

Planning Department

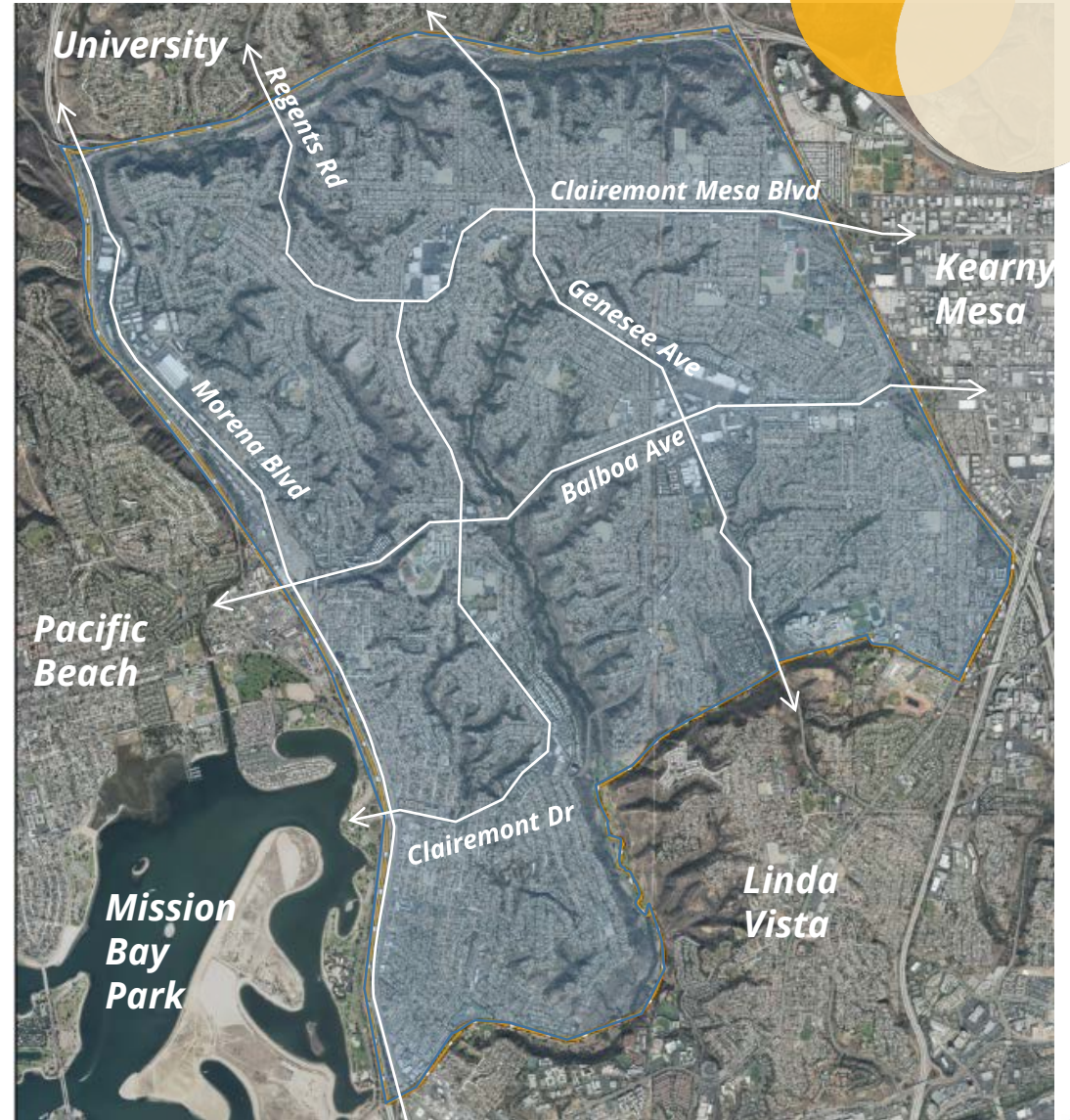
Item 3: Clairemont Community Plan Update Workshop

Presentation Outline

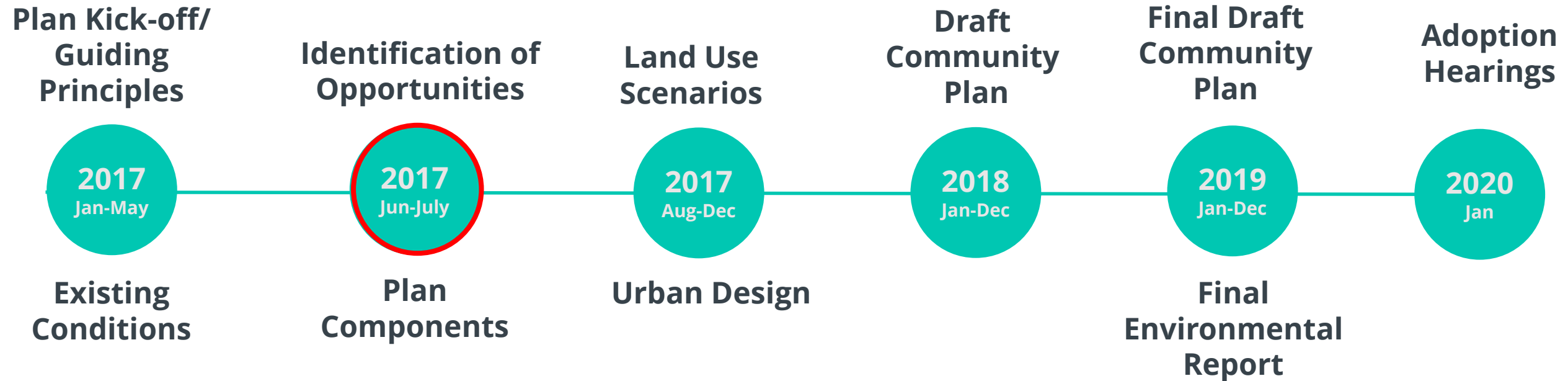
- Background – Why are we updating the plan?
- Guiding Principles – Working with the community
- Existing Conditions
 - What's on the ground?
 - What does the plan say?
 - First workshop – What did we hear?
- Where we are now – Opportunity Areas
- Next Steps

Why update the Community Plan?

- Introduction
- Background
 - Roadshows to inform
 - Guiding Principles
 - Existing Conditions & Opportunities Workshop



Schedule



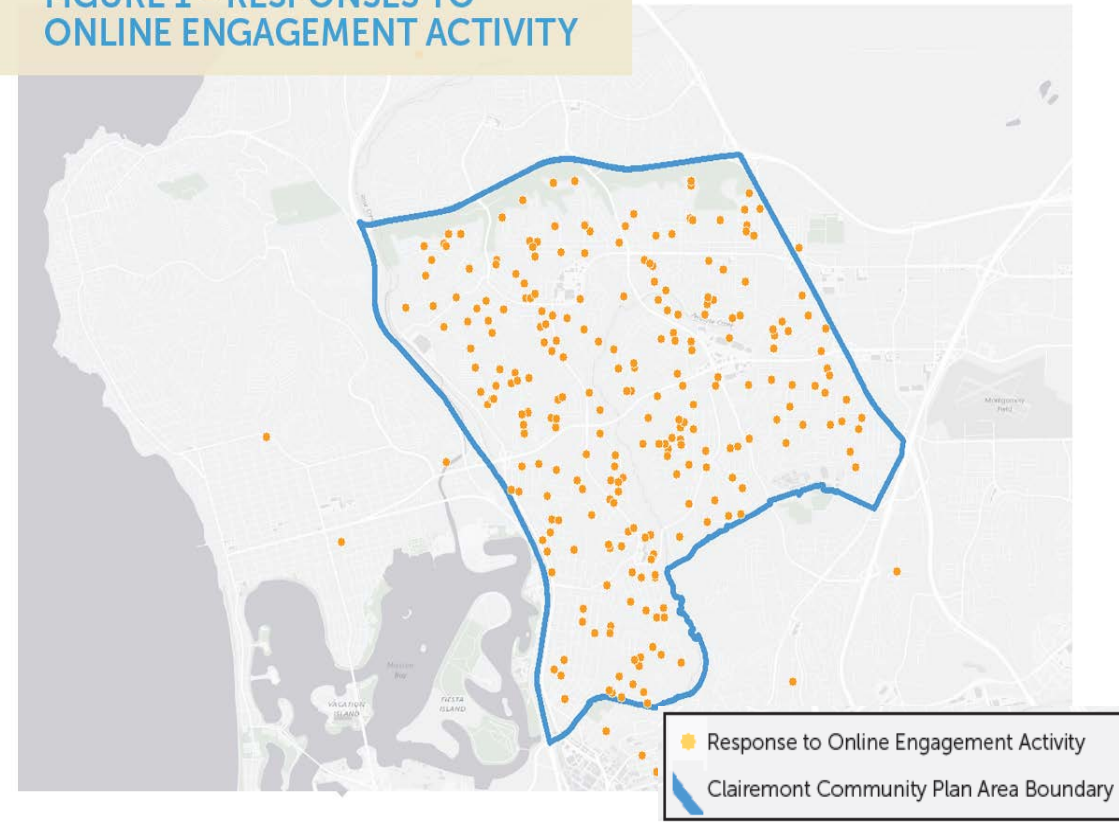
Guiding Principles

- Protection of canyons and creeks as community assets
- Parks and recreation facilities that serve the needs of the entire community
- Infrastructure and public facilities that meet existing needs and future growth
- Maintain single-family neighborhoods
- Development that compliments neighborhood scale

Guiding Principles (continued)

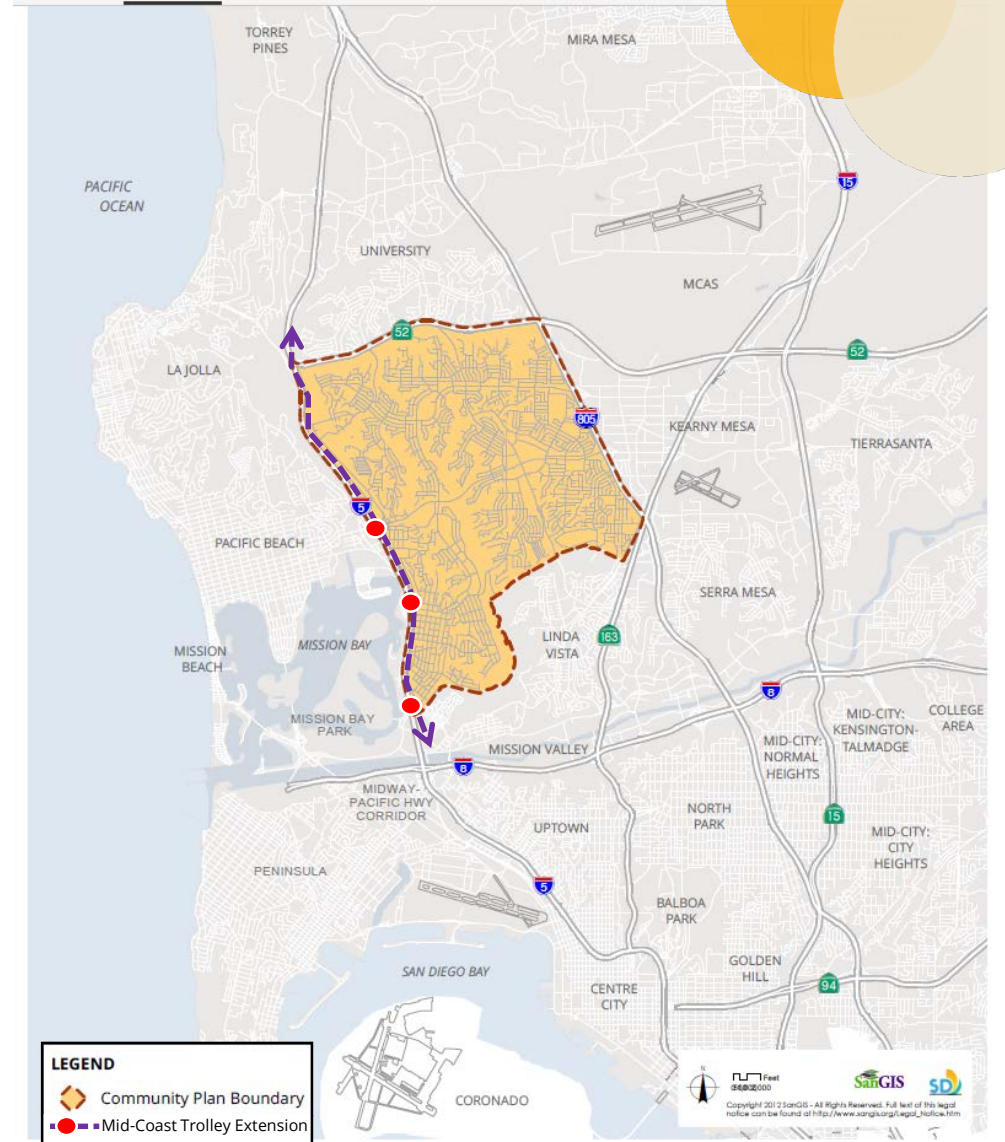
- Crime prevention through environmental design
- Safe and efficient facilities that improve connectivity for cars, bicycles, pedestrians, and transit
- A community focus on sustainability and urban greening
- Community identity that enhances Clairemont's diversity, sense of place, and history
- A diversity of housing choices along transit corridors

FIGURE 1 - RESPONSES TO ONLINE ENGAGEMENT ACTIVITY



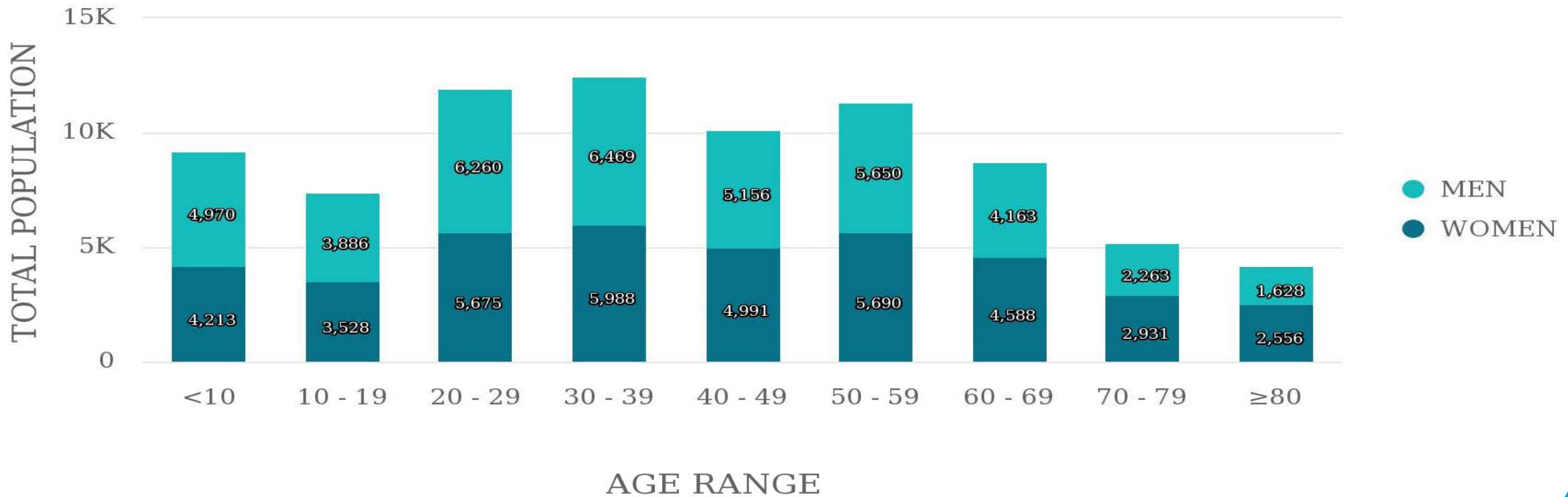
Regional Setting

- Centrally located
- Proximity to three major employment centers
- Connected by Light Rail Transit



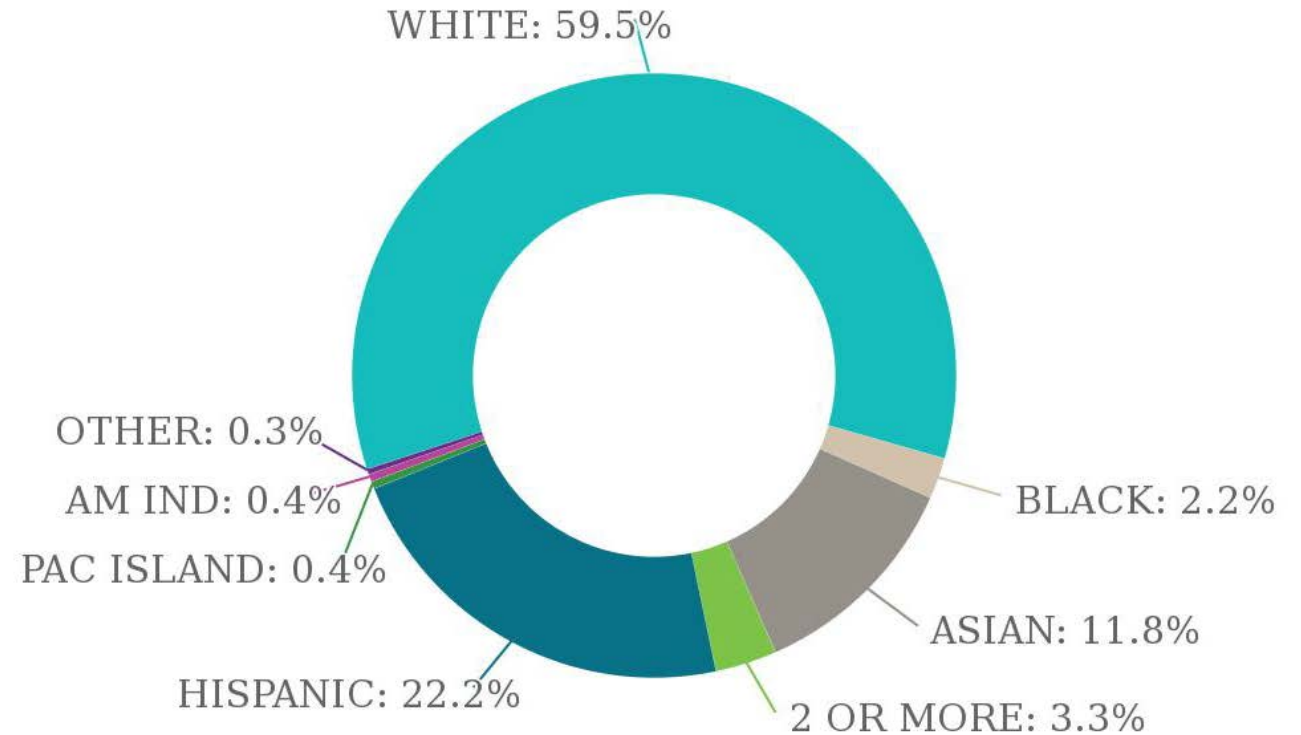
Demographics

Median Age: 39.4 years old



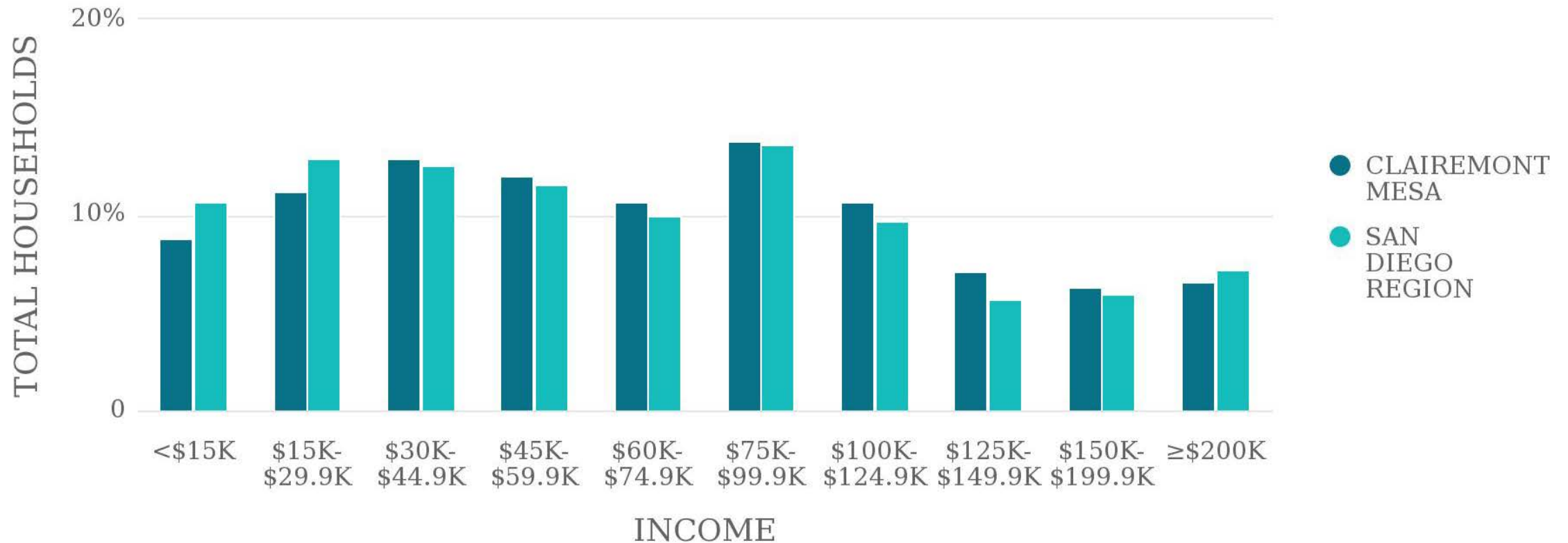
Demographics

- Population:
80,337 persons
- Total Housing Units:
32,930 dwelling units
- Persons per Household:
2.53 persons

