



EXISTING CONDITIONS ATLAS

CLAIREMONT COMMUNITY PLAN UPDATE



Prepared for:



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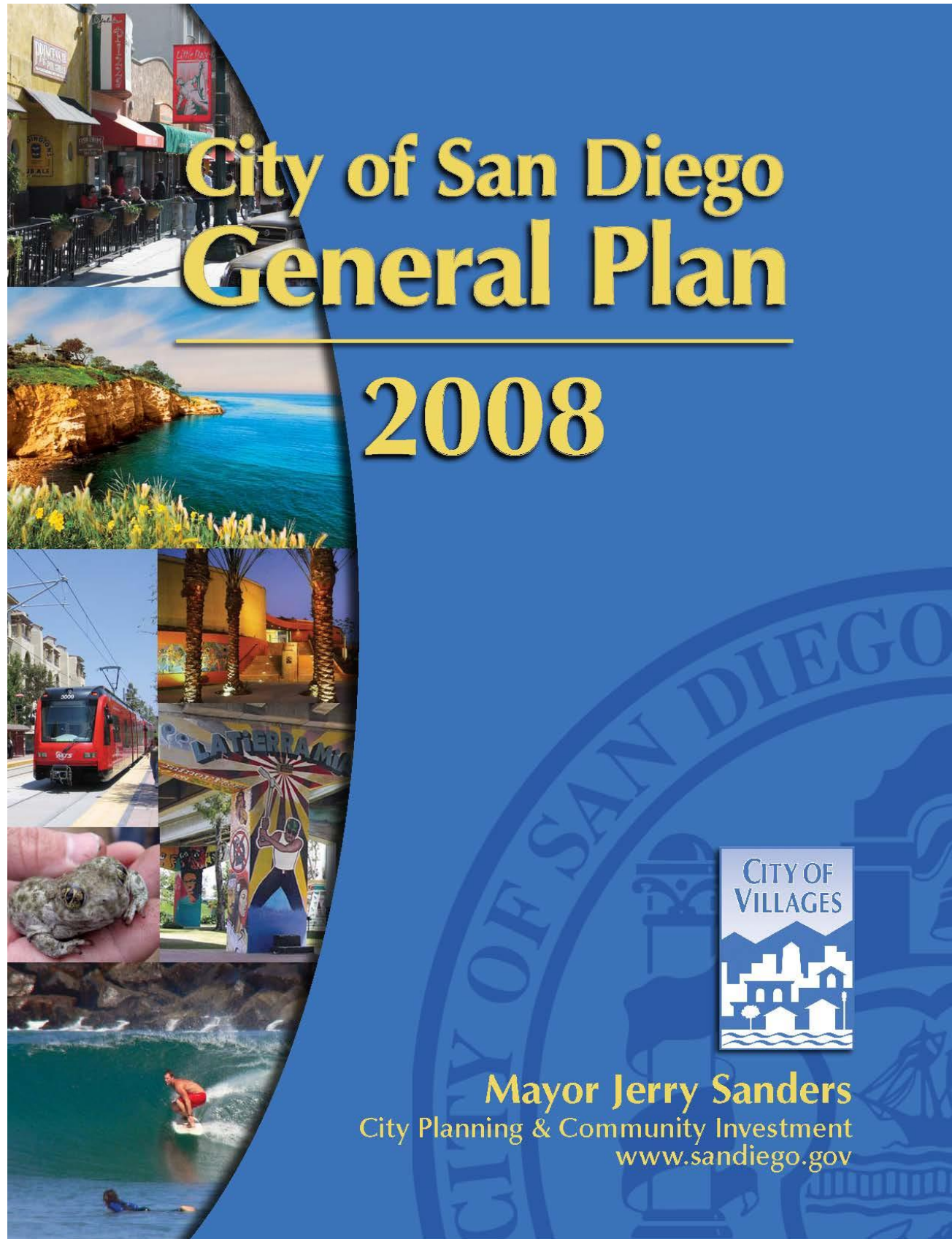
1 INTRODUCTION AND OVERVIEW

1.1 INTRODUCTION

This report provides information on existing conditions in the Clairemont Community Planning Area; and serves as a baseline for the update of the community plan. The focus of this report is on mappable resources that will frame choices for the long-term physical development. This report contains maps and information about land uses, natural resources, urban form, and transportation infrastructure.

The report provides information on conditions that existed as of 2017.





1.2 GENERAL & COMMUNITY PLAN PURPOSE AND PROCESS

1.2.1 What Is Planning?

As a mature city with a dwindling amount of raw land, San Diego must use its remaining land resources wisely and focus on infill development to maintain both our prosperity and our quality of life. This is accomplished by implementing the "City of Villages" concept contained in the 2008 General Plan and updating the City's 49 adopted community plans on a regular basis.

1.2.2 What is a General Plan?

On March 10, 2008, the San Diego City Council unanimously approved a comprehensive update to the City's General Plan. The plan sets out a long-range vision and policy framework for how the City should plan for projected growth and development, provide public services, and maintain the qualities that define San Diego over the next 20 to 30 years. It represents a shift in focus from how to develop vacant land to how to design infill development and reinvest in existing communities. It has a strong sustainability focus through policies addressing transit/land use coordination; climate change; healthy, walkable communities; green buildings; clean technology industries; resource conservation and management; and urban forestry. In addition, the General Plan features protections for key industrial lands; strategies for providing urban parks; "toolboxes" to implement mobility strategies; and policies designed to further the preservation of San Diego's historical and cultural resources. The plan was structured to work in concert with the City's community plans.

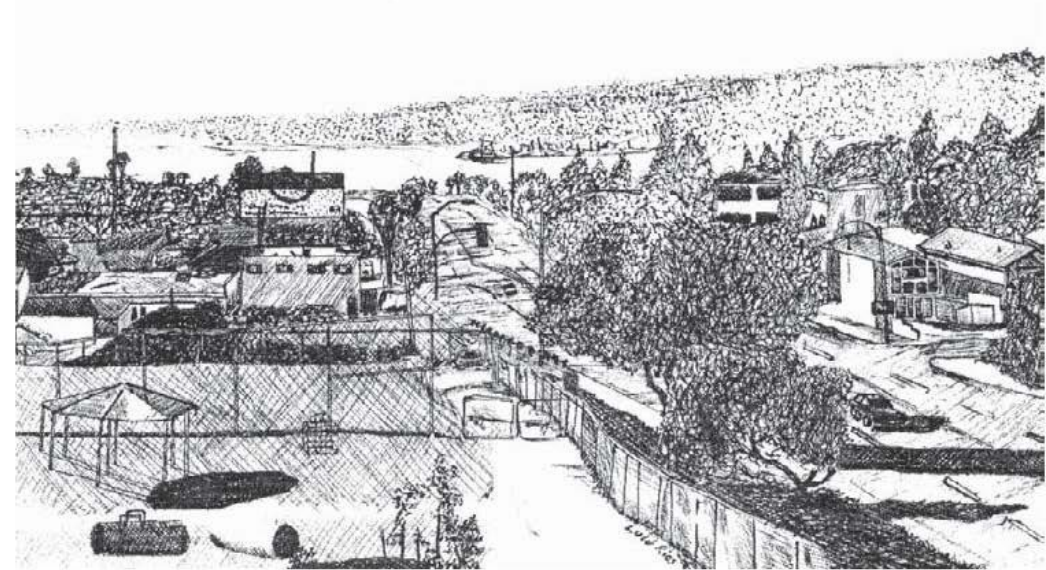
The General Plan incorporates the City of Villages strategy, which was developed over a three year period and adopted as a part of the Strategic Framework Element in 2002. The City of Villages strategy is to focus growth into mixed-use villages that are pedestrian-friendly districts, of different scales, linked to the transit system. Each village will be unique to the community in which it is located, yet all villages will be pedestrian-friendly, and characterized by inviting, accessible and attractive streets and public spaces. Individual villages will offer a variety of housing types and affordability levels. The strategy draws upon the character and strengths of San Diego's natural environment, distinctive neighborhoods, commercial centers, institutions, and employment centers that together form the City as a whole.

Clairemont Mesa

Community Plan

1.2.3 What is a Community Plan?

Community plans work in concert with the City's General Plan to guide growth and development in San Diego's 52 community planning areas. The plans describe the community's vision and identify strategies for enhancing and managing change. They establish goals, policies, implement strategies, and inform local decision making and public investments. Community plans provide parcel-level land use designations for implementation through corresponding zoning and tailor policy direction to address issues of importance to the community. Community plans also play a key role in helping the city to meet its Climate Action Plan (CAP) targets by furthering an urban form conducive to alternative modes of transportation.





1.2.4 The Community Plan Update

Community plan updates are part of the Planning Department's ongoing process to monitor and revise the Clairemont community plan to meet community and citywide needs.

The Community Plan update is managed by various divisions of the Planning Department:

The Long Range planning division includes General Plan monitoring and conformance, Community Planning, Mobility Planning, and Maps & Urban Analysis. This division focuses on comprehensive community plan updates, plan implementation, monitoring, and amendments, administering planning grants to further planning initiatives, and support citywide efforts to further the City of Villages smart growth strategy for growth and development.

The Environmental & Resource Analysis Division includes Historic Preservation Planning, Multiple Species Conservation Program and CEQA Policy and Review. This division is responsible for the City's "CEQA Policy Wheelhouse" which provides policy guidance on environmental review, as well as environmental review for plan updates, amendments and city projects and focuses on policy and project-level review for the Multiple Species Conservation Program, Historic Preservation, and Park Planning.

The Facilities Financing section manages the impact fee programs associated with land development designed to fund the community serving infrastructure. Our Facilities Financing section works hand-in-hand with Long-Range Planning to make sure that, as San Diego grows, we also have the financial resources available to build the public infrastructure and facilities required to support that growth.

1.2.5 Community Plan Update Purpose

The current Clairemont Community Plan provides the detailed framework to guide development in Clairemont. Originally adopted in 1989, the plan has undergone several amendments in the past to address changing conditions. The Community Plan update seeks to bring the plan up-to-date by:

- Analyzing current land use, development, and environmental characteristics;
- Evaluating changes in demographics that may affect land use needs;
- Understanding demand for housing and commercial development;
- Working with community members and stakeholders to determine key issues of concern, desires and preferences to establish a vision and objectives for the plan update;
- Evaluating the “fit” of current Community Plan policies to achieve community goals and regulatory requirements;
- Ensuring that policies and recommendations remain in harmony with the General Plan and citywide policies, as well as regional policies. This update process will result in a new Community Plan.

Community Plan Update Process

PHASE 1

- Ah-hoc CPU Subcommittee formation
- Guiding Principles
- Existing Conditions
- Goal Setting and Policy Review

PHASE 2

- Land Use Alternatives
- Transportation Alternatives
- Draft Community Plan

PHASE 3

- Review of the Draft Community Plan
- Update of the Impact Fee Schedule (IFS)
- Draft EIR and Public Comment period

PHASE 4

- Adoption Hearings
- Planning Commission
 - Smart Growth and Land Use Committee
 - City Council

Figure 1-1: Clairemont Regional Location

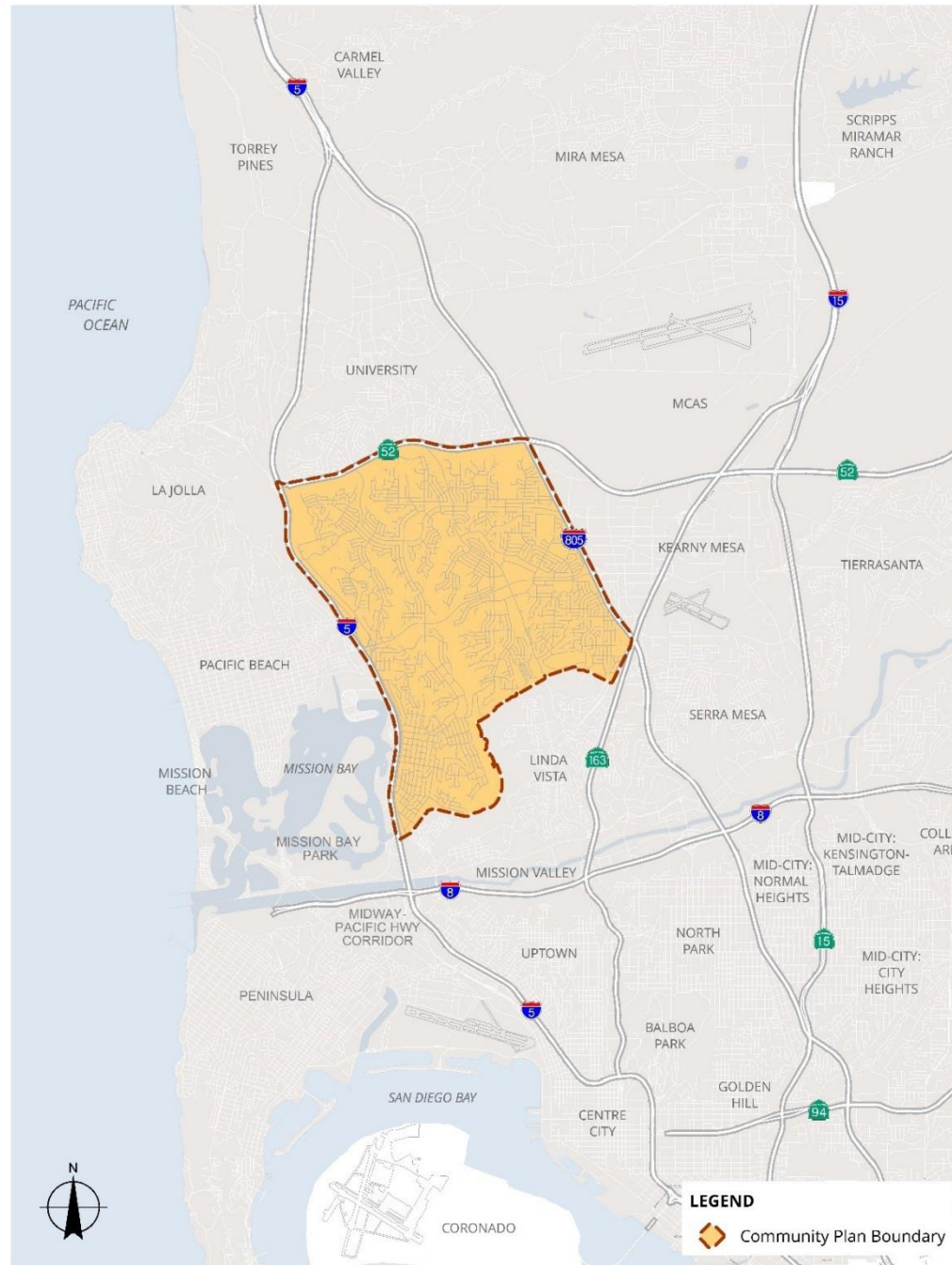
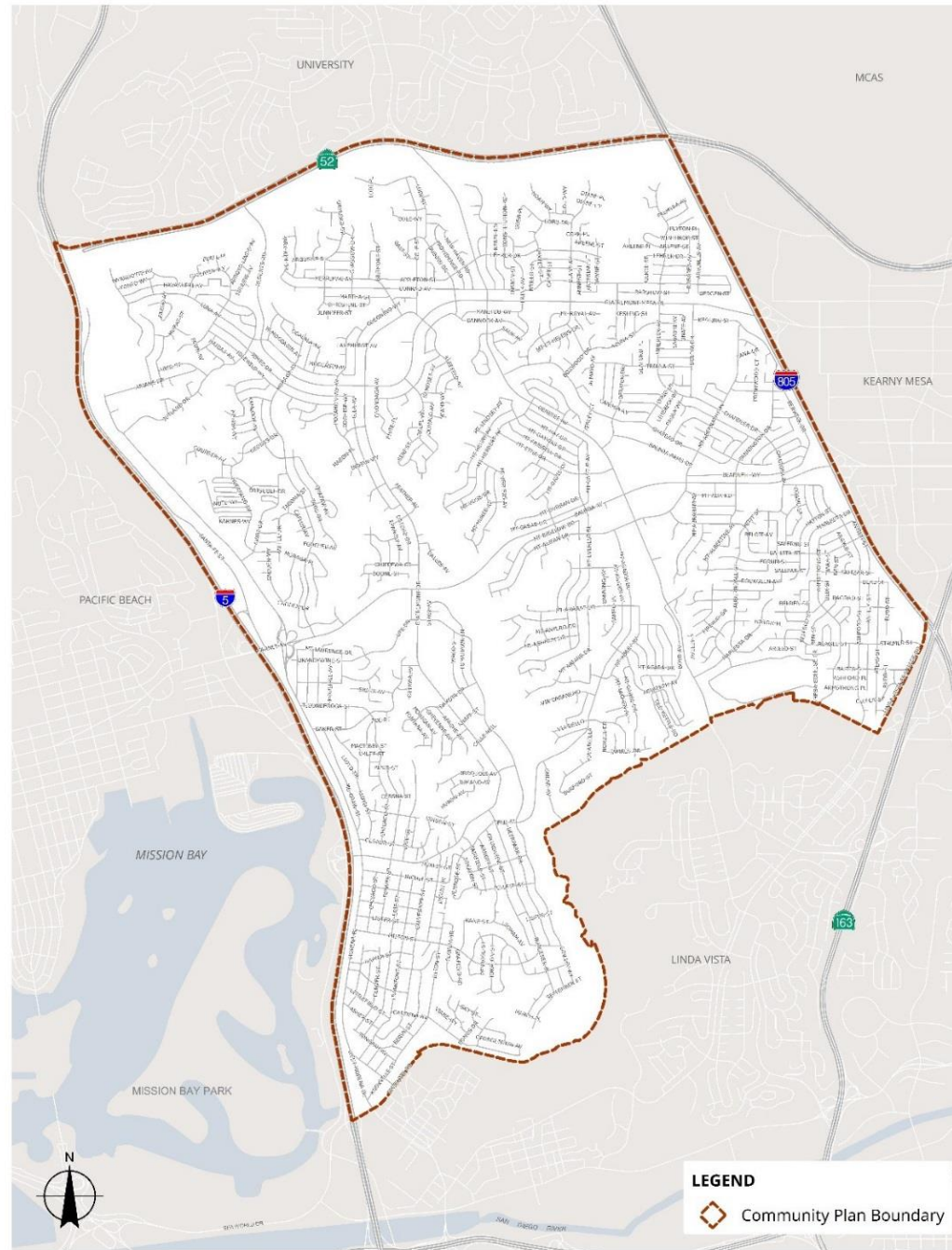


Figure 1-2: Planning Boundaries



1.3 REGIONAL LOCATION

1.3.1 Location

Clairemont is located in the north-central portion of the City of San Diego, south of State Route 52 (SR-52), west of Interstate 805 (I-805), east of Interstate 5 (I-5) and north of the Linda Vista community. It encompasses approximately 13.3 square miles (**Figure 1-1 /Figure 1-2**).

