CLAIREMONT COMMUNITY PLAN UPDATE

COMMUNITY DISCUSSION DRAFT

JANUARY 2020

This Discussion Draft is a preliminary draft of the update to the Clairemont Community Plan. It consists of draft plan elements that have been reviewed, discussed, and developed over the course of multiple meetings with the Clairemont Community Plan Update (CPU) Ad-Hoc Subcommittee. The Discussion Draft contains the plan vision, draft land use map, goals, and policies along with limited maps and graphics. The purpose of the Discussion Draft is to provide the Subcommittee and community stakeholders with a comprehensive understanding of the policies in the new community plan and to provide input on the refinement of plan policies.

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1.0 INTRODUCTION

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1.1 SETTING

Development in the Clairemont community is generally confined to the mesas and along the rim of Tecolote Canyon, Stevenson Canyon, San Clemente Canyon and into the hillside areas. The predominant topographic feature in Clairemont Mesa is the gently rolling mesa separated by several canyons and hillsides. The planning area is located in the north central portion of the City and encompasses approximately 11 square miles (Figure 1-1). Clairemont Mesa has approximately 1,281 acres of City-owned property designated as open space for the public's enjoyment, e.g., nature trails and picnic areas.

1.2 PURPOSE

The Community Plan serves several purposes:

- Establishes a vision with policies to guide the future growth and development within Clairemont, consistent with the General Plan;
- Provides strategies and implementing actions to accomplish the vision;
- Provides guidance to design and evaluate development proposals and improvement projects;
- Provides the basis for plan implementation including zoning, development regulations, and a public facilities financing plan.

VISION

The development of active, pedestrian-oriented nodes, corridors, districts, and unique villages that contribute to strong sense of place and community identity, connected through a transportation network that not only emphasizes walking, biking, and transit use, but acknowledges the natural network of canyons and open spaces as an integral part of intra-community connectivity.

To achieve this vision, the following Guiding Principles provide the framework for detailed Community Policies:

- 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
- 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

