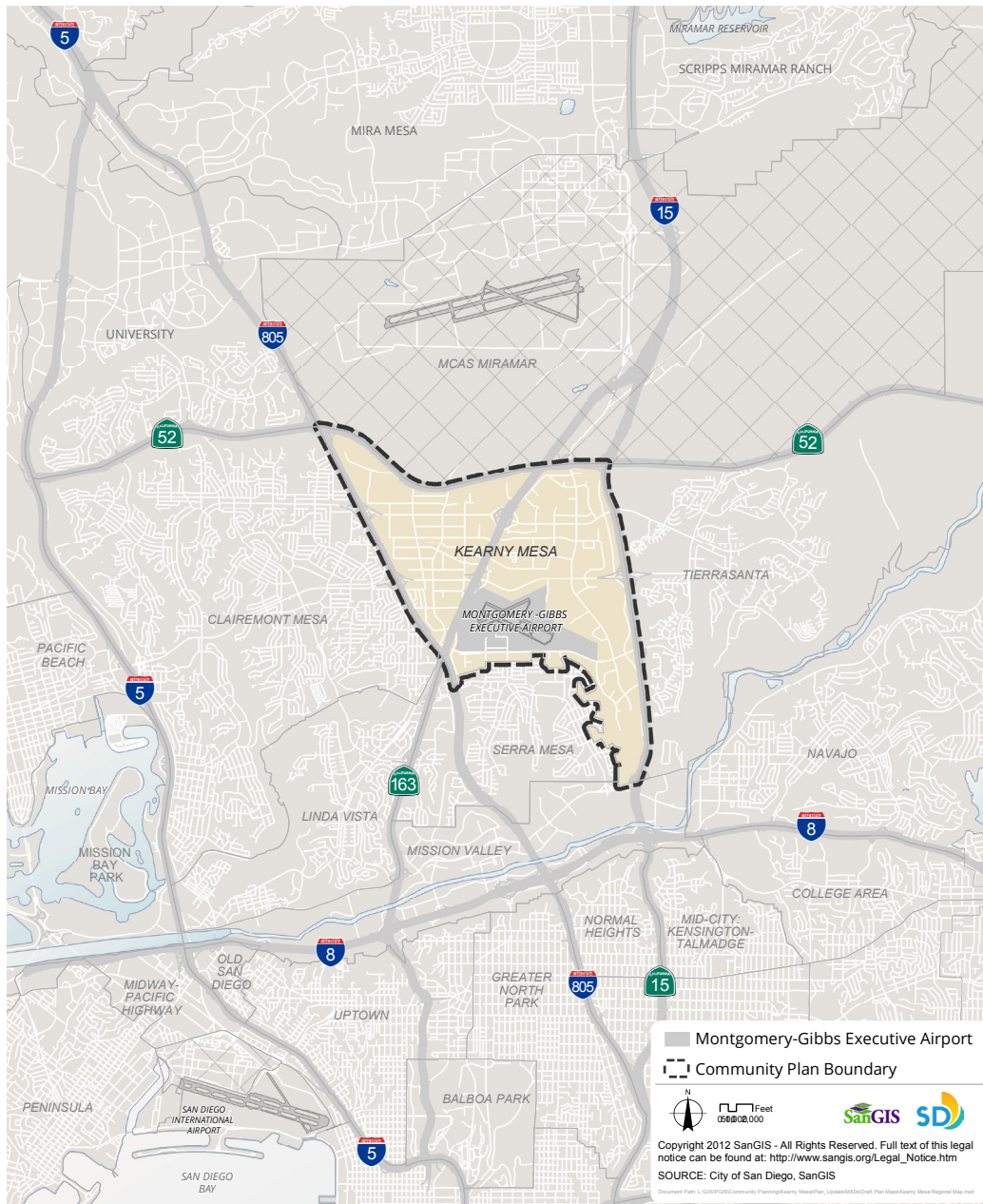
Introduction

Kearny Mesa: a vibrant employment community

1.1 Setting

As shown in **Figure 2: Regional Location**, Kearny Mesa is approximately 4,400 acres bounded by State Route 52 (SR-52) to the north and Interstate 805 (I-805) to the west, Interstate 15 (I-15) to the east and properties lying to the south of Aero Drive and along the western edge of I-15 to the south. The Montgomery-Gibbs Executive Airport occupies over 500 acres in Kearny Mesa.

Figure 2: Regional Location



1.2 Vision

Kearny Mesa is a community where inventions and ideas take root, businesses grow, and San Diegans prosper. Kearny Mesa thrives as a diverse employment area with leading companies and quality jobs that connect the region to the global economy. The central location and accessibility that attracts industry and commerce to Kearny Mesa makes it a desirable location for investment. Kearny Mesa will evolve into an urban center where people work, live, shop, and eat while maintaining the area's deep ties to innovation.

Kearny Mesa supports the growth of regionally- and internationally-serving industries, corporate campuses, single and multi-tenant offices, retail, and Convoy Street, which has distinctive restaurants and retail establishments. As more businesses chose to locate in the community, Kearny Mesa's reputation expanded to include commerce, cuisine, and culture. Integrating land uses into urban villages will help attract a diverse workforce to a thriving job center.

Kearny Mesa has the capacity to create new mixed-use urban villages with a range of residential unit types to create options for employees to live closer to work. A community reimagined with active community spaces and enabled for technological advances caters to productive and creative employees, residents, and visitors. The future of Kearny Mesa is one of connected neighborhoods with abundant outdoor spaces where people can connect and share ideas. This growth is taking place in an era of sustainable and healthy communities. Like much of its history – one rooted in innovation, collaboration, and investment – Kearny Mesa is well positioned to be a model for achieving a vibrant employment community.



Connected Community

Community connectivity is a theme throughout the Community Plan. Kearny Mesa will be adaptable for future employment trends and technologies, building more middle- and high-income jobs that attract a diverse workforce and contribute to a beneficial quality of life for the community. Through public and private investments to implement the Community Plan, Kearny Mesa can thrive as a Subregional Employment Area offering a diversity of employment and housing in dynamic villages, fulfilling goals in the General Plan.

A reinvisioned Kearny Mesa will include urban pathways, linear parks, paseos, streetscape elements, and mobility hubs that support the vision for a vibrant employment and residential community. Urban pathways are important design features that are woven throughout proposed improvements for Kearny Mesa. Urban pathways provide space for pedestrians along major streets or within superblocks, linking various land uses throughout the community. They are often combined with linear parks, paseos, and streetscape elements to provide a connected and attractive network.



Employment and village development is concentrated along transit corridors to accommodate the 120,000 jobs and nearly 50,000 residents projected through the year 2050 and beyond. A connected Kearny Mesa provides opportunities for social interaction, community cohesion, and recreation. The following are employment and residential development concepts and signature urban pathways and park concepts for four distinct areas within the community. These are illustrated on **Figure 3: Community Connections**.

Employment Hub

The Employment Hub is the center of Kearny Mesa's employment area with businesses linked to the community. The Airport Loop provides pedestrian walkways, views of the airport, and valuable connections.

Clairemont Mesa Boulevard Village

The Clairemont Mesa Boulevard Village is a high density, mixed-use corridor surrounded by a walkable environment. The Opportunity Trail provides an engaging network of public spaces, paseos, and linear parks that connect the mixed-use development, transit stations, and park facilities.

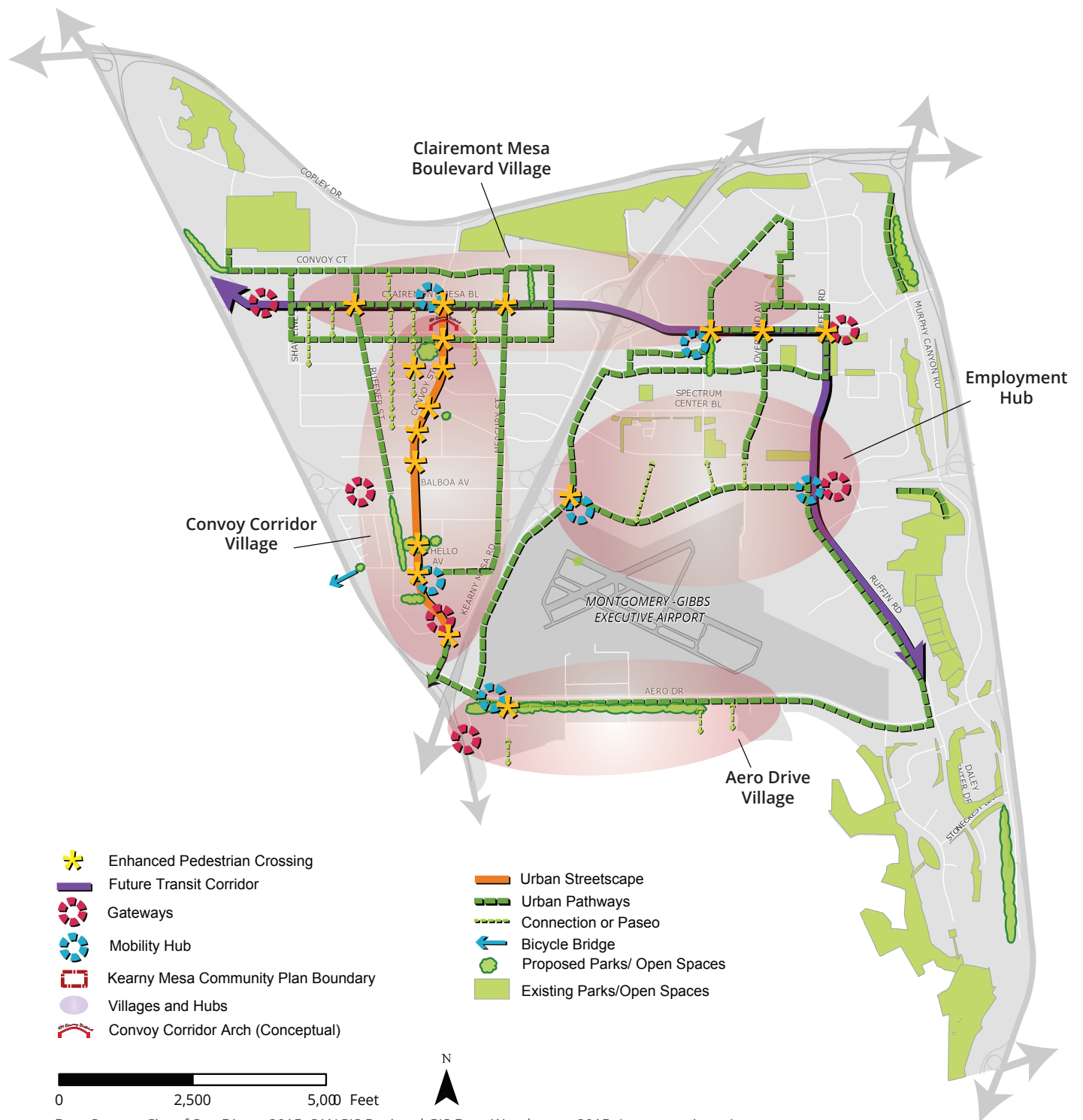
Convoy Corridor Village

The Convoy Corridor Village is a successful commercial area with mixed-use added to provide housing opportunities. The Park Link enhances the corridor with active spaces, linear parks, and seating areas for businesses, residents, and visitors.

Aero Drive Village

South of Aero Drive, additional residential and commercial uses are unified by linear landscape features. The Aero Promenade is a linear park for active and passive recreation.

Figure 3: Community Connections



Data Source: City of San Diego, 2015; SANGIS Regional GIS Data Warehouse, 2015. (www.sangis.org)

This graphic displays a variety of potential improvements that could be implemented throughout Kearny Mesa over time to better connect the community and its varied uses. Exact locations will be determined as redevelopment occurs, and these proposed improvements will be implemented through a variety of programs, policies, and funding sources, including grants and agreements with private property owners.



Image courtesy of the San Diego History Center



Image courtesy of the San Diego History Center

1.3 Community Background

In 1917, the U.S. Army opened Camp Kearny, on what was then called Linda Vista mesa, to train troops for World War I. In 1937, Gibbs Field became the first private development and provided aviation services, including flying and parachuting lessons. In 1940, the Ryan School of Aeronautics leased Gibbs Field to train Army Air Corps cadets. In 1947, the City acquired the airfield.

Development in Kearny Mesa has been shaped by its role as a major industrial and commercial center in the City dating back to the 1950s. The City actively recruited companies to relocate to Kearny Mesa that would lead to Kearny Mesa becoming an industrial center. Kearny Mesa was attractive to aeronautical research, design, and manufacturing companies, as well as defense and electronics companies. By the late 1960s, most of the available industrial land in Kearny Mesa was occupied, and smaller parcels became available for commercial, retail, and office use.

During the 1990s, Pan-Asian businesses were established in the Convoy Street area. The first wave included restaurants, small grocers, doctors, dentists, and other businesses that primarily served the adjacent Asian communities.

As the community developed, Kearny Mesa transitioned into more than a place to work or shop. Kearney Lodge and Royal Highlands were some of the early residential areas. The StoneCrest neighborhood took shape with office, retail, and residential subdivisions in the southeast corner of Kearny Mesa under the StoneCrest Specific Plan. The Spectrum mixed-use area developed with new business parks, commercial shopping centers, multi-family residential projects, and parks north of Balboa Avenue under the New Century Center Master Plan.



Image courtesy of the San Diego History Center



Image courtesy of the San Diego History Center

1.4 Policy and Regulatory Framework

The Community Plan provides a guide for the long-range physical development for decision-makers, citizens, property owners, and developers to review proposed private and public development and improvement projects in conjunction with relevant plans, documents, and regulations. The following section provides the relationship between the Community Plan and other relevant plans, documents, and regulations.

General Plan

The General Plan provides strategies, elements, and a policy framework for how the City will grow and develop, and the Community Planning program is a mechanism to refine Citywide policies, designate land uses, and make additional site-specific recommendations to address the needs of each community. The Community Plan works in concert with the Citywide policies outlined in the General Plan, and it provides additional, specific details necessary to review and assess public and private development projects proposed in Kearny Mesa. All applicable General Plan policies may be cited in conjunction with the Community Plan policies during design or review of development proposals.

A summary of key strategies and elements that guided the development of the Community Plan is included below along with a context for how they apply to Kearny Mesa.

City of Villages

The City of Villages strategy set the framework for the approach to land use planning in the City. With the realization that less than four percent of the City's land remains vacant and available for new development, the City shifted from how to develop vacant land to how to reinvest in existing communities. This strategy focuses growth into mixed-use, pedestrian-friendly activity centers linked to an improved regional transit system. The City of Villages approach to planning is designed to sustain the long-term economic, environmental, and social health of the City and its many communities. A "village" is the mixed-use heart of the community where residential, commercial, employment, and civic uses are all present and integrated.

→ *The Kearny Mesa Community Plan features new mixed-use land uses where businesses and residents can coexist, creating more vibrant and connected village areas that are accessible on foot, by bike, and through public transportation—modes that have not been prevalent in Kearny Mesa due to its history of industrial and auto-oriented land uses.*

Subregional Employment Areas

Subregional Employment Areas are identified to support business development and a variety of employment opportunities. These areas are intended to target new growth of these business/employment uses supported by a well-connected transit system.

→ *As a Subregional Employment Area, Kearny Mesa will attract new employers and employees who will be drawn to its amenities, multimodal networks, regional transportation infrastructure, and housing opportunities.*

Prime Industrial Lands

As the structure of the City's economy evolves to include enterprises based on creativity and innovation, there is value in providing areas where industrial uses can locate. The General Plan encourages these employment uses to remain, locate, and expand in San Diego. Consistent with the General Plan, the community plans can designate industrial land uses to protect viable sites and retain Prime Industrial Lands (i.e., warehouse distribution, heavy or light manufacturing, research and development uses). These employment areas include facilities that benefit from separation from residential uses and sensitive receptors to protect operations and minimize land use conflicts.



The concentration of industries in Kearny Mesa sparks collaboration and contributes to the economic prosperity of the City. The Kearny Mesa Community Plan includes industrial land use designations to protect the operations of industrial uses. Areas that are not considered Prime Industrial Land or Other Industrial Land will encourage residential and mixed-use development, so more people in the community can live near their workplace.



Balanced Communities and Equitable Development

Balanced communities have a diverse mix of housing types that are suitable for households of various income levels and sizes. This strategy aligns with the City of Villages strategy by promoting opportunities for people to live near their workplace.



Kearny Mesa is an important employment center. The Kearny Mesa Community Plan will help attract and grow technological and innovative companies. Locating housing in select areas near the employment clusters will create a new live/work neighborhood that promotes fewer car trips and more localized activity centers in support of the City's Climate Action Plan.

Mobility

The General Plan advocates for a network of “Complete Streets” where each mode can contribute to an efficient network of services meeting varied user needs. The goal is to increase transportation choices in a manner that strengthens the City of Villages areas and regional connections.



Connections within Kearny Mesa will be improved with pedestrian plazas, sidewalks, and bicycle lanes. Neighboring communities will have improved access to Kearny Mesa through improved transit, shuttle, and ridesharing infrastructure.

Urban Design

San Diego’s character results from its varied topography, regional assets, and the City’s geographically distinct communities. This strategy provides a framework for developing compact and environmentally sensitive villages in existing commercial areas; integrating compatible land uses; and preserving each community’s unique character.



Kearny Mesa will focus urban design guidelines on developing the employment center and Convoy Street into inviting and connected spaces. Urban pathways and paseos will improve commutes; provide new areas to interact; and open up new connections for an active and healthy community.

Parks, Recreation and Open Space

The City of Villages strategy directs compact growth to areas served by transit because compact, transit-oriented development is a more efficient use of urban land and protects the City’s open space and preserve areas. It reduces the need to develop outlying areas and creates more opportunities for local open space and parks.



This strategy, combined with citywide guidelines, specifies how many parks should be available in a community based on population, resources, and City-owned open spaces.



Parks and open spaces have not been prevalent in Kearny Mesa. With the implementation of the City of Villages strategy, Kearny Mesa will add park space where available and access to open space to improve quality of life for residents, employees, and visitors.

Public Facilities, Services, and Safety

The General Plan addresses adequate and timely public facilities to serve current and future populations, while implementing the City of Villages strategy. The City uses a standardized approach to facility prioritization that evaluates and prioritizes projects by facility type. Included in the process is gathering input from each community for the Capital Improvement Program.



Kearny Mesa will continue to add needed public facilities and services to serve the residential and employment areas throughout the community.

San Diego Municipal Code and Land Development Code

The San Diego Municipal Code implements the Community Plan policies through zoning, development regulations, and other controls pertaining to land use density and intensity, building massing, landscape, streetscape, and other development characteristics. The Land Development Code in the San Diego Municipal Code contains the City's planning, zoning, subdivision, and building regulations that regulate how land is to be developed within the City. The Land Development Code contains citywide base zones that specify permitted land uses, residential density, floor area, and other development standards, as well as overlay zones.

Historical Resources Regulations

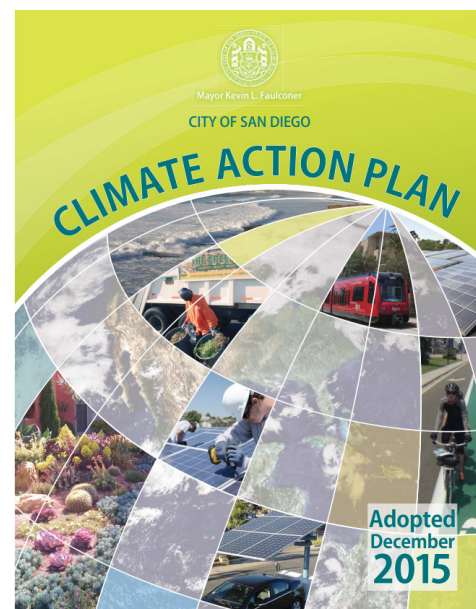
The Historical Resources Regulations of the Municipal Code establish the process and approvals required for development impacting historical resources, including designated and potential historical resources, historical districts, important archaeological sites, and traditional cultural properties. These regulations are supplemented by the Historical Resources Guidelines of the Land Development Manual.

The Kearny Mesa Community Plan Historic Context Statement and the Prehistoric Cultural Resources Study were prepared in support of the plan update to assist property owners, developers, consultants, community members, and City staff in the identification and preservation of significant historical, archaeological, and Tribal Cultural resources within the Kearny Mesa Planning Area, consistent with the requirements of the Municipal Code.

Climate Action Plan

The Climate Action Plan (CAP) provides strategies for reducing greenhouse gas emissions through local action. The Community Plan was designed to help facilitate implementation of the CAP, addressing those actions that together with citywide policies put the City on a trajectory to meet greenhouse gas emissions reduction goals. The Community Plan implements the CAP primarily through land use, mobility, and urban design strategies.

The Community Plan provides additional capacity to develop employment and housing in "Transit Priority Areas," which are areas within one-half mile of a major existing or planned major transit stop. Locating jobs and housing close to one another reduces vehicle miles traveled. Complete Streets, combined with convenient and more direct access for commuters, residents, and visitors, meet the changing needs of the community and support the transition for the ways people commute. A system of high quality facilities and connections for pedestrians and bicyclists increases the community's share of walking, bicycling, and transit use.



Airport Land Use Compatibility Plans

With Montgomery-Gibbs Executive Airport in the center of Kearny Mesa and Marine Corps Air Station (MCAS) Miramar directly to the north, aviation is inextricably tied to the history and development patterns of Kearny Mesa and the airport-related activities in the community contribute to San Diego's economy. Airport Land Use Compatibility Plans (ALUCPs) for both Montgomery-Gibbs Executive Airport (titled Montgomery Field ALUCP) and MCAS Miramar include limitations related to height, density, intensity, and noise for new or expanded land uses in Kearny Mesa.

The ALUCPs, prepared and adopted by the Airport Land Use Commission for San Diego County, include Airport Influence Areas (AIAs) which serve as the planning boundary for the ALUCPs. Projects located within the AIAs for both airports are reviewed for consistency with the ALUCPs via the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code. Additionally, the Federal Aviation Administration (FAA) regulates airspace to protect the approach, departure and circling airspace near airports.



Multiple Species Conservation Program

The Multiple Species Conservation Program Subarea Plan (MSCP) was developed to preserve a network of habitat and open space and enhance the region's quality of life. The MSCP covers core biological resource areas identified as the City's Multi-Habitat Planning Areas (MHPA). The MHPA is the area within the City from which the permanent MSCP preserve is assembled and managed for its biological resources. For areas within Kearny Mesa designated and protected as MHPA or adjacent to the MHPA, MSCP compliance is required.

Vernal Pool Habitat Conservation Plan

The City's Vernal Pool Habitat Conservation Plan includes an effective framework to protect, enhance, and restore vernal pool resources within the City. The Vernal Pool Habitat Conservation Plan conservation areas expand upon the City's existing MHPA preserve area to enable future conservation of additional lands with vernal pool resources (i.e., seasonal pools of water that provide habitat for distinctive plants and animals). Proposed projects would be reviewed for consistency with the conservation goals outlined in the Vernal Pool Habitat Conservation Plan and the permitting process for impacts to threatened and endangered species associated with vernal pools.