1.3.2 Setting

Clairemont is one of the first post-World War II suburban developments built in the City of San Diego, with many of its homes built in the 1950s and 1960s. The predominant topographic feature in Clairemont is the gently rolling mesas separated by canyons and hillsides. The developed areas are mostly low-scale, generally confined to the mesas and along the rims of Tecolote Canyon, Stevenson Canyon and San Clemente Canyon.

1.3.3 Population

The total population of Clairemont was nearly 80,605 residents, according to the 2016 estimate by San Diego Association of Governments (SANDAG). The population of Clairemont has grown and now includes a wider range of people between the ages of 20 to 24 and 25 to 29 which compose almost 17% of the population. As **Chart 1-1** shows, people aged 25 to 29 years represent the highest proportion of people in Clairemont. Additionally, a larger percentage of people between the ages of 45-49 live in Clairemont compared to the City of San Diego as a whole. Conversely, Clairemont has a smaller proportion of people between the ages of 15-19 years of age. The median age in Clairemont is 39.4 years, San Diego City wide the median age is 33.9.

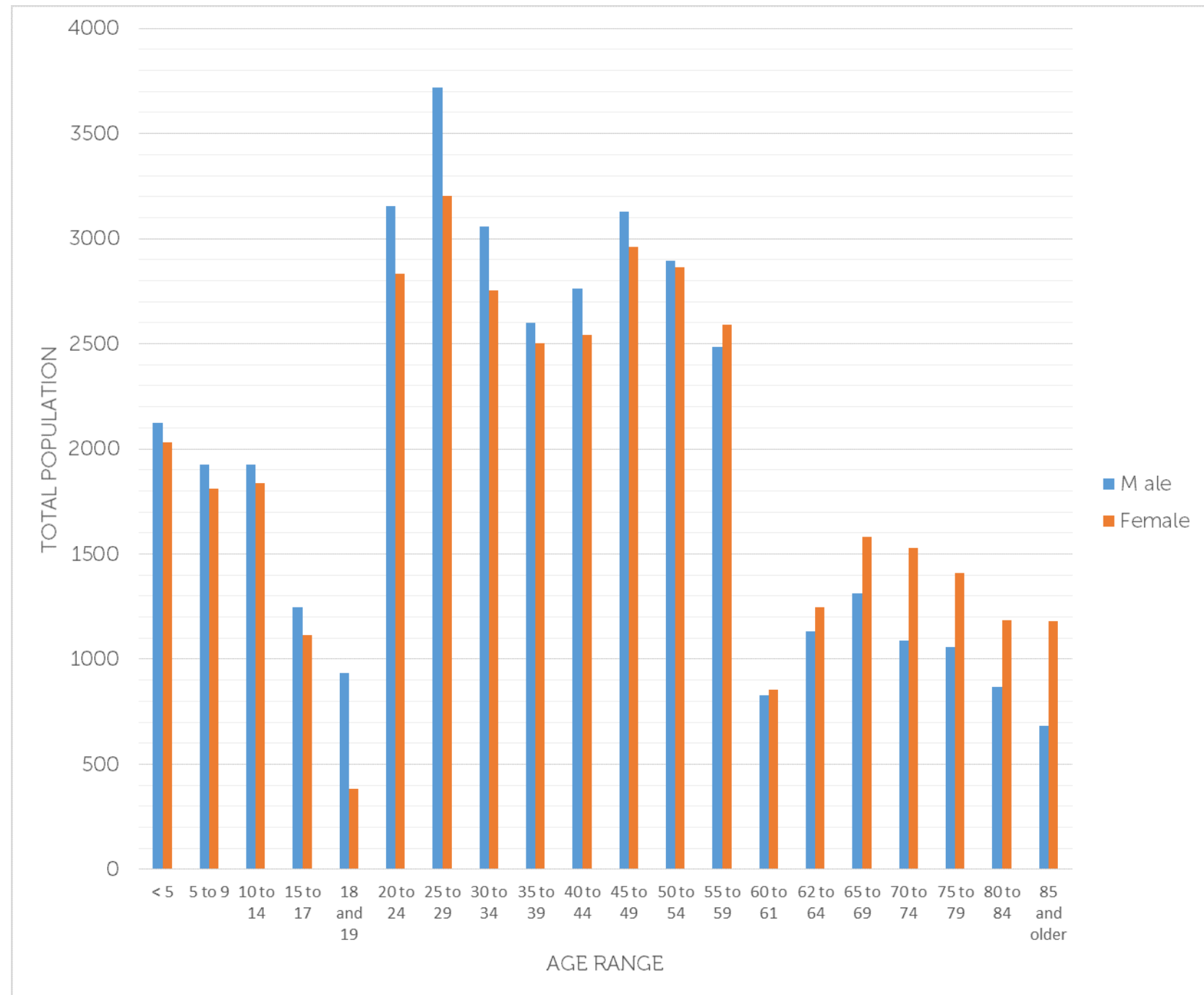
Over two thirds of households in Clairemont are what the Census Bureau calls “non-family households,” compared to 40% in the city as a whole. A non-family household can be either a person living alone or a householder who shares the housing unit only with nonrelatives—for example, boarders or roommates. The nonrelatives of the householder may be related to each other. Families with children make up 10.5 % of households in Clairemont, compared to 18.3 % of households citywide. The household size in Clairemont is 2.53 persons per household, San Diego City wide the average is 2.73 as shown in **Table 1-1**.

Table 1-1: Household Size

Area	Persons per Household 2011-2015
City of San Diego	2.73
Clairemont	2.53

Source: SANDAG: Clairemont Demographic and Socioeconomic Estimates 2016

Chart 1-1: Clairemont Total Population



Source: SANDAG: Clairemont Demographic and Socioeconomic Estimates 2016

Chart 1-2: Income



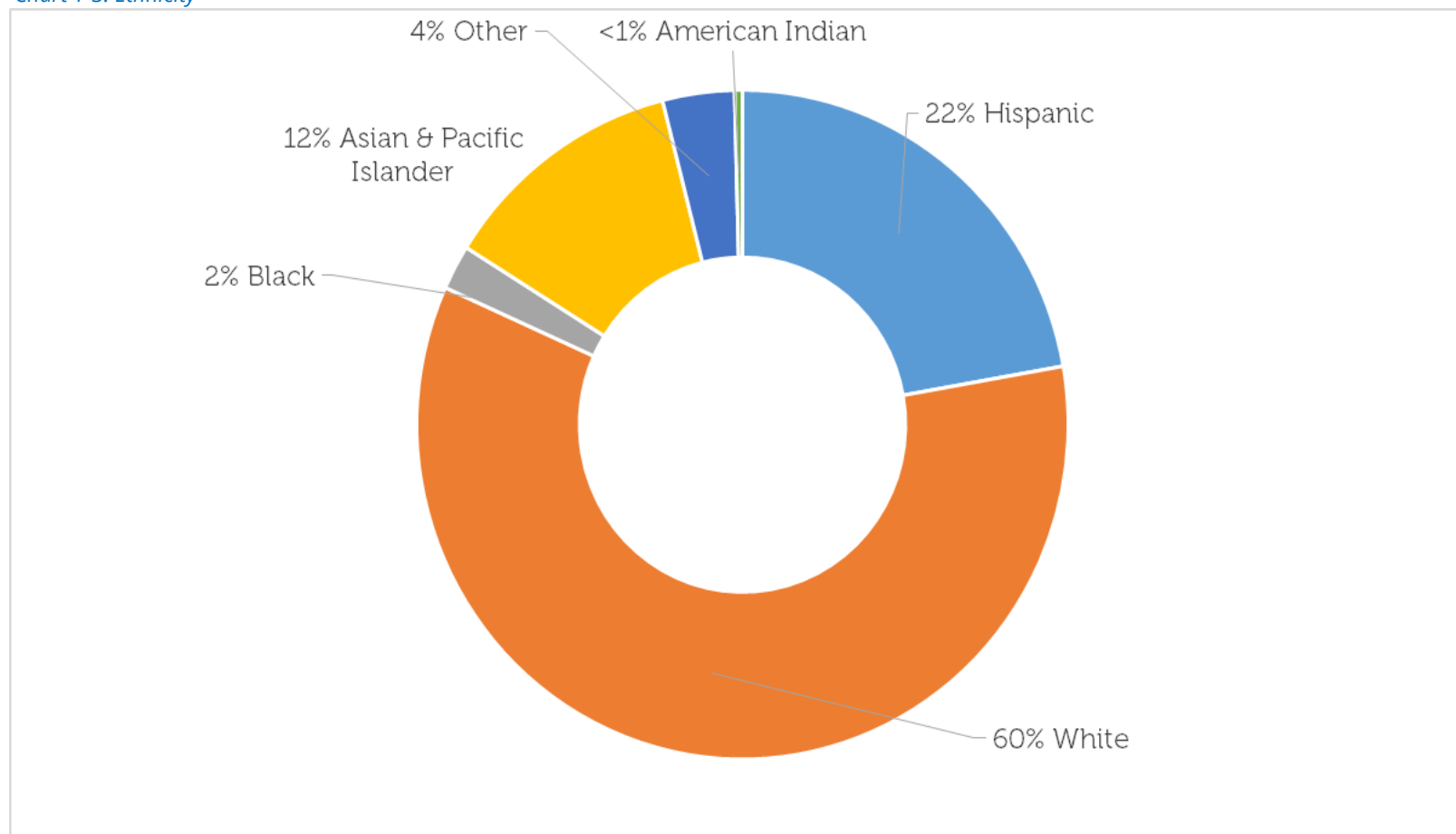
1.3.4 Income

The median household income in Clairemont is \$67,129. As shown in **Chart 1-2**, the percentage of people in each household income group are similar to the San Diego Region. The largest income group in Clairemont comprises households earning \$75,000 to \$99,999. Compared to the City of San Diego, Clairemont has a smaller percentage of households with annual incomes less than \$50,000 dollars, and also a smaller percentage with incomes of more than \$200,000.

1.3.5 Ethnicity

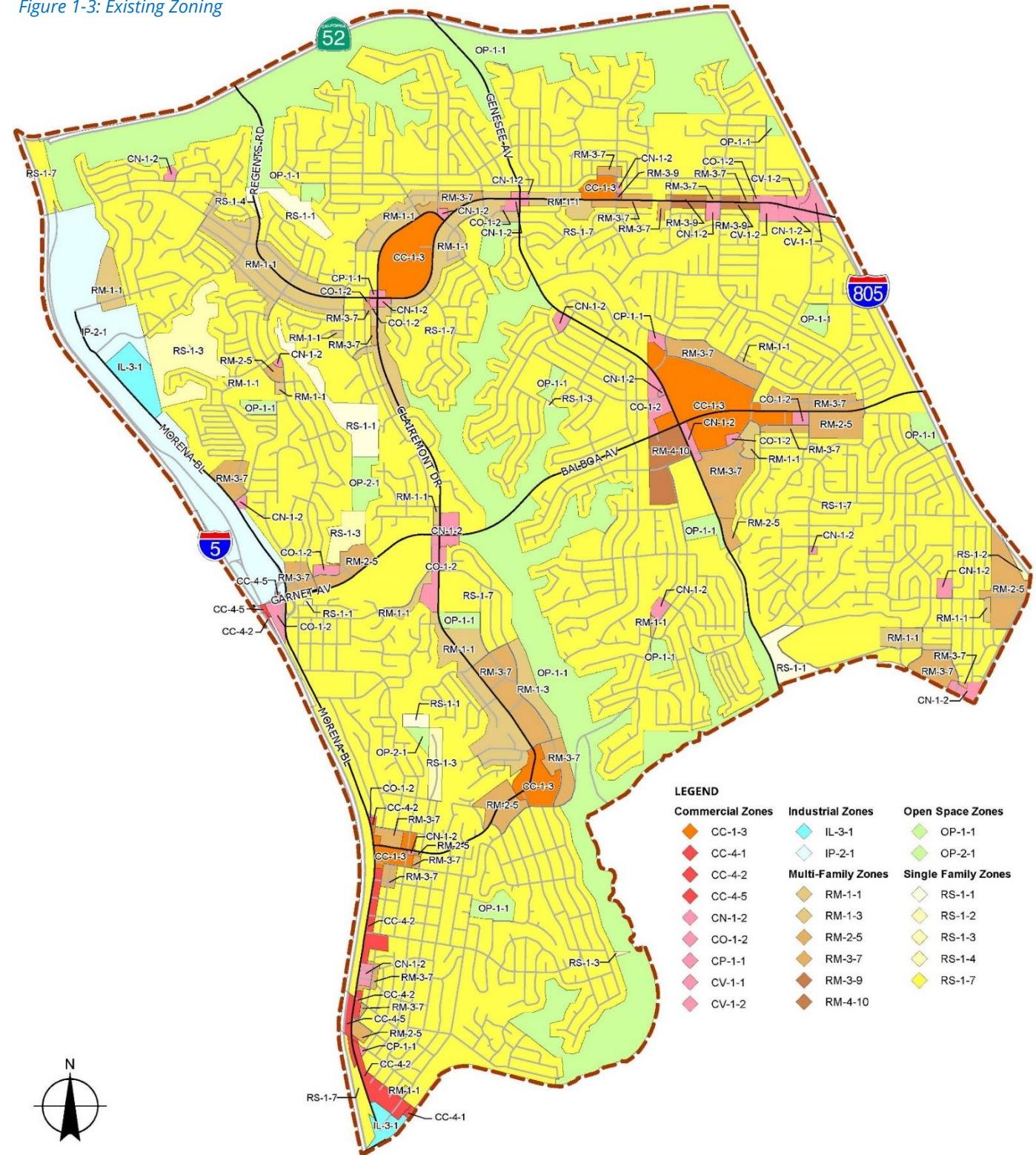
As shown in **Chart 1-3**, Clairemont's population in the planning area is Primarily Caucasian, not of Hispanic or Latino origin. Non-Hispanic whites comprise (60%) of the population, Hispanic (22%), African American (2%), Asian & Pacific Islander (12%), American Indian (<1%), All other (4%). Source:

Chart 1-3: Ethnicity



SANDAG: Clairemont Demographic and Socioeconomic Estimates 2016

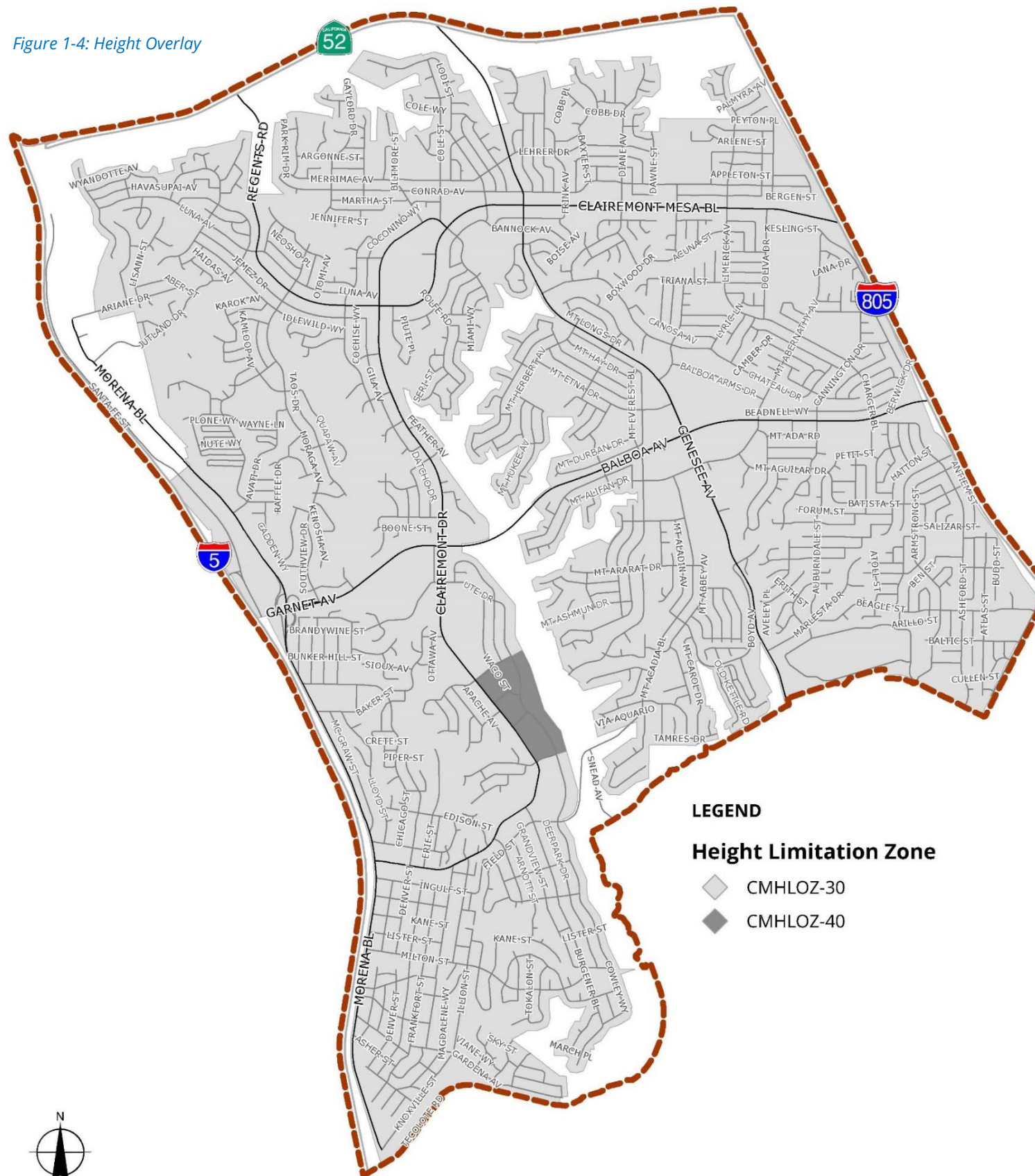
Figure 1-3: Existing Zoning



1.3.6 Zoning

Zoning is a key tool used to implement community plan land uses. The Land Development Code (LDC) provisions within the Municipal Code stipulate permitted uses (Figure 1-3), intensity of development, and site design and architectural design base zones apply citywide. Overlay zones apply special supplemental regulations to the regulations of the base zone to certain locations. The Community Plan Implementation Overlay Zone (CPIOZ) and the Claremont height overlay zone are two examples of an overlay zone (Figures 1-4 and 1-5). In Claremont, citywide zoning is used to implement the various land uses in the community and an overlay zone to limit maximum building height is used to maintain low profile development and protect views to Mission Bay and the Pacific Ocean from western Claremont.

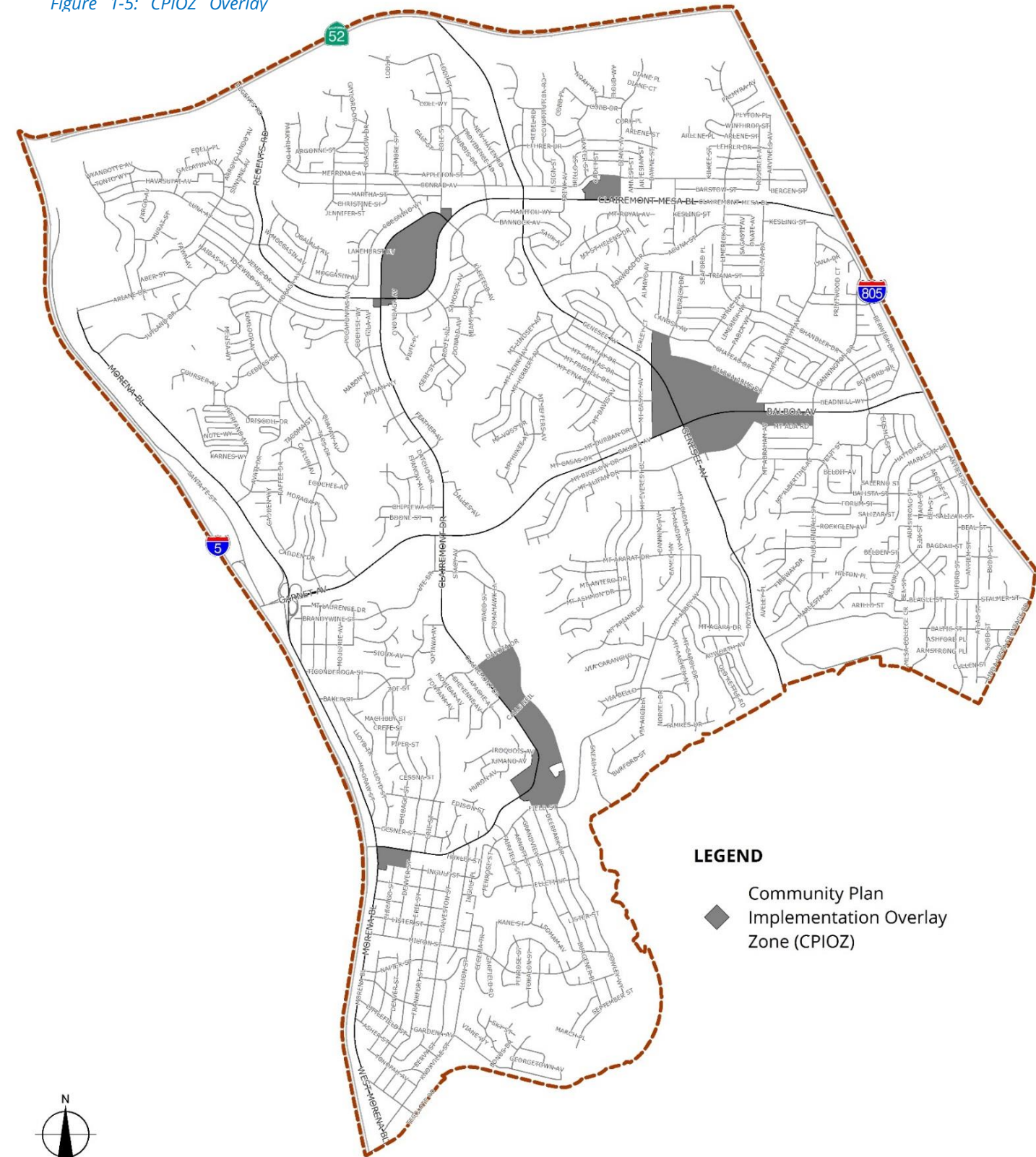
Figure 1-4: Height Overlay



1.3.7 Purpose of the height overlay zone

The purpose of the Clairemont Height Limit Overlay Zone (CMHLOZ) is to provide supplemental height regulations for western Clairemont (**Figure 1-4**). The intent of these regulations are to ensure that the existing low profile development in Clairemont Mesa will be maintained and that public views from western Clairemont Mesa to Mission Bay and the Pacific Ocean are protected.

Figure 1-5: CPIOZ Overlay



1.3.8 Purpose of Community Plan Implementation Overlay Zone (CPIOZ)

The purpose of the Community Plan Implementation Overlay Zone (**Figure 1-5**) is to provide supplemental development regulations that are tailored to specific sites within community plan areas of the City. The intent of these regulations is to ensure that development proposals are reviewed for consistency with the use and development criteria that have been adopted for specific sites as part of the community plan update process.

Figure 2-1: Existing Land Use Distribution



2 LAND USE

2.1 EXISTING LAND USE

There are approximately 8,507 acres in Clairemont. **Figure 2-1** shows the distribution of existing land use. **Table 2-1** shows the pattern of existing land use in acres and percent of land area. Clairemont is predominantly a residential community, single family and multifamily housing are the largest land use category and together they account for fifty percent of the existing land use. Right of way comprises twenty-two percent of the land use. Parks and open space are a dominant element throughout the community, with concentrations in the northern and central portions and account for fifteen percent of the current land use. Institutional lands, comprised of the communities public buildings, schools and government buildings account for seven percent of the land use. Commercial and Industrial land use in the form of businesses and manufacturing account for only five percent of the land use. Undeveloped land is one percent of the total land within the community.

Table 2-1: Existing Land Uses

Land Use Designation`	Acres	Percent of Land Area
Industrial	79	1%
Vacant/Undeveloped	97	1%
Commercial	318	4%
Multi-Family Residential	358	4%
Institutional & Public/Semi-Public	627	7%
Park/Open Space	1281	15%
Right of Way	1880	22%
Single Family Residential	386	46%
Total Acres	8507	100%

Existing land use information is derived from the SANDAG Regional Growth Forecast, City of San Diego, County of San Diego, and other on-line data sources.

Figure 2-2: Residential Development Density

2.2 EXISTING RESIDENTIAL DENSITY

The density of existing residential development in Clairemont is shown in **Figure 2-2**. Residential density is expressed as the number of housing units per acre (dwelling units/acre, or du/ac). As reflected in this analysis, residential density is calculated for developed land, not including public rights-of-way.

The average residential density in Clairemont is approximately 7.4 dwelling units per acre, with single-family homes being the predominant building form in the community. In addition to single-family homes, Clairemont’s housing includes townhomes, multiplex apartment and condominium complexes; these housing typologies are described in detail in Section 3.3

Table 2-2: Housing Type/Units

Housing Type	Total Housing Units
Mobile Home and Other	317
Single Family, Multi-Unit	2,688
Multi Family	9,542
Single Family, Detached	20,383

SANDAG: Clairemont Demographic and Socioeconomic Estimates 2016

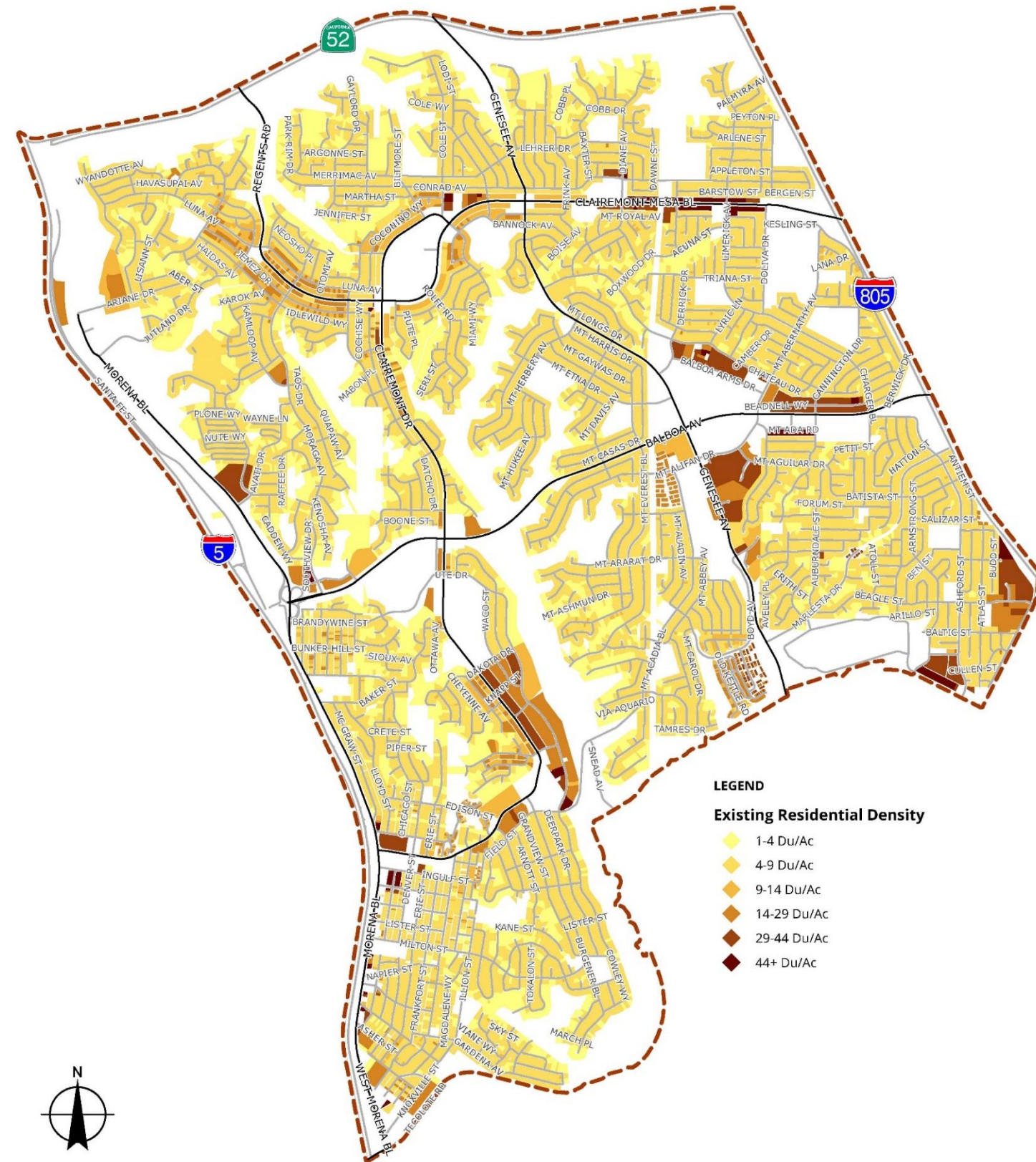
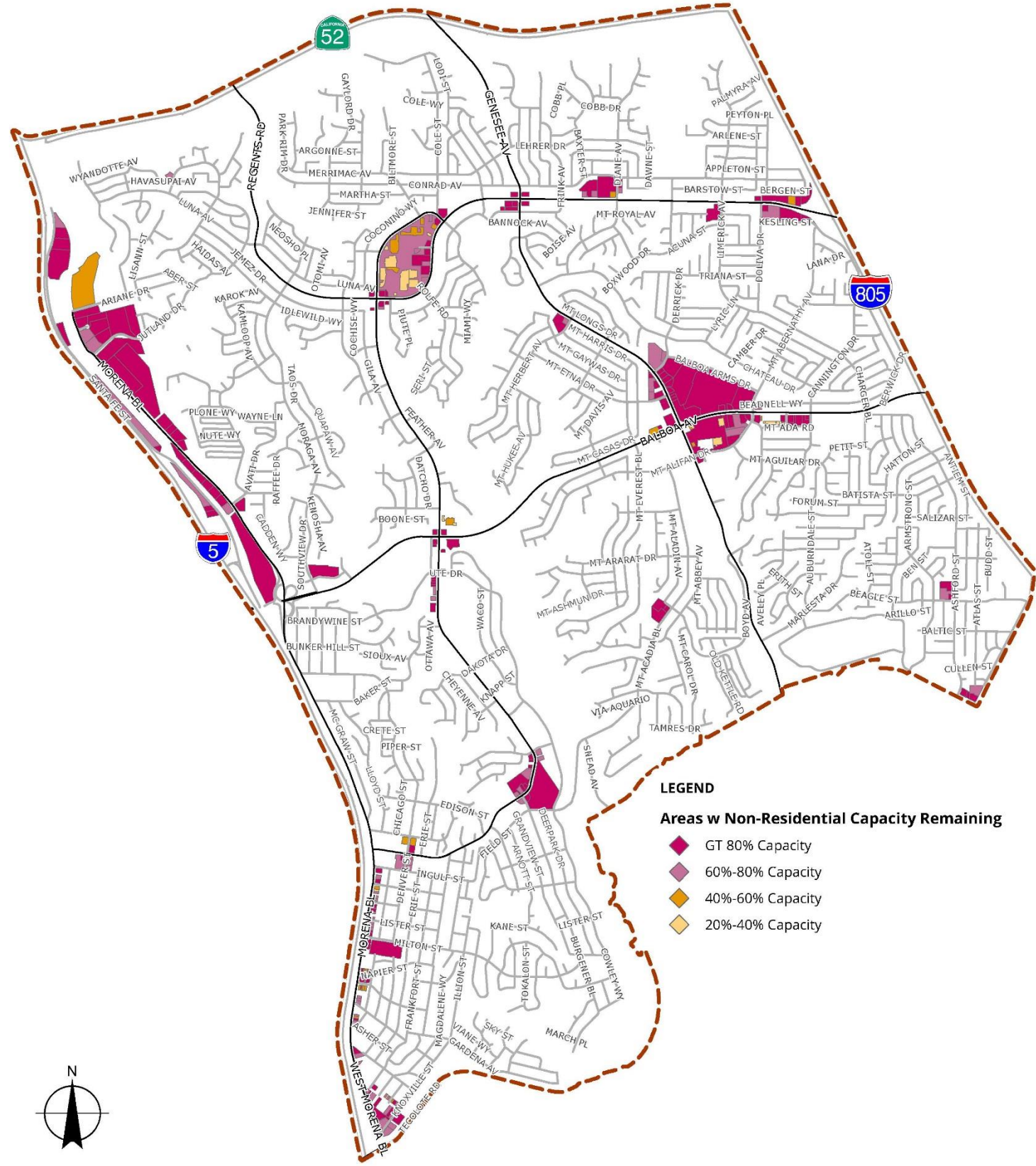