FIGURE 1-1: REGIONAL LOCATION

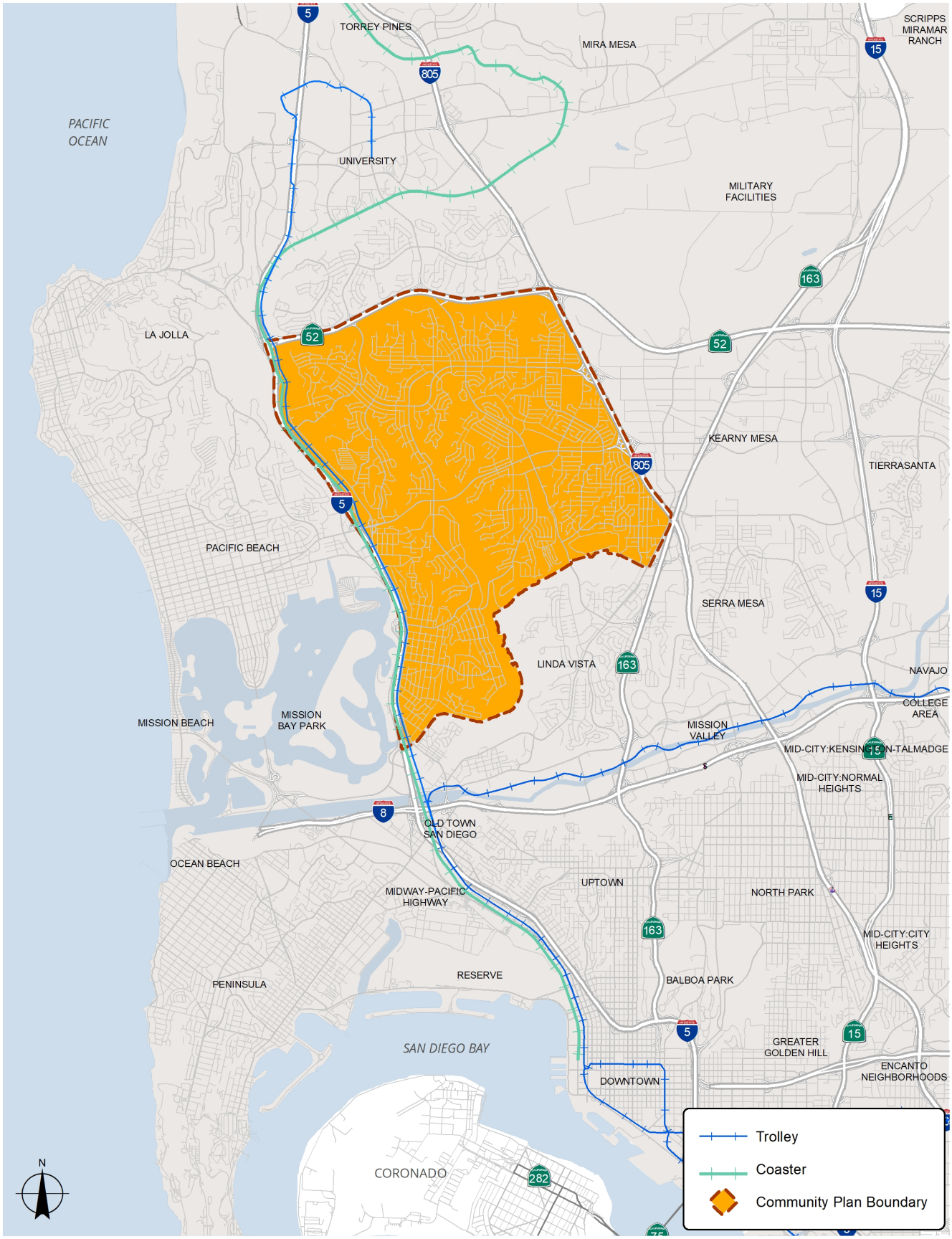
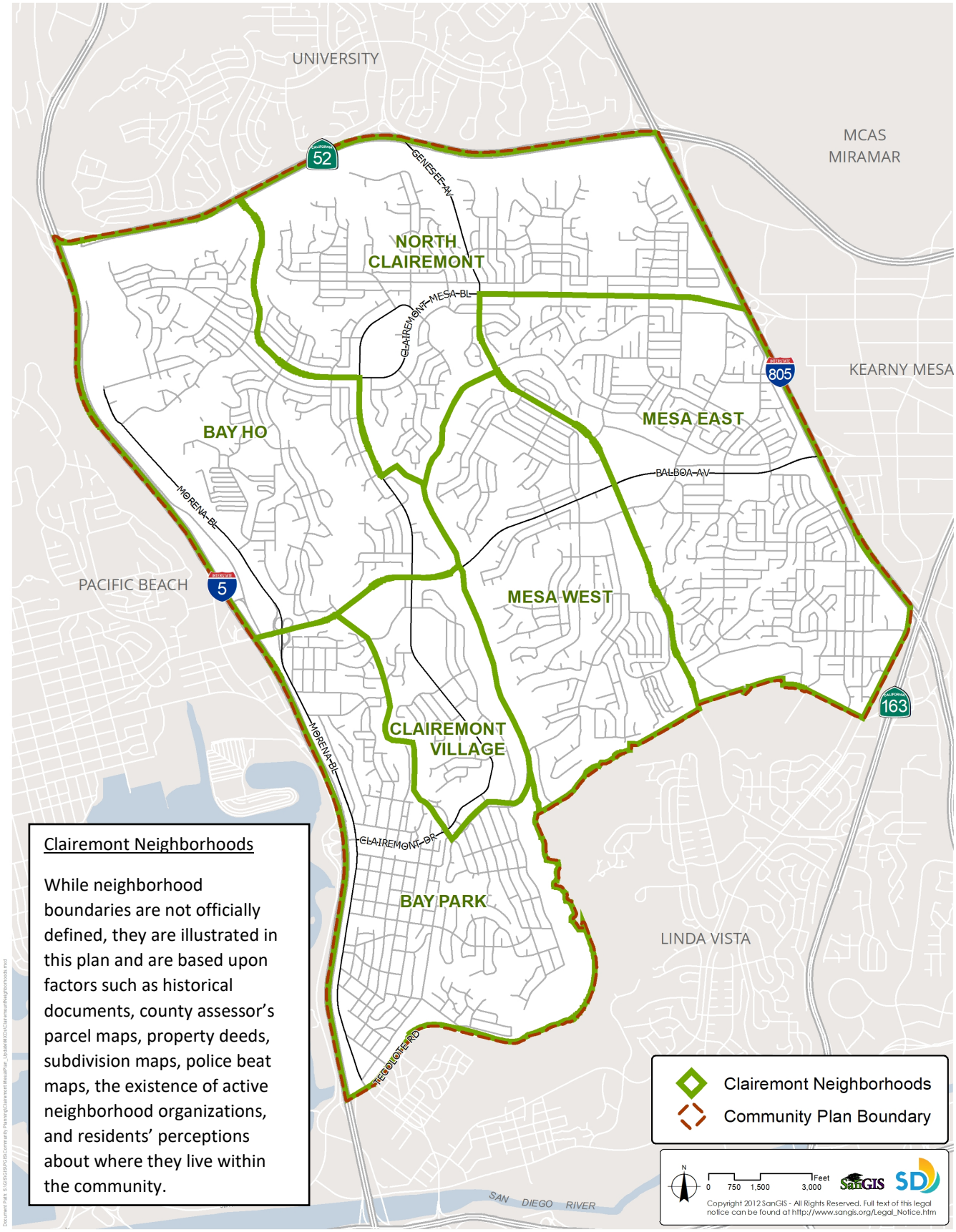


