

# KEARNY MESA COMMUNITY PLAN

Final Draft  
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# Contents

1

Vision and Land Use . . . . .

6

2

Regulatory Framework and Policies. . . . .

22

3

Historic Preservation . . . . .

50

4

Mobility . . . . .

56

5

Urban Design . . . . .

74

6

Parks, Recreation, and Open Space . . . . .

100

7

Public Facilities, Services, and Safety . . . . .

128

Tables

Table 1: General Plan Cross References. . . . .

26

Table 2: Community Plan Policies . . . . .

30

Table 3: Application of Supplemental Development Regulations. . . . .

43

Table 4: Locations of Urban Pathways. . . . .

46

Table 5: Planned Bicycle Classification Modifications . . . . .

66

Table 6: Planned Roadway Classification Modifications . . . . .

71

Table 7: Street Tree Matrix . . . . .

92

Table 8: Park and Recreation Facilities . . . . .

116

Figures

Figure 1: Kearny Mesa Regional Location . . . . .

9

Figure 2: Planned Land Use . . . . .

11

Figure 3: Community Plan Implementation Overlay Zone . . . . .

15

Figure 4: Sidewalk Zones . . . . .

45

Figure 5: Linear Park Along Urban Pathways. . . . .

47

Figure 6: Urban Pathways on Small Sites . . . . .

48

Figure 7: Development Transition Plane . . . . .

49

Figure 8: Moving People Efficiently . . . . .

58

Figure 9: Planned Transit Network . . . . .

59

Figure 10: Planned Pedestrian Route Types. . . . .

63

Figure 11: Planned Bicycle Network . . . . .

65

Figure 12: Bicycle Facility Types . . . . .

68

Figure 13: Complete Streets Improvements. . . . .

69

Figure 14: Planned Roadway Network Classifications . . . . .

70

Figure 15: Urban Design Framework . . . . .

76

Figure 16: Active Streetscapes . . . . .

78

Figure 17: Streetscape Elements . . . . .

79

Figure 18: Plazas. . . . .

80

Figure 19: Adaptable Development . . . . .

81

Figure 20: Superblock Permeability . . . . .

82

Figure 21: Pedestrian-Oriented Streets . . . . .

84

Figure 22: Airport Loop Urban Pathway. . . . .

85

Figure 23: Street Trees . . . . .

91

Figure 24: Block Size . . . . .

95

Figure 25: Convoy Corridor Design Guidelines . . . . .

97

Figure 26: Linear Park Illustrative. . . . .

104

Figure 27: Linear Neighborhood Park at Aero Promenade . . . . .

106

Figure 28: Parks and Recreation Facilities . . . . .

114

Figure 29: Public Facilities . . . . .

132

Appendix A: Planned Public Facilities . . . . .

Under Separate Cover



# Vision and Land Use

*Kearny Mesa is envisioned as a vibrant employment community with thriving businesses and active spaces that support economic growth*

## Goals to retain and attract jobs through:

- Kearny Mesa maintained as a regional employment center containing a mix of industrial, office, and retail land uses that support the City's economy
- A prominent role and location for base-sector industries including clean/green technology, manufacturing, communications information/technology, life sciences, and aerospace
- A community positioned to meet the evolving needs of business and industry through an innovative and attractive built environment

## Goals to create urban villages by providing

- Compact neighborhoods located near transit that incorporate a mix of employment and residential uses supportive of the community's role as a regional employment center
- Residential configurations within mixed-use neighborhoods that would not result in land use conflicts
- Parks, plazas, and open spaces adapted to the unique living and working environments that make Kearny Mesa a desirable employment center
- A place to convey the area's Pan-Asian heritage by promoting Convoy Street as a regional destination by supporting development of local businesses in a distinctive mixed-use setting



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 of Kearny Mesa attracts industry and commerce, and 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 industries, corporate campuses, offices, and retail. The distinctive restaurants and entrepreneurs along Convoy Street have expanded Kearny Mesa's reputation to include commerce, cuisine, and

culture. As the community grows, Kearny Mesa has the capacity for new mixed-use villages with 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 as a strong employment center with supportive residential uses and 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.



*A variety of building types and amenities help transform business parks into an urban employment area.*



1.1 Plan Purpose and Organization

The Community Plan serves several purposes. It establishes a vision with strategies and policies to guide the future growth and development within Kearny Mesa, consistent with the General Plan. The Community Plan also serves as the basis for implementing land use and transportation strategies in the Climate Action Plan. Finally, the Community Plan is the basis for implementation tools including zoning and development regulations, and Planned Public Facilities (Appendix A).

The Community Plan establishes the vision and context for the land use plan, which is the foundation of the plan’s policy framework. The plan addresses applicable regulations, details comprehensive policies for the issues important to Kearny Mesa, and identifies needed public improvements for a beneficial quality of life for the community.

This Community Plan is organized as follows:

- Section 1: Vision and Land Use introduces the vision and land use plan.
- Section 2: Regulatory Framework and Policies includes specific direction, guidance, or directives and the Community Plan Implementation Overlay Zone (CPIOZ) regulations for the mixed-use villages, which must be followed.
- Section 3: Historic Preservation describes the historical, cultural, and tribal cultural resources of Kearny Mesa.
- Section 4: Mobility supports the efficient movement of pedestrians, cyclists, transit riders, motorists, and goods.
- Section 5: Urban Design outlines general and site-specific standards to facilitate high-quality development projects.
- Section 6: Parks, Recreation, and Open Space provides strategies for active and passive recreation, as well as areas for resource conservation.
- Section 7: Public Facilities, Services, and Safety describes the community facilities needed as growth occurs.

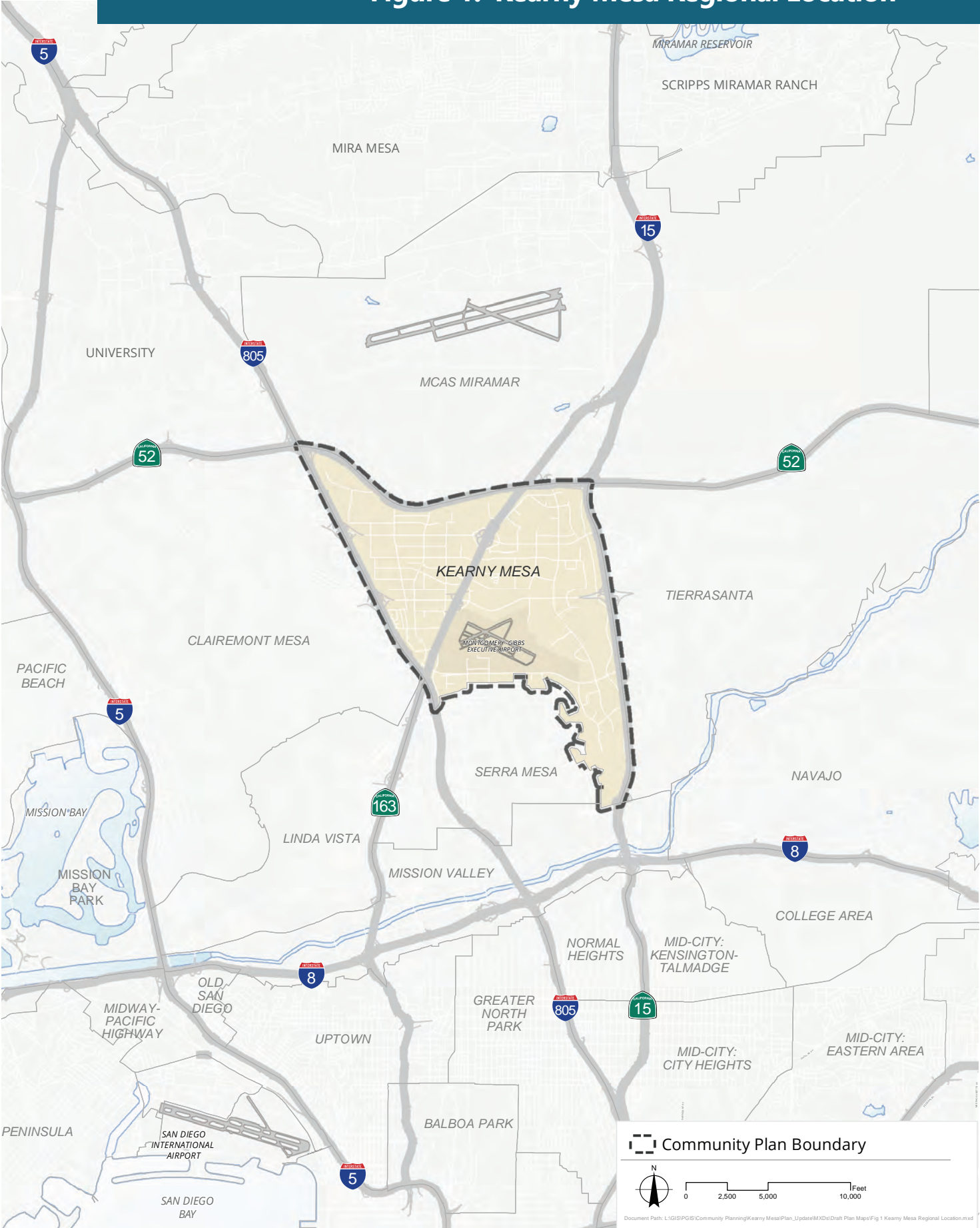
The Community Plan is a guide for the local community, property owners, developers, and elected officials to have a shared understanding on how Kearny Mesa will grow and change in the coming decades. The Community Plan’s vision and policies will be implemented through numerous actions, and investing in the future of Kearny Mesa also requires cooperation and collaboration of City departments in conjunction with private sector developers and partnerships with public agencies. Through public and private investments to implement the Community Plan, Kearny Mesa can thrive as a Subregional Employment Area offering a range of employment and housing in dynamic villages, fulfilling goals in the General Plan.

1.2 Regional Location and Significance

Development in Kearny Mesa has been shaped by its role as a major industrial and commercial center with a general aviation airport. As shown in Figure 1: Kearny Mesa Regional Location, the community is approximately 4,400 acres bounded by State Route 52 (SR 52) to the north, 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.

Since the early 1960s much of San Diego’s base sector economy activity has been generated in Kearny Mesa. What began with the manufacturing of Atlas rockets at General Dynamics’ Astronautics plant led to an era when thousands of San Diegans produced some of this country’s most high-tech products such as aerospace parts, semi-conductors, microelectronics, electronic components, avionics computer parts, equipment, and machinery. Kearny Mesa continues to be recognized as an important area for aeronautical research, design, and manufacturing companies, as well as defense and electronics companies.

Figure 1: Kearny Mesa Regional Location





During the 1970s and 1980s, Kearny Mesa evolved from a primarily industrial manufacturing and distributing center to an industrial, office, and retail center, and is now one of the region’s largest job centers. Its contiguous lands for industrial employment offer significant advantages in attracting a large workforce and providing a centrally-located area in the City where businesses can collocate, succeed, and grow. Global corporations and companies like Cubic Corp., Kyocera, Raytheon, and Solar Turbines continue to contribute millions of dollars annually in taxes as well as providing thousands of essential middle-income jobs. Therefore, San Diego’s economy relies on the presence of industry in Kearny Mesa as a major part of the City’s economic base.

Kearny Mesa plays an important role in providing jobs for the San Diego region and revenue for the City. For the next stage of Kearny Mesa’s growth as a Subregional Employment Area, the Community Plan establishes a vision for Kearny Mesa as a vibrant employment community. The land use strategy described in the following section reflects the need to be adaptable for future employment trends and technologies and accommodate a range of businesses and housing, where it does not conflict with land uses. The land use plan retains and strengthens the community’s existing jobs and core industrial employment lands, enhances

key commercial corridors, and creates villages by adding residential in urban village settings. This manages growth of employment and residential uses while supporting existing uses in place throughout the rest of Kearny Mesa.

1.3 Planned Land Use

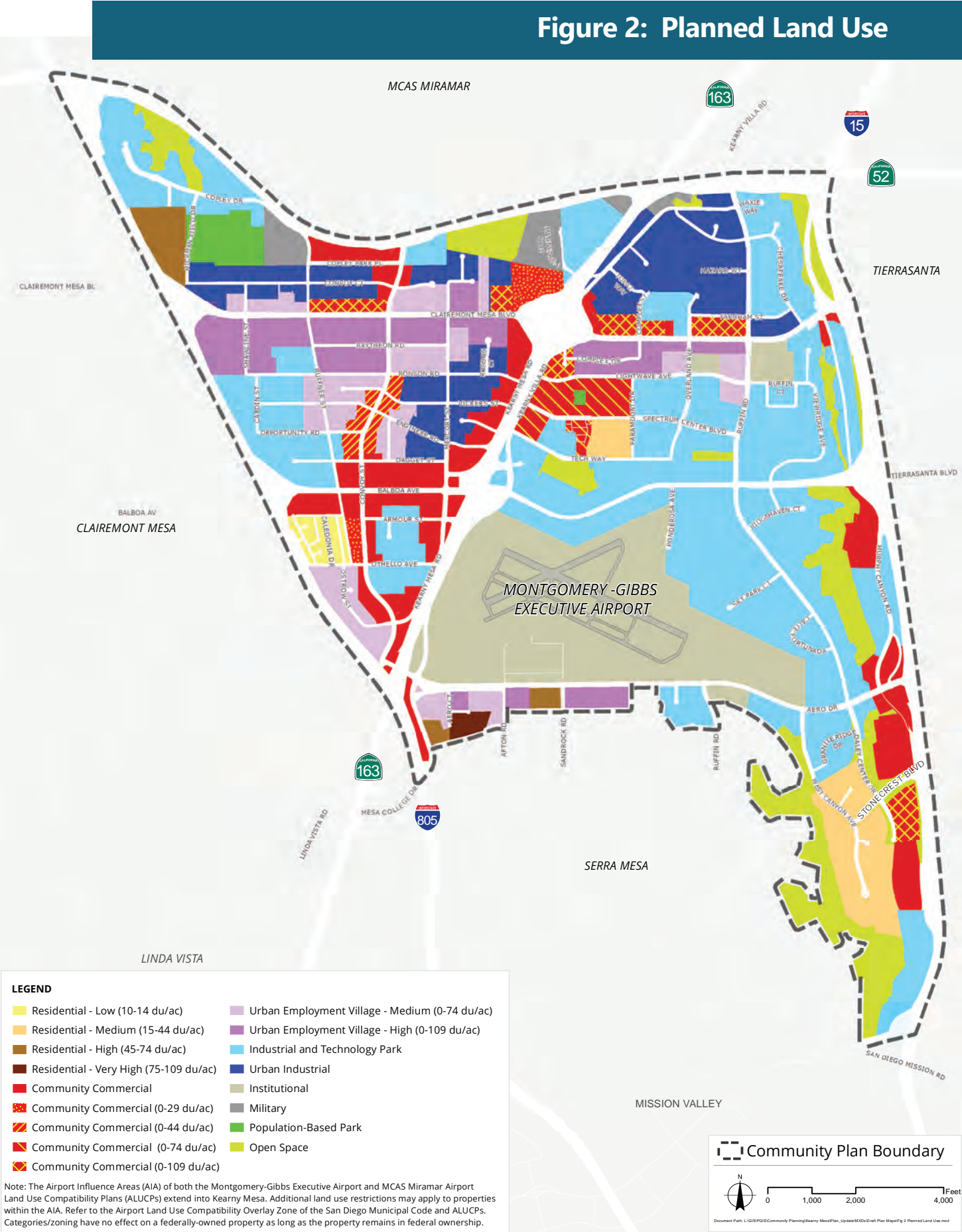
The Community Plan balances land use needs for employment areas that grow San Diego’s economy with villages and neighborhoods for the workforce. Planned land use within Kearny Mesa supports the employment and commercial activity and introduces residential areas through the urban employment village designations. Figure 2: Planned Land Use is based on the General Plan’s land use designations. As indicated on Figure 2, the Airport Land Use Compatibility Plans (ALUCPs) for Montgomery-Gibbs Executive Airport and MCAS Miramar place additional land use restrictions within Airport Influence Areas (AIA).

Community Plan land uses, based on the General Plan’s land use designations, are highlighted for their importance in guiding the mix and types of uses and intended development intensity to achieve the overarching Community Plan vision. The land use designations are further defined on pages 12 and 13.



Following the close of the General Dynamic plant in Kearny Mesa in 1992, a mixed-use area developed north of Balboa Avenue with new business parks, residential projects, and parks under the New Century Center Master Plan.

Figure 2: Planned Land Use





## Industrial and Technology Parks



*This designation allows for a wide variety of industrial employment uses, including manufacturing, research and development, corporate headquarters, and other industrial uses. Multi-tenant industrial, business incubators with shared amenities, and flexible innovation spaces are encouraged and related office and accessory uses are allowed.*

## Urban Industrial



*This designation allows for higher intensity employment uses such as research and development, light industrial, flexible work spaces, and business/professional office with active and enhanced streetscapes, strong connections between blocks and through sites, and an urban character.*

## Urban Employment Village - Medium



*This designation allows for a variety of commercial uses and encourages residential at a medium-high-density range in combination with employment as the primary use. Mixed-use development with employment uses that also provides urban housing opportunities can support live/work/play villages, active street frontages, and pedestrian-oriented design.*

## Urban Employment Village - High



*This designation allows for high intensity, mixed-use development with residential uses at a high-density range. The integration of housing with employment uses in both horizontal and vertical formats is encouraged. Active street frontages and pedestrian-oriented design are enhanced and outdoor spaces, plazas, and paseos are a central organizing feature.*

## Community Commercial



*This designation allows for a variety of commercial uses to provide goods, services, and employment opportunities that serve the community and adjacent communities, such as commercial shopping areas, offices, hotels, automobile sales, and limited industrial uses of a moderate-intensity. May permit residential uses.*

## Residential - Medium



*This designation allows for multiple-story buildings that may have condominium/apartment units at a medium density range. Development typically includes individual or shared common open areas.*

## Residential - High



*This designation allows for condominium or apartment buildings that typically consist of a large block of residential units with shared common space and amenities. For large blocks, pedestrian connections throughout the site and to the community are strongly encouraged.*

## Residential - Very High



*This designation allows for multi-family sites and condominium/apartment buildings in the highest density range with a network of active frontages. Development typically consists of prominent outdoor space, plazas, courtyards, pedestrian paseos, and greenways.*

## Population Based Parks



*This designation allows for passive and active recreational uses, such as linear parks, community parks, and neighborhood parks with facilities to meet the recreational needs of the community and the City.*

## New Century Center Master Plan



*Future projects under the purview of the New Century Center Master Plan should consider specific land use recommendations and trip-based and transfer of density provisions in the New Century Center Master Plan and associated Planned Development Permits for the mixed-use commercial/residential planning areas generally bounded by Lightwave Avenue to the north, Tech Way to the south, Paramount Drive to the east, and Kearny Villa Road to the west.*



Jobs-Housing Balance

The Community Plan retains key employment lands while creating flexibility in other areas for a compatible live/work/play village. The integration of employment and residential uses in a job-rich community like Kearny Mesa can benefit the community and City as a whole. The infusion of mixed-use development with housing in walkable villages will benefit the growing population of San Diegans who call Kearny Mesa home. This transition will happen gradually. Over time, Kearny Mesa will be a collection of unique and iconic neighborhoods consistent with the General Plan’s City of Villages strategy.

The Community Plan’s land use plan is taking effect alongside investments in efficient transit routes and multimodal connections to and within the City’s job centers. Along with the new land use pattern is a paradigm shift in the way people live and work. Adding housing closer to jobs coupled with mobility improvements has the potential to shift more trips to active transportation and reduce vehicle miles traveled for commutes to work.



Mixed-use village areas are ideal for a range of housing, including affordable housing, that supports existing employers and improves access to jobs.

1.4 Urban Villages

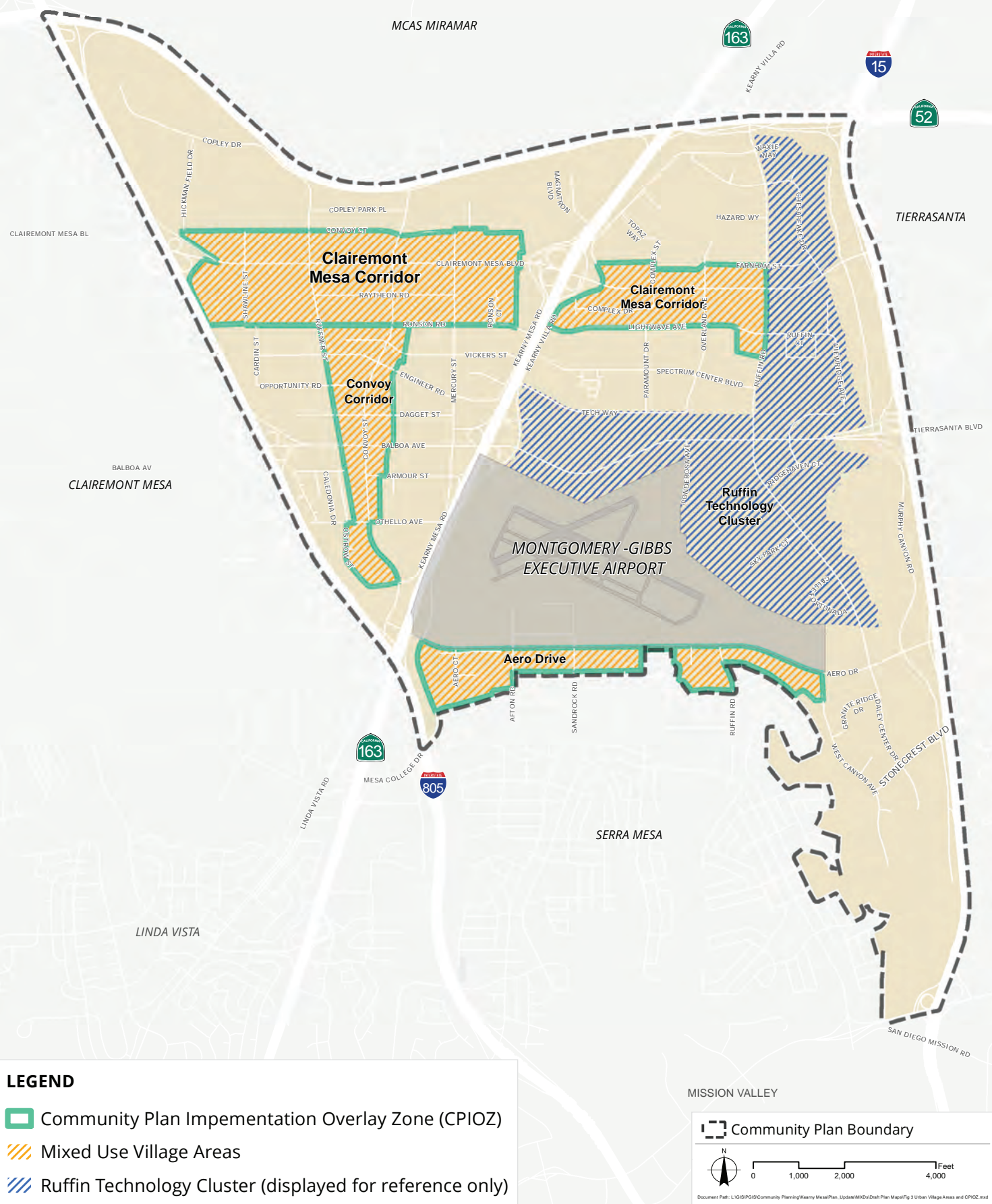
The Community Plan guides the transformation of Kearny Mesa from suburban business parks lacking internal linkages to a mix of higher-intensity uses connected to each other and to transit. This growth, estimated at buildout to be approximately 130,000 jobs and more than 60,000 residents projected through the year 2050 and beyond, is concentrated in four village areas of the community. The Community Plan’s land uses in the urban village areas encourage the development of mixed-use activity centers where residential, commercial, employment, and civic uses are integrated. Within predominantly employment areas, a mix of employment types is also encouraged. Mixed-use development can be in either a horizontal or vertical format and should integrate more than one additional use.

In combination with the planned land uses, the Community Plan increases multimodal connections and provides urban design features to enhance access through sites and to adjacent land uses and identifies the facilities important for the people who live and work in Kearny Mesa. An important part of the villages is both development and streetscapes that are pedestrian-friendly and characterized by inviting, accessible, and attractive public spaces. Over time, villages will connect to each other via an expanded regional transit system.

Named for the community’s main transit corridors, the urban village areas include the Ruffin Technology Cluster and three mixed-use villages, Clairemont Mesa Corridor, Convoy Corridor, and Aero Drive (as shown on Figure 3). The cohesive land use, mobility, and urban design strategies for each growth area of the community are highlighted on the following pages.

The three mixed-use villages provide integrated commercial and employment uses with sites that enhance connectivity to transit stations, and walkable blocks that deliver a lively pedestrian environment. They are distinct in the distribution and intensity of planned residential uses in the mixed-use villages. The additional regulations that apply to the mixed-use villages are described in the Community Plan Implementation Overlay Zone (CPIOZ) in Section 2.10.

Figure 3: Community Plan Implementation Overlay Zone





Ruffin Technology Cluster

One of the City’s strongest industrial job centers is located in Kearny Mesa north and east of the Montgomery-Gibbs Executive Airport. The Ruffin Technology Cluster is located along Ruffin Road and Balboa Avenue. The Ruffin Technology Cluster benefits from the nearly contiguous industrial land uses to support existing and growing industrial, technology, and large-scale employment users in a setting that is unencumbered by sensitive users or sites.

There is a need to preserve Kearny Mesa’s industrial parks since these industrial businesses are location sensitive and vital for economic prosperity. This hub for industry is primarily characterized by the Industrial and Technology Park land use designation to support large scale users in this unique setting. The location of an airfield in Kearny Mesa further provides a buffer area and compatible use for industrial and high tech businesses. Not only does this area support successful manufacturing facilities of various sizes, existing businesses can expand operations and emerging industrial uses can co-locate. This area of Kearny Mesa, which also includes a concentration of the City’s Prime Industrial Lands, as identified in the General Plan Economic Prosperity Element, creates an environment for businesses in Kearny Mesa that is unlike any other community within the City.

Kearny Mesa is known for a high concentration of jobs and drawing regional employers. The Ruffin Technology Cluster has numerous business parks and campuses along two important transit corridors: Ruffin Avenue and Balboa Avenue. An expansion of the regional trolley system, called the Purple Line, is planned along Ruffin Road. Success of the expansion will require mobility hubs to make the last mile connection to jobs from major stations. The area also requires additional multimodal connections and enhanced pedestrian routes around the airport. To accommodate the growing number of commuters and reinvent a suburban-style job center as an urban employment center, the corridors are planned to move more people and provide efficient access and connectivity between transit and employers.



Making job centers more walkable and creating connections through sites and large blocks increases the number of people who can get to and from job sites more efficiently.



The experience of commuting and accessing destinations in the Ruffin Technology Cluster will be enhanced with mobility hubs to serve transit users and protected bicycle lanes for cyclists.

Aero Drive Village

The Aero Drive Village is planned as a mixed-use neighborhood with inviting areas for walking and recreation. To create a lively neighborhood, Urban Employment Village – Medium land use designations open up areas for additional mixed-use residential near community assets such as commercial centers and educational sites along the corridor.

This village is linked by multimodal connections and the Aero Promenade to the Convoy Corridor at the west end and StoneCrest neighborhood and retail center at the east end. Improvements to create a more defined public realm, including site planning and mobility enhancements, can be leveraged to create a linear park along the south side of Aero Drive. These types of places create a unifying identity for the village.



A complete mobility system with options for people to walk, ride a bicycle, and take transit supports the growth of the community and enhances its livability.



Aero Promenade

The Aero Promenade, described in Section 5 (Urban Design), is a series of linear parks that create an attractive walking/jogging area and parks for the neighborhood.

Set alongside a wide multiuse path with street trees to provide shade and protected bicycle lanes, amenities and park improvements in the right-of-way and setbacks encourage recreation and play areas for all ages.



Convoy Corridor Village

The Convoy Corridor Village includes a mix of office, industrial, commercial, and retail uses that reinforces the diverse employment base. To enable co-location of supportive employment and residential uses, the village is primarily characterized by a range of Community Commercial and the Urban Employment Village land use designations at medium density ranges. The focus of the Convoy Corridor Village is not only on land use that includes innovative business spaces with compatible live/work/play areas but also enhanced pedestrian places and active streetscapes that celebrate the Convoy Corridor Village’s culture and history. Throughout the village, urban green spaces, planted areas, parks, and pedestrian paseos can support the transition to mixed-use development with residential.



The intensification of uses and activation on Convoy Street can add engaging public spaces for the ideas, art, and entertainment inside businesses and outside in common areas.

The new Convoy Corridor Village will continue to be an epicenter of commerce, cuisine, and culture, now flourishing in a mixed-use and walkable community. The design of the area will continue to take inspiration from Asian influences in signage, architecture, art, and public areas. The future creation of a maintenance assessment district can help further these influences with pedestrian-scale lighting, street furniture, wayfinding signage, landscaping, and special paving.



The vision for Kearny Mesa includes new village areas that serve as activity areas for both the residential and employment areas.



Park Link

As described in Section 5 (Urban Design), the Park Link combines urban pathways with streetscapes to create inviting destinations in the Convoy Corridor Village. Not only does the Park Link serve as a pedestrian route to make the Convoy Corridor more walkable, it is so named to encourage design and use as an urban recreational amenity.



Through a maintenance assessment district, community-specific amenities could be installed and maintained within the Convoy Corridor Village.



Plazas and paseos create spaces for active community life and inviting retail storefronts. In these areas, long blocks are replaced with paseos, gateway features, murals, and other community wayfinding, which will help give Convoy Corridor Village a unique identity.



Clairemont Mesa Corridor Village

The Community Plan envisions Clairemont Mesa Boulevard as a high-density corridor surrounded by a walkable environment that connects people with the places where they work, live, shop, and recreate. The village is primarily characterized by the Urban Employment Village and Community Commercial land use designations. These categories build on existing clusters of commercial development by supporting a broad range of uses and intensification of the corridor. 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 planned land use includes high density mixed-use linked to the planned transit system and multimodal improvements. Along with dedicated lanes for regional transit, development along Clairemont Mesa Boulevard is planned with the highest concentration of pedestrian-oriented improvements combined with development that reduces the scale and expanse of existing large blocks. These connections open up direct and publicly-accessible routes between adjacent developments and surrounding uses.



Opportunity Trail

The Opportunity Trail, as described in Section 5 (Urban Design), is the starting point for a connected pedestrian environment that extends through blocks for residents, employees, and customers to reach destinations and transit.



Within the villages, community amenities and services are needed to support housing, public spaces, and jobs.



As a live/work/play village, the focus is on providing spaces for people to move, gather, and recreate.



Active frontages can create a sense of place within new development.



Where Clairemont Mesa Corridor Village is planned for community growth and transit-oriented development, the transformation involves converting superblocks to a corridor of connections. Active frontage areas and sidewalk cafes combined with publicly-accessible parks, plazas, and paseos provide places for eating and urban green spaces for community events.



# 2

## Regulatory Framework and Policies

*The Community Plan guides the long-range physical development in conjunction with Citywide plans and regulations*



This section describes the relationship between the Community Plan and other relevant plans and regulations. A summary of key strategies and elements that guided the development of the Community Plan is included below along with a context for how the City's General Plan elements and other documents apply to Kearny Mesa. This section also includes a comprehensive policy table to help decision-makers, citizens, property owners, and developers review private and public development and improvement projects. The policies provide specific guidance on how development should address land use, mobility, urban design, parks, and public facilities.

### 2.1 General Plan

The General Plan provides strategies, elements, and a policy framework for how the City will grow and develop, and identifies that community plans provide the mechanism to refine Citywide policies, designate land uses, and make additional site-specific recommendations to address the needs of each community. Each community plan, including

the Kearny Mesa Community Plan, works in concert with the Citywide policies outlined in the General Plan, and provides additional, specific details necessary to review and assess public and private development projects. All applicable General Plan policies may be cited in conjunction with the Community Plan policies during design or review of development proposals. A cross-reference for General Plan policies can be found in Table 1.

#### City of Villages Strategy

The City of Villages strategy sets the framework for the approach to land use planning in the City. With limited vacant land in the City available for development, the focus shifted from how to develop vacant land to how to reinvest in existing communities. This strategy promotes growth in 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.



*Business and professional uses will continue to thrive in Kearny Mesa in the coming decades.*



*The General Plan calls for the addition of mixed-use infill development within the community planning areas.*



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 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 are areas, supported by a well-connected transit system, where the General Plan intends to maintain and focus growth of employment uses.

- As a Subregional Employment Area, Kearny Mesa will attract employers and employees who will be drawn to its amenities, multimodal networks, regional transportation infrastructure, and housing opportunities. The Community Plan allows for and encourages a range of business types as well as flexible spaces, creative offices, industrial spaces, and technology incubators to supplement the strong employment base that exists.