Figure 2-3: Non-Residential Development Intensity



2.3 NON-RESIDENTIAL DEVELOPMENT INTENSITY

The intensity of non-residential development (office, commercial, and industrial) in Clairemont is shown in **Figure 2-3** which represents areas with remaining Floor Area Capacity based on the maximum Floor Area allowed by the existing zoning. Development intensity is expressed as Floor Area Ratio (FAR) refers to the ratio between a building's total floor area and the total area (excluding any area devoted to parking) of the site. For instance, a one-story building occupying half of a parcel has an FAR of 0.5; a two-story building occupying the same half of a parcel has an FAR of 1.0. Overall, non-residential buildings in Clairemont have a median FAR of 0.37 (**Figure 2-4**).

Figure 2-4: FAR Illustration

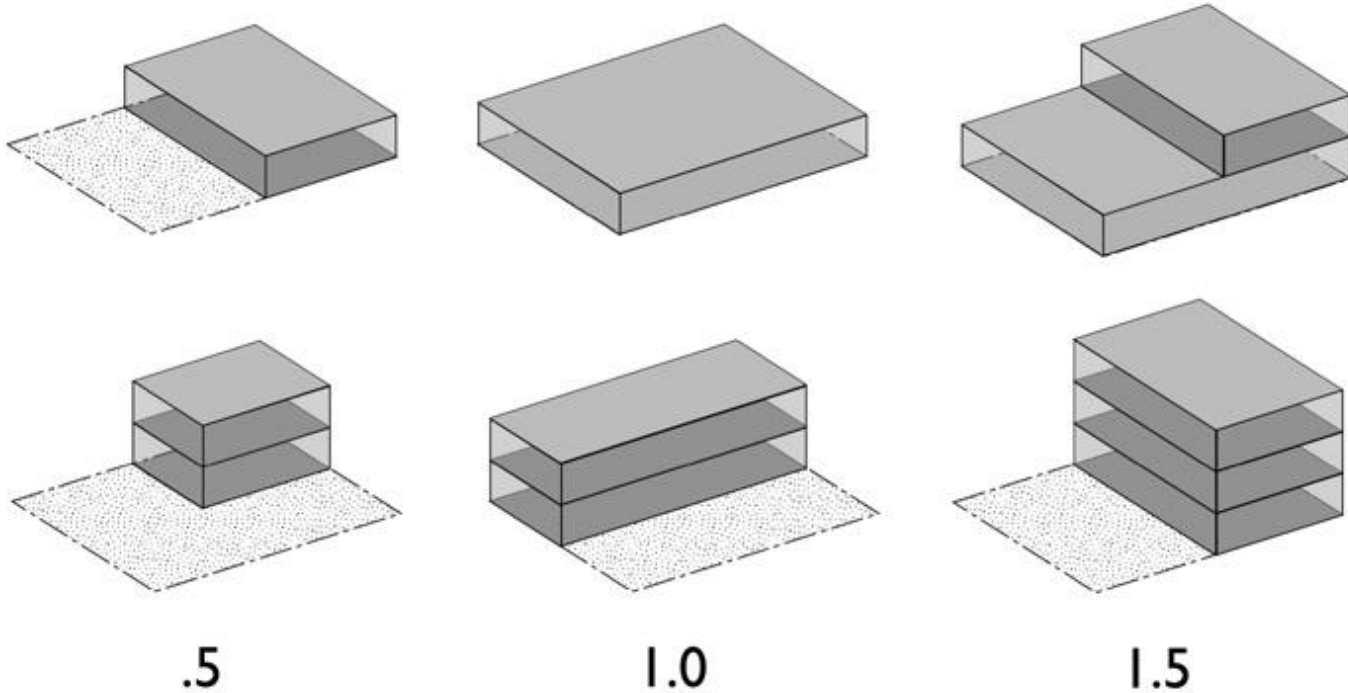
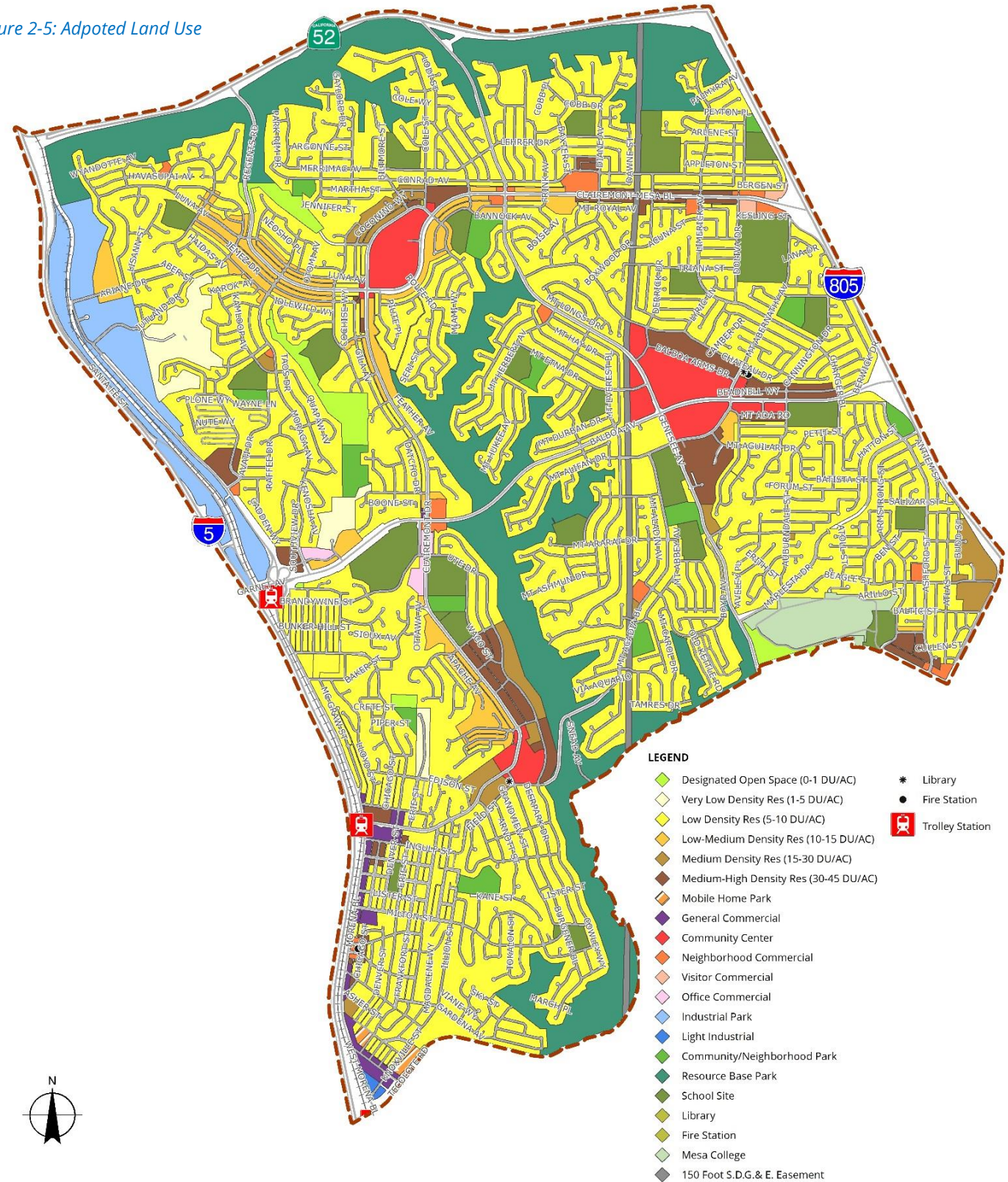


Figure 2-5: Adopted Land Use



2.4 ADOPTED COMMUNITY PLAN

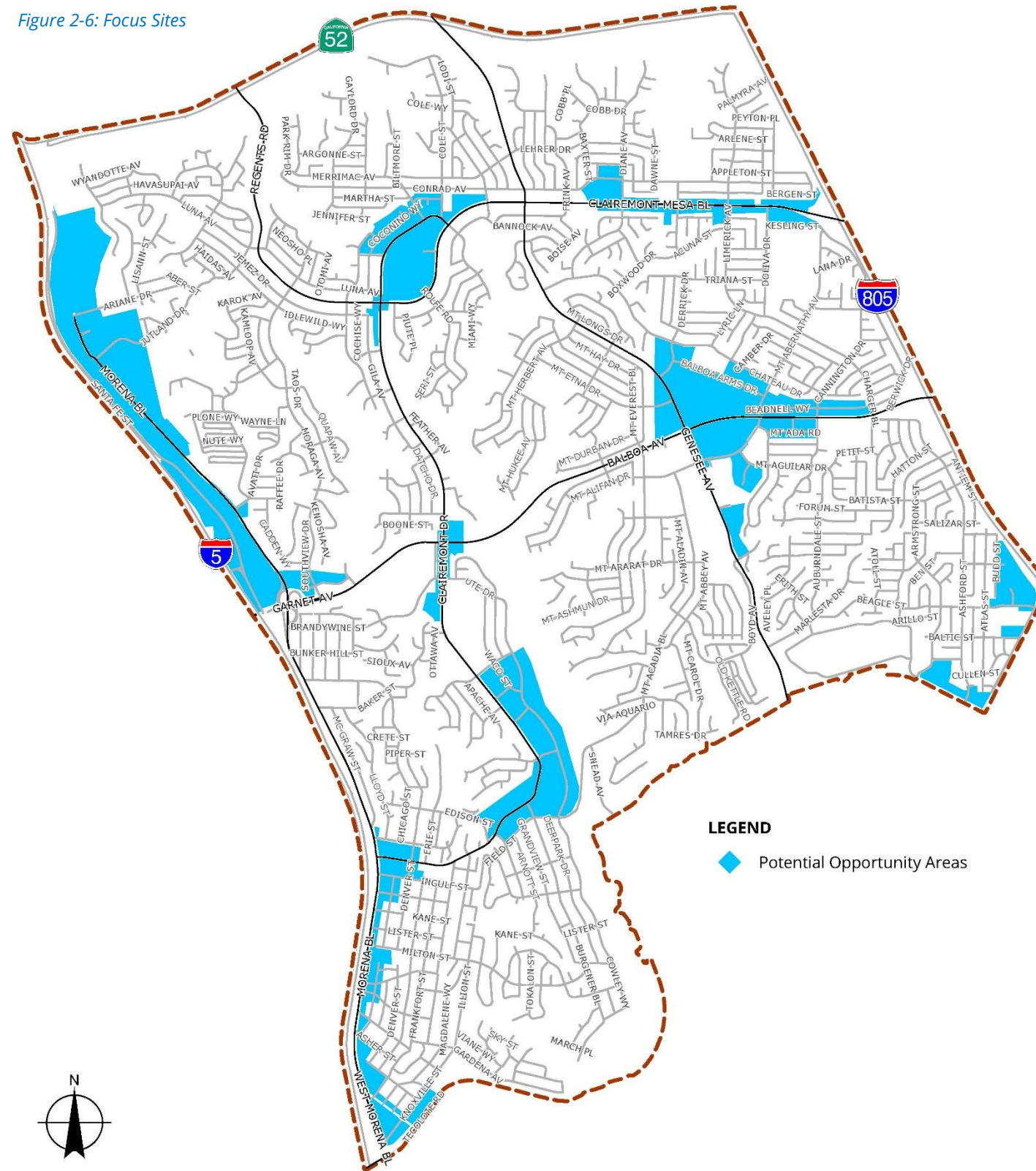
2.4.1 Clairemont Mesa Community Plan (1989)

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

2.4.2 Planned Land Use

The land use map shown in **Figure 2-5** illustrates the existing land use designations within the current community plan. As shown in the figure, a significant portion of the planning area is designated as Residential. The Planning Area also includes areas and corridors designated as commercial with a lodging or office component, in the Commercial Recreation, Commercial Office, and Office or Commercial Recreation categories.

Figure 2-6: Focus Sites



2.4.3 Focus Sites

Potential opportunity sites or “Focus Areas” as indicated in **Figure 2-6** include vacant or undeveloped land (not including park and open space); residential areas that did not meet or exceed the maximum residential density allowed by the existing community plan, and non-residential sites (industrial and commercial) the maximum allowed floor to area ratio had not been reached.

The following method was used to determine “opportunity” areas by removing areas that were not anticipated to change in intensification:

- **First** – All existing single-family, canyon/open space, and public facilities were removed.
- **Second** – Existing residential densities were calculated for each property and sites that met or exceeded the maximum density in the adopted community plan were removed.
- **Third** – All non-residential properties (commercial, office, and industrial) that met or exceeded the maximum allowable buildable square footage based on the current zoning were removed.

As a result of Planning Commission and community member input, other sites opportunity sites such as existing duplex developments that were developed at plan density, were later added to provide opportunities to upgrade housing stock, provide additional housing opportunities, and to revitalize certain neighborhoods.

Figure 2-7 shows the Transit Priority Area s (TPA) within the community in relation to the potential opportunity areas.