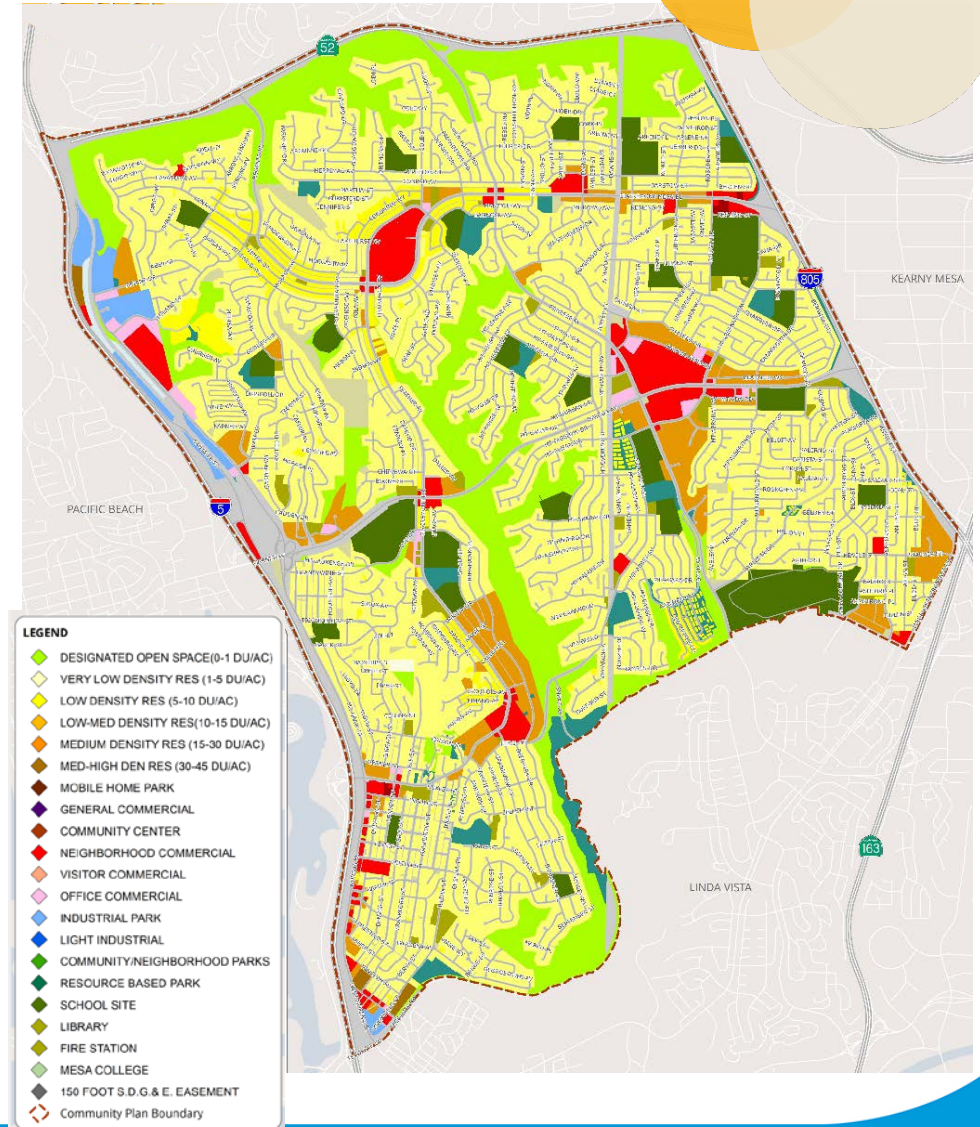
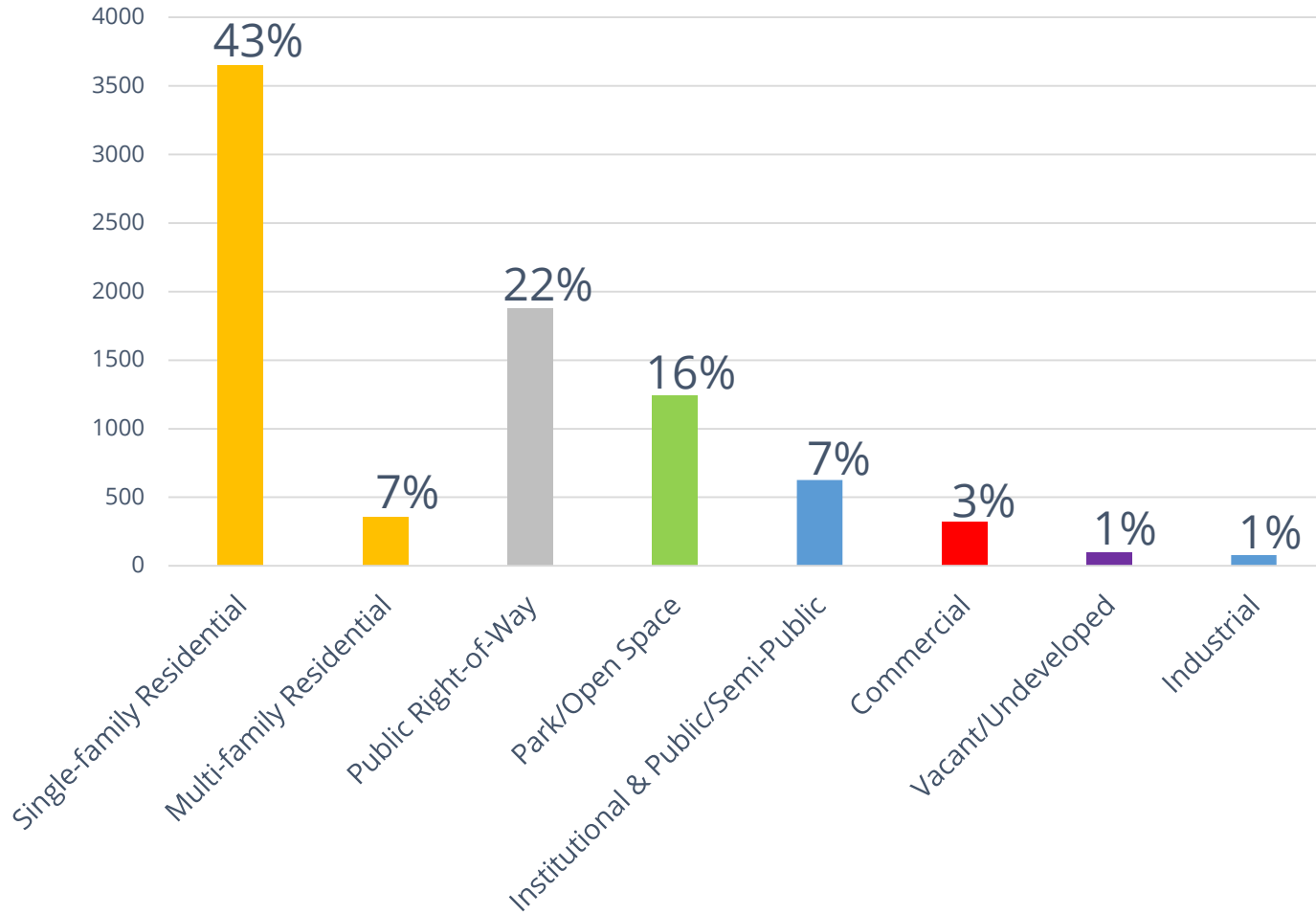


Demographics

- Median Household Income (2015): \$73,685



Existing Land Use

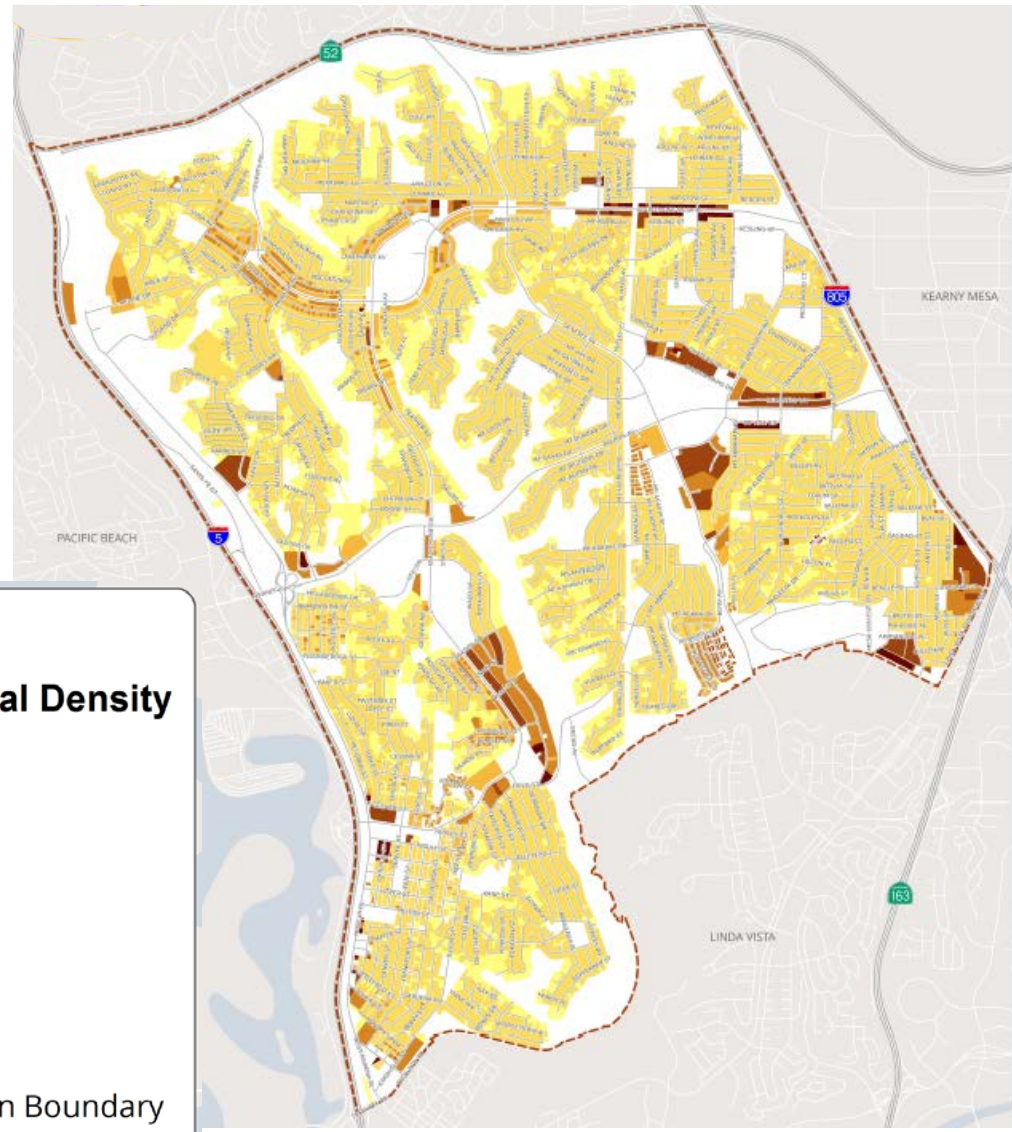


Existing Residential Density

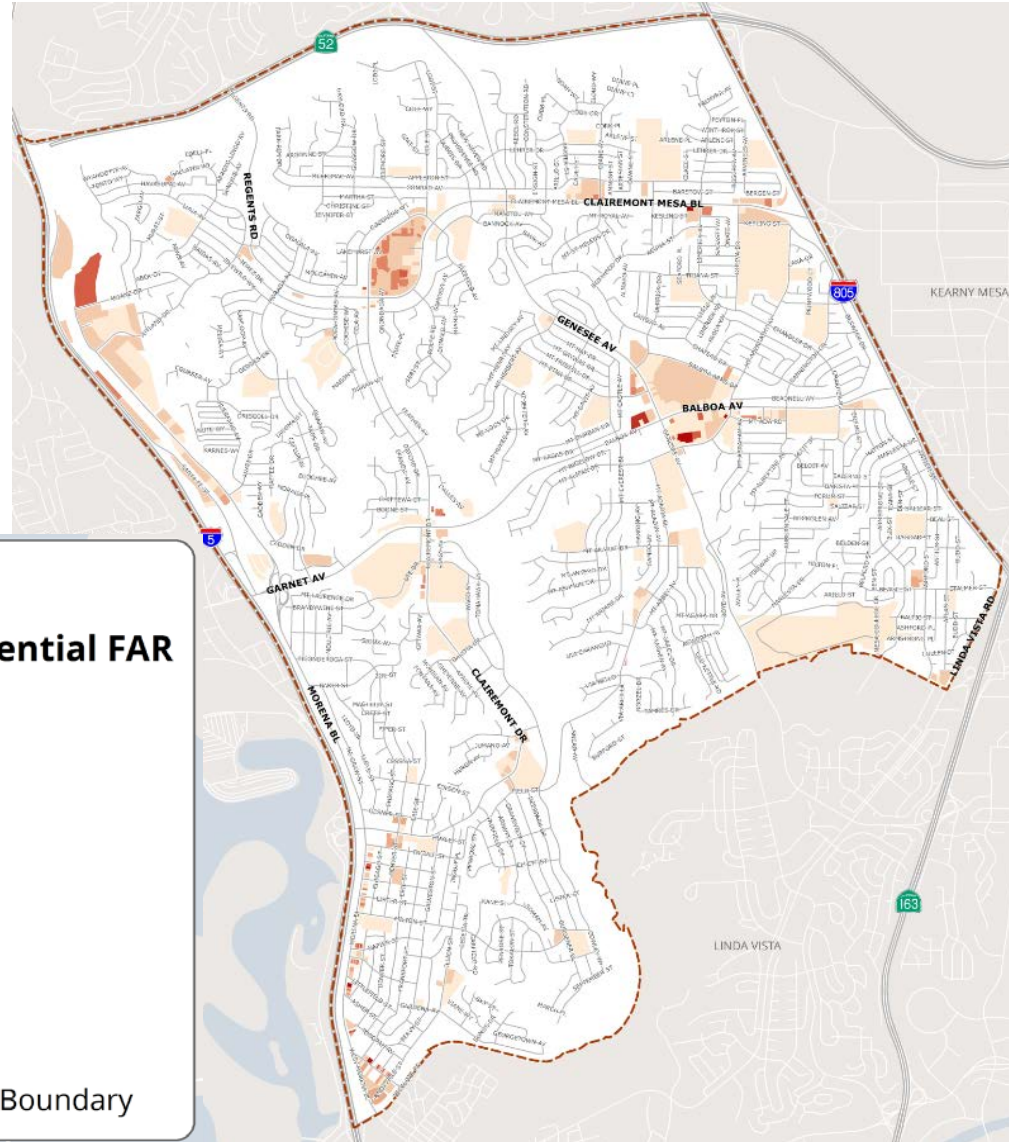
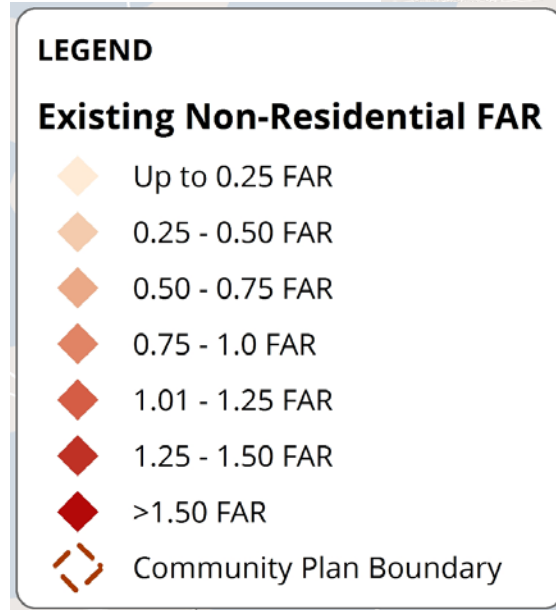
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Existing Residential Density

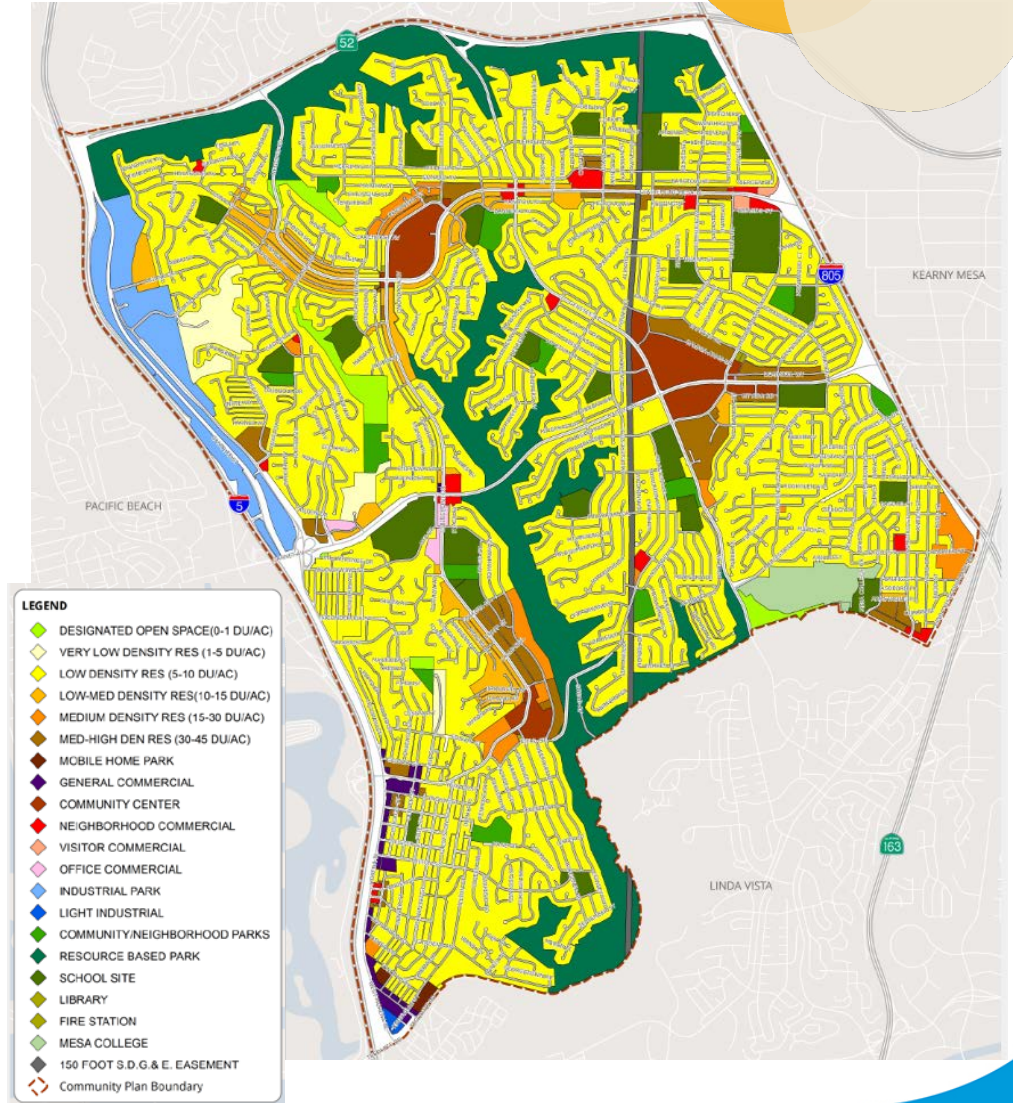
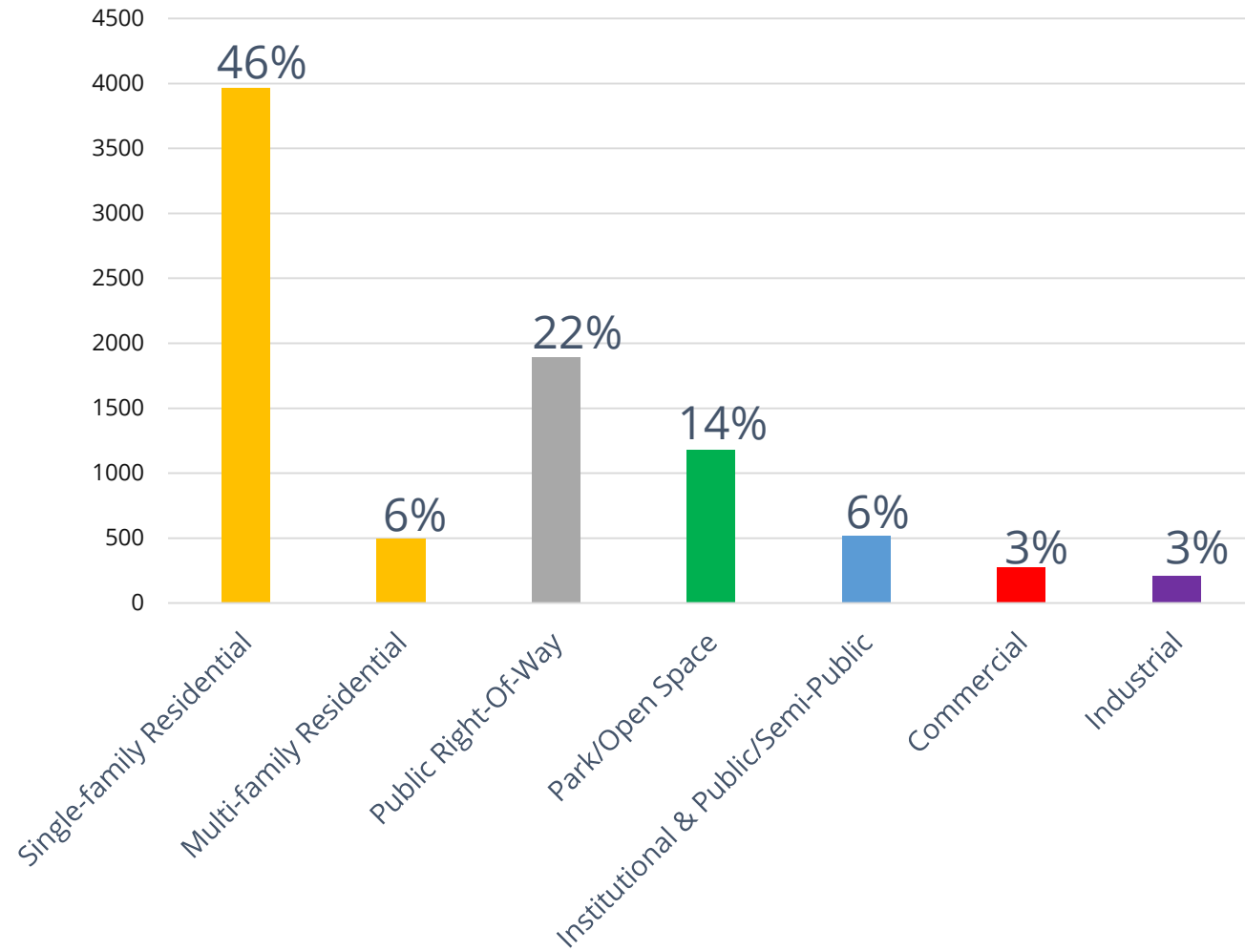
- 1-4 Du/Ac
- 4-9 Du/Ac
- 9-14 Du/Ac
- 14-29 Du/Ac
- 29-44 Du/Ac
- 44+ Du/Ac
- Community Plan Boundary