FIGURE 1-2: CLAIREMONT NEIGHBORHOODS



Clairemont Neighborhoods

While neighborhood boundaries are not officially defined, they are illustrated in this plan and are based upon factors such as historical documents, county assessor's parcel maps, property deeds, subdivision maps, police beat maps, the existence of active neighborhood organizations, and residents' perceptions about where they live within the community.

1.3 LEGISLATIVE FRAMEWORK

RELATIONSHIP TO THE GENERAL PLAN

The General Plan provides a policy framework for how the City of San Diego will grow and develop. The Clairemont Community Plan further expresses General Plan policies in the context of Clairemont with policies that complement the citywide goals and policies and address community needs. All applicable General Plan policies may be cited in conjunction with the Community Plan policies in the course of design or review of development proposals. The Community Plan is consistent with the General Plan, and the two documents work together to establish the framework for growth and development in Clairemont. Periodic comprehensive reviews of the General Plan may result in changes that affect the Clairemont Community Plan policies in order to maintain General Plan consistency.

RELATIONSHIP TO THE MUNICIPAL 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. Generally, with the exception of projects on property owned by other government agencies, development within Clairemont is subject to the Municipal Code.

RELATIONSHIP TO THE CLIMATE ACTION PLAN

The Climate Action Plan (CAP) is intended to ensure the City of San Diego achieves Greenhouse Gas (GHG) reductions through local action. The CAP identifies five primary strategies implemented by a number of targets and actions, which together will meet GHG reduction target for 2020, as well as an interim target set for 2035 that is on the trajectory to the 2050 statewide goal established in former Governor Arnold Schwarzenegger's Executive Order S-3-05. One of the five primary strategies identified in the CAP is to implement bicycling, walking, transit and land use strategies that promote increased capacity for transit-supportive residential and employment densities and provide more walking and biking opportunities in these areas. The Clairemont Community Plan provides capacity for development of residential and employment uses in proximity to transit and takes a multi-modal approach to improving circulation and access through and within the community. These mobility policies and recommendations in the community plan build from the General Plan's Mobility Element and propose a mobility strategy that improves access to transit through better pedestrian and bicycle infrastructure that complement the increased residential capacity of the community. The Community Plan enhances the community's character and access to its many attractions by improving pedestrian and bicycle connections. Other recommendations include improvements to streetscapes and the urban forest and identifying opportunities for pocket parks, plazas, and courtyards to create a more friendly and active urban environment. Policies related to CAP strategies can be found in the Land Use Element, Mobility Element, Urban Design Element and Conservation Element.