Figure 2-7: TPA Overlay Zone

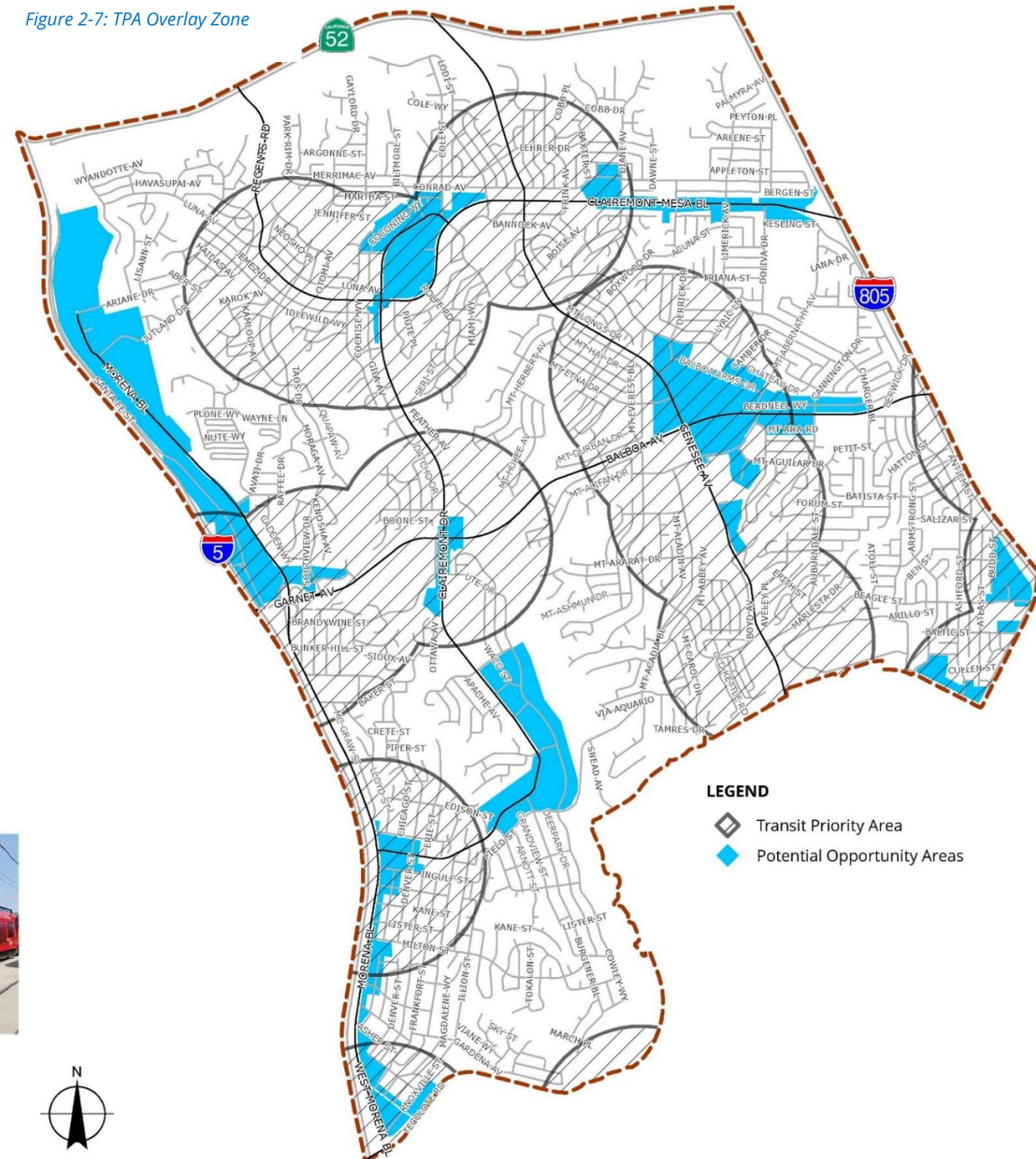
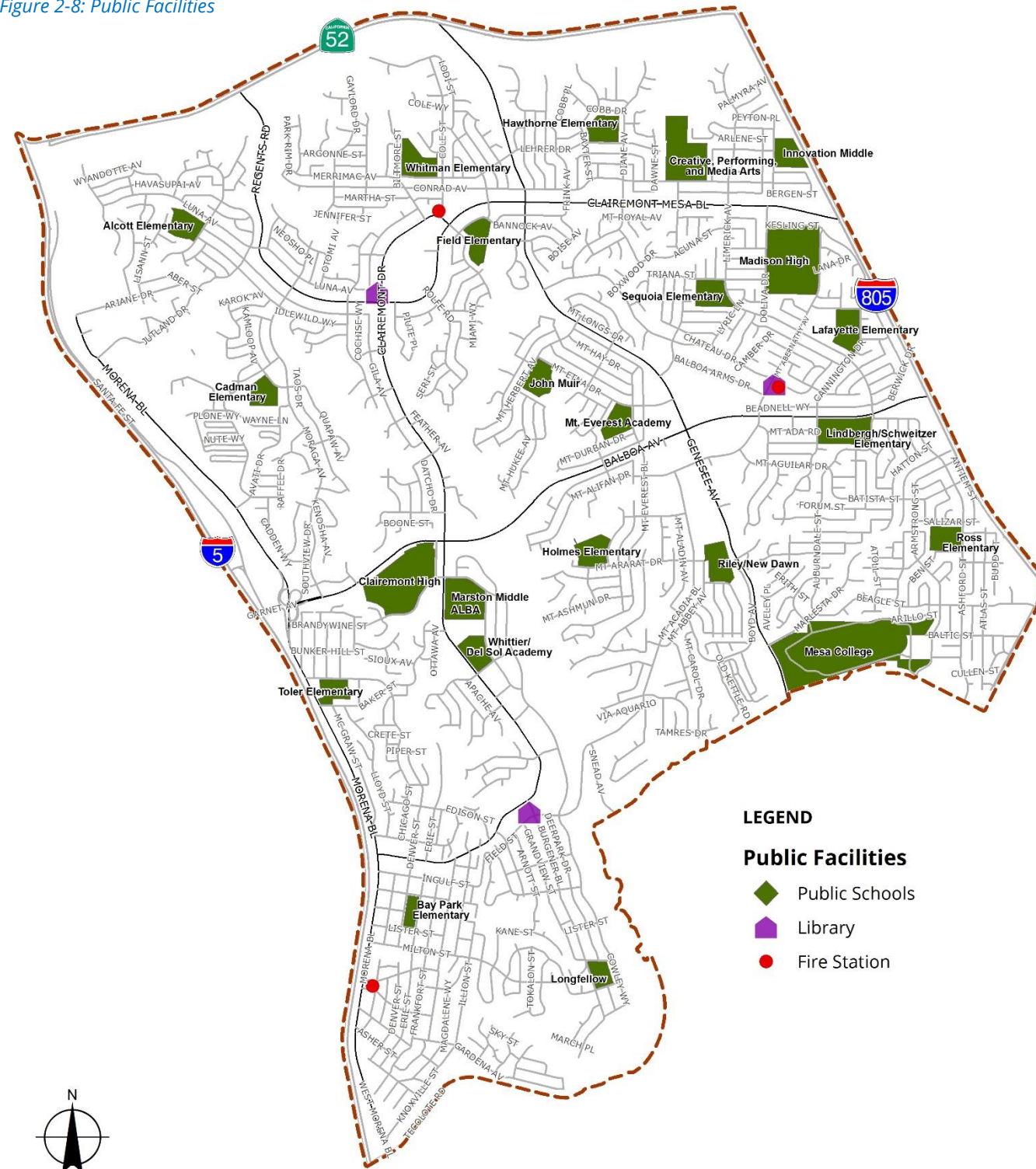


Figure 2-8: Public Facilities



2.4.4 Public Facilities

Figure 2-8 depicts community services and facilities that support a healthy community in Clairemont.

Clairemont has three libraries, which are centrally located on Burgener Boulevard, Clairemont Drive and Balboa respectively. There are eighteen public schools at the kindergarten through twelfth grade level, as well as San Diego Mesa College that serve the community (Table 2-3).



Table 2-3: Public Facilities

Libraries		Address	
North Claremont Branch	4616 Claremont Drive		
Claremont	2920 Burgener Boulevard		
Balboa Branch	4255 Mt. Abernathy Avenue		
Fire Stations			
Fire Station 27	5064 Claremont Drive		
Post Offices			
United States Post Office – William Taft	5052 Claremont Drive		
Schools	Address	Grade Range	2016-2017 Enrollment
Alcott Elementary	4680 Hildago Avenue	K-5	456
Bay Park Elementary	2433 Denver Street	K-5	455
Cadman Elementary	4370 Kamlop Avenue	K-5	201
Field Elementary	4375 Bannock Avenue	K-5	306
Hawthorne Elementary	4950 Lehrer Drive	K-5	240
Holmes Elementary	4902 Mt. Ararat Drive	K-5	563
Lafayette Elementary	6125 Printwood Avenue	K-5	279
Lindbergh/Schweitzer Elementary	4133 Mt. Albertine Ave	K-5	436
Ross Elementary	7470 Bagdad Street	K-5	263
Sequoia Elementary	4690 Limerick Avenue	K-5	192
Toler Elementary	3350 Baker Street	K-5	241
Whitman Elementary	450 Appleton Street	K-5	246
Innovation Elementary	5095 Arvinels Avenue	6-8	511
Marston Middle	3799 Claremont Drive	6-8	689
Montgomery Middle	2470 Ulric Street	6-8	450
Claremont High	4150 Ute Drive	9-12	960
Kearny High	1954 Komet Way	9-12	1,480
Madison High	4833 Doliva Drive	9-12	1,089



Figure 2-9: Open Space and Recreation



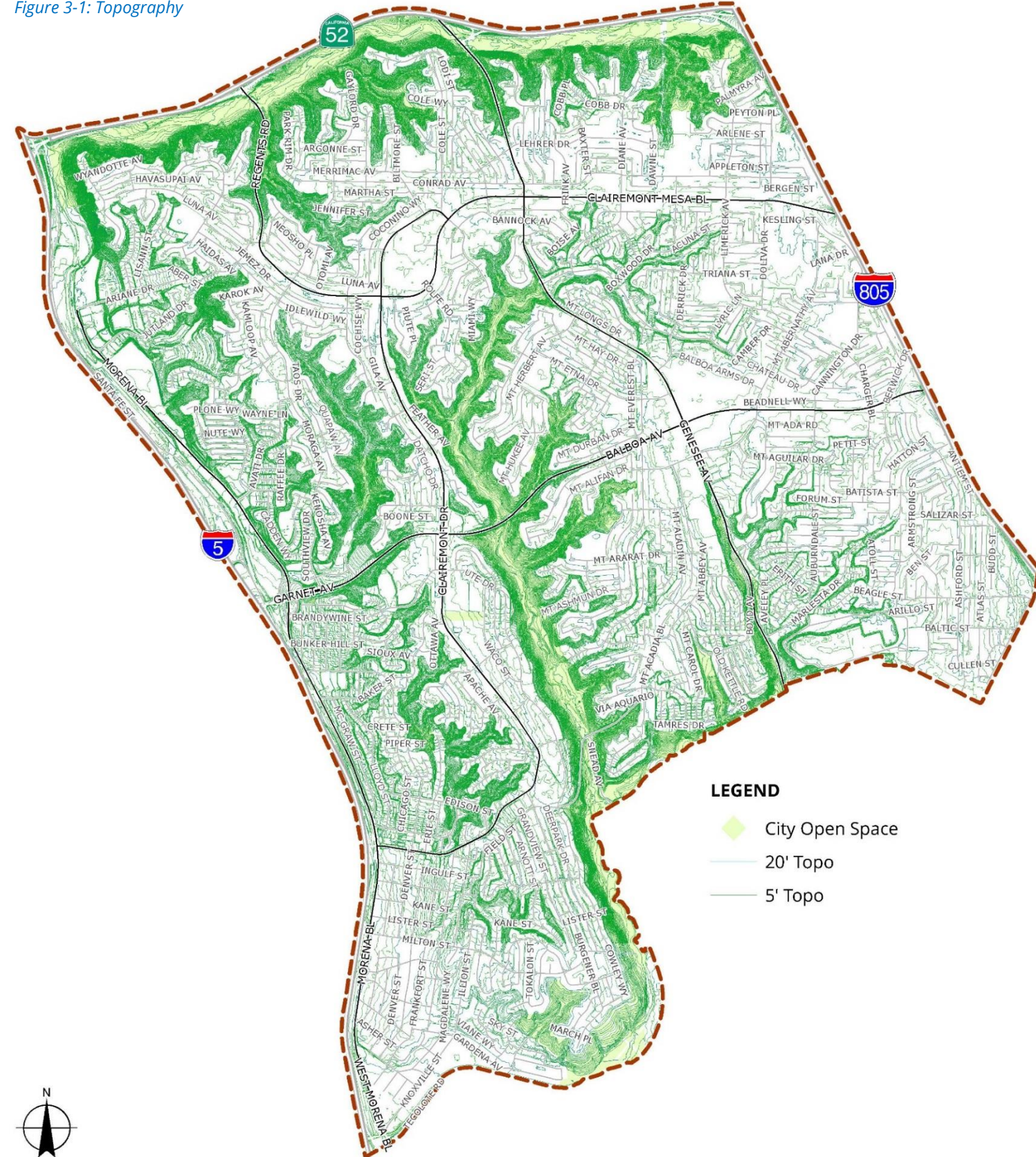
2.5 RECREATION AND OPEN SPACE

There are three use categories of parks and recreation for residents and visitors: population-based, resource-based, and open space. These three categories of recreation, including land, facilities, and programming, constitute the City of San Diego's municipal park and recreation system.

- **Population-based parks** (commonly known as Neighborhood and Community parks), facilities and services are located in close proximity to residential development and are intended to serve the daily needs of the neighborhood and community. When possible, they adjoin schools in order to share facilities, and ideally are within walking distance of the residences within their service area.
- **Resource-based parks** are located at, or centered on, notable natural or man-made features (beaches, canyons, habitat systems, lakes, historic sites, and cultural facilities) and are intended to serve the citywide population, as well as visitors.
- **Open space lands** are City-owned lands located throughout the City, consisting 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 by the use of hiking, biking, and equestrian trails.

The Planning Area's existing parks, recreation facilities and open space areas are shown in **Figure 2-9**.

Figure 3-1: Topography



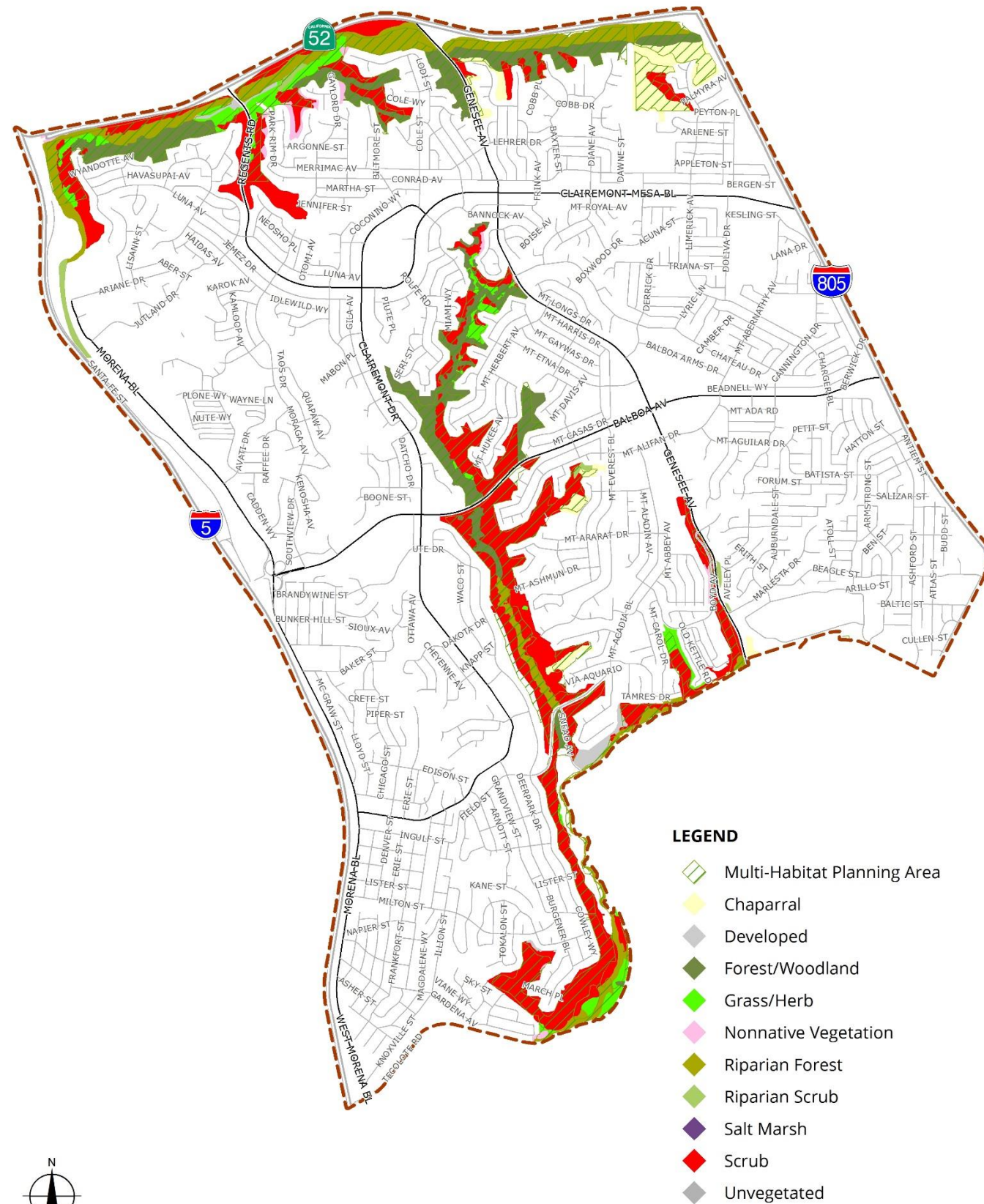
3 URBAN FORM

3.1 LANDFORM AND NATURAL FEATURES

Steep undeveloped slopes in the northern, central, and southern areas of Clairemont are a defining feature of the community. The predominant topographic feature in Clairemont Mesa is the gently rolling mesa separated by canyons and hillsides. Although these landforms create challenges to connectivity in the community, they also largely characterize Clairemont and contribute to a sense of place as shown in **Figure 3-1**.