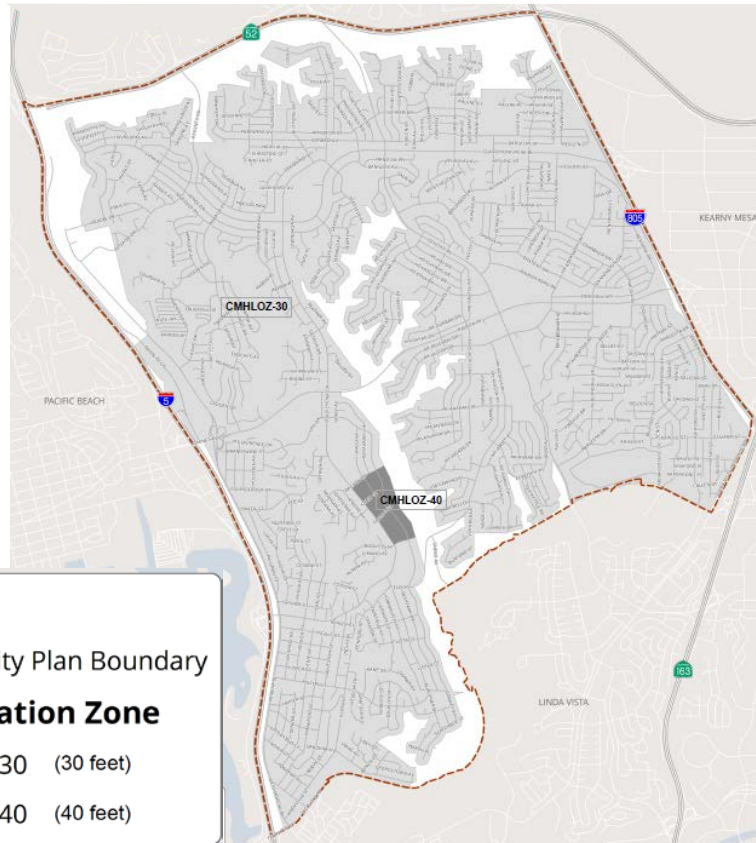
Existing Non-Residential Floor Area Ratio (FAR)



Adopted Plan Land Use

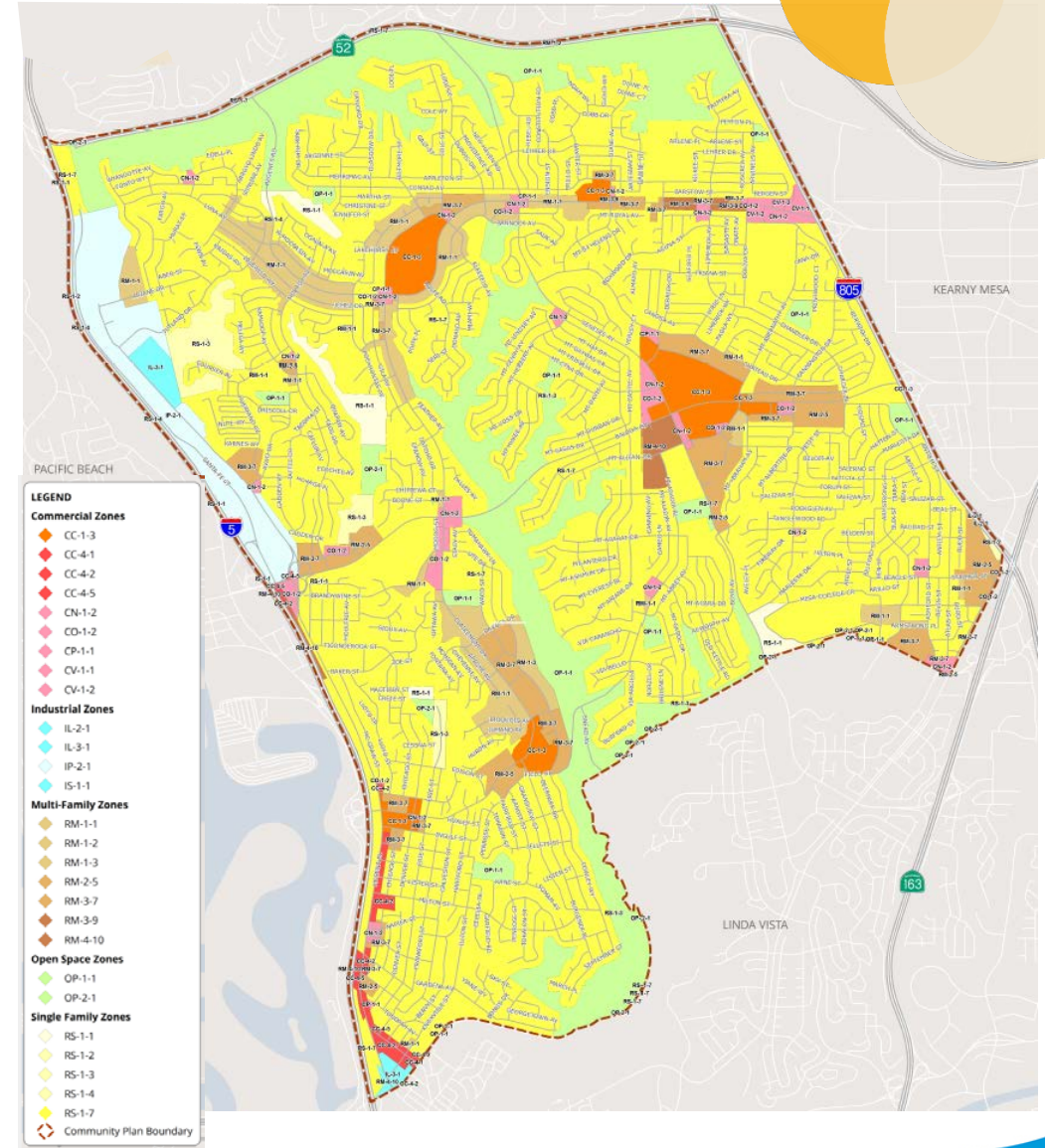


Zoning



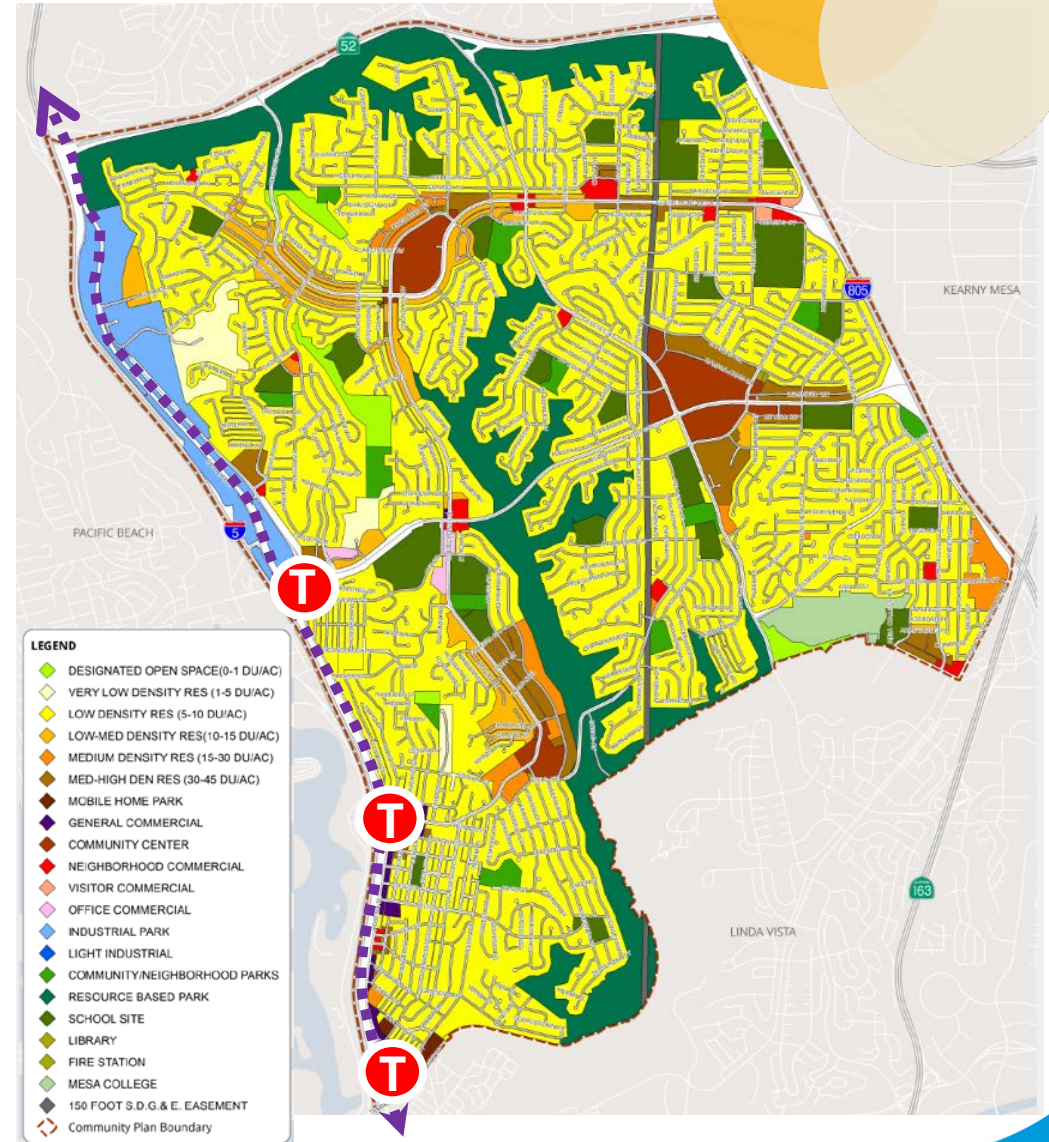
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- Community Plan Boundary
- Height Limitation Zone**
- CMHLOZ-30 (30 feet)
- CMHLOZ-40 (40 feet)



Ongoing Specific Plans

- Morena Corridor and Balboa Station Area Specific Plans
- Planning efforts to support Mid-Coast Trolley extension
- Land Use discussion deferred to Community Plan Update Process



Existing Conditions & Opportunities Workshop

CPU Purpose



Land Use



Mobility



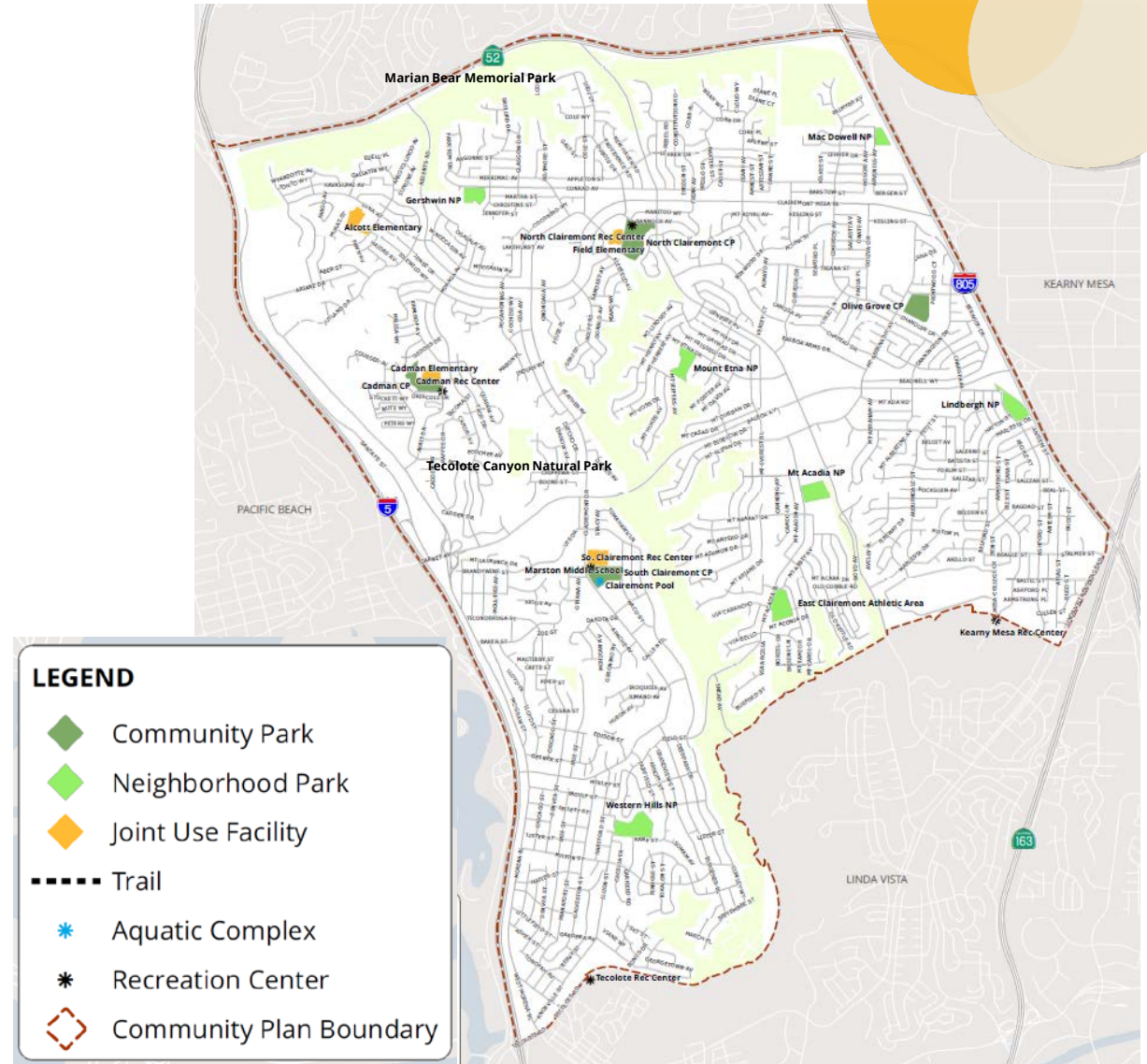
Parks & Recreation



Health & Active Transportation

Parks and Recreation Facilities

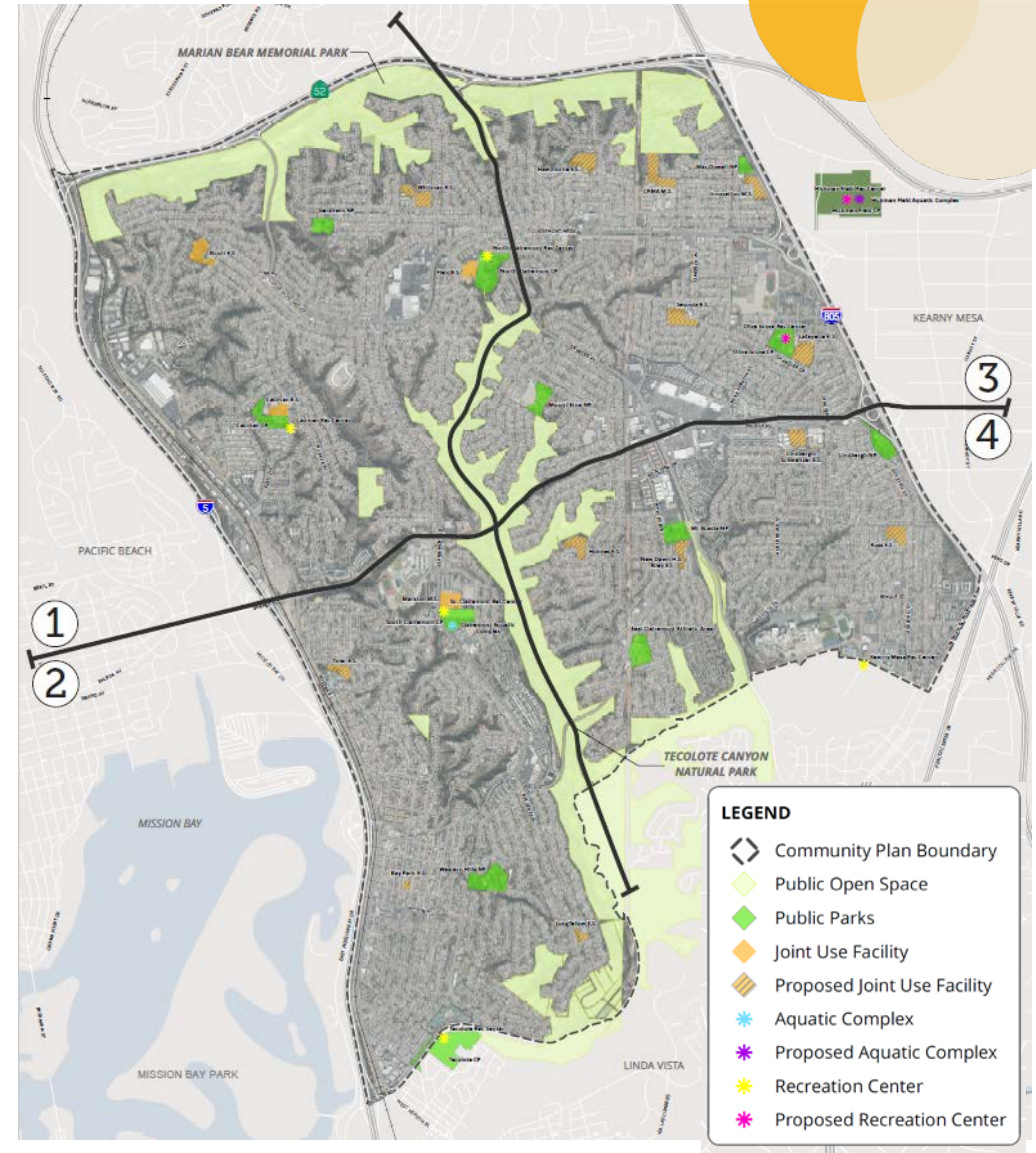
- General Plan standard: 224.94 acres needed
- Existing population-based parks: 120.87 acres
- Existing Deficit: 104.07 Acres



What did we hear?