Master and Specific Plans

The following specific and master plans provide a greater degree of site-specific development guidance and requirements than the Community Plan. **Figure 4: Kearny Mesa Planning Area** shows the New Century Center Master Plan, the StoneCrest Specific Plan, and the Montgomery-Gibbs Executive Airport Master Plan areas.

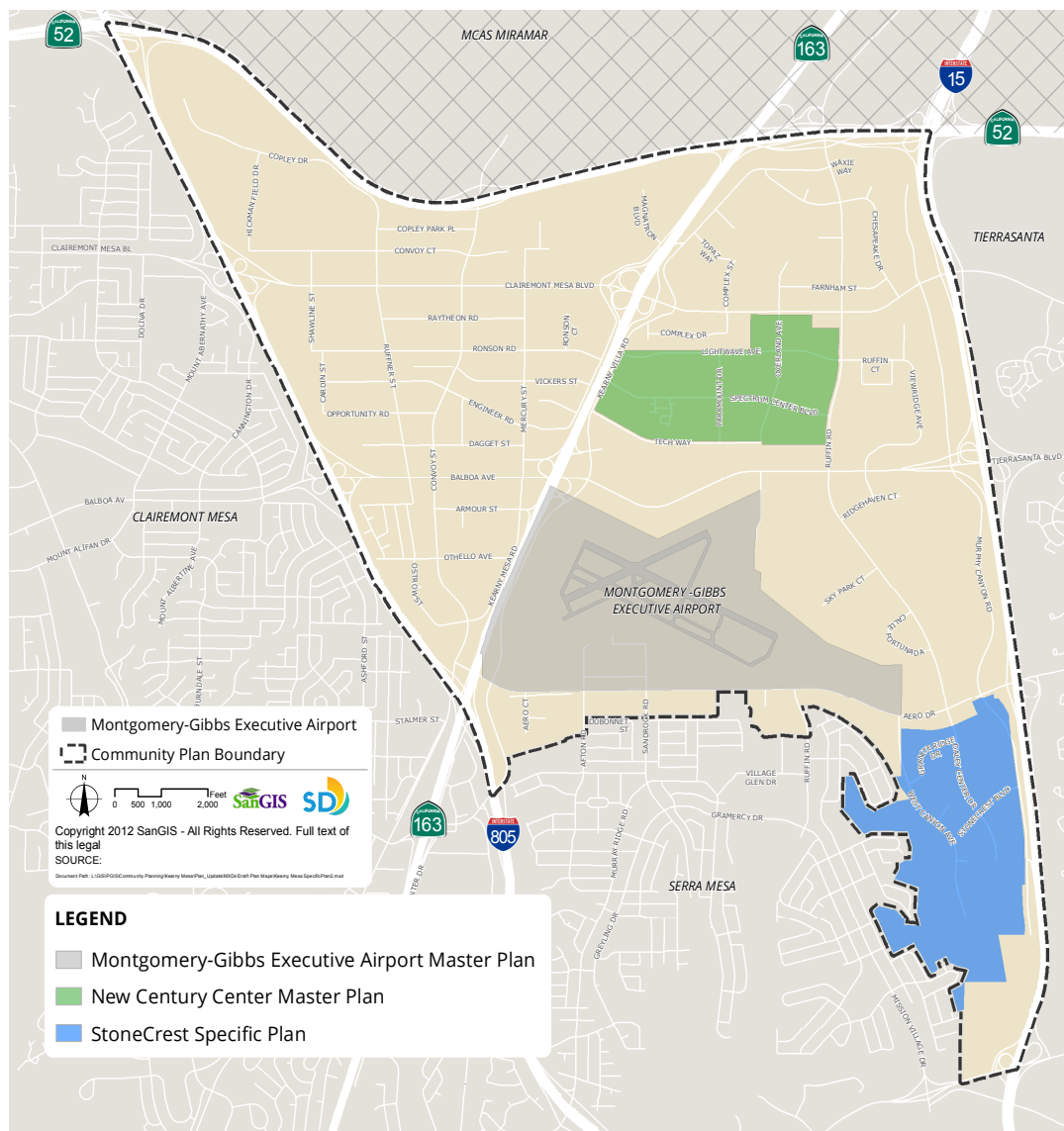
New Century Center Master Plan

The Master Plan, approved by the City Council in 1997, allows the former General Dynamics site to develop a high-density mixed-use retail, commercial, and industrial center. The New Century Center Master Plan covers 242 acres within the Community Plan area south of Clairemont Mesa Boulevard between Kearny Villa Road and Ruffin Road.

StoneCrest Specific Plan

The Specific Plan was adopted in 1988 for 318 acres in the southeastern portion of Kearny Mesa located off Aero Drive and I-15. This area is a residential community comprised of six subdivisions in proximity to a commercial shopping center. Development standards pertaining to StoneCrest are contained within the StoneCrest Specific Plan.

Figure 4: Kearny Mesa Planning Area



1.5 Implementation

Implementation of the Community Plan is intended to occur over time through multiple actions, individuals, and agencies responsible for realizing the Community Plan vision. When designing development and/or infrastructure projects or researching what uses are appropriate for a site, the General Plan, the Community Plan, the applicable zoning regulations found in the Land Development Code, and the Kearny Mesa Impact Fee Study should be consulted to ensure that all relevant policies, regulations, and planned infrastructure improvements are taken into consideration.

Public improvements described in this Community Plan vary in their scope. Some can be constructed as private development occurs. Others require significant capital funding from city, state, regional, and federal agencies and funding mechanisms, such as impact fees for new development. A variety of other funding mechanisms may be available for construction and maintenance depending on the nature of the improvement project, including grant funding and cooperative efforts to establish community benefit districts (e.g., property-based improvement districts or maintenance assessment districts). Implementing regional facilities requires partnerships among the public and among public agencies, such as the San Diego Association of Governments (SANDAG), the California Department of Transportation (Caltrans), and the Metropolitan Transit Service (MTS).



1.6 Environmental Review

The Program Environmental Impact Report for the Kearny Mesa Community Plan Update provides a programmatic assessment of potential impacts that could occur with the implementation of the Community Plan, in accordance with the California Environmental Quality Act (CEQA). The Program Environmental Impact Report discloses the effects on the environment that may result from the policies in the Community Plan. Many of the Community Plan policies were designed to reduce or avoid potential impacts anticipated during preparation of the Community Plan. Projects consistent with the Community Plan and Program Environmental Impact Report may not require further environmental review.

The Federal Government conducts environmental review in accordance with the National Environmental Policy Act (NEPA) for projects on Federal Government-owned property. The State, County, School District, Community College District, SANDAG, and MTS conduct CEQA analysis for projects on their property that are subject to their approval.







Historic Preservation

A quality, built environment enriched by the identification and preservation of the historical, archaeological, and tribal cultural resources of Kearny Mesa

Goal: Identify and preserve the significant historical, archaeological, and tribal cultural resources of the Kearny Mesa Community.

2.1 Prehistory and Historic Context

Kearny Mesa's development is encapsulated by a series of historical themes including aviation, industry, and transition to commercial, retail and office development.

Prehistory

Prior to Spanish Colonization in the 1700s, Kearny Mesa was located within the traditional territory of the Kumeyaay, also known as Ipai, Tipai, or Diegueño. It is likely that the Kumeyaay people used Murphy Canyon as a travel corridor between villages located in Mission Valley along the San Diego River, including Nipaguay at the location of the San Diego Mission de Alcala, located less than a half-mile to the southeast of Kearny Mesa. Although Kearny Mesa was undoubtedly utilized by the Kumeyaay for foraging and as a travel route, no known villages or major settlements are recorded and very little ethnographic data exists for the mesa area.

Early Development and the Influence of Surrounding Development (1918-1949)

Until the 1880s, Kearny Mesa was essentially an untouched chaparral landscape. After the United States entered the war with Germany in 1917, the federal government sought to establish new military training camps to both prepare and mobilize troops and accepted San Diego's offer to lease City-improved land on what was then called the Linda Vista mesa.

Construction quickly started on Camp Kearny - named after Brevet Major General Stephen W. Kearny who served as commander of the US Army of the West in 1846 - and was completed by the fall of 1917. The area continued to grow in popularity amongst aviators, and in 1937 Gibbs Field became the first private development in what would become the community of Kearny Mesa. At Gibbs Field, Gibbs Flying Service provided several aviation services, including lessons in flying and parachuting.



Image courtesy of the San Diego History Center



Image courtesy of the San Diego History Center

The defense industry and aerospace companies quickly gained an interest in the area as well. In 1940 the Ryan School of Aeronautics leased Gibbs Field to train Army Air Corps cadets to fly. The City acquired the airfield in 1947. The significant historical theme identified with this period is aviation, and the property types associated with this theme include aviation hangars and control towers.

Mid-Century Development Boom (1950-1969)

In the Post-War years of the early 1950s, to attract new industries that would both employ and provide goods for the city's burgeoning population, the City actively recruited companies to relocate to Kearny Mesa.



Image courtesy of the San Diego History Center

Large sections were brought before the City Council for zoning as they were annexed – sometimes in excess of 1,000 acres at a time. Kearny Mesa was attractive to revolutionary aeronautical research, design, and manufacturing companies, as well as defense and electronics companies. The significant historical theme identified with this period is industry, and the property types associated with this theme include office-production buildings and the industrial park complex.



Image courtesy of the San Diego History Center

Transition to Commercial, Retail and Office Development (1965-1989)

Most of the available industrial land in Kearny Mesa was occupied by 1969, and smaller parcels became available for commercial, retail, and office use. Commercial and retail businesses began to appear widely throughout the community in the latter half of the 1960s and were mostly concentrated in the western portions of Kearny Mesa that border the neighboring residential communities. These early commercial and retail buildings followed the same model of development as the industrial development before it: large, warehouse-type buildings with expansive parking lots on multi-acre sites.

The industrial-scale commercial/retail model was succeeded by strip malls and stand-alone buildings. Beginning in the mid-1970s, development shifted toward office development, likely in response to low vacancy rates throughout the City. The significant historical theme identified with this period is the community's transition to commercial, retail and office development, and the property types associated with this theme include strip malls, office parks, purpose-built commercial architecture, and franchise architecture.

Continued Development (1980s to Present)

The 1990s would bring the establishment of Pan-Asian businesses and the rise of a Pan-Asian cultural influence in the Convoy Street area. Asian entrepreneurs gravitated to this area primarily due to the comparatively low rents of the pre-existing strip mall commercial buildings. The first wave of businesses included restaurants, small grocers, doctors, dentists, and other businesses that primarily served the local community. As the original businesses were taken over by the younger generation, new spins on the same business types appeared, and the physical boundaries of the Pan-Asian area expanded to include Clairemont Mesa Boulevard, Mercury Street, and Balboa Avenue.



2.2 Resource Preservation

A Prehistoric Cultural Resources Study and a Historic Context Statement were prepared in conjunction with the Community Plan to inform the policies. The Prehistoric Cultural Resources Study describes the pre-history of the Kearny Mesa area; identifies known significant archaeological resources; provides guidance on the identification of possible new resources; and includes recommendations for proper treatment. The Historic Context Statement provides information regarding the significant historical themes in the development of Kearny Mesa and the property types associated with those themes. These documents have been used to inform the policies and recommendations of the Community Plan.

Cultural sensitivity levels and the likelihood of encountering prehistoric archaeological resources within Kearny Mesa are rated low, moderate, or high based on the results of records searches, Native American Heritage Commission (NAHC) Sacred Lands File checks, and regional environmental factors. The cultural sensitivity of the majority of the Kearny Mesa Planning Area was assessed as low based on these factors and the amount of modern development that has occurred within the community. Undeveloped areas within or near the canyons contain a moderate sensitivity for archaeological resources.

There are currently no designated historical resources located within Kearny Mesa, due in large part to the community's relatively recent development. The Kearny Mesa Historic Context Statement will aid City staff, property owners, developers, and community members in the future identification, evaluation, and preservation of significant historical resources in the community.



Land Use & Economic Prosperity

Enhanced employment and cultural center to support economic growth and connect Kearny Mesa to a new era of technology and innovation

3.1 Kearny Mesa Connected

The Community Plan reflects a paradigm shift in the way people live and work. Employees seeking opportunities in the City's job centers consider neighborhood character and connections to nearby services. Kearny Mesa's employment clusters can benefit from the creation of villages for a growing population of San Diegans who will call Kearny Mesa home. This transition will happen gradually. Over time, Kearny Mesa will be a collection of unique and iconic neighborhoods within a City of Villages.



Kearny Mesa is a place of innovation and plays an important role in providing jobs for the San Diego region and revenue for the City. Global corporations locate in Kearny Mesa; agencies have invested in complexes to meet customer needs; and local businesses have selected office parks and production facilities in Kearny Mesa as their bases of operations. Kearny Mesa is a place where emerging industries can get their. Its role as a Subregional Employment Area and nearly contiguous lands for industrial employment offer significant advantages in attracting a talented workforce and providing a centrally-located area in the City where businesses can collocate, collaborate, succeed, and grow.

The employment areas are highlighted as areas to stimulate growth and attract and retain businesses, such as clean/green technology, life sciences, aerospace, and information and communications technology, as well as other emerging industries, through opportunities to build amenities, campuses, and signature buildings to meet their unique requirements. There is a need to protect the strong employment base, allow expansion of operations as companies expand to meet contract demands, and adapt operations to new technologies. There is also a need for commercial areas that encourage mixed-use development for more people in the community to live near their workplace.

The Community Plan's vision is taking effect alongside investments in efficient transit routes and multi-modal connections to and within the City's job centers. These investments are critical for employers to remain accessible and competitive. The Community Plan guides the transformation of Kearny Mesa from suburban business parks lacking internal linkages to a mix of uses with higher density residential neighborhoods connected to each other and to transit. The Community Plan concentrates new mixed-use and employment development along planned high frequency transit, increases connections throughout the community, and identifies the facilities important for the people who live and work in Kearny Mesa.



Land Use Goals	
Retain and Attract Jobs	<ul style="list-style-type: none"> o Reinforce Kearny Mesa as a regional employment area, containing a mix of industrial, office, and retail land uses that support economic, fiscal, and environmental sustainability.
Preserve Industrial Space	<ul style="list-style-type: none"> o Stimulate growth of the technology and innovation economy by attracting and retaining businesses such as clean/green technology, life sciences, aerospace, and information and communications technology, as well as other emerging industries, through opportunities to build offices meeting their unique requirements. o Attract entrepreneurs to infuse the community with new energy, innovation, technology, and economic growth through creative office spaces.
Create Urban Villages	<ul style="list-style-type: none"> o Integrate new mixed-use with residential, commercial, production, and creative office spaces to support thriving urban villages near transit. o Support the City's Climate Action Plan goals by providing a compact and connected land use pattern near transit. o Preserve and enhance the Convoy Street area's Pan-Asian heritage and create a regional destination that supports the mixed-use development and growth of businesses in the area. o Strategically add residences to employment areas to shape urban villages, making workforce housing close to jobs. o Accommodate residential uses in areas that would not constrain or inhibit industrial and office commercial employment growth.

3.2 Villages and Hubs

Reimagining Kearny Mesa as a community with residential areas close to jobs and with improved multi-modal corridors is fundamental to economic growth. The Community Plan envisions an employment hub and three mixed-use villages. Their strong internal connections can build on Kearny Mesa's corridors, create new centers of activity, and bring people together. The village areas identified are ideal for a range of housing, including affordable housing, that supports existing employers and improves access to jobs.

The villages provide integrated commercial and employment uses with complimentary residential uses along with linear parks, sites that enhance connectivity to transit stations, and more walkable blocks that deliver a lively pedestrian environment.

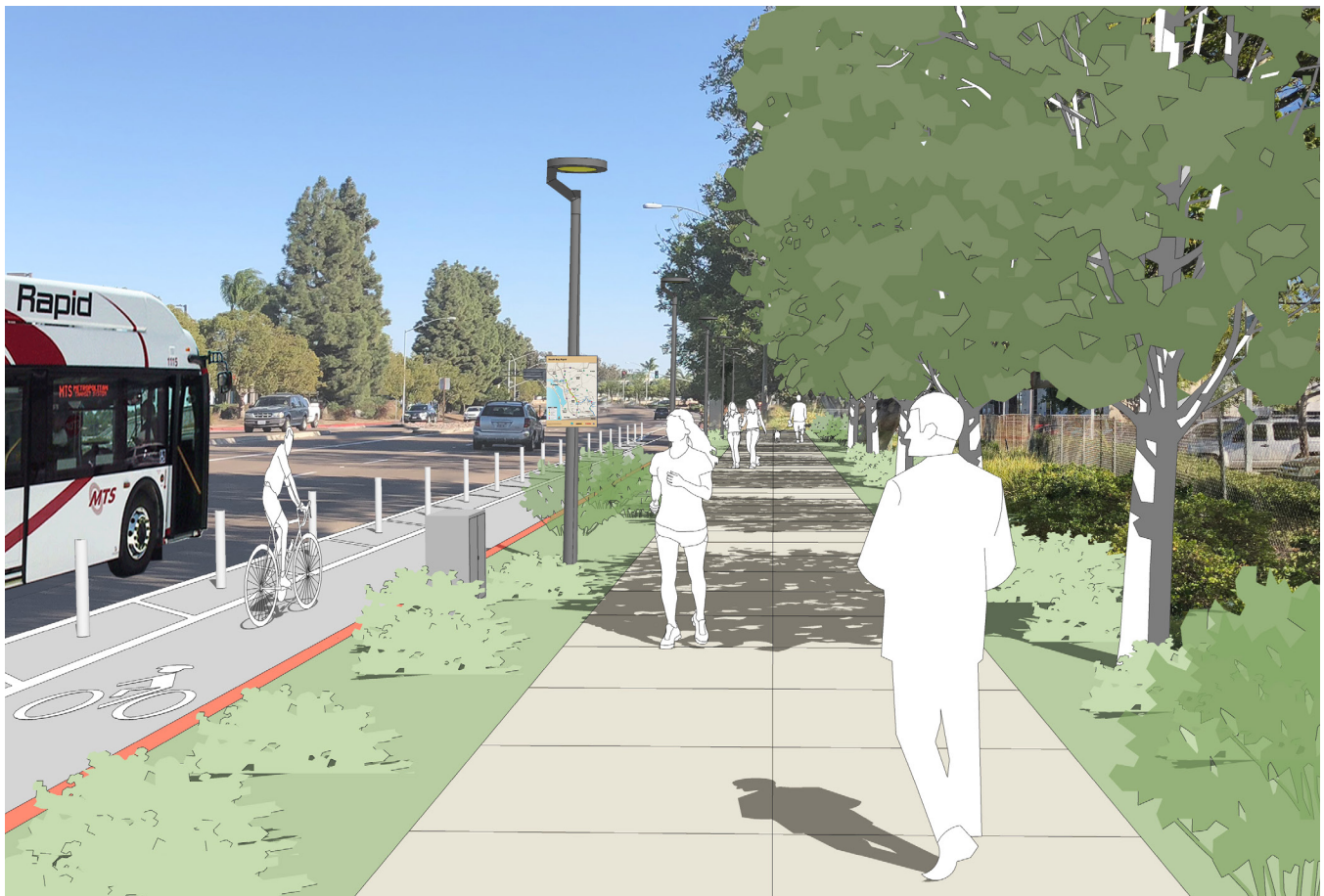


Establishing successful villages and hubs is accomplished by forging new links with urban pathways and incorporating mobility hubs within the villages. Within each, urban pathways or linear parks will define and complement the land uses.

Employment Hub

One of the City's strongest industrial job centers is located on Kearny Mesa's main corridor, Balboa Avenue and Ruffin Road. Ruffin Road will be redesigned to bring the Purple Line into the core of Kearny Mesa, connecting to other job centers and linking a modern workforce with the community. Businesses are linked to the community and accessed by multi-modal corridors, mobility hubs, and urban path connections. The Employment Hub will:

- o Upgrade corridors and streetscapes into environments that better serve the employees and reflect the technology and innovation of the businesses located in the Employment Hub.
- o Use gateway elements that mark the importance of the business clusters.
- o Enhance the experience of commuting, recreating, and getting around in the Employment Hub with urban pathways such as the Airport Loop.



Clairemont Mesa Boulevard Village

The Community Plan envisions Clairemont Mesa Boulevard Village as a high-density corridor surrounded by a walkable environment for more people to use and access transit. Development that combines commercial, employment, and residential uses becomes the foundation of a live/work/play village with direct routes to transit stations and mobility hubs. The village will:

- o Transform super blocks with pedestrian-oriented paseos and urban trails traversing and connecting people to places (with shopping, restaurants, housing, and employment).
- o Incorporate public spaces into shopping centers that function as plazas for eating and urban green spaces for community events as part of the Opportunity Trail.
- o Provide amenities for the surrounding workforce to create, innovate, recreate, live, and thrive.



Convoy Corridor Village

The Convoy Corridor Village will continue to expand on its role as a vibrant, successful commercial area. The corridor and businesses can add engaging public spaces where the ideas, art, and commerce taking place inside local businesses and restaurants spill out into new plazas, urban green spaces, and pedestrian paseos. It is also a cultural center that attracts regional visitors to experience the community's renowned Pan-Asian cuisine. The focus of the Convoy Corridor Village is enhanced pedestrian places and routes that showcase Convoy Corridor's culture through gateway features, murals, landscaped plazas, and art. The village will:

- o Add mixed-use development that provides a range of housing types for families, students, seniors, professionals, and entrepreneurs.
- o Feature new development that includes live/work and community accommodations, innovative business spaces, and compatible commercial uses. In place of long blocks, plazas connected through paseos create spaces for socializing and for locating inviting retail storefronts.
- o Connect plazas, parks, restaurant patios, landscaping, and buildings through urban pathways and design practice that maximize the public experience and increase customer volume for businesses.



Aero Drive Village

This village is envisioned as a lively mixed-use neighborhood with additional residential blocks south of Aero Drive that are connected to the restaurants and services on the north side of Aero Drive. This village is anchored by a retail center at the east end and linked through multimodal connections to the Convoy Corridor Village at the west end. The residents of this village have a variety of mobility options and improved access to transit through mobility hubs that increase options for transit. The village will:

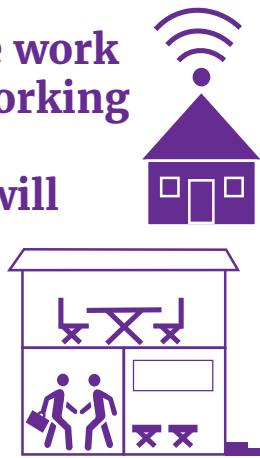
- o Create a mixed-use corridor with synergy with the commercial uses to the north and south.
- o Unify the Aero Drive Village with lush landscaping, seating, and recreation areas that make up the Aero Promenade.
- o Open new ways for residents to move through the area with high visibility crosswalks and recreate along urban pathways.