Prime Industrial Lands

As the structure of the City’s economy relies on manufacturing enterprises, it is essential to provide areas where industrial uses can locate. It is a priority of the City to attract, retain, and expand businesses within the manufacturing sector as described in the Economic Prosperity Element of the City’s General Plan. The General Plan encourages industrial uses to remain, locate, and expand in San Diego and displays Prime Industrial Lands and Other Industrial Lands in Kearny Mesa. Consistent with the General Plan, the community plans can provide industrial land uses to allow for the growth of warehouse distribution, heavy or light manufacturing, and research and development uses. These industrial areas include facilities that need separation from residential uses and sensitive receptors to protect operations and minimize land use conflicts.

- The concentration of industries in Kearny Mesa contributes significantly to the economic prosperity of the City. The Community Plan will help attract and grow technological and innovative companies. The 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 range and mix of housing types that are suitable for households of various income levels and sizes. This strategy aims to further a fair and equal society where people of all income levels can live throughout the City. It also supports the City of Villages strategy by encouraging opportunities for people to live near their workplace.

- Kearny Mesa is an important employment center. The Community Plan supports a diversity of housing types in select areas near employment clusters where it does not conflict with industrial employment lands and airport overlays. This will create new live/work/play neighborhoods that support active transportation consistent with the City of Villages strategy and Climate Action Plan.



Promotion of industrial development in the City of San Diego Industrial Park (1960s). Courtesy of the San Diego History Center.

Mobility

The General Plan’s Mobility Element advocates for a balanced street network where many travel modes are supported and contribute to efficient services and user needs. The Kearny Mesa Community Plan’s goal is to increase transportation choices in a manner that supports the village 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 and ridesharing infrastructure.

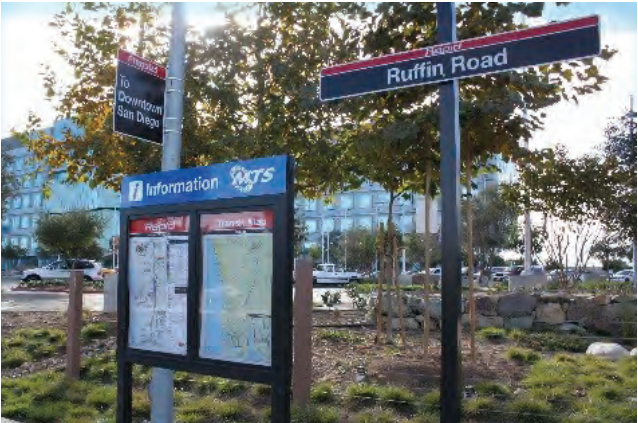
Urban Design

San Diego’s character results from its varied topography, regional assets, and the City’s geographically distinct communities. The General Plan’s Urban Design Element 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 areas to interact; and open up connections for an active and healthy community.

Parks, Recreation, and Open Space

The City of Villages strategy directs compact growth to urban areas to protect the City’s open space areas, in concert with the General Plan’s Conservation Element. The General Plan’s Recreation Element contains citywide population-based guidelines for provision of parks and recreation facilities, and the forthcoming Parks Master Plan will provide additional citywide guidance on park development. At the community level, community plans can identify local opportunities for open space and parks.



Improved connectivity between trip origins, transit stops, and destinations helps make transit a viable transportation option.



Parks designed with active and passive recreation areas for all ages will contribute to a healthy, active community.

- Kearny Mesa will add park space where available and improve access to open space to improve quality of life for residents, employees, and visitors. The Community Plan plans a variety of improvements that could be implemented in the community to support active routines and provide parks and recreation facilities within Kearny Mesa.

Public Facilities, Services, and Safety

The General Plan addresses adequate and timely public facilities to serve current and future populations in its Public Facilities, Services, and Safety Element. The City uses a standardized approach to facility provision and prioritization that evaluates and prioritizes projects by facility type.

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



Table 1: General Plan Cross References

Subject	References
City of Villages	Land Use and Community Planning Element policies LU-A.6, LU-A.9, LU-A.10, LU-B.3, LU-C.3
Subregional Employment Areas	Economic Prosperity Element policies EP-A.6 through EP-A.11, EP-B.1 through EP-B.14, EP-E.1, EP-F.4
Prime Industrial Lands	Land Use and Community Planning Element policies LU-I.13, Economic Prosperity Element policies EP-A.1 through EP-A.4, EP-A.4, EP-E.1
Balanced Communities and Equitable Development	Strategic Framework Guiding Principal 8 and Land Use and Community Planning Element policies LU-H.1 through LU-H.4, LU-I.10, LU-I.11
Mobility	Mobility Element policies ME-A.1 through ME-A.9, ME-B.1 through ME-B.8, ME-C.3, ME-C.5, ME-D.1, ME-D.4, ME-D.6, ME-E.1 through ME-E.8, ME-F.1 through ME-F.6, ME-G.4, and ME-G.5
Urban Design	Urban Design Element policies UD-A.1 through UD-F.5
Parks, Recreation, and Open Space	Recreation Element policies RE-A.3, RE-A.6, RE-A.9, RE-A.10, RE-A.18, RE-D.1 through RE-D.9, RE-E.2 through RE-E.4, RE-E.6
Public Facilities, Services and Safety	Land Use and Community Planning Element policies LU-I.4 and LU-I.6, Public Facilities, Services and Safety Element PF-C.1, PF-D.6, PF-K.3, PF-K.4

2.3 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.

2.4 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 part of the citywide MHPA or adjacent to the MHPA, MSCP compliance is required.



Pogogyne nudiuscula is a rare species of flowering plant in the mint family, which can be found in Kearny Mesa.

2.5 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 (i.e., seasonal pools of water that provide habitat for distinctive plants and animals). 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. Projects are 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.

2.6 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 (titled Montgomery Field ALUCP) and Marine Corps Air Station (MCAS) Miramar to establish land use compatibility policies and development criteria for development within the AIAs. The ALUCPs

2.2 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 community-specific actions that together with citywide policies put the City on a trajectory to meet greenhouse gas emissions reduction goals. Convenient and more direct access for commuters, residents, and visitors will meet the changing transportation needs of the community and support reductions in transportation-related greenhouse gas emissions.



Commuters who use transit daily help reduce transportation-related greenhouse gas emissions.

Climate Action Plan

The Community Plan implements the CAP primarily through land use, mobility, and urban design strategies in the community’s “Transit Priority Areas,” or TPAs, which are areas within

one-half mile of a major existing or planned major transit stop.

Recognizing the role of Kearny Mesa as a major employment center in the City, the Community Plan adds capacity for housing opportunities to be located near employment areas. The focus of the land uses in village areas and improved connections in TPAs promotes a system for pedestrians and bicyclists that can increase the community’s share of walking, bicycling, and transit use.



## ALUCPs

With Montgomery-Gibbs Executive Airport in the center of Kearny Mesa and MCAS Miramar directly to the north, Airport Land Use Compatibility Plans (ALUCPs) include

limitations related to height, density, intensity, and noise for land uses in Kearny Mesa. These limitations may provide further restrictions than those outlined in the Community Plan land use designations and/or base zones. Future projects are reviewed for compatibility with ALUCPs and the Overlay Zone.

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.



protect the airports from incompatible land uses and provide the City with development criteria that allows for the orderly growth of the area surrounding the airports.

The ALUCPs, prepared and adopted by the Airport Land Use Commission for San Diego County, include 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.

### 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. Areas within the airport property for both aviation and non-aviation purposes are identified in the Montgomery-Gibbs Executive Airport Master Plan.

### MCAS 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 authorized to operate 24-hours a 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.

## 2.7 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 infrastructure projects or researching what uses are appropriate for a site, the General Plan, the Community Plan, and the applicable zoning regulations found in the Land Development Code should be consulted to ensure that all relevant policies, regulations, and planned infrastructure improvements are considered.

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 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).

### Master Plans

Some of the early the residential neighborhoods include Kearney Lodge on Hickman Field Drive and Royal Highlands in western Kearny Mesa. The redevelopment of former industrial sites into mixed-use areas accomplished through a specific plan or master plan helped transition the community into more than a job center. Design guidelines provided direction that considered the context for neighboring properties and improved the functioning of the plan area.

The StoneCrest neighborhood took shape with office, retail, and residential subdivisions in the southeast corner of Kearny Mesa under a previous specific plan, and is now a part of the Community Plan.

A mixed-use area took shape on the former General Dynamics site under the New Century Center Master Plan. The New Century Center Master Plan, approved by the City Council in 1997, covers more than 200 acres north of Balboa Avenue between Kearny Villa Road and Ruffin Road. The New Century Center Master Plan allows the development of high-density mixed-use, retail, commercial, business park, and park and recreation areas. Similar plans can be prepared in the future for larger blocks, especially where residential is proposed and can include the development of a school on the property. In the case of a new specific plan, detailed information on the land uses, mobility system, and recreation facilities should adhere to the land uses, mobility system, and policies of the Community Plan.

## 2.8 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



*Multi-family housing was developed under the New Century Center Master Plan.*

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 anticipated potential impacts. 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 that involve a federal action. The state, County, San Diego Unified School District, Community College District, SANDAG, and MTS conduct CEQA analysis for projects on their property that are subject to their approval.

## 2.9 Policies

The Community Plan sections that follow contain one or more goals that express a broad intent for future development. The policies contained in Table 2, Community Plan Policies, reflect specific direction, practice, guidance, or directives to support and implement the Community Plan's land use, mobility, urban design, parks, and public facilities goals. The policies are listed in a comprehensive table for ease of use. Projects should make every effort to conform with all applicable policies.



Table 2: Community Plan Policies	
1.0 Vision and Land Use	
<b>Retain and Attract Jobs</b>	<b>1.1</b> Encourage building types that can accommodate or be adapted to a variety of industrial, technology, and business uses and activities.
	<b>1.2</b> Preserve industrial lands for employment uses and collocation of industrial operations that cannot locate in commercially designated areas.
	<b>1.3</b> Employ appropriate buffers, screening, landscaping, and site design measures to protect the security of employment areas and Prime Industrial and Other Industrial Lands in Kearny Mesa.
	<b>1.4</b> 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.
	<b>1.5</b> Limit the redesignation of existing industrial sites to other land uses in the Ruffin Technology Cluster in order to provide land to accommodate existing, new, and relocation of industrial operations for the City's economic base.
	<b>1.6</b> Support environmentally sound operations, infrastructure, and facility upgrades that contribute to energy use reduction and regional sustainability goals.
	<b>1.7</b> Access commercial development and retail areas by all modes of travel, with primary entrance doors connected by a primary pedestrian path with limited conflict points with automobiles.
	<b>1.8</b> Promote connected employment facilities that include recreation, active transportation, and offer commercial services in close proximity to amenities.
	<b>1.9</b> Encourage the use of shared parking facilities to benefit employers, employees, and commercial business districts.
<b>Mixed-Use Villages</b>	<b>1.10</b> Design mixed-use development in either a horizontal or vertical format that is functionally integrated with pedestrian paths and connections between and to adjacent areas.
	<b>1.11</b> Encourage development in village areas to include a variety of building formats to provide diversity of housing options.
	<b>1.12</b> Encourage proposed development to incorporate flexible spaces that support alternative working options, i.e., telecommuting, coworking, live/work units, and shopkeeper units.
	<b>1.13</b> Consider proposals to develop horizontal and vertical mixed use in areas designated Community Commercial and Urban Employment Village in order to support the economic viability and growth of the community's commercial areas.
	<b>1.14</b> Incorporate 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.
	<b>1.15</b> Encourage workforce housing that is affordable to a range of job and household income levels.
	<b>1.16</b> Encourage the development of housing that is affordable to and meets the diverse needs of the employees in Kearny Mesa to attract employees, support reduced commute times, increase active transportation, and minimize transportation costs.
	<b>1.17</b> Locate residential uses near job centers and pedestrian, bicycle and transit networks to reduce dependence on the automobile, vehicle miles traveled, and parking demand.
	<b>1.18</b> Locate commercial uses to provide additional separation between residential areas and permitted industrial uses.
	<b>1.19</b> Design mixed employment-residential developments within villages with high employment use, to maintain an employment base in the community.

Table 2: Community Plan Policies	
	<b>1.20</b> Allow ground-floor shopkeeper units to be incorporated on the primary street frontage in commercial areas in buildings where residential is the primary use.
	<b>1.21</b> Encourage the development of workforce, affordable, senior, and military housing in close proximity to transit stations.
	<b>1.22</b> Consider air quality and air pollution sources in the siting, design, and construction of residential units and other uses with sensitive receptors.
	<b>1.23</b> Design any residential development built within 500 feet of a freeway to minimize the exposure of freeway noise, including siting buildings and balconies perpendicular to the freeway, and using parking structures to shield units from noise.
	<b>1.24</b> Incorporate non-residential components, open areas, landscaping, or other buffers between residential development and commercial, industrial, and utility uses as part of site design to provide functional separation and screening.
	<b>1.25</b> In the event that ALUCPs safety zones and/or noise contours are amended, consider proposals to develop residential on the Kearney Lodge Mobile Home Park site in conjunction with a publicly-accessible park on-site based on current park standards.
	<b>1.26</b> 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.
	<b>1.27</b> Review development 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.
3.0 Historic Preservation	
	<b>3.1</b> 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.
	<b>3.2</b> Conduct project-specific investigations in accordance with all applicable laws and regulations in order to identify potentially significant tribal cultural and archaeological resources.
	<b>3.3</b> Ensure adequate data recovery and mitigation for adverse impacts to archaeological and Native American sites as part of development; including measures to monitor and recover buried deposits from the tribal cultural, archaeological and historic periods, under the supervision of a qualified archaeologist and a Native American Kumeyaay monitor.
	<b>3.4</b> 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.
	<b>3.5</b> 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.



Table 2: Community Plan Policies

- 3.6 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.
- 3.7 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.
- 3.8 Evaluate the possibility of a multi-community or Citywide historic context statement and Multiple Property Listing related to the aerospace industry in San Diego.
- 3.9 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 art. Encourage the inclusion of both extant and non-extant resources.

4.0 Mobility

Transit

- 4.1 Coordinate with SANDAG to implement transit infrastructure and service enhancements in the Regional Plan, including light rail and/or bus rapid transit. This coordination can include, but is not limited to, alignment of transit identified as the Trolley Line 562 (Purple Line).
- 4.2 Support and encourage collaboration between businesses to incorporate community circulators, micro-transit, or other fixed route or on-demand transit options.
- 4.3 Coordinate with MTS to introduce transit service in areas under development; decrease headways for existing regional transit lines; and implement transit priority measures, such as priority signal operations, to improve transit travel times along current and future transit corridors.
- 4.4 Collaborate with MTS and SANDAG to develop mobility hubs at key existing and planned transit stops/stations, including, but not limited to, those shown in Figure 9: Planned Transit Network, to encourage transit ridership and multimodal trips, and to provide first/last mile connections.
- 4.5 Encourage SANDAG and MTS implementation of transit station amenities, as applicable. These could include, but are not limited to, providing the following:
  - Bicycle share station and other micro-mobility options
  - Designated car share, rideshare, and vehicle loading/drop-off and pick-up areas
  - Dedicated parking for bicycles and electric vehicles with charging facilities
  - Real-time transit traveler information
  - Wayfinding program directing users between the station and the connecting bicycle and pedestrian facilities
  - Passenger areas with seating, artwork, lighting, and landscaping, and surveillance, where appropriate

Active Transportation

- 4.6 Improve active transportation access to transit, which includes providing visible, convenient, and comfortable bicycle and pedestrian connections and treatments adjacent to transit stations.
- 4.7 Upgrade the pedestrian network by utilizing existing right-of-way and seeking additional right-of-way for wider, non-contiguous sidewalks and parkway areas, and for closing gaps in the sidewalk network.

Table 2: Community Plan Policies

- 4.8 Coordinate with property owners to create pedestrian connections by providing the recommended pedestrian treatments to support Figure 10: Pedestrian Route Types and establishing urban pathways and enhanced pedestrian crossings shown in Figure 15: Urban Design Framework.
- 4.9 Designate public access easements consistent with the planned urban pathways (see Section 2.10 Community Plan Implementation Overlay Zone).
- 4.10 Provide enhanced pedestrian treatments, as applicable, such as high visibility crosswalks, bulb-outs, pedestrian countdown signals, lead pedestrian intervals (LPI), pedestrian hybrid beacons, pedestrian scale lighting, wayfinding, landscaped buffers, etc. along Districts and Corridors in Figure 10: Planned Pedestrian Route Types.
- 4.11 Focus and prioritize streetscape and pedestrian improvements, such as sidewalk widening, along Convoy Street between Clairemont Mesa Boulevard and Balboa Avenue to promote and support walkability, to define the publicly accessible spaces, and to establish the urban village's identity.
- 4.12 Provide access to parking areas that is visible and free of obstructions to pedestrians and bicyclists and minimizes conflicts between these active transportation users and vehicles.
  - Paths should connect parking areas with adjoining streets and with all primary buildings on site.
  - Walkways should be the shortest practical distance between the building entry and the sidewalk.
  - 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.
- 4.13 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, with recommended classifications in Figure 11: Planned Bicycle Network. Implementation of these bicycle facilities should be considered as roadways are resurfaced and/or right-of-way becomes available.
- 4.14 Enhance safety, comfort, and accessibility for all levels of bicycle riders with improvements such as wayfinding and markings, bicycle signals, bike boxes, buffered bike lanes, protected bicycle facilities, and protected intersections, where feasible and applicable.
- 4.15 Encourage participation in active transportation programs to and from schools, in conjunction with Safe Routes to School programs.
- 4.16 Coordinate with SANDAG and MTS to provide secure, accessible, well-lit, and adequate bicycle parking in mobility hubs and at transit stops.
- 4.17 Coordinate with property owners to provide secure, accessible, well-lit, and adequate bicycle parking in urban village areas, within shopping centers, and at employment and educational uses in the community.



Table 2: Community Plan Policies	
	<p><b>4.18</b> Coordinate with Caltrans on multimodal improvements along areas within and adjacent to their right-of-way, this could include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>• Implementation of the proposed facilities depicted in Figure 11: Planned Bicycle Network, especially the regional Class I facility on the south side of SR-52 and Class IV facilities</li> <li>• Implementation of SMART corridors, notably the interaction and transition with freeway access points</li> <li>• Reconstruction and/or retrofit of freeway interchanges (e.g., reducing turning radii, “squaring-up” or “T-up” ramps) to accommodate active transportation connections and reduce conflicts with motor vehicles at freeway ramps, undercrossings and overcrossings along Clairemont Mesa Boulevard, Balboa Avenue, and Aero Drive</li> <li>• Installation of signage, lighting, and high-visibility crosswalks at freeway access points</li> </ul> <p><b>4.19</b> Coordinate with adjacent communities to provide a connected network of safe, comfortable, and attractive bicycle facilities particularly across freeways and along Kearny Villa Road.</p> <p><b>4.20</b> Coordinate with the Montgomery-Gibbs Executive Airport and/or other adjacent property owners on the implementation of the urban pathways comprised of a combination of pedestrianways, bike lanes, multi-use paths, linear parks and/or trails for the Airport Loop, Aero Promenade, Opportunity Trails, and Park Link.</p>
<b>Streets</b>	<p><b>4.21</b> Improve the roadway network to provide for multimodal improvements based on the classifications identified in Figure 10: Planned Pedestrian Route Types, Figure 11: Planned Bicycle Network, and Figure 14: Planned Roadway Network Classifications.</p> <p><b>4.22</b> Reconfigure public rights-of-way as appropriate to prioritize quality and dedicated bicycle, pedestrian, and transit facilities lanes.</p> <p><b>4.23</b> Create Sustainable Mobility for Adaptable and Reliable Transportation (SMART) corridors by reserving a dedicated travel lane in each direction and repurposing them into flexible lanes for transit and other congestion-reducing mobility forms along Clairemont Mesa Boulevard from the I-805 northbound on-ramp to the I-15 southbound on-ramp and along Balboa Avenue from the I-805 northbound on-ramp to SR-163 southbound on-ramp.</p> <p><b>4.24</b> Support the implementation of local roads or grid of internal streets as part of development to increase connectivity where there are culs-de-sac to break up the scale of large superblocks, to improve multimodal mobility, and/or to alleviate congestion.</p> <p><b>4.25</b> Support the closure of the City’s right-of-way to vehicles for the Aero Drive frontage road southeast of the intersection of Aero Court and Aero Drive to implement active transportation and recreational facilities (i.e., urban pathway, promenade, and/or linear park).</p> <ul style="list-style-type: none"> <li>• Emergency access to parcels adjacent to the frontage road closure would continue to be provided.</li> <li>• One driveway access at the minimum width required by the San Diego Municipal Code for the northern portion of the site at 8401 Aero Drive to Aero Drive would be provided concurrent or prior to the closure of the Aero Drive frontage road connection, and until such time access is provided to the site from Aero Place.</li> </ul> <p><b>4.26</b> Coordinate with property owners and affected agencies to close a portion of the segment of Ruffner Street south of Balboa Avenue to accommodate improvements to implement a planned Class I multi-use path as shown on Figure 11: Planned Bicycle Network and linear park as shown on Figure 28: Parks and Recreation Facilities.</p>

Table 2: Community Plan Policies	
	<p><b>4.27</b> Support street design improvements and operational measures that work towards implementing systemic safety actions and countermeasures this could include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>• A robust and accessible network of safe, convenient, and comfortable bicycle and pedestrian facilities and amenities</li> <li>• Roundabouts throughout the community, where feasible and appropriate</li> <li>• Traffic calming measures that reduce speeding and traffic diversion</li> <li>• Roadway features that eliminate crash prone conflicts</li> <li>• Protected intersections at Ruffin Road and Clairemont Mesa Boulevard, Kearny Villa Road and Balboa Avenue, Ruffin Road and Balboa Avenue, Kearny Villa Road and Aero Drive, and Ruffin Road and Aero Drive</li> </ul> <p><b>4.28</b> Support implementation of traffic control improvements at Ruffner Street and Balboa Avenue, such as signalization and intersection reconfiguration to allow for all vehicular turning movements.</p> <p><b>4.29</b> Encourage the evaluation of mid-block pedestrian crossings along the roadways where block lengths are long and based on future demand and needs.</p>
<b>Innovative Practices</b>	<p><b>4.30</b> Encourage and accommodate the use of alternative transportation improvements and emerging technologies to address regional and local transportation demand.</p> <p><b>4.31</b> Evaluate and implement feasible and suitable Intelligent Transportation Systems (ITS) improvements, such as adaptive signals and improved coordination technologies, as part of future infrastructure and development projects.</p> <p><b>4.32</b> Encourage the deployment of infrastructure for autonomous and connected vehicles when designing transportation right-of-way infrastructure projects and operational improvements based on future demand and changes in technology.</p> <p><b>4.33</b> Coordinate with Caltrans to improve signal technology systems and coordination at freeway on-/off-ramp locations.</p> <p><b>4.34</b> Encourage and incentivize developers and landowners near major transit stations to dedicate right-of-way, to build, and/or contribute toward the operation of mobility hub features, services, and amenities such as on-demand shuttle services, EV charging infrastructure, wayfinding signage, and bike and pedestrian improvements.</p> <p><b>4.35</b> Encourage employers to participate in and inform employees about TDM programs, which could include but are not limited to:</p> <ul style="list-style-type: none"> <li>• Continued promotion of SANDAG’s Transportation Demand Management programs</li> <li>• Encourage rideshare and carpool for major employers and employment centers</li> <li>• Promote car/vanpool matching services</li> <li>• Provide flexible schedules and telecommuting opportunities for employees</li> </ul>



Table 2: Community Plan Policies	
<b>Mobility Strategies</b>	<p><b>4.36</b> Support targeted removal of existing on-street parking to aid in the implementation of the active transportation network with physically separated bicycle facilities. At the time of or prior to network improvements, on-street parking will need to be removed at locations that include but are not limited to:</p> <ul style="list-style-type: none"> <li>• Ruffner Street, Copley Park Place to Balboa Avenue</li> <li>• Othello Avenue, Kirkaldy Drive to Convoy Street</li> <li>• Kearny Mesa Road, Clairemont Mesa Boulevard to Engineer Road</li> <li>• Clairemont Mesa Boulevard, Shawline Street to Ruffin Road</li> <li>• Aero Drive, Sandrock Road to Corporate Court</li> <li>• Kearny Villa Road, Chesapeake Drive to Clairemont Mesa Boulevard</li> <li>• Convoy Street, Clairemont Mesa Boulevard to Aero Drive</li> <li>• Murphy Canyon Road, 1600' north of Aero Drive to Aero Drive</li> <li>• Ruffin Road, Balboa Avenue to Calle Fortunada</li> </ul> <p><b>4.37</b> Implement parking strategies and programs prior to the removal and repurposing of on-street parking into active transportation facilities (i.e., bicycle facilities, multi-use paths, or urban pathways) within village areas, which could include, but not limited, to the following:</p> <ul style="list-style-type: none"> <li>• Parking management strategies (i.e., park-once strategy, shared parking solutions, time-limited parking, demand-based pricing)</li> <li>• Parking district</li> <li>• Conversion of parallel parking to angled parking, where feasible</li> </ul> <p><b>4.38</b> Encourage the implementation of parking management strategies to allow for more efficient use of on-street parking spaces, increase turnover and parking availability, and reduce on-street overnight parking of oversized vehicles.</p> <p><b>4.39</b> 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.</p> <p><b>4.40</b> Consider designating priority electric vehicle and zero emissions vehicle parking as well as provide spaces for car-sharing and vehicle charging stations as part of development.</p> <p><b>4.41</b> Designate visible space or provide flexible curb space in the public right-of-way to meet the needs of shared mobility services (e.g., staging areas of shared vehicles, bikes, and scooters) and the changing demands of users.</p> <p><b>4.42</b> 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.</p> <p><b>4.43</b> Provide adequate loading spaces internal to non-residential development to minimize vehicle loading and minimize truck storage spillover on adjacent streets.</p> <p><b>4.44</b> Accommodate movement of freight through the community in a manner that minimizes conflict with other roadway users, such as pedestrians, bicyclists, transit users, and motorists.</p>

Table 2: Community Plan Policies	
<b>5.0 Urban Design</b>	
<b>Public Realm</b>	<p><b>5.1</b> Develop pedestrian-oriented mixed-use development, in a horizontal or vertical format.</p> <p><b>5.2</b> Encourage a variety of building formats to provide functional and visual diversity of housing options within village areas.</p> <p><b>5.3</b> Provide active streetscapes and building frontages created by innovative and creative building forms.</p> <p><b>5.4</b> Establish an integrated public realm framework of connected sidewalks, urban pathways, paseos, and other multimodal connections.</p> <p><b>5.5</b> Require new development along corridors and paseos to contribute to the integrated framework of the public realm, including a unified streetscape design scheme and connected open spaces.</p> <p><b>5.6</b> Improve the public realm (including rights-of-way, landscaped setbacks, public spaces, and pedestrian connections) to support pedestrian, bicycle, and transit use. Link public realm features with active building frontages, neighborhood focal elements, and opportunities for community gathering to create a sense of place.</p> <p><b>5.7</b> Sensitively incorporate plazas and pocket parks within village areas, transit corridors, and employment areas as gathering areas and focal elements.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> </ul> <p><b>5.8</b> Primary frontages may face onto pedestrian-oriented streets, internal pedestrian paths, or public open spaces.</p> <p><b>5.9</b> Buildings and entrances should be located and configured to define the edges of open spaces and provide visibility and accessibility from public rights-of-way and pedestrian pathways.</p> <p><b>5.10</b> Provide street furniture amenities for public or semi-public space, such as benches, trash and recycling receptacles, and bicycle racks, and promote a coordinated design theme, character, and finish to distinguish the villages.</p> <ul style="list-style-type: none"> <li>• Maintain pedestrian safety, comfort, and accessible path of travel within the sidewalk zone. Locate utilities underground or outside of the pedestrian zone and design installation plans so as not to obstruct a clear path of travel.</li> <li>• Employment uses, commercial spaces, retail and pedestrian-oriented uses, should be designed with the primary/grade level of buildings at the elevation of the adjacent sidewalk or walkway.</li> <li>• For residential uses, the primary/1st level may be raised above the sidewalk grade to create a stoop frontage directly accessed from the sidewalk.</li> <li>• Secondary building entrances are encouraged to connect to/from side streets, parks, or plazas.</li> </ul> <p><b>5.11</b> Design buildings with active frontage elements such as windows, storefront treatments, and public spaces that front on to the public realm to activate the streetscape and provide eyes on the street.</p> <p><b>5.12</b> 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, art, or active design elements.</p>



Table 2: Community Plan Policies	
<b>Pedestrian-Oriented Environment</b>	<p><b>5.13</b> Design paseos as connected through-block systems that link to other connections, sidewalks, and plazas.</p> <p><b>5.14</b> 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).</p> <p><b>5.15</b> Delineate pedestrian routes and public realm spaces with pop-outs, bulb-outs, and pavers and hardscape in building setbacks.</p> <p><b>5.16</b> Configure buildings to define open spaces along streets, within developments (paseos and mid-block crossings), and provide visibility and accessibility from public rights-of-way and urban pathways.</p> <p><b>5.17</b> Facilitate walkability and transit use through site design, with pedestrian entries along the street edge, and by providing direct pedestrian access to sidewalks and paseos.</p> <p><b>5.18</b> Incorporate public spaces (e.g., plazas, pocket parks, or greens) as a central organizing element of new residential and commercial mixed-use development, and an integral aspect of site and building design.</p> <p><b>5.19</b> Design buildings to create a community gathering place such as an outdoor gathering area, community garden, park, plaza, or art installation.</p> <p><b>5.20</b> Incorporate landscaping and architectural components elements into public and communal spaces that define the space, express neighborhood identity, and encourage social interactions between residents.</p> <p><b>5.21</b> Scale sidewalks and setbacks to accommodate a range of activities, including outdoor dining, shopping, product display, and multimodal travel between destinations.</p> <p><b>5.22</b> 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.</p> <p><b>5.23</b> Use public spaces, such as pedestrian plazas, paseos, greenways and courtyards, to serve dual functions as valuable community space and buffers between different uses.</p> <p><b>5.24</b> 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 publicly accessible and more direct route is provided through the site. Where fences and gates are necessary for security, use semi-transparent material and incorporate artistic elements and/or landscaping.</p> <p><b>5.25</b> Connect new streets and mid-block pedestrian connections to the surrounding circulation network; avoid creating culs-de-sac and dead-end streets, except where necessary due to topography or open space adjacency.</p> <p><b>5.26</b> Design and install gateway and monument signage for Kearny Mesa to 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.</p> <p><b>5.27</b> Create gateways through the installation of markers, plazas, landscaping, lighting, art and/or design of urban pathways and paseos to highlight community identity, enhance wayfinding, and foster a sense of place.</p> <p><b>5.28</b> Locate directional signage at key locations such as major intersections and urban pathway access points to direct people to transit stations.</p> <p><b>5.29</b> Encourage and support local business improvement districts and organizations to provide solutions to improve access such as shuttles or strategically located parking structures.</p>

Table 2: Community Plan Policies	
<b>Urban Forestry</b>	<p><b>5.30</b> Pursue opportunities to convert the Ruffner Street extension south of Balboa Avenue (a paper street) to park and open space uses to support recreation and expanded urban greening projects for storm water management.</p> <p><b>5.31</b> Ensure adequate shading at various portions of the urban pathways system with shade trees or shade elements, as well as high quality features to encourage use, such as seating or seat walls, fountains, and art.</p> <p><b>5.32</b> Encourage street tree and private tree planting programs throughout the community to increase tree canopy and absorption of carbon dioxide and air pollutants.</p> <p><b>5.33</b> Coordinate with Caltrans to plant trees in landscape areas within freeway rights-of-way to improve air quality and provide visual relief.</p> <p><b>5.34</b> Encourage and support the formation of Maintenance Assessment Districts to finance special benefit services including installation or enhanced maintenance of open space, street medians, rights-of-way, parks, green streets, street lighting, security, landscaping, and/or drainage.</p> <p><b>5.35</b> Include shade trees in planted areas and biofiltration planters within parking lots for new development.</p> <p><b>5.36</b> Consider public-private partnerships to construct storm water management infrastructure as part of linear parks, urban paths, and/or urban greening projects.</p>

6.0 Parks, Recreation, and Open Space	
<b>Parks Development</b>	<p><b>6.1</b> Pursue future park sites identified in Figure 28: Parks and Recreation Facilities, and acquire sites as opportunities arise.</p> <p><b>6.2</b> Encourage a variety of parks within residential mixed-use developments and other public facilities in the village areas.</p> <p><b>6.3</b> 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.</p> <p><b>6.4</b> 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.</p> <p><b>6.5</b> 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.</p> <p><b>6.6</b> 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.</p> <p><b>6.7</b> 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.</p> <p><b>6.8</b> Coordinate with property owners and agencies to provide a future park that extends the airport viewing area along Kearny Villa Road to Balboa Avenue.</p> <p><b>6.9</b> 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.</p> <p><b>6.10</b> Provide a linear park south of Aero Drive by acquiring and developing land through street vacations, where appropriate, and other sites as properties redevelop.</p> <p><b>6.11</b> 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.</p>