Where new parks should be located:

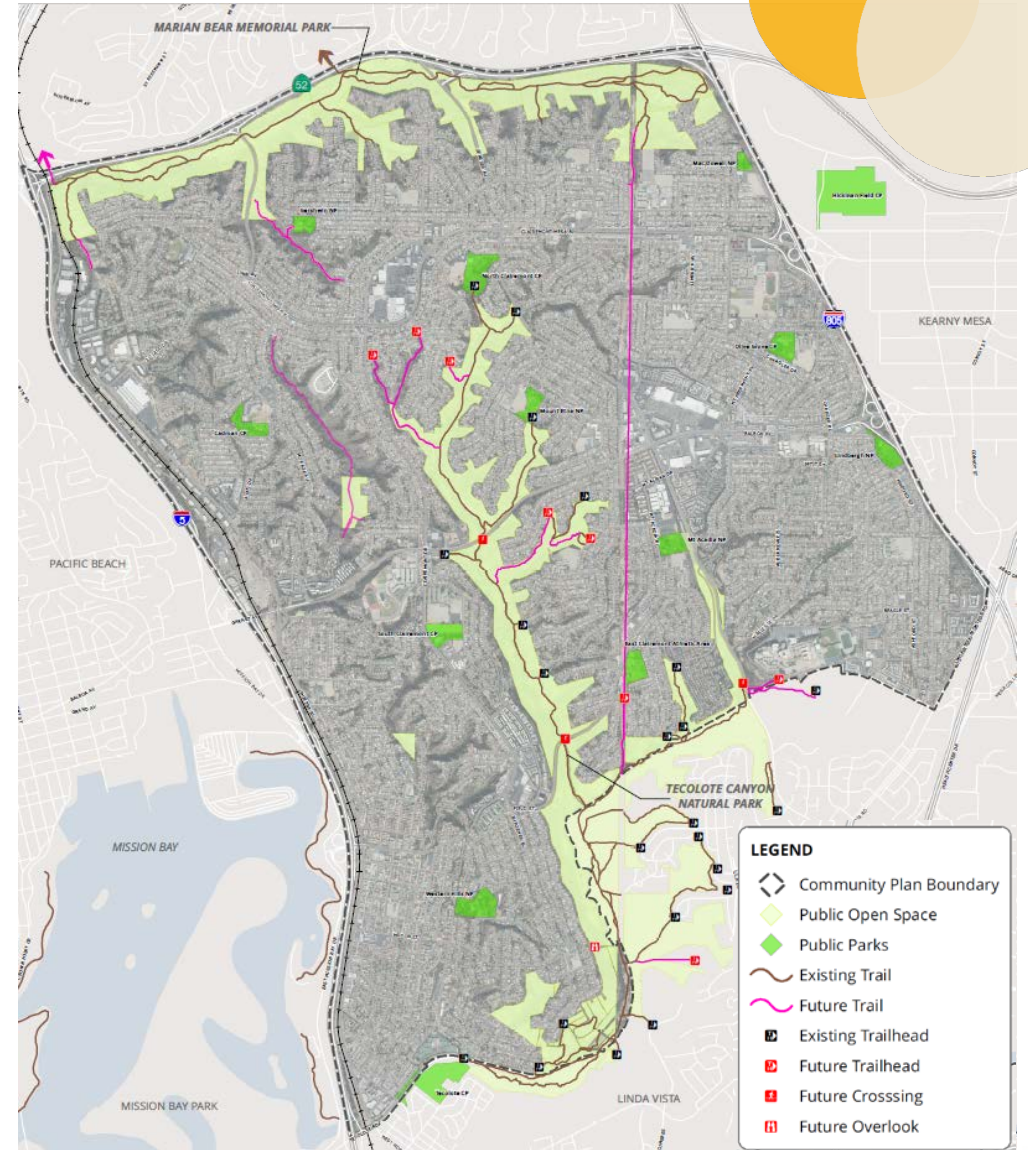
- Bay Park neighborhood
- Support for continued joint use
- SDGE Easement and City Operations Yard
- Amenities:
 - Nature exploration areas
 - Off leash dog parks
 - Amphitheater/Performance Space
 - Non-programmed turf areas



What did we hear?

Where new trails and improvements should be:

- Improvements to Tecolote Canyon and Marian Bear Park
- SDGE Easement
- Amenities:
 - Trail structure, surface, and kiosks
 - Revegetation
 - Distance markers



What did we hear?






What areas of Mission Bay are used for recreation and what amenities should be added:

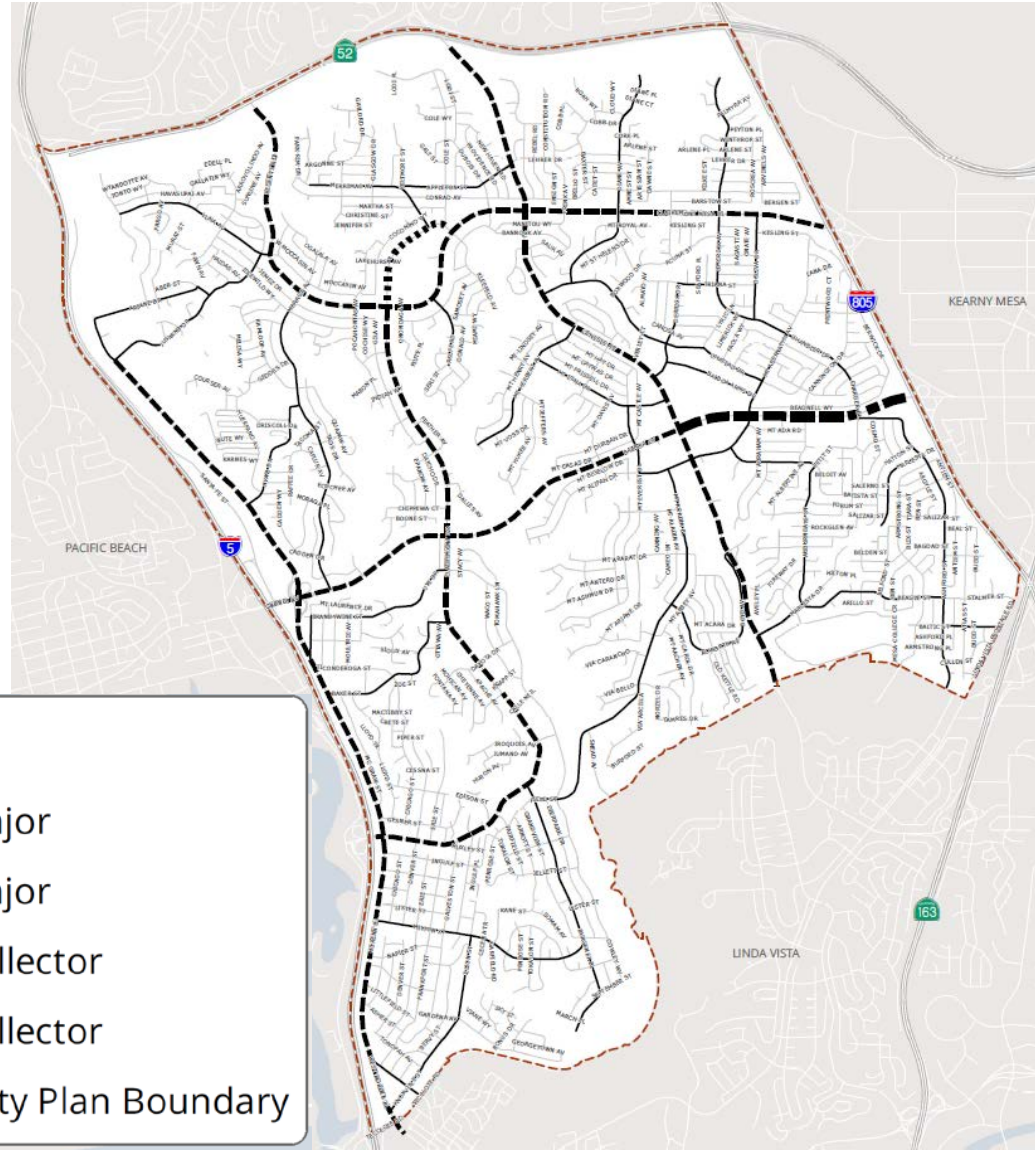
- East Mission Bay
- Other areas: DeAnza Cove, Fiesta Island, South Shores, and Crown Point
- Amenities:
 - Pedestrian/bicycle bridge across Interstate 5 Freeway
 - Fitness course, comfort stations, and amphitheater/performance area



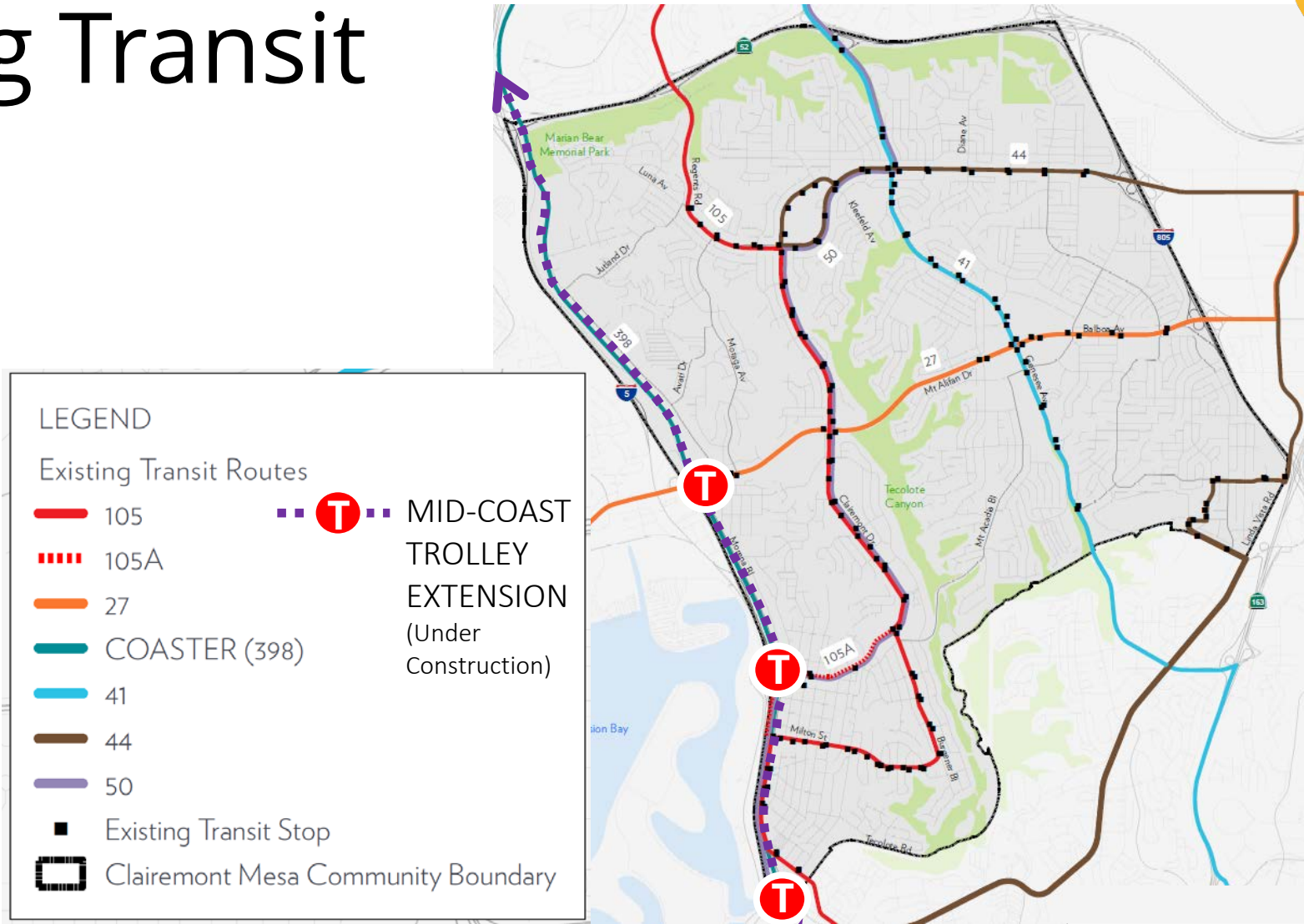
Existing Street Classifications

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-  6 Lane Major
-  4 Lane Major
-  4 Lane Collector
-  2 Lane Collector
-  Community Plan Boundary



Existing Transit Routes



Existing and Proposed Bicycle Facilities

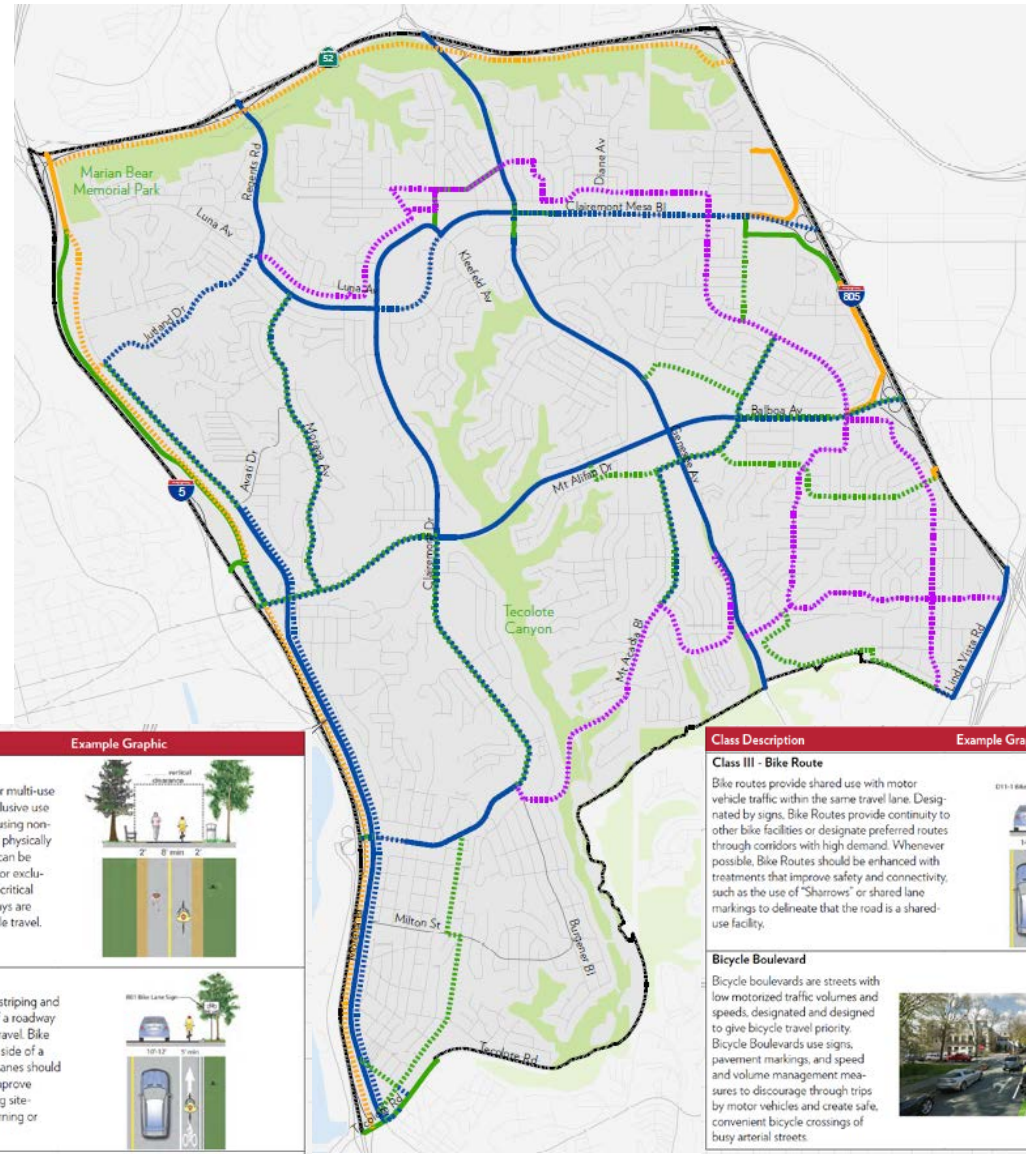
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Existing Bicycle Facilities

- Class I - Bike Path
- Class II - Bike Lane
- Class III - Bike Route

Proposed Bicycle Facilities

- Class I - Bike Path
- Class II - Bike Lane
- Class III - Bike Route
- Class II or III
- Bicycle Boulevard
- Clairemont Mesa Community Boundary



Class I - Bike Path

Class Description
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.

Example Graphic
[Diagram showing a cross-section of a bike path with a 2' shoulder, 8' main path, and 2' shoulder, with a vertical clearance of 10' and a 5' width for a person on a bicycle.]

Class II - Bike Lane

Class Description
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.

Example Graphic
[Diagram showing a cross-section of a bike lane with a 10'-12' width and a 5' width for a person on a bicycle, with a vertical clearance of 10' and a 5' width for a person on a bicycle.]

Class III - Bike Route

Class Description
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.

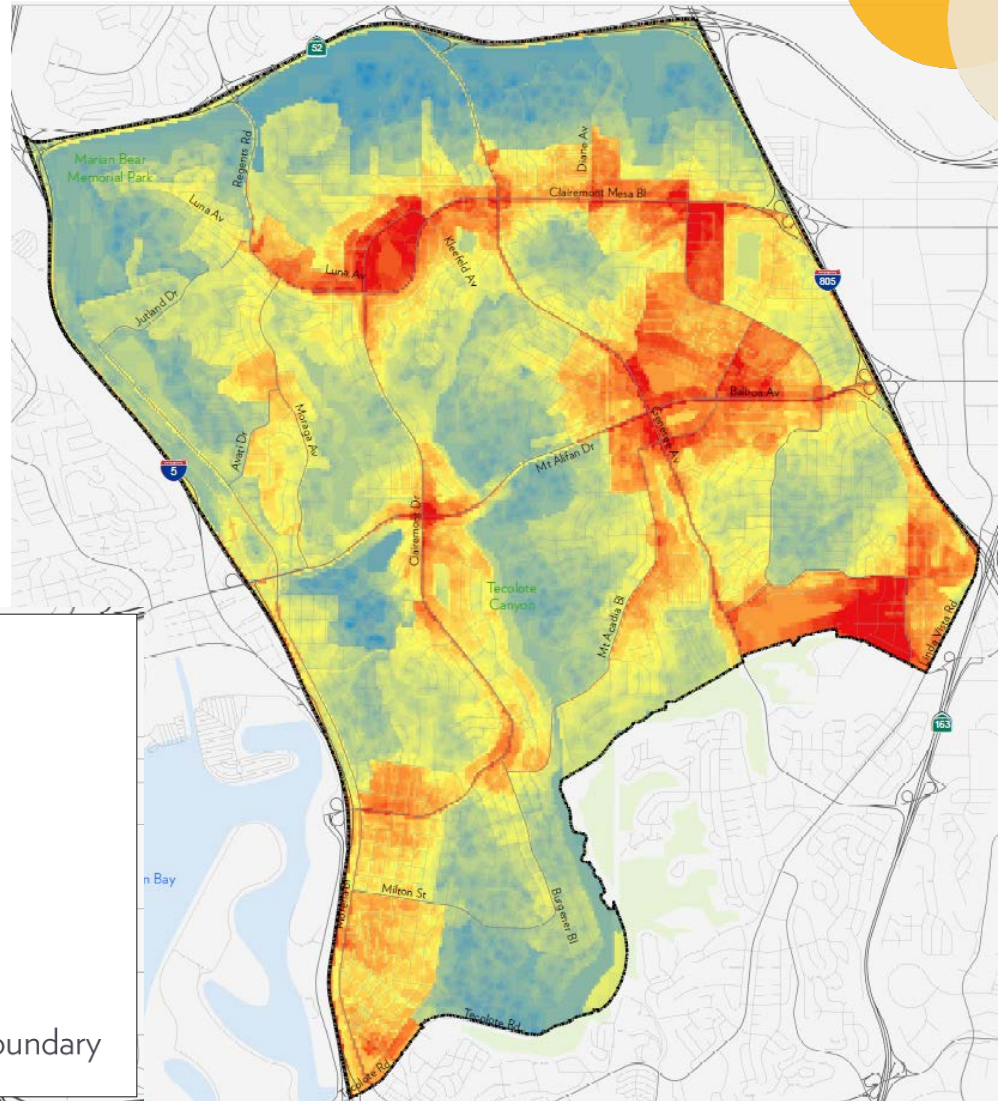
Example Graphic
[Diagram showing a cross-section of a bike route with a 14' preferred main lane and a 5' width for a person on a bicycle, with a vertical clearance of 10' and a 5' width for a person on a bicycle.]

Bicycle Boulevard

Class Description
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.

Example Graphic
[Photograph of a bicycle boulevard street with a person on a bicycle in the foreground.]

Existing Community Pedestrian Propensity



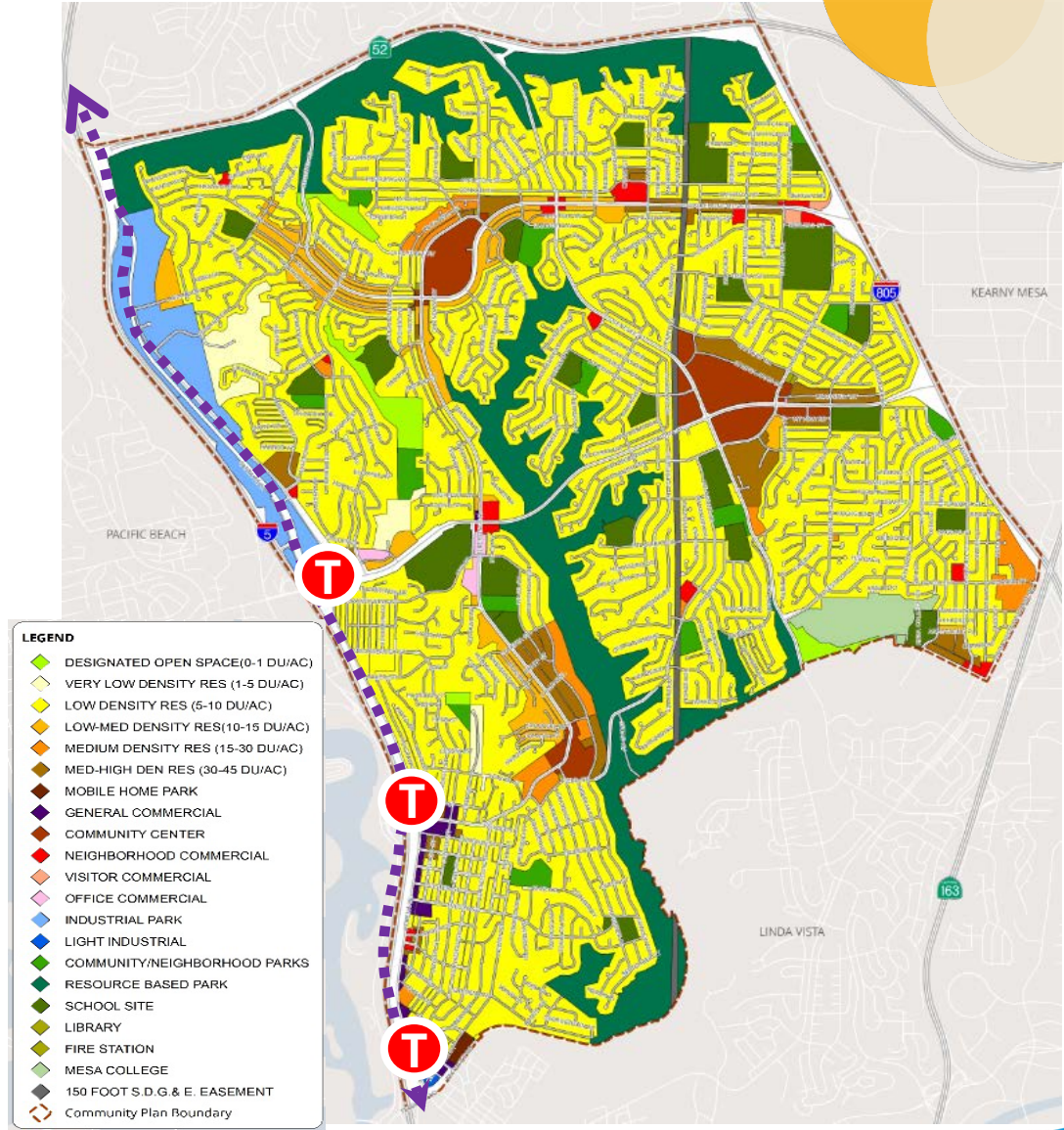
What did we hear?