Figure 4-1: Multi-Habitat Planning Area (MHPA)



4 NATURAL ENVIRONMENT & OPEN SPACE

4.1 BIOLOGICAL RESOURCES

Marian Bear Natural Park, located in the North of the community bordering State Route 52 in a West-East direction and Tecolote Canyon which is situated in the center of the community and runs in a North-South direction are natural coastal canyons with a high diversity of plant and animal species offering a unique opportunity for visitors to experience nature in urban San Diego. In general, wetland and riparian vegetation communities are located at the lowest elevation in the canyons and chaparral and coastal sage scrub occurring on the slopes.

As Clairemont has been developed, the majority of Clairemont's undisturbed vegetation is concentrated in the northern and southern boundaries of the planning area within the Tecolote Canyon Natural Park and the Marian Bear Memorial Park (**Figure 4-1**). Both parks are located within the Multi-Habitat Planning Area (MHPA), development is limited to protect and ensure the viability of "covered" species, as well as to preserve a network of open space and habitat in San Diego.



Clairemont Existing Conditions Report, City of San Diego Planning Department



4.2 URBAN TREE CANOPY

In 2016, the City of San Diego created an Urban Forestry Program Five Year Plan with the following goals:

- Increasing our urban tree canopy cover and maximizing the benefits of trees.
- Maximizing the efficiencies in maintaining the benefits of trees.
- Minimizing the risk of trees in an urban environment.

The current street tree canopy, as tracked by the City, is illustrated in **Figure 4-2**. As the map shows, while some stretches of streets provide a continuous street canopy, many street segments lack trees entirely or have sparse tree plantings. This increases the urban heat island effect (where temperatures in urban area are higher than in surrounding non-urban areas) and provides little respite from the summer sun for pedestrians. It should be noted that the dataset depicted in the figure does not capture Clairemont's full and complete tree canopy; for instance, the figure does not show trees planted in parks, on private property, or those planted since the data source was last updated.

There is a diverse range of street trees and palms within Clairemont. These include California sycamore, eucalyptus, sweet gum, pine, Brisbane box, carrot wood, Mexican fan palm, poplar, and jacaranda. The variety and irregularity of the street trees can, at times, create a patchwork effect, where there are a few moments of a consistent and continuous tree canopy.

The City of San Diego's Street Tree Selection Guide lists recommended trees by size of available planting area, providing a useful guide to homeowners. Some trees found in Clairemont, such as poplars, are not included in the Selection Guide. Typical trees may not be included because they produce leaf litter, are not suitable to soils, are invasive species, or do not adequately shade the public realm. For example, poplars have extremely invasive roots, and are not generally indicated for planting along city streets.

Figure 4-2: Urban Tree Canopy

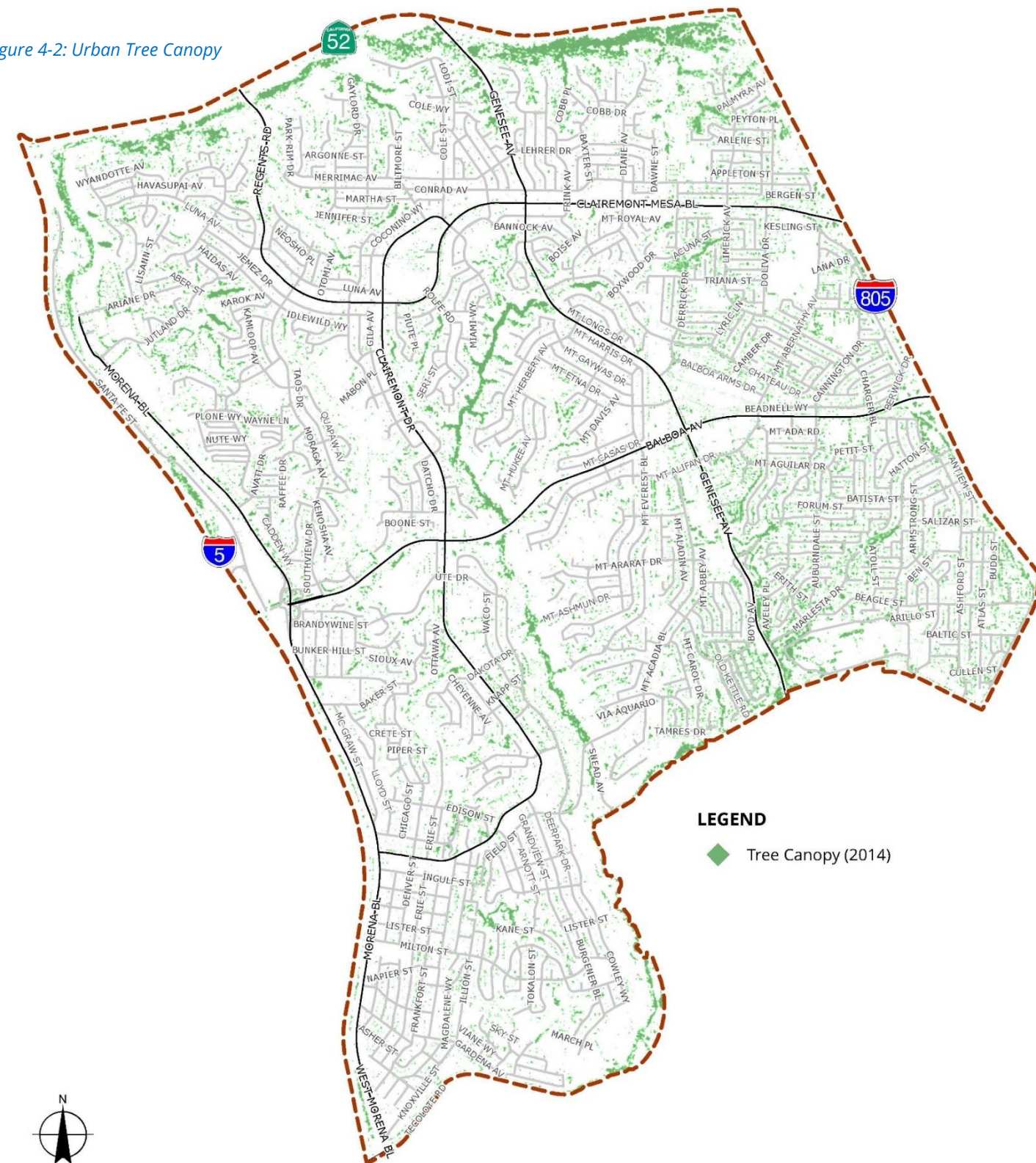
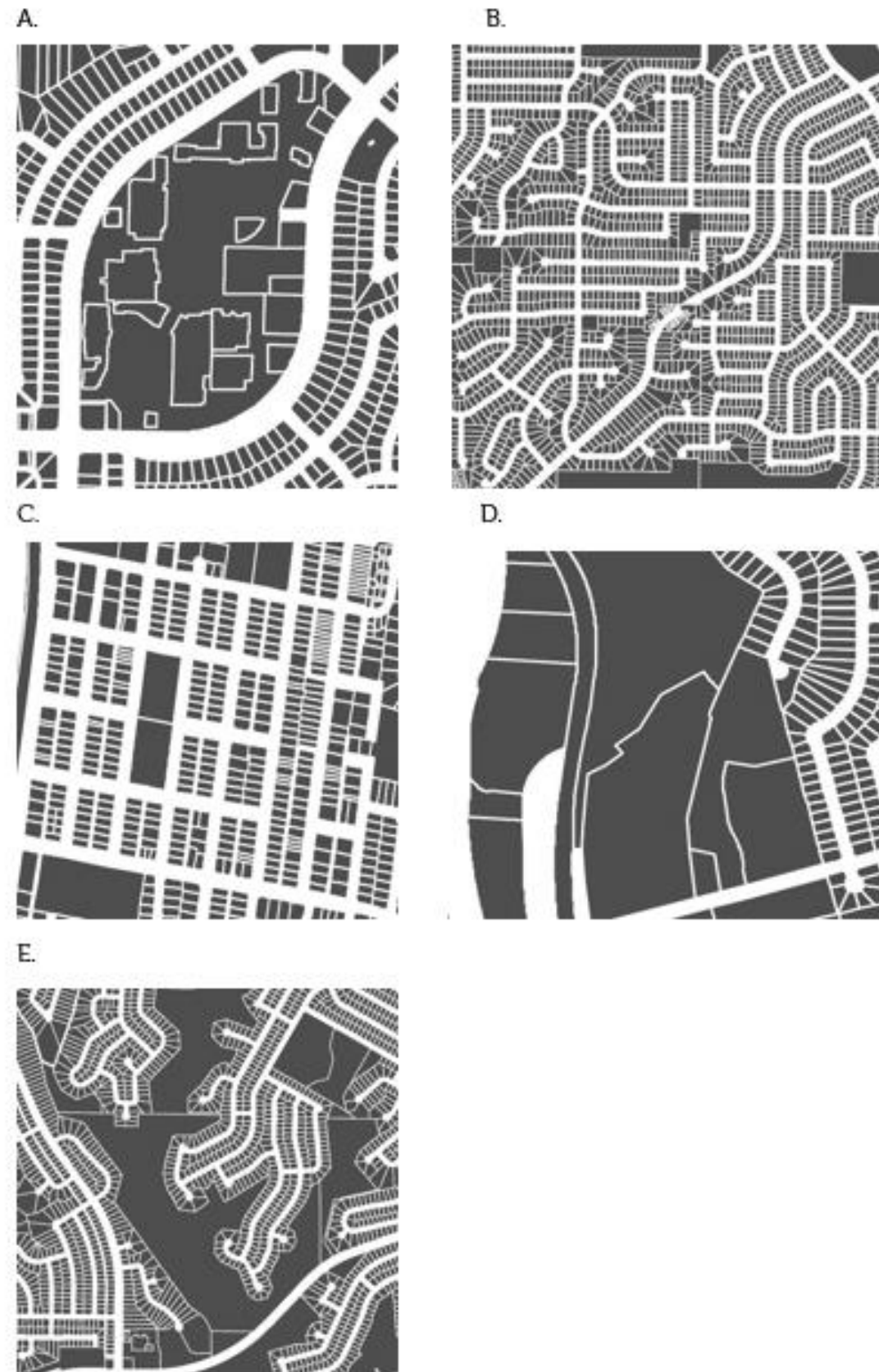


Figure 4-3: Block and Lot Pattern Detail



4.3 BLOCKS AND LOTS

As depicted in **Figure 4-3**, there are generally five types of block and lot patterns are found in Clairemont and are described below.

A. Commercial “Super” blocks are larger than traditional city blocks and are primarily associated with institutional, educational, recreational and corporate use rather than residential use. Intended for large scale-auto-oriented uses and offer limited interconnectivity to surrounding blocks. They typically have multiple means of entrance and egress with surface parking as a central feature. Examples of this are Clairemont Town Square, Clairemont Village Shopping Center, and Balboa Mesa Shopping Center.

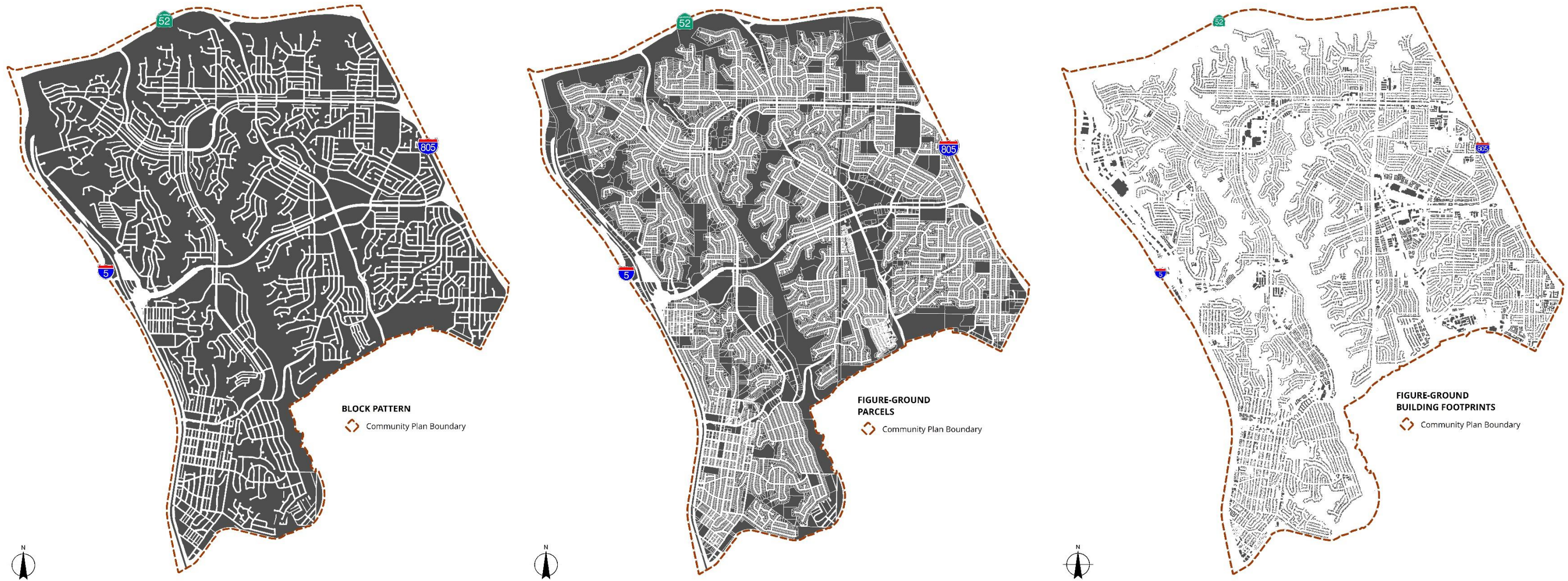
B. “Residential Curvilinear” neighborhood blocks containing multi-family, single family and duplex dwellings are typical residential neighborhoods.

C. “Urban” Residential blocks are few in number and generally are more compact than the blocks described above and provide a more gridded circulation network. These blocks are more permeable and navigable by individuals utilizing a variety of transportation modes (e.g., walking, bicycling, transit and automobile).

D. “Industrial” blocks are large in scale, typically associated with manufacturing facilities and business parks. Examples can be found along Morena Boulevard and Santa Fe Street, North of Balboa Avenue west of I-5.

E. “Canyon Rim” blocks are located within single-family neighborhoods along the rims of the canyon systems throughout Clairemont. They typically have organic and irregular shapes that contour with the topography. Examples of this block type can be found in neighborhoods bordering Tecolote Canyon.

Figure 4-4: Figure Ground Diagrams



A.



B.



C.



D.



4.4 BUILDINGS

A. Residential

Residential buildings in Clairemont are diverse in their design and layout. While single-family detached housing is the predominant building type, the community offers a range of multi-family building types, including duplexes and apartments.

Duplexes/Townhomes typically provide parking in the rear. Parking may be accessed from an alley. They are typically one to two stories high and dwelling units share common walls.

Apartments are two- or three-story walk-up buildings with a combination of surface and tuck-under garage parking. Dwelling units are stacked with shared stairs, elevators and walkways. Apartment Complexes typically provide common open space and amenities, such as a pool, gymnasium, community lounge and playground.