Table 2: Community Plan Policies	
	<p><b>6.12</b> Coordinate with property owners and agencies to provide a park or linear park if the Kearney Lodge Mobile Home site is considered for development.</p> <p><b>6.13</b> Evaluate opportunities for a park or recreation facility on the driving range on Murphy Canyon Road if the site is considered for development.</p> <p><b>6.14</b> 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.</p>
<b>Parks and Open Spaces Access</b>	<p><b>6.15</b> Design recreation facilities for an inter-connected park system that is integrated into and accessible to residents and employees.</p> <p><b>6.16</b> Encourage wayfinding and signage that identifies all parks that serve Kearny Mesa and how to get to each by walking, biking or public transit.</p> <p><b>6.17</b> Provide open space linkages, trail heads and bike/pedestrian access with appropriate, visible, and clearly-marked entrances.</p> <p><b>6.18</b> Utilize on site open space and/or accessible pathways to buffer buildings from adjacent open space, where feasible.</p> <p><b>6.19</b> Extend connections to trails and parks in adjacent communities.</p> <p><b>6.20</b> Connect open space to surrounding existing and planned developments with linear parks and multimodal pathways.</p> <p><b>6.21</b> 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.</p> <p><b>6.22</b> 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.</p> <p><b>6.23</b> Coordinate with property owners and agencies to provide trail heads and connections as shown in Figure 28: Planned Parks and Recreation Facilities.</p> <p><b>6.24</b> Orient and link common areas, recreational areas, frontages, and plazas visually and physically to the open space system in the StoneCrest neighborhood where feasible.</p>
<b>Resource Protection</b>	<p><b>6.25</b> Protect the natural terrain and Kearny Mesa’s open space lands to preserve the natural habitat and cultural resources.</p> <p><b>6.26</b> 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.</p> <p><b>6.27</b> 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.</p> <p><b>6.28</b> 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.</p> <p><b>6.29</b> Work cooperatively with property owners to preserve and manage vernal pools in accordance with the Vernal Pool Habitat Conservation Plan.</p> <p><b>6.30</b> Preserve the mature riparian woodland as open space on the City-owned parcel west of I-15 and north of Clairemont Mesa Boulevard.</p> <p><b>6.31</b> Revegetate areas that have been disturbed by construction with native plant materials.</p>

Table 2: Community Plan Policies	
7.0 Public Facilities, Services, and Safety	
<b>Community Facilities and Infrastructure</b>	<p><b>7.1</b> Maintain sufficient fire-rescue and police services to meet demands of continued growth and development in Kearny Mesa.</p> <p><b>7.2</b> Support the upgrades, modernization of facilities and equipment, and/or expansion of the stations serving Kearny Mesa, as necessary, to adequately respond to fires and emergencies.</p> <p><b>7.3</b> Continue to use and seek a broad range of funding sources to finance public facilities and infrastructure, including grants and agreements with private property owners.</p> <p><b>7.4</b> Support the formation of districts and programs where property owners and/or business owners assess themselves for the benefit of public enhancements beyond the general services provided by the City. These enhancements include but are not limed to: landscape, lighting, streetscape improvements and maintenance, signage and banners, street furniture.</p> <p><b>7.5</b> Pursue joint-use opportunities such as community meeting rooms or co-locating opportunities with community-serving facilities, schools, or parks, where appropriate.</p> <p><b>7.6</b> 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.</p> <p><b>7.7</b> In designing and programming educational facilities, emphasize connections with surrounding uses, efficient use of land, and multi-story urban models.</p> <p><b>7.8</b> Encourage location of community facilities in mixed-use village buildings and areas to enhance the public realm and support pedestrian activity and transit use.</p> <p><b>7.9</b> Encourage the collaboration of San Diego Unified School District and other educational centers for siting school facilities.</p> <p><b>7.10</b> Support expansion and upgrades, up to and including improved pedestrian facilities, crosswalks, and Safe Routes to School Programs, to school sites.</p> <p><b>7.11</b> Encourage the establishment of public charter schools in the community’s mixed-use villages.</p> <p><b>7.12</b> Encourage the expansion of accessible educational facilities for families and adult learners.</p>
<b>Health and Safety</b>	<p><b>7.13</b> 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.</p> <p><b>7.14</b> Include building design techniques that address noise exposure and the insulation of buildings to reduce interior noise levels (e.g., forced-air ventilation systems, double-paned or sound rated windows, sound insulating exterior walls and roofs, etc.).</p>
<b>Technology</b>	<p><b>7.15</b> Regularly evaluate 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.</p> <p><b>7.16</b> Utilize emerging technologies and funding strategies to improve infrastructure efficiency, sustainability, resiliency, and delivery of services to the community, where feasible.</p> <p><b>7.17</b> Encourage Smart City San Diego infrastructure that provide energy efficiency, real time data, etc.</p> <p><b>7.18</b> Partner with industrial, innovation, and technology companies within Kearny Mesa to pilot energy conservation, clean energy technologies, and greenhouse gas reduction technologies.</p>



2.10 Community Plan Implementation Overlay Zone

Introduction

The Community Plan Implementation Overlay Zone (CPIOZ) provides Supplemental Development Regulations (SDRs) that are tailored to implement the vision and policies of this Community Plan. The Kearny Mesa CPIOZ – Type A is applied within the boundaries of the Kearny Mesa Community Plan per Chapter 13, Article 2, Division 14 of the Municipal Code, as shown on Figure 3 of the Kearny Mesa Community Plan. Where there is a conflict between a CPIOZ SDR in this section and the development regulation of the applicable base zone, the CPIOZ SDR applies.

As stated in the San Diego Municipal Code regulations, any development permit application within the boundaries of CPIOZ - Type A where the proposed development complies with the base zone regulations and the Community Plan’s supplemental development regulations can be processed ministerially. Any proposal within the boundaries of CPIOZ - Type A that does not comply with the SDRs in this section requires a discretionary permit. Any requirement to provide frontage improvements, pursuant to the Municipal Code, will involve compliance with the provisions of the SDRs, even where an existing use is retained or standard sidewalk is existing. It is anticipated that the transition from predominantly light industrial and stand-alone commercial land uses to mixed use, transit-oriented development will take place through incremental implementation as individual properties are redeveloped. Previously conforming status applies for any premise that meets the provisions for previously conforming uses in the San Diego Municipal Code.

The SDRs do not apply to interior improvements including modifications or repair to an existing building that does not expand the floor area of the existing building and does not require a grading permit. Further, the SDRs do not apply to any premises containing Vehicle & Vehicular Equipment Sales & Service and Outdoor Storage & Display of New, Unregistered Motor Vehicles as a Primary Use in existence on July 1, 2020 as long as those uses remain on those premises. Any expansion, or

enlargement, or new construction of those uses on those premises reviewed in accordance with Process One under SDMC section 127.0106(a) shall be allowed to conform to existing setbacks.

Purpose and Intent

Over the years, Kearny Mesa has developed as an industrial and commercial job center. It consists primarily of standalone, single-use, low-intensity structures isolated from one another in an auto-oriented environment. Through the Community Plan vision, Kearny Mesa is transitioning into a high intensity employment community that includes housing opportunities in urban village areas to serve the employment area. To support the planned increase in intensities and transition to a diverse mix of land uses and move toward greater transit investments, Kearny Mesa requires infrastructure for an inviting pedestrian-oriented environment with additional community connections, streetscape enhancements, and parks to serve the growing population. The Community Plan envisions transforming the superblocks into walkable areas with parks.

The increase in housing capacity through the Community Plan requires a variety of new public spaces and pedestrian-oriented design to serve the additional residents. As land redevelops to include residential land uses, thoughtful site design must incorporate pedestrian connections through an urban pathway system and parks to provide recreation. The SDRs address urban pathways, a pedestrian-oriented environment, on-site parks, and collocation and industrial buffers. Table 3 provides further information on when SDRs and incentives apply.

Incentives

The purpose of the incentives is to ensure implementation of the Community Plan’s strategy for active transportation and the provision of parks and public recreational spaces. Table 3 also provides further information on when one or more incentives would apply.

**Incentive 1:** Allow development to calculate maximum allowable floor area and/or residential density based on the overall site including, areas reserved for and built by the applicant for urban pathways, paseos, parks, and/or industrial buffers.

**Incentive 2:** For any development that develops a park in accordance with General Plan standards on a site located on a corridor where linear trail/promenade parks are proposed (refer to Clairemont Mesa Boulevard, Convoy Street, Ruffner Street, and Aero Drive in Figure 28), a 10 percent density bonus shall be given and the common open space requirements in the San Diego Municipal Code Section 131.0456 and Section 131.0715 shall be waived. The density bonus incentive shall be applied to the base zone prior to the application of a State or Citywide density bonus. Any dwelling unit calculations resulting in fractional units shall be rounded up to the next whole number. Parks are required to comply with all applicable City regulations, including but not limited to the following: dedicated in fee or through a recreation easement to the City and maintained by private owners or homeowner associations (HOAs); and designed in accordance with the Consultant’s Guide to Park Design and to the satisfaction of the City Parks and Recreation Director.

CPIOZ – Type A Supplemental Development Regulations (SDRs)

The following standards have been developed to help achieve the policies established through the Community Plan.

Urban Pathways

To address the needs for pedestrian walkways and new connections in the CPIOZ, this section provides SDRs that apply to all sites as shown in Table 3. Urban pathways are wide, urban sidewalks and the parallel system of furnishings, such as benches, enhanced paving, street trees, street lights, transit

stops and bike parking to complement the land use and parks strategies of the Community Plan as shown in Figure 4. For the specific locations shown in Table 4, urban pathways are designed as a pedestrianway with pedestrian mobility as the primary purpose, consistent with the City of San Diego Street Design Manual, and are to be implemented in lieu of standard sidewalks.

**SDR-1** Development shall provide urban pathways consisting of 18 feet from the face of curb inward with a pedestrian pathway with a double row of street trees.

- Within the 18 feet, development shall provide a parkway/furnishing area with a minimum width of 8 feet from the face of curb that incorporates tree wells and a pedestrianway with a minimum width of 10 feet.
- In absence of a linear park, development shall observe a minimum front setback of an additional 10 feet to provide a parallel row of trees equal in number to the required street trees in the pedestrianway, except where there is not sufficient frontage because of commercial and community-serving amenities implemented through SDR-3. A development with frontage on three or more public rights-of-way shall only be required to provide the minimum setback of 10 feet for trees along two frontages.
- Where the urban pathway and the planned Class 1 bicycle facilities traverse along the same roadway segments (i.e., Raytheon Road from Ruffner Street to Convoy Street and Convoy Court from Hickman Field Drive to

Table 3: Application of Supplemental Development Regulations		
Supplemental Development Regulations	Location	Incentive
Urban pathways (SDR 1-3)	All properties within the CPIOZ along identified urban pathways as listed in Table 4 of the Community Plan	Development that meets the SDRs may utilize Incentive 1.
Pedestrian-oriented environment (SDR 4-10)	All properties within the CPIOZ	Development that meets the SDRs may utilize Incentive 1.
Parks (SDR 11-18)	All properties within the CPIOZ where a park is constructed in lieu of paying park component of Development Impact Fees	Development that meets the SDRs may utilize Incentives 1 and 2.
Area Specific Industrial Buffers (SDR 19-21)	All properties within the CPIOZ located adjacent to an industrially-zone or existing permitted vehicle sales and rental uses	Development that meets the SDRs may utilize Incentive 1.



Mercury Street) development shall provide an urban pathway consisting of a 12-foot shared facility to accommodate both pedestrians and bicyclists and a 6-foot parkway.

- Development of sites less than 20,000 square feet or retaining an existing building that does not have sufficient 18-foot right-of-way from the face of curb to the property line shall provide an urban pathway consisting of 14 feet from the face of curb inward. Within the 14 feet, development shall provide an 8-foot pedestrian pathway in the throughway zone and a 6-foot parkway/furnishing area.
- Where an urban pathway meets an existing sidewalk at the adjacent property boundary, the urban pathway shall be designed and built to all accessibility design standards to allow for smooth transitions to adjoining sidewalks as well as ensuring proper drainage is provided to the satisfaction of the City Engineer.

**SDR-2** Development shall provide street trees in tree wells or continuous planted parkways in the Furnishing Zone and within the Frontage Zone/ setback consistent with the Community Plan’s street tree palette for corridors (see Figure 23) and meet the following requirements:

- The number of street trees in the public right-of-way shall be calculated at the average rate of one 36-inch box tree for every 30 feet of frontage.
- The planted area for street trees shall have minimum dimensions of 6 feet wide by 8 feet long to achieve a minimum tree well area of 48 square feet. Tree wells shall have low plantings or natural inert groundcover such as unstabilized decomposed granite or native, local cobbles.
- Any paved (non-planted) areas between tree wells, except at curb ramps and for decorative concrete banding, shall be paved with ADA-compliant permeable unit pavers.
- Along the alignment of the urban pathway, provide a double row of street trees, each row at 30 feet on center. The location of trees in the Frontage Zone shall be a minimum of three feet clear of the paving edge.

- Street trees shall be trees from the Primary Tree category in Table 7 of the Community Plan, in conjunction with up to 20 percent of the trees being Secondary and/or Accent Trees.
- Where existing utilities prevent the placement of a tree in the Furnishings Zone, projects shall achieve the required minimum tree spacing through the placement of trees in the Frontage Zone to meet this requirement, if necessary. Where trees satisfy this requirement, trees shall be in a location between the sidewalk and the development in compliance with Municipal Code Section 142.0409.
- Where banner poles or art occur in the Furnishings Zone, seating and enhanced paving is encouraged (enhanced paving being “sand-blast” finish integral-color concrete, seeded-aggregate finish concrete, unit pavers, stone, or brick).

**SDR-3** Development along urban pathway locations on Convoy Street between Clairemont Mesa Boulevard and Balboa Avenue, as described in Table 4, shall observe a minimum front setback of 10 feet that provides within the setback any of the following. If a combination of the above requirements is implemented, the development shall provide no less than 30 percent to either amenity:

- Privately-owned plaza space or linear/pocket park (500 square feet minimum) with planted areas for trees; or
- Commercial and community-serving activities in the Frontage Zone (e.g., café seating and walk up ordering and service windows, roll-up doors or full-length windows that provide additional publicly-accessible pedestrian entrances, etc.) along a minimum of 50 percent of the frontage; or
- Walkability solutions/enhancements (e.g., benches/seating, decorative banners or art in the Furnishings Zone; decorative paving [unit pavers, stone or colored and seeded aggregate concrete in the Throughway Zone]) along a minimum of 75 percent of the frontage.

## Pedestrian-Oriented Environment

To address the needs for pedestrian connections in the CPIOZ, this section provides SDRs that apply to all sites as shown in Table 3.

**SDR-4** Development shall consolidate curb cuts on all roadways in the village areas and apply the minimum width driveways required in the San Diego Municipal Code. A maximum of one curb cut for each 150 feet of street frontage shall be permitted subject to review by fire and rescue dept for fire access. One additional curb cut may be permitted for each 200 feet of street frontage or curb cut(s) may be replaced or relocated with no distance requirements if the total proposed number of curb cuts is less than existing.

**SDR-5** Development shall provide all pedestrian and bicycle accessways and entrances at grade on each street frontage.

**SDR-6** Each ground floor residential unit shall be oriented so that functional pedestrian entrances are accessible from abutting public streets, private streets, or private drives by a pedestrian path.

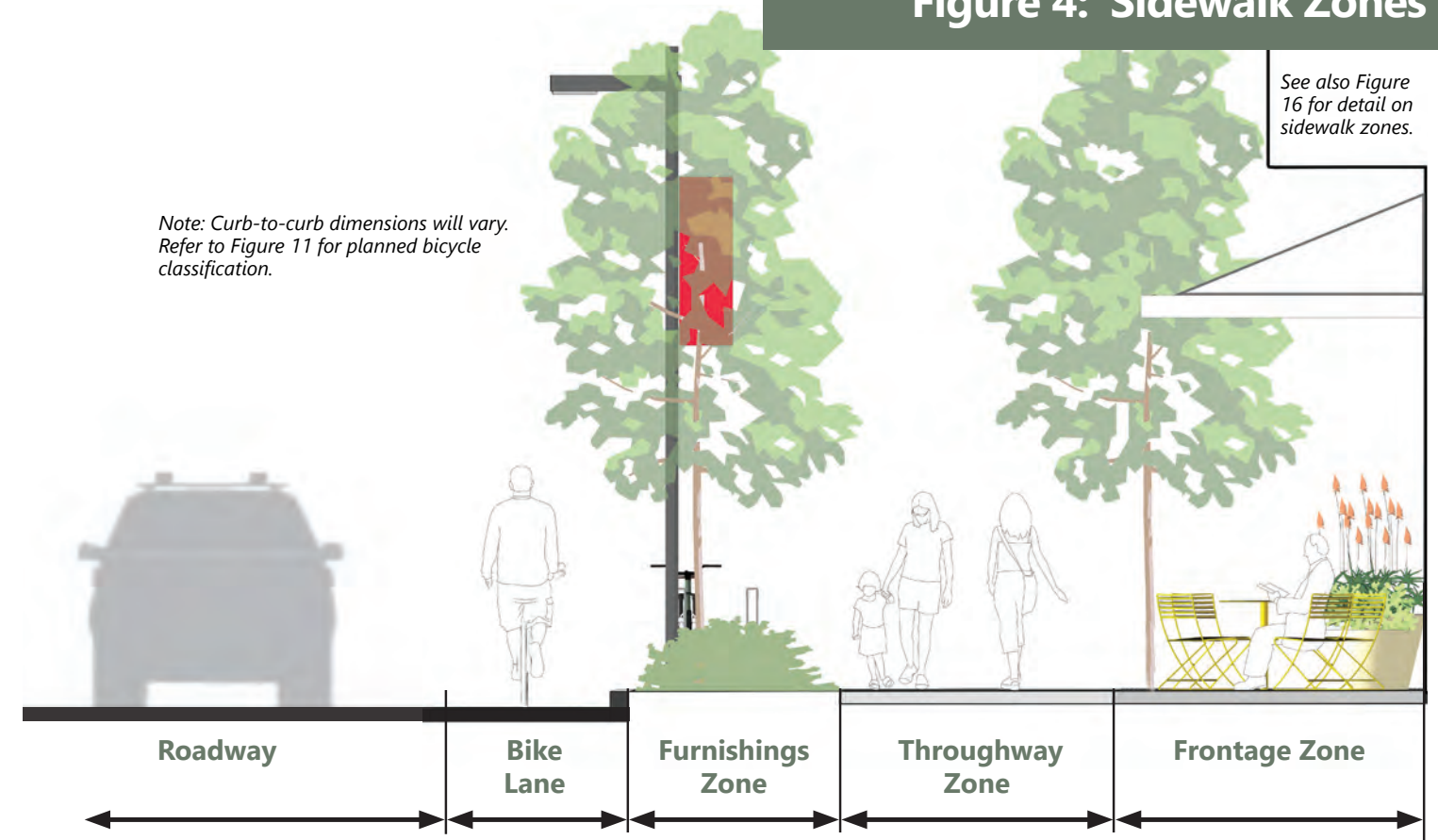
**SDR-7** Existing billboards shall be removed with all development.

**SDR-8** Drive-through use is prohibited in all new development.

**SDR-9** Fencing, walls, and gates that limit access through the site are prohibited, unless the site includes a minimum of one publicly-accessible pedestrian paseo through the site that connects to an adjacent publicly-accessible pedestrian route, plaza, park, and/or a transit station.

**SDR-10** Above-ground public and private utilities and mechanical equipment placement within the Throughway Zone and/or paseos is prohibited. Utilities in the Frontage Zone shall be located either underground or screened from view by evergreen hedges at 36-48 inches in height. The areas for the placement of above-ground utilities and the screening area shall be excluded from areas designed as parks and/or paseos where feasible.

**Figure 4: Sidewalk Zones**





**Table 4: Locations of Urban Pathways<sup>1</sup>**

**Ruffin Technology Cluster/Airport Loop**

South side of Balboa Avenue from Kearny Villa Road to Ruffin Road<sup>2</sup>

West side of Ruffin Road from Farnham Street to Lightwave Avenue

West side of Ruffin Road from Lightwave Avenue to Aero Drive<sup>2</sup>

**Aero Drive Village/Aero Promenade**

South side of Aero Drive from Convoy Street to West Canyon Avenue

**Clairemont Mesa Boulevard Village/Opportunity Trails**

North and south sides of Clairemont Mesa Boulevard from Shawline Street to Ruffin Road

North side of Lightwave Avenue from Kearny Villa Road to Ruffin Road

East side of Kearny Villa Road from Lightwave Avenue to Clairemont Mesa Boulevard

North side of Ronson Road from Shawline Street to Ronson Court

East and west sides of Shawline Street from Convoy Court to Ronson Road

North and south sides of Raytheon Road from Ruffner Street to Convoy Street<sup>3</sup>

East and west sides of Industrial Park Drive and Ronson Court; from Industrial Park Drive to connect to Mercury Court; and between Ronson Court and Clairemont Mesa Boulevard

South side of Convoy Court from Hickman Field Drive to Mercury Street<sup>3</sup>

South side of alignment of Convoy Court from Mercury Street to Industrial Park Way

**Convoy Corridor Village/Park Link**

East and west sides of Convoy Street from Convoy Court to Kearny Mesa Road

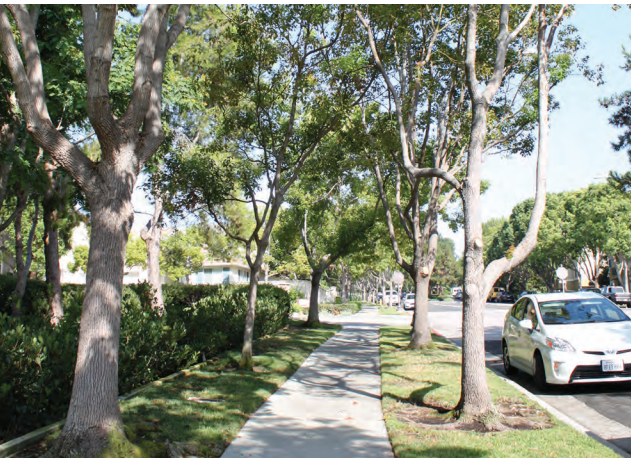
East side of Ruffner Street from Copley Park Place to south of intersection of Balboa Avenue

South side of Copley Park Place from Ruffner Street to Convoy Street

<sup>1</sup> Refer also to Figure 15 for graphic of urban pathways.

<sup>2</sup> Urban pathway connections for the Airport Loop outside of the CPIOZ area would be implemented within the right-of-way for Balboa Avenue, and would be consistent with the City of San Diego Street Design Manual urban parkway width along Ruffin Road according to abutting land uses and location of transit stop(s). The configuration of the urban parkways would be designed and implemented to maintain the integrity of the Airport Loop in terms of functionality and connectivity outlined in the Community Plan.

<sup>3</sup> In two locations where the urban pathway and the planned Class 1 bicycle facilities traverse along the same roadway segments (see Figure 11, Planned Bicycle Network and Table 5, Planned Bicycle Classification Modifications), a 12-foot shared pedestrian/bikeway with a 6-foot parkway would accommodate both pedestrians and bicyclists and a separate Class I would not be required.



Double rows of street trees provide a cooling effect on pedestrians and help reduce urban heat islands.



Adequate street tree wells are required for corridors with linear parks.

**Parks**

To address the park needs within the CPIOZ area and promote the development of parks over the payment of parks fees, this section provides SDRs that apply to sites as shown in Table 3. Example parks and plazas are illustrated in Figures 5 and 6.

**SDR-11** Parks shall be publicly accessible and connected to the pedestrian and bicycle network.

**SDR-12** Development providing a linear park along a corridor shall provide at least one 24-inch box tree in the park for each 30 feet of street frontage in the Frontage Zone and for each 1,000 square feet of park space, whichever is greater. Such parks shall incorporate a minimum of 50 percent of its trees from the Primary, Secondary or Accent trees list in Table 7.

**SDR-13** Seating shall be provided for users in park spaces at a minimum of a ratio of one (1) linear foot of seating for each 250 square feet of park space. The seating may be composed of benches and seating walls, and movable seating in privately maintained parks is highly encouraged.

**SDR-14** Ingress/egress walkways adjacent to buildings shall be located outside of the park area.

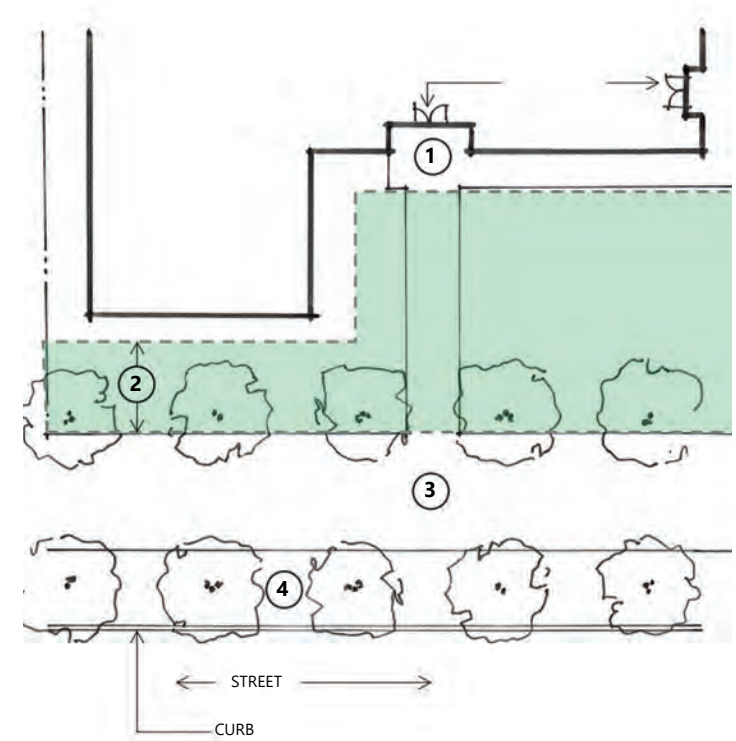
**SDR-15** Proposed buildings shall orient a primary façade or entrance to the public park.

**SDR-16** Parks shall be adjacent to the public right-of-way. Any park not adjacent to the public right-of-way or not at street level shall be connected to the street system by wide and visible stairways and ramps for barrier-free access.

**SDR-17** Parks located on a site not facing Clairemont Mesa Boulevard, Convoy Street, Ruffner Street, Lightwave Avenue, Aero Drive, or Murphy Canyon Road shall provide pedestrian scaled wayfinding signage. The signage shall be in accordance with the following:

- Provide one vertical wayfinding sign visible from the pedestrian right-of-way at each of the following locations: building façade within 15 feet of the sidewalk, entrance to a paseo and along an urban pathway. Examples of vertical wayfinding signage include permanent banners, sign posts, or plaques.

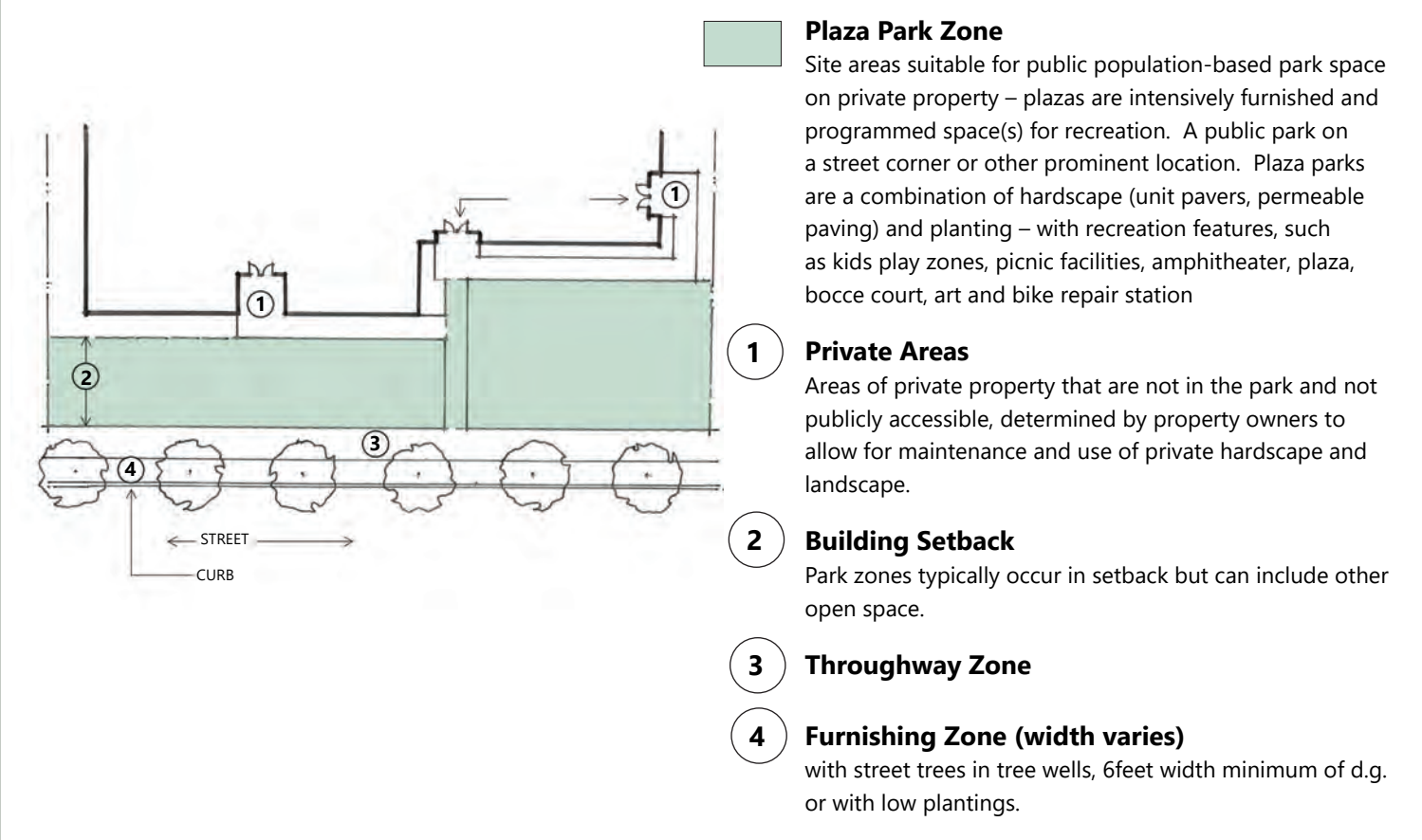
**Figure 5: Linear Park Along Urban Pathways**



- Linear Park**  
Site areas parallel the mobility corridor that are suitable for public population-based parks on private property. Recreation features could include on-leash dog walking, play equipment, picnic facilities, art, gathering areas with seating, bocce court, exercise stations and other activities.
- 1 Private Areas**  
Areas of private property that are not in the park and not publicly accessible, determined by property owners to allow for maintenance and use of private hardscape and landscape.
- 2 Building Setback**  
Park zones typically occur in setback but can include other open space.
- 3 Throughway Zone**
- 4 Furnishings Zone (width varies)**  
with street trees in tree wells, 6 feet width minimum of d.g. or with low plantings.



Figure 6: Urban Pathways on Small Sites



- Signage shall identify the pedestrian and bicycle routes to and from the park; wayfinding signs shall include name of nearest park and both distance and direction to it.
- Signage shall be pedestrian scaled, with a sign face square footage of 4 square feet minimum to 8 square feet maximum with City code-complaint clearances.

**SDR-18** Any seating for eating and drinking establishments shall not take up more than 25 percent of the seating and tables provided in the public park.

**Area-Specific Industrial Buffers**

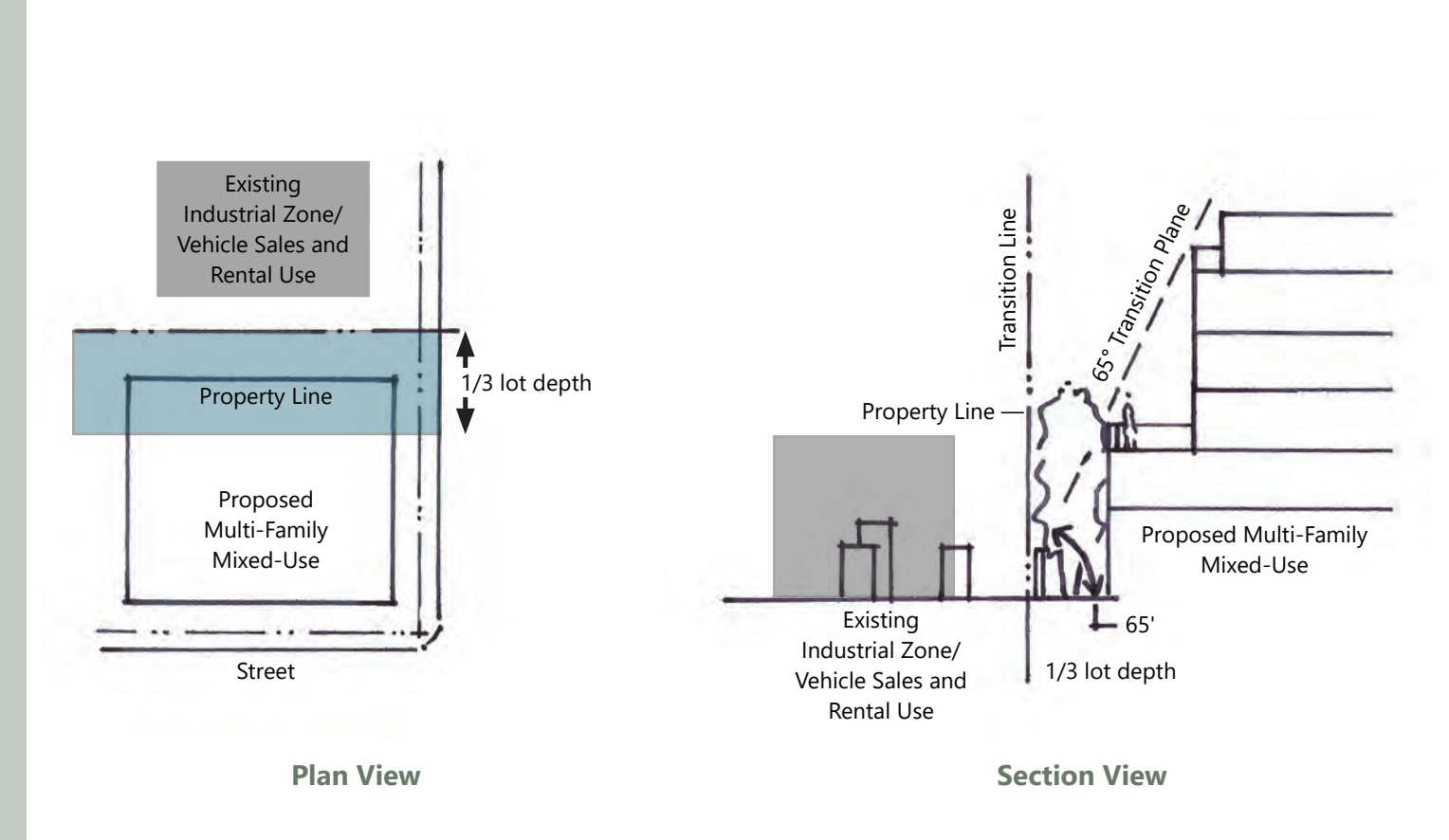
To address the protection of industrial employment uses and address the land use transition in the CPIOZ area, this section provides SDRs that apply to sites shown in Table 3.