3.3 Economic Prosperity

The Community Plan seeks to attract and retain diverse, innovative, competitive business needed to support an entrepreneurial and sustainable regional economy while retaining its longstanding base sector industries. Future economic growth is anticipated to come from the expansion and infill of areas well-supported by transit and community connections. For businesses large and small, there is also a need to embrace modern workplaces, provide flexible work spaces, and accommodate trends such as telecommuting and co-working spaces. Shared work spaces are now a critical piece of economic development, job creation, and community revitalization strategies nationwide.

Creative, flexible work options like coworking spaces and telecommuting will attract the next generation of workers to Kearny Mesa.



The community benefits from a diverse employment base, which includes a mix of office, industrial, and commercial retail. Established automobile dealerships provide significant tax revenue for the City, and production facilities operate in multiple shifts. Popular businesses accommodate customers for lunch and dinner, and retailers draw crowds on weekends. Policies that allow for and encourage flexible spaces, creative offices, new industrial spaces, and technology incubators can supplement the strong employment base that exists.



Regulations that provide separation from sensitive land uses have attracted industrial operations to Kearny Mesa over the years, and this supply of industrial land continues to attract employers. Kearny Mesa is a base of operations for numerous employers in the region's export-oriented sectors, and many businesses support other employment clusters. National trends suggest demand for industrial and logistical space will continue to increase, particularly in markets near major transportation routes. Kearny Mesa's location will allow it to take advantage of these trends.





The Community Plan retains key employment lands while creating flexibility in other areas for a compatible live/work balance. The Community Plan aims to stimulate growth of the technology and innovation economies through policies that allow for flexible office and industrial spaces, infusing new energy, innovation, technology incubators, and economic capital into the community. Investing in employment areas also requires integrating more housing near jobs (where it does not conflict with land uses). Kearny Mesa's business community can benefit from streets with more compact and walkable environments as well as areas with workplace housing and reduced commute times.

When development and redevelopment occurs, revitalization of buildings, commercial centers, and business parks can help carry forward the history. The structures of some industrial areas can be repurposed to provide flexible work spaces, incubator space for new businesses, live/work/play spaces that cater to artistic ventures, and new production and fabrication facilities. Incorporating industrial-scale design and materials is a part of creating a distinct character as Kearny Mesa transitions from predominately employment uses to a mix of employment, housing, and recreation uses. Building structures and elements that reflect the industrial history of the community can retain its heritage while moving Kearny Mesa into a technology-driven future.



3.4 Airport Land Use Compatibility

The Airport Influence Areas (AIAs) for Montgomery-Gibbs Executive Airport and MCAS Miramar serve as the planning boundary for each airport's Airport Land Use Compatibility Plan (ALUCP) and are composed of noise contours, safety zones, airspace protection surfaces, and overflight areas. The Airport Land Use Commission for San Diego County adopted the ALUCPs for Montgomery-Gibbs Executive Airport and MCAS Miramar to establish land use compatibility policies and development criteria for new development within the AIAs. The ALUCPs protect the airports from new incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airports.

The policies and criteria in the ALUCPs are addressed in the General Plan (Land Use and Community Planning and Noise Elements) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code.

3.5 Montgomery-Gibbs Executive Airport

The Montgomery-Gibbs Executive Airport is a general aviation public-use airport that operates 24-hours a day as a base of operations for charter, corporate, executive, flying club, and recreational uses. Aviation-related uses located at Montgomery-Gibbs Executive Airport include aircraft maintenance and repair services, airplane hangars and tie-down areas, aircraft sales, and flight schools. Existing and proposed development within the airport property for both aviation and non-aviation purposes is identified in the Montgomery-Gibbs Executive Airport Master Plan.

3.6 MCAS Miramar

Marine Corps Air Station Miramar (MCAS Miramar) is a master jet station that provides the Marine Corps and other military services with a platform for aviation operations on the west coast. MCAS Miramar is centrally located between inland air-to-ground ranges and littoral air-to-air ranges and maximizes the Marine Corps' ability to train. MCAS Miramar is a master jet station and is authorized to operate 24-hours per day, seven days per week. MCAS Miramar provides aviation operation and maintenance facilities, as well as a wide range of support functions needed for service members and their families.





Mobility

A robust and reliable network that connects an active community and balances all modes of transportation

4.1 Connecting Kearny Mesa

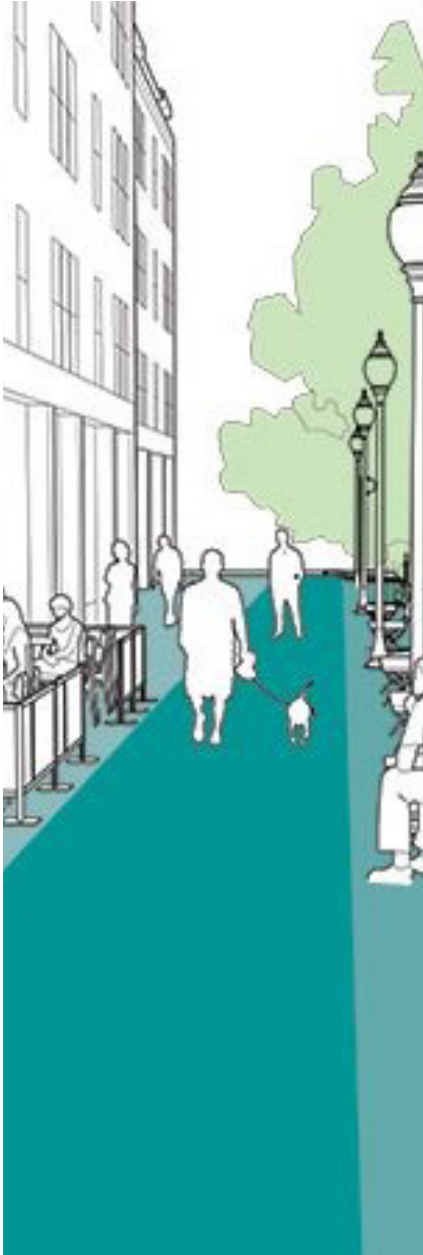
The industrial and business center of Kearny Mesa got its start in an era when streets were designed to move the automobile in and out of the community. At the end of the workday, Kearny Mesa's streets are evidence of a commute pattern where most of the workforce leaves Kearny Mesa even though people now visit the community to shop and dine. With the rising popularity of restaurants in the Convoy Corridor, for example, comes a need to reinvent the way Kearny Mesa's streets function for people. The dense, more diverse urban villages that are planned also make a strong case for an increased focus on a reliable, balanced multimodal network that maximizes community connectivity.

The Community Plan for Kearny Mesa represents a shift from the current low-intensity suburban land use pattern to an urbanized high-intensity land use pattern. This transformation requires and is dependent upon a shift to an equally supportive mobility network focused on better serving pedestrians, bicyclists, and transit users, in addition to drivers.



San Diego is investing in transit facilities in Kearny Mesa and providing options for the ways that people get to work, travel, and recreate. The addition of the Purple Line transit route opens up connections to neighborhoods and employment areas such as University City, Sorrento Valley, and Mission Valley. Revitalization efforts in the plan further extend to the transportation network on which the land uses depend. Planning for the implementation of measures that improve bicycle and pedestrian circulation and access to transit are critical to increasing the mode-share in the community and decreasing reliance on single-occupancy vehicles.

Implementation of this plan provides additional connections to and within the community; supports transit as a primary mode of travel for many users; and creates a walkable and bicycle-friendly environment. The Community Plan identifies mobility networks to steer the community toward the desired mobility vision of being well-connected with viable transportation options.



Mobility Goals

Connect the Community	<ul style="list-style-type: none"> o Provide an efficient and accessible multimodal transportation network in Kearny Mesa that maximizes connectivity to employment areas, neighborhoods, recreation facilities, and commercial districts. o Locate mobility hubs that support the first-last mile strategy by providing multimodal transportation services around transit stations, which increases connections between jobs, housing, and retail services and in turn promotes economic growth and sustainability. o Ensure Kearny Mesa's urban villages prioritize walking over other modes of travel and connect the urban villages through urban pathways and protected bicycle facilities.
Improve Transit	<ul style="list-style-type: none"> o Identify high-quality (i.e., frequent and reliable) public transit corridors, stations, and services to ensure that transit travel is an attractive and viable option.
Modernize Mobility	<ul style="list-style-type: none"> o Establish mobility improvements and public infrastructure for the purpose of enhancing the user's experience and encourages walking and biking. o Improve transportation efficiency and implement mobility concepts that embrace emerging technologies through employing real-time, open or publicly-available data collection and Intelligent Transportation Systems (ITS) to improve mobility efficiency.

4.2 Walking and Bicycling

Pedestrians on Clairemont Mesa Boulevard, Convoy Street, and Ruffin Road are a common sight. Bicyclists commute along Clairemont Mesa Boulevard, Aero Drive, and Kearny Villa Road. Neighbors walk their dogs and jog along Aero Drive. A system of Complete Streets with facilities for active transportation, recreation, and efficient transit are essential components for continuing the trends of walking and bicycling in Kearny Mesa and creating a healthy community. The Community Plan identifies the need for safe, convenient, and attractive facilities for walking and bicycling in the community.

Walking

Direct pedestrian routes are proposed throughout Kearny Mesa, for added connectivity along corridors and through blocks and properties (including the urban villages and the Employment Hub). Direct routes can be paseos, linear parks, multi-use paths, or urban pathways. In most cases, these facilities are proposed to accommodate both walking and bicycling. In all cases, making walkability central to the development of villages and the reconfiguration of streets is necessary to achieve the Community Plan's vision.

Figure 5: Planned Pedestrian Route Types presents the planned pedestrian connectors, corridors, and districts, which are routes defined in the Pedestrian Master Plan. These classifications include facilities and treatments that best supports an area's walking environment.



Bicycling

A top proposed bicycling improvement for the community is a signature urban pathway that serves as an active transportation feature for Kearny Mesa. Called the Airport Loop, this pathway is comprised of high-quality pedestrian and bicycle facilities around the perimeter of Montgomery-Gibbs Executive Airport and through the Employment Hub. The loop traverses Balboa Avenue, Ruffin Road, Aero Drive, and Kearny Villa Road and for use by both resident and employee recreation. The active transportation facility types comprising the loop vary due to physical constraints (i.e., right-of-way):

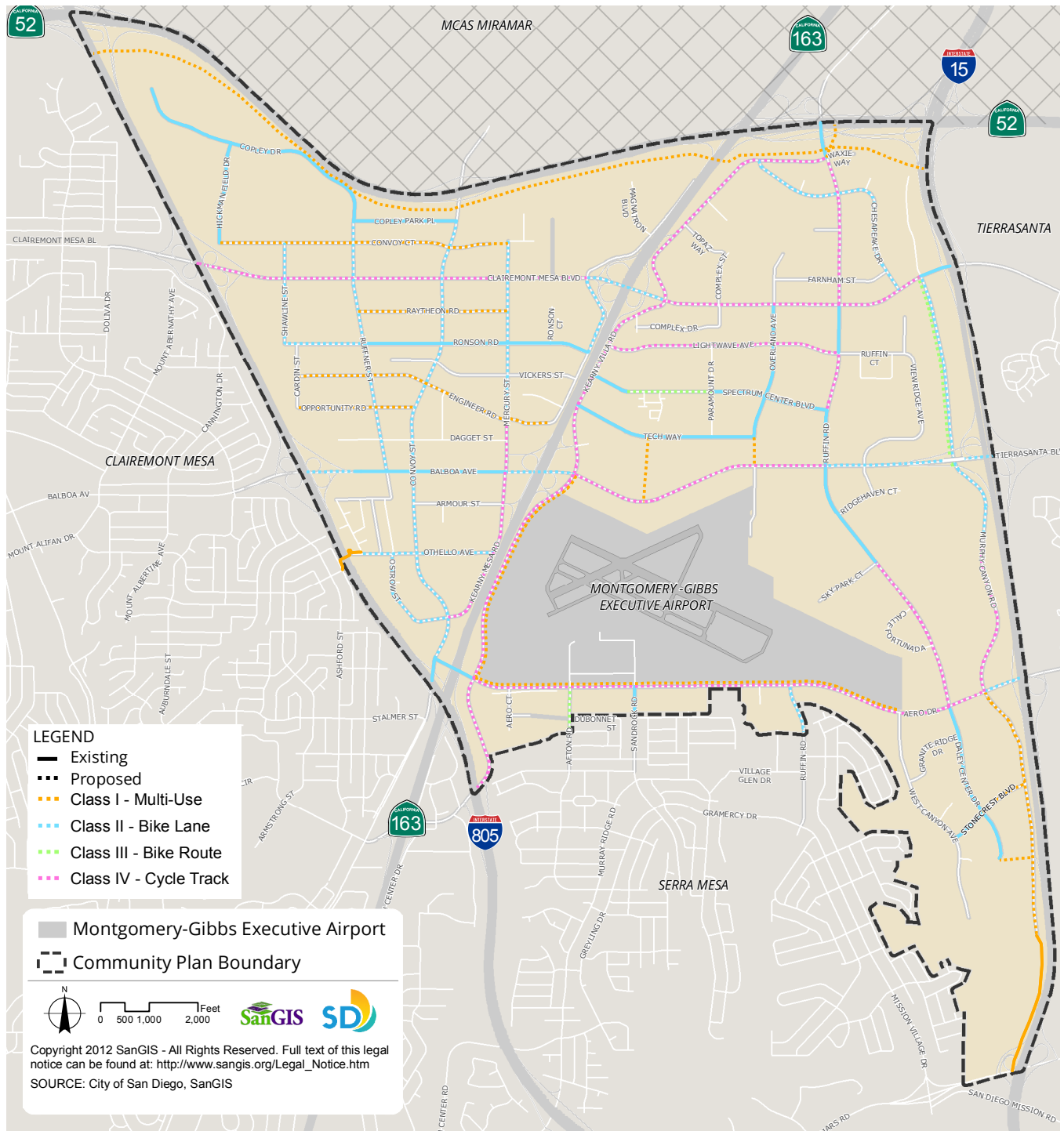
- o Balboa Avenue – One-way cycle tracks with a pedestrian path on the south side.
- o Ruffin Road – Bicycle lanes between Balboa Avenue and Sky Park Court and one-way cycle tracks between Sky Park Court and Aero Drive.
- o Aero Drive – Multi-use path on the north side and one-way cycle track on the south side.
- o Kearny Villa Road – Multi-use path on the east side and one-way cycle track on the west side.

With the appropriate facilities, bicycling is a viable travel choice. The planned bicycle network shown in **Figure 6: Planned Bicycle Network** emphasizes the community's need for more dedicated, comfortable bicycle facilities.

Separated and on-street bicycle facilities are proposed along major thoroughfares with large traffic volumes and high vehicular speeds. The planned network introduces multi-use paths and cycle tracks to Kearny Mesa, which enhances the comfort and safety of bicycling, reduces rider stress, and promotes increased bicycling rates.



Figure 6: Planned Bicycle Network



4.3 Transit

The majority of Kearny Mesa is within a Transit Priority Area. Maximizing transit access and options is important for supporting existing commuters and for attracting new users. Improved transit systems are essential for reducing automobile dependence, increasing walking and bicycling, and supporting density. The Community Plan envisions better connecting transit and land use to support higher density, mixed-use urban villages. Effective transit encourages a live/work environment where people are within walking and biking distance of major transit stops and connections.



San Diego Association of Governments (SANDAG) performs planning and development of the transit system, the Metropolitan Transit System (MTS) operates the trolley and local and rapid bus services. SANDAG's Regional Plan identifies planned transit system improvements including trolley service and capacity upgrades. **Figure 7: Planned Transit Network** illustrates the planned transit network in Kearny Mesa.

The planned transit corridor along Ruffin Road and multimodal improvements along Clairemont Mesa Boulevard will provide an efficient connection through the community and bridges the distance between transit stations and destinations throughout Kearny Mesa.



A variety of operational treatments and lane configuration techniques intended to improve transit operations are identified to improve efficiency. Active transit signal priority, queue jump lanes, and transit-only lanes or shared transit/right-turn lanes are examples of tools that can be utilized to give transit priority at intersections. Transit stations equipped with amenities (i.e., shelters, benches, trash receptacles, route maps, time tables, and/or lighting) and designed to be American Disabilities Act compliant fulfill the vision for a vibrant employment community.

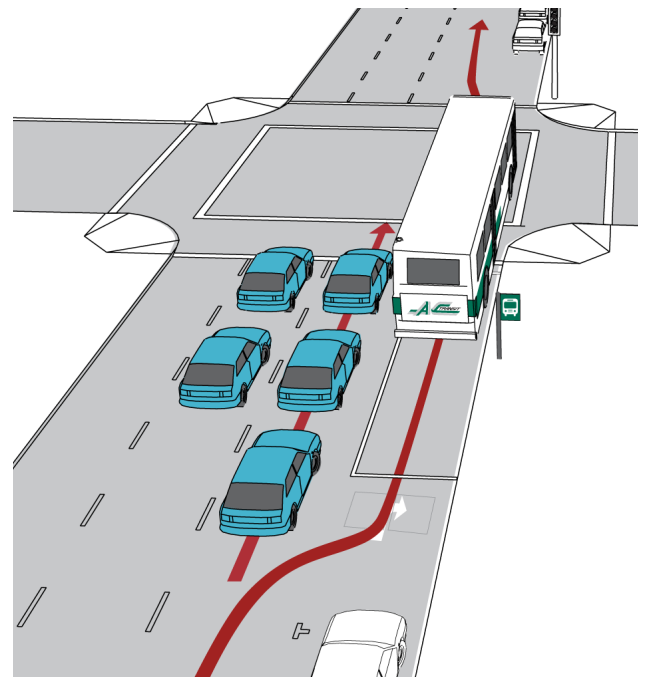
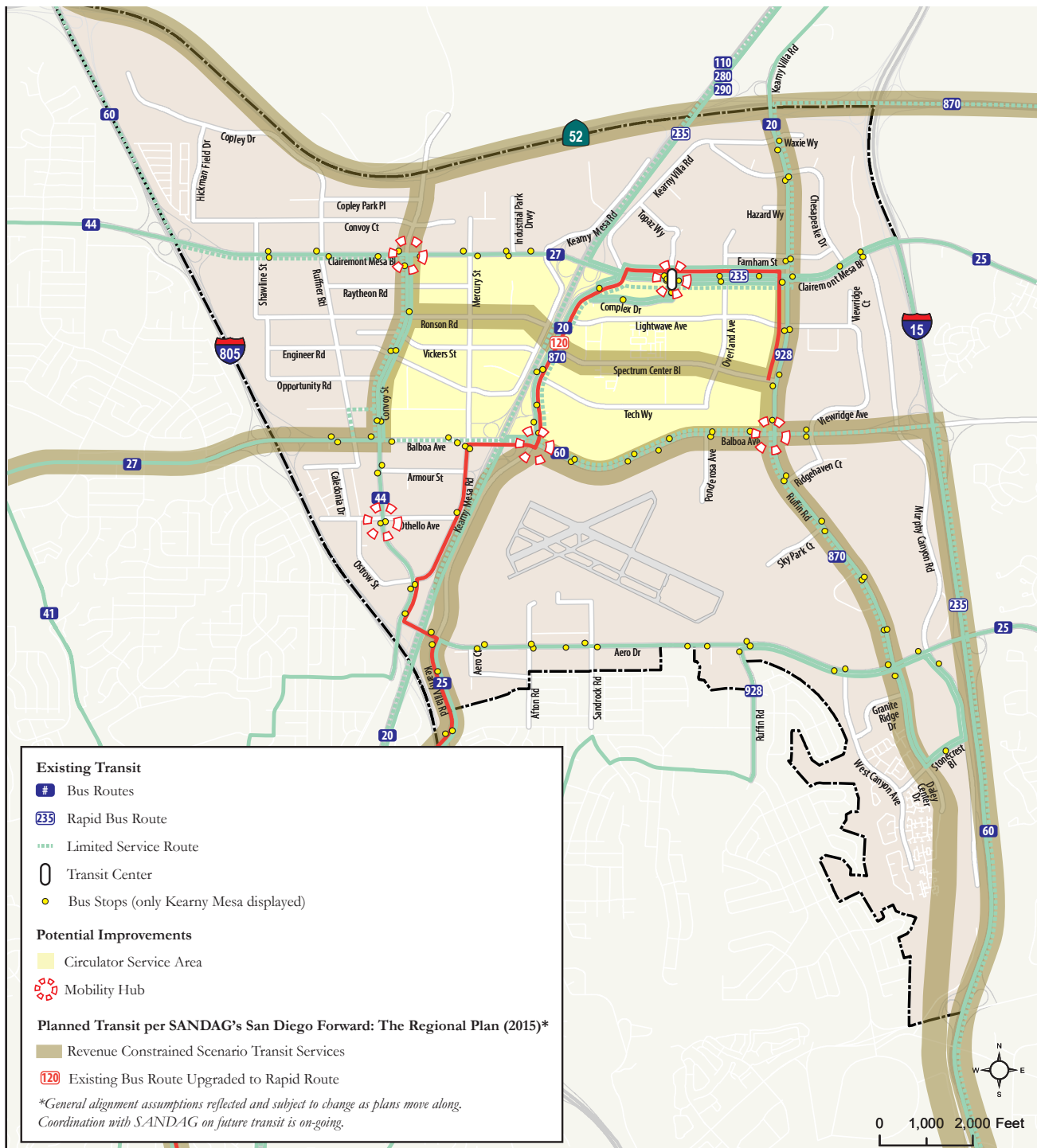


Figure 7: Planned Transit Network



4.4 Streets and Freeways

The four freeways that serve Kearny Mesa are I-15, I-805, SR-52, and SR-63 and they contribute to the community's role as a regional employment destination. Future street modifications will accommodate additional trips, improving access to the freeway system and to ensuring the local roadway network operates efficiently.



Within Kearny Mesa, medium to large trucks make deliveries to industrial and commercial uses. The community does not have any designated truck routes. Trucks are allowed to use major roadways to access the industrial and commercial sites. As Kearny Mesa evolves and grows, steps can be taken to minimize potential impacts from truck activity within the community. Focused street improvements, transportation systems management techniques, and traffic-calming measures can increase mobility network capacity, reduce congestion, minimize speeding, and improve the road user experience.

Recommended physical and operational improvements that assist in meeting existing and projected vehicular mobility needs include widening streets, improving signalization, adding turn and through lanes, repurposing existing public right-of-way, restriping, modifying medians and intersections, removing on-street parking, and improving freeway access and signage.