B. Commercial Retail and Auto-Oriented Service

Retail use in Clairemont is represented by three predominant building types. Strip commercial centers are characterized by “big box” buildings set back behind surface parking lots and with in-line shops. Shopping malls are characterized by anchor stores (such as large department stores) and internal circulation. A third type is smaller-scale retail in format. Most often, buildings in this category are focused along transportation corridors with good visibility from the street. Signage is a key component of the building as well as colors and forms designed to attract the attention of fast-moving traffic

C. Office

Office buildings are distributed throughout the community, they are predominantly single story or mid-rise.

D. Industrial/Warehouse

Industrial buildings and warehouses are a limited land use in Clairemont, and where they exist, are typically storage facilities. The building type is characterized by tilt-up concrete and metal frame buildings with long, expansive bays and flat roofs. They are often surrounded by access drives and alleys and exist at the edges of the community, adjacent to highways.

5 HISTORIC CONTEXT & ARCHAEOLOGY

5.1 HISTORIC SETTING AND HISTORIC SITES

Preservation of certain historic properties through rehabilitation and/or reuse can contribute to the future character of the community. The precise criteria that will be applied to determine if a property is eligible for historic listing depends on whether the property is evaluated for eligibility for the National Register for Historic Places, the California Register of Historic Places, or San Diego's Register of Designated Historical Resources. To qualify for the National Register, California Register, and/or the local register a resource must meet one of more of the following criteria:

Criterion A: Exemplifies or reflects special elements of the City's, a community's, or a neighborhood's, historical, archaeological, cultural, social, economic, political, aesthetic, engineering, landscaping or architectural development.

Criterion B: Is identified with persons or events significant in local, state or national history.

Criterion C: Embodies distinctive characteristics of a style, type, period, or method of construction or is a valuable example of the use of indigenous materials or craftsmanship.

Criterion D: Is representative of the notable work or a master builder, designer, architect, engineer, landscape architect, interior designer, artist, or craftsman.

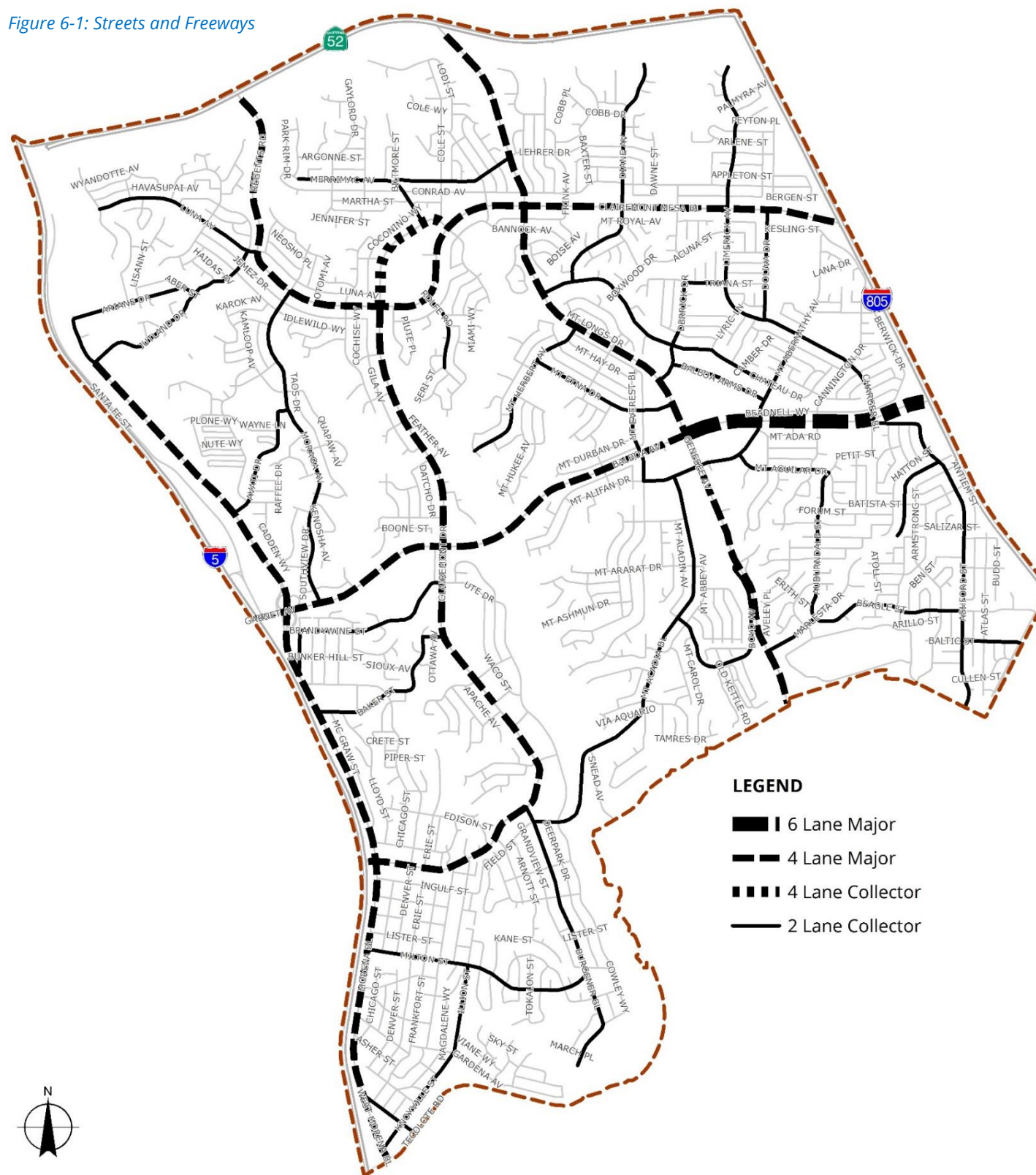
Criterion E: Is listed or has been determined eligible for listing on the State and/or National Register of Historic Places.

In Clairemont, there is only one historic site, the Stough-Beckett cottage that is listed on the City of San Diego Historic Site Board Register. The cottage was constructed in 1888 and has been completely restored. The architectural style is "Eastlake," and is an example of a modest Victorian rural home. The cottage is located in the southern portion of Clairemont Mesa at 2203 Denver Street (**Figure 5-1**).

Figure 5-1: Stough-Beckett Cottage, 1888



Figure 6-1: Streets and Freeways



6 MOBILITY

This section summarizes the findings of the City of San Diego’s Existing Conditions Report, Mobility Element prepared by WSP Parsons Brinckerhoff, 2017.

6.1 STREETS

6.1.1 Freeways

I-5, SR-163, I-805 and SR-52 serve as borders and provide access to the Clairemont community, as shown in **Figure 6-1**. These freeways present significant obstacles to connectivity to other communities and areas such as Kearny Mesa, University, Pacific Beach, and Mission Bay.

Clairemont’s primary street network is also depicted in **Figure 6-1**. Three main roadways run in the north-south direction: Genesee Avenue, Morena Boulevard and Clairemont Drive. Only one of these roadways traverses the entirety of Clairemont.

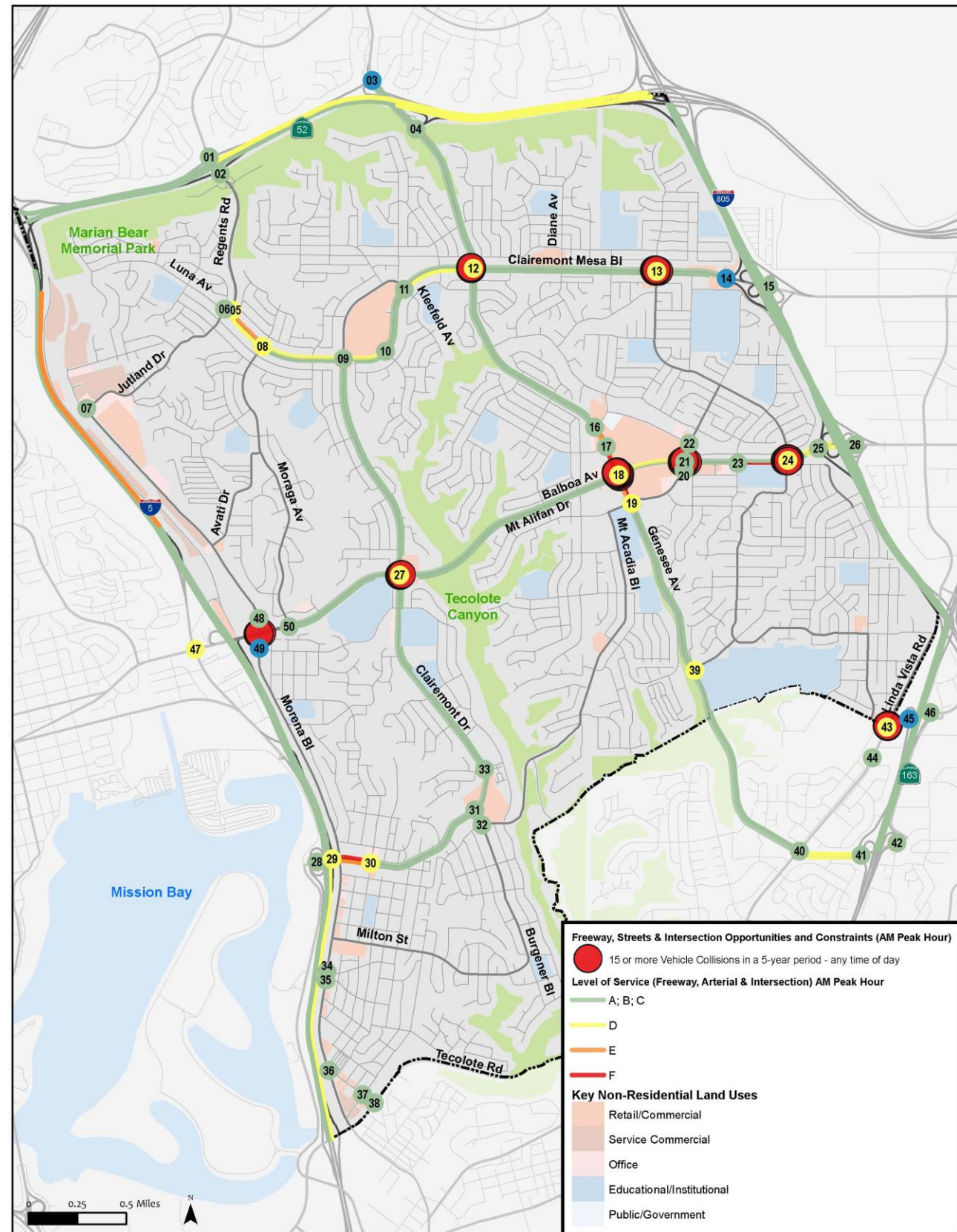
6.1.2 Primary Street Network

Clairemont Mesa Boulevard and Balboa Avenue are the two main roadways that connect the east and west portions of the community. Balboa Avenue also serves as a connector between I-805 and I-5 Freeways. Clairemont Drive, Genesee Avenue and Morena Boulevard link the community in the north-south directions. Genesee Avenue provides access to large commercial and residential developments in the north as well as the main highways in the Planning Area.

6.1.3 Secondary Street Network

Clairemont’s secondary street network, depicted in **Figure 6-1**, provides access to residential developments in the Planning Area; the network includes many cul-de-sacs and loops.

Figure 6-2: Collision Frequency and Levels of Service



6.2 STREET AND FREEWAY NEEDS

The roadway segments and intersections that suffer from congestions and have a frequency of 15 collisions or more within a 5-year period are shown in **Figure 6-2**.

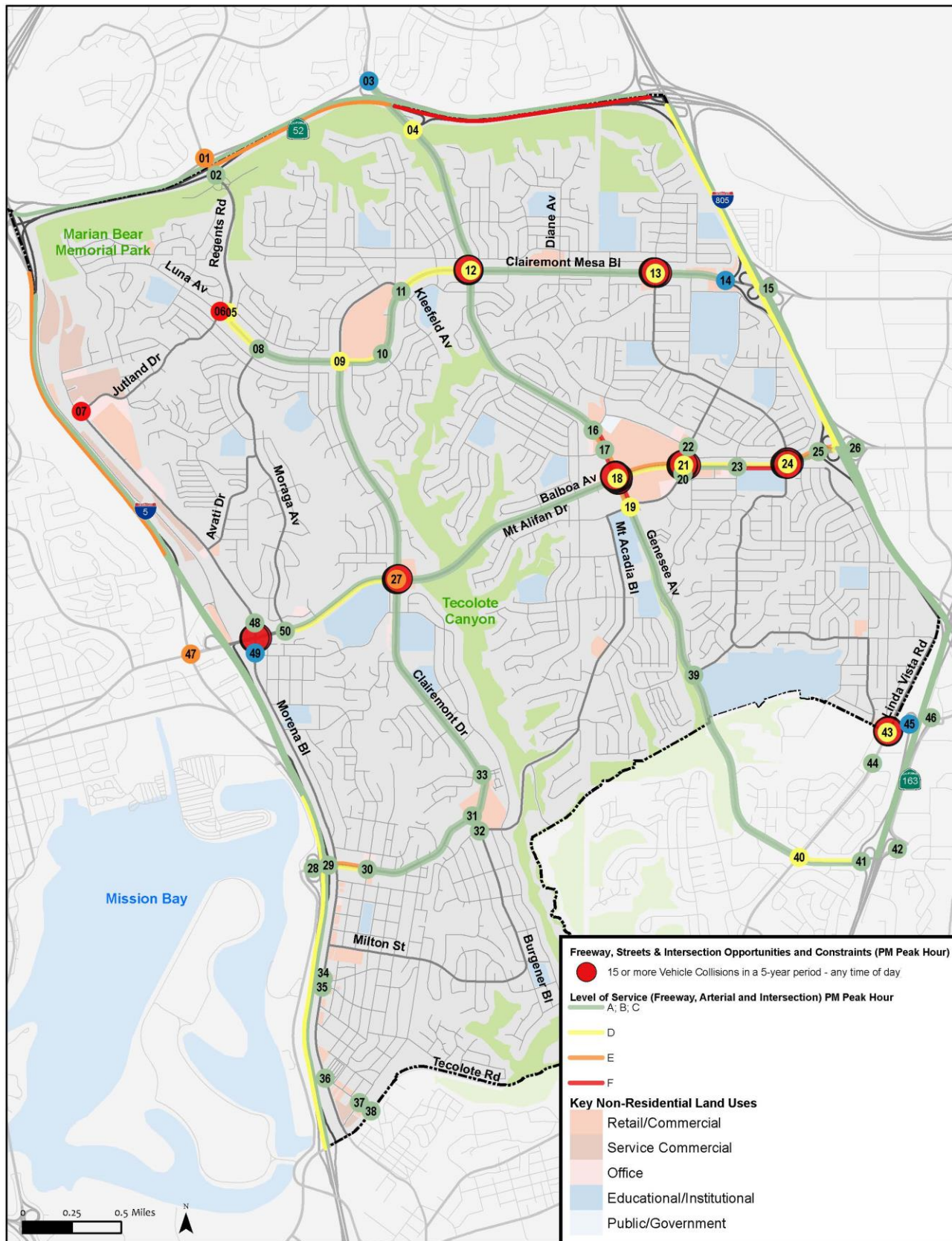
6.2.1 Freeways

The primary freeways that serve Clairemont are I-5, I-805, and SR 52. These freeways are utilized by residents and employees of Clairemont as well as pass-through regional trips.

6.2.2 Arterials

Although Clairemont is readily accessible by freeway, travel to specific points within the community along arterial streets can be difficult during the peak hours. Arterial streets are circulation roadways intended to carry higher volumes of vehicles throughout the community. In the morning and noon peak hours, congestion occurs on the freeways as workers travel to jobs both inside and outside of the community as well as students commuting to schools and colleges. These high vehicular traffic volumes result in a number of roadway segments operating above their intended capacity are at poor level of service (LOS). In particular, north-south links such as Genesee Avenue and Morena Boulevard experience LOS E conditions or below; similarly, east-west links such as portions of Clairemont Drive and Balboa Avenue experience LOS E conditions or below.

Figure 6-3: Transit Opportunities and Constraints



6.2.2.1 Transit Needs

The City of Villages strategy supports expansion of the transit system by calling for villages, employment centers, and other higher-intensity uses to be located in areas that can be served by high quality transit services. This will allow more people to live and work within walking distance of transit. Clairemont is well-served by transit along the major corridors. Future transit needs in Clairemont primarily stem from access limitations due to missing sidewalks and natural barriers, traffic congestion that affects transit performance, and safety concerns attributed to collisions near transit stops. These transit opportunities and constraints are illustrated in **Figure 6-3**, as well as bus stops that correlate with high ridership.