**SDR-19** Residential shall be prohibited on sites within the Urban Employment Village land use located south of Lightwave Avenue between Ruffin Road and Overland Avenue.

**SDR-20** Development on a premise that provides residential units directly adjacent to a property with industrial zone or existing permitted vehicle sales and rental uses shall provide all of the following as illustrated in Figure 7:

- Physical barrier adjacent at the shared property line(s) through one of the following:  
a) A minimum setback width of 10 feet from the property line and screening with vegetation and 24-inch box trees on average 20 feet on center for vertical screening; b) A minimum of a six-foot setback for dedicated vegetation screening no less than 10 feet in height, planted with selection of species that will reach a minimum height of 20 feet in five-years; Parking structure or non-residential uses; or Public roadway, private drive, or pedestrian paseo no less than 25 feet in width.

Figure 7: Development Transition Plane



- Architecture building step back from the property line along a transition plane that does not exceed a 65 degree angle. The transition plane for the development shall start from the shared property line(s) with the industrial zone or existing permitted vehicle sales and rental uses and extend a maximum of one-third into the lot depth.
- Design residential units and balconies to be perpendicular to the shared property line with the industrial zone or existing permitted vehicle sales and rental uses.

**SDR-21** For development located north of Clairemont Mesa Boulevard proposing a use or an increase to building square footage, an applicant shall provide verification from the Federal Government that the proposed use and square footage are in compliance with a Federal Restrictive Use Easement for MCAS Miramar where applicable.



Development adjacent to industrial uses requires implementation of physical barriers for residential uses.



The location of nearly contiguous Prime Industrial Lands identified by the General Plan protects areas of Kearny Mesa for base sector industries and industrial operations.



# 3

## Historic Preservation

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



### Goals to promote awareness and preservation of community history by:

- Significant historical, archaeological, and tribal cultural resources preserved for posterity
- Incentives for historic preservation and adaptive reuse
- Creation of commemorative, interpretive, and educational opportunities



The Historic Preservation Section provides a summary of the prehistory and history of the Kearny Mesa community and establishes policies to support the identification and preservation of the historical, archaeological and tribal cultural resources of the community. A Historic Context Statement and Cultural Resources Constraints Analysis, which are included as appendices to the Environmental Impact Report, were prepared in support of the Community Plan to assist property owners, developers, consultants, community members, and City staff in the identification and preservation of historical, archaeological, and tribal cultural resources within the Kearny Mesa Planning Area.

### 3.1 Pre-Historic 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.

### Tribal Cultural History

Kearny Mesa is located within the traditional territory of the Kumeyaay, also known as Ipai, Tipai, or Diegueño. The Yuman-speaking Kumeyaay bands lived in semi-sedentary, political autonomous villages or rancherias near river valleys and along the shoreline of coastal estuaries in southern San Diego and southwestern Imperial counties, and northern Baja California. Prior to Spanish Colonization in the 1700s, Native American aboriginal lifeways continued to exist, and it is likely that the Kumeyaay used Murphy Canyon as a travel corridor between villages along the San Diego River, including Nipaguay at the location of the San Diego Mission de Alcalá, 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 there, and very little ethnographic data exists for the mesa area. The Kumeyaay are the Most Likely Descendants for all Native American human remains found in the City of San Diego.



*Kearny Mesa terrain prior to development, 1930. Image courtesy of the San Diego History Center.*

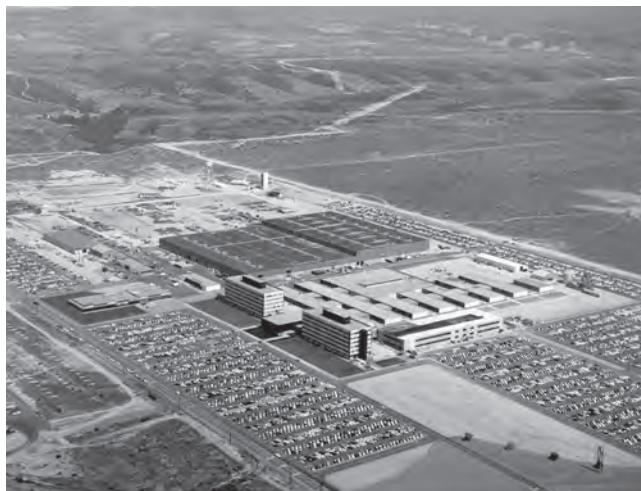




Camp Kearny under construction, c.1917.  
Image courtesy of the San Diego History Center.



Camp Kearny, 1918.  
Image courtesy of the San Diego History Center.



In 1959 General Dynamics opened a plant in Kearny Mesa for its Astronautics Division. Image courtesy of the San Diego History Center.

## 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.

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. The tension between the need to house new residents and provide industrially zoned land for emerging employment opportunities characterized the first few years of the 1950s.

Large sections of land 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.

## 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



FedMart on Othello Avenue in Kearny Mesa, 1960.  
Image courtesy of the San Diego History Center.

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.



Businesses representative of the Pan-Asian influence in Kearny Mesa, particularly along Convoy Street, 2018.



3.2 Resource Preservation

A Cultural Resources Constraints Analysis and a Historic Context Statement were prepared in conjunction with the Community Plan. The Cultural Resources Constraints Analysis describes the tribal cultural history (pre-contact/protohistoric and pre-history) in 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 and the associated environmental analysis.

The building at 4802 Convoy Street includes iconic architecture unique to Kearny Mesa at both the time of construction and decades later. Image courtesy of the San Diego History Center.



Cultural resources documented within the boundaries of Kearny Mesa consist of six lithic scatters, a total of five isolated flakes, and a ‘resource’ recorded in the 1920s that includes an over 20-square-mile area of Kearny Mesa and was described as dispersed highland winter camps with scattered artifacts and cobble hearths.

Cultural sensitivity levels and the likelihood of encountering archaeological or tribal cultural 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, tribal consultation, 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 or tribal cultural 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.



The former FBI headquarters and garage were converted into a modernized multi-tenant office building in 2016.



Interior of the now demolished Convair facility circa 1958. Architect: William Leonard Pereira & Charles Luckman

Education and Incentivization



Preservation, revitalization, and adaptive reuse of historic buildings and districts conserves resources, utilizes existing infrastructure, generates local jobs and purchasing, supports small business development and heritage tourism, enhances quality of life, and contributes to a vibrant, dynamic community. In addition, preservation of extant historic resources and education and interpretation of both extant resources and past resources that may have been lost contribute to a community’s identity and sense of place.

In order to better inform and educate the public on the history of their community, the merits of historic preservation, and the direct and indirect benefits of preservation; information about the development of the community, the resources themselves, and the purpose and objectives of a preservation program must be developed and made widely accessible.

Image courtesy of the San Diego Air and Space Museum



# 4

## Mobility

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

### Goals to connect the community with:

- An efficient and accessible multimodal transportation network that maximizes connectivity between the region and within the community
- Urban villages positioned to take advantage of transit access and that prioritize walking and bicycling through a network of urban pathways

### Goals to improve transit through:

- Attainment of high-quality public transit with frequent and reliable service and modernized stations with amenities so that transit travel is a viable option
- Improved access to transit stations by providing first/last mile infrastructure improvements for people who walk, bike, ride scooters, or use other shared mobility
- Mobility hubs that converge the travel modes at a single location with services, amenities, and technologies that increase transit ridership

### Goals to modernize mobility through:

- A mobility system that employs technology to provide riders with real-time, interactive data and accommodates micro- and shared-mobility choices
- Intelligent Transportation Systems (ITS) applied to optimize network usage to improve overall travel time, prioritize transit, and provide for connected and autonomous vehicles



Kearny Mesa is one of the City's largest employment centers and a popular destination where people shop and dine. The Community Plan envisions mixed-use villages with much needed residential located closer to jobs, locally serving retail, entertainment, and unique dining experiences. With the denser, more diverse land uses, this community is primed to be a hub for employees, residents, and visitors alike.

Mobility infrastructure and public improvements are focused on better serving pedestrians, bicyclists, and transit riders, in addition to motorists. The planned network embraces Complete Street principles and is aligned with the General Plan Mobility Element, with consideration of innovative practices, intelligent technologies, and management strategies. Building multimodal connections will ensure that Kearny Mesa is positioned for sustainable growth and becomes a model for the kind of walkable, accessible, and connected community envisioned in San Diego's City of Villages Strategy. More information on moving people efficiently can be found in Figure 8: Moving People Efficiently.



*The plan seeks to move more people, with an emphasis on active transportation, transit, and shared vehicles.*

The Community Plan focuses on opportunities to enhance and repurpose the community's wide roadways with buffered sidewalks and protected bicycle lanes and more efficient connections for planned high-quality transit. Together with strategically located mobility hubs, Kearny Mesa will take an important step towards several positive mobility outcomes. Such outcomes include better safety and comfort for all travelers, encouraging commutes with alternative transportation, and promoting Kearny Mesa as an active community. This results in a transportation network that is commensurate with the Community Plan's vision and land use pattern and serves the future transportation demand. Overall, the transportation network brings Kearny Mesa closer to the desired mobility vision of being well-connected with viable transportation options.



*High frequency transit, such as the Rapid Bus lines help connect workers to the jobs in Kearny Mesa.*



Figure 8: Moving People Efficiently



Multimodal streets move more people as roadways are repurposed to provide space for more efficient, active transportation.

Image credit: NAACTO

With the next stage of Kearny Mesa’s growth comes a need to reinvent the way its streets function for people. The Community Plan focuses on a reliable and balanced multimodal network. With limited areas to provide new roadways, the approach in Kearny Mesa is to repurpose existing roadways with lanes dedicated to multiple modes of travel, which in turn improves roadway efficiency and moves more people in the same amount of space.

4.1 Transit

Transit is the most efficient way of moving the greatest amount of people within a community and across communities. Regional and citywide planning efforts continue to promote transit as the ideal choice of travel for many trips. Within the region, transit is planned and developed by the metropolitan planning organization, San Diego Association of Governments (SANDAG), and operated by the Metropolitan Transit System (MTS). Locally, buses and the trolley are supported by roadways and traffic signals maintained and operated by the City of San Diego.

A regional plan prepared by SANDAG identifies planned transit system improvements including trolley, rapid bus transit, and capacity upgrades, as well as new connections to destinations, neighborhoods and major employment areas in the San Diego region. Along with existing routes and service in Kearny Mesa, new and upgraded transit service in the form of high-frequency transit with dedicated lanes, at-grade trolley, and/or elevated light rail is planned. Figure 9: Planned Transit Network illustrates the general alignment assumptions of the planned regional transit corridors traversing the community.

Figure 9: Planned Transit Network





Purple Line

Transit planning goes hand in hand with the Community Plan’s vision and land use plan. San Diego is investing in transit facilities in Kearny Mesa and providing options for the ways that people get to work and get around in the community. The addition of the Purple Line transit route opens up connections to neighborhoods and employment areas such as University, Sorrento Valley, and Mission Valley.



Transit-oriented development along planned transit corridors will significantly increase ridership potential that requires higher quality and frequency in service.

Other potential innovative improvements, such as Sustainable Mobility for Adaptable and Reliable Transportation (SMART) corridors and mobility hubs are described below. The SMART corridors, transit corridors, and most major roadways in the community will also include transit priority measures. The planned transportation network includes improvements and technologies to position Kearny Mesa to be one of the region’s leaders for implementing innovative transportation technologies and strategies that prioritize transit and integrate connected vehicles through the SMART corridors.

SMART Corridors

A SMART corridor is a major roadway through a community that provides access to freeways or between freeways, and where roadway space is repurposed for transit and other congestion-reducing strategies and technology. In Kearny Mesa, SMART corridors are programmed along Clairemont Mesa Boulevard between I-805 and I-15 freeways, and Balboa Avenue between I-805 and SR-163 freeways. SMART corridors transform existing roadway facilities by including flexible lanes that are dedicated to non-single occupancy vehicles – such as buses, or future connected and autonomous vehicles – to increase efficiency of circulation and reduce congestion in these key

corridors. The SMART corridors will also include transit priority measures and signal timing that adapts to changes in congestion and traffic demand in real-time, which improves the flow of traffic.

Transit Priority Measures

Transit priority measures improve the reliability and travel times for buses. Examples of transit priority measures at intersections include transit signals and queue jump lanes that allow for buses to go first at green lights, and shared transit/right-turn lanes to help move buses through the intersection. In Kearny Mesa, transit signal priority treatments are planned along Clairemont Mesa Boulevard, Balboa Avenue, Aero Drive, Convoy Street, and Ruffin Road.

Mobility Hubs

Mobility hubs are locations where services, amenities, and technologies that help the first/last mile of a commute. Mobility hubs are places where a variety of travel options come together to deliver an efficient travel experience in communities where people live, work, and play. Mobility hubs can be a transit station or span a commercial area or within a cluster of businesses that include a mix of passenger waiting areas, curbside pick-up areas for carpool or rideshare, real-time travel information and directional signage, walkways and pedestrian crossings, bicycle parking and bikeshare, micro-mobility and neighborhood electric vehicles, and charging stations. The variation in size and design can accommodate various neighborhoods and the needs of anticipated users.

As shown in Figure 9, six mobility hubs are identified to facilitate short trips between the transit corridors, SMART corridors, urban villages, and other areas around Kearny Mesa. Mobility hubs can be a focal point for neighborhoods and offer a variety of amenities to connect people from transit to their job, home, or other community destinations. Shared mobility services provided at a mobility hub at Clairemont Mesa Boulevard and Convoy Street, for example, can provide access to nearby workplaces, future residences, and restaurants along Convoy Street.



Mobility hubs provide a variety of transportation options and services intended to encourage people to use alternative modes beyond their vehicle.

Community Circulators

Community circulators are commonly electric vehicles that are smaller in size than a typical bus, enabling their operation in areas that require tight turning radii or other size limitations. Community circulators can provide additional location connections from the City’s bus system. Small-sized circulator shuttles connect neighborhoods and can fill in transit gaps by offering regular, fixed-route or on-demand based service.

Community circulators connecting neighborhoods and employment centers to commercial business districts can reduce parking demand, congestion, and greenhouse gas emissions. A potential community circulator service coverage area for Kearny Mesa has been identified in Figure 9. The area bounded by Clairemont Mesa Boulevard, Ruffin Road, Convoy Street, and Balboa Avenue is well-suited for such a form of high-frequency public transit given the desire to provide lunchtime or after-work access to restaurants and retail in the Convoy Corridor Village.



Pedestrians on Clairemont Mesa Boulevard and parallel roadways are common for lunch or errand-related trips.



Community circulators in a neighborhood incentivize people to leave their cars at home and can reduce parking demand.





More than two miles of walking and jogging trails near Centrum Park provide access to the area as well as a recreational route for exercise.



Pedestrian-oriented building design as part of future development projects will complement the public sidewalks and urban pathways for added connectivity and further encourage walking.



Pedestrian scale lighting increases visibility along walkways.

## 4.2 Active Transportation

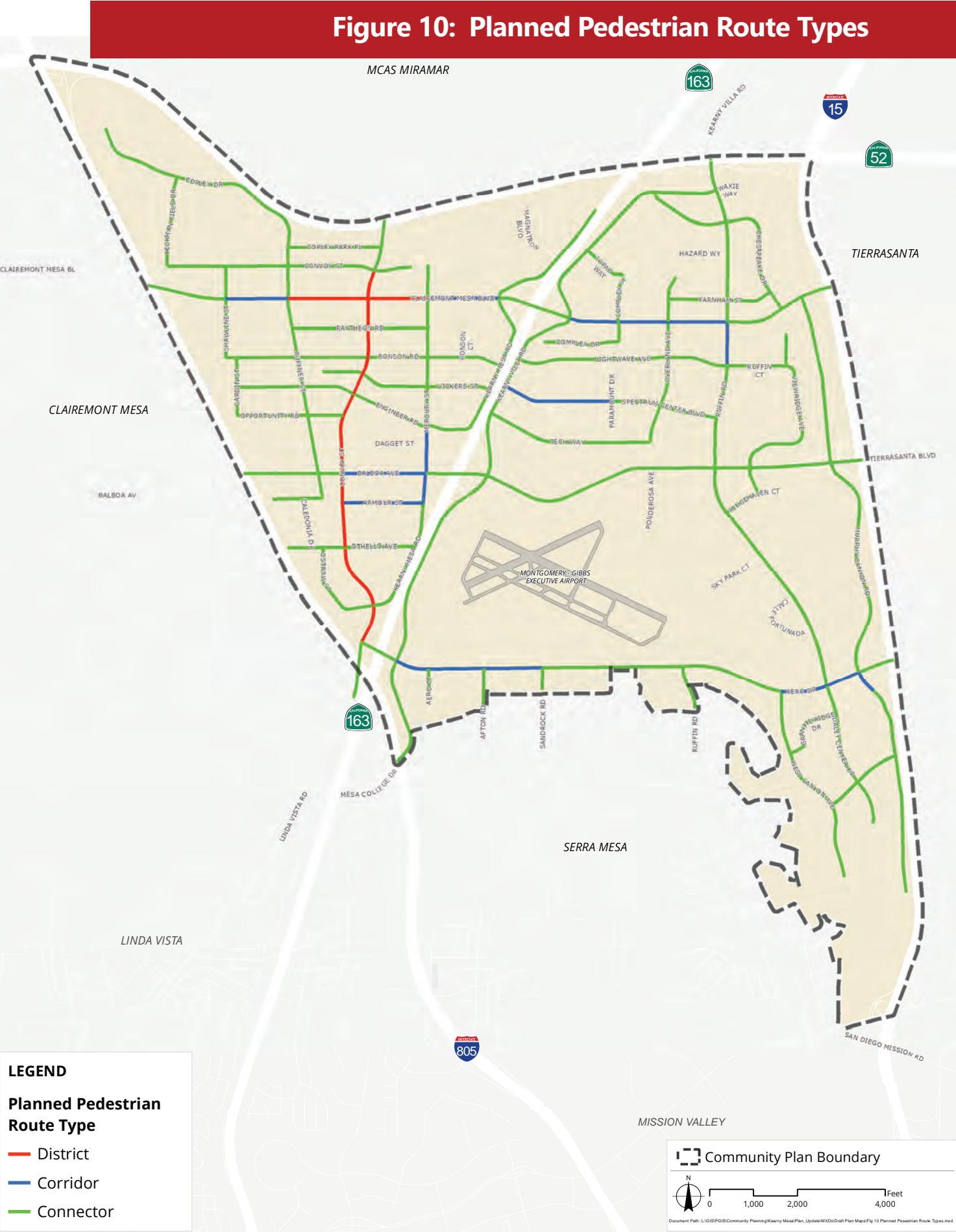
Active transportation refers to modes of travel that engage people in physical activity while traveling from place to place, such as walking and biking. Walking and bicycling offer citywide benefits as well, as these mobility choices are non-polluting and sustainable. These activities are currently concentrated along specific corridors in Kearny Mesa. Implementation of more convenient, comfortable active transportation facilities that connect to popular activity centers will help increase walking and bicycling.

The Community Plan also proposes a system of urban pathways in the urban villages that incorporate wider paths and inviting streetscape and urban design elements for employees, residents, and visitors. These community connections detailed in Section 5 (Urban Design) will improve pedestrian and bicyclist circulation and their access to transit as well as provide areas for recreation.

### Walking

The pedestrian environment affects everyone in Kearny Mesa as every trip either begins or ends with walking - walking to transit, a store, school, or simply walking from a parked car to a building or home. Most people prefer walking in places where there are sidewalks shaded with trees, interesting buildings or scenery to look at, other people, and a feeling of safety through lighting and visibility. The Community Plan aims to improve walkability with sidewalks buffered from vehicle lanes and other pedestrian amenities.

Walkways in Kearny Mesa are categorized into route typologies defined in the citywide Pedestrian Master Plan. Figure 10: Planned Pedestrian Route Types presents the Connectors, Corridors, and Districts, which are used as route classifications based on adjacent land uses, proximity to transit, and roadway connectivity. The Pedestrian Master Plan recommends pedestrian treatments or design features for each route type that best support an area's walking environment.





**Connectors:** Connector route types are designated along roadways with lower pedestrian activity levels, thus requiring basic treatments such as planted buffers between the sidewalk and roadway, and essential features like standard sidewalk widths, ADA-compliant curb ramps, and marked crosswalks at signalized intersections with advance stop bars. Connectors commonly bridge the gap between residential neighborhoods and final destinations. Connectors also offer key circulation connections that feed more prominent Corridor and District roadways.

**Corridors:** Corridor route types are designated along roadways that support businesses and shopping districts with moderate pedestrian activity levels. Corridor roadways consist of features of those identified under Connector route types with the addition of more enhanced treatments to support additional activity, such as above minimum sidewalk widths (>5 feet), visual and audible pedestrian signal heads, lead pedestrian intervals, high visibility crosswalks, pedestrian lighting, and trees to shade walkways.

**Districts:** District route types are designated along roadways with high pedestrian activity levels in mixed-use urban areas and major community thoroughfares, consisting of features designed to support higher volumes of pedestrians in an environment where heavier vehicular traffic is also likely. Districts are intended to include improvements that provide premium comfort and priority for pedestrians. District features consist of those identified under Connector and Corridor route types with the addition of wider walkway widths for forming promenades/paseos/linear parks, decorative crosswalks and/or pavement materials, street furnishings, bulb outs/curb extensions, and median refuges and/or pedestrian actuated controls at crossings. This designation is reserved for the Convoy Corridor Village and the western portion of the Clairemont Mesa Corridor Village where Clairemont Mesa Boulevard intersects with Convoy Street.



Abundant opportunities to rest can make walking a more viable option for transportation.

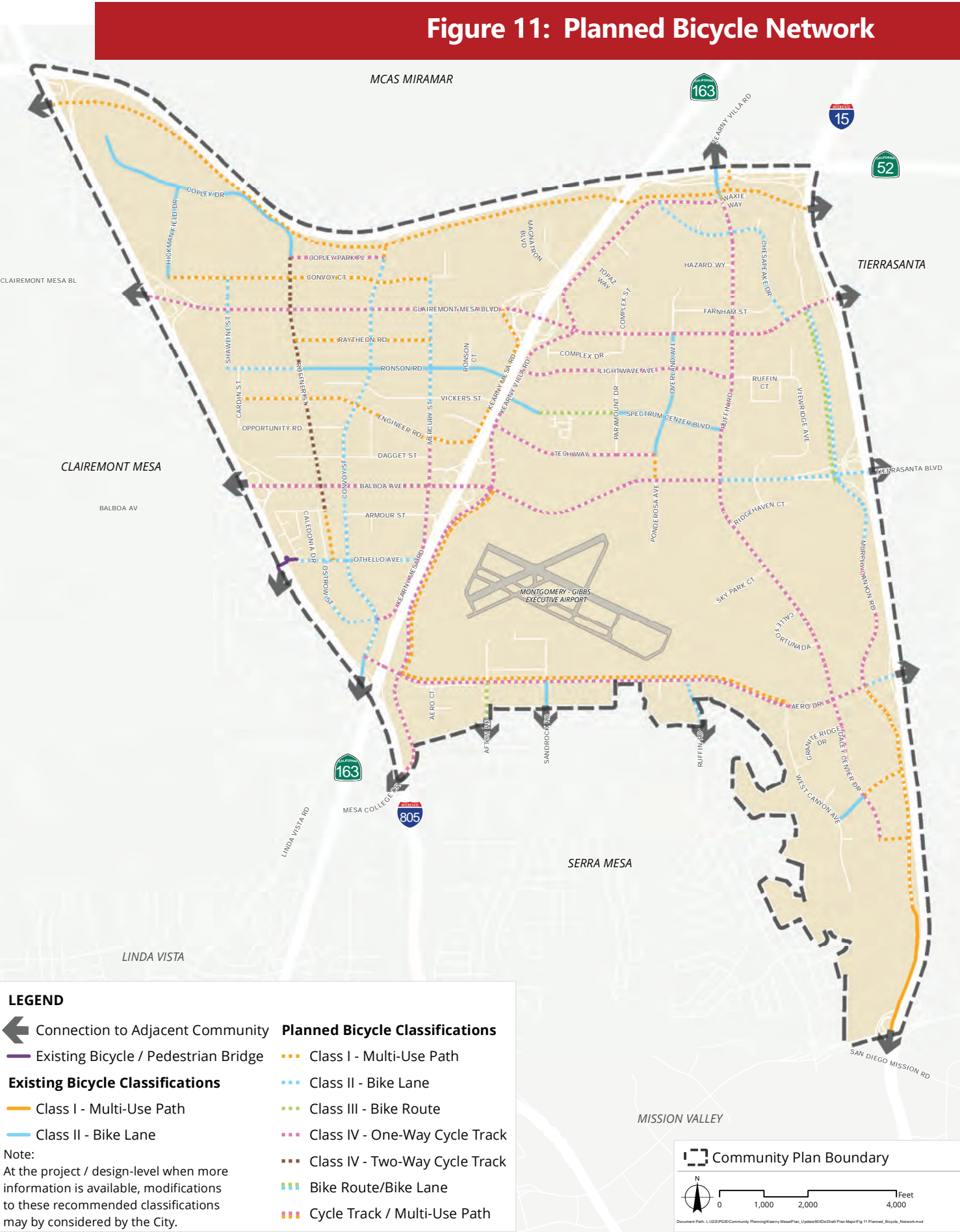
Bicycling

With protected lanes that provide for the safety and comfort, bicycling is a viable travel choice especially for trips that are a 30-minute or less bike ride. Improvements that provide separated bike lanes offer more rider protection along major roadways where vehicle speeds and volumes are higher. In conjunction with this infrastructure investment, connectivity of bike lanes is also important – safe and comfortable infrastructure will not be useful if destinations cannot be efficiently reached. The Community Plan prioritizes bicycling as active transportation by designating bicycle facilities throughout the community.

As shown in Figure 11, the Planned Bicycle Network will include connections to routes in adjacent communities based on the regional bike network. Additional protected lanes, known as cycle tracks, are planned in the community’s urban villages to complement the pedestrianways and recreation areas along the Airport Loop, Aero Promenade, Opportunity Trail, and Park Link.

The Community Plan provides the framework for over 20 miles of new and enhanced facilities for more than 40 miles of bicycle lanes, with most designed to be multi-use paths and cycle tracks. Traditional bicycle lanes are also added to provide routes through the community. Bicycle facilities range from paths to protected lanes as described in Figure 12. A full list of planned bicycle improvements is included in Table 5.

Figure 11: Planned Bicycle Network





**Table 5: Planned Bicycle Classification Modifications**

Planned Facility	Roadway	Segment
Class I Multi-Use Path	South of the SR-52 Freeway (SR-52 Bikeway; San Clemente Canyon)	Between community boundaries
	Convoy Court <sup>1</sup>	Hickman Field Drive to Mercury Street
	Raytheon Road <sup>1</sup>	Ruffner Street to Mercury Street
	Engineer Road	Cardin Street to Kearny Mesa Road
	Kearny Mesa Road	Engineer Road to Clairemont Mesa Boulevard
	New connector	Ruffner Street terminus to Othello Avenue
	Stonecrest Boulevard	Daley Center Drive to Murphy Canyon Road
	Ponderosa Avenue	Balboa Avenue to Tech Way
	New Connector	Southern terminus of Daley Center Drive to Murphy Canyon Road
	Murphy Canyon Road	Aero Drive to existing Class I Multi-Use Path
Class II Bike Lane	Chesapeake Drive	Kearny Villa Road to Clairemont Mesa Boulevard
	Ronson Road	Shawline Street to Ruffner Street
	Balboa Avenue	Ruffin Road to eastern community boundary
	Othello Avenue	Western terminus to eastern terminus
	Aero Drive	Murphy Canyon Road to eastern community boundary
	Shawline Street	Ronson Road to Convoy Court
	Ostrow Street	Othello Avenue to Convoy Street
	Convoy Street	Copley Park Place to Aero Drive
	Mercury Street	Convoy Street to Engineer Road
	Ruffin Road	Aero Drive to southern community boundary
	Murphy Canyon Road	Balboa Avenue to approximately 1,500 feet south of Balboa Avenue
	Murphy Canyon Road (east side)	Clairemont Mesa Boulevard to Balboa Avenue
Class III Bike Route	Murphy Canyon Road (west side)	Clairemont Mesa Boulevard to Balboa Avenue
	Spectrum Center Boulevard	Sunroad Centrum Lane to Paramount Drive
	Afton Road	Aero Drive to southern community boundary

**Notes:**

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

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

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

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

<sup>1</sup> Where the urban pathway and the planned Class 1 bicycle facilities traverse along the same roadway segments (see Section 2.10, SDR-1 and Table 4, Location of Urban Pathways), the urban pathway would accommodate both pedestrians and bicyclists.

**Table 5: Planned Bicycle Classification Modifications**

Planned Facility	Roadway	Segment
Class IV One-Way Cycle Track (both directions)	Copley Park Place	Ruffner Street to Convoy Street
	Clairemont Mesa Boulevard	Western community boundary to I-15 SB Ramps
	Lightwave Avenue	Kearny Villa Road to Ruffin Road
	Tech Way	Kearny Villa Road to Overland Avenue
	Balboa Avenue	Western community boundary to Ruffner Street
	Balboa Avenue	Ruffner Street to Mercury Street
	Balboa Avenue	Mercury Street to Kearny Villa Road
	Balboa Avenue	Kearny Villa Road to Ruffin Road
	Aero Drive	West Canyon Avenue to Murphy Canyon Road
	Aero Drive	Convoy Street to Kearny Villa Road
	Kearny Mesa Road	Engineer Road to Convoy Street
	Kearny Villa Road	Ruffin Road to Balboa Avenue
	Kearny Villa Road	Aero Drive to southern community boundary
	Ruffin Road	Kearny Villa Road to Aero Drive
	Daley Center Drive	Aero Drive to southern terminus of roadway
	Murphy Canyon Road	1,500 feet south of Balboa Avenue to Aero Drive
Class IV Two-way Cycle Track (East side)	Ruffner Street	Copley Park Place to approximately 200 feet south of Balboa Avenue
Class I Multi-Use Path (East side) Class IV One-Way Cycle Track (West side)	Kearny Villa Road	Balboa Avenue to Aero Drive
Class I Multi-Use Path (North side) Class IV One-Way Cycle Track (South side)	Aero Drive	Kearny Villa Road to West Canyon Avenue



*An effective bicycle network makes first and last mile connections to destinations more manageable.*



Figure 12: Bicycle Facility Types



**Class I Bikeway (Bike Path)**  
Shared-use paths or multi-use paths provide a completely separated right-of-way designated for the exclusive use of bicyclists and pedestrians with minimal crossings by motorists.



**Class II Bikeway (Bike Lane)**  
A restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles using a painted buffer to separate bicycles from vehicle travel or parking lanes.



**Class III Bikeway (Bike Route)**  
A roadway for shared use of traffic lanes by both motor vehicles and bicyclists identified by signage and street markings known as "sharrows".



**Class IV Bikeway (Cycle Track)**  
Buffered and physically protected bikeways located within the roadway right-of-way for the exclusive use of bicyclists and are separated from vehicular traffic by raised islands, planters, flexible posts, on-street parking, or other objects.