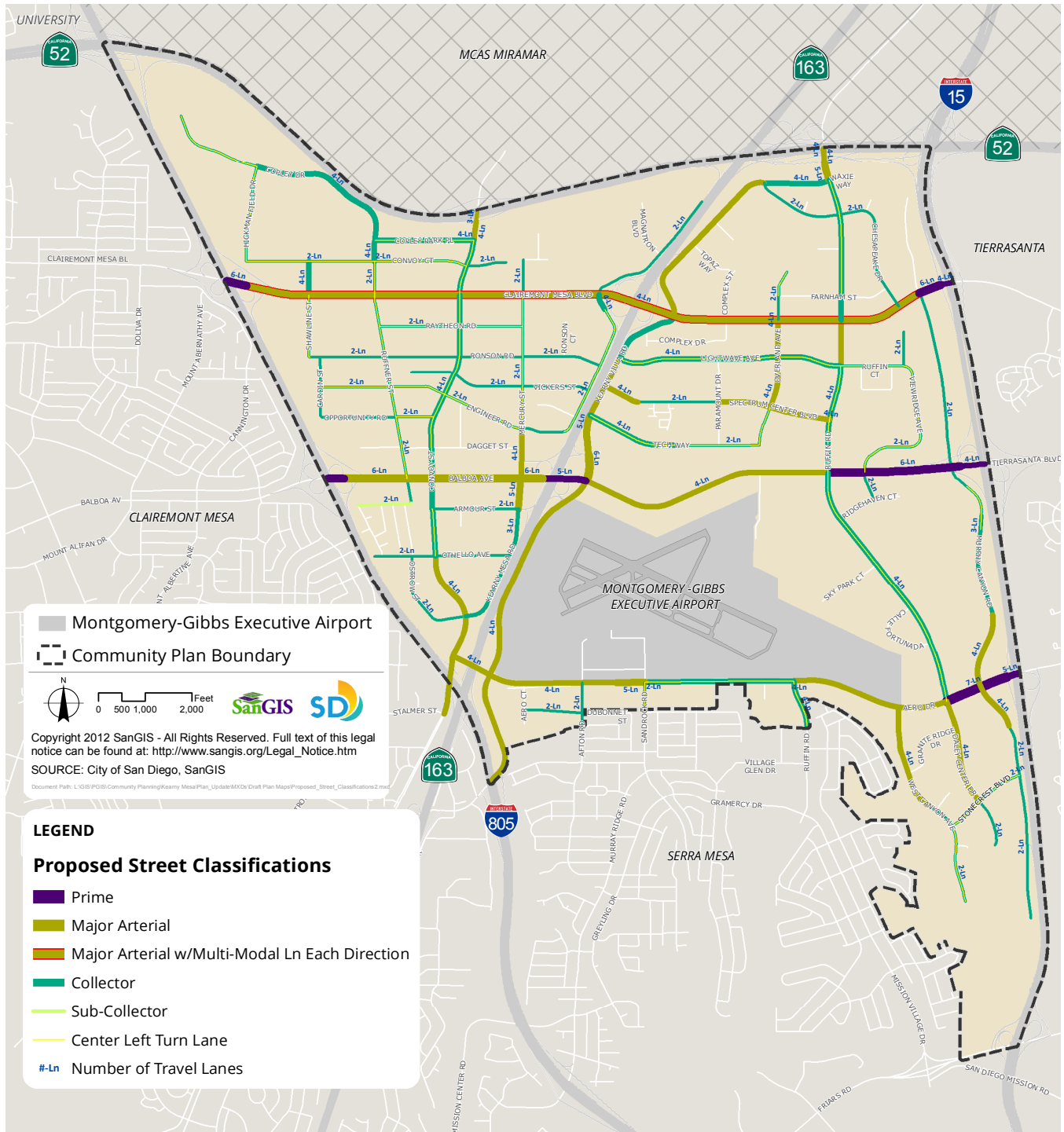
Figure 8: Planned Roadway Network Classifications illustrates proposed street improvements that would improve circulation, reduce traffic, and prioritize transit within the community.

Parking Management

Parking management can help achieve mobility, environmental, and economic development goals. Implementing parking management programs and strategies can increase turnover and parking availability and support the economic vitality of small businesses. The reconfiguration of on-street parking from parallel to diagonal can increase parking supply. Parking management programs and strategies can include park-once strategies, shared parking solutions, creation of parking districts, smart parking meter technology, and a community circulator.



Figure 8: Planned Roadway Network Classifications



4.5 Other Mobility Strategies

Mobility Hubs

Mobility hubs are a tool for improving connectivity to transit and increasing transit mode share through the implementation of a first-last mile programs. Mobility hubs provide opportunities for transportation-share programs as well as offer multimodal support amenities, further encouraging transit use through the creation of connections from home and work to transit stops.

Mobility hubs can range in size, and design and can include a mix of features, such as enhanced transit waiting areas, passenger loading zones, real time travel information, walkways, high-visibility crosswalks, bicycle parking, bikeshare, carshare, on-demand rideshare, neighborhood electric vehicles, microtransit, electric vehicle charging, and wayfinding.

Circulators

Community circulators are smaller than a bus and make destinations more accessible by offering regular, fixed-route or demand-based service. Overall, the mix of land uses in Kearny Mesa and village areas located on main corridors support the trend. A community circulator has the opportunity to provide connections from nearby businesses along the Convoy Corridor, which can help reduce roadway and parking congestion.



Technologies and Programs

Transportation technology and programs support efficient operations of transit and circulation systems, for safety, and for user influence on mobility options. Intelligent Transportation Systems (ITS) tools and Transportation Demand Management (TDM) programs will help address the mobility needs of Kearny Mesa by maximizing efficiency of services while increasing vehicle throughput, reducing congestion and parking demand in a cost-effective manner, and providing quality information to the commuting public.



Commute trips to work make up a majority of trips on the streets and freeways, and therefore, can play a significant role in reducing vehicle miles traveled (VMT). Kearny Mesa's employers can offer TDM and incentive programs to employees, which include subsidizing transit costs, organizing carpool and rideshare programs, and providing secure storage areas for bicyclists who commute. Direct connections for the first-last mile to transit, and lanes for transit can encourage more people to participate in a range of viable transportation options other than single-person automobile trips.

Transportation technologies and TDM strategies continue to evolve with new ITS applications and marketing and incentive programs. Vehicle autonomy and ride-sharing services will increase opportunities for connectivity, while decreasing a need for single-occupancy vehicle trips. The incorporation of services like scooter and bicycle sharing or on-demand automobiles will need to be accommodated in public and private design.



Urban Design & Sustainability

An urban center that connects to the natural environment, engages with public and communal spaces, and supports a pedestrian-scale of development and streetscapes

5.1 Vibrant Kearny Mesa

The Community Plan sets the scene for an attractive, lively, and healthy community with walking routes and public spaces that connect employment, transit, parks, and public services throughout the community. A system of pedestrian connections forms important physical and visual connections between workplaces and activity centers. New urban villages can convert superblocks and surface parking lots into grid-like areas with urban pathways, paseos, linear parks, and plazas that add connections, and increase value to the community's businesses with new frontages, storefronts, seating, and dining areas.

The Community Plan builds on community strengths and puts best practices in place to enhance the quality of experiences for those spending time in Kearny Mesa. The Community Plan envisions a pedestrian-oriented public realm for employees commuting via transit to work; for customers walking to destinations along the Convoy Corridor; and for residents jogging and walking in the community. These connections accommodate the needs and interests of a diverse population of all ages and redefine Kearny Mesa as an active, sustainable, and attractive community. The planned network of wider sidewalks designed as green streets incorporate features such as tree plantings, pervious pavements, and storm water capture. These street enhancements provide shade and water quality benefits.

The Community Plan's urban design strategy focuses on invigorating public spaces with and ideas from Kearny Mesa's innovative and cultural businesses. Gateway features can mark the global and multinational presence of Kearny Mesa's prominent job center; new wayfinding and signage can help unify the Convoy Corridor business community; and the creativity and energy from the live/work villages can be seen in cutting-edge, sustainable buildings along transit corridors.

Urban Design Goals

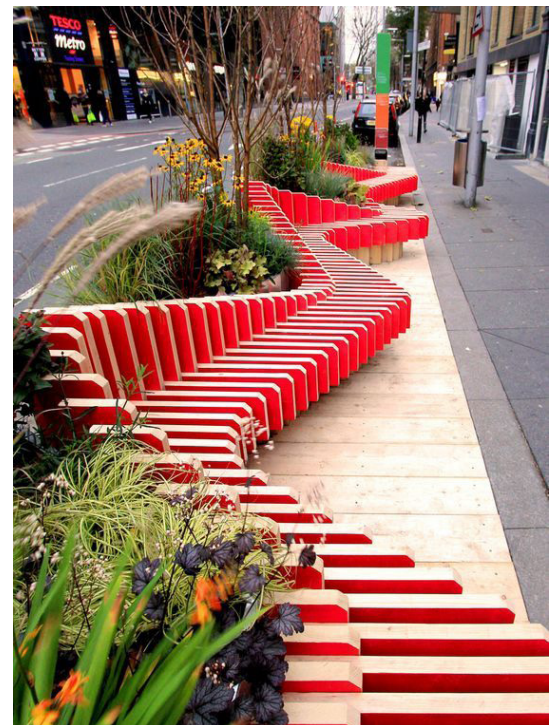
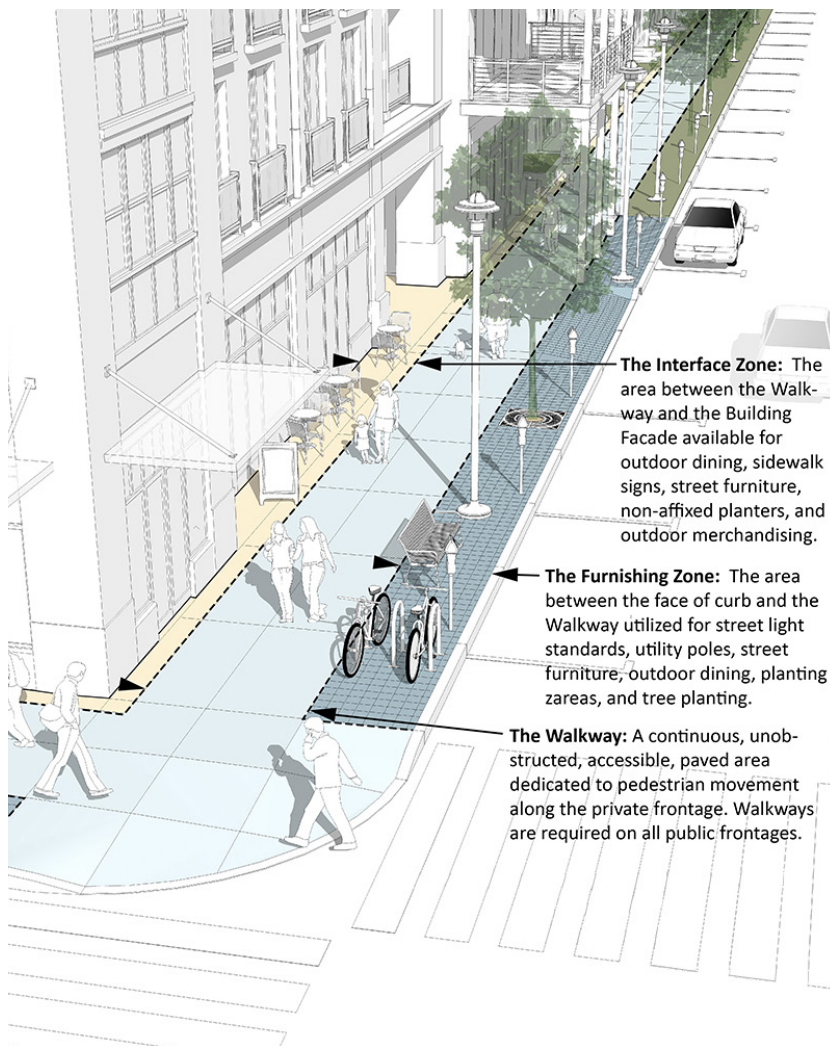
Develop Community Character	<ul style="list-style-type: none"> o Improve the visual appearance and identity of Kearny Mesa. o Create vibrant commercial districts with a unique, local ambiance that attracts visitors and employees. o Implement a streetscape for the Convoy Corridor that spotlight the area's Pan-Asian history and encourages the growth of an innovation hub featuring existing and new companies and entrepreneurs.
Prioritize the Pedestrian Experience	<ul style="list-style-type: none"> o Create an environment for pedestrians and bicyclists that encourages active and lively streets. o Repurpose underutilized auto-oriented space (i.e., right-of-way, surface parking lots, and street parking) in strategic locations to improve the pedestrian experience.
Encourage Sustainable Buildings and Landscapes	<ul style="list-style-type: none"> o Design pedestrian-oriented green streets that improve the pedestrian environment and function as storm water infrastructure. o Increase the tree canopy in Kearny Mesa to maximize shade, storm water retention, and buffers for pedestrians along roadways. o Support development that increases resource use efficiency and promote the use of renewable energy sources and systems.
Retain and Attract Dynamic Businesses	<ul style="list-style-type: none"> o Provide unique and sector-specific working environments that make Kearny Mesa a competitive and desirable employment center for a range of business types and sizes. o Promote opportunities for a range of commercial uses to attract entrepreneurs and visitors to business incubators, restaurants, shopping, and entertainment venues.

5.2 Streetscape and Public Realm

Enhancements necessary to create a walkable environment happen through changes to streetscape configurations and within the public realm (i.e., spaces where public interactions occur). It includes streets, paseos, public spaces, ground level spaces between buildings, and walkways between buildings and curbs. Increased landscaping can transform the pedestrian environment into an attractive space that buffers people from moving vehicles, and shades them on hot days. These improvements can also enhance the walking and bicycling experience.

Active frontages catered to pedestrians can benefit a range of land use types and users within Kearny Mesa. As shown in **Figure 9: Streetscape Elements**, sidewalks with accessible walkways, active public space in the interface zone, and pedestrian amenities and landscaping in the furnishing zone encourage increased pedestrian activity.

Figure 9: Streetscape Elements



There are a wide variety of pedestrian-oriented urban design features that could be implemented in Kearny Mesa, such as shaded seating areas and pathways with variable patterns made from environmentally-friendly materials. Beyond using trees for shade, structures such as the styled lattice shown below provide visual interest as well as shade from the sun.



As pedestrian-oriented streetscapes become more prominent in commercial areas, surface parking can shift to centralized locations and shared parking facilities and agreements. **Figure 10: Parking Structures** shows a concept that maximizes parking efficiency and enhances the urban character. Parking garages can be used to create active streetscapes, add green elements, and create varied building structures that emulate the community's character.

Figure 10: Parking Structures



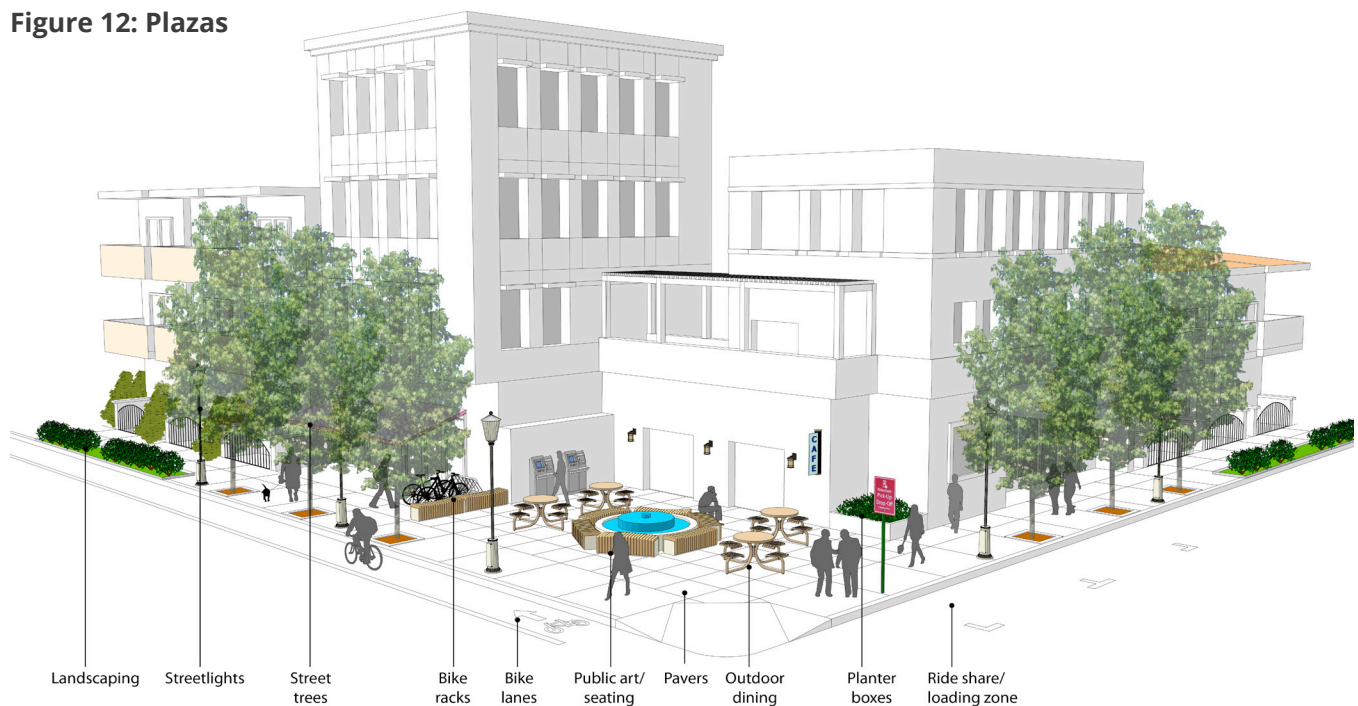
As businesses grow and employers recruit workers, Kearny Mesa can be an inviting place with landscaping, communal spaces, and strong connections. Well-designed village areas with human-scaled frontages and unique outdoor areas make for an attractive and connected community.

Buildings can be designed to engage with passersby through interesting ground-floor uses and transparent materials that allow visibility to the interior, as shown in **Figure 11: Active Frontages**. Sites can also be designed to create public spaces through plazas and paseos, as shown in **Figure 12: Plazas**.

Figure 11: Active Frontages



Figure 12: Plazas



5.3 Urban Pathways, Paseos, and Plazas

Creating connections in super blocks in Kearny Mesa expands pedestrian access. Shorter blocks and multimodal corridors support the urban mixed-use neighborhoods and direct routes envisioned for the future Kearny Mesa.

As the focus shifts from moving through the community to having quality experiences within Kearny Mesa, rights-of-way can be reconfigured and repurposed to accommodate multimodal facilities, create an attractive public realm, and strengthen connections between businesses. Connections are key to creating human-scaled blocks and reimagining the Employment Hub and urban villages. Successful walkable areas rely on a network of streets with shorter blocks, pedestrian crosswalks, active frontages, and attractive landscaping and architecture. Urban pathways, linear parks, and paseos are encouraged to create those connections.



Urban Pathways

Urban pathways serve as linkages, enhance the pedestrian environment, incorporate urban greening improvements, and provide a sense of place within villages. Urban pathways are located along major streets and within superblocks in the public rights-of-way or on adjacent private property where necessary. Although widths may vary, urban pathways are generally wide enough to encourage pedestrian use and allow for bicycle use, and are buffered from vehicular traffic where possible to increase safety for all users.

Linear Parks

Linear parks are long park areas that are publicly-owned or have a public recreation easement.

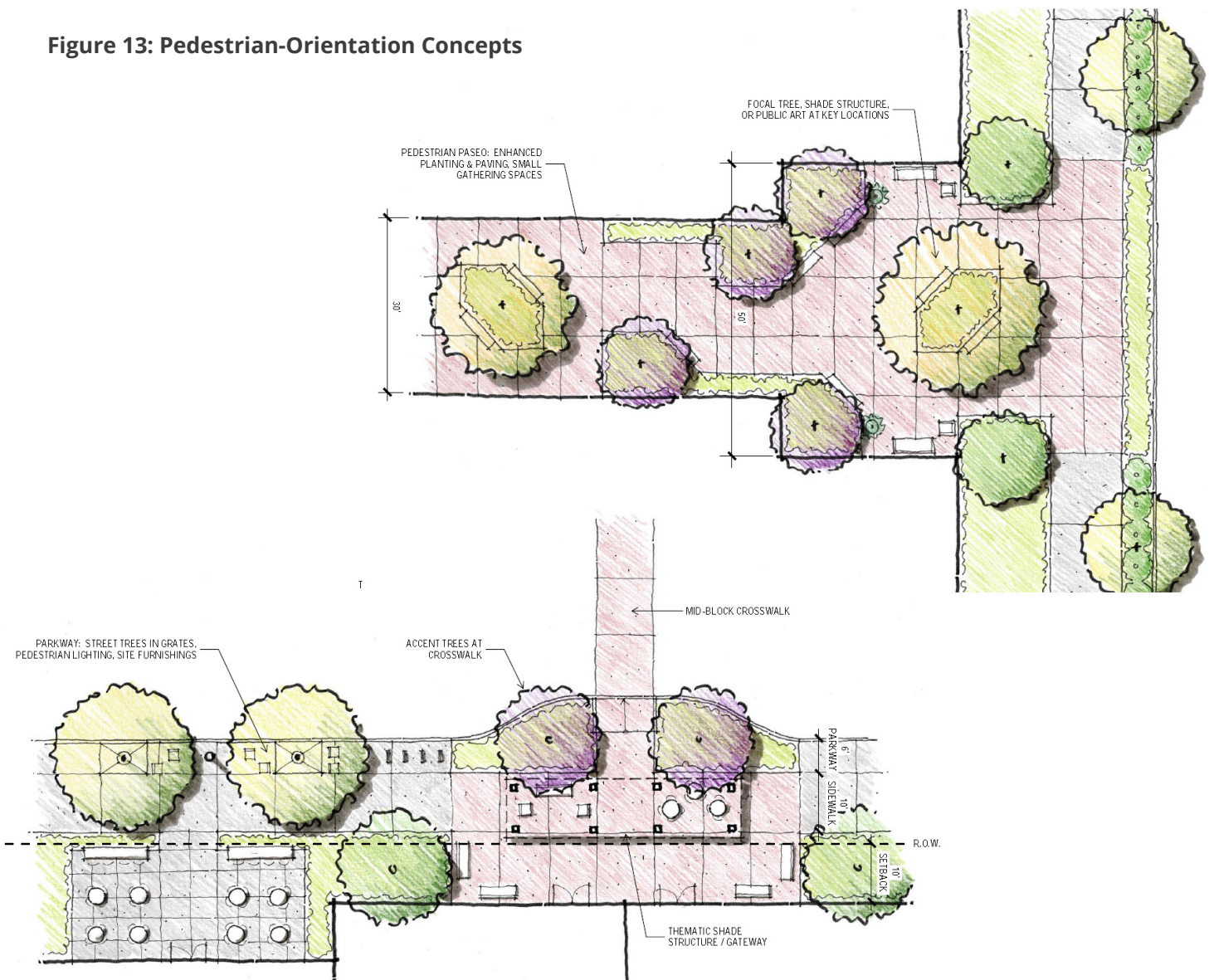


Paseos

Paseos are wide (25-45') walkways within super blocks and large sites. Paseos can create corridors that function as secondary frontages for business storefronts and product displays or for café seating and plazas. The urban pathways and paseos are anchored by new spaces that serve as space for seating, music, performances, art, and festivals. Plazas can range in size from those that provide seating in parklet or café settings to those large enough to accommodate tiered amphitheater seating and park amenities, such as playgrounds.