ENVIRONMENTAL REVIEW

The Program Environmental Impact Report (PEIR) for the Clairemont Community Plan 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). Projects consistent with the Community Plan and PEIR may not require further environmental review. The Federal Government conducts environmental review in accordance with the National Environmental Policy Act (NEPA) for projects on Federal Government-owned property. The State, County, School District, and Community College District conduct CEQA analysis for projects on their property that are subject to their approval.

PLAN ORGANIZATION

The Community Plan is organized into nine Community Plan Elements and includes introduction and implementation chapters. Each plan element contains an introduction section that describes its contents and relationship to the Community Plan as a whole. Many of the elements are divided into sections that discuss specific

topics. Each element contains one or more goals that express a broad intent. Most of the elements also contain policies that reflect specific direction, practice, guidance, or directives that may need to be developed further and/ or carried out through implementing plans by the City or another governmental agency.

HOW TO USE THIS DOCUMENT

The Clairemont Community Plan provides a long-range physical development guide for elected officials, property owners, and citizens. The plan contains specific goals and policies to provide direction on what types of future uses and public improvements should be developed in the Clairemont community. When designing development and/or infrastructure projects or researching what uses are appropriate for a site, this community plan, the applicable zoning regulations found in the City's Land Development Code, and the Clairemont Impact Fee Study should be consulted to ensure that all relevant policies, regulations, and planned infrastructure improvements are taken into consideration.

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2.0 LAND USE AND ECONOMIC PROSPERITY ELEMENT

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INTRODUCTION

The Land Use Element of the Clairemont Community Plan envisions a mix of land uses in the community along with districts and villages that would be connected through an interconnected mobility network emphasizing walkability, bicycling, and public transit use. This network would strengthen connectivity between residential neighborhoods and commercial areas and employment areas, but also link residents to schools, parks, canyons, and to Mission Bay.

The Villages and Districts provide an opportunity to transform the community through the creation of cohesive new mixed-use areas, as shown in Figure 2-2, that include different types of parks, public spaces, and amenities to support community identity and livability.

A compact land use pattern that focuses housing, public parks and plazas, jobs, and services along key points in the transit system will realize the plan's vision while minimizing impacts on the transportation system and the environment. This development approach supports sustainability, multiple modes of transportation, and active and healthy lifestyles by integrating a mix of uses including housing, offices, retail, restaurants, entertainment, and civic uses within a half-mile radius (10-minute walk) from a trolley or Rapid Bus station.

The vision and policies of the Land Use, Mobility, Urban Design, and Recreation Elements are strategically designed to foster a livable community that takes advantage of its access to transit and improves connectivity and infrastructure to support its pedestrians and bicyclists.

Another key focus of the General Plan is to create a City that fosters an economy that is based on creativity and innovation to better compete in a regional, national, and global setting. This places an emphasis on base sector industries in the technological and professional services, manufacturing, visitor industries, national security, and international trade sectors. The General Plan's approach to encouraging base sector industrial uses is to identify Prime Industrial Lands and protect them for employment, providing business incentives to businesses that provide middle-income jobs and contribute to community revitalization. Hotels within commercial areas serve business related trips help to support employment growth in the industrial business park. The Clairemont Community Plan envisions a diversity of businesses that increase the economic base, generates jobs, and provides a variety of goods and services.

LAND USE AND ECONOMIC PROSPERITY ELEMENT GOALS

- A vibrant, balanced, and pedestrian-oriented community that provides residential, commercial, office, industrial, institutional, and civic uses.
- Districts and villages that are centers for community activity and entertainment
- A compatible mix of land uses that support and a healthy environment
- Stable base sector employment uses and supportive residential, commercial, and industrial uses
- A variety of housing types for all age, income, and social groups
- Efficient use of commercial and industrial land in a manner that enhances the economic base, community, and generates job opportunities for residents
- Attraction, expansion, and retention of economically healthy, locally-owned and operated businesses
- A diverse mix of community and neighboring serving businesses that provide a variety of goods and services