4.3 Streets

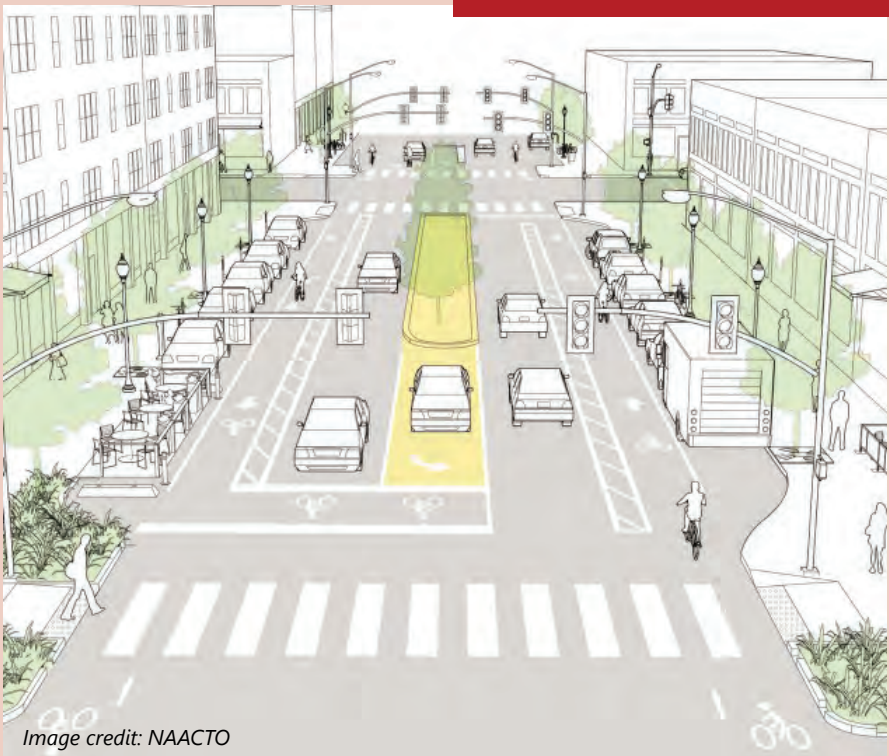
Kearny Mesa has regional connections, served by four freeways (SR-163, I-805, I-15 and SR-52), multiple interchanges, and regionally significant arterials that connect across communities. The community’s roadways comprise the transportation system that connects various users internally and to surrounding communities and freeways. Kearny Mesa’s roadway system was built during the 1950s and 60s, with key surface streets – such as Balboa Avenue, Aero Drive and Kearny Villa Road – were designed as four to six lane Major Arterials to primarily move vehicles from newly built state freeways and interstates to industrial businesses throughout the community. Maintaining vehicular operations has been essential to the movement of both goods and individual motorists. As the community continues to grow, there is a compelling need to design for Complete Streets and invest in improvements to move more people in the same roadways (see Figures 8 and 13).

Planned roadway improvements focus on physically and operationally accommodating multiple modes on existing streets, rather than constructing new roads and widening of roads. Improvements

that exemplify the application of Complete Streets principles, include SMART corridors that add flexible lanes for transit and connected and autonomous vehicles, as well as roadway modifications along Convoy Street which include bicycle facilities and expanded sidewalks for better pedestrian access to businesses. Multimodal improvements in combination with the planned transit network expansions, proposal of SMART corridors, use of emerging technologies, and practice of transportation systems management techniques, will efficiently move more people, not just vehicles. In addition to increasing the person carrying capacity of Kearny Mesa’s roadways, implementation of all these measures will also help proactively manage congestion, reduce automobile dependence, and improve the experience for all road users.

Figure 14: Planned Roadway Network Classifications illustrates Kearny Mesa’s circulation roadways, where the majority of the roadways are maintained as arterials and collectors. Planned roadway segment modifications are listed in Table 6.

Figure 13: Complete Streets Improvements



Complete Streets are designed to enable safe access so that pedestrians, bicyclists, motorists, and transit users of all ages and abilities are able to safely move along and across the street. A system of Complete Streets with facilities for active transportation, recreation, and efficient transit are essential components in creating a healthy community.

Complete Streets improvements can include the following where needed and feasible:

- Wider sidewalks with continental crosswalks
- Bicycle facilities
- Vehicular and pedestrian-scale lighting
- Street trees
- Planted medians
- Reduction in curb cuts



Figure 14: Planned Roadway Network Classifications

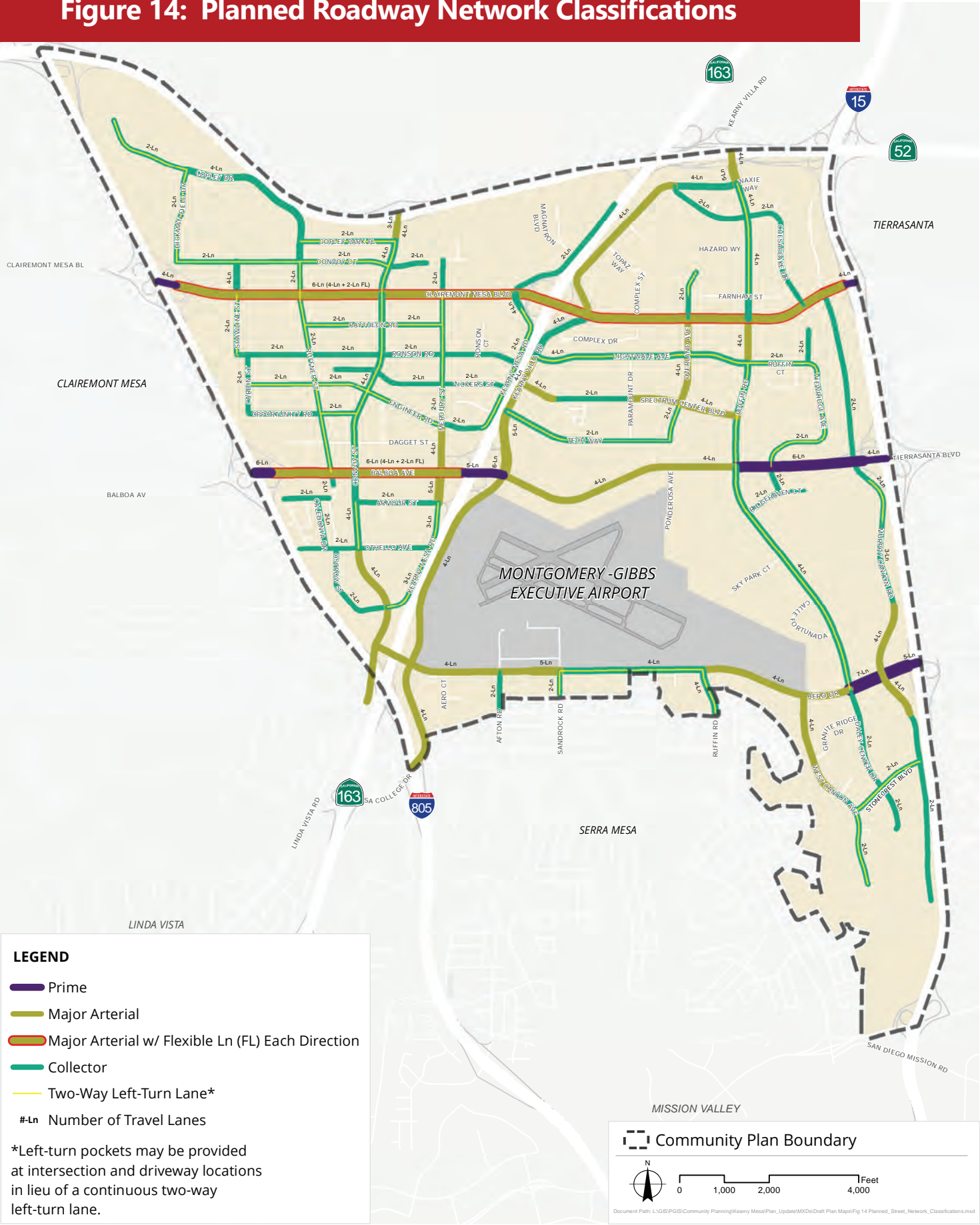


Table 6: Planned Roadway Classification Modifications

Roadway	Segment	Existing Functional Classification	Planned Classification Designation
Balboa Avenue	I-805 NB On-Ramp to SR-163 SB On-Ramp	6-Ln Major Arterial	6-Ln Major Arterial as a SMART Corridor
Clairemont Mesa Boulevard	I-805 NB On-Ramp to I-15 SB On-Ramp	6-Ln Major Arterial with RM	6-Ln Major Arterial as a SMART Corridor
Convoy Street <sup>1</sup>	Clairemont Mesa Boulevard to Balboa Avenue	4-Ln Collector with TWLTL	4-Ln Collector with TWLTL
Copley Park Place	Copley Drive to Convoy Street	4-Ln Collector with TWLTL	2-Ln Collector with TWLTL
Daley Center Drive	Aero Drive to Stonecrest Boulevard	4-Ln Major Arterial	2-Ln Collector
Kearny Mesa Road	Armour Street to Convoy Street	4-Ln Collector with SM or TWLTL	3-Ln Collector (2-Ln SB; 1-Ln NB) with TWLTL
Kearny Villa Road	Ruffin Road to Chesapeake Drive	3-Ln Collector with TWLTL	4-Ln Collector
Kearny Villa Road	Chesapeake Drive to Claire- mont Mesa Blvd	2-Ln Collector with TWLTL	4-Ln Major Arterial
Tech Way	Kearny Villa Road to Over- land Avenue	4-Ln Collector with TWLTL	2-Ln Collector with TWLTL
Murphy Canyon Road	1300 feet south of Balboa Avenue Overcrossing to 1600 feet north of Aero Drive	3-Ln Collector with TWLTL	3-Ln Collector (1-Ln SB; 2-Ln NB)
Ronson Road	Shawline Street to Ruffner Street	2-Ln Collector with TWLTL	2-Ln Collector
Ruffner Street <sup>2</sup>	South of Balboa Avenue	2-Ln Collector	2-Ln Collector but truncated

Notes:  
#-Ln = Number of Lanes  
SM = Striped Median  
TWLTL = Two-Way Left-Turn Lane  
A SMART Corridor is a 6-Lane Major Arterial with a flexible lane in each direction that provides access to or between at least two freeways, whereby mobility improvements are made for multimodal modes through the repurposing of roadway space.

<sup>1</sup> Through repurposing of the right-of-way, Convoy Street from Clairemont Boulevard to Balboa Avenue is planned to maintain the 4-lane Collector with TWLT classification while improving the active transportation realm by accommodating bicycle facilities and wider sidewalks (i.e., urban pathways).

<sup>2</sup> Ruffner Street is planned to be truncated at the southern existing driveway near the existing cul-de-sac. Ruffner Street is currently not a through street as there are barricades at the Armour Street connection. Therefore, truncating Ruffner Street does not change the classification of the roadway or circulation, but only shortens the roadway approximately 100 feet from the existing cul-de-sac.

Besides circulation roadways, which are classified roadways that facilitate the traffic movement throughout the community, the roadway network also includes local streets that primarily provide direct access to abutting property. Policy framework in the Community Plan supports local road connections that improve connectivity in areas where cul-de-sacs are in place and that improve circulation within large superblocks. Potential opportunities for local streets have been preliminarily identified at the following locations: Aero Place eastern connection to Afton Road; Vickers Street western connection to Ruffner Road;

Convoy Court eastern connection to Mercury Court; and Mercury Court eastern connection to Industrial Park Driveway. Implementation of these streets as well as other internal roadways will be determined as part of future development and will be designed in accordance with the City of San Diego Street Design Manual.



## Street Hierarchy

The hierarchy of street classifications contained in the General Plan and its companion community plans is intended to provide for safe and orderly traffic flow and efficient circulation. While planned street classification of the roadway network shall maintain such a hierarchy, the organization of right-of-way surface improvements for a classified roadway is contingent upon several factors including, but not limited to, safety and mobility for all users, transit performance, emergency response, freight movement, and travel delay. The configuration of surface improvements including travel lanes is determined at the time of need and be based on the best available data and analysis that addresses the aforementioned factors, to the satisfaction of the City Engineer.



## Goods Movement

Kearny Mesa is home to companies that ship San Diego-based products to various North American shipping ports, rail stations, and in some cases via air-freight to customers across the globe. Most of these goods or freight are transported by trucks using the adjacent state and interstate highways with access provided by the community's regional arterials and local streets. For some of the largest products transported on City roadways, the trip starts in the industrial areas of the Ruffin Technology Cluster on trucks equipped to handle heavy cargo. The City's arterials and major streets are also accessed by trucks that serve the local retail and commercial uses with products to help support their business needs.

Optimizing goods movement to support the needs of existing and expanding business and industry will continue to be important, while minimizing potential impacts to general mobility and protecting neighborhood quality of life. The Community Plan provides supporting policies to accommodate freight movement and to alleviate the impacts of truck traffic, deliveries, and staging especially in Kearny Mesa's urban

villages. Considerations, such as curb/corner radii, loading/unloading areas, and vertical/horizontal clearances, help trucks traverse along roadways and intersections, as well as allow for them to coexist with proposed multimodal facilities that will be implemented. Specific design concepts and operational features that facilitate the movement of goods via trucks will be identified at the project-level of infrastructure improvements and development.

## Parking Management

Implementing parking management programs and strategies on the roadways can increase turnover and parking availability, which further supports the economic vitality of businesses in Kearny Mesa's high demand areas such the Convoy Corridor Village. Despite the demand for on-street parking in certain activity areas of Kearny Mesa, there is an abundance of parking supply in the parking lots at many of the retail and employment centers. Parking management programs can provide solutions such as park-once strategies, shared parking solutions, creation of parking districts, demand-based pricing, and a community circulator. Along some roadway segments, such as Clairemont Mesa Boulevard, on-street parking will be repurposed for active transportation infrastructure and pick-up and drop-off areas for rideshare and community circulators, and micro-mobility storage and charging. This shift in the typical use of curbside roadway space demonstrates the investment in a multimodal transportation network and the importance of effectively managing parking.



Shared parking structures, like the one built in the Convoy District, can help make parking resources available to many users during peak times.

## Parking District



Establishment of a parking district in urban villages and corridors can help manage parking supply and demand.

Through parking districts, parking mechanisms that charge for parking, such as parking meters, can be installed. A portion of the revenue from parking meters within these districts may be used to implement solutions such as community circulators, parking structures, wayfinding and signage, and enhanced planted areas and maintenance.

## 4.4 Other Mobility Strategies

Intelligent Transportation Systems (ITS) tools and Transportation Demand Management (TDM) programs help address the mobility needs of Kearny Mesa by maximizing efficiency of services while increasing person throughput, reducing congestion and parking demand, and providing quality information to the commuting public.

## Intelligent Transportation Systems

The deployment of connected and autonomous vehicles is edging closer to reality. Emerging technologies intended to integrate future mobility concepts and improve traffic management and

operations are known as Intelligent Transportation Systems, or ITS. The technologies employed vary widely and continue to evolve, and shift how users experience the transportation system. ITS also have potential to make the transportation system more efficient by reducing travel times and safer by reducing collisions. A potential integration of these innovations in Kearny Mesa could include implementation of adaptive signals, advanced analytics, and high-speed communication networks to allow future connected vehicles, smartphones, and SMART corridors to communicate and share real-time data.

## Transportation Demand Management

Commute trips to work make up a majority of trips on streets and freeways, and therefore, play a role in reducing vehicle miles traveled (VMT). Throughout San Diego, employers offer transportation demand management (TDM) strategies and incentive programs to employees using alternative ways to get to work. This includes subsidizing transit costs, organizing carpool and rideshare programs, providing secure storage areas for bicycles, and offering alternative work schedules. Additionally, convenient first/last mile infrastructure to fill gaps in transit access and transit priority treatments can encourage more people to use active transportation and participate in transportation options other than single-occupancy vehicle trips.



Vanpools can help reduce the demand for roadway space.



# 5

## Urban Design

*An urban center that engages with public and community spaces, and creates a pedestrian-scale of development and streetscapes*

### Goals to enhance the design of the public realm through:

- Vibrant commercial districts with a unique, local ambiance that attracts visitors
- Improved community appearance and identity achieved with active, visually interesting frontages and streetscapes
- Urban villages that prioritize walking and connections through urban pathways
- A distinct streetscape for the Convoy Corridor designed to enhance the pedestrian experience and spotlight the area's Pan-Asian history and evolving innovation hub of entrepreneurial businesses

### Goals to prioritize connectivity and the pedestrian experience by:

- A defined network of attractive, interconnected streets, and pedestrian pathways that prioritize pedestrian and bicycle access
- A pedestrian environment that encourages active and lively streetscapes
- Repurposed spaces (i.e., rights-of-way, surface parking lots) in strategic locations as vibrant, community gathering places

### Goals to encourage sustainability and strengthen the urban tree canopy by:

- Pedestrian-oriented green streets designed to improve the pedestrian environment and function as storm water infrastructure
- An increased tree canopy that maximizes shade, storm water retention, and provides pedestrian buffers along roadways



This section provides overall framework for urban design and guidance for infill and placemaking design, including design of rights-of-way, active streetscape and building interface, connectivity through superblocks, and wayfinding. Creating active streets and inviting streetscapes is an important part of creating a connected Kearny Mesa, and a cross-cutting theme for this section. An important emphasis is activating the public realm to encourage and promote walkability. A highlight of the vision for Kearny Mesa is a series of specific signature projects planned within the public realm that will connect the community. The section also provides guidance for tree selection along major corridors and special places within the community such as StoneCrest and the Convoy Corridor based on the unique setting of each area.

The Urban Design section aims to be prescriptive enough to enhance the public realm and strengthen the sense of place throughout Kearny Mesa, but provides flexibility to allow for creativity and innovation to reflect the needs of businesses. This section works in tandem with Section 2.9: Policies and 2.10 Community Plan Implementation

Overlay Zone, which provides a clear checklist of criteria to verify that projects follow the urban design intent of the Community Plan.

### 5.1 Design of the Public Realm

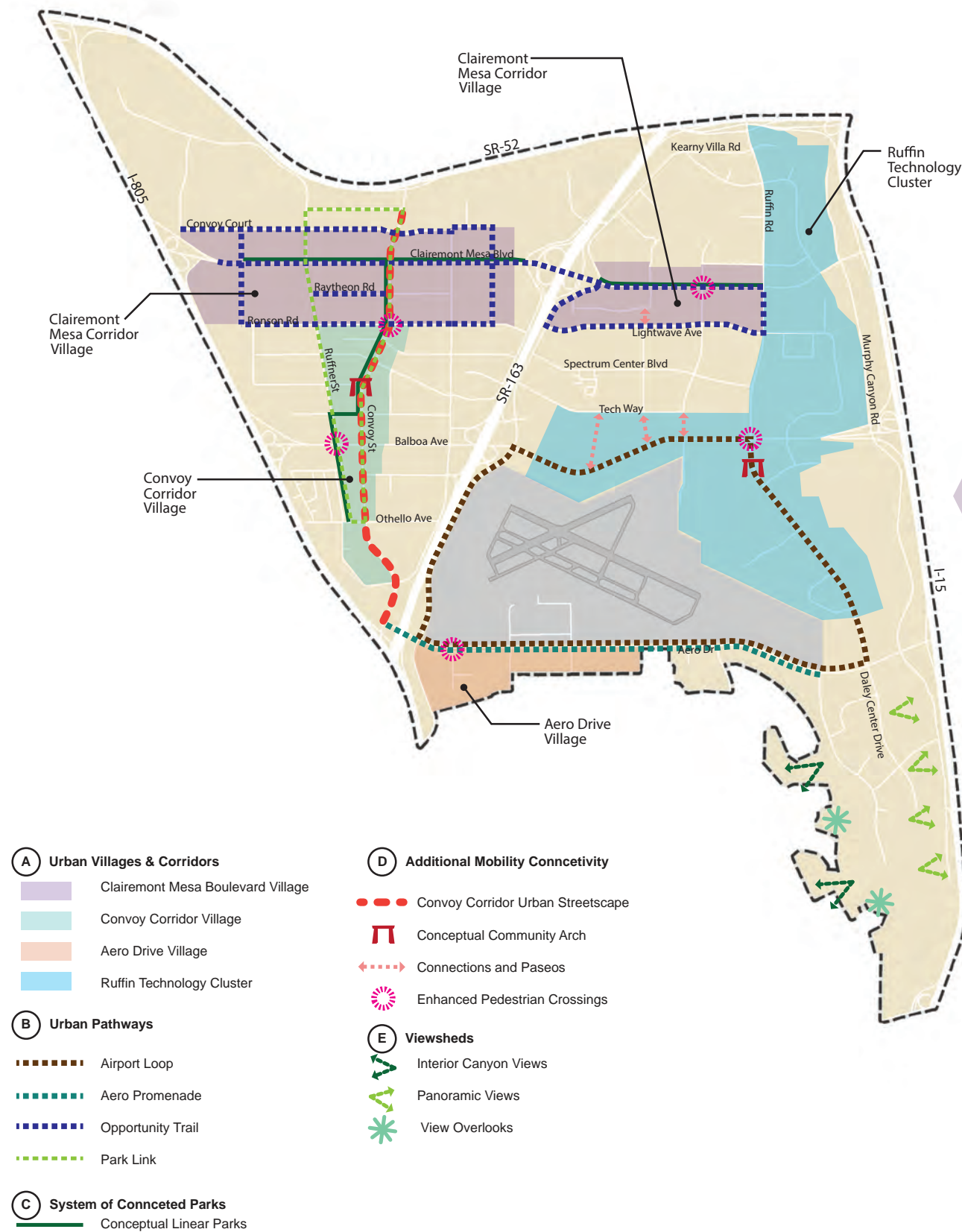
The Community Plan envisions an attractive, lively, and healthy community with multimodal routes and public spaces that connect employment, housing, transit, parks, public services and other community amenities. The Community Plan's urban design strategy includes a system of multimodal and pedestrian connections through important physical and visual connections between workplaces and activity centers. As illustrated in Figure 15 Urban Design Framework, the focus is on a network that connects north-south and east-west corridors in each urban village area. This figure and map key that follows displays the locations and variety of potential improvements that will be implemented throughout Kearny Mesa over time to create an inviting public realm and better connect the community and its varied uses. These planned improvements can be implemented through a



*Streetscapes, urban pathways, and alleys collaborate to create a connected, walkable community.*



### Figure 15: Urban Design Framework



## A) Urban Villages and Corridors

Urban villages are concentrated along the community's key transportation corridors are the focus for improvement and connectivity within the community. Located along two prominent corridors of Ruffin Road and Balboa Avenue, the Ruffin Technology Cluster is an important employment center and will continue to support industrial and innovation uses. The mixed-use villages along Clairemont Mesa Boulevard, Convoy Corridor, and Aero Drive combine a mix of uses, inviting streetscapes, plazas, and building design to support a vibrant employment community.

## B) Urban Pathways

Within each village is a signature project made up of a series of connections that complement the land use, mobility, and parks strategies for the urban villages. Urban pathways enable safe, attractive, and comfortable travel for all users. Additional areas for public interaction and enhancements to improve the experience of bicycling and walking in the community can be provided along the urban pathways. Urban pathways provide space for street trees to increase the urban tree canopy and provide planted areas to manage storm water and urban runoff. (See Section 5.2 for descriptions of the Airport Loop, Aero Promenade, Opportunity Trail, and Park Link).

### C) A System of Connected Parks

Planned parks will be located along the community's main corridors that offer connections to community amenities as well as regional recreational, open space, and cultural destinations. Pocket parks, promenades, and plazas are planned as amenities along these routes to allow them to provide multiple benefits areas for recreation, community events, and placemaking.

## D) Additional Mobility Connectivity

**Convoy Corridor Urban Streetscape** is planned to transform Convoy Street into Kearny Mesa's main street with a concentration of business unlike any other area of San Diego, with active ground floor uses and a modern, urban public realm to support the area's popular restaurants and businesses. Street improvements will include a wider parkway as an access point for busy commercial plazas and paseos to create a walkable grid block pattern between blocks. (See Figure 25 for additional design guidelines for the Convoy Corridor.)

**Conceptual Community Gateway** at key entrances to the community will enhance the sense of arrival and urban character for pedestrians, bicyclists, and vehicles. In these areas, enhanced landscaping, signage, and community gateways provide inviting community entry points and gathering spaces. This can include intersection treatments as well as accent trees from the Community Plan Street Tree Recommendations. (See upcoming Figure 23 for community gateway locations and recommended accent trees.) This includes the design and placement of a neighborhood gateway sign on Convoy Street's public right-of-way that would provide visitors with a memorable marker in the community. A gateway and signage along the corridors can also provide branding and identity for the Ruffin Technology Cluster's concentration of businesses.

**Connections and Paseos** support a robust multimodal network to connect villages with urban pathways and key activity or employment centers throughout the community.

**Enhanced Pedestrian Crossings** are high-visibility or design enhanced crosswalks that provide pleasing options for pedestrian routes to key destinations within the urban villages. Additional treatments such as bulb-outs to reduce crossing distances, decorative paving, and pedestrian lighting help identify the areas of high pedestrian activity.

## E) Viewsheds

View corridors and overlooks sheds are an important part of the character and development of the Stonecrest neighborhood. The interior canyon views and the pedestrian path view overlooks along the trail system should be maintained. There are also panoramic views to the ridgeline of Tierrasanta from the neighborhood overlooks and the planned multi-story development clustered along Murphy Canyon Road.

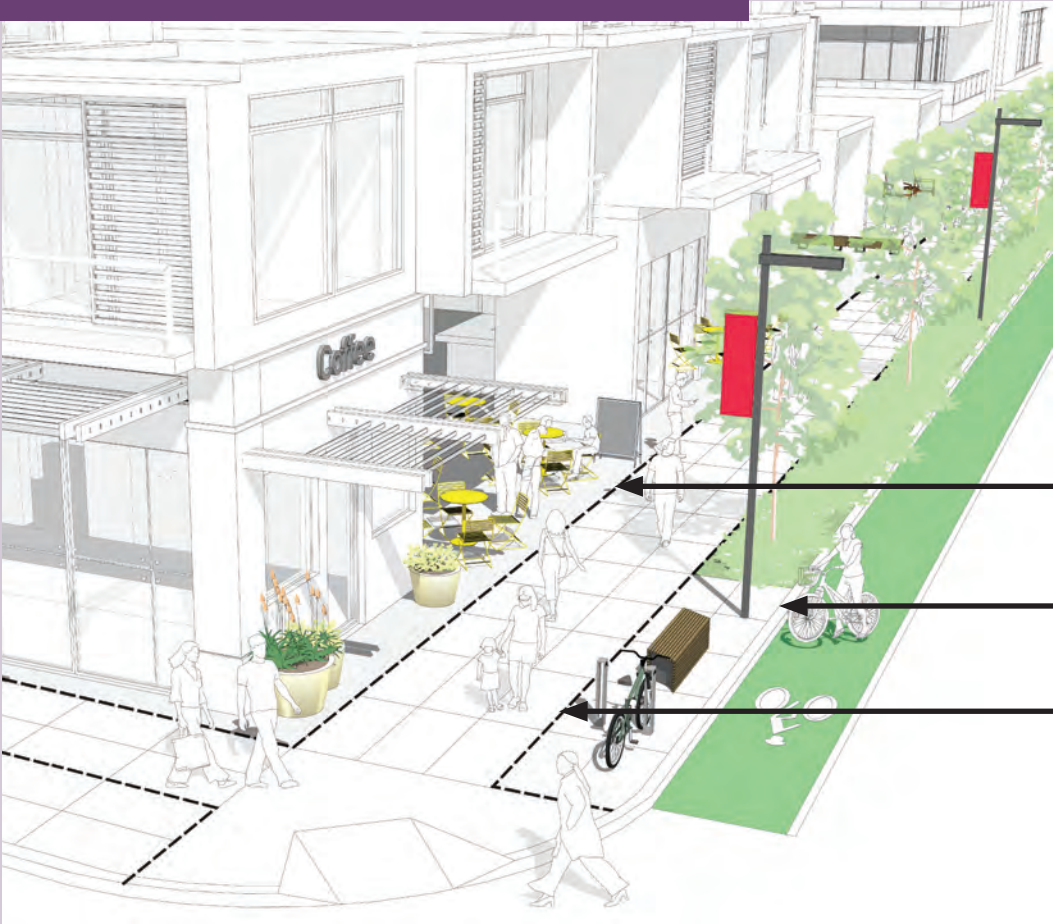


variety of programs, policies, and funding sources, including grants and agreements with private property owners.

The Community Plan builds on community strengths and puts best practices in place to enhance the quality of experiences for those who work, live, and spend time in Kearny Mesa. The Community Plan

supports a pedestrian-oriented public realm for all employees commuting via transit to work; for customers walking to destinations along the Convoy Corridor; and for residents jogging and walking in the community.

Figure 16: Active Streetscapes



Frontage Zone

Furnishing Zone

Throughway Zone

Frontage Zone

The frontage zone is the area adjacent to the property line that may be defined by a building façade or planted area. The area between the walkway and the building façade is available for outdoor dining, a second row of trees for shade, and elements to invite pedestrian slow down and window shop and enter and exit buildings. Architectural elements, such as awnings, stairs, planters, and signage, occupy this zone.

Furnishing Zone

The furnishing zone is the area between the face of curb and the walkway. It is used for street trees, pedestrian-scale lighting, benches, bicycle racks, and additional planted areas. This zone provides the buffer between the active pedestrian walking area and the street traffic. Installing pedestrian pop-outs is an effective way to provide traffic calming and increase sidewalk space while maintaining a clear throughway zone for pedestrian travel.

Throughway Zone

The throughway zone is the area for pedestrian travel that is continuous, unobstructed, and accessible. The thoughway is separated from vehicles by the furnishing zone and parkways, and wider walkways are required in areas with high pedestrian volumes.

Urban villages described in the Community Plan are defined not only by the land uses but for the designs, streetscapes, urban pathways, enhanced pedestrian crossings, and other designs. Together they are an integral aspect of Kearny Mesa’s vision for a vibrant employment community. The urban design features displayed on Figure 15 work in tandem with a network of new, complete streets that provide increased pedestrian and bicycle connectivity as described in Section 4. They also are the starting place for the community’s recreation network described more in Section 6.

Active Streetscapes

Active streetscape and building frontages oriented to the public realm and the sidewalk, create a more walkable environment for the pedestrian, and can benefit a range of land use types and users. As shown in Figure 16: Active Streetscapes, sidewalks with accessible walkways, active public space in the interface zone, and pedestrian amenities and plantings in the furnishing zone facilitate pedestrian activity.

There are a wide variety of pedestrian-oriented urban design features that could be implemented, 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, also shown in Figure 16, provide visual interest as well as shade from the sun.

As businesses grow and employers recruit workers, Kearny Mesa can be an inviting place with landscaping, communal spaces, and strong connections between destinations. Well-designed village areas with human-scaled frontages and unique outdoor areas will create an attractive and connected community. Buildings can be designed to engage with pedestrians through interesting ground-floor uses and transparent materials that allow visibility to the interior, as shown in Figure 17, Diagram A.

As pedestrian-oriented streetscapes become more prominent in commercial areas throughout Kearny Mesa, the location of surface parking should shift to centralized locations with shared parking facilities with agreements. Figure 17, Diagram B shows a concept that maximizes parking efficiency and enhances the street. Parking garages should be designed to include active frontages and streetscapes, incorporate green elements, and enhance community character.

Figure 17: Streetscape Elements

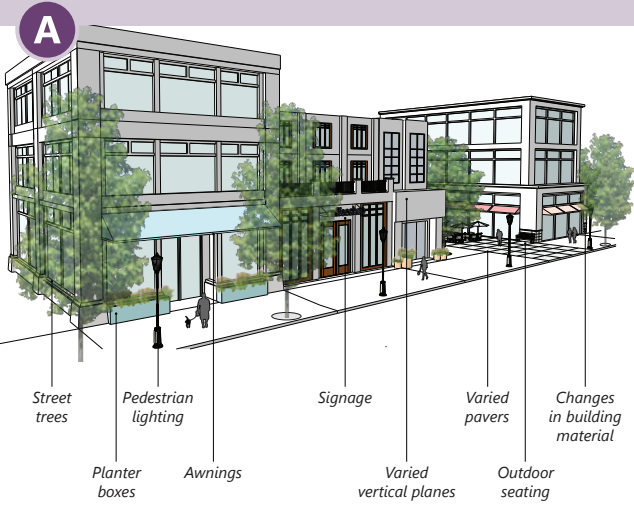


Diagram A shows how site design should address the public realm and create interest with active frontages. Whether residential or commercial in use, ground floor design should be accessible and engaging through variations in building facades and pedestrian-scale improvements in the public realm.