Figure 13: Pedestrian-Orientation Concepts includes diagrams that illustrate concepts that could be implemented throughout the community. The first diagram shows potential improvements for Clairemont Mesa Boulevard, and the second shows potential block improvements for the Convoy Street corridor. These illustrations focus on adding paseos that include street trees, street furniture, and other pedestrian-oriented design.

Figure 13: Pedestrian-Orientation Concepts



Concepts for community connections are shown in **Figure 2: Community Connections** (Section 1). Portions of the figure are reproduced here to illustrate where these proposed connections could occur. The connections are made up of a series of connected urban pathways, paseos, and linear parks. Special connections are planned to complement the land use and mobility strategies for the Employment Hub and urban villages. These connections are designed to provide amenities and better ensure the integration of urban villages.

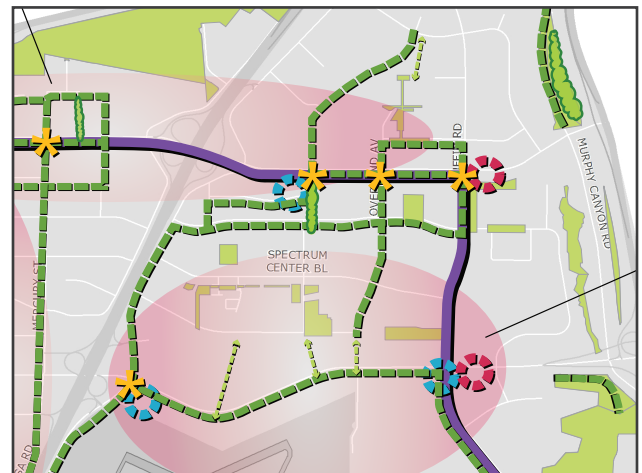
Airport Loop

The Airport Loop will be made up of a combination of pedestrian parkways, bicycle facilities, and multi-use paths that connect and enhance the Employment Hub. These connections make up a five-mile loop along Balboa Avenue, Ruffin Road, Aero Drive, and Kearny Villa Road. Wider sidewalks, protected from vehicular traffic along key segments, provide views of the airport, lunchtime recreation opportunities for the employment area, and a pleasant option for the first-last mile of commutes.



Opportunity Trail

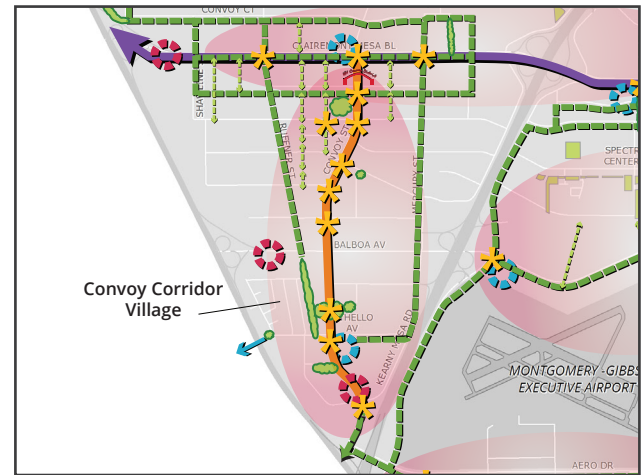
The Opportunity Trail will be a series of urban pathways, linear parks, and paseos that connect to existing pedestrian facilities. Wider sidewalks anchored by landscaped plazas, seating areas, and mini parks connect large blocks and provide public space. They also provide connections to the Clairemont Mesa Boulevard Village and to the mixed-use development and park facilities near Spectrum Center Boulevard. As the Purple Line is extended, the Opportunity Trail can provide a dedicated pedestrian walkway to connect to the Park Link in western Kearny Mesa.





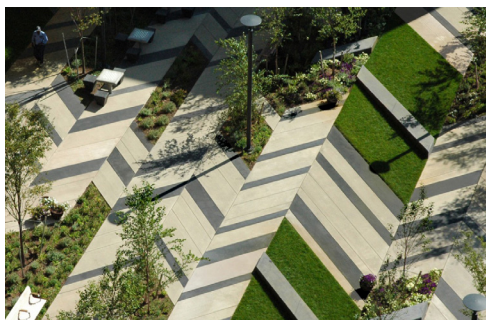
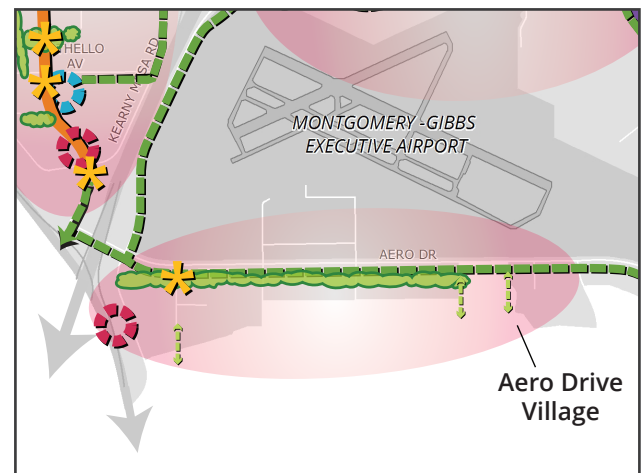
Park Link

The Park Link will provide a new five-mile linear park that repurposes rights-of-way and setbacks to provide landscaping and pedestrian pathways, creating opportunities for recreation, improved connections, and public and semi-public spaces for businesses and community activities. The route along Ruffner Street, Othello Avenue, Mercury Street, and Convoy Court provides a park around the Convoy Corridor Village and activates frontages.



Aero Promenade

The Aero Promenade will be a one-mile linear park from Kearny Villa Road to the Serra Mesa-Kearny Mesa Library and entrance to Ruffin Canyon. A park area in the setbacks of new residential and commercial uses provides active and passive park facilities for the neighborhood. A combination of wider sidewalks and linear park provides recreational amenities for the residents and building entrances and plazas that can open onto the park.



Within each of these signature projects, a combination of improvements work together to achieve the vision in the Community Plan. A series of paseos, or pedestrian walkways, implemented through large parcels or long blocks; adjacent to buildings or near the edge of properties; and through parking lots, provide direct and convenient pedestrian connections. Linear parks, wider sidewalks, landscaped parkways, and high visibility crosswalks can provide pleasing options for walking, and enhanced transit stations and multimodal streets can provide valuable connections to and from further destinations.

As the network that connects Kearny Mesa to nearby neighborhoods and other job centers expands, so will the opportunities for transit-oriented development that features active spaces built into and surrounding transit stations. This can be accomplished with paseos, public streets, private streets, or a sequence of public and semi-public spaces that create access through a site for pedestrians and bicyclists.

Figure 14: Super Block Connections provides a sequence of diagrams that explore potential urban design strategies for increasing pedestrian permeability of large blocks and usable development area while also introducing public and semi-public open space and parks.



Figure 14: Super Block Connections



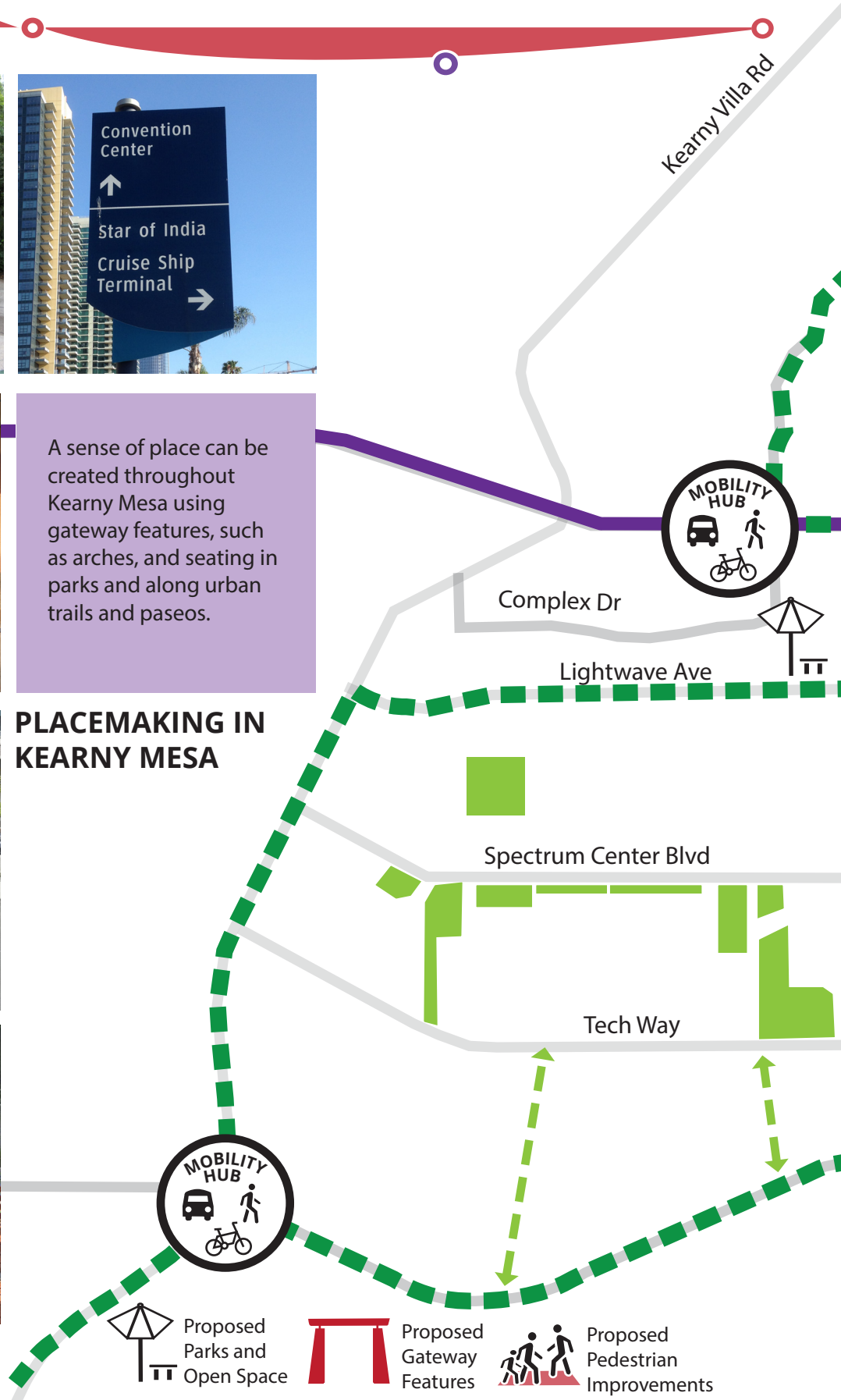
SPOTLIGHT ON: URBAN PATHWAYS

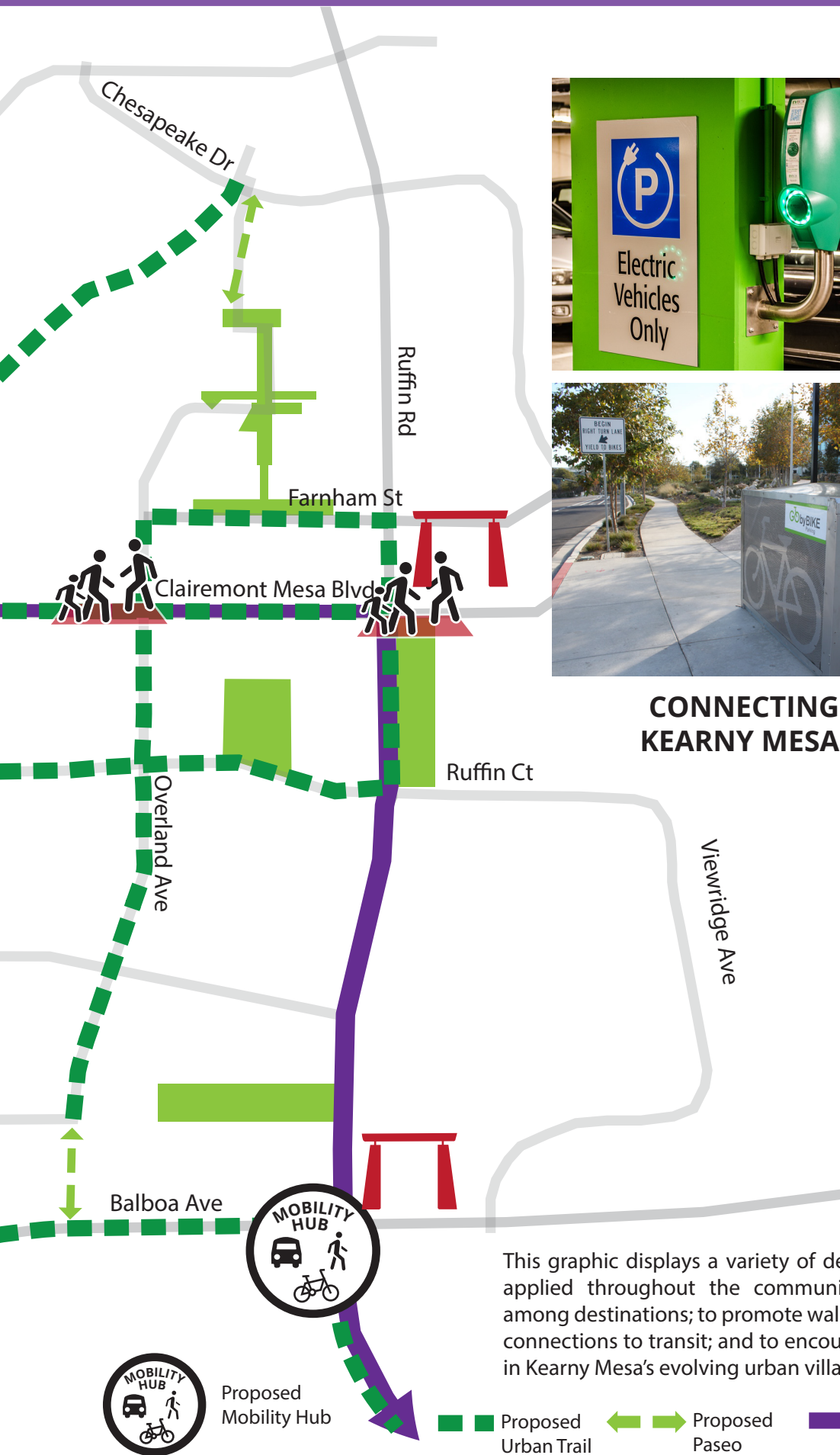


A sense of place can be created throughout Kearny Mesa using gateway features, such as arches, and seating in parks and along urban trails and paseos.



PLACEMAKING IN KEARNY MESA





Urban pathways can be enhanced by installing mobility hubs, bicycle parking, bicycle lanes, and electric vehicle charging stations along a series of connected pedestrian and bicycle paths.

CONNECTING KEARNY MESA



This graphic displays a variety of design concepts that could be applied throughout the community to improve connections among destinations; to promote walking and bicycling; to provide connections to transit; and to encourage everyone to spend time in Kearny Mesa's evolving urban villages.

— — — Proposed Urban Trail
 ↔ Proposed Paseo
 — — — Proposed Purple Line
 Existing Park

5.4 Convoy Corridor

The vision for Kearny Mesa sets the community on a trajectory to transition predominantly commercial areas to higher intensity mixed-uses that incorporate residences. Infill development can be an option for areas positioned for transition to a more urban character. Adaptive reuse of buildings can accommodate emerging industries and new entrepreneurs.

Creating distinct neighborhoods, villages, and corridors is important for building a sense of place and community pride. Placemaking has a significant role in the Convoy Corridor, a place known for innovation, community, and culture.

The Convoy Corridor Village includes existing businesses, new business startups, a diversity of housing types, and a range of public areas designed to enhance the experience of being in the village. Spaces will be designed using urban design elements that showcase community character and make them usable, authentic, active, and interactive.

Figure 15: Flexible Spaces displays options for



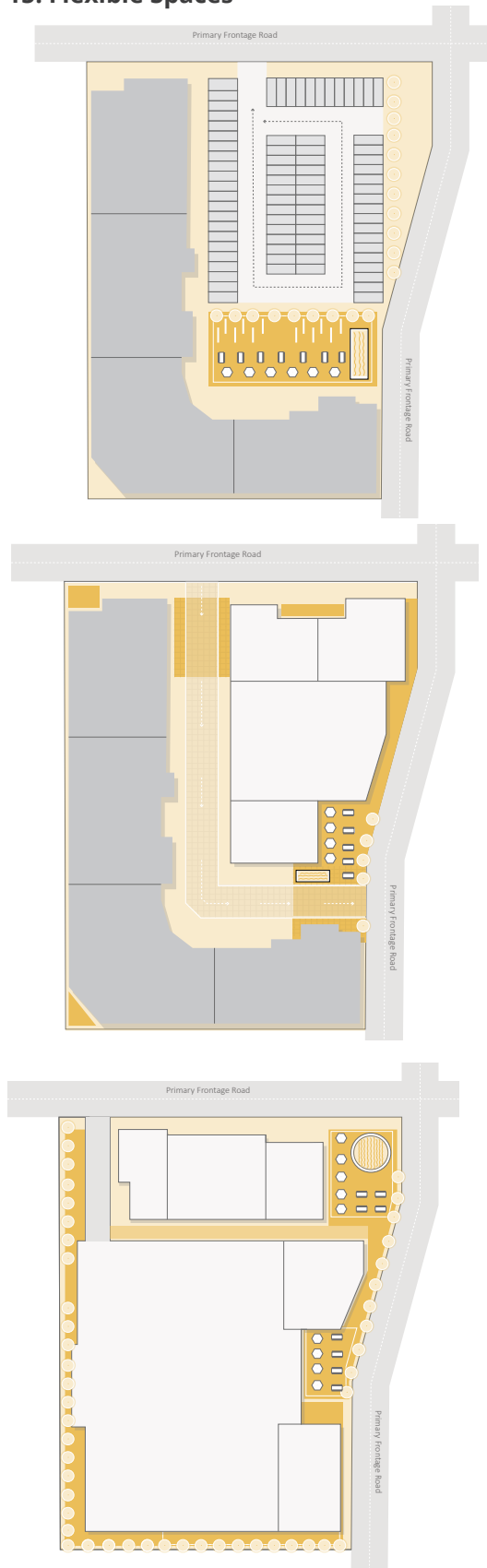
reconfiguring an existing commercial retail site to provide an active pedestrian environment through urban design strategies based on interim uses, partial redevelopment, and full redevelopment.

Auto-oriented commercial sites can also be adapted to



provide multi-modal access and enhanced pedestrian seating areas that become a new focal point for businesses. However, full redevelopment of sites is not always needed to activate areas and invest in improvements at the pedestrian scale. A combination of urban design strategies and flexible spaces can help realize the vision.

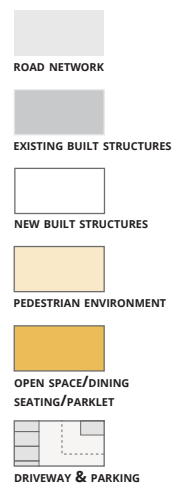
The generous setbacks and parking lots in Kearny Mesa open areas to provide pedestrian enhancements along primary roads. These could take the form of seating areas and parklets to complement business operations. Plazas with shade, planters with landscaping, decorative hardscaping, lighting, and seating can enhance the streetscape and appearance of businesses. Reconfiguring parking by reducing or eliminating curb cuts can provide more areas for people to gather. In these areas, outdoor seating, seasonal retail sales and special events can take place, as allowed by the San Diego Municipal Code.

Figure 15: Flexible Spaces

15A. Reconfigure parking lot to maximize number of spaces and functionality and flow for customers while also adding a pedestrian plaza with shade, landscaping/hardscaping, and seating areas.

15B. Replace surface parking lot with a mixed-use infill building addressing primary street while maintaining a public plaza/gathering space to support businesses.

15C. Redevelop site with shops at grade, embedded or below-grade parking structure, and employment or residential units above with a public plaza/gathering space.



SPOTLIGHT ON: CONVOY CORRIDOR



Clairemont Mesa Blvd.



Raytheon Rd.



Parks, Plazas, and Open Spaces

As an economic and cultural center of San Diego's Asian Pacific-American community, the Convoy corridor attracts visitors from across the City. New parks and plazas can create inviting, community places for gathering.



Active Spaces and Frontages

Spaces and buildings oriented to pedestrians can improve connectivity, interaction, and safety. An active, engaging network of paseos, urban paths, and storefronts can enhance the uniqueness of the neighborhood and help businesses thrive.



Balboa Ave.

Othello Ave.

This graphic displays a variety of design concepts that could be applied along Convoy Street to promote walking, bicycling, shopping, working, and relaxing in this dynamic cultural and economic corridor within the heart of Kearny Mesa.

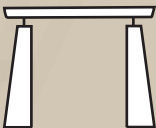


- Pedestrian Improvement



Streetscapes and Gateways

Augmented streetscapes can accommodate multiple travel modes while creating a sense of place. The Convoy Corridor can draw more visitors with distinct and memorable gateway and design features.



Mobility Hubs

Enhanced transit and parking strategies paired with a suite of mobility services, wayfinding, and mobility hubs can bridge the distance between points of interest and increase opportunities for visitors and businesses to connect.



5.5 Storm Water Management, Green Streets, and Urban Forestry

Placemaking urban design features add to community character and can be used to craft a seamless connection between streets, sidewalks, open spaces, and the buildings that define them. Many urban design features can also serve environmentally sustainable functions that help to reduce the negative impacts of development. As new development occurs in Kearny Mesa, good urban design promotes economic investment, environmental sustainability, engagement with the public realm, and connectedness to the urban fabric of the community.

Sustainability is woven into the strategies and policies throughout the Community Plan. The planned improvements for multimodal streets and connected bicycle network increase opportunities for people commuting to work and getting around in Kearny Mesa. Stronger connections with the urban pathways and paseos in conjunction with new pedestrian-oriented environments add routes to and from places and transit. Furthermore, as the plan encourages more people within the community and from surrounding communities to make a trip by transit, on bikes, or on foot, it has the direct benefit of helping to improve environmental quality and public health.

Trees along Kearny Mesa's corridors are the community's urban forest, providing shade for those walking throughout the community. Native and drought-tolerant landscaping beds in the parkways and in property setbacks beautify Kearny Mesa's signature corridors and provide additional areas for storm water infiltration. The paseos and plazas that make local trips convenient and provide additional seating for individual businesses can function together as a linear park as well as open areas for large-scale community festivals and events.



Landscaping is a priority in the Community Plan because it is necessary to create pedestrian-friendly and lively environments. Street trees provide shade and a more pleasant walking environment, while making business areas and new neighborhoods more attractive. Kearny Mesa enjoys a temperate climate where a variety of native trees can flourish. Trees are great assets in an urban environment, providing shade and comfort, cooling adjacent homes and businesses, and reducing urban heat island effects. They contribute to a safer walking environment by creating a buffer between the road and sidewalk, and their placement can support neighborhood identity.