6.2.2.2 Access Limitations

Public transportation (transit) provides for improved mobility and directly interacts with pedestrian, bicycle and vehicular mobility. Gaps or deficiencies in the pedestrian and bicycle networks can deter potential riders from using the transit service altogether and are commonly associated with what is known as the first and last mile gap. In addition to increased mobility for users, public transit also provides the benefits of reduced roadway congestion and reduced greenhouse gas emissions. However, in order to maximize transit benefits, a well-connected network must be designed based on surrounding land use patterns and density. Five bus routes currently serve the Clairemont community and are operated by the San Diego Metropolitan Transit System (MTS); Route 27, Route 41, Route 44, Route 50, Route 105 and Route 105A. Proposed improvements would significantly expand future transit service to and from the community. In addition to increased frequencies for local bus services and support for active transportation projects, SANDAG's long-range transportation plan included in San Diego Forward: The Regional Plan, anticipates providing major new transit services including:

- Mid-Coast Trolley extension connecting Blue Line service from America Plaza to the University Towne Centre (UTC) Transit Center via Clairemont by 2021.
- Trolley Route 563 connecting Pacific Beach to El Cajon along Balboa Avenue within Clairemont by 2050.
- Rapid Bus Route 41 connecting Fashion Valley to UTC/UC San Diego along Genesee Avenue within the Clairemont community by 2035.

Figure 6-4: Pedestrian Opportunities and Constraints

6.3 PEDESTRIAN NEEDS

Pedestrian improvements in areas with land uses that promote pedestrian activities can help to increase walking as a means of transportation and recreation. Land use and street design recommendations that benefit pedestrians also contribute to the overall quality, vitality, and sense of community of neighborhoods.

Pedestrian needs identified in the Clairemont community include locations with 2 or more pedestrian collisions within a recent 5-year period, sidewalk connectivity issues, high existing pedestrian activity, and high pedestrian priority as reported by the City of San Diego's Pedestrian Priority Model. These needs are depicted in **Figure 6-4**.

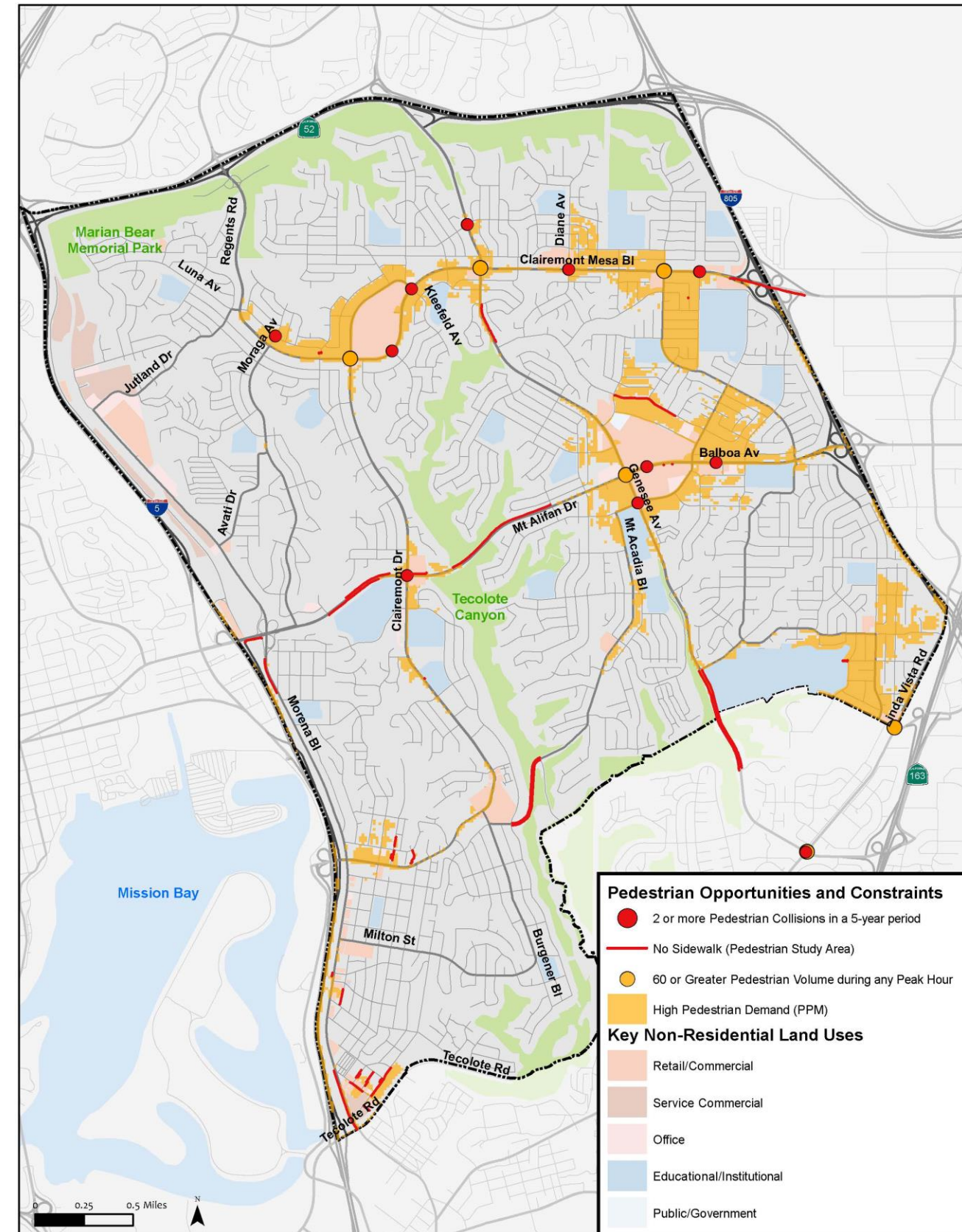
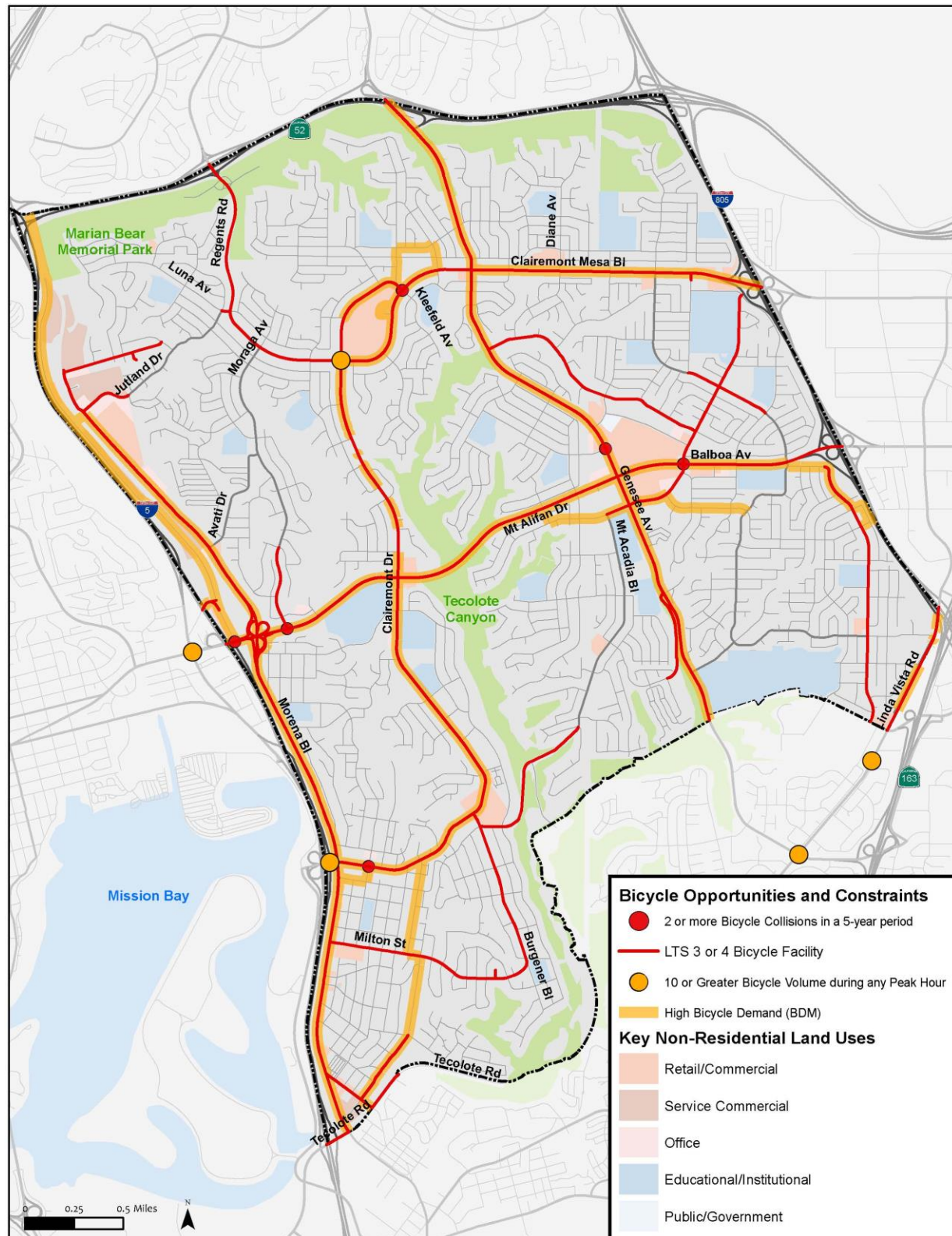


Figure 6-5: Bicycle Opportunities and Constraints



6.4 BICYCLE NEEDS

Bicycle infrastructure provides for the safety and comfort of its users across a community. Safety and comfort are paramount considerations, since by nature, active travelers are more exposed than those inside a vehicle. Unsafe or uncomfortable conditions discourage the decision to make a trip by bike. Network connectivity is also paramount, since safe, comfortable infrastructure will not be useful if destinations cannot be reached. Bicycle needs are found throughout the Clairemont community. Needs are identified by locations with a high number of bicycle collisions, the amount of stress likely to be experienced by a bicyclist, lack of existing bicycle facilities, and high cycling demand. These needs are depicted in **Figure 6-5**.

Figure 6-6: Bicycle Facility Classifications

Class Description	Example Graphic
<p>Class I - Bike Path</p> <p>Bike paths, also termed shared-use or multi-use paths, are paved right-of-way for exclusive use by bicyclists, pedestrians, and those using non-motorized modes of travel. They are physically separated from vehicular traffic and can be constructed in roadway right-of-way or exclusive right-of-way. Bike paths provide critical connections in the city where roadways are absent or are not conducive to bicycle travel.</p>	
<p>Class II - Bike Lane</p> <p>Bike lanes are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive or preferential bicycle travel. Bike lanes are one-way facilities on either side of a roadway. Whenever possible, Bike Lanes should be enhanced with treatments that improve safety and connectivity by addressing site-specific issues, such as additional warning or wayfinding signage.</p>	
<p>Class III - Bike Route</p> <p>Bike routes provide shared use with motor vehicle traffic within the same travel lane. Designated by signs, Bike Routes provide continuity to other bike facilities or designate preferred routes through corridors with high demand. Whenever possible, Bike Routes should be enhanced with treatments that improve safety and connectivity, such as the use of "Sharrows" or shared lane markings to delineate that the road is a shared-use facility.</p>	
<p>Bicycle Boulevard</p> <p>Bicycle boulevards are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority. Bicycle Boulevards use signs, pavement markings, and speed and volume management measures to discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets.</p>	

6.4.1 Existing Bicycle Facilities

There are three general classifications of bicycle facilities, see **Figure 6-5**.

Class I – Bike Path

Bike Paths, also termed shared-use or multi-use paths are paved right-of-way for exclusive use by bicyclists, pedestrians and those using non-motorized modes of travel. They are physically separated from vehicular traffic and can be constructed in roadway right-of-way or exclusive right-of-way. Bike paths provide critical connections in the city where roadways are absent or are not conducive to bicycle travel.

Class II – Bike Lane

Bike lanes are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive or preferential bicycle travel. Bike lanes are one-way facilities on either side of a roadway.

Class III - Bike Route

Bike routes provide shared use with motor vehicle traffic within the same travel lane and are frequently marked with a sharrow (Figure 6-7). Designated by signs, bike routes provide continuity to other bike facilities or designate preferred routes through corridors with high demand.

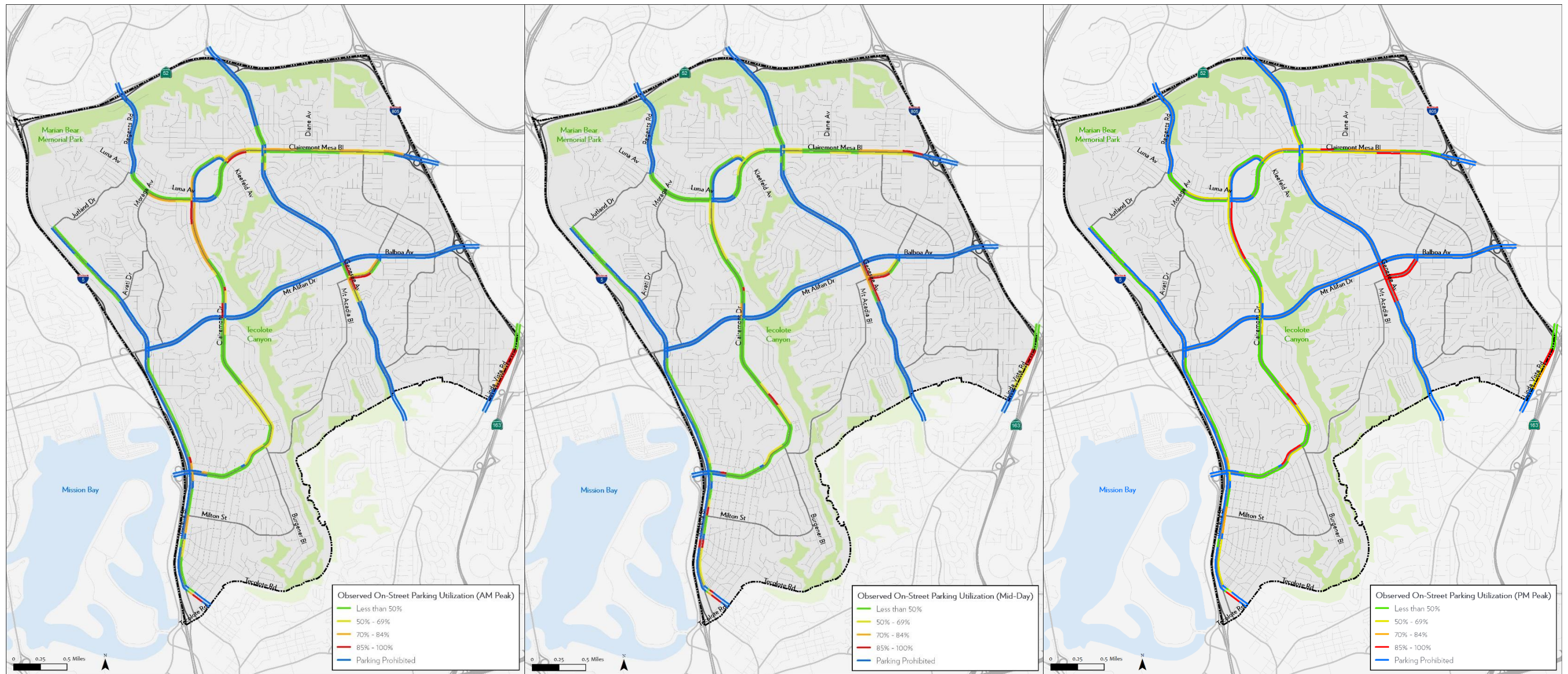
Figure 6-7: Bike Sharrow



6.4.2 Parking Occupancy

Parking within the Clairemont community consists of public on street parking, private off street parking for local businesses and residents, and public parking lots. To determine relative existing parking utilization, a “drive-by-windshield” parking occupancy survey was conducted over three peak periods (AM, midday and PM) along the primary study roadways. **Figure 6-8** displays the parking occupancy survey results for the peak hours, respectively. Parking utilization was observed to be higher in areas surrounding commercial activity centers near Clairemont Mesa Boulevard and Clairemont Drive as well as Balboa Avenue and Genesee Avenue. Parking along Linda Vista Road near Mesa College was also heavily utilized. Generally, parking demand was greater during the PM peak hour.

Figure 6-8: Parking Utilization



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