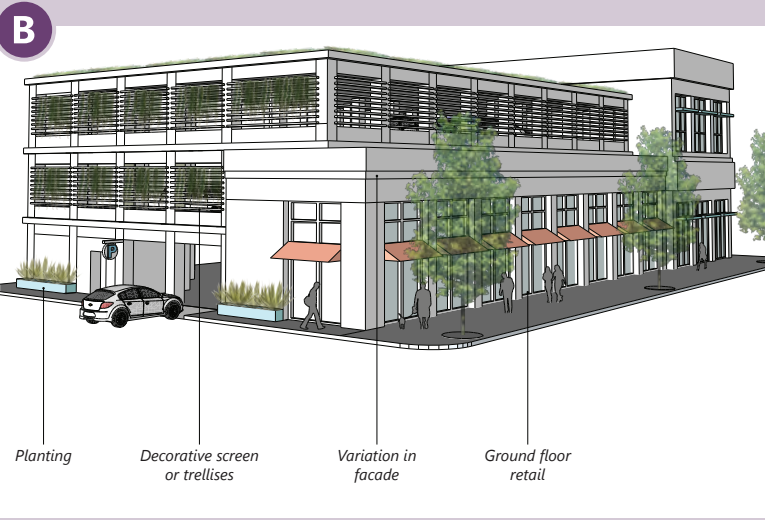
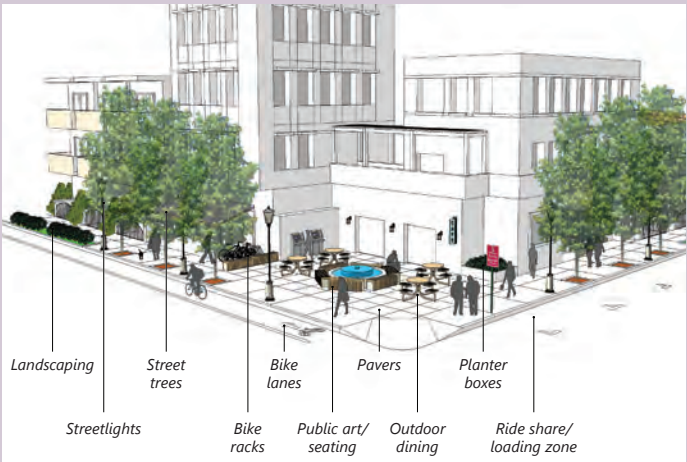


Diagram B shows how the design of areas between public and privately-owned properties should encourage pedestrian activity and comfort, and incorporate elements that shorten actual and perceived walking distances along blocks. This includes variation and interest on the facade of buildings and parking garages through decorative screens, trellises, ornamental railings, and/or openings that appear as well-proportioned windows.



Figure 18: Plazas



Public open spaces, which include green spaces and paved plazas, should be located along pedestrian connections and within view of both the nearest sidewalk and building entrances in an effort to facilitate pedestrian access and encourage a variety of spillover activities.

Publicly-Accessible Plazas and Open Spaces

The generous setbacks and parking lots in Kearny Mesa open areas should 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.

To contribute to the livability of Kearny Mesa as infill and residential intensification occurs, site planning will address creation of public-accessible spaces such as plazas and paseos. As shown in Figure 18: Plazas, the design components for a successful public or semi-public plaza space can include plantings, seating, and be located



Top and Bottom: Integrating a variety of plazas and community gathering spaces into the built environment and streetscapes will support a more connected and vibrant community.



Top: Plaza location, design, and function should support day-to-night activity, connect the network, and be designed for visual safety.

Bottom: Existing development can incorporate outdoor seating and public-accessible spaces to enhance the walkability of the community.

Figure 19: Adaptable Development



Creative uses of parking lots can make sites more adaptable as they transition between old and new development types.

near business and activity areas. These spaces should include a variety of space types and configurations, and be strategically placed, accessible, visible, and designed to encourage use by the community. Plazas can range in size to provide seating in parklet or café settings are large enough to accommodate tiered amphitheater seating and park amenities such as playgrounds.

Building an Adaptable Community

The Kearny Mesa Community Plan is a long term vision that will be achieved through incremental steps. Individual developments, improvements, investments by the community that add to the cultural vibrancy, economic vitality, and over time achieve the goals of creating a connected community.

Auto-oriented commercial sites can also be adapted to provide multimodal 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 human scale. A combination of design strategies and flexible spaces can help realize the vision.

Figure 19: Adaptable Development 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. Each option would implement the vision of the future Kearny Mesa and add active spaces to the community.

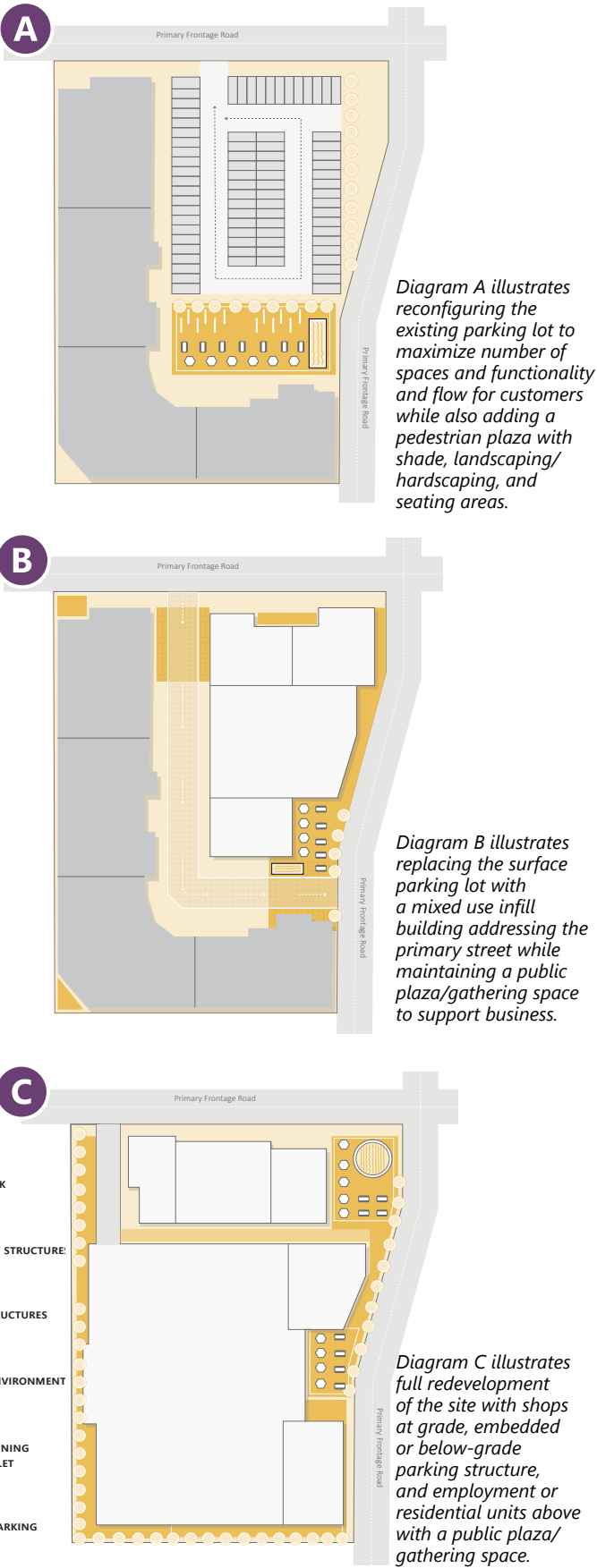




Figure 20: Superblock Permeability

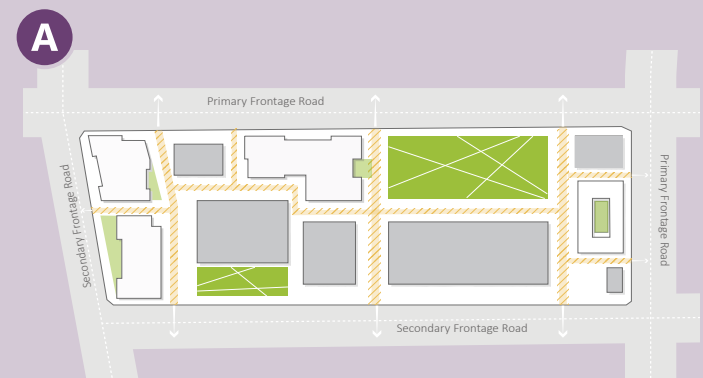


Diagram A illustrates an incremental or phased development with an public central plaza or park space. This is an introduction of interblock connections and public/semi-public open spaces into an existing superblock.

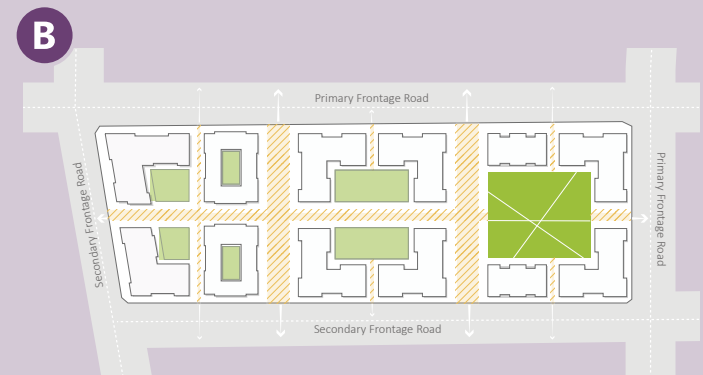


Diagram B illustrates a full redevelopment of a block with a series of semi-public courtyards and paseos that connect the north/south and east/west streets.

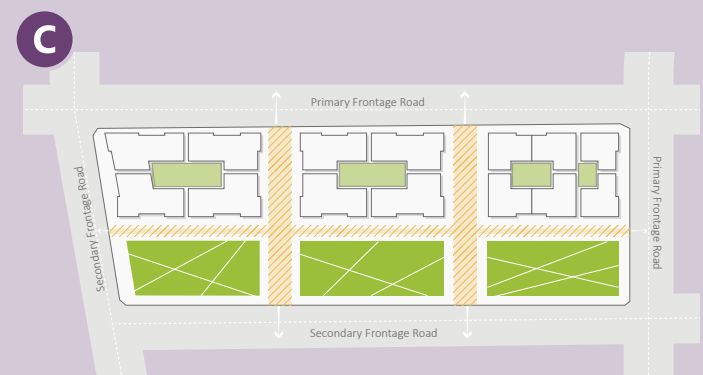
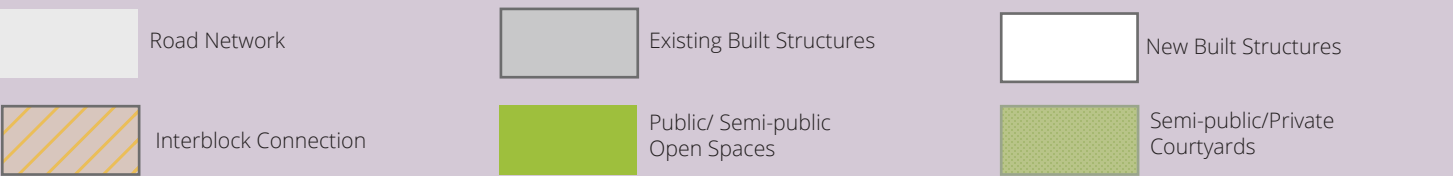


Diagram C illustrates another full redevelopment approach with larger public opens spaces are combined with smaller and semi-public courtyards and paseos integrated within the development.



5.2 Pedestrian-Oriented Villages

Quality design of the public realm is key to creating connections throughout the community with human-scaled blocks. Successful walkable areas rely on a network of streets with shorter blocks, pedestrian crosswalks, active frontages, and attractive landscaping and architecture. As the focus shifts from moving through the community to having quality experiences within Kearny Mesa, rights-of-way and setbacks can be reconfigured and repurposed to accommodate multimodal facilities, create an attractive public realm, and strengthen connections between businesses.

To support the urban mixed-use neighborhoods envisioned for the future Kearny Mesa, a series of signature projects are envisioned to connect the community, including Urban Pathways and Paseos, Linear Parks, the Airport Loop, Opportunity Trail, Park Link, and Aero Promenade. These projects are described below and illustrated by Figure 15: Urban Design Framework.

Superblock Permeability

Figure 20: Superblock Permeability provides a sequence of diagrams that explore urban design strategies for increasing pedestrian permeability of large blocks and usable development area while also introducing publicly accessible spaces.

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.

Urban Pathways and Paseos

Urban pathways are designed as wide, urban sidewalks with pedestrian mobility as the primary purpose to provide inviting and direct routes for travel. Urban pathways also provide locations to incorporate urban greening improvements or interface with public recreation and amenities through the planting of street trees and planted areas that create a pleasant and enhanced travel environment. Urban pathways are planned along major streets in the public rights-of-way or on adjacent private property where necessary. Urban pathways are generally wide enough to encourage pedestrian use, allow for bicycle use, and are buffered from vehicular traffic where possible to increase safety for all users.

Urban pathways are also a key feature in achieving the vision and transformation of Kearny Mesa’s villages. They are strategically located to ensure the integration of land uses within and between urban villages. Urban pathways serve as linkages, enhance the pedestrian environment, and provide a sense of place within villages. To support the urban mixed-use neighborhoods envisioned for the future Kearny Mesa, a series of signature urban pathway projects are envisioned to connect the community, including the Airport Loop, Opportunity Trail, Park Link, and Aero Promenade. These projects are described and illustrated by Figure 21: Pedestrian-Oriented Streets. See also Section 2.10, Community Plan Implementation Overlay Zone (CPIOZ) for locations and design and the Spotlight: Urban Pathways (pages 86-87) for how the urban pathways form a system of connections throughout the community.



Improvement of the public realm with publicly-accessible space features such as outdoor seating, curb extensions, and urban landscape can connect places and users.



New development orients toward the street, including public realm pathways as defining features of the site plan.

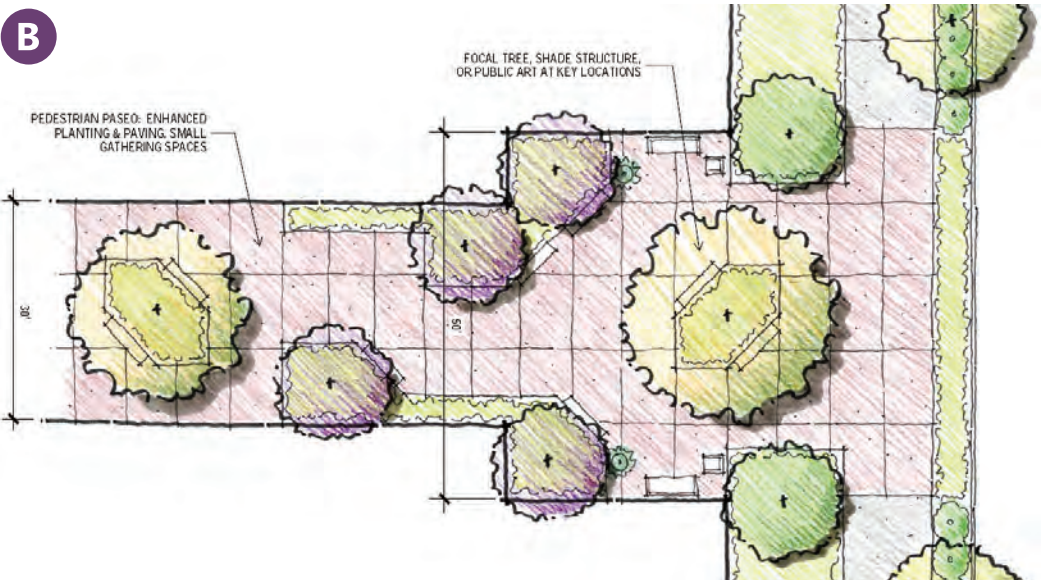
Paseos within superblocks work with the urban pathways to create greater connectivity through the villages. Paseos are enhanced pedestrian paths that provide ingress/egress through development projects. Paseos can be 15 feet to 45 feet in width to provide wide walkways and create corridors that function as secondary frontages for business storefronts, product displays or café seating and plazas amenities. Paseos allow pedestrians to bisect large blocks and connect to destinations such as businesses, transit stations, and recreation areas. In some cases, paseos for smaller sites may be designed at the edge of properties to extend onto adjacent properties and provide connectivity through blocks. Urban pathways and paseos combined with plazas can provide opportunities for seating, music, performances, art, and festivals.



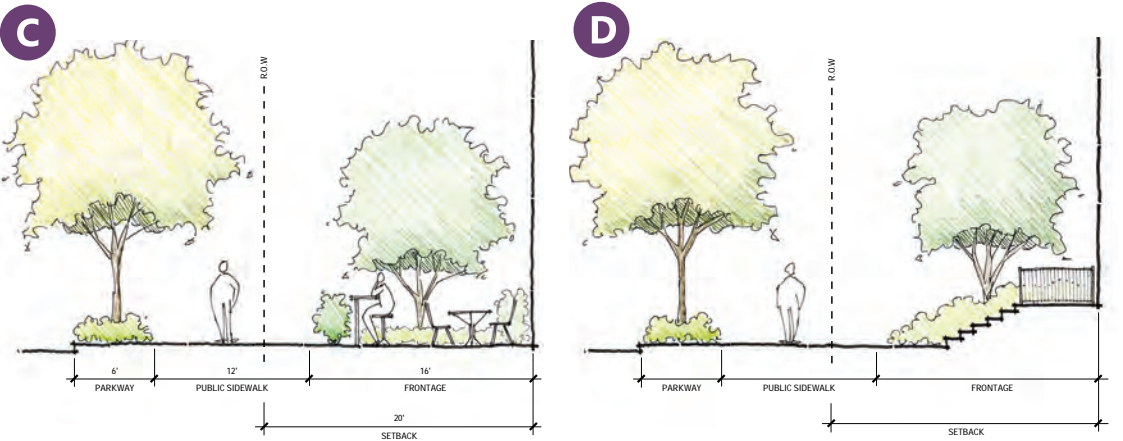
Figure 21: Pedestrian-Oriented Streets



Diagram A illustrates a conceptual public realm design that includes setback, sidewalk, parkway, and outdoor seating areas with a street tree and furnishing approach; a mid-block connection enables street crossings. Diagram B illustrates how a paseo can further connect the pedestrian network.



Street and public realm design needs to be scaled appropriately and should integrate sidewalk and frontage conditions appropriate for the intended land use. Diagram C illustrates a possible street/public realm design for a commercial or mixed-use frontage; Diagram D for a ground-floor residential frontage.



Airport Loop

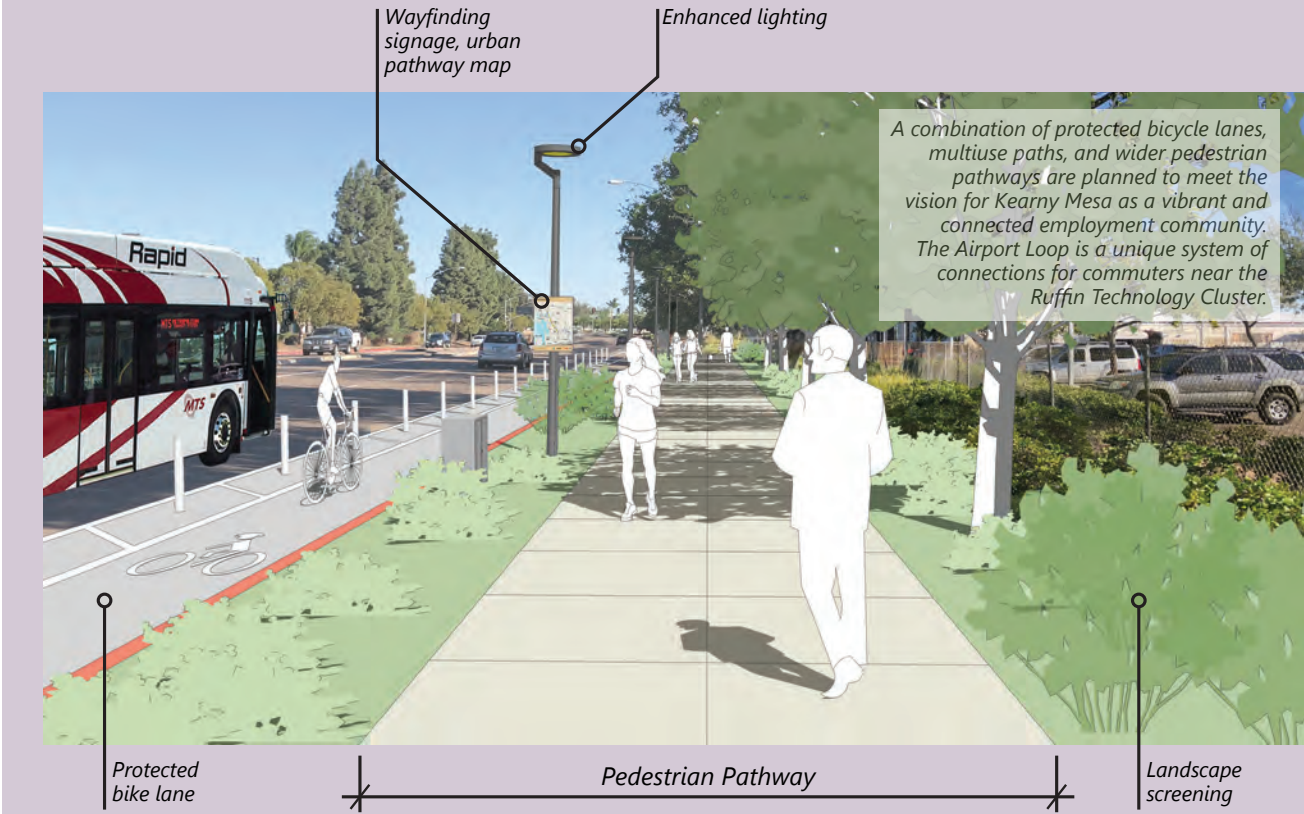
The Airport Loop is made up of a combination of multi-use paths and pedestrianways buffered from vehicle lanes. The route traverses the south side of Balboa Avenue, the west side of Ruffin Road, the north side of Aero Drive, and the east side of Kearny Villa Road. The route along Aero Drive and Kearny Villa Road consists of multiuse paths along the border of the Montgomery-Gibbs Executive Airport (see Figure 11, Planned Bicycle Network). The pedestrian pathways on Balboa Avenue and Ruffin Road link to the multi-use paths and are part of the urban pathways system for the community (see Figure 22). Both the multiuse paths and pedestrianways offer wider sidewalks that can serve multiple benefits for recreation and provide first/last mile connections for employers in one of the City's largest job centers. The loop provides lunchtime recreation opportunities for the employment area and options for travel for the first-last mile of commutes. The loop offers views of the planes taking off and landing. A pocket park on Kearny Villa Road south of Balboa Avenue

will allow for pedestrians and cyclists to view the airport and small-scale recreational amenities (refer to Table 8 in Section 6, Parks, Recreation, and Open Space).

Aero Promenade

The Aero Promenade is planned as a combination of an inviting pedestrianways for walking with linear parks along the south side of Aero Drive from Convoy Street to West Canyon Avenue (see Section 2.10 Community Plan Implementation Overlay Zone). The Aero Promenade is envisioned as a landscaped area that will benefit everyone in the community by offering shade and wide areas for walking and jogging. The planted areas provide a unifying element of the Aero Drive Village and the starting point for additional designs and parks that increase the recreation opportunities for the village. Both active and passive recreation areas can include seating, small hardcourts, play areas, bike parking, bocce courts, and plazas. The urban pathways also serve an important function in connecting the village to the retail and urban trail

Figure 22: Airport Loop Urban Pathway





# Spotlight on: Urban Pathways

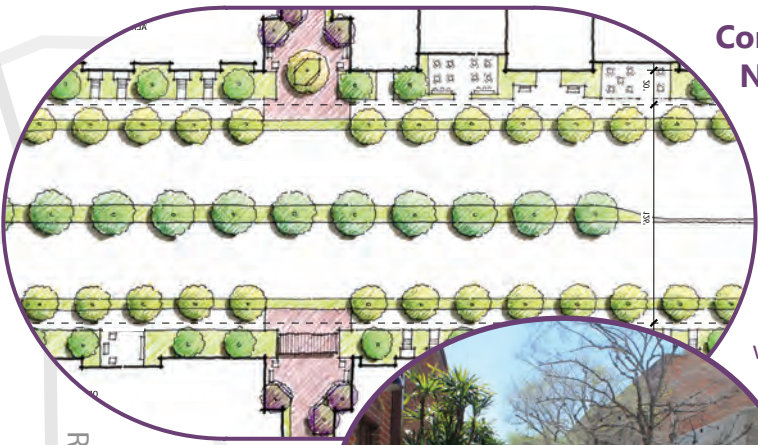
## Walkable Villages

An important emphasis of the Community Plan is activating the public realm to encourage and promote walkability. Creating active frontages and inviting streetscapes is an important part of creating a connected Kearny Mesa, and a cross-cutting theme for the urban design framework.



## Connected Pathway Network

The planned network of wider sidewalks designed as green streets incorporate features such as tree plantings, pervious pavements, and storm water capture which also provide shade and water quality benefits. 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.



## Multi-Modal Mobility

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.



## Celebrate Places

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.



Proposed Parks and Open Space

Proposed Gateway Features

Proposed Pedestrian Improvements

See Section 4 Mobility Hub

Proposed Urban Pathway

Commuter Cycle Route

Proposed Paseo & Trail Connection

Proposed Purple Line Trolley

Existing Open Space



systems in the Convoy Corridor and the StoneCrest neighborhood. The Serra Mesa-Kearny Mesa Library is along this route and provides an entrance to Ruffin Canyon. Finally, enhanced pedestrian crossings along Aero Drive provide access to the multiuse paths of the Airport Loop for extended recreation routes.

Opportunity Trail

The Opportunity Trail is planned as series of urban pathways on the community’s main east-west corridor of Clairemont Mesa Boulevard. Combined with urban pathways on parallel streets and north-south routes, the Opportunity Trail opens up large blocks for access to transit within the community’s largest village area. The urban pathways provide an engaging network for public spaces, paseos, and linear parks to support the community’s high-density core and vision for a vibrant employment center. Planned as pedestrianways that are wide sidewalks with shade trees and planted areas that separate walkers from vehicle traffic, there are options for the designs to implement the planned bike network and park system (see Section 2.10, Community Plan Implementation Overlay Zone). The urban pathways are planned on both the north and south sides of Clairemont Mesa Boulevard and the north side of Lightwave Avenue with connections on the east side of Kearny Villa Road and the west side of Ruffin Road. The urban pathways are also planned parallel to Clairemont Mesa Boulevard between the SR 163 and I-805. These routes include a link along Raytheon Road between Ruffner Street and Mercury Street, the

south side of Convoy Court from Shawline Street to the connection with Mercury Court and Industrial Park Driveway, and a route on the east side of Shawline Street, the north side of Ronson Road, and the east side of Ronson Court and Industrial Park Driveway.

Park Link + Urban Streetscape

The Park Link will provide an urban pathway system in the heart of the live/work/play village that is the Convoy Corridor. It is so named to encourage design and use as both a pedestrian route for visitors to the Convoy Corridor and recreational urban amenity. Similar to other urban trails, like the Culture Trail in Indianapolis, the route can be accented by a series of kiosks and markers that orient people to businesses, community amenities, and historical events. Plazas, seating areas, and outdoor patio dining areas along the walking route can provide additional areas to support businesses and community activities. All add to the active frontages and parks, required in conjunction with buildout of residential development. Urban pathways would be located in the right-of-way along the east side of Ruffner Street and both sides of Convoy Street, and the main trail system along Ruffner Street and Convoy Street would be connected by urban pathways along the north side of Othello Avenue and the south side of Copley Park Place (see Section 2.10, Community Plan Implementation Overlay Zone). Copley Park Place is planned to be narrowed to allow for additional recreation amenities along this route (see Table 6).



The Indianapolis Culture Trail provides both connectivity and recreational value for community members.

5.3 Urban Forestry

Trees along Kearny Mesa’s corridors and on private property are a major component of the community’s urban forest, providing shade for those walking throughout the community. Native and low water-use plants in the parkways and in property setbacks beautify Kearny Mesa’s signature corridors and provide additional areas for storm water infiltration. Well-planned and well-designed plantings in the public realm are a priority in Kearny Mesa to meet the urban design goals for pedestrian-friendly and lively environments. Street trees provide:

- Shade and a more pleasant walking experience by creating a buffer between the sidewalk and roadway
- Attractive frontages and identity for business areas and neighborhoods
- Cool spaces and relief within urbanizing environments
- Reduction in the urban heat island effects



Site plans should include ample space for tree roots to achieve greater tree height and increase overall stability.

Gateways, Wayfinding & Lighting

Community gateways for the village areas and the Ruffin Technology Cluster will enhance sense of place and indicate entrance to distinct areas of the community. Gateways 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 be a branding tool to add a sense of place for the creativity and energy from the live/work/play villages.

Gateway features at entrances along corridors or paseos can include themed public realm improvements that offer a notable visual experience for residents, visitors, and commuters. They can also include landscape features or monuments. Lighting can be an essential aspect of the public realm, highlighting special places, facilitating wayfinding and transit use, and increasing safety and walkability.

Wayfinding in the community can also include user-friendly information about mobility options and local destinations, delivered through a variety of channels including traditional signage and digital platforms.





Street trees can help create uniform streetscapes and define spaces. Because a variety of native and low water-use trees can flourish, the street tree plan for Kearny Mesa builds on the diversity 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 selected from the City of San Diego Street Tree Selection Guide that represent similar shape and color are provided for each corridor in Figure 23: Street Trees; these species provide diversity for the health of the urban forest and exhibit carbon capture, shade opportunities, and lower annual maintenance.

Green Streets

Sustainability is woven into the strategies and policies throughout the Community Plan. The planned multimodal network gives people options for commuting to work and getting around Kearny Mesa. These same routes provide opportunities for urban greening with canopy shade street trees and pedestrian amenities that provide attractive areas for the community and green streets with storm water improvements to address natural infiltration of water during storm events. Features such as increased planting and porous paving reduce environmental temperatures, decrease flood risk, and create places where people enjoy walking and bicycling.

Green streets support both the circulation and open space systems and help meet Climate Action Plan (CAP) objectives for promoting urban forestry and addressing storm water runoff. Green streets integrate storm water management and treatment with the planting of trees and landscaping in the public right-of-way and private development areas. Bioretention and bioinfiltration facilities in parkways and on sites can supplement the storm drain system and help cleanse storm water of contaminants.



The proposed street tree palettes identified in Table 7: Street Tree Matrix are based upon trees species that are recommended in the City of San Diego Street Tree Selection Guide and will complement the existing urban canopy in Kearny Mesa. Primary species are larger trees that should be used along identified corridors wherever possible. The secondary species are smaller complimentary species that can be used in the event that there is a conflict that would prevent the use of the primary species (i.e. over head electric line, utilities, or limited parkway width). Accent species are also included in the matrix. These accent trees are planned along the commercial districts to provide gateway features at enhanced pedestrian crossings and entrances to the employment corridors. These gateway locations are identified in Figure 23 and highlight an area’s significant intersections or entrances into the community. All other areas of the community should utilize the City of San Diego Street Tree Selection matrices to select species based on available planting areas that provide a shade canopy to meet the Climate Action Plan goals.



*Incorporate vegetation and seating area amenities into building entrance courtyards to allow sunlight into interior spaces.*



*Business and property owners in Kearny Mesa who have taken steps to incorporate multi-purpose plantings are leaders in storm water retention.*

Figure 23: Street Trees





Table 7: Street Tree Matrix

Street Tree Recommendations						
Street	Botanical Name	Common Name (Image)	Mature Size (H x W)	Tree Spacing	Water Use	Characteristics
Aero Drive						
Primary	<i>Arbutus 'Marina'</i>	Strawberry Tree (G)	30' X 25'	25'	Low	Evergreen, Flowering
	<i>Platanus racemosa</i>	California Sycamore (D)	40' X 30'	30'	Medium	Native
Secondary	<i>Lophostemon confertus</i>	Brisbane Box (J)	30' X 20'	25'	Medium	Evergreen
Accent	<i>Jacaranda mimosifolia</i>	Jacaranda (I)	30' X 30'	30'	Medium	Flowering
Balboa Avenue						
Primary	<i>Lophostemon confertus</i>	Brisbane Box (J)	30' X 20'	25'	Medium	Evergreen
	<i>Corymbia ficifolia</i>	Red Flowering Gum (A)	35' X 40'	30'	Low	Flowering
Secondary	<i>Afrocarpus gracilior</i>	Fern Pine (F)	50' X 30'	30'	Medium	Evergreen
Accent	<i>Cassia leptophylla</i>	Gold Medallion Tree (N)	25' X 25'	25'	Medium	Flowering
Clairemont Mesa Blvd						
Primary	<i>Koelreuteria bipinnata</i>	Chinese Flame Tree (B)	30' X 20'	25'	Medium	Flowering, Foliage Color
	<i>Arbutus 'Marina'</i>	Strawberry Tree (G)	30' X 25'	30'	Low	Evergreen, Flowering
Secondary	<i>Geijera parviflora</i>	Australian Willow (H)	30' X 20'	25'	Low	Evergreen
Accent	<i>Tabebuia impetiginosa</i>	Pink Trumpet Tree (M)	25' X 25'	25'	Medium	Flowering
	<i>Lagerstroemia fauriei hybrids</i>	Crape Myrtle (P)	25' X 25'	25'	Medium	Flowering
Convoy Street						
Primary	<i>Ulmus parvifolia</i>	Chinese Evergreen Elm (E)	50' X 40'	30'	Medium	Evergreen
	<i>Corymbia ficifolia</i>	Red Flowering Gum (A)	35' X 40'	30'	Low	Flowering
Secondary	<i>Koelreuteria bipinnata</i>	Chinese Flame Tree (B)	30' X 20'	25'	Medium	Flowering, Foliage Color
Accent	<i>Cercis canadensis 'Forest Pansy'</i>	Eastern Redbud (O)	25' X 25'	25'	Medium	Flowering
	<i>Cassia leptophylla</i>	Gold Medallion Tree (N)	25' X 25'	25'	Medium	Flowering
Ruffin Road, Kearny Villa Road						
Primary	<i>Afrocarpus gracilior</i>	Fern Pine (F)	50' X 30'	30'	Medium	Evergreen
Secondary	<i>Rhus lancea</i>	African Sumac (L)	30' X 30'	30'	Low	Evergreen
Accent	<i>Arbutus marina</i>	Strawberry Tree (G)	30' X 25'	25'	Low	Evergreen, Flowering
Ruffner Road						
Primary	<i>Pinus canariensis</i>	Canary Island Pine (C)	50' X 25'	30'	Low	Evergreen
Secondary	<i>Metrosideros excelsa</i>	New Zealand Christmas Tree (K)	35' X 35'	25'	Medium	Evergreen
Accent	<i>Cercis canadensis 'Forest Pansy'</i>	Eastern Redbud (O)	25' X 25'	25'	Low	Flowering
	<i>Lagerstroemia fauriei hybrids</i>	Crape Myrtle (P)	25' X 25'	25'	Medium	Flowering
Mercury Street, Shawline Street, Industrial Park Driveway						
Primary	<i>Koelreuteria bipinnata</i>	Chinese Flame Tree (B)	30' X 20'	25'	Medium	Flowering, Foliage Color
Secondary	<i>Geijera parviflora</i>	Australian Willow (H)	30' X 20'	25'	Low	Evergreen
Accent	<i>Cercis canadensis 'Forest Pansy'</i>	Eastern Redbud (O)	25' X 25'	25'	Low	Flowering
	<i>Lagerstroemia fauriei hybrids</i>	Crape Myrtle (P)	25' X 25'	25'	Medium	Flowering
Convoy Court, Raytheon Road, Ronson Road, Lightwave Road, Complex Drive, Complex Street, Overland Avenue, Ostrow Street						
Primary	<i>Lophostemon confertus</i>	Brisbane Box (J)	40' X 20'	25'	Medium	Evergreen
Secondary	<i>Metrosideros excelsa</i>	New Zealand Christmas Tree (K)	35' X 35'	25'	Medium	Evergreen

Trees for Parkways between 6-ft. and 10-ft.