Issues and Improvements mentioned include:

- Pedestrian/Bike connections to Mission Bay
- Concern of single SB lane along Morena Boulevard
- Addition of bicycle facility connections to Pacific Beach, Rose Creek Trail, Rose Canyon Bike Path, Clairemont Drive
- Gaps in bike network along Balboa Avenue and Clairemont Mesa
- Missing sidewalks southern portion of community
- Transit improvements (bus pull out) & Opportunity for transit center (Clairemont Town Center & Genesee Plaza)

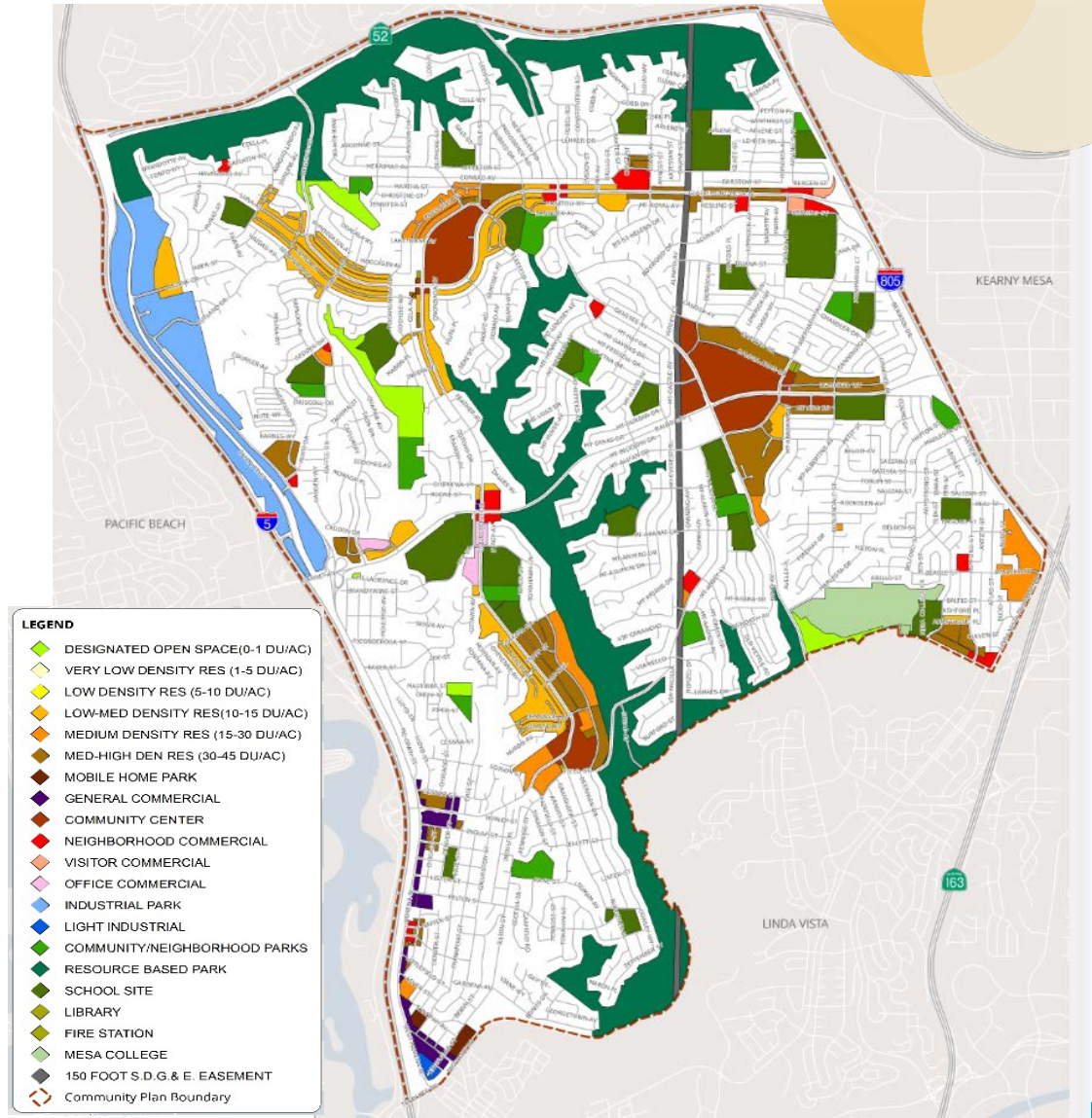
Where are we now: Opportunity Areas

- Stage for new opportunities:
 - New trolley stations under construction
 - Opportunities for mixed-use development at commercial areas /community centers and trolley stations
- Start out by screening back land uses that would represent “no change.”



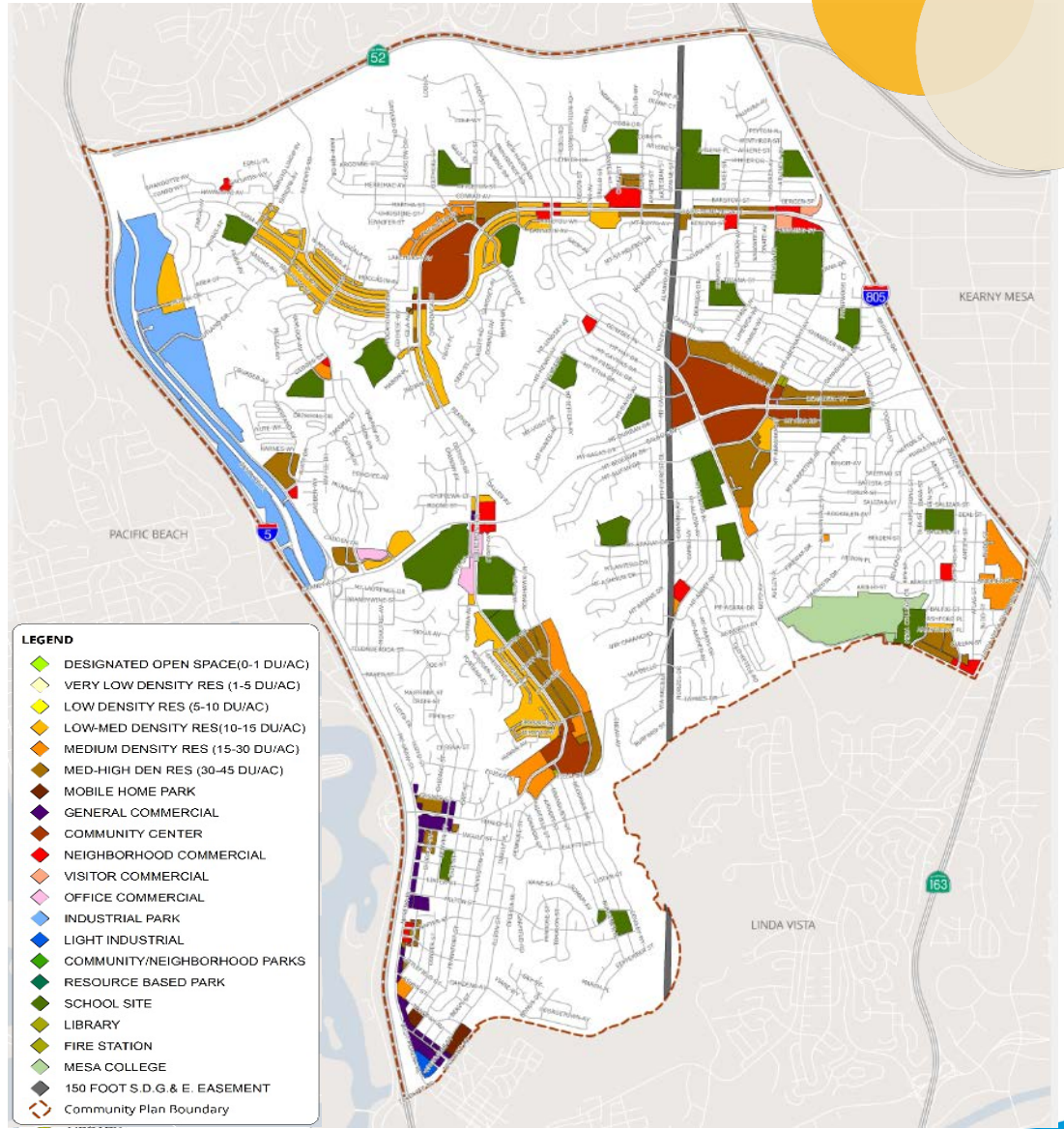
Opportunity Areas

- Not including single-family designated areas from consideration



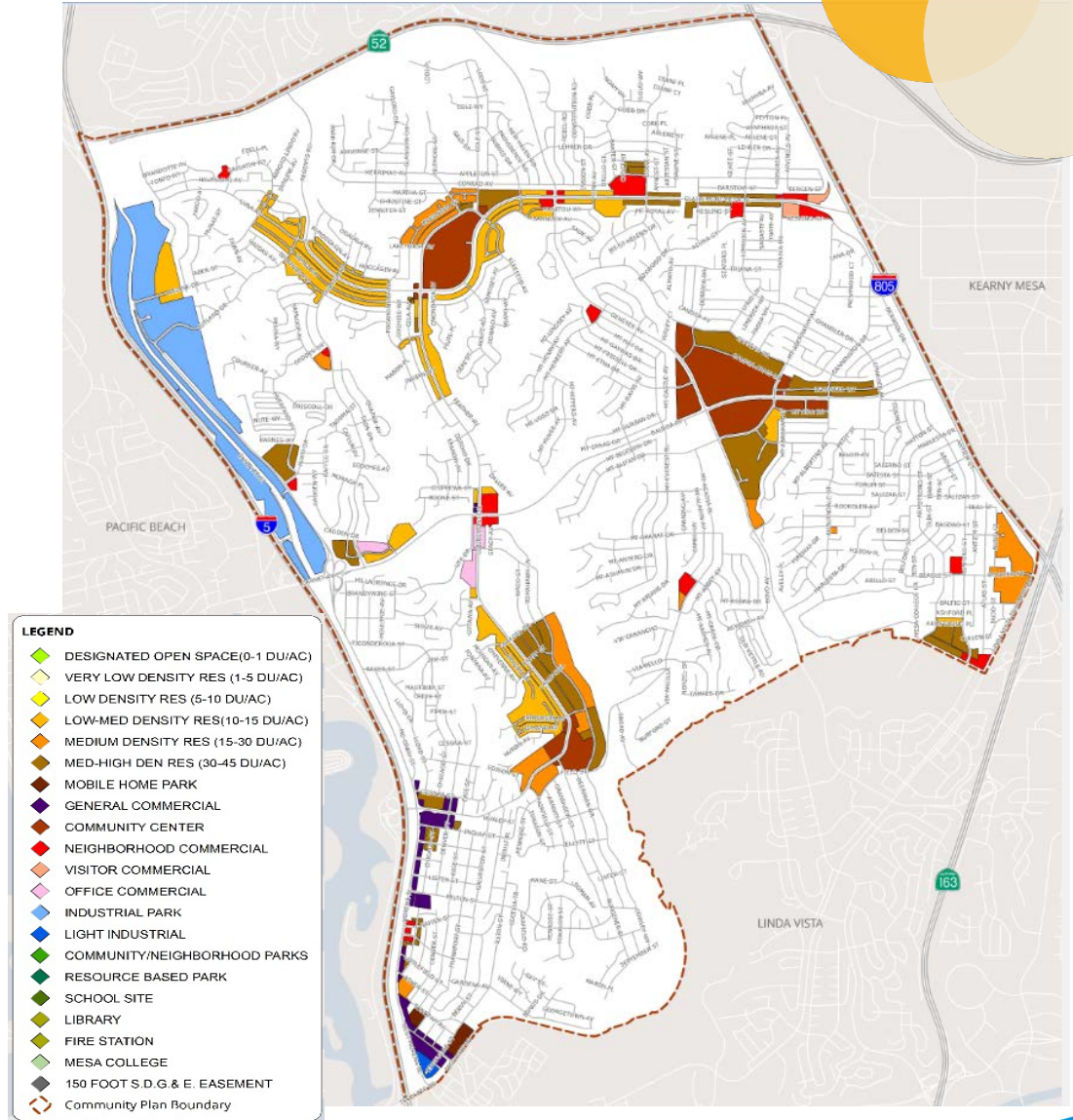
Opportunity Areas

- Not including single-family designated areas from consideration
- Not including open space/canyons



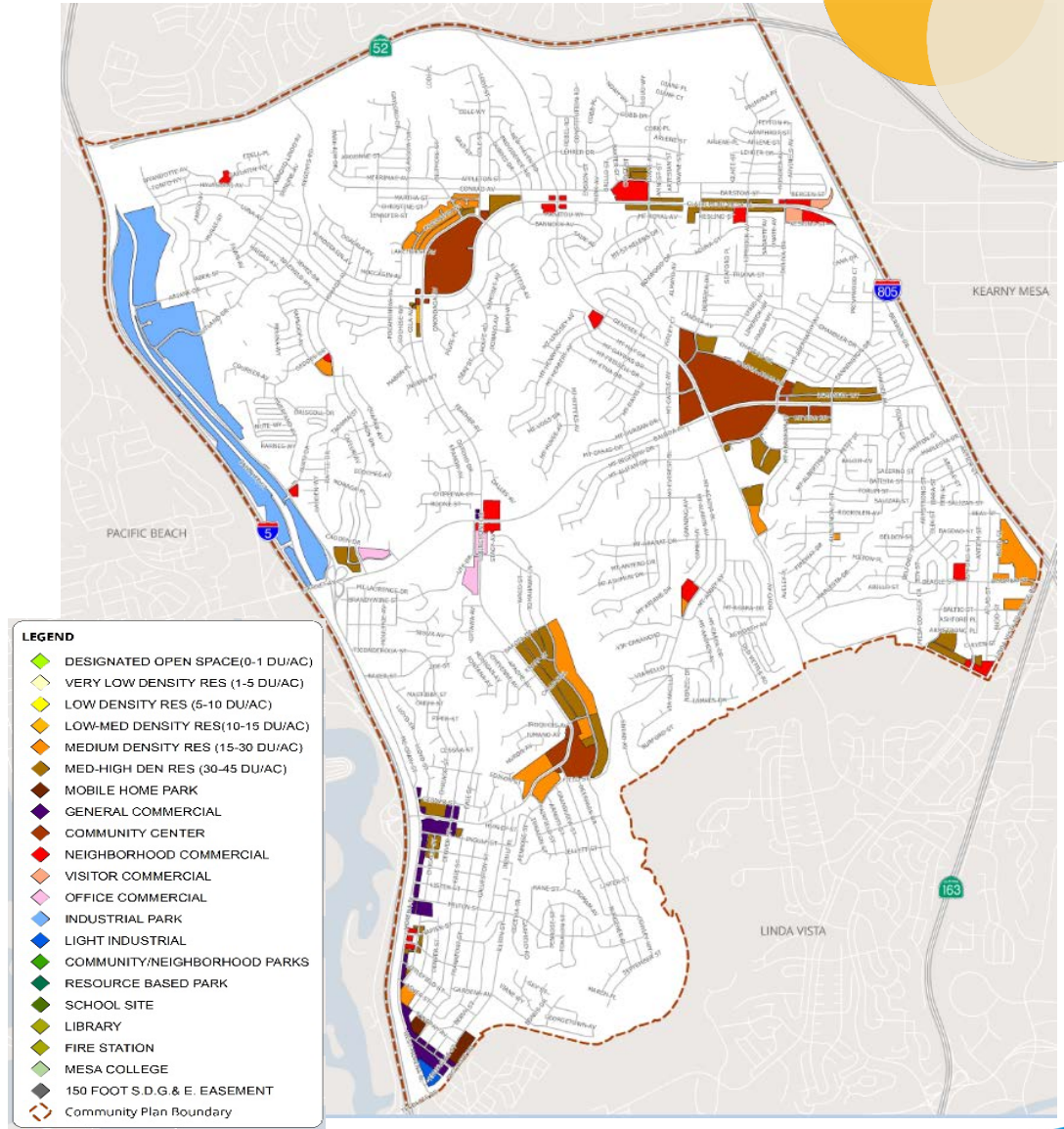
Opportunity Areas

- Not including single-family designated areas from consideration
- Not including of open space/canyons
- Not including of public facilities, parks, and utilities



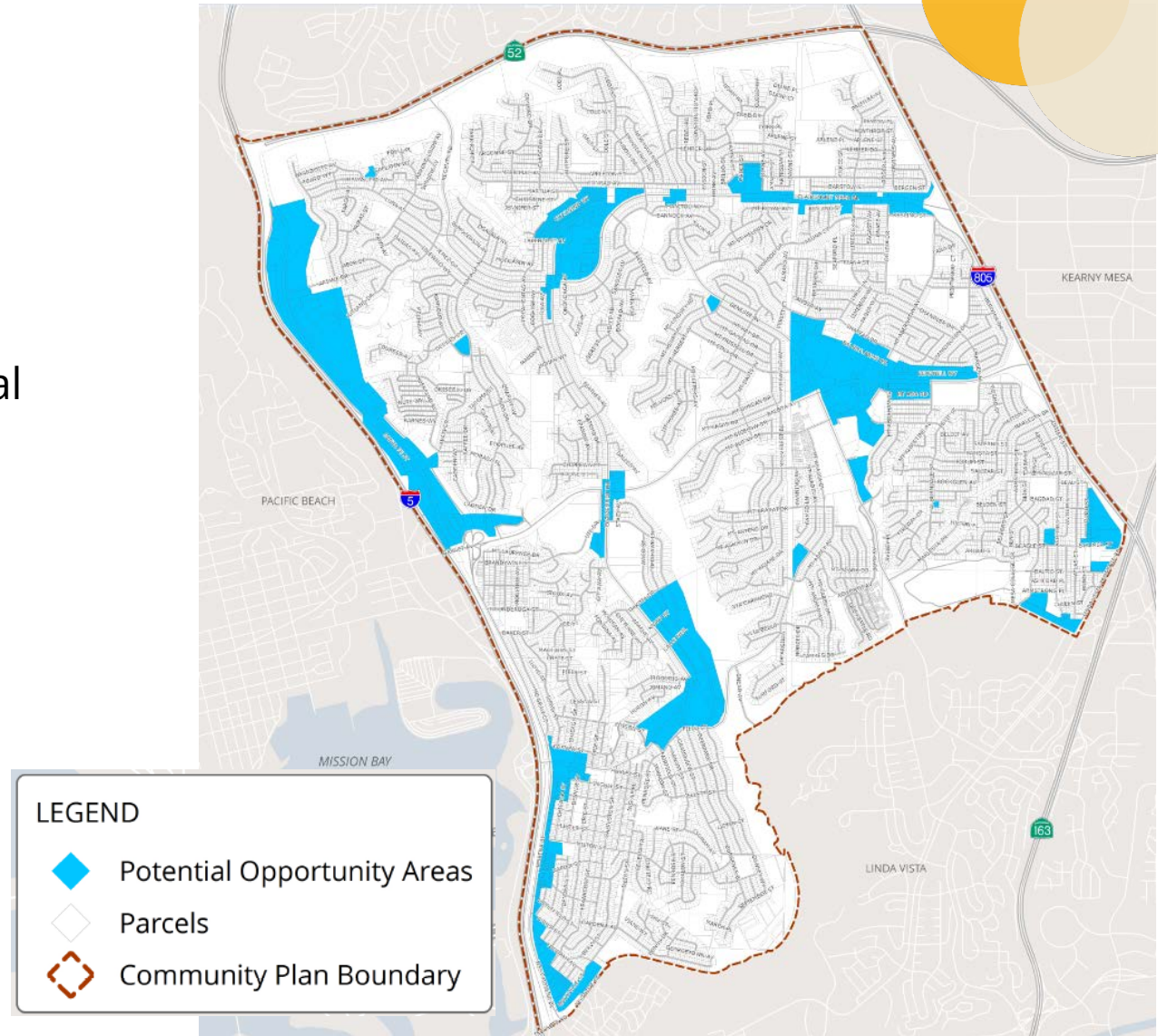
Opportunity Areas

- Not including single-family designated areas from consideration
- Not including open space/canyons
- Not including of public facilities, parks, and utilities
- Not including of areas where adopted plan density has been either met or exceeded
- Not including of areas with existing condominiums



Opportunity Areas

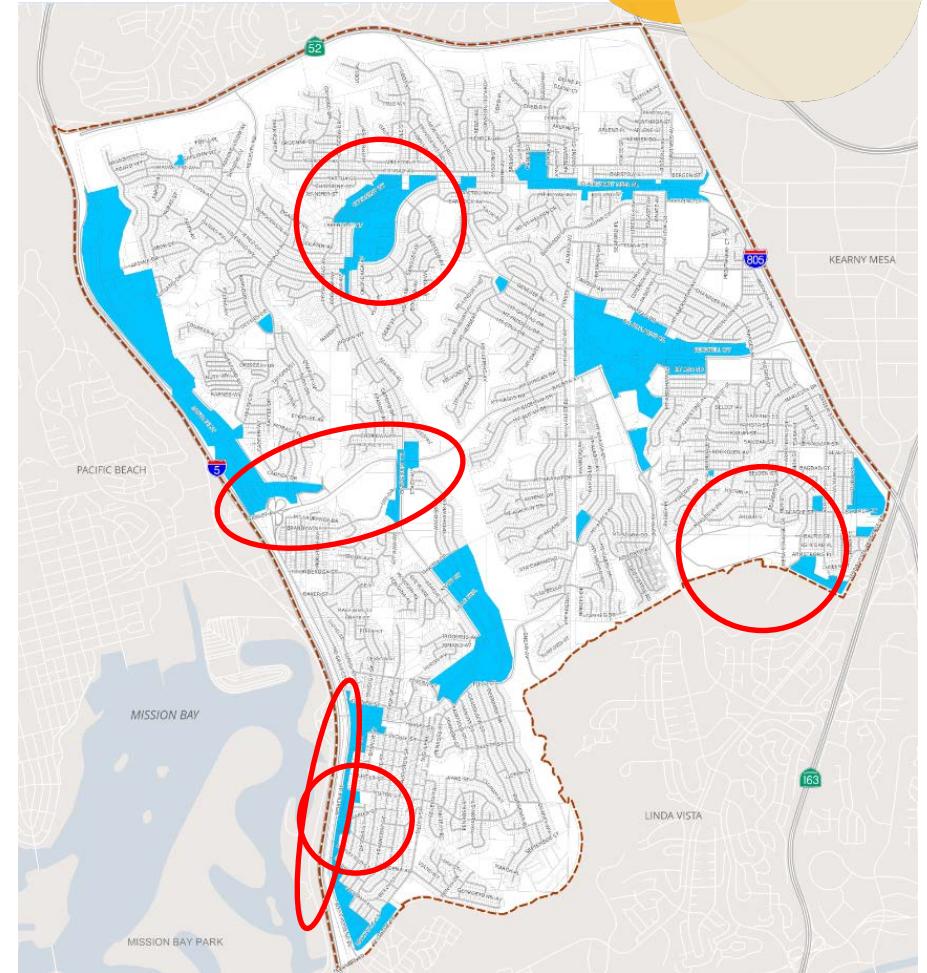
- Multi-family residential areas along Clairemont Mesa Boulevard, Clairemont Drive, Balboa Avenue, and Linda Vista Frontage Road
- Neighborhood and Community Commercial centers
- Consideration for areas in need of revitalization



What did we hear?