Street trees can help create uniform streetscapes and define spaces. The street tree plan for Kearny Mesa builds on the variety of trees planted in Kearny Mesa and provides additional uniformity in the design of key corridors. The Community Plan identifies tree species for corridors to create neighborhood themes and increase the tree canopy (i.e., the tree crowns that cover the ground). A list of tree species that represent similar shape and color are provided for each corridor in **Figure 16: Street Trees**; these species exhibit higher carbon capture, more shade opportunities, and lower annual maintenance costs.

It is ideal to plant larger specimens in large spaces and smaller specimens in small spaces. Along commercial corridors, large trees have been selected with consideration of commercial signage. The tree selections can be trimmed to prevent visual blockage of commercial signage and to create a strong sense of community character.

Large areas of Kearny Mesa include paved roads, developed areas, and parking lots that leave limited areas for natural infiltration of water during storm events. New development is required to adhere to updated guidelines and requirements for the retention and treatment of storm water. In addition, property owners in Kearny Mesa have taken steps to incorporate multi-purpose landscaping, and opportunities exist for Kearny Mesa to be a leader in storm water retention. Some storm water strategies can help with placemaking. The urban pathways and the public realm provide opportunities to add urban greening components that provide shade and storm water benefits.



Features such as green streets, increased landscaping, porous paving, and green roofs promote improvements that reduce environmental temperatures, decrease flood risk, and create places where people enjoy walking and bicycling. Green streets, identified as corridors on **Figure 16: Street Trees**, link people to parks, public spaces, and adjacent communities. These streets incorporate pedestrian-orientation and amenities such as lighting and canopy shade trees with storm water improvements.

As Kearny Mesa embraces an urban character, there are opportunities to bring nature into the community. Landscaping is being added in innovative ways to building roofs, balconies, terraces, and courtyards, and new ecosystems are being created in the urban environment. Traditional building materials can be augmented or replaced with vegetation and open areas to allow sunlight into interior spaces. In some cases, trees and vegetation can become a dominant component, such as “vertical forest” buildings that are constructed to contain small trees, plant covers, and shrubs on all levels of its exterior. Like street trees, the abundance and diversity of plants provides numerous environmental benefits, absorbing and filtering pollutants and providing buffers from noise and adjacent businesses.

Figure 16: Street Trees





Parks, Open Space, and Resource Protection

A parks and open space network that combines the best qualities of the urban and natural spaces, connects community assets, and encourages people to engage with their surrounding community and environment

6.1 Recreation in Kearny Mesa

San Diegans take pride and pleasure in the active lifestyles afforded by the City’s regional parks and open space. Recreation plays an important role in a well-balanced lifestyle, improving physical and mental health through increased activity and connectedness with the outdoors.

As an employment center, Kearny Mesa has historically had little park and recreation space. As the community evolves, these high-quality amenities are necessary for attracting and retaining employees and serving residents. Lunch-time recreation, outdoor retreat areas, and nearby parks can help employers appeal to and retain a broader group of employees. With an increasing residential population, there is a greater demand for public recreation spaces.

Everyone benefits when the community includes quality and inviting recreational space and natural areas. Challenges exist because there is a lack of vacant public land available for traditional community parks. Addressing this challenge requires both public and private efforts and creative solutions to create spaces that serve as amenities and support active routines. Planning for and implementing measures that influence the integration of parks and open space into the community can greatly enhance the way employees and residents interact with each other and move throughout the community.



Kearny Mesa is subject to citywide requirements for park facilities and park acreages as described in the General Plan and the forthcoming Parks Master Plan. This section discusses a variety of improvements that could be implemented in the community to improve access to parks and recreation areas within Kearny Mesa.

Park standards provide a guide for population-based parks, recreation centers, and aquatic complexes for the residents in each community. The General Plan provides details on the various park types and the forthcoming Parks Master Plan will further guide the development of the City’s park resources. The Community Plan identifies future park and open space needs, opportunities, and policies to guide the implementation of parks and recreational facilities in Kearny Mesa. Park needs can be met with a variety of facilities that provide opportunities for active and passive recreation, in addition to resource conservation.

Parks, Open Space, and Resource Protection Goals	
Increase Park Space	<ul style="list-style-type: none">o Provide traditional and flexible parks within Kearny Mesa that meet the diverse needs, abilities, and ages of community members.
Improve Access to Parks	<ul style="list-style-type: none">o Link parks and open space to vibrant employment areas and urban villages and provide accessibility from transit routes, bikeways, and pedestrian paths.
Protect Natural Areas	<ul style="list-style-type: none">o Preserve vernal pools and other sensitive natural habitats within Kearny Mesa.

6.2 Park Development, Preservation, and Access

The Kearny Mesa Impact Fee Study (IFS) includes future park and recreation projects for the community. The demand for parks and recreation opportunities will continue to grow as Kearny Mesa's population grows. New park land and recreation facilities within Kearny Mesa are anticipated to come primarily through redevelopment of private and public properties. Further identification of potential donations, grants, and other funding sources for project implementation will be an ongoing effort. While the City's primary goal is to obtain land for population-based parks, where vacant land is limited, unavailable or cost-prohibitive, the City's General Plan encourages the development of both traditional parks and flexible public spaces that meet a community's needs, such as linear parks, public plazas and seating areas, and rooftop gardens.

Kearny Mesa needs both traditional parks and flexible public spaces. The strategy for parks, open space, and resource protection focuses on spaces for recreation, community events, and connections throughout the community. A variety of smaller sites and linear parks facilities, connected by urban pathways within the community, can serve as the parks and recreation system.

Undeveloped land for traditional parks is limited in Kearny Mesa, making preservation of the existing active parks and open spaces essential to the recreation strategy. Preservation can include improvements to existing facilities to increase their life span or expansion of their uses. Hickman Field and Centrum Park currently offer recreational opportunities to residents and visitors. Hickman Field draws regional visitors and Centrum Park is suited in size and layout to serve the surrounding neighborhood.



Preservation can also include the enhancement of open space that provides a balance between protecting natural resources and allowing for compatible public recreation. For Kearny Mesa, incorporating passive use improvements as well as trails, allows for protecting natural resources while adding recreation value, within the Multi-Habitat Preserve Area (MHPA). Interpretive signs should be featured at open space parks to educate the public on the unique natural history and scenic value.

To be accessible to the broadest population possible, facilities should be located within walking distance of neighborhoods, employment centers, and public transit and should be open for public use. As redevelopment occurs and housing is added to village areas, there is both the opportunity and the obligation to create open areas onsite for residents and employees to enjoy the outdoors, socialize, and recreate. When a network of smaller parks, plazas, and linear parks are connected by paseos, they gain usefulness to the community. Special uses designed into parks can include dog off-leash areas, community gardens, pathways, benches, exercise stations, or picnic tables to accommodate more users and enhance the recreational experience.

6.3 Open Space and Resource Protection

Open space lands are located throughout the City and consist of canyons, mesas, and other natural landforms. This open space is intended to preserve and protect native plants and animals, while providing public access and enjoyment through hiking and bicycling trails. Although the community provides few existing connections to the City's open space, canyons and regional parks, the southern boundary of the community includes an important trail connection to Ruffin Canyon. Kearny Mesa is also located within a 20-minute bicycle ride from an entrance to Mission Trails Regional Park in the neighboring community of Tierrasanta.



Open space areas and vernal pools serve as a reminder of a time when Kearny Mesa consisted of grassland and coastal sage scrub on the mesa with riparian vegetation in the low lying canyons. While most development in Kearny Mesa has taken shape on the flat mesa area, the community is a part of San Diego's scenic canyon systems. Murphy Canyon runs along the eastern boundary of Kearny Mesa, providing natural hillsides and drainage areas. Although separated by I-805 and SR-52, the northwest corner of Kearny Mesa includes a tributary of the San Clemente Canyon.

Several sensitive vegetation types, ranging from southern riparian scrub to Diegan coastal sage scrub and southern mixed chaparral, are found in open space areas of Kearny Mesa. For areas within Kearny Mesa, including some within the City's MHPA. Areas designated as or conserved within the MHPA are subject to compliance with the Multiple Species Conservation Program Subarea Plan (MSCP).

While the majority of Kearny Mesa has been developed over the years, some vernal pool sites remain and may be conserved or planned for conservation under the City's Vernal Pool Habitat Conservation Plan. Within Kearny Mesa, the largest concentration of vernal pools is on the Montgomery-Gibbs Executive Airport property, with additional areas in the northern portion of the community and between Kearny Villa Road and Ruffin Road. Vernal pool complexes also occur adjacent to Kearny Mesa on the Serra Mesa-Kearny Mesa Library property. Areas identified for vernal pool conservation in Kearny Mesa are designated as open space.





Public Facilities, Services, and Safety

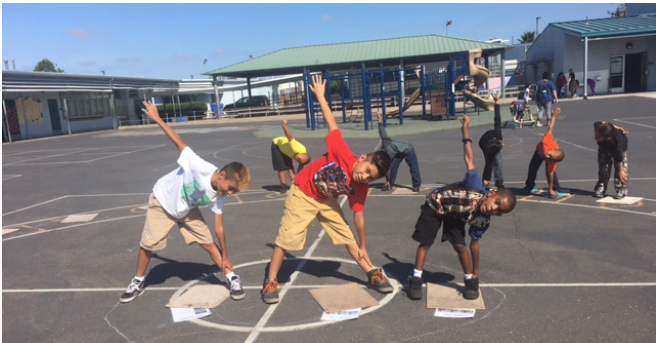
A community that provides the facilities needed to ensure appropriate levels of public services, as well as management of issues related to health and safety

7.1 Public Facilities, Services and Safety

Many of these topics are addressed in the General Plan. This section supplements those policies.

Kearny Mesa’s central location supports base operations for the City’s law enforcement and fire-rescue services, as well as public agencies and utilities. In response to Kearny Mesa’s growth, public facilities and services will need to be upgraded and additional facility locations are proposed to provide the necessary services for the Community Plan buildout. Policies in the General Plan, Community Plan, and associated Kearny Mesa IFS, address public safety and health and the proper facilities needed to accommodate the projected residential and employment population.

To serve Kearny Mesa’s existing needs and accommodate new growth, public facilities and services will need to be prioritized, financed, and developed within the community. Planning for public facilities and services helps to meet the community’s future needs related to safety, health, and overall functionality.



Public Facilities, Services, and Safety Goals	
Match Infrastructure to Growth	<ul style="list-style-type: none">Identify and maintain public facilities that are necessary to achieve thriving employment centers and prosperous regional destinations.
Maintain Infrastructure Attractive to Advanced Tech Companies	<ul style="list-style-type: none">Promote clean energy and advanced technologies that attract new businesses.Equip Kearny Mesa with infrastructure to promote network connections, technology, and data integration systems.
Provide a Safe and Livable Environment	<ul style="list-style-type: none">Reduce and avoid risks posed by noise, geologic, seismic, and hazardous materials conditions.



First Responders

Police protection for Kearny Mesa is provided by the Eastern Division of the San Diego Police Department, located on the southern perimeter of the Community Planning Area at Aero Drive and Ruffin Road. The San Diego Police Department’s Airborne Law Enforcement Unit (ABLE) is also based in Kearny Mesa at Montgomery-Gibbs Executive Airport. Fire protection for Kearny Mesa is provided by two fire stations. Station 28 is located on Kearny Villa Road and Station 36 is located in eastern Clairemont on Chateau Drive.

Libraries

The Serra Mesa-Kearny Mesa Branch Library on Aero Drive serves Kearny Mesa. The library includes community rooms for trainings, meetings, and special events. The property is tied to the natural history of Kearny Mesa with onsite vernal pool protection and trail connections to Ruffin Canyon and the nearby Serra Mesa Recreation Center.

Schools

The San Diego Unified School District provides public education services for the community, as shown in the adjacent table. Schools serving grades K-12 and post-secondary students are located along key corridors such as Aero Drive and Ruffin Road, and current residents are served by schools in Kearny Mesa and the neighboring communities of Clairemont Mesa, Serra Mesa, and Tierrasanta.

Facility	Type	Location
SD Police Department Eastern Division	Police Station	Kearny Mesa
SD Police Department Air Support Unit	Satellite Police Station	
SD Fire-Rescue Department Station 28	Fire-Rescue Station	
SD Fire-Rescue Department Station 36	Fire-Rescue Station	Clairemont Mesa
Bright Horizon Academy	Non-profit, pre-K-12 School	Kearny Mesa
Heritage Christian School	Private School	
Clairemont High School	Public, High School	Clairemont Mesa
Kearny Senior High School	Public, Senior High School	
Lafayette Elementary School	Public, Elementary School	
Ross Elementary School	Public, Elementary School	
Lindbergh/Schweitzer Elementary School	Public, Elementary School	
Madison High School	Public, High School	Serra Mesa
Angier Elementary School	Public, Elementary School	
Montessori School of Kearny Mesa	Private, Infant-Elementary School	
School for Entrepreneurship & Technology	Public Charter, High School	
Taft Middle School	Public, Middle School	
Wegeforth Elementary School	Public, Elementary School	Tierrasanta
The Charter School of San Diego	Public Charter, Middle-High School	



7.2 Geologic and Seismic Hazards, Hazardous Materials, and Noise

Kearny Mesa is classified as a “Nominal to Low” risk area for hazards from seismic events, but it is still a priority for structures community-wide to be improved, and building codes require structures constructed to withstand seismic hazards such as ground shaking and displacement, liquefaction, settlement/subsidence, and soil lurching. Specific land use studies for future projects in Kearny Mesa will continue to include consideration of seismic and other geologic hazards, which are required by State law to be disclosed in environmental documents.

Opportunities may exist to convert existing industrial sites to new uses in the urban villages if they become inactive or close (and are not converted to new industrial uses). Remediating former industrial sites may provide an opportunity to develop parks, plazas, or open space. The City will work to ensure hazardous waste is managed using the most practicable, environmentally safe, and equitable methods possible.

The Montgomery-Gibbs Executive Airport, freeways, and roads are the primary noise sources in Kearny Mesa. Employment uses with clusters of commercial, industrial, and technology park uses buffer the airport in several directions, providing distance between the new urban villages and noise-sensitive uses. Other areas are in disclosure areas for airport noise and operations. New urban villages require attention to noise levels and are the focus for noise buffers and reduction techniques. Future projects in Kearny Mesa are required to follow General Plan policies that encourage noise reduction practices, such as daytime deliveries, noise level limits and pre-construction disclosures of potential noise problems.

7.3 Leadership in Sustainable Technologies

Kearny Mesa is uniquely positioned to support innovation in renewable energy and greenhouse gas emissions reduction technologies because of its proximity to research and development, clean technology, and manufacturing companies. Kearny Mesa could become a leading community for the City's Smart City initiative by partnering with local businesses to pilot innovative technologies and infrastructure. Also, the Employment Hub and Convoy Corridor Village are ideal places to install energy efficient lights and electric vehicle charging stations.

Smart City San Diego is a broad public-private collaboration that aims to improve the region's energy independence, to empower consumers to use electric vehicles, to reduce greenhouse gas emissions, and to encourage economic growth.





Policies

The following policies provide specific guidance on how new development should address land use, mobility, urban design, parks, and public facilities

Historic Preservation	
HP-1.1	Conduct project-specific Native American consultation early in the development review process to ensure culturally appropriate and adequate treatment and mitigation for significant archaeological sites with cultural or religious significance to the Native American community in accordance with all applicable local, state, and federal regulations and guidelines.
HP-1.2	Consider eligible for listing on the City's Historical Resources Register any significant archaeological or Native American cultural sites that may be identified as part of future development within Kearny Mesa, and refer sites to the Historical Resources Board for designation, as appropriate.
HP-1.3	Identify and evaluate properties within Kearny Mesa for potential historic significance, and preserve those found to be significant under local, state or federal designation criteria. Particular consideration should be given to the properties identified in the Study List contained in the Kearny Mesa Community Planning Area Historic Context Statement.
HP-1.4	Complete a Reconnaissance Survey of the Community Planning Area based upon the Kearny Mesa Community Planning Area Historic Context Statement to assist in the identification of potential historic resources, including districts and individually eligible resources.
HP-1.5	Prepare a focused Historic Context Statement and Reconnaissance Survey regarding the Pan-Asian presence in Kearny Mesa once sufficient time has passed to determine whether or not this represents a significant theme in the development of Kearny Mesa or the city as a whole, and whether any potential resources may be eligible for designation as individual sites, a Multiple Property Listing, or a Historic District.
HP-1.6	Promote opportunities for education and interpretation of the Kearny Mesa community's unique history and historic resources through mobile technology (such as phone applications); printed brochures; walking tours; interpretative signs, markers, displays, and exhibits; and public art. Encourage the inclusion of both extant and non-extant resources.
HP-1.7	Conduct project-specific investigations in accordance with all applicable laws and regulations in order to identify potentially significant tribal cultural and archaeological resources.
HP-1.8	Ensure adequate data recovery and mitigation for adverse impacts to archaeological and Native American sites as part of new development; including measures to monitor and recover buried deposits from the prehistoric and historic periods, under the supervision of a qualified archaeologist and a Native American monitor.

Land Use and Economic Prosperity	
Employment and Technology	
LU-1.1	New office development should be designed to accommodate changes in workforce styles and needs. Office uses should be developed within high-quality office districts where workers have access to restaurants, services, and outdoor recreation.
LU-1.2	New development should be located in well-designed projects with adequate provisions for transit opportunities, bicycle access, off-street parking, landscaping, service areas, support commercial and employee recreation facilities.
LU-1.3	All commercial development should be designed to be accessed by all modes of travel, with primary entrance doors connected by a primary pedestrian path with limited conflict points with automobiles.
LU-1.4	Design buildings for increased flexibility and adaptability through high ceilings and large rooms that allow tenants the opportunity to adjust to their individual needs, Encouraging the development of office space suitable for technology and innovative businesses.
LU-1.5	Support the inclusion of accessible retail that can effectively serve both employees and residents.
LU-1.6	New commercial development should be designed with activation of ground floor uses, providing building doors and access to open space areas directly from the street, or primary pedestrian path if adequate street frontage is unavailable.

Land Use and Economic Prosperity	
LU-1.7	Minimize conflicts with surrounding uses through building design and restrictions on delivery truck operations.
Industrial Employment	
LU-2.1	Encourage building types that can accommodate or be adapted to a variety of different industrial, technology, and business uses and activities.
LU-2.2	Utilize existing facilities to full potential to maximize employment opportunity.
LU-2.3	Preserve industrial lands for employment uses that cannot locate in commercially designated areas.
LU-2.4	Protect Prime Industrial and Other Industrial Lands through appropriate buffers and compatible land use adjacencies.
LU-2.5	Utilize Prime Industrial Lands for base-sector employment and provide flexibility to serve operational and expansion needs of existing industrial employers within Prime Industrial Lands.
LU-2.6	Promote connected employment facilities that include lunch-time recreation, alternative modes of transportation, and offer commercial services in close proximity to amenities, where allowed.
LU-2.7	Coordinate with adjacent employers to utilize shared parking facilities, increasing development potential.
Mixed-Use Villages	
LU-3.1	Mixed use development can be designed in either a horizontal or vertical format as long as all uses are functionally integrated with unobstructed pedestrian paths with limited automobile conflict points between all uses.
LU-3.2	Development in village areas should include a variety of building formats to provide functional and visual diversity of housing options throughout the community.
LU-3.3	Development of sites with existing commercial development capacity should incorporate employment capacity at an equal or greater amount than the site permits.
LU-3.4	When home occupations are used to meet mixed use commercial requirements, amenities to support commercial activities are required on-site such as commercial-grade Internet service, communal conference facilities, with professional lobbies and mail storage areas.
LU-3.5	Develop live/work units that allow residents to own and operate office, professional, and retail uses.
LU-3.6	New residential development should help achieve a diverse mix of unit sizes and types such as three-bedroom, shopkeeper, home occupations, residential-work units, and micro-units to accommodate many lifestyles and family sizes.
LU-3.7	Prioritize including workforce housing that is affordable to a range of job and household income levels.
LU-3.8	Locate residential uses near job centers, and pedestrian, bike and transit circulation networks, to reduce dependence on the automobile, vehicle miles traveled, and parking demand.
LU-3.9	Provide buffers between community commercial areas that permit residential uses and methods to reduce or eliminate potential conflicts.
LU-3.10	Locate commercial uses to provide additional separation of new residential areas with nearby uses that allow permitted industrial uses.
LU-3.11	Consider air quality and air pollution sources in the siting, design, and construction of residential development and other development with sensitive receptors.
LU-3.12	Any residential development built within 500 feet of a freeway needs to be designed to minimize the exposure to freeways, including siting buildings and balconies perpendicular to the freeway, and using open areas with landscaping, parks, and parking structures to shield units from noise and air pollution.
LU-3.13	New development with residential uses nearby or adjacent to industrial and commercial uses should provide non-residential components, open areas, landscaping, or other buffers into site design.

Land Use and Economic Prosperity	
LU-3.14	Ensure that future uses, building intensity, residential density, and heights are compatible with the safety zones, noise contours, and airspace protection surfaces identified in the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code for Montgomery-Gibbs Executive Airport and MCAS Miramar.
LU-3.15	Development should be reviewed for consistency with adopted airport policies, such as those set forth in the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code for Montgomery-Gibbs Executive Airport and MCAS Miramar.
LU-3.16	Design mixed employment-residential use developments within villages with employment use as the primary use to maintain an employment base in the community.
LU-3.17	Support live/work and shopkeeper units within villages to allow space for arts and innovation. Combine with LU-3.5 "Develop live/work and shopkeeper units within villages that create spaces for arts and innovation and allow residents to own and operate office, professional and retail uses.
LU-3.18	Allow ground-floor shopkeeper units to be incorporated on the primary street frontage in commercial areas in buildings where residential is the primary use.
LU-3.19	Encourage the development of workforce, affordable, senior, and military housing in close proximity to transit stations.

Mobility	
Walking and Bicycling	
MO-1.1	Upgrade the pedestrian network by seeking additional right-of-way for wider, non-contiguous sidewalks and parkway areas and closing gaps in the sidewalk network. Of particular interest, is the implementation of a multi-use path along the airport perimeter at Aero Drive between Kearny Villa Road and West Canyon Avenue and Kearny Villa Road between Aero Drive and Balboa Avenue.
MO-1.2	Coordinate with property owners to create new pedestrian connections by establishing the urban pathways and paseos shown in Figure 2: Community Connections.
MO-1.3	Designate public access easements consistent with the planned urban pathway and paseos identified in Figure 2: Community Connections as part of new development of large blocks that are more than 200 linear feet.
MO-1.4	Provide enhanced pedestrian treatments, as applicable, such as high visibility crosswalks, pedestrian countdown signals, lead pedestrian intervals (LPI), pedestrian hybrid beacons, pedestrian scale lighting, wayfinding, landscaped buffers, etc. along districts and corridors in Figure 5: Planned Pedestrian Route Types.
MO-1.5	<p>Pedestrian access to parking areas should be fully accessible, visible, and free of obstructions to ensure safety and minimize conflicts between pedestrians, bicycles, and vehicles.</p> <ul style="list-style-type: none"> o Paths should connect parking areas with adjoining streets and with all primary buildings on site. o Walkways should be the shortest practical distance between the building entry and the sidewalk. o Where a walkway crosses a parking area, aisle, or driveway, it should be differentiated with paving materials, a change in elevation, and/or speed humps.
MO-1.6	Include adequate lighting for pedestrian and bicyclist safety and comfort, particularly around freeway access points and bridge underpasses, as part of new streets and new pedestrian and bicycle connections, including but not limited to Murphy Canyon Road at Balboa Avenue and Murphy Canyon around the I-15 southbound on-ramps.
MO-1.7	Provide and support a continuous network of safe, convenient, and attractive bicycle facilities that connect Kearny Mesa to other communities and to the regional bicycle network, as recommended in Figure 6: Planned Bicycle Network Map and as roadways are resurfaced or required property becomes available.