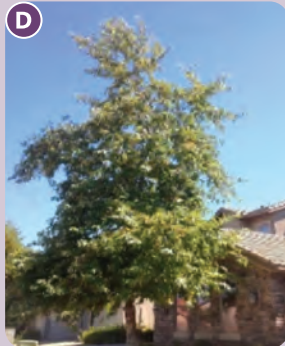
*Corymbia ficifolia*  
Red Flowering Gum



*Koelreuteria bipinnata*  
Chinese Flame Tree



*Pinus canariensis*  
Canary Island Pine



*Platanus racemosa*  
California Sycamore

Trees for Parkways between 4-ft. and 6-ft.



*Ulmus parvifolia*  
Chinese Evergreen Elm



*Afrocarpus gracilior*  
Fern Pine



*Arbutus marina*  
Strawberry Tree



*Geijera parviflora*  
Australian Willow



*Jacaranda mimosifolia*  
Jacaranda



*Lophostemon confertus*  
Brisbane Box



*Metrosideros excelsa*  
New Zealand Christmas Tree



*Rhus lancea*  
African Sumac

Trees for Parkways between 2-ft. and 4-ft.



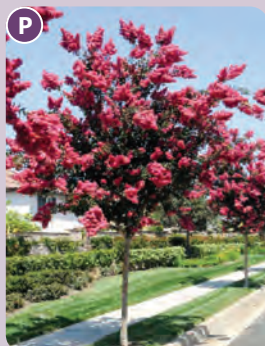
*Tabebuia impetiginosa*  
Pink Trumpet Tree



*Cassia leptophylla*  
Gold Medallion Tree



*Cercis canadensis 'Forest Pansy'*  
Eastern Redbud



*Lagerstroemia fauriei*  
Crape Myrtle



5.4 StoneCrest Area

The StoneCrest neighborhood in the southeastern portion of the community is developed with residential subdivisions, business parks, and a commercial shopping center. The development was the first residential neighborhood within a mixed-use context near an important job center.

An important feature of the StoneCrest neighborhood is the topography and open space network, which provide views of nearby canyons. Development has taken advantage of the natural buffers inhered in both the horizontal and vertical relationship with the existing canyon rim residential neighborhood. The prominent physical features of the land include: the westerly and southerly canyon rim above the natural slopes; the gradual drop in elevation to the main land mass; the next drop in elevation to the major drainage on the east; and the downtown trending elevation from north to south. The upper portion of hillsides and canyon rims provide views to canyons and hillsides and visual relief, and the visibility from the trails, walkways, and overlooks to the canyon and hillsides to the west, south, and east will be maintained. Multiple-story buildings planned in the lower central land mass should preserve the network of open space, enhancing the pedestrian routes along the corridors, and maintain the key viewsheds and pedestrian view overlooks shown in Figure 15.



The street tree plan and an open space network in StoneCrest includes landscape areas and walking trails with canyon views.

5.5 Convoy Corridor Area

The vision of the Community Plan 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 within Kearny Mesa is important for building a sense of place and community pride.

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. As businesses grow and new generations of entrepreneurs bring their creativity to the district, Convoy Street is poised to be one of San Diego’s iconic neighborhoods. Placemaking has a significant role in the Convoy Corridor, a regional destination for innovation, community, and culture.

An improved pedestrian experience can be created through a combination of infill higher density mixed-use developments and paseos that create new block patterns that better emulate a grid network. While the Community Plan does not propose new vehicular connections through large blocks, the goals for walkability require smaller block lengths and shorter, more direct routes for pedestrians.



New housing within the Convoy District should be designed to complement the existing neighborhood.

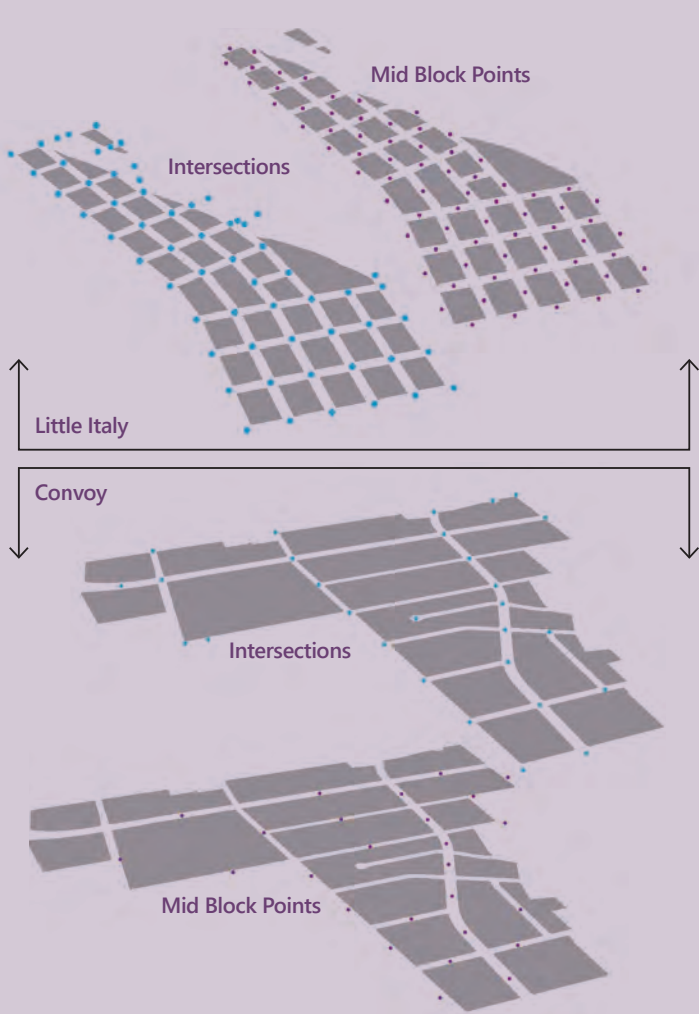
The Pan-Asian community centered around the Convoy Street corridor has historically voiced an interest in organizing and developing the corridor in a manner that emulates the thematic and business success of the Little Italy neighborhood in San Diego. A comparison of Little Italy to the Convoy Street corridors in Figure 24 show the desire for a balanced street grid pattern with more intersections for a highly-connected area for pedestrian circulation and retail presence. Long blocks in Kearny Mesa can be reconfigured as sites are developed, and additional pedestrian crossings can be a part of infusing a new grid network for walkable block lengths.

The Convoy Corridor is located along transit lines that connect to major university campuses to the northwest and southwest. From Convoy Street, new connections through blocks and to businesses are needed for pedestrians. The new connections can be formed through planted and hardscape plazas, parks, restaurant patios and food halls, and urban pathways. These connections maximize both the public realm and access to storefronts for the business community. As listed in Figure 25, Design Guidelines for the Convoy Corridor give clear direction on site planning and placemaking for a cohesive public realm. Spaces will be designed using landscaping, seating, lighting, and walkways that define the area.



Unique murals and business-related art contribute to the placemaking qualities of the Convoy Corridor area.

Figure 24: Block Size



To be a more walkable area the Convoy Corridor needs more mid-block connections to create pedestrian-scaled network of connected places. This comparison between Little Italy and Kearny Mesa demonstrates one reason Little Italy is considered so much more walkable than Convoy Street.



Cultural activities and festivals in Kearny Mesa support the Pan-Asian Convoy Corridor character.



Convoy Street has an important role in the community as a popular Pan-Asian cultural commercial area. From a group of core family businesses, a thriving cultural district has developed into a regional destination. Drawing inspiration from other successful mixed-use neighborhoods, a diversity of housing types for all generations, including families, students, and seniors, can energize the Convoy Corridor and

support the business community. The Convoy Corridor Village promotes a range of public areas designed to enhance the experience of being in the village. The upcoming Spotlight on: Convoy Corridor shows how spaces that take cues from Asian cities showcase community identity while also providing usable, authentic, active, and interactive areas.



Conceptual mid-block paseo design along the Convoy Corridor incorporating pedestrian-oriented design features, active frontages, and serving as a cultural gathering place for the community.



Destination food halls and other creative spaces can be used to integrate different cultural identities into the built environment.

Figure 25: Convoy Corridor Design Guidelines

As Convoy Street evolves into a mixed use village with connective urban pathway, the following design guidelines should be considered to create a cohesive, culturally expressive and multimodal community destination.

Applicants should consult the entirety of this section to determine which guidelines apply or may apply to the property in question. This section works in tandem with Section 2: Regulatory Framework and Policies, which provides clear criteria to verify that projects follow the urban design intent described here.

**DG-1 Active Frontages.** Design new buildings to create an active building frontage and primary entrances facing Convoy Street, internal pedestrian paths, or public open spaces.

**DG-2 Pedestrian-Oriented Scale.** Design buildings to be scaled suitable for a pedestrian-oriented experience, and prioritize active ground floor uses along primary corridors and pedestrian network spaces.

**DG-3 Public Realm Enhancement.** Design site to include 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. Public and quasi-public spaces should not be fenced or gated.

**DG-4 Built Form Diversity and Innovation.** Encourage variation and articulation through changes in height, massing, and varied vertical planes. Create opportunities for diversity, creativity, and innovation in building form.

**DG-5 Street Furniture.** Activate the public realm and quasi-public spaces with a range of pedestrian-suitable furniture such as benches, trash receptacles, and bicycle racks, that promote a consistent design theme reflecting the cultural or legacy industrial history of the community.

**DG-6 Plaza Materials.** Incorporate a mix of hardscape and softscape within courtyards and open spaces, as well as canopy trees that will grow to a mature height of at least 30 feet.

**DG-7 Site Design.** For parcels over 2.5 acres, 10-15 percent of the parcel area should be dedicated to programmed open space that is pedestrian-oriented, visible and accessible from the street, and connects to the broader urban pathway network.



# Spotlight on: Convoy Corridor



## Pan-Asian cultural celebration through identity, placemaking and design

Celebrate the Pan-Asian cultural identity of the Convoy Corridor through a unique design that enhances placemaking with culturally-referencing or complimentary themes, colors, and branding. Incorporate modern design techniques that take cues from Pan-Asian cultures can further energize the area as a destination unto itself.



## 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.



Clairemont Mesa Blvd.

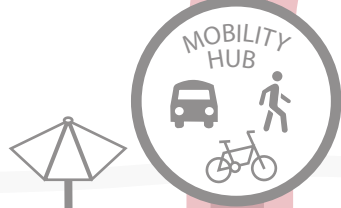
Raytheon Rd.

Convoy Ct.

Convoy Street

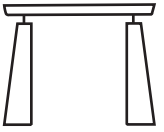
Balboa Ave.

Othello Ave.



## 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.



## 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.



## Incorporate residential units with employment on the corridor

Convoy is an employment-centered corridor with potential for infusion of residential units in vertical mixed-use configurations. Introduction of homes in the area can create opportunities to strengthen local patronage of businesses and provide opportunities for reduction of carbon emissions where people locate near their job.





# 6 Parks, Recreation, and Open Space

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

## Goals to increase park space and barrier-free facilities through:

- A system of parks and recreation facilities that serves the needs and abilities of all age groups living and working in Kearny Mesa
- Parks and recreation facilities that keep pace with population growth through timely acquisition of available land and development of facilities in collaboration with private land owners when needed
- A sustainable park and recreation system that serves a broad range of users, such as children, persons with disabilities, and the underserved teenage and senior populations

## Goals to improve access to parks through:

- Parks and recreation facilities linked to employment areas and urban villages by transit, bicycle facilities, and pedestrian facilities
- A system of pedestrian paths and bikeways linking population-based parks with the community's resource-based parks and open space lands

## Goals to protect natural areas by:

- Vernal pools and sensitive biological resources preserved within a sustainable open space system
- A park and recreation system that meets the needs of both the environment and residents by using “green” technology and sustainable practices

As Kearny Mesa transitions into a place with a balance of employment and mixed-use neighborhoods, recreational areas and usable outdoor spaces will be an important component of a vibrant and healthy community. The new recreation facilities envisioned for Kearny Mesa will help to define the village areas and provide opportunities for exercise, social interaction, community events, and active transportation choices. In many areas of the community a combination of urban pathways and parks will provide efficient and accessible ways both travel to destinations in the community and recreate.

With an increasing residential population, there is a greater demand for parks, facilities, and open spaces to serve the community. Recreation needs will be met with a variety of spaces that provide opportunities for active and passive recreation. To address the community's future park needs, the Community Plan envisions a combination of enhancing existing park areas and adding new parks. In particular, a system of linear parks offers people places to walk, bike, jog, and play.



*With the projected growth in the community, the planned Hickman Field aquatic center will become an important community asset.*

Together, these areas will provide an inviting pedestrian environment while simultaneously addressing the community's recreational needs.

## 6.1 Recreation in Kearny Mesa

San Diegans take pride and pleasure in the active lifestyles afforded by the City's 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. In urban centers, the expectation is that stepping out onto City sidewalks is the start of an active trip or exercise routine. Taking a dog for a walk, riding a bike to work, and walking to dinner at a local restaurant all become part of an active lifestyle. Therefore, linear parks, paseos, plazas and smaller parks should be located in the active community areas that do not require a drive.



*Centrum Park includes children's play areas, pet areas, and seating.*





# Healthy Communities

With recreation comes the chance to impact positive change in the health of communities, including curbing childhood and adult obesity. A goal is to combat the trend of what local writer Richard Louv calls in his 2005 book *Last Child in the Woods* “Nature-Deficit Disorder.” Encouraging access to natural areas in our canyons or programmed recreation such as in adventure playgrounds will increase the quality of life for kids and adults alike. Kiosks at trail-heads, for instance, are a time-tested amenity that helps with environmental education and awareness at our City trails. Trail-heads are planned at the Murphy Canyon Road trails and at the planned Nature Discovery Park. Lunch-time recreation, outdoor retreat areas and activity zones within residential projects can also benefit the employment hub and help employers appeal to their employees.



Kearny Mesa’s recreation centers, sports fields, and aquatic centers are important community assets. Where challenges exist because there is a lack of public land and vacant land for parks, this challenge can be met through lands acquisition for parks and by planning for and implementing parks and plazas into mixed-use areas that are accessible by transit and designed to host a variety of activities throughout the day, evenings, and weekends. Recreation areas can activate village areas and provide a variety of facilities for all ages.

Ball fields and soccer fields are located at Hickman Field and shared with neighboring communities, particularly Clairemont. Hickman is planned to have increased capacity for active recreation. Further, Hickman is planned to have a recreation center, aquatic complex, splash pad and play areas. The community plan calls for the facilities at the former Chargers training practice fields to be converted to a community park or a joint use facility with public access, with buildings adaptively re-used and retrofitted to serve as a recreation center.

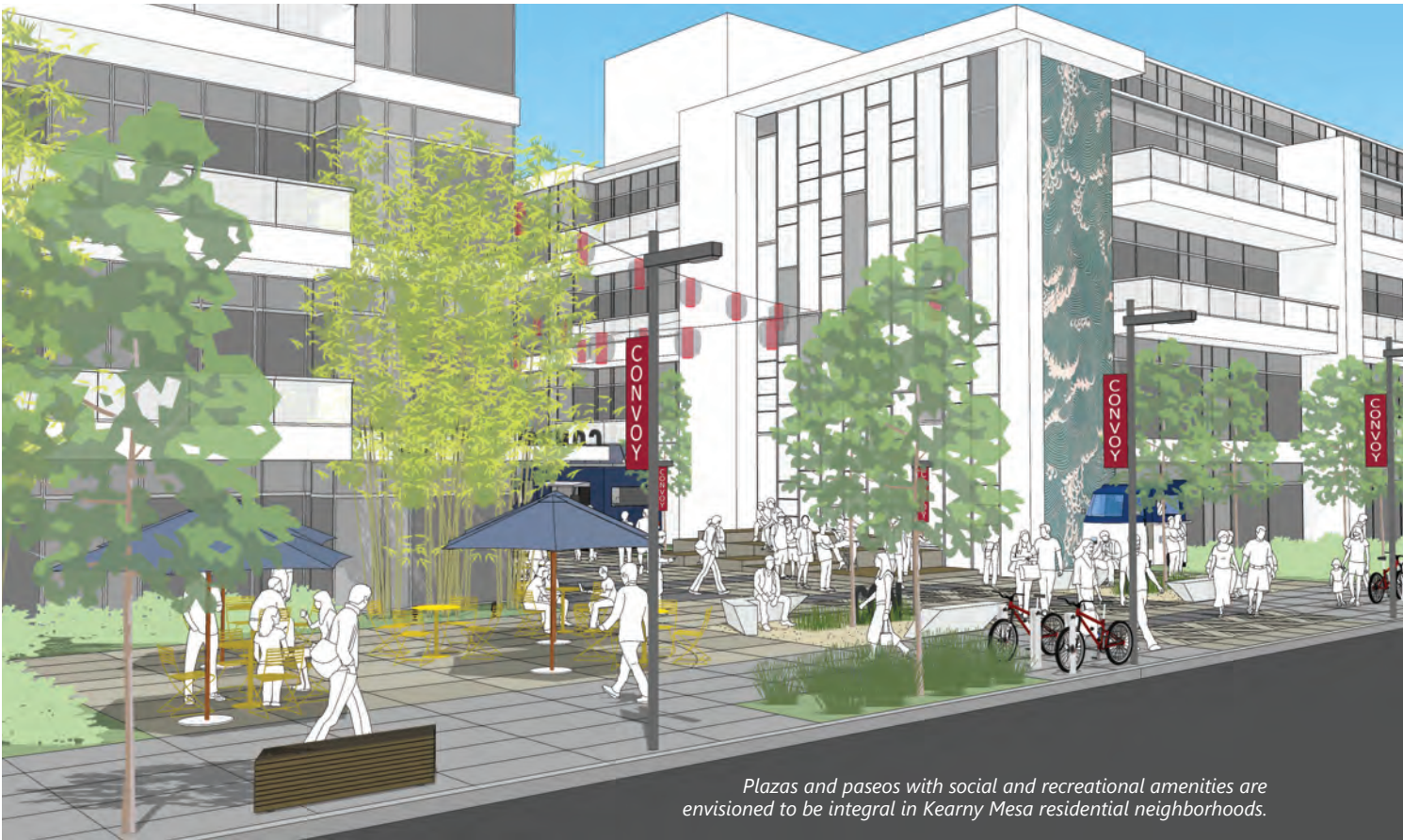
To address the community’s anticipated parks needs, large community parks and neighborhood parks and a robust network of small parks, plazas, and urban park amenities located within the three village areas, as shown in Figure 15 are planned. Four miles of linear parks with park amenities along the rights-of-way are planned to provide an inviting pedestrian environment while simultaneously addressing the community’s walkability. A series of facilities that are well-connected helps link people to traditional parks, regional recreational amenities, and cultural



*E-bikes, mountain bikes, commuter bikes, and cruisers all are excellent modes of transit for getting to your local parks and to neighborhood shops.*



*Dynamic and engaging playgrounds are vital to the physical and emotional health of children.*



*Plazas and paseos with social and recreational amenities are envisioned to be integral in Kearny Mesa residential neighborhoods.*

destinations. Recreation facilities that are planned in concert with walking and biking will encourage cross-community walking and biking to the following nearby City locations:

- East: Mission Trails Regional Park and Tierrasanta parks
- South: Ruffner Canyon Open Space and the San Diego River Park/San Diego River Pathway
- West: Othello Street/Batista Street pedestrian bridge and connections to Clairemont, Linda Vista and the Kearny Mesa Community Park
- North: Hickman Field Community Park

The parks system is closely linked to the Community Plan’s urban pathways (see Figure 15) and the pedestrian and bicycle networks (see Figures 11 and 12). The combination of facilities provides multiple benefits and encourages both recreating and active transportation throughout the community. Through protected bicycle facilities, multi-use paths, and sidewalks designed for persons of all ages, there is a choice to cycle and walk as a preferred travel mode.

## 6.2 Linear Parks in the Villages of Kearny Mesa

When combined with linear parks and recreational spaces, bicycle, pedestrian, and multi-use paths can enhance the biking and walking experience for all ages, and encourage children to engage in their surroundings and increase the likelihood that biking and walking are appealing modes of travel.

Elements that facilitate the use of the pedestrian travel way for both recreation and transportation can include sidewalk enhancements such as stamped pavement, artistic etchings, hopscotch, and signage to mark distances and destination. The Community Plan includes four signature urban pathway systems that provide opportunities to add linear parks (see Figure 26 and 27).



Figure 26: Linear Park Illustrative

POPS [Privately Owned Public Spaces]

Within the planned villages of Kearny Mesa, a “string of pearls” series of parks occurs along key streets as follows:  
Aero Drive: Aero Promenade  
Convoy Street: Park Links  
Clairemont Mesa Boulevard: Opportunity Trail



Publicly accessible park space on private property can enhance the neighborhood.



play zones contained with picket fencing

public sidewalk promenade with games and stories etched in concrete

cycle track (see Mobility section for locations)

Village Parks Concept

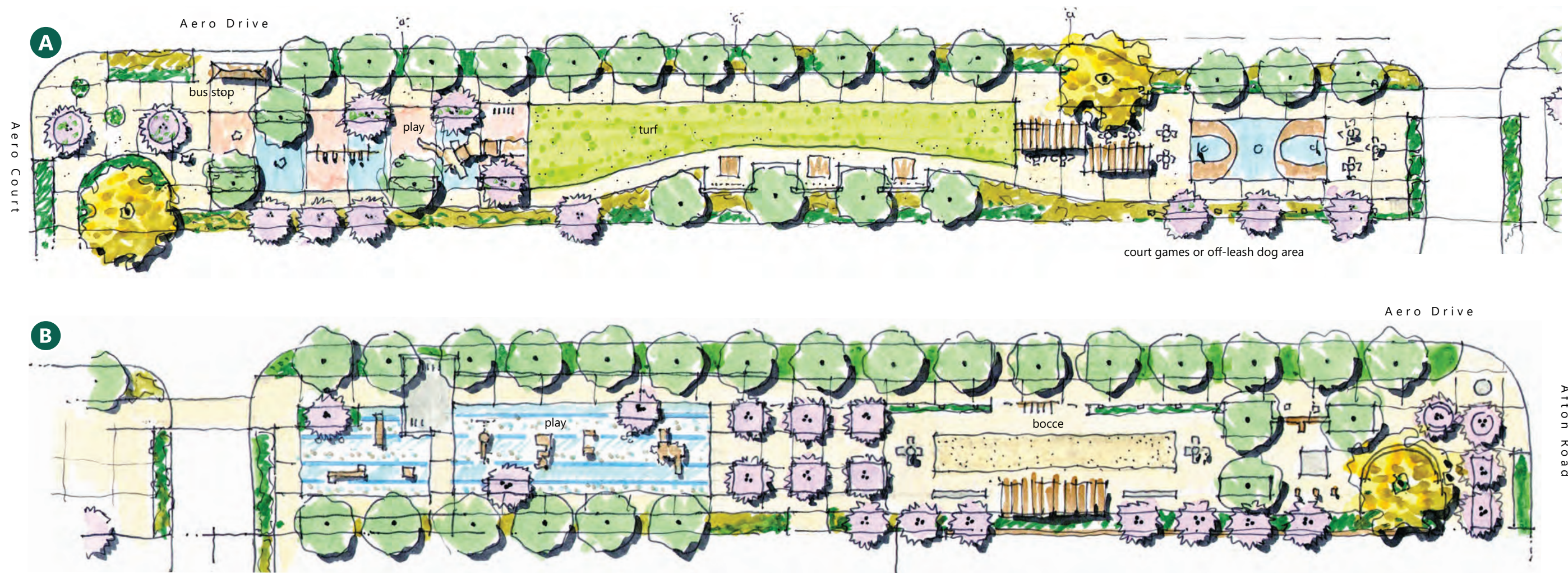
This illustration depicts an imaginary park in one of the planning villages, in a String of Pearls concept of linear parks, plazas, and pocket parks. It shows an actively programmed park that makes the most of a modest frontage that is usually un-programmed. There are activities for all age groups and physical abilities. The park is public, yet it could occur on land that is privately owned. Part of the vision for small parks like this is that space is activated by a neighborhood coffee shop, cafe or other business. Note how the park relates to the public right-of-way, with the generously-sized sidewalk separated from the bike lane and from the vehicular lanes with a parkway planted with large shade trees, which depending on location, could be in double rows.



Figure 27: Linear Neighborhood Park at Aero Promenade

Pilot Park Project on City Right-of-Way

Aero Promenade Neighborhood Park is the westernmost park in a series of small parks along Aero Drive. While Aero Promenade Neighborhood Park is on public right-of-way, other parks are envisioned to be on private land adjacent to the cycle track and the enhanced right-of-way.



Conceptual design for Aero Promenade Park (above) that repurposes spare right-of-way space to serve as enhanced active transportation, with recreational amenities and features that encourage walking and bicycling.

As shown in the western end of the park (A), play areas, ball courts, shade elements and a multi-use lawn area can exist parallel to the cycle track and roadway because they are buffered by a wide planted parkway and, in some cases at play areas and ball courts, a low decorative fence.

As shown in the eastern end of the park (B), amenities include activities like bocce, basketball/pickle ball, kids play zones, bike parking, shaded picnic facilities and a variety of seating/gathering areas.



Open space places can be a variety of sizes, spaces, configurations and activities.



Linear parks provide urban greening, recreational amenities, and gathering space.



6.3 Park Development, Preservation, and Access

Existing and Projected Population-based Parks and Recreation Facilities

At full community development, the projected population for Kearny Mesa is estimated to grow to more than 60,000 people. The community will have access to enjoyable parks, recreational centers, and aquatic complexes. As introduced below and described in more detail in Table 8, additional parks, trails, recreation centers, and aquatic complexes are needed for the increased population.

**Parks:** To meet the guidelines for a minimum of 14 Recreation Value-Base points per 1,000 residents, Kearny Mesa’s population results in a need for more parks and recreational value to meet General Plan park standards, as indicated in Table 8.

**Recreation Center:** A recreation center with a minimum of 17,000 square feet is needed to serve a population of 25,000. Kearny Mesa’s projected population of 62,096 results in the need for 42,225-square feet of recreation center building space to meet General Plan standards.

**Aquatic Complex:** An aquatic complex serves a population of 50,000. To meet the aquatic center guidelines, Kearny Mesa’s projected population of 62,096 results in the need for approximately 1.24 aquatic complexes to meet the General Plan standard.

Citywide park standards are identified in the General Plan Recreation Element. Further, the City’s Parks Master Plan lays out the citywide framework for the way parks are planned for community growth. Areas that are near bike routes and near transit routes are highly valuable. The summary of existing and planned parks for Kearny Mesa are shown in Table 8, which includes both estimated planned park size and potential value points.

Existing and planned parks in Kearny Mesa include a combination of linear parks, neighborhood parks, mini parks, pocket parks, and urban plazas. In addition, a combination of trails and paseos are important within an urban community like Kearny Mesa.

At full development, Kearny Mesa’s projected population warrants additional square feet of recreation center space; and the planned recreation center at Hickman Field will address at least some of this need. However, because Hickman Field is also heavily used by neighboring communities, additional locations for recreation centers should be explored, including the possible future reuse of the former training facility site and practice fields on Murphy Canyon Road.

With the projected growth in the community, approximately one aquatic complex is planned to serve the community. Similarly, because Hickman Field is a shared facilities, the aquatic complex at the former training facilities on Murphy Canon Road could support the community at its buildout and the adjacent communities as well.

Projected Park Development

The demand for parks and recreation will grow with Kearny Mesa’s population growth. Park land and recreation facilities are anticipated to be delivered not only through the use of City-owned land, but also through redevelopment of private land and the placement of parks within new residential projects.

The City’s General Plan encourages the development of parks and flexible public spaces that meet a community’s needs, such as linear parks, public plazas, urban greens with seating areas, parks above subterranean parking, and rooftop gardens open to the public.



Green Bridges

Kearny Mesa currently has one bicycle and pedestrian connection that is not open to vehicles over the I-805 freeway. It connects the southwestern corner of Kearny Mesa to Clairemont and Linda Vista. Lindberg Neighborhood Park and the joint-use park at Lindbergh/Schweitzer Elementary School are just across the bridge. To create a more enticing and enjoyable pedestrian pathway, design features could be added along the bridge. Improvements on the ground at both the east and west landings of the bridge would encourage more recreation. At the west side in Kearny Mesa, Othello Bridge Park is planned. See Figure 28 for location and Table 8 for a description of the park amenities. Additional pedestrian connections in conjunction with planned transit over freeways could be studied for future implementation.



Pocket parks and plazas that are open to the public and are integrally sited in mixed-use and residential sites are important to the social fabric of communities.



Play opportunities for children is a core element of the parks system.

Parks Master Plan Recreation Value-Based Standard

The Recreational Value-Based Park standard establishes a point value to represent recreational opportunities within local, resource-based, and open space parks. As an outcome-based measure, recreation value emphasizes the activities and experiences available to residents rather than a sole focus on the size of parkland in a given area. The standard recognizes the value of parks appropriate for diverse communities, from ballfields to pocket parks to trails.

The standard assigns points to amenities and activities in parks. The range and number of points is explained in depth in the Parks Master Plan. In the Community Plan, points have been calculated for existing parks, and points have been estimated for planned facilities. These combined points are then compared to the citywide standard of 14 points per 1,000 residents.



Additionally, upgrades and enhancements of the existing active parks and redeveloping City-owned sites are essential. This can include improvements to existing facilities to expand their use and/or increase the recreational value of the park. Hickman Field and Centrum Park currently offer recreational opportunities to residents and visitors.

Hickman Field draws regional visitors, whereas Centrum Park is suited in size and layout to serve the surrounding neighborhood. In addition, a series of parks (as shown in the example on Figure 27) is planned to be implemented in tandem with the development in each village per the Community Plan Implementation Overlay Zone (CPIOZ) to achieve development of public parks on private property or as dedicated park lands, as described in Section 2.10.

Parks and recreation facilities should be accessible to the broadest population possible. All city parks are available to all city residents and visitors, and should be located within walking distance of neighborhoods, employment centers, and public transit, and available for public use. As housing is added to village areas, there is an opportunity to create parks and plazas onsite for public use.

When a network of smaller parks, plazas, and linear parks are connected by paseos, they gain usefulness to the community, and recreation facilities will see more use. Special activities 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. These activated spaces can be most valuable to residents and visitors.



*Parks provide social, mental and physical benefits by allowing people to escape the noise and stress of everyday life.*



*Plazas and other park spaces in Kearny Mesa will be home to community expression and celebration, such as yearly Chinese New Year festivities.*



*Adventure play is an alternative recreation concept that brings informality and environmental diversity to the playground.*

### 6.4 Open Space: Trails 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 there is steep terrain and there are 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. At the southwest corner of the community, the Murphy Canyon bike path provides access to the SDSU West/Stadium River Park and the San Diego River Pathway. Kearny Mesa is also located within a 20-minute bicycle ride with mostly Class I facilities from an entrance to Mission Trails Regional Park in the neighboring community of Tierrasanta.