GENERAL PLAN TOPICS

Together the Land Use and Economic Prosperity Elements of the General Plan and the Community Plan provide goals and policies to implement the City of Villages Strategy, designate land uses, and identify site-specific recommendations, and encourage employment and economic development. Related Land Use and Economic Prosperity Element Topics covered in the General Plan include the following and should be referenced as applicable:

- *City of Villages Strategy*
- *Airport Land Use Compatibility*
- *Balanced Communities and Equitable Development*
- *Environmental Justice*
- *Base Sector Industrial Uses*
- *Non-Base Sector Employment Uses*
- *Prime Industrial Land/Other Industrial Land*
- *All Industrial Areas*
- *Neighborhood Commercial Areas*
- *Community Commercial Areas*
- *Transit Corridors*
- *Redesignating Commercial Land*
- *Education and Workforce Development*
- *Employment Development*
- *Business Development*

2.1 LAND USE FRAMEWORK

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

Map (Figure 2-1 through 2.4) is a visual representation of land use policies contained in the Community Plan and General Plan. Complementing the Land Use Element, the Community Plan and General Plan Urban Design Elements provide building and site design policies to guide future development design. The land use designation categories that are used in this plan are described in this section, and Table 2-1 summarizes the range of residential densities associated with the specific land use designations found on the Land Use Map. The text and figures of the Community Plan and General Plan are of equal importance in communicating the intent of the plans' land use policies.

The City's Municipal Code implements the Community Plan and General Plan policies through zoning and development regulations pertaining to land use density and intensity, building massing, landscape, streetscape, and other development features.

Open Space

The open space designation maintains areas of undeveloped canyons and hillsides which can contain environmentally sensitive resources. This designation applies to both public and privately-owned land. Privately owned open space can contain very-low intensity residential uses.

Parks

The park designation provides for areas designated for passive and/or active recreational uses and allows for facilities, services, and programs to meet the recreational needs of the community as identified in the Recreation Element. The community plan identifies opportunity locations for parks within village areas, as shown on the Land Use Map.

Residential

The residential designations provide for a range of single-family and multi-family housing types and companion housing units. Commercial, Business Park, Village land use designations allow residential uses, including live/work quarters and shopkeeper units, as part of mixed-use or multiple-use developments.

Community Commercial

The community commercial land use designations provide for a variety of commercial uses, such as retail, hotels, and office, and provides space for shopping and services for residents and workers within the community and in adjacent communities.

Neighborhood Commercial

The neighborhood commercial designation provides for a variety of convenient commercial uses such as retail shops, markets, and professional office to serve nearby residents and reduce the need for driving. Allows residential uses above or behind commercial uses.

Office Commercial

The Office Commercial land use designation is similar to other commercial land use designations, however with an emphasis on employment and professional office uses with limited retail and residential use.

Community and Neighborhood Village

Community Village Center and Neighborhood Village Centers designations allow for areas with commercial, office, and multifamily residential uses, including mixed-use buildings with office or residential space above retail space. Village Centers contain public gathering spaces and/or civic uses. Uses will be integrated to the maximum extent possible to encourage a pedestrian-oriented design and encourage transit ridership, walking and bicycling. Community and Neighborhood Village Centers range in size, density, and intensity. Community Village Centers are intended to serve a larger area than Neighborhood Village Centers. Community Village Centers may also have a more significant office employment uses.

Industrial Park

The business park designation provides for employment uses such as business/professional office and research and development, with limited commercial service, flex-space, and retail uses, as well as residential uses. Mixed business park/residential developments can create unique urban housing opportunities to support office, urban business, and high-tech research and development employment uses. Refer to the Economic Prosperity Element for related discussion.

Institutional

The institutional designation provides for public and semi-public facilities that provide services to the community and/or City. Refer to the Public Facilities, Services & Safety Element for additional policies. The Land Use Element provides secondary land use designations for institutional sites to provide guidance in the case that existing institutional uses should be reconfigured, cease, or relocate. Supplemental environmental analysis may be required for infill development at institutional-designated sites where a proposed new development is consistent with the secondary land use designation.