Potential Areas for growth, development, and revitalization:

- Duplex areas to the south and west of Clairemont Town Center
- Mesa College – opportunities for housing and transit
- Bay Park – Central area for neighborhood gathering space
- Morena Boulevard Area – No apartments, just restaurants, public space, coffee shops, stores, etc.
- Townhome development along Clairemont Drive between Balboa Avenue and I-5



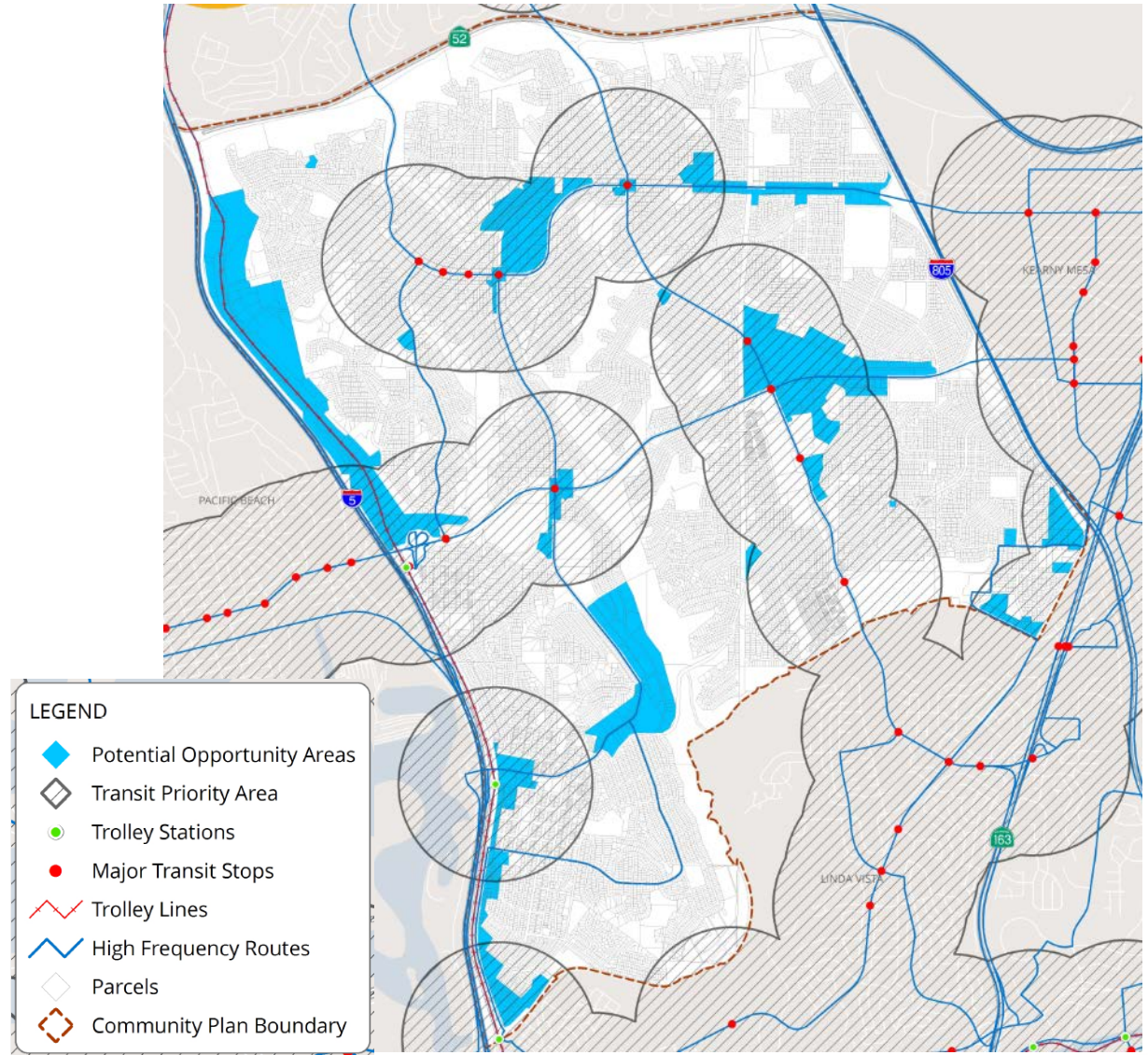
What did we hear?

Opportunities desired within the community:

- More senior housing
- Pedestrian orientation along major commercial streets and from residential areas to commercial/shopping centers
- More transit – transit first before density. Need connector routes and shuttles
- Mixed-use development along Morena Blvd across from Costco
- City Operations Yard – Park/overlook or pedestrian-bike bridge
- Pedestrian-bike bridge to Mission Bay
- Trolley station at Jutland Drive

Opportunity Areas

- Opportunity Areas in relation to the Transit Priority Areas (TPA's)



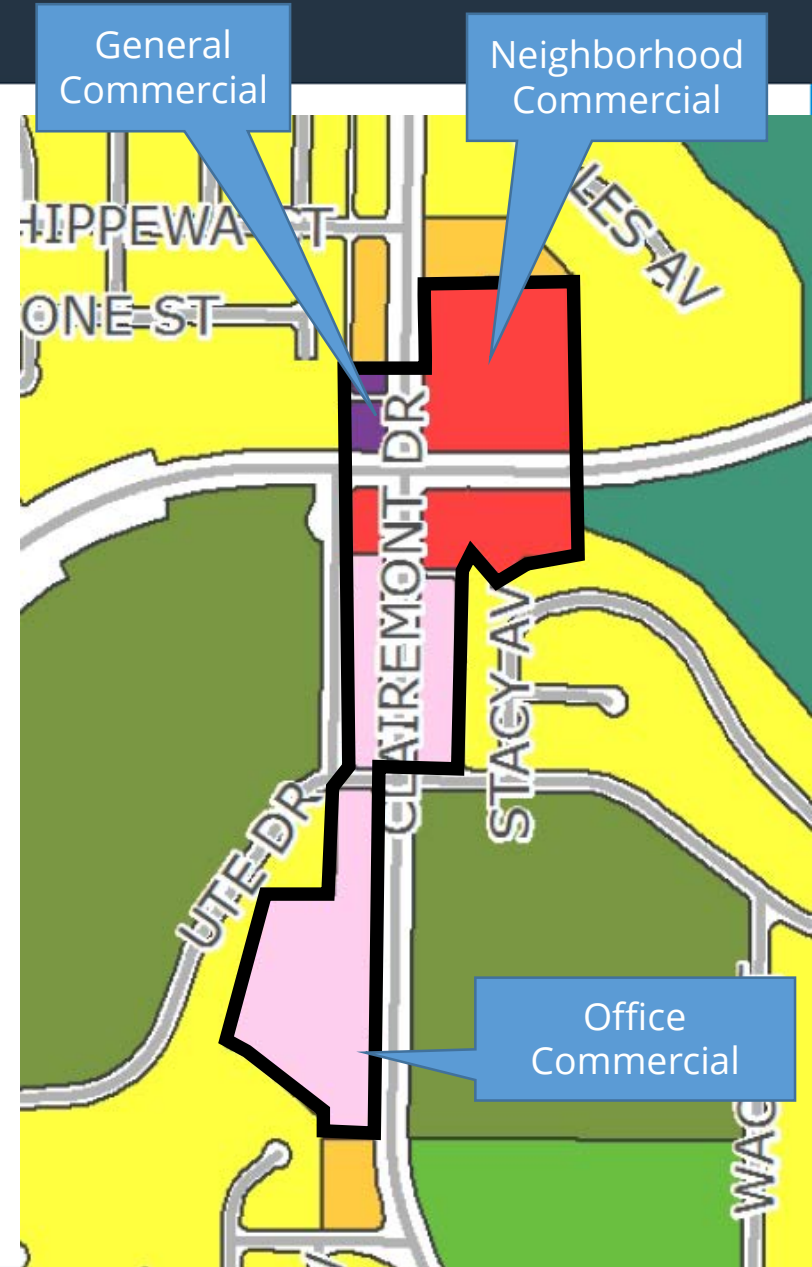
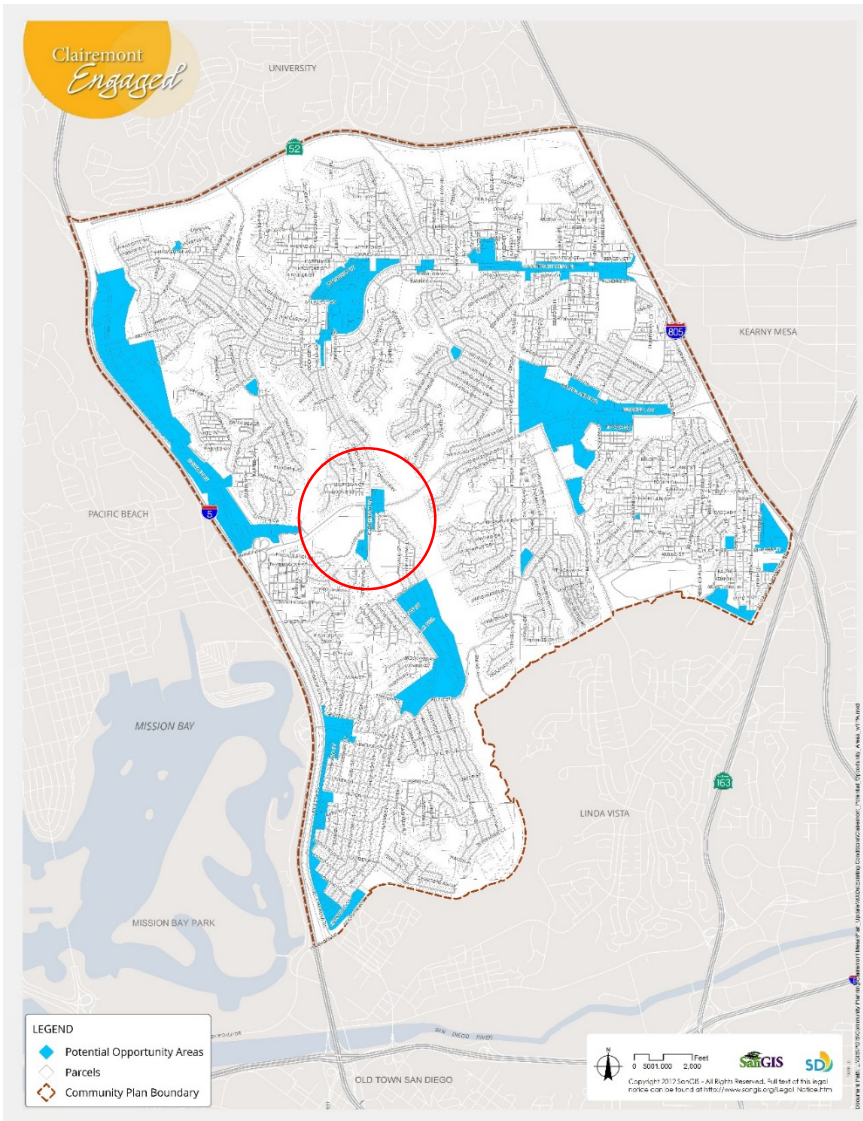
What did we hear?

Opportunity Areas relative to Transit Priority Areas:

- Safe pedestrian/bike access via bridge to Mission Bay and dedicated access to/from trolley
- Adequate parking for residents and trolley
- Missing trolley station at Jutland Drive
- Maintain 30 foot height limit
- Access to trolley difficult due to steep elevation in Bay Park

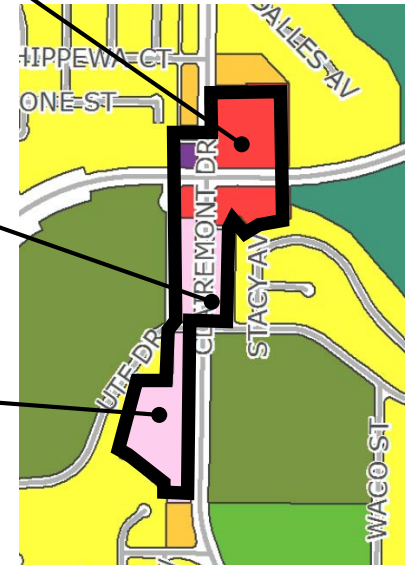


Balboa Avenue/Clairemont Mesa Boulevard

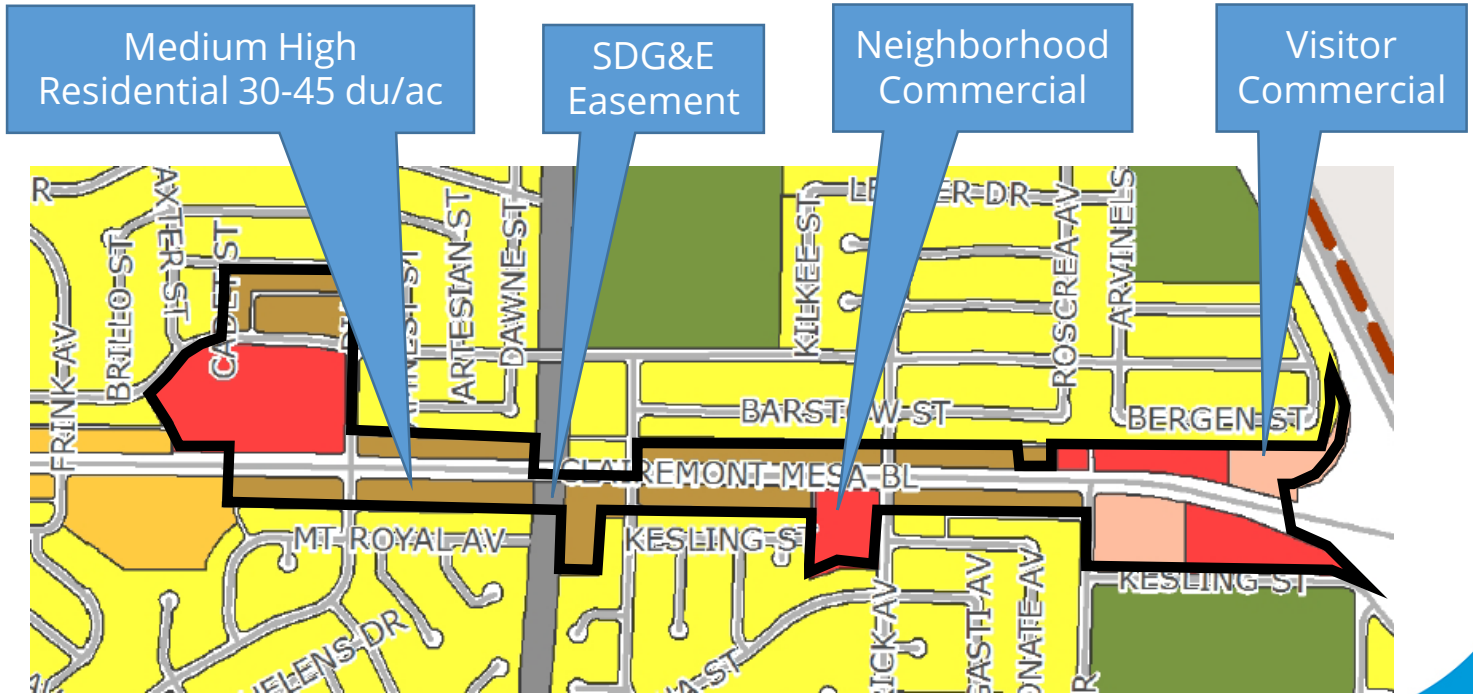
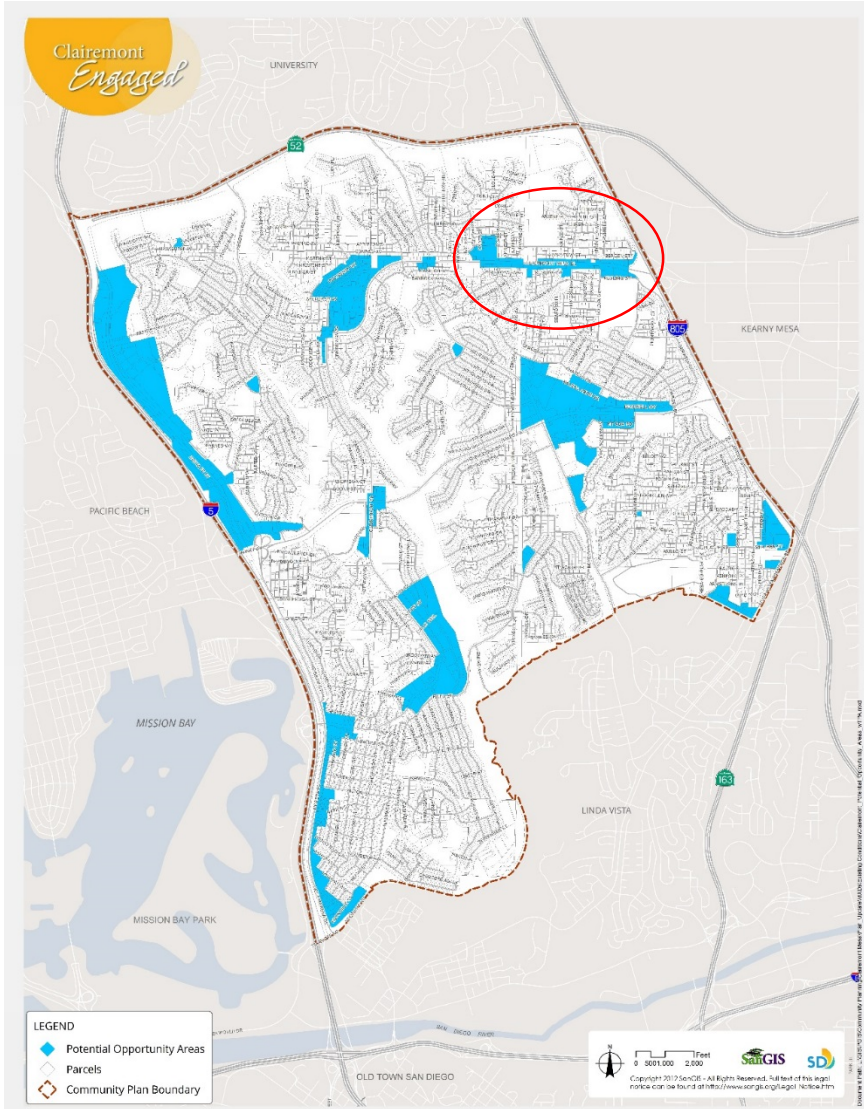