Mobility	
MO-1.8	Enhance safety, comfort, and accessibility for all levels of bicycle riders with improvements such as wayfinding and markings, bicycle signals, buffered bicycle lanes, and protected bicycle facilities.
MO-1.9	Encourage participation in active transportation programs to and from schools, in conjunction with Safe Routes to School programs, to help promote physical activity and healthier lifestyles for students.
MO-1.10	Improve the pedestrian environment adjacent to schools through the installation and maintenance of signs, lighting, high-visibility crosswalks, and other appropriate traffic calming measures.
MO-1.11	Coordinate with SANDAG and MTS to provide secure, accessible, well-lit, and adequate bicycle parking in mobility hubs and at planned and existing transit stops.
MO-1.12	Coordinate with property owners to provide secure, accessible, well-lit, and adequate bicycle parking in village areas, within shopping centers, and at concentrations of employment and education uses in the community.
MO-1.13	Coordinate with Caltrans to implement the regional Class I facility on the south side of SR-52 as depicted in Figure 6: Planned Bicycle Network.
MO-1.14	Coordinate with the Montgomery-Gibbs Executive Airport and other adjacent property owners on the implementation of Airport Loop, which is comprised of dedicated and/or protected active transportation facilities around of the airport.
MO-1.15	Provide a sheltered bike kitchen, a place to use tools and repair bicycles, as part of new development that is required to build 10 or more long-term bicycle parking spaces.
Transit	
MO-2.1	Coordinate with SANDAG to implement transit infrastructure and service enhancements in the Regional Plan, including light rail and/or bus rapid transit to serve areas of future residential and employment uses. This can include, but is not limited to, realignment of line 562 (Purple Line)
MO-2.2	Coordinate with MTS and SANDAG to implement transit priority measures such as queue jumpers and priority signal operations along current and future transit corridors.
MO-2.3	Coordinate with MTS and SANDAG for the installation of electronic arrival schedules where appropriate and implement real-time transit schedule updates to provide timely information and support efficient boarding.
MO-2.4	Collaborate with MTS and SANDAG to develop mobility hubs at all planned and existing transit stations within the community to encourage transit ridership and provide first and last-mile connections.
MO-2.5	Support and encourage collaboration between businesses to incorporate shuttles or other on-demand transit options.
MO-2.6	Support nearby transit stations/bus stops through the implementation of high-quality pedestrian facilities near transit stations and provide access that is visible, convenient, and comfortable to all employees, residents and/or tenants as part of new development.
MO-2.7	Incorporate informational kiosks and enhanced wayfinding at locations where people are likely to transfer between transit and other modes of transportation.
Streets	
MO-3.1	Construct the roadway network to the classifications identified in Figure 8: Planned Roadway Network Classifications.
MO-3.2	Reserve a dedicated travel lane in each direction along Clairemont Mesa Boulevard for multimodal purposes. These multimodal lanes could accommodate transit, microtransit, or other types of transport modes and the lane configuration and type of use is contingent upon needs.
MO-3.3	Coordinate with property owners and affected agencies to implement the extension of Aero Place from Aero Court to Afton Road, as shown on Figure 8.
MO-3.4	Coordinate with property owners and affected agencies to close a portion of the segment of Ruffner Street south of Balboa Avenue to accommodate a future linear park, as shown on Figure 3.

Mobility	
MO-3.5	Reconfigure existing public right-of-way as appropriate to provide bicycle, pedestrian, and transit facilities while maintaining vehicular access and circulation.
MO-3.6	Implement focused intersection improvements to improve safety and operations for all travel modes.
MO-3.7	Provide a well-connected grid of internal streets with ample provisions for pedestrian and bicycle mobility as part of new development.
MO-3.8	Ensure efficient movement and delivery of goods to retail, commercial and industrial uses while minimizing congestion impacts to roadways by encouraging delivery during non-peak and non-congested traffic hours and minimizing impacts on residential and mixed-use neighborhoods.
MO-3.9	Provide adequate loading spaces internal to new non-residential development to minimize vehicle loading and minimize truck storage spillover on adjacent streets.
MO-3.10	Loading and service areas should be off the public right-of-way and screened with masonry walls, landscaping, or architectural elements. Design of loading/service areas should, however, avoid creating concealed hiding places.
MO-3.11	Provide for sustainable street designs, including storm water retention measures that reduce storm water runoff and flooding.
Emerging Technologies and Programs	
MO-4.1	Evaluate for feasible and suitable Intelligent Transportation Systems (ITS) improvements, such as adaptive signals and improved coordination technologies, and determine as part of future infrastructure and development projects.
MO-4.2	Identify opportunities to incorporate ITS technologies as a means to improve transportation efficiency as part of new development.
MO-4.3	Implement bike share and car share programs where appropriate to reduce the necessity for automobile ownership and use in the community.
MO-4.4	Encourage large employers, institutions, commercial, office, and industrial development to provide transit passes to employees and to allow for flexible work schedules to shift trips to off-peak periods.
MO-4.5	Encourage employers to participate in and inform employees about SANDAG's Transportation Demand Management programs.
MO-4.6	Encourage new multifamily residential development to provide transit passes to residents.
MO-4.7	Encourage shared parking agreements and use of technology to optimize the efficiency of existing and future parking supply and reduce the burden on future development.
MO-4.8	Consider designating priority electric vehicle and zero emissions vehicle parking as well as provide spaces for car-sharing as part of new development.

Urban Design	
Community Character	
UD-1.1	Provide enhanced and active streetscapes in building frontages and public rights-of-way that support pedestrian, bicycle, and transit use, and also function as neighborhood focal elements and areas of community engagement where appropriate.
UD-1.2	<p>Provide storefront windows at the street level that provide pedestrian views into the interior.</p> <ul style="list-style-type: none"> Consider installing operable windows or stacking doors that allow the full length of the storefront to be opened to the sidewalk. Utilize clear, non-reflective on facades facing the street edge or the public realm.

Urban Design	
UD-1.3	The area between pedestrian pathways and buildings should provide clear access to and visibility of the adjacent use. Entrances and fenestration should be architecturally enhanced, with articulation, detailing, stoops/stairs, canopies, arcades, and/or signage.
UD-1.4	Design new blocks that afford a variety of lot configurations and densities to enable the development of a diversity of building types and pedestrian connections.
UD-1.5	Find opportunities for diversity, creativity, and innovation in building form.
UD-1.6	Design buildings with a pedestrian-oriented sense of scale by differentiating the mass and scale of buildings, varying rooflines, incorporating vertical and horizontal modulations, and using color or architectural elements.
UD-1.7	Utilize corner lots and sites that create new corners to smaller blocks to highlight architecture features with changes in massing and building height and/or create defined building entrances or small plazas by increasing ground level setbacks.
Streetscape and Public Realm	
UD-2.1	Encourage public realm enhancements such as landscaped setbacks, public spaces, and pedestrian connections in conjunction with active building frontages to help create a sense of place and community.
UD-2.2	Development along corridors and new paseos should contribute to the integrated framework of the public realm, including a unified streetscape design scheme and connected open spaces.
UD-2.3	Encourage frontages that activate the pedestrian realm by incorporating seating areas, landscaping, and product displays. Incorporate shade trees or shade elements, as well as high quality features to encourage use, such as seating or seat walls, fountains, public art, or active design elements.
UD-2.4	Orient buildings and primary entrances to the primary street frontage to connect to the public realm.
UD-2.5	Design buildings with active frontage elements such as enhanced windows, storefront treatments, and public spaces that front on to the public realm to activate the streetscape and provide eyes on the street.
UD-2.6	<p>When selecting street furniture, such as benches, trash receptacles, and bicycle racks, a “kit of parts” approach should be utilized to promote a consistent design theme, character, and finish.</p> <ul style="list-style-type: none"> o The design approach may reflect the industrial nature and history of the community. o Street furniture should be distinct for Kearny Mesa. Furthermore, a unique design approach for the Convoy Corridor may be used to enhance placemaking, with a special or complimentary theme, color, and branding. o Street furniture should be of a material, color, and design that is complementary to other streetscape elements, including lighting fixtures and pedestrian-oriented signage. Street furniture may include the Convoy Corridor and/or sub-district logo and branding.
UD-2.7	Maintain pedestrian safety, comfort, and accessible path of travel within the sidewalk zone. Locate utilities outside of the pedestrian zone and design installation plans so as not to obstruct a clear path of travel.
UD-2.8	Orient upper story balconies, patios, and roof terraces towards streets and public spaces to add interest to the public realm.
Public Open Spaces	
UD-3.1	Incorporate public spaces (e.g. plazas, pocket parks, or greens) as an integral aspect of site and building design within residential/ commercial mixed-used villages.
UD-3.2	Consider street vacations that support the development of park and public spaces and do not reduce pedestrian and bicycle access.
UD-3.3	Use landscaping and architectural components to define publicly accessible spaces and express neighborhood identity.
UD-3.4	Provide amenities for public use within public open spaces, including ample seating (benches, seating walls, movable seating, etc.); trees and other plantings; and shaded and sheltered areas.

Urban Design	
UD-3.5	Parks and plazas may include an edge element such as a low hedge or seat wall but should not be fenced or gated.
UD-3.6	Incorporate elements into residential communal areas that encourage social interactions between residents through community gardens, pavilions, or other elements.
UD-3.7	Generous sidewalks and setbacks should accommodate a range of activities, including outdoor-dining, shopping, product display, and traveling between destinations.
UD-3.8	Activate public spaces, including streets, sidewalks, and parks with uses that provide cultural enrichment, promote economic vitality, enhance community identity and pride, and provide performance and festival space for community events.
UD-3.9	Development should provide on-site outdoor open space as an amenity for customers, clients, and employees. The open space should be designed as a central organizing principle or integral feature of the development.
UD-3.10	Use public spaces, such as pedestrian plazas, paseos, greenways and courtyards, to serve dual functions as valuable community space and buffers between different uses.
UD-3.11	For parcels over 2.5 acres, 10-15 percent of the parcel area should be dedicated to programmed open space: <ul style="list-style-type: none"> o Locate spaces to be pedestrian-oriented (e.g., visually and physically accessible from the street and/or other pedestrian connections that they serve). o Include public and semi-public spaces, such as parks, plazas, courtyards, paseos, greens, and linkages.
UD-3.12	Provide open spaces along the street, including Clairemont Mesa Boulevard, Convoy Street, Convoy Court, Ruffner Street, Mercury Street, and Aero Drive, as well as at key intersections or destinations, mid-block crossings, and other linkages.
UD-3.13	Configure buildings to define open spaces and provide visibility and accessibility from public right-of-way and pedestrian pathways.
UD-3.14	Design courtyards to be visible from the street at grade.
UD-3.15	Incorporate a mix of hardscape and softscape within courtyards and open spaces.
UD-3.16	Where possible, locate open spaces to abut or provide direct access to bicycle facilities, paseos, and other pedestrian networks.
UD-3.17	Sensitively incorporate plazas and pocket parks within village areas, transit corridors, and employment areas as gathering areas and focal elements, as shown in Figure 3. <ul style="list-style-type: none"> o Provide public space and gathering spots within neighborhoods and commercial villages. These may take the form of plazas, pocket parks or linear parks, or enclosed space for community meetings and events. o Within site plan for open spaces, provide a minimum 1/2 acre of publicly accessible open space either as a pocket park, plaza or combination, and designed as a gateway and a visual draw from Convoy Street. o Pursue opportunities to provide public space and gathering spots through reconfiguring public right-of-way for this purpose, through public acquisition of opportunity sites, or through private development incentives and exactions. o Provide seating and areas for social interaction. o Activate and populate private open spaces through successful programming with other uses. This could be achieved through adjacency to outdoor seating of a café or live events.

Urban Design	
UD-3.18	Delineate the transition from public space to private space with signs, pavement, building uses, or other objects. Fencing may only be used if an alternate publically accessible and more direct route is provided through the site. Where fences and gates are necessary for security, it should be semitransparent and incorporate artistic elements and/or landscaping.
Frontages, Entries, and Connections	
UD-4.1	The primary building façade and main entrance should be located along a primary frontage (e.g., the most active, articulated, and publicly accessible façade of a building for pedestrians). Primary frontages may face onto pedestrian-oriented streets, internal pedestrian paths, or public open spaces. Corner lots or sites that encompass a full block may have more than one primary frontage.
UD-4.2	Site design should begin with locating the point on the site providing the best access to high-quality transit. The design should radiate from that point, where all buildings have the most direct pedestrian access possible to that point.
UD-4.3	Whenever possible, buildings should be designed to create a community gathering place such as an outdoor gathering area, community garden, park, plaza, or public art installation.
UD-4.4	Design new buildings to address the primary frontage by creating/continuing an active building frontage along the public right-of-way. <ul style="list-style-type: none"> o Primary entrances oriented only towards parking lots are discouraged. For employment uses, retail, and pedestrian-oriented uses, locate the primary/grade level of buildings level with the elevation of the adjacent sidewalk or walkway. o The primary entrance to each commercial space on the ground floor should be located on the primary façade facing the street, public or private parks, interior fountains or other gathering spaces. o For residential uses, the 1st floor may be raised above the sidewalk grade to create a stoop frontage directly accessed from the sidewalk. o Secondary building entrances are encouraged to connect to/from side streets, parks, or plazas.
Pedestrian-Orientation	
UD-5.1	Maintain and expand grid street patterns with walkable block sizes (perimeter of 1,500 feet or less) to support pedestrian-oriented development.
UD-5.2	Develop a pedestrian-oriented urban framework with a walkable and connected street and pedestrian network within villages as well as areas that contain superblocks. <ul style="list-style-type: none"> o Incorporate pedestrian-oriented public streets, public or private “main streets,” and other pedestrian routes to improve pedestrian connectivity and encourage pedestrian-oriented development. o Establish walkable block lengths to support pedestrian-oriented block sizes and development. o Avoid creating cul-de-sacs and dead-end streets where possible. o Incorporate smaller streets and/or alleys behind street front commercial uses and through residential blocks to allow for rear parking and loading and minimize sidewalk curb cuts along primary street frontages. o New streets and mid-block pedestrian connections should connect to the surrounding circulation network.
UD-5.3	Pavers and hardscape should be varied in an effort to delineate the pedestrian routes from the passive uses in the furniture zone.
UD-5.4	Utilize pop-outs, bulb-outs, and/or building setbacks where appropriate to create pedestrian areas along streets and at street corners.
UD-5.5	Minimize the number of driveways that interrupt the pedestrian walkway.

Urban Design	
UD-5.6	Provide landscaped parkways and planting to serve as a traffic calming measure and to help buffer and soften the pedestrian experience from the busy automobile areas.
UD-5.7	At intersections designated on Figure 3, consider crosswalks of a different paving material and color than the street, bulb-outs to help direct pedestrian traffic, signaling that counts down time to cross, and raised crosswalks to match the level of the connecting sidewalk.
UD-5.8	<p>Provide pedestrian-oriented lighting along urban pathways, multi-use paths, and linear parks and at transit stops and pedestrian plazas to enhance the safety and comfort of the pedestrian environment.</p> <ul style="list-style-type: none"> o Light fixtures should minimize light spillage with full cut-off luminaires, directed and focused downward with fully shielded fixtures. o Levels of illumination should be responsive to the type and level of anticipated activity without under-or over-illuminating. o Integrate smart technology into street lights and other suitable public realm furniture or structures. Utilize LED, smart timers, pedestrian sensors, dimmers, Wi-fi, or other connected technology to integrate sustainability and provide amenities for the community. o Utilize a coordinated and sculptural lighting poles and fixtures that serve dual purpose as sculptural or artistic elements to create a cohesive streetscape theme.
UD-5.9	All new connections, sidewalks, and pathways, and streets should be ADA compliant.
Urban Pathways and Paseos	
UD-6.1	<p>Create new links within properties and blocks by implementing urban pathways, paseos, andU linear park improvements.</p> <ul style="list-style-type: none"> o Paseos and other new pedestrian connections should be created as larger sites are developed. o The locations and number of paseos, as mapped on Figure 3, Community Connections, are conceptual and indicate the minimum number of paseos required for each block. o Where blocks are longer than 200 feet, or where a destination, view, or circulation path warrants a mid-block pedestrian connection, provide a publicly accessible street, open space, or paseo. o Paseos should be appropriate for the location and setting of adjacent buildings, with a width of at least 25 feet up to 45 feet, and incorporate temporary and emergency vehicle access where necessary. o New development should designate public access easements consistent with the planned paseos identified in Figure 3.
UD-6.2	Increase safety through high-visibility locations of connected paseos that encourages “eyes on” public spaces.
UD-6.3	Ensure adequate shading at various portions of the urban pathways system. Shade trees or shade elements, as well as high quality features to encourage use, such as seating or seat walls, fountains, public art, or active design elements are desired.
UD-6.4	Where desirable, encourage the multi-functionality and flexibility of the urban pathways by supporting various modes of travel and pedestrian and bicycle amenities (e.g. street furniture, seating and dining areas, bicycle parking).
Sustainable Development	
UD-7.1	Parkways should be designed to capture and infiltrate storm water to reduce irrigation requirements and urban runoff. New development, whenever feasible, should plant street trees in open parkways rather than concrete cut-outs.

Urban Design	
UD-7.2	Incorporate bioswales or other Low Impact Design (LID) design practices where there are sufficient public rights-of-way and within building setbacks and between building facades throughout the community. As multiuse treatment areas, swales reduce storm water volume, improve water quality, and reduce flow velocity.
UD-7.3	Provide for green street designs, including storm water infiltration measures, that reduce storm water runoff, peak flows, and flooding. <ul style="list-style-type: none"> o Bioretention curb extensions and sidewalk planters should be designed with attractive planter boxes or curb extensions that help infiltrate and hold storm water, which reduces runoff volumes and attenuates peak flows. o Utilize porous asphalt, could be used for bike lanes or pedestrian paths (not for vehicle roads) – would increase infiltration.
UD-7.4	New streets must be planned to preserve or improve the existing hydrologic functions of the land (buffers, highly permeable soils, etc.).
UD-7.5	Parking lots should include biofiltration planters located adjacent to the lots or building in the case of new development for additional infiltration.
UD-7.6	Landscape elements and plantings should be used to define building entries, pathways, and semi-private open spaces, soften development forms, and to add special character to building setbacks. Utilize drought tolerant, native plant materials to the greatest extent possible.
UD-7.7	Consider integration of roof-top components such as landscapes, gardens, trellises, and sustainability features.
UD-7.8	Sidewalk trees in open parkways, and tree boxes where necessary, should be installed to reduce the urban heat island effect, absorb storm water runoff, improve the urban aesthetic, and improve air quality. Large tree boxes and root paths can be used under sidewalks to expand root zones, which allows street trees to grow to full size.
UD-7.9	Encourage street tree and private tree planting programs throughout the community to increase absorption of carbon dioxide and air pollutants.
UD-7.10	Select tree species for plant resiliency and contribution to the City's urban forest. The planting species from the Kearny Mesa Street Tree list may be supplemented with species from the City of San Diego Street Tree Selection.
UD-7.11	Within the Convoy Corridor Village, select planting themes, street trees, and understory plantings from Asia, where well adapted for San Diego climate and drought tolerant.
UD-7.12	Include a primary and secondary tree species in the street tree selection, with the secondary trees species being utilized to highlight unique or special areas such as mid-block crossings, paseos, or public open spaces such as plazas or mini-parks.
UD-7.13	Plant a green buffer on private property that abuts the freeway to address freeway pollution, noise, and visual quality.
UD-7.14	Coordinate with Caltrans to plant trees in landscape areas within freeway rights-of-way to improve air quality and provide visual relief.
Dynamic Businesses and Building Articulation	
UD-8.1	Incorporate pedestrian-scaled elements, such as doors, windows, balconies, awnings, and similar features in commercial and industrial structures to activate the street edge, and increase safety by adding "eyes on the street."
UD-8.2	Encourage and support the formation of Maintenance Assessment Districts to finance special benefit services including installation or maintenance of open space, street medians, rights-of-way, parks, green streets, street lighting, security, landscaping, and/or drainage.
UD-8.3	Encourage and support local business improvement districts and organizations to provide solutions to improve access such as shuttles or strategically located parking structures.

Urban Design	
UD-8.4	Design buildings and public spaces such that they are defensible consistent with Crime Prevention Through Environmental Design (CPTED) principles, allowing for natural surveillance and territorial reinforcement.
UD-8.5	Design ground-floor floor-to-ceiling height to be higher to provide flexibility of uses and provide for a unique visual appearance.
UD-8.6	Vary wall planes, building heights, and roof forms to add visual interest and reduce the scale and bulk of buildings.
UD-8.7	Use building detail, form, line, colors, and materials to create pedestrian scale and interest.
UD-8.8	Express individual units (e.g., residential units and commercial storefronts) wherever possible. This may be accomplished in a variety of ways, such as through a change in wall plane, articulation of balconies or unit entries, change in color, or change in roof form.
UD-8.9	<p>Avoid the use of blank walls, without windows, doors, or other articulation.</p> <ul style="list-style-type: none"> o The maximum length of any blank wall should be limited to 20 ft. o Minimize the linear frontage of blank walls on the street-facing, public/private open space, and paseo frontages. o Where street-facing blank walls occur, supplement the design with pedestrian-scaled features, art or mural features, or planting materials.
UD-8.10	All mechanical, electrical, and other building equipment should be concealed from the public right-of-way and from other existing buildings. Screening materials, landscaping and other buffers should be used to minimize noise as well as visual impacts. Mechanical equipment should not be located along the ground floor primary frontage.
Gateways, Wayfinding, and Lighting	
UD-9.1	Create gateways through the installation of markers, plazas, landscaping, lighting, public art and/or design of urban pathways and paseos to highlight community identity, enhance wayfinding, and foster a sense of place.
UD-9.2	Gateway and monument signage for Kearny Mesa should be distinct from other community signage within the City. A nod to the industrial nature and history of the community should be incorporated into the signage materials and design.
UD-9.3	Locate directional signage at key locations such as major intersections and urban pathway access points to direct people to transit stations.
UD-9.4	<p>A Thematic Signage and Wayfinding Program should be developed create a distinguishing design theme and brand for the Convoy Corridor. The program should:</p> <ul style="list-style-type: none"> o Identify one to two types of pedestrian-oriented signs for consistent use within the Convoy Corridor. o Include identification and directional signage for pedestrian, cyclists, and motorists. o Gateway and monument signage should be distinct and take cues from modern Pan-Asian design. o Indicate directions and distances to landmarks (e.g. transit station, gathering or open spaces, community centers, and attractions). o Identify centralized parking areas and provide area maps at parking locations. o Integrate in-grade identity signage or plaques to support placemaking and branding within the Convoy Corridor.