*Trails in natural areas allow for exposure to nature and the City's open space system.*

*Access to natural areas is a crucial part of environmental education and a healthy lifestyle. Below, California brittlebush (Encelia californica) blooms in the green hills of Diegan coastal scrub in a scene indicative of a season with good rainfall.*





Open Space & Resource Protection

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. Several sensitive vegetation types, ranging from southern riparian scrub to Diegan coastal sage scrub and southern mixed chaparral, occur in open space areas of Kearny Mesa. Areas designated as or conserved within the Multi-Habitat Planning Area (MHPA) are subject to compliance with the Multiple Species Conservation Program Subarea Plan (MSCP). Preservation can also include the enhancement of open space that provides a balance between protecting natural resources and allowing for compatible public recreation. Interpretive signs featured at open space parks can educate the public on the unique natural history and scenic value.

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 the Vernal Pool Habitat Conservation Plan are designated as open space.

*While some key habitat areas are off-limits to human traffic, all residents of the community have access to scenic areas in open space.*



Open Space & Trails

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. The planned Nature Discovery Park is a nature-based mini-park at the northern terminus of Convoy Street, and its educational signs and trail markers can educate park hikers on the special environment of the site and the nearby protected vernal pools.

The StoneCrest neighborhood is developed with residential subdivisions in the western portion and office and a commercial shopping center in the eastern portion of the community. Equally important to the development of housing closer to a job center was the creation and preservation of an open space system to preserve the canyon system, provide visual relief, and an enhanced park system that connects the land uses in this area.

StoneCrest has an approximately 125-acre open space network made up of existing natural canyons, contoured slopes, private parks, and private trails. Within this area, trail systems and pedestrian connections could be upgraded for public use; however, protection of habitat is a priority for areas within the MHPA.

Several trail projects are identified on the community map (Figure 28) and the list of existing and planned facilities (Table 8).



*Cycling is of course a healthy mobility choice, yet it can also be a recreation experience.*



*Vernal pools, such as the ones in northern Kearny Mesa, are habitats with special endemic species, such as the San Diego fairy shrimp.*



Figure 28: Parks and Recreation Facilities

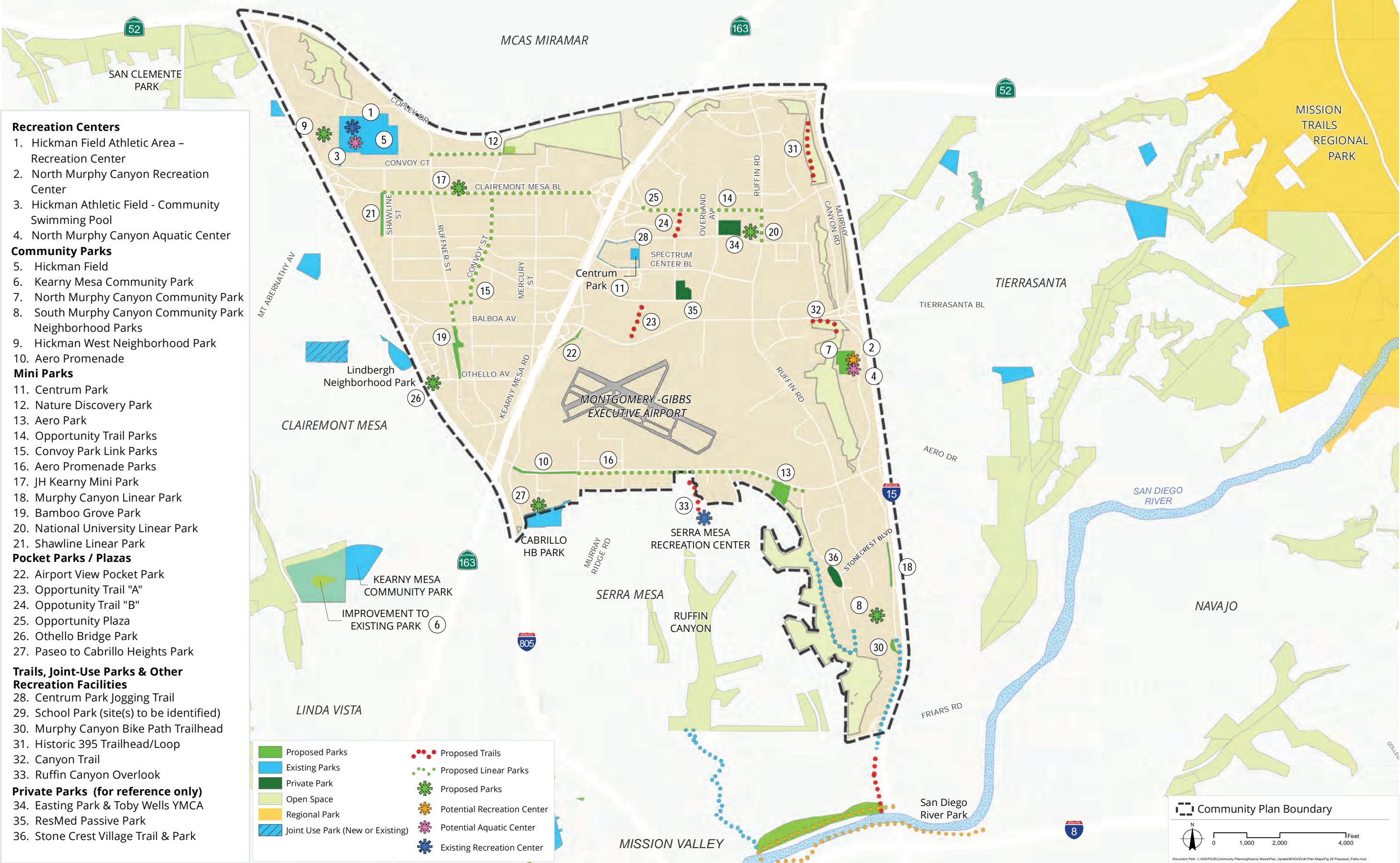




Table 8: Park and Recreation Facilities

Recreation Centers								
Site #	Project Title	Project Description		Recommendations	Existing Park Value (points) <sup>1</sup>	Planned Park Value Goal (points) <sup>1,2</sup>	Existing Size (acres)	Planned Size (acres)
1	Hickman Field Athletic Area - Recreation Center	Before 2020, Hickman Field Recreation Center was shared with Serra Mesa, Clairemont Mesa, and Kearny Mesa. As part of Kearny Mesa Community Plan update process, the park will simply be counted 100% to Kearny Mesa. Previously-collected DIF funds will not be affected. At the existing Hickman Field site, the General Development Plan (GDP) calls for a 20,000 square foot recreation building.		Per approved General Development Plan (GDP)	NA	NA	NA	NA
2	North Murphy Canyon Recreation Center	Buildings could be adaptively re-used on existing City land at 4020 Murphy Canyon Road, for recreation/athletics use -- to be renovated and upgraded for public park use, including existing parking and entrance drive.		The site of the formers Chargers Practice Field. Currently used in part by the Police Department, this area is ideal for conversion to public use if Police Department discontinues occupancy. The site could be a joint-use facility.	NA	NA	NA	NA

Aquatics Centers								
Site #	Project Title	Project Description		Recommendations	Existing Park Value (points) <sup>1</sup>	Planned Park Value Goal (points) <sup>1,2</sup>	Existing Size (acres)	Planned Size (acres)
3	Hickman Athletic Field - Community Aquatics Center	This project will provide for the design and construction of a community swimming pool serving Kearny Mesa and surrounding communities.		Per approved General Development Plan (GDP)	NA	NA	NA	NA
4	North Murphy Canyon Aquatic Center	Aquatic Center on existing City land at 4020 Murphy Canyon Road, with existing aquatics facilities and recreation/athletics building -- to be renovated and upgraded for public park use, including existing parking and entrance drive.		The site of the formers Chargers Practice Field. Currently used in part by the Police Department, this area is ideal for conversion to public use if Police Department discontinues occupancy. The site could be a joint-use facility.	NA	NA	NA	NA



## Community Parks

Site #	Project Title	Project Description	Recommendations	Existing Park Value (points) <sup>1</sup>	Planned Park Value Goal (points) <sup>1,2</sup>	Existing Size (acres)	Planned Size (acres)
5	Hickman Field	Hickman Field is an existing 46.5-acre community park. There is a GDP for additional facilities, such as an aquatic complex, aquatic/ rec center building, picnic areas, children's play areas, and ADA improvements, among other phased improvements. Before 2020, Hickman Field Community Park was shared with Serra Mesa, Clairemont Meas, and Kearny Mesa. As part of Kearny Mesa Community Plan update process, the park will simply be counted 100% to Kearny Mesa. Previously collected DIF funds will not be affected.	Per approved General Development Plan (GDP)	15	105	46.51	NA
6	Kearny Mesa Community Park	This development of previously-graded, undeveloped land in the northwest corner of the existing Kearny Mesa Community Park will provide for the development of 4 acres of amenities such as hardcourts, children's play area, open play areas, picnic area and shelter, expanded off-leash dog facilities and other facilities as required.	Kearny Mesa Community Park is a 69.81 gross acre park located in the adjacent community of Linda Vista community. Currently not all acres are developed. As part of the planning process, the development of 4.00 acres will be attributed to serve the planned population in Kearny Mesa.	NA	18-21	0.00	4.00
7	North Murphy Canyon Community Park	Community park facilities on existing City land at 4020 Murphy Canyon Road, with existing aquatics facilities, recreation/athletics building, passive use lawn areas and parking -- to be renovated and upgraded for public park use, along with new facilities such as children's play area, multi-purpose sports court, sports lighting and security lighting, hardcourts, picnic area and shelter and other facilities.	The site of the formers Chargers Practice Field. Currently used in part by the Police Department, this area is ideal for conversion to public use if Police Department discontinues occupancy. The site could be a joint-use facility.	0	58-70	0.00	17.80
8	South Murphy Canyon Community Park	This project at 2990 Murphy Canyon Road could provide for the development of 14.85 useable acres (21.35 total acres) to provide amenities such as multi-purpose sports fields, hardcourts (tennis, basketball and/or pickleball), children's play areas, an open play area, picnic area and shelter, an off-leash dog facility, parking and other facilities as required; site can be renovated and upgraded for public park use, including use of existing parking and entrance drive.	Possible park or recreation facility on the driving range if the site is considered for redevelopment.	0	50-61	0.00	14.85

## Neighborhood Parks

Site #	Project Title	Project Description	Recommendations	Existing Park Value (points) <sup>1</sup>	Planned Park Value Goal (points) <sup>1,2</sup>	Existing Size (acres)	Planned Size (acres)
9	Hickman West Neighborhood Park	This project will provide for the development of this 8-acre site to provide amenities that will complement adjacent Hickman Field, such as children's play areas, hardcourts (tennis, basketball and/or pickleball), an open play area, picnic area and shelter, an off-leash dog facility, parking and other facilities as required.	Coordinate with property owners and agencies to provide on-site park facilities if the Kearny Lodge Mobile Home site is considered for redevelopment.	0	70-86	0.00	8.00
10	Aero Promenade	On land that is currently access road and land that is not actively access road, create mobility and recreation facilities on right-of-way between Kearny Villa Road and Afton Road. Amenities could include paving/sidewalks with etched patterns, exercise equipment stations, multi-purpose hardcourts, children's play areas, an open turf area, basketball court, picnic area and shelter, and bocce court or a small off-leash dog facility.	This linear park is part of a series of parks along the Aero Promenade, which includes mobility and recreation facilities along the south side of Aero Drive - from Kearny Villa Road and continuing east to West Canyon Drive.	0	37-45	0.00	4.00



## Mini Parks

Site #	Project Title	Project Description	Recommendations	Existing Park Value (points) <sup>1</sup>	Planned Park Value Goal (points) <sup>1,2</sup>	Existing Size (acres)	Planned Size (acres)
11	Centrum Park	Centrum Park is an existing 2.0-acre mini park located at 4955 Ariva Way.	Existing park	11	0	2.00	NA
12	Nature Discovery Park	On City-owned open space, at the southwesterly corner of the site, sensitively develop a small park with a mixture of permeable paving and stabilized decomposed granite pathways, picnic areas, educational areas/displays and native plant garden/landscaping.	Include native plantings and passive park improvements on conserved site. Consider facilities such as adventure/ecological play and educational displays. Provide barrier to prohibit access to habitat/sensitive areas to the east.	0	25-30	0.00	2.00
13	Aero Park	At 9485 Aero Drive, create a small park with a mix of program elements such as picnic areas, children's play area(s), small multi-purpose courts, off-leash dog facility, skateboard/pump track, walkways, landscaping and possibly multi-purpose turf area.	Redevelop the western portion of City-owned land along the Aero Promenade where trailers exist. Site has existing security fencing and parking. Maintain City use of eastern portion of site with permanent building.	0	12-15	0.00	1.75
14	Opportunity Trail Parks <sup>3</sup>	A series of parks in the Clairemont Mesa Corridor, particularly along Clairemont Mesa Boulevard -- a "string of pearls" concept along the Opportunity Trail, with active and passive use facilities, seating, small hardcourts, play areas, bike parking, plazas and multi-use gathering areas.	The series of population-based parks is planned and incentivized per the Community Plan Implementation Overlay Zone (CPIOZ), to be developed as public plazas, paseos, or linear parks on private property or as dedicated park lands.	0	109-133	0.00	TBD/Varies
15	Convoy Park Link Parks <sup>3</sup>	A series of parks along the Convoy Corridor -- a "string of pearls" concept, with active and passive use facilities, seating, small hardcourts, play areas, bike parking, plazas and multi-use gathering areas.	The series of population-based parks is planned and incentivized per the Community Plan Implementation Overlay Zone (CPIOZ), to be developed as public plazas, paseos, or linear parks on private property or as dedicated park lands.	0	14-17	0.00	TBD/Varies
16	Aero Promenade Parks <sup>3</sup>	A series of parks along the south side of Aero Drive -- a "string of pearls" concept, with active and passive use facilities, seating, small hardcourts, play areas, bike parking, plazas and multi-use gathering areas.	The series of population-based parks is planned and incentivized per the Community Plan Implementation Overlay Zone (CPIOZ), to be developed as public plazas, paseos, or linear parks on private property or as dedicated park lands.	0	23-28	0.00	TBD/Varies
17	JH Kearny Mini Park	At 7510-7742 Clairemont Mesa Blvd. and 7559-7725 Convoy Ct., a series of public parks on private development is planned by the land owner with an Urban Trail, Paseo and Park. Park features sitting/gathering areas, dining areas, movable furniture, enhanced paving shade structure with communal seating, dog station, landscaping and terraced lawn area.	(*) Note that proposed acreage is approximate/ to be finalized.	0	11-13	0.00	1.50
18	Murphy Canyon Linear Park	Create trail with a linear park along Murphy Canyon Road from Stonecrest Boulevard to the existing multi-use path, to include paths, seating, shade elements, exercise equipment and other facilities.	On undeveloped private land along 9825 Stonecrest Drive	0	14-17	0.00	3.00
19	Bamboo Grove Park	In the closed portion of the segment of Ruffner Street between Balboa Avenue to Othello Avenue (1.50 acre) and the right-of-way on Armour Street west of Convoy (0.15 acre), create a pocket park with features such as Asian-inspired public art component(s), picnic areas, children's play area, game tables, bocce court, walkways, landscaping and seating areas.	A linear park that connects with the Convoy Park Link "string of pearls" parks. Southerly stretch is primarily multi-use path and related improvements; northern half has these features and also includes more developed/urban park features.	0	19-23	0.00	1.65



### Mini Parks (continued)

Site #	Project Title	Project Description	Recommendations	Existing Park Value (points) <sup>1</sup>	Planned Park Value Goal (points) <sup>1,2</sup>	Existing Size (acres)	Planned Size (acres)
20	National University Linear Park	Privately-owned public park, on National University property along Lightwave Avenue.	Multiple-use facilities shared with University users, privately maintained.	0	22-26	0.00	2.00
21	Shawline Linear Park	On approximately 1,200 linear feet of street frontage a publicly-accessible park will total an area of approximately 2 acres, with the ultimate size to be determined based on demand from total new population from the development west of Shawline.	Planned park facilities to serve the Clairemont Mesa Boulevard Village could include passive-use gathering areas and picnic facilities. Active uses could include exercise equipment, playgrounds, hardcourts, and/or other features.	0	34-41	0.00	2.00

### Pocket Parks/Plazas

Site #	Project Title	Project Description	Recommendations	Existing Park Value (points) <sup>1</sup>	Planned Park Value Goal (points) <sup>1,2</sup>	Existing Size (acres)	Planned Size (acres)
22	Airport View Pocket Park	On the approximately 12,000 square foot previously-graded site on airport property and approx. 15,000 sf part of the street-facing parcel on the Kyocera site, provide a linear park that extends from the viewing area along Kearny Villa Road to Balboa Avenue with picnic facilities, walkways, educational displays, landscaping and other passive park facilities.	The Airports Division has a planned viewing area along Kearny Villa Road at the northwest portion of the airport property, and on the adjacent Kyocera property, there is land available for public use to be incorporated into the pocket park. (See Urban Design section for Airport Loop discussion.)	0	10-12	0.00	0.62
23	Opportunity Trail "A"	Develop approximately 1/4-mile trail park to provide north-south connection between Balboa Avenue and Tech Way - with facilities such as picnic seating/shade, exercise equipment, seating and passive use park facilities.	Crucial is separation (fencing) between pathway and adjacent conserved vernal pool habitats. Would occur on Teledyne site and the other private parcel immediately to the south.	0	11-13	0.00	0.48
24	Opportunity Trail "B"	As properties develop, provide a paseo between Complex Dr. and Lightwave Ave. with multi-use pathway of approximately 315 feet in length with seating and hopscotch and/or other paving-imprinted designs.	Paseo would occur as a privately-owned public paseo-park on a 30-ft. width, centered on property line between privately-owned parcels.	0	12-14	0.00	0.49
25	Opportunity Plaza	The redevelopment of the private site at 8868-8898 Clairemont Mesa Boulevard will (if housing is added) provide a publicly-accessible recreation feature of approximately 15,000-20,000 square feet. Features of the pocket park, plaza or paseo feature could features such as: seating/gathering areas, small kids play area, game tables, art, planted areas, and bike parking.	This small recreation facility could be designed with facilities that support the planned transit route and bike/multi-use path. The design could be integrated with on-site private coffee shop, cafe, bike shop, or similar activating use(s).	0	14-17	0.00	0.4
26	Othello Bridge Park	Develop a small park or community garden to provide recreational opportunities at this connection between Clairemont and Kearny Mesa - with facilities such as picnic seating/shade, exercise equipment, seating, bike parking and passive use park facilities.	Coordinate with property owners at the Othello bridge landing, including portions of utility right-of-way parcels to the north and in the "paper street" right-of-way, to provide a park.	0	10-13	0.00	0.25
27	Paseo to Cabrillo Heights Park	Within the private project at 3545 Aero court, provide a paseo southward to the existing park - either as dedicated park land or as a privately-owned publicly accessible park.	Paseo would occur as a privately-owned public paseo-park on a pathway/connection from Aero Court to Cabrillo Heights Neighborhood Park. Approximately 10' wide x 280' long.	0	5-7	0.00	0.06



### Trails, Joint-Use Parks & Other Recreation Facilities

Site #	Project Title	Project Description		Recommendations	Existing Park Value (points) <sup>1</sup>	Planned Park Value Goal (points) <sup>1,2</sup>	Existing Size (acres)	Planned Size (acres)
28	Centrum Park Jogging Trail	The existing Centrum Park Jogging Path is a 2.16-acre public park on private property located along Spectrum Center Boulevard.		Per approved General Development Plan (GDP)	11	10-12	2.16	NA
29	New School Park	If a school is developed in Kearny Mesa, coordinate with School District to establish a Joint-Use Park.		Evaluate opportunities to develop a join-use facility in conjunction with the siting of a new elementary school.	0	15-18	0.00	1.5-2.0
30	Murphy Canyon Bike Path Trailhead	Develop a trail staging area park on City-owned parcel - with facilities such as picnic seating/shade, bicycle repair station, seating, bike parking, and passive use park facilities.		Allows important connection south to the San Diego River Trail. In addition, investigate possibility of getting an easement from Caltrans for a use easement on easterly-adjacent approximately 0.5 acre property for trail and natural park facilities.	0	7-9	0.00	0.94
31	Historic 395 Trailhead/ Loop	Develop a trail and staging area - with facilities such as trails, seating, bike parking, history-telling interpretive signage, and passive use park facilities.		Northern trail head and trail along the historic alignment for the Historic 395 on a City-owned site north of Clairemont Mesa Boulevard.	0	14-17	0.00	0.60
32	Canyon Trail	Develop a trail and staging area - with facilities such as trail, seating, bike parking and passive use park facilities.		Canyon trail in an access path for the Balboa and I-15 Canyon Long Term Access (LTA) project alignment on City-owned land off of Murphy Canyon Road south of Balboa Avenue.	0	11-13	0.00	0.15
33	Ruffin Canyon Overlook	Develop a trail and passive park facilities that connect to the Serra Mesa Library - with facilities such as trails, seating, nature adventure playground and passive use park facilities.		Enhance or connect to trail in Ruffin Canyon from Aero Drive to the Serra Mesa Recreation Center.	0	20-24	0.00	0.36

### Private Parks

Site #	Project Title	Project Description		Recommendations	Existing Park Value (points) <sup>1</sup>	Planned Park Value Goal (points) <sup>1,2</sup>	Existing Size (acres)	Planned Size (acres)
34	Easting Park & Toby Wells YMCA	Easting Park is an approximately 3.0-acre park located adjacent to the Toby Wells YMCA at 5105 Overland Avenue.		N/A	NA	NA	N/A	N/A
35	ResMed Passive Park	An approximately 5.0-acre area is provided for private use and passive recreation at the northeast corner of Paramount Drive and Tech Way.		N/A	NA	NA	N/A	N/A
36	Stone Crest Village Trail & Park	A park and recreation center on West Canyon Avenue, with connections and trails as part of the open space system.		N/A	NA	NA	N/A	N/A



**Kearny Mesa Population-based  
Parks Value Summary**

Needed park value for 62,096 residents at 14 points/1,000 residents <sup>4</sup> :	869
Existing & Identified Planned Parks, Estimated Average:	852
Other yet to be identified parks (publicly-accessible parks on privately-owned sites & sites yet to be identified sites for acquisition):	17
Total park value/points - existing parks, planned parks & sites yet identified:	869

**Notes:**

1. Park values are based on the Parks Master Plan scoring matrix as scored by City staff as of October 2020.

2. In estimating the value scoring for proposed park facilities, it is acknowledged that a range of facilities could occur as a result of stakeholder input during park programming and design in the General Development Plan (GDP) process. A range of points has been estimated, with points assigned using the preliminary park descriptions above. For these park facilities planned prior to a GDP, the scoring method assigns a high end and a low end of the estimate's value range. For the community summary, the average of the low and high range is indicated in the table. In the scoring methodology, proposed park facilities were scored assuming that future transit and bike facilities would exist as planned.
3. For CPIOZ areas, there are incentives that encourage privately-owned and maintained parks accessible to the public. In these zones, a 33% participation rate has been applied above.

4. Projected population for 2050 is determined by using the planned 27,235 dwelling units and the SANDAG Series 13 persons per household number of 2.28 (forecast in October 2013) to estimate a planned population of 62,096.





# 7

## Public Facilities, Services, and Safety

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

### Goals to match infrastructure to growth by:

- Public facilities and infrastructure provided concurrent with need to achieve the thriving employment centers necessary for prosperity as a regional destination
- Clean energy and advanced technologies utilized to attract businesses

### Goals to provide a safe and livable environment through:

- Public facilities and services provided to meet needs for neighborhood livability
- Clean energy and advanced technologies utilized within neighborhoods
- Development that reduces risks posed by geologic, seismic, and hazardous materials conditions
- Development that minimizes the exposure of residential and other sensitive land uses to excessive noise



An essential component of implementing the village areas within Kearny Mesa is consideration for public facilities, services, safety, and community facilities. Planning for public facilities and services helps to meet the community's future needs related to safety, health, and overall functionality. Community facilities and neighborhood schools can support the vision for livable, walkable communities and be an integral part of village areas. The General Plan broadly addresses police, fire, and rescue services, schools, and libraries. Community plans provide additional detail on the needed upgrades and expansions of public facilities to provide the necessary services for the Community Plan buildout. Therefore, this section builds on a citywide framework and discusses capital improvements needed for an urbanized community, especially as the population of Kearny Mesa grows. To serve Kearny Mesa's existing needs and accommodate growth, public facilities and services will need to be prioritized, financed, and developed within the community. Together, policies in the General Plan and Community Plan address public safety and health and the proper facilities needed to accommodate the Community Plan's projected population.

### 7.1 Public Facilities, Services and Safety

The City's operational departments such as Police, Fire-Rescue, Park and Recreation, and Public Library conduct assessments and plan for their respective facilities throughout the City.

#### First Responders

Police and fire services facilities for first responders affect planning goals for livability and safety. 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. 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. As growth and development occur, capacity is evaluated to ensure that station locations and staffing levels are adequate to maintain acceptable levels of service. The growing population is anticipated to increase the need for fire, medical, and emergency services.



Fire Station 28 located on Kearny Villa Road is centrally located to serve Kearny Mesa and adjacent communities.



Outdoor and recreation areas and joint-use park areas can be valuable assets for schools and the surrounding neighborhood.



Community Facilities and Benefit Districts

Kearny Mesa’s village areas will be urban environments where people have the option for housing, jobs, and services closely located and where needs can be met without driving. A complete community includes not only these uses but also community facilities, such as child care, and space for professional organizations and neighborhood groups. As the village areas evolve, these areas with spaces for gathering, meetings, and events can contribute to the revitalization of the community. Areas combined with outdoor plazas can also provide space for special events.

Kearny Mesa may also be a candidate for property-based, business improvement, maintenance, or other special districts. Districts can form to coordinate the funding and installation of infrastructure, economic development or wayfinding programs, or perform special maintenance not provided under the standard maintenance by the City. While the formation and benefits depend on the type of district and whether the district is managed by the City of self-managed, an ongoing sustainable funding mechanism can help meet neighborhood and business revitalization goals.



Kearny Mesa is also the base of operations for several facilities that provide services to the entire City. The San Diego Police Department’s Air Support Unit is located at Montgomery-Gibbs Executive Airport with the police helicopter Airborne Law Enforcement Unit (ABLE) that responds to calls throughout the City. The San Diego Police Department and San Diego Fire Department planned the Joint Training Center on Copley Drive. The academy is an important part of recruiting and training first responders in the City.

The Fire-Rescue Department may need to increase staff levels, equipment, and facilities to meet needs within Kearny Mesa and in adjacent communities based on service studies. Supporting the upgrades at facilities, modernization of equipment, and expansion of stations that serve Kearny Mesa and the City helps ensure the required response times can be met. This includes the replacement/expansion of Fire Station 28 in Kearny Mesa and replacement/expansion of Fire Station 36 in Clairemont. Expansion of citywide facilities is also needed to support the buildout of Kearny Mesa. This includes the expansion of the Emergency Command and Dispatch Center and the establishment of the Joint Use Training Center. The location of existing police and fire stations is shown on Figure 29.



The library on Aero drive serves the Kearny Mesa area.

Libraries

The Serra Mesa-Kearny Mesa Branch Library, built in 2006, 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.

The City takes a system-wide approach for replacing, renovating and maintaining branch libraries. Buildings are assessed for repair, refurbishment and replacement based on the age of the structures, among other factors. The City determines needs for library facilities as communities grow and as new development occurs. Opportunities to co-locate a library with other facilities, such as schools, community meeting rooms, or parks, are encouraged.

Community Facilities

Community and semi-public facilities are public-serving but not owned or operated by a public agency, and can include space for community and civic organization meetings, senior centers, cultural centers, places of worship, child care facilities, and museums and areas for art and community festivals. Kearny Mesa already has multiple agencies with campuses for meetings and community events as well as a strong association with the Pan-Asian community of San Diego. As the Convoy Corridor evolves, community spaces will contribute to the vitality and livability of the community with activities catered to multiple generations when designed to enhance the public realm and support pedestrian activity.

Health care facilities are also present within Kearny Mesa and provide prominent landmarks along corridors. Medical care facilities, hospital, and clinics could be beneficial for community residents and employees as well as adjacent communities. They provide a range of services that help to reduce the need to travel outside of the community for essential care.

Schools

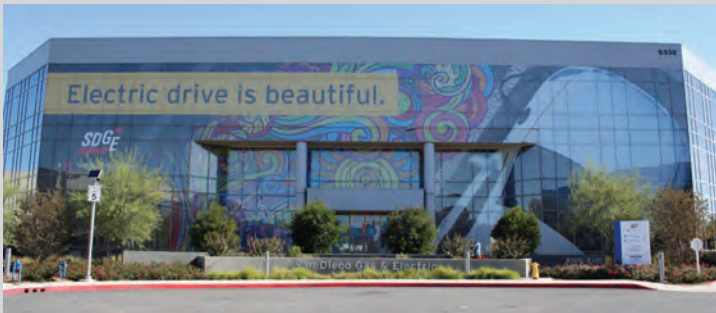
An important component of revitalizing communities is the provision of schools and offering of quality educational programs. Although educational facilities are located in the northern portion of Ruffin Road and in a cluster along the western portion of Aero Drive, Kearny Mesa has not historically generated a sizeable student population. Neighboring community schools in Clairemont Mesa, Serra Mesa, and Tierrasanta combined with private and charter schools primarily serve current residents. As the population in Kearny Mesa increases in the future, the number of families and school-age children will increase. Kearny Mesa’s population growth is expected to occur primarily within the mixed-use villages, therefore, schools are encouraged to be built as part of development in the village areas to serve the community’s future education needs. Given the higher overall residential density along the Clairemont Mesa Boulevard corridor, this village area may be considered more suitable for educational uses, future school development, and community facilities.



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. The City works with 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.

Kearny Mesa could become a leading community for the installation of electric vehicle stations and energy efficient lights. These improvements can be attractive to technology companies and their employees. By partnering with local businesses to pilot technologies and incorporate sustainability on a larger scale, Kearny Mesa could become the center for innovative ideas and practices.



Installing electric vehicle charging stations and advanced technology can be attractive to technology companies and their employees.

San Diego Unified School District provides public education services for the community, and schools are typically developed as the population grows. The potential increase in students from future housing units is expected to result in the need for school facilities within the community. Schools that serve Kearny Mesa will be reviewed for capacity as demographic trends related to increase and decreases in enrollment change over time. Where sites require students to travel to an academic program, additional improvements may be necessary to ensure safe routes to schools.



### Figure 29: Public Facilities

**LEGEND**

- Fire Station
- Clairemont Mesa Boulevard Village
- Public - San Diego Unified Schools
- Private Schools/Educational Sites
- Library
- Police Station
- Police Air Support Unit
- Community Plan Boundary

Note: School sites and educational facilities may be added or locations may change from those shown on graphic.

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Overall, public and private schools with a more urban design can make efficient use of land. Although traditional school sites require a larger footprint for dedicated school use with

Kearny Mesa also has facilities and sites for job training, educational services, and degree programs. With the Community Plan, there is a potential to expand the facilities and campuses, and, in turn, students have the opportunity to live within walking distance of institutions. Kearny

A photograph of a modern, light-colored building with large glass windows. The words "NATIONAL UNIVERSITY" are visible on the facade. Several tall palm trees and a flowering pink bush are in the foreground. The sky is clear and blue.

A photograph of the interior of the Corners Bookstore. The space features a large, arched window at the far end, through which greenery is visible. Above the window, a sign reads "CORNERS BOOKSTORE" and "CORNERS BOOKSTORE". To the left of the window, a wooden bench with a backrest is visible. The floor is made of light-colored tiles. Bookshelves filled with books line the walls, and a small table with books on it is in the foreground. A large, dark, diamond-shaped pendant light hangs from the ceiling. The walls are painted a light yellow color, and the ceiling is white with a wooden beam running across it.

132 Kearny Mesa Community Plan



Mesa also has continuing education centers with capacity for additional development that can further establish the presence of higher learning vocational campuses. In some cases, these campus centers can provide center of community activity where educational, residential, and civic uses are all present and integrated and characterized by inviting pedestrian-oriented streets and public spaces well connected to the transit system.

### 7.2 Hazards and Hazardous Materials

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 works to ensure hazardous waste is managed using the most practicable, environmentally safe, and equitable methods possible.

### 7.3 Geologic and Seismic

Kearny Mesa is classified by the San Diego Seismic Safety Study 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. 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.

### 7.4 Noise

Freeways, roads, and airplane flights 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 from the villages that will include noise-sensitive uses. Other areas are in disclosure areas for airport noise and operations. The villages require attention to noise levels and are the focus for noise buffers and noise attenuation. In addition, residential is not allowed above 65 decibels (dB). Typical attenuation measures are addressed in the General Plan. Airport compatibility measures related to noise levels are also discussed in the ALUCPs for Montgomery-Gibbs Executive Airport and MCAS Miramar. Refer to the guidelines in the General Plan Noise Element and policies that encourage noise attenuation and reduction practices, noise level limits and disclosures of potential noise.



Noise attenuation can help minimize perceived impacts from neighboring uses.