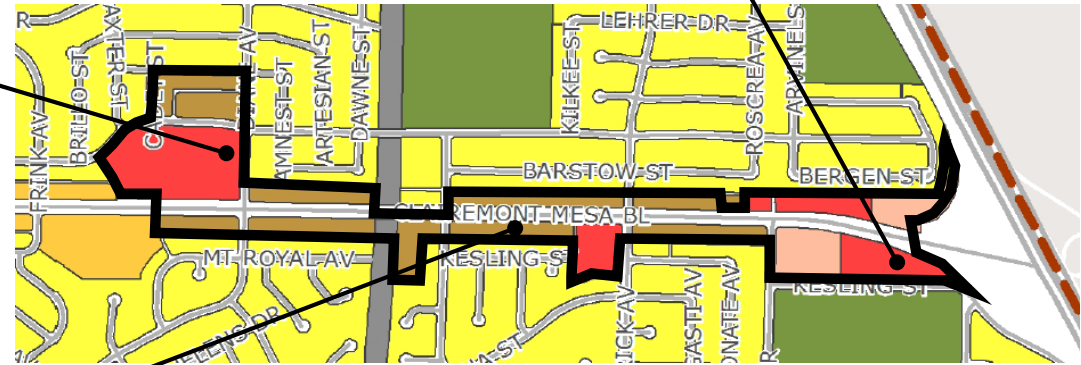
Balboa Avenue/Clairemont Mesa Boulevard

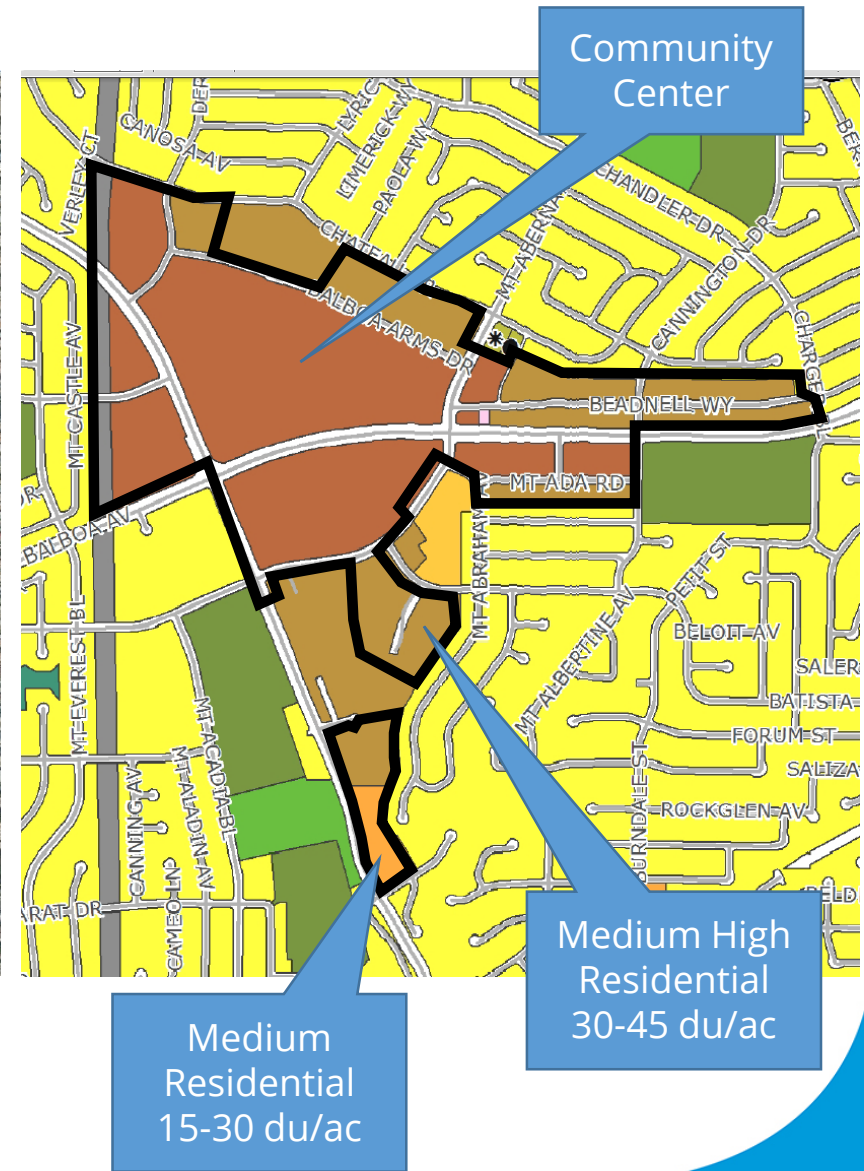
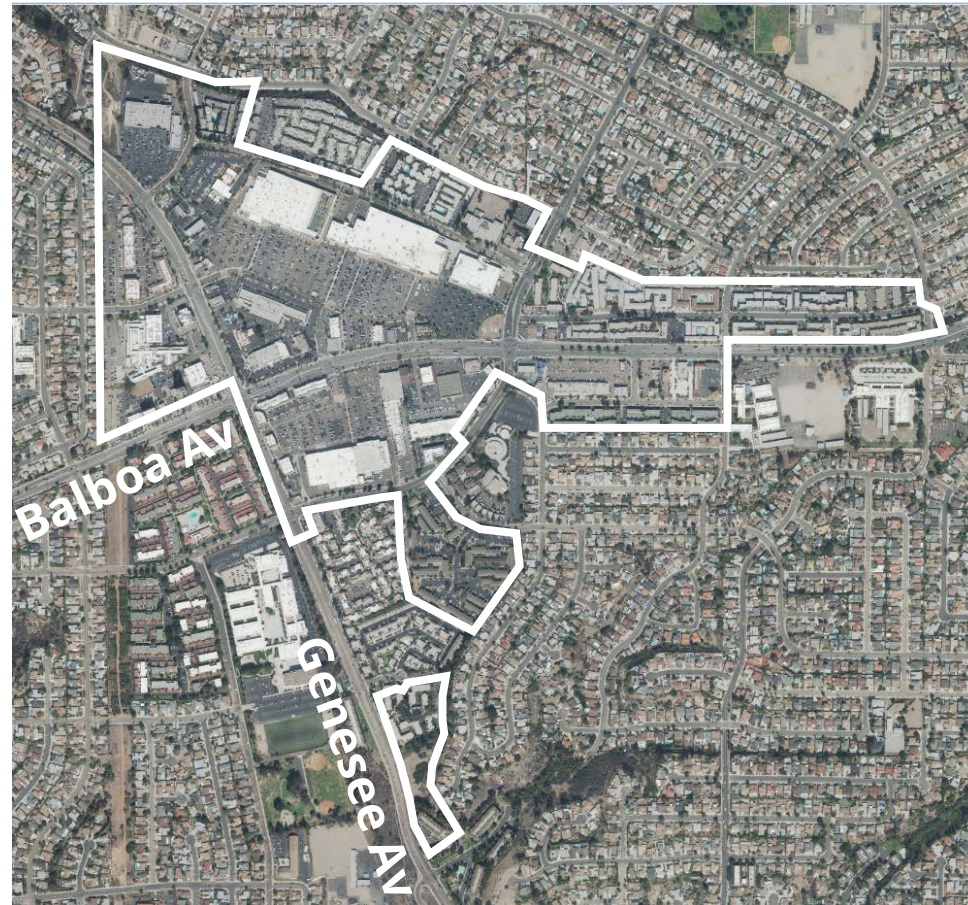
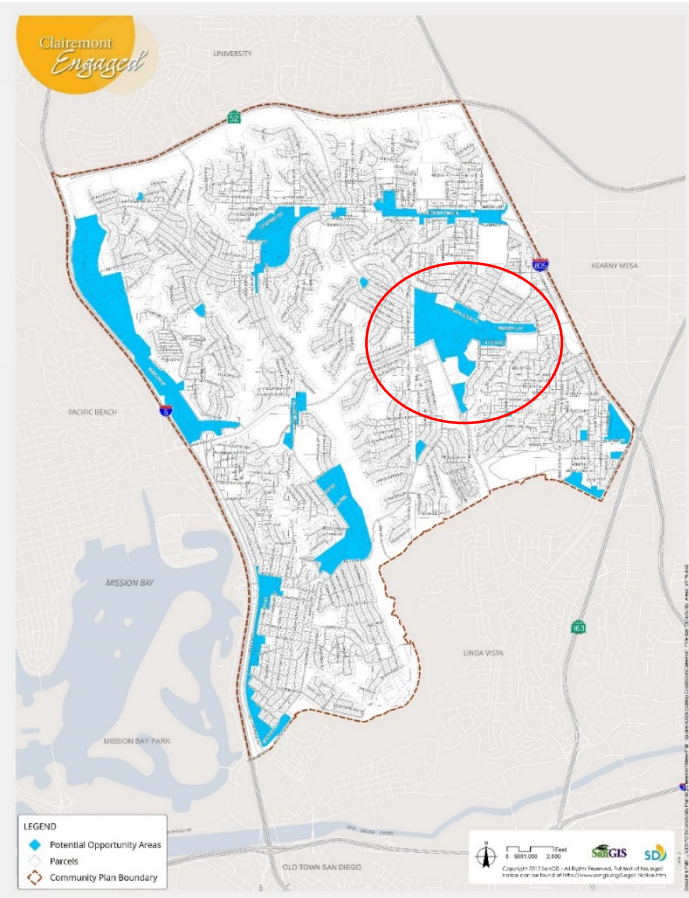


SD Clairemont Mesa Blvd/I-805

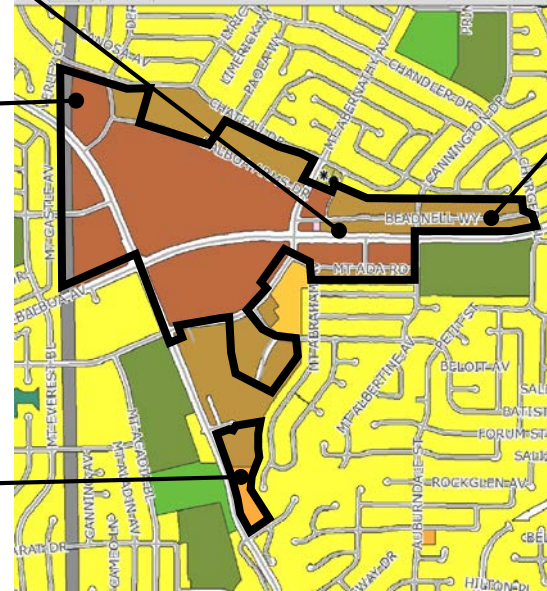


SD Clairemont Mesa Blvd/I-805

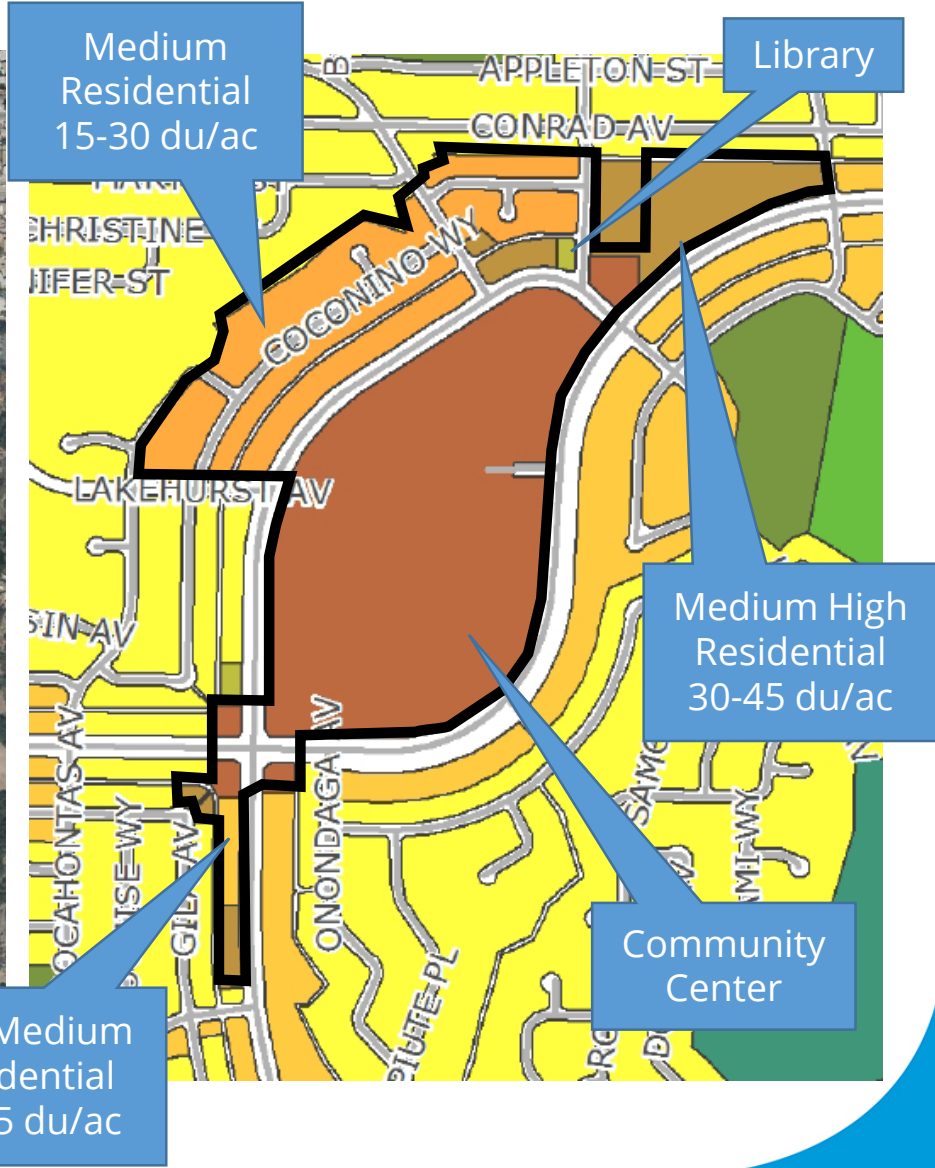
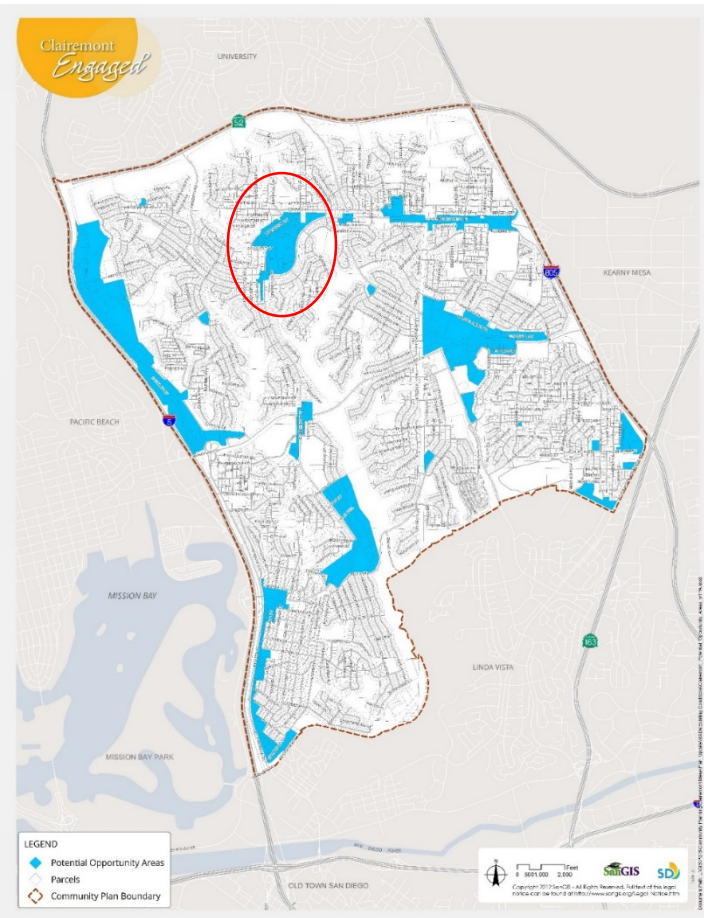




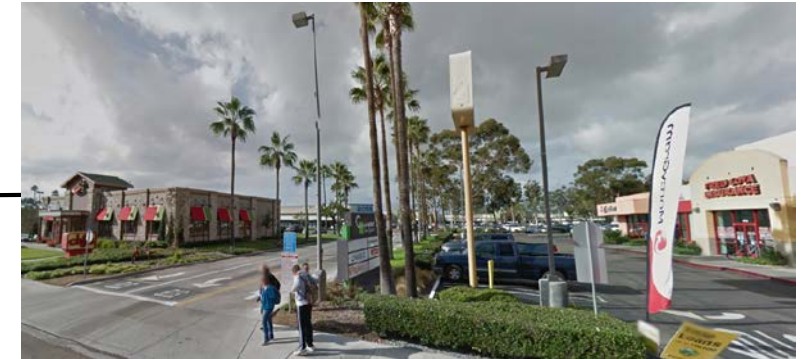
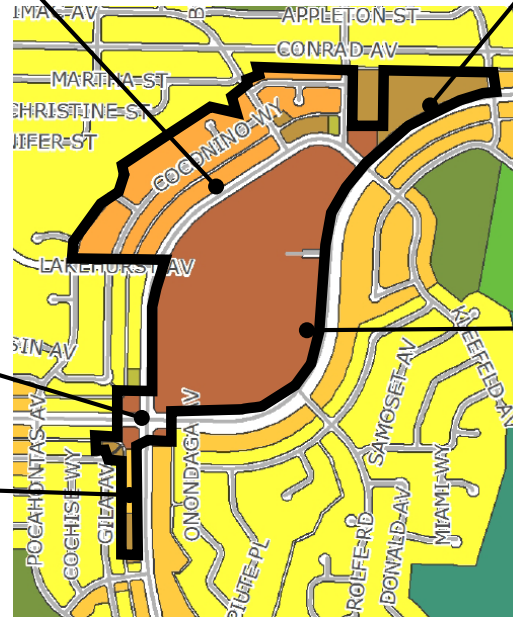
SD Genesee Plaza



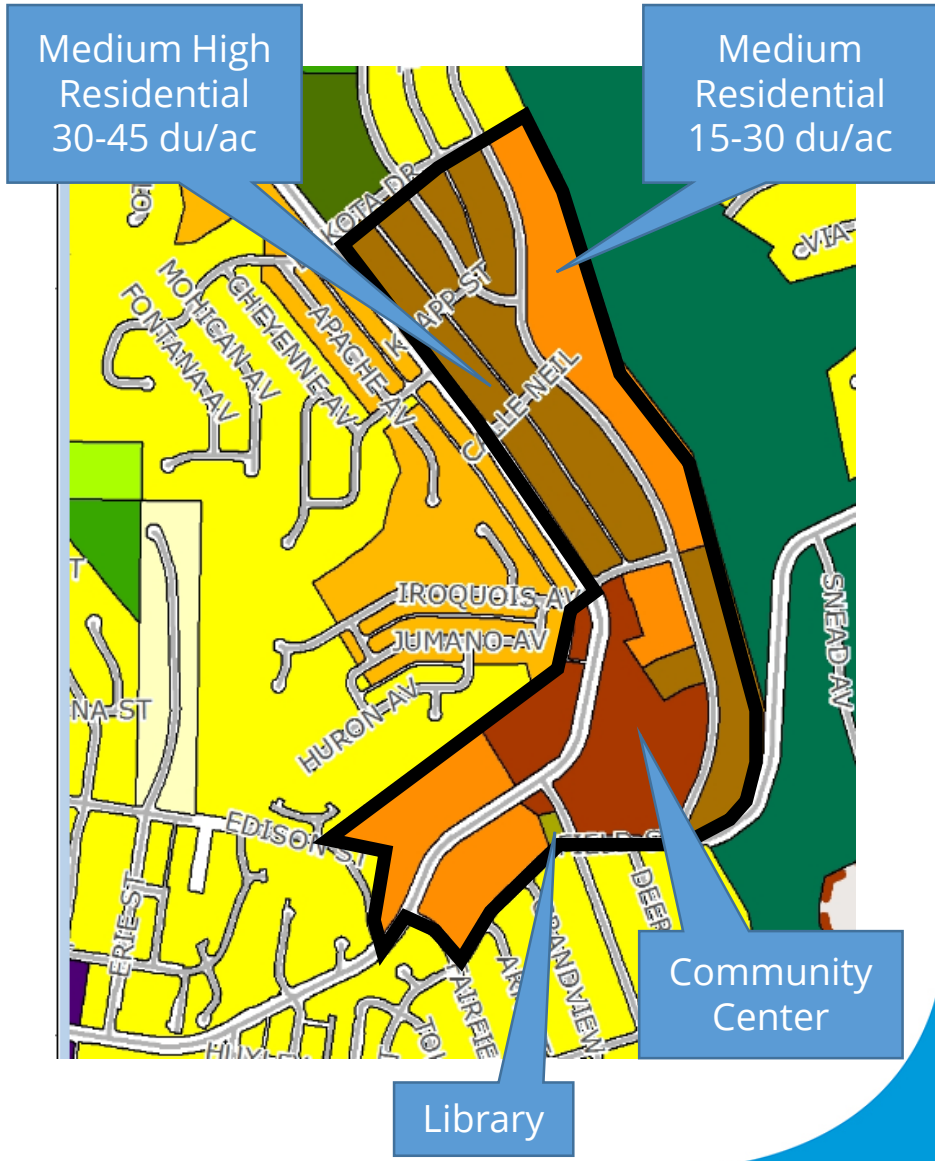
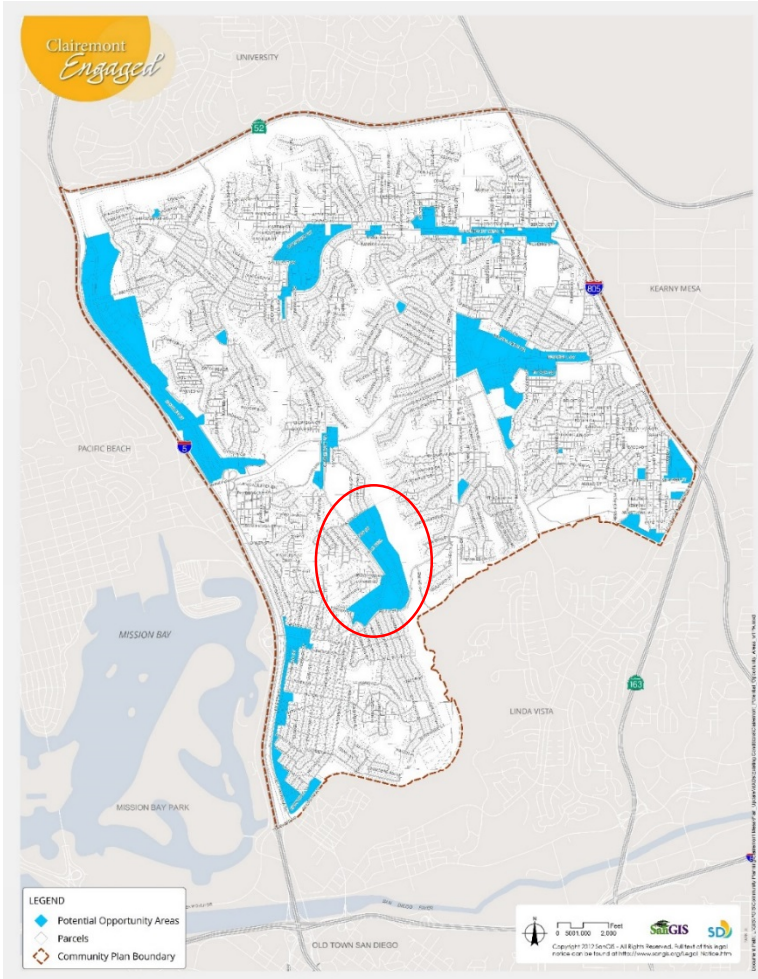
SD Clairemont Town Square