Urban Design

Access and Parking

UD-10.1	<p>Limit curb cuts near building entrances and driveway entrances to parking facilities and replace parking with landscaped areas and pedestrian amenities that define the entrances. Where possible:</p> <ul style="list-style-type: none"> o Coordinate adjacent site plans to share access drives and internal parking circulation between adjacent sites, in order to reduce the number of curb cuts along primary frontages, and reduce potential conflicts with pedestrians and bicyclists. o Internally connect adjacent properties to provide pedestrian and vehicular connectivity throughout the community. o Parcels under 2.5 acres in size should include no more than one curb cut on a primary frontage. o Driveway widths should be the minimal needed for safe access.
UD-10.2	Develop a shared parking approach.
UD-10.3	For sites where parking is required, design structured parking as an integral part of the project it serves, consistent in style and materials with the rest of the project.
UD-10.4	Where a parking structure is a shared amenity for a commercial area, not associated with a specific development, incorporate design features (form, material, color, signage) that enhance the streetscape or nearby businesses.
UD-10.5	<p>Where surface parking is needed, locate surface parking lots and parking structures to the rear of the parcel or to the side of building, and the extent possible, away from primary frontages. Surface parking lots and structures are discouraged directly adjacent to Convoy Street, and other frontages with active, pedestrian-oriented uses.</p> <ul style="list-style-type: none"> o Parking should not prevent proposed buildings from having a direct adjacency with Convoy Street or other gathering spaces. o Access to parking lots or structures should be located along side streets or alleys wherever possible, and coordinated among multiple parcel owners. o Where parking lots or structures are located adjacent to the street, ensure parking area occupies a lower percentage of frontage than buildings. o A minimum ten percent of the parking lot area should be landscaped. Landscaping areas should be distributed between the periphery and interior landscaping islands and be designed to break up large paved areas.
UD-10.6	Incorporate shade elements such as trees, vine-covered trellises, overhead solar panels, or other thematic shade structures within parking lots. The design of shade elements should consider safety and visibility.
UD-10.7	Chain link or other open fencing should be avoided in the parking areas as well as front and street side yard or in any situation where a residential project adjoins an industrial area. Wrought iron fencing is preferred to chain-link fencing.

Parks, Open Spaces, and Resource Protection

Parks Development

PR-1.1	Pursue future park sites identified in Appendix C, Parks and Recreation Facilities, and acquire sites as opportunities arise.
PR-1.2	Encourage development of parks within residential mixed-use developments and other public facilities.
PR-1.3	Increase recreational opportunities by acquiring and developing land through street/alley rights-of-way vacations (paper streets), where appropriate, to provide for park and recreation uses.

Parks, Open Spaces, and Resource Protection	
PR-1.4	As public agency land or buildings are redeveloped, active, or passive recreation should be incorporated onsite and into buildings, support facilities (e.g., parking structures), or the surrounding exterior lands, where space allows.
PR-1.5	Pursue lease agreements with private property owners and public agencies (e.g., San Diego Unified School District and Caltrans) to incorporate active or passive recreation into existing buildings or surrounding grounds, where non-programmed space is available and appropriate for public use.
PR-1.6	Preserve, expand, and enhance existing park and future recreation facilities to increase their life span, meet current recreation needs, or expand their uses and sustainability.
PR-1.7	Pursue land acquisition for the creation of public parks, with an effort to locate parkland on sites within villages that promote connectivity, accessibility, safety, public health, and sustainability.
PR-1.8	Pursue the creation of linear parks as a component of the community's park and recreational system for the Opportunity Trail, including coordination with property owners for a linear park from Clairemont Mesa Boulevard to Lightwave Avenue.
PR-1.9	Coordinate with property owners and agencies to provide a future park that extends the airport viewing area along Kearny Villa Road to Balboa Avenue.
PR-1.10	Increase recreational opportunities by acquiring and developing land through street vacations, where appropriate, and other sites as properties redevelop to provide future parks and flexible spaces along the Park Link alignment.
PR-1.11	Provide a linear park south of Aero Drive by acquiring and developing land through street vacations, where appropriate, and other sites as properties redevelop.
PR-1.12	Coordinate with property owners and agencies to provide a park by acquiring and developing land, where appropriate, and/or a public access easement at the bridge landing at the western end of Othello Avenue.
PR-1.13	Coordinate with property owners and agencies to provide a park or linear park if the Kearney Lodge Mobile Home site is considered for redevelopment.
PR-1.14	Evaluate opportunities for a park or recreation facility on the driving range if the site is considered for redevelopment.
PR-1.15	Consider special activity parks on a case-by-case basis including, but not limited to, skateboard parks, off-leash dog parks, and other unique uses.
Parks and Open Spaces Access	
PR-2.1	Design all new recreation facilities for an inter-connected park system that is integrated into and accessible to Kearny Mesa community residents and employees.
PR-2.2	Provide information kiosks and maps at the gateways to the community that identifies all parks that serve Kearny Mesa and how to get to each by walking, biking or public transit.
PR-2.3	New development should provide open space linkages, trail heads and bike/pedestrian access with appropriate, visible, and clearly-marked entrances.
PR-2.4	When siting new development, utilize on site open space and/or accessible pathways to buffer buildings from adjacent open space.
PR-2.5	Extend and highlight connections to trails and parks in adjacent communities.
PR-2.6	Rear property lines as well as parking contiguous to the open space boundary should be avoided.
PR-2.7	Connect open space to surrounding existing and planned developments with linear parks and multi-modal pathways.
PR-2.8	The trail to connect Tech Way and Balboa Avenue should be designed to avoid and minimize impacts to the vernal pool resources, with fencing to prevent access outside of the trail connection, in accordance with the Vernal Pool Habitat Conservation Plan.













Parks, Open Spaces, and Resource Protection	
PR-2.9	Provide access to the planned trail connection from Aero Drive and the library to Ruffin Canyon with a design that avoids and minimizes impacts to the vernal pool resources, with fencing to prevent access outside of the trail connection, in accordance with the Vernal Pool Habitat Conservation Plan.
PR-2.10	Coordinate with property owners and agencies to provide trail heads and connections to the Murphy Canyon open space, including a northern trail along the historic alignment for the Historic 395, a central trail in an access path for the Balboa and I-15 Canyon Long Term Access (LTA) project alignment, and a southern trail and linear park along Murphy Canyon Road from Stonecrest Boulevard to
Resource Protection	
PR-3.1	Protect the natural terrain and Kearny Mesa's open space lands to preserve the natural habitat and cultural resources.
PR-3.2	Preserve and protect City-owned open space canyons and hillsides within the community by providing interpretive signs to explain the biologic and scenic value of the open space systems. The trailheads should include a kiosk that includes a way finding map that shows how the trails traverse the community, as well as interpretive signage to educate users on the sensitive natural and cultural habitats and unique biologic and scenic qualities of these areas.
PR-3.3	Maintain the natural drainage system and minimize the use of impervious surfaces to protect adjacent open space. Concentrations of runoff should be adequately controlled through retention basins or pervious areas to prevent an increase in downstream erosion.
PR-3.4	Retain native vegetation where possible. Graded slopes adjacent to natural hillsides and canyons should be revegetated with native species to restore or improve drainage conditions and reduce slope erosion.
PR-3.5	Work cooperatively with property owners to preserve and manage vernal pools in accordance with the Vernal Pool Habitat Conservation Plan.
PR-3.6	Preserve the mature riparian woodland as open space on the City-owned parcel west of I-15.
PR-3.7	Areas that have been disturbed by construction should be revegetated with native plant materials.
PR-3.8	Utilize onsite open space and/or accessible pathways to buffer buildings from adjacent open space and/or trails.










Public Facilities	
Infrastructure	
PF-1.1	Maintain sufficient fire-rescue and police services to meet demands of continued growth and development in Kearny Mesa.
PF-1.2	Encourage location of community facilities in mixed-use buildings and in villages to enhance the public realm and support pedestrian activity.
PF-1.3	Identify funding to support the development and regular upgrading of the stations within Kearny Mesa, as necessary, to adequately respond to fires and emergencies.
PF-1.4	Address current and future public facility needs by pursuing, adopting, implementing, and maintaining a diverse funding and management strategy.
PF-1.5	Continuing to use and seek a broad range of funding sources to finance public facilities and infrastructure.
PF-1.6	Pursue joint use opportunities such as community meeting rooms or co-locating opportunities with community-serving facilities, schools, or parks, where appropriate.
PF-1.7	Coordinate with the San Diego Unified School District to explore options for the provision of pre-kindergarten to 12th grade educational facilities to serve future students within Kearny Mesa, as needed.

Public Facilities	
PF-1.8	Modernize and/or replace facilities and equipment to meet the needs of the community as firefighting and police technology improves.
Health and Safety	
PF-2.1	Ensure that current and future community planning and specific land use planning studies include consideration of seismic and other geologic hazards. This information should be disclosed, when applicable, in the California Environmental Quality Act (CEQA) document accompanying a discretionary action.
PF-2.2	Maintain or improve integrity of structures to protect residents and preserve communities.
PF-2.3	Enforce seismic design provisions of the current California Building Standards Code related to geologic, seismic, and slope hazards, with appropriate local ordinances.
PF-2.4	Encourage site planning, design and construction, operational measures, and on-site noise level limit practices that minimize noise, especially for and within mixed-use sites.
PF-2.5	Ensure that sites designated as contaminated comply with all state regulations and promote the use of remedial measures at the locations affected by hazardous waste sites and release to limit the adverse effects of residual levels of contaminants on human health and/or groundwater resources.
Technology	
PF-3.1	Regularly evaluate new and emerging technology changes that can help to reduce greenhouse gas emissions and encourage its use when it is demonstrated to be an effective, fiscally responsible investment.
PF-3.2	When feasible, utilize emerging technologies and funding strategies to improve infrastructure efficiency, sustainability, resiliency, and delivery of services to the community.
PF-3.3	When lighting new and existing roadways, the City should install LED streetlights with adaptive controls for cost savings, energy efficiency, and to minimize light pollution. Further, smart sensors should be installed to gather real time data on parking and carbon emissions as well as how to improve intersections and emergency response.
PF-3.4	Encourage Smart City San Diego projects, such as the Solar-to-EV Project, throughout Kearny Mesa, and especially within the new mixed-use urban villages.
PF-3.5	Partner with industrial, innovation, and technology companies within Kearny Mesa to pilot energy conservation, clean energy technologies, and greenhouse gas reduction technologies.

Appendix A: Planned Mobility Improvements










Planned Mobility Improvements				
Roadway	Segment	Existing Functional Classification	Planned Classification Designation	
South of the SR-52 Freeway	I-805 Freeway to I-15 Freeway	Does not exist	Class I Multi-Use Path	
Convoy Court	Hickman Field Drive to Mercury Street	Does not exist	Class I Multi-Use Path	
Clairemont Mesa Boulevard	I-805 SB Ramps to I-805 NB Ramps	Does not exist	Class IV One-Way Cycle Track	
	I-805 NB Ramps to Shawline Street	Class II (South side Only)	Class IV One-Way Cycle Track	
	Shawline Street to Kearny Mesa Road	Does not exist	Class IV One-Way Cycle Track	
	Kearny Mesa Road to Kearny Villa Road	Class II Bike Lane	Class II Bike Lane	
	Kearny Villa Road to Ruffin Road	Class III Bike Route	Class IV One-Way Cycle Track	
	Ruffin Road to Murphy Canyon Road	Class II Bike Lane	Class IV One-Way Cycle Track	
Raytheon Road	Ruffner Street to Mercury Street	Does not exist	Class I Multi-Use Path	
Ronson Road	Shawline Street to Ruffner Street	Does not exist	Class I Multi-Use Path	
Engineer Road	Cardin Street to Kearny Mesa Road	Does not exist	Class I Multi-Use Path	
Opportunity Road	Cardin Street to Convoy Street	Does not exist	Class I Multi-Use Path	

Planned Mobility Improvements				
Roadway	Segment	Existing Functional Classification	Planned Classification Designation	
Balboa Avenue	I-805 SB Ramps to I-805 NB Ramps	Does not exist	Class II Bike Lane	
	Mercury Street to Kearny Villa Road	Does not exist	Class IV One-Way Cycle Track	
	Kearny Villa Road to Ruffin Road	Class II Bike Lane	Class IV One-Way Cycle Track	
	Ruffin Road to I-15 SB Ramps	Does not exist	Class II Bike Lane	
Othello Avenue	Kirkcaldy Drive to Kearny Mesa Road	Does not exist	Class II Bike Lane	
Ostrow Street	Othello Avenue to Convoy Street	Does not exist	Class II Bike Lane	
Chesapeake Drive	Kearny Mesa Road to Clairemont Mesa Boulevard	Does not exist	Class II Bike Lane	
Lightwave Avenue	Kearny Villa Road to Ruffin Road	Class II Bike Lane	Class IV One-Way Cycle Track	
Spectrum Center Boulevard	Sunroad Centrum Lane to Paramount Drive	Does not exist	Class III Bike Route	

Planned Mobility Improvements				
Roadway	Segment	Existing Functional Classification	Planned Classification Designation	
Aero Drive	Kearny Villa Road to West Canyon Avenue	Class II Bike Lane	Class I Multi-Use Path (North side) Class IV One-Way Cycle Track (South side)	 
	West Canyon Avenue to Murphy Canyon Road	Class II Bike Lane	Class IV One-Way Cycle Track	
	Murphy Canyon Road to I-15 SB Ramps	Does not exist	Class II Bike Lane	
Stonecrest Boulevard	Daley Center Drive to Murphy Canyon Road	Class II Bike Lane	Class I Multi-Use Path	
North of Stadium Golf Driving Range	Daley Center Drive to Murphy Canyon Road	Does not exist	Class I Multi-Use Path	
Shawline Street	Convoy Court to Ronson Road	Does not exist	Class II Bike Lane	
Ruffner Street	Copley Park Place to Balboa Avenue	Does not exist	Class II Bike Lane	
Convoy Street	Copley Park Place to Aero Drive	Does not exist	Class II Bike Lane	
Mercury Street	Northern terminus to Engineer Road	Does not exist	Class II Bike Lane	
	Engineer Road to Armour Street	Does not exist	Class IV One-Way Cycle Track	

Planned Mobility Improvements				
Roadway	Segment	Existing Functional Classification	Planned Classification Designation	
Kearny Mesa Road	Armour Street to Convo Street	Does not exist	Class IV One-Way Cycle Track	
	Clairemont Mesa Boulevard to Ronson Road	Class III Bike Route	Class II Bike Lane	
Kearny Villa Road	Ruffin Road to Chesapeake Drive	Class II Bike Lane	Class IV One-Way Cycle Track	
	Chesapeake Drive to Balboa Avenue	Class II Bike Lane	Class IV One-Way Cycle Track	
	Balboa Avenue to Aero Drive	Class II Bike Lane	Class I Multi-Use Path (East side) Class IV One-Way Cycle Track (West side)	 
	Aero Drive to I-805 NB Off-Ramp	Class II Bike Lane	Class IV One-Way Cycle Track	
Ruffin Road	Waxie Way to Clairemont Mesa Boulevard	Class II Bike Lane	Class IV One-Way Cycle Track	
	Lightwave Avenue to Spectrum Center Boulevard	Class II Bike Lane	Class IV One-Way Cycle Track	
	Sky Park Court to Aero Drive	Class II Bike Lane	Class IV One-Way Cycle Track	
	Aero Drive to Gramercy Drive/ Mission Village Drive	Class III Bike Route	Class II Bike Lane	
Afton Road	Aero Drive to Hurlbut Street	Does not exist	Class III Bike Route	

Planned Mobility Improvements				
Roadway	Segment	Existing Functional Classification	Planned Classification Designation	
Murphy Canyon Road	Clairemont Mesa Boulevard to Balboa Avenue Overcrossing	Does not exist	Class II Bike Lane(East side) Class III Bike Route (West side)	 
	Balboa Avenue Overcrossing to 1,300 ft south of Balboa Avenue Overcrossing	Does not exist	Class II Bike Lane	
	1,300 ft south of Balboa Avenue Overcrossing to Aero Drive	Class II Bike Lane	Class IV One-Way Cycle Track	
	Aero Drive to Stonecrest Boulevard	Class II Bike Lane	Class I Multi-Use Path	
	Stonecrest Boulevard to I-15 SB On-Ramp	Class II Bike Lane (West side only)	Class I Multi-Use Path	
	I-15 SB On-Ramp to Southern terminus	Class III Bike Route	Class I Multi-Use Path	

Multi-Use Paths (Class I) are designed for the exclusive use of bicycles and pedestrians and completely separated from the right-of-way.














Class II Bike Lanes (Class II) are striped and buffered lanes in the right-of-way designated for the exclusive or semi-exclusive use of bicycles.

Bike Routes (Class III) provide shared use of traffic lanes with cyclists and motor vehicles, sometimes identified as sharrows.

Cycle Track (Class IV) are lanes designated exclusively for one-way or two-way bicycle travel that are physically protected from vehicular traffic.

Appendix B: Planned Roadway Improvements



Planned Roadway Improvements				
Roadway	Segment	Existing Functional Classification	Planned Classification Designation	
Clairemont Mesa Boulevard	I-805 NB Ramps to Kearny Mesa Road	6-Ln Major Arterial w/ RM	6-Ln Major Arterial with 2 multimodal lanes	
	Kearny Mesa Road to Kearny Villa Road	6-Ln Prime Arterial	6-Ln Major Arterial with 2 multimodal lanes	
	Kearny Villa Road to Murphy Canyon Road	6-Ln Major Arterial w/ RM	6-Ln Major Arterial with 2 multimodal lanes	
Ronson Road	Shawline Street to Ruffner Street	2-Ln Collector w/ center left turn lane	2-Ln Collector w/ Commercial Fronting	
Balboa Avenue	Ruffin Road to Viewridge Avenue	6-Ln Major Arterial w/ RM	6-Ln Prime Arterial w/ RM	
Convoy Street	Balboa Avenue to Armour Street	4-Ln Collector	4-Ln Collector w/ center left turn lane	
Kearny Mesa Road	Armour Street to Othello Avenue	4-Ln Collector w/ SM	3- Lane Collector (2 SB; 1 NB)	
	Othello Avenue to Convoy Street	4-Ln Collector w/ CLTL	3- Lane Collector (2 SB; 1 NB)	
	Chesapeake Drive to Ruffin Road	3-Ln Collector w/ CLTL (2 EB, 1 WB)	4-Ln Collector	
Kearny Villa Road	Chesapeake Drive to SR-163 NB Off-Ramp	2-Ln Collector w/ CLTL	4-Ln Major Arterial	
	SR-163 NB Off-Ramp to Clairemont Mesa Blvd	2-Ln Collector w/ CLTL	4-Ln Major Arterial	
Murphy Canyon Road	1300 ft South of Balboa Avenue Overcrossing to 1600 ft North of Aero Drive	3-Ln Collector w/ CLTL (2 NB, 1 SB)	3-Ln Collector (2 NB, 1 SB)	
Aero Place	Afton Road and Dubonnet Street	Does not exist	2-Ln Collector	

Appendix C: Park and Recreation Facilities



Existing and Planned Park and Recreation Facilities	
Existing	
Hickman Field Community Park	Hickman Field Community Park: Hickman Field is a 46.5-acre community park located at 5300 Hickman Field Drive. It is a population-based park facility that is shared with the Serra Mesa and Clairemont communities. The City is currently in the design phase for an aquatic complex, picnic areas, children's play areas, and ADA improvements, among other phased improvements under a General Development Plan. The percentage of park acres allocated to Kearny Mesa should be increased based on the new population projection for Kearny Mesa.
Centrum Park	Centrum Park is a 2.0-acre mini park located at 4955 Ariva Way.
Centrum Park Jogging Trail	The Centrum Park Jogging Path is a 2.16-acre park equivalency located along Spectrum Center Boulevard.
Private Parks	<p>Private parks and areas for passive recreation have been developed as part of the StoneCrest Specific Plan and the New Century Center Master Plan.</p> <ul style="list-style-type: none"> o Easting Park is an approximately 3.0-acre park located adjacent to the Toby Wells YMCA at 5105 Overland Avenue. o An approximately 5.0-acre area is provided for passive recreation at the northeast corner of Paramount Drive and Tech Way. o A park and recreation center is located on West Canyon Avenue with connections and trails as part of the open space system.
Planned	
Murphy Canyon Park and Trails System	<p>There are opportunities to connect to open space and existing multi-use paths in several areas along Murphy Canyon Road:</p> <ul style="list-style-type: none"> o Northern trail head and trail along the historic alignment for the Historic 395. This is a City-owned site north of Clairemont Mesa Boulevard. o Central trail in an access path for the Balboa and I-15 Canyon Long Term Access (LTA) project alignment. This is a City-owned site off of Murphy Canyon Road south of Balboa Avenue. o Southern trail with a linear park along Murphy Canyon Road from Stonecrest Boulevard to the existing multi-use path. The City owns a parcel that can serve as a trailhead to connect to San Diego River Trail. o Evaluate opportunities for a park or recreation facility on the driving range if the site is considered for redevelopment.

Existing and Planned Park and Recreation Facilities	
Airport Loop Park	The Airports Division has a planned viewing area along Kearny Villa Road at the northwest portion of the airport property. The approximately 12,000 square foot site is along the planned Airport Loop. There is an opportunity to provide a linear park that extends from the viewing area along Kearny Villa Road to Balboa Avenue.
Opportunity Trail	There are opportunities along the urban pathways system for Clairemont Mesa Boulevard to provide parks and flexible spaces as properties redevelop including: <ul style="list-style-type: none"> o A linear park from Clairemont Mesa Boulevard with Lightwave Avenue. o Provide a trail connection from Balboa Avenue to Tech Way. Additional design considerations and fencing would be required due to vernal pool resources in this area.
Park Link	There are opportunities to provide traditional parks, linear parks, and flexible spaces along the 5.0-mile Park Link as properties redevelop: <ul style="list-style-type: none"> o A park or linear park northwest of Convoy Street and Raytheon Road. o A linear park in the closed portion of the segment of Ruffner Street between Balboa Avenue to Othello Avenue. o A linear park connection from Ruffner Street to Pepsi Drive. o A park east of Convoy Street and south of Armour Street. o A park west of Convoy Street near Wilkerson Court.
Aero Promenade	Provide an approximately 4.0-acre linear park south of Aero Drive from Kearny Villa Road to the Serra Mesa-Kearny Mesa library.
Ruffin Canyon Trail	Provide additional trail connections to Ruffin Canyon from Aero Drive to the Serra Mesa Recreation Center.
Othello Bridge	Coordinate with property owners and agencies to provide a park at the bridge landing for the Othello Avenue bicycle bridge.
Hickman Field Drive	Coordinate with property owners and agencies to provide a park or linear park if the Kearney Lodge Mobile Home site is considered for redevelopment.