2.2 BUSINESS IMPROVEMENT, ATTRACTION, RETENTION, AND EXPANSION

The Rose Creek/Canyon Industrial Business Park Area is the community's employment center for start-up and smaller innovation, design, and technology businesses. This area offers multiple opportunities for employment-related development due to its varying parcel sizes. The Business park area also has the potential to provide office and research space for defense, high-tech, and cleantech R & D businesses along with flex space for other businesses.

The Community Plan designates the Rose Creek/Canyon Industrial Business Park as Prime Industrial Land. General Plan classifies Prime Industrial Land as areas that support export-oriented base sector activities which include manufacturing, research and development, assembly, corporate headquarters, warehousing, distribution, marketing, and certain related professional and administrative functions associated with product/process conception, development, sales, and distribution. See Figure 2.5. Economic base sector industries create economic growth by exporting products and services primarily to national and international markets outside of the San Diego region.

Base sector industries provide a significant benefit because they drive regional prosperity, support middle-income employment, and are essential to preserving a healthy economic base.

The warehouses and flex space buildings along Morena Boulevard and Santa Fe Street area support light industrial and heavy commercial uses. These areas also provide opportunities for artisan and craft manufacturing businesses.

2.3 PLANNING HORIZON

The community plan policies provide land use direction that covers a 30-year planning horizon. Table 2-2 presents the potential development resulting from the application of the Community Plan land uses. These projections provide a reasonable assessment of Clairemont's development potential. However, designation of a site for a certain use does not mean that all of these sites will undergo change within the 30-year horizon of the community plan, or that other sites not included in this acreage will not undergo change.

For the purposes of calculating the future household population, it has been assumed that X.X.X persons reside in each household, and that there is a XX percent occupancy rate for the community. The persons per household and vacancy rate are assumptions for calculating the residential population at the community plan horizon year.

Table 2-2
EXISTING (2020) FUTURE CHANGE HORIZON TOTAL

Household Total: TBD

Employment (Jobs): TBD

Residential (Dwelling Units – Single-Family and Multifamily): TBD

Non-Residential (Square Feet): TBD

2.4 VILLAGES AND DISTRICTS

This section includes land use and urban design policy guidance specific to each of the villages and districts. Additional information and policies related to urban design concepts are found in the Urban Design Element.

COMMUNITY VILLAGES

The community plan envisions that community villages as locations as active community centers with both large and small retail stores, community serving offices, residential, and public spaces such as linear parks, plazas, and promenades. Large surface parking areas would be replaced with structured parking. The design theme of centers includes designing and maintaining a unifying architectural, sign and landscaping theme along with an internal system of pedestrian paths.

Community Core

The Community Plan envisions the Community Core as the community's vibrant, pedestrian and transit oriented, mixed-use village. Within this village, the combination of commercial and entertainment uses along with residential uses will provide activity and vitality. A network of pedestrian walkways and bikeways will serve to break up the superblock to create a walkable block pattern for development while improving internal vehicular, pedestrian, and bicycle circulation and connectivity to the surrounding neighborhoods. Public spaces such as promenades, mini parks, and plazas will provide spaces for recreation, public gatherings, and community activities (e.g. outdoor markets and festivals).

Clairemont Town Square

Clairemont Town Square is envisioned as pedestrian -oriented, mixed-use village with an emphasis on creating a pleasant and convenient shopping environment for Clairemont residents. A network of safe, well-defined pedestrian and bike pathways within the Town Square will create a walkable, pedestrian scale for new development and improve access within the Town Square and to the surrounding residential neighborhoods. Mini-parks, pedestrian promenades, plazas, and other public spaces and recreational amenities would be incorporated to create active spaces and transitional areas.

Clairemont Community Village

The Community Plan envisions the Clairemont Community Village as a neighborhood serving retail center with housing. Its location is focused around an East Village Area and West Village Area located on both sides of Clairemont Drive, located in west of Tecolote Canyon with single-family medium to high density residential housing located to the north and south. The Clairemont