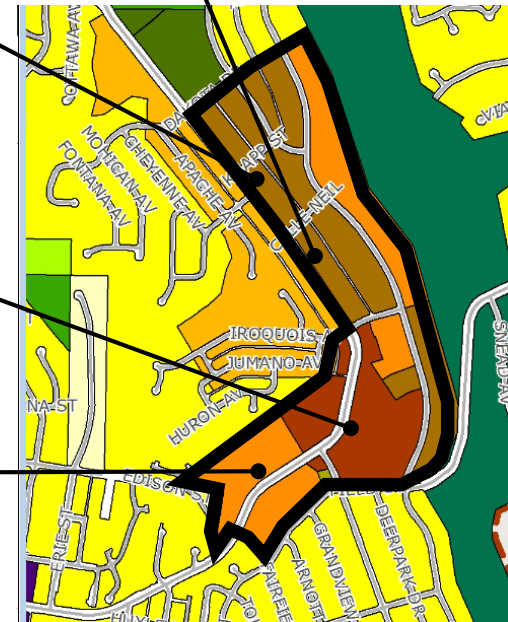
SD Clairemont Town Square



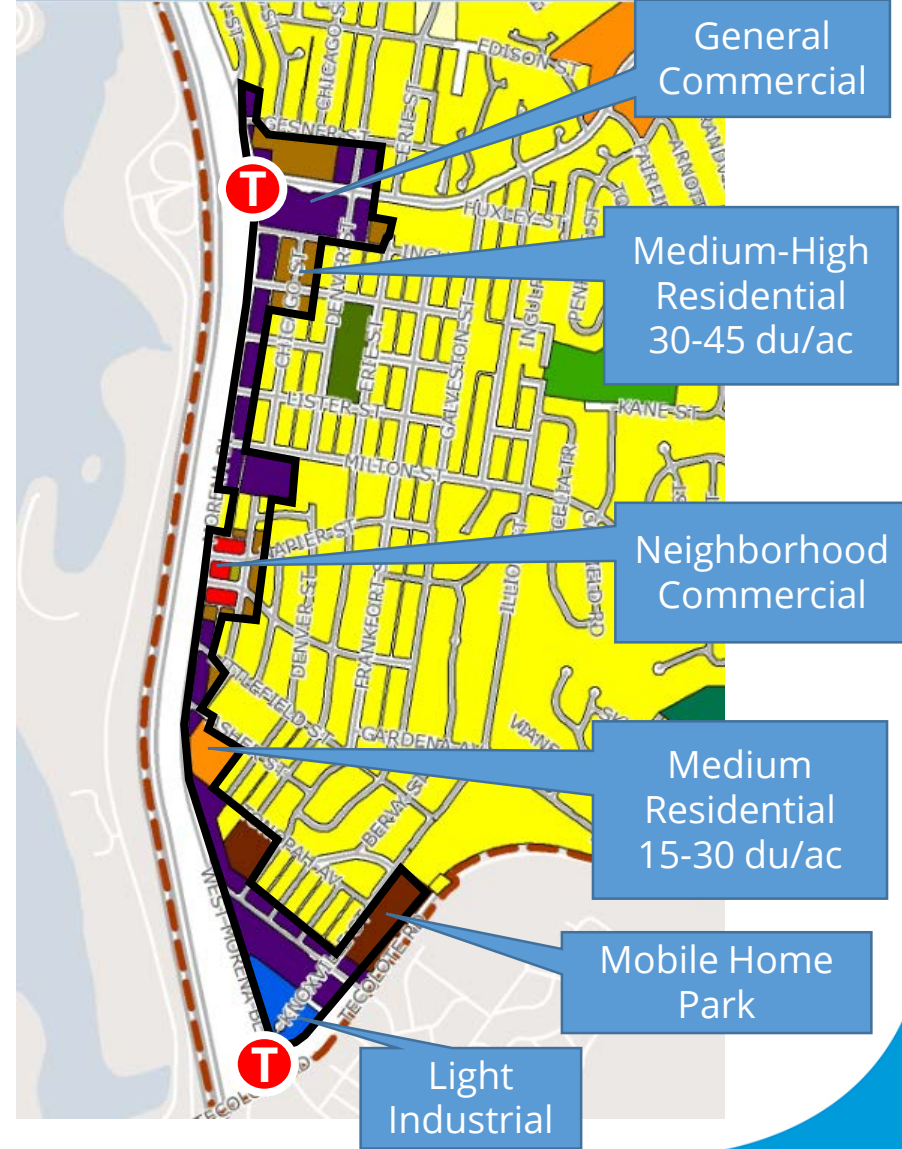
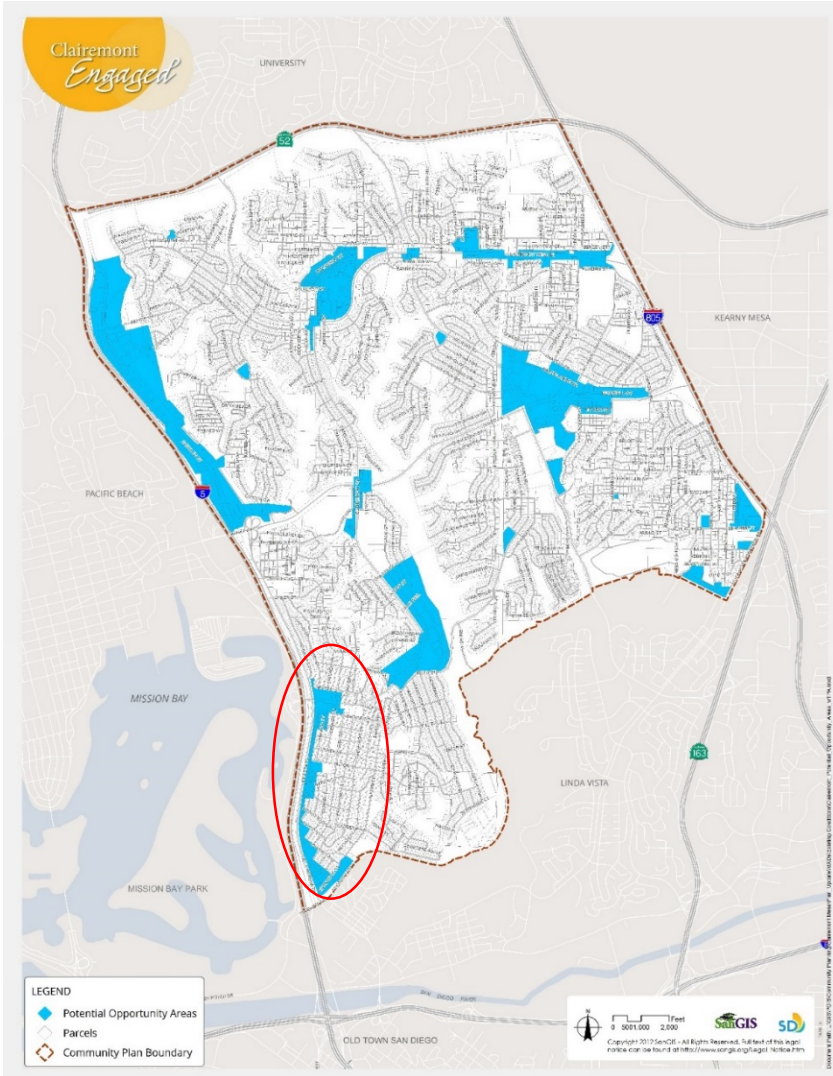
SD Clairemont Drive – South



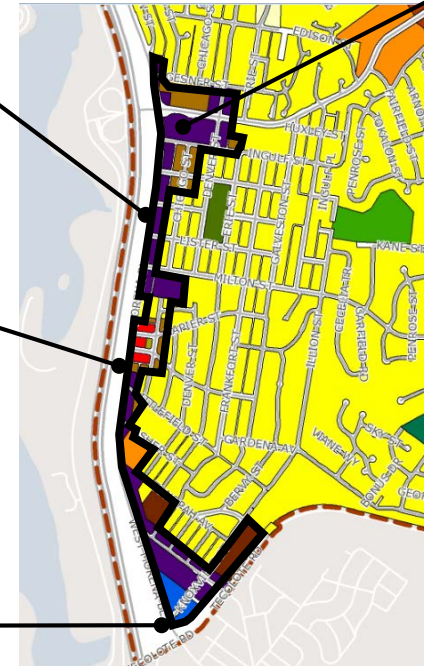
SD Clairemont Drive – South



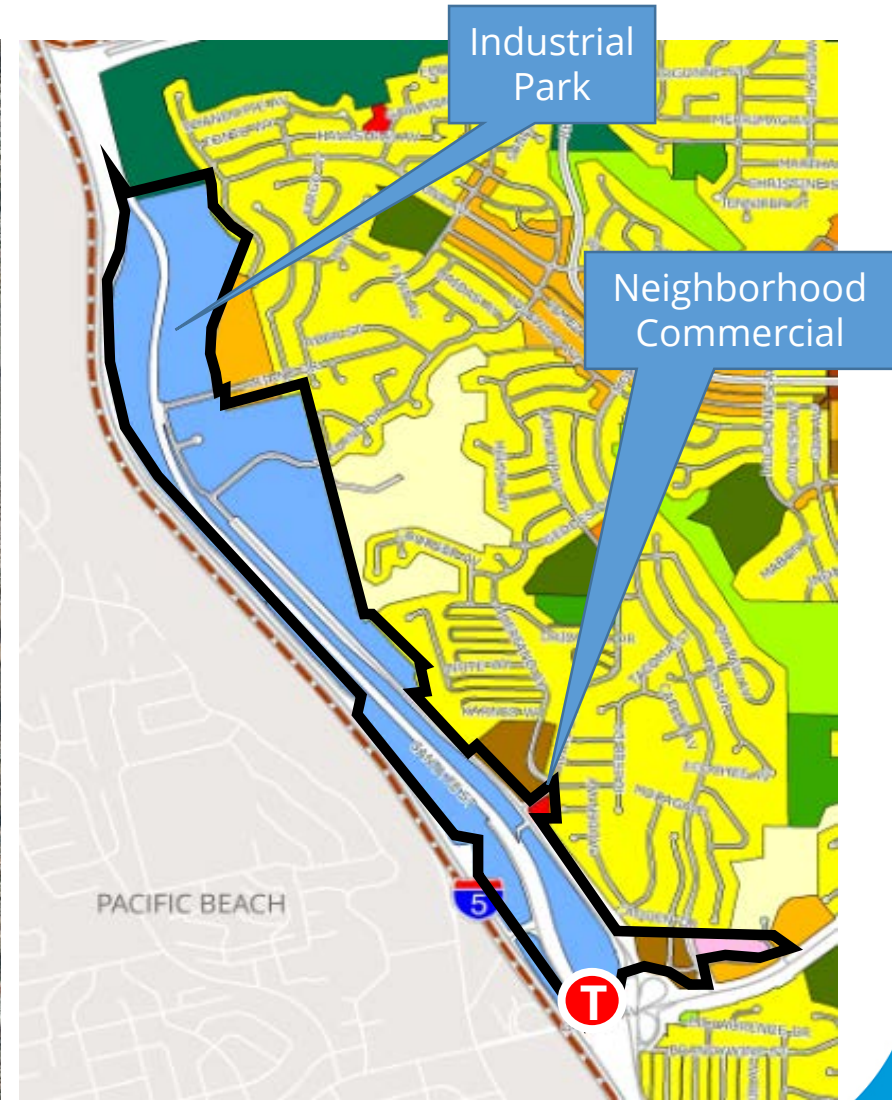
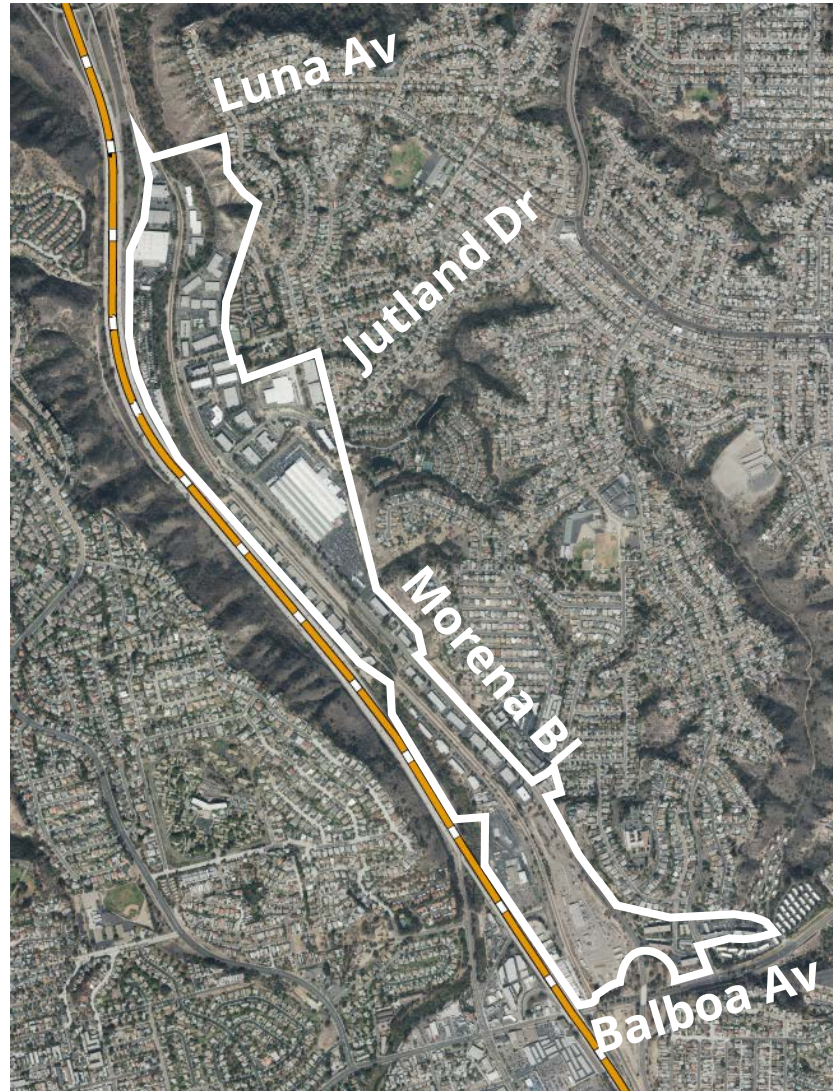
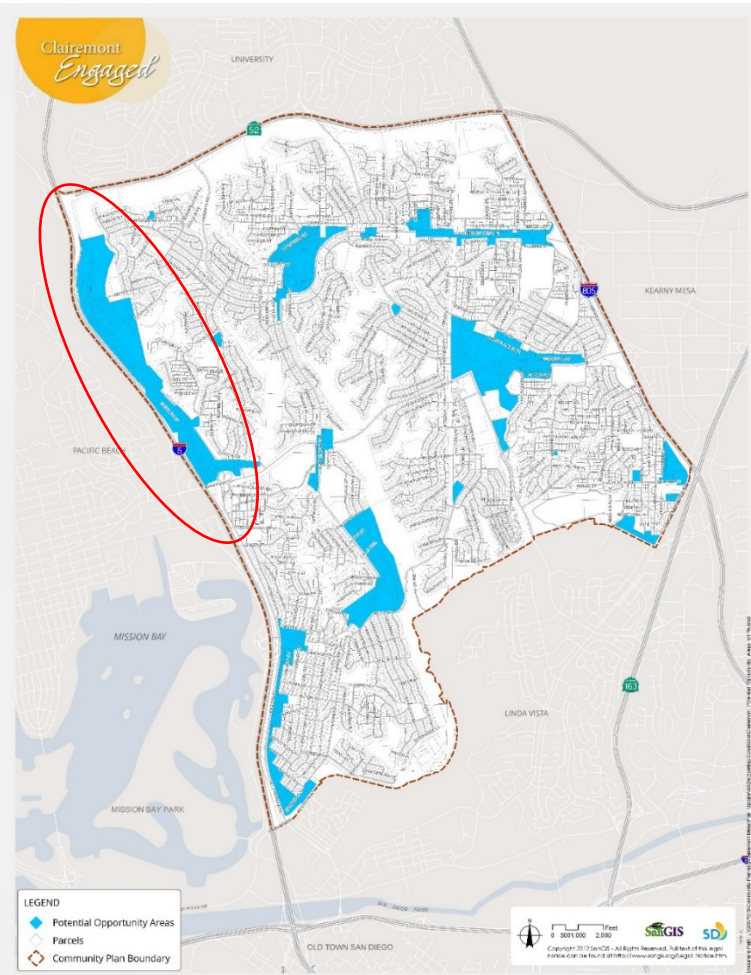
SD Morena Boulevard



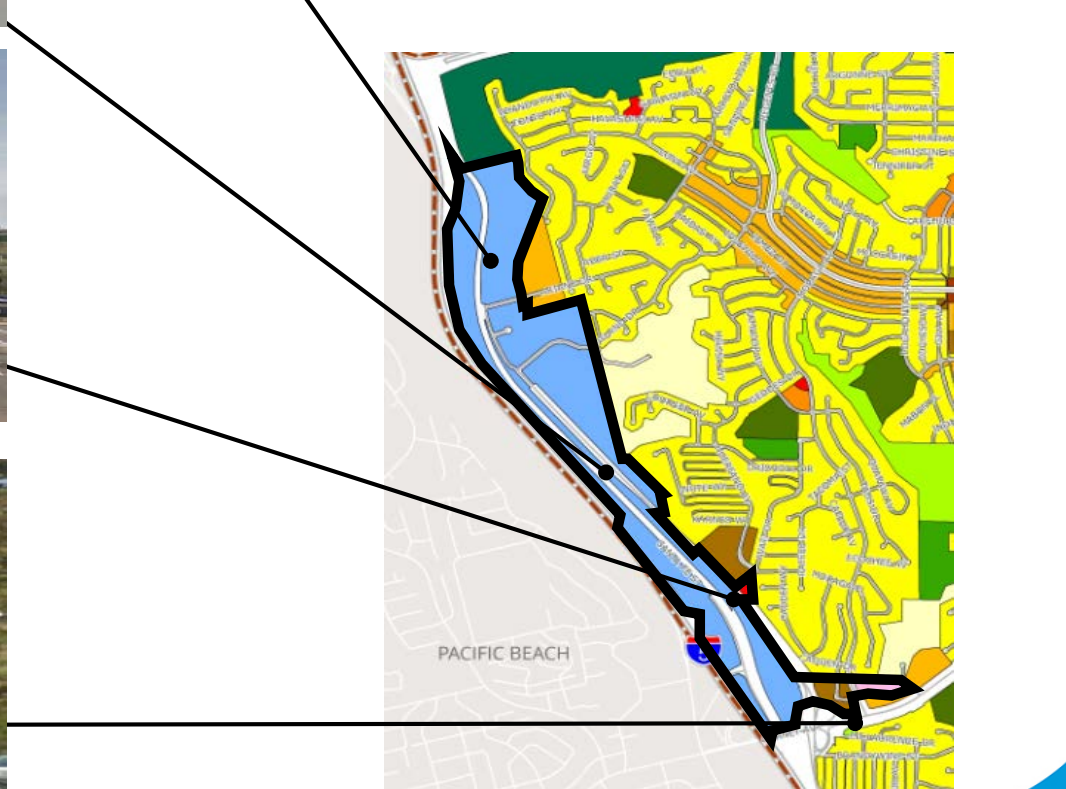
SD Morena Boulevard



SD Clairemont Industrial Park

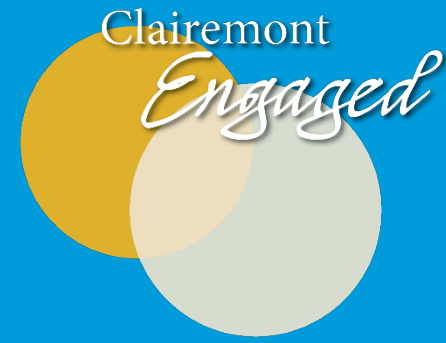


SD Clairemont Industrial Park



Next Steps

- Future online engagement activities
- Continue to meet with Subcommittee
 - Working on plan elements
- Discussion on land use and urban design
- Drafting the Community Plan



Planning Department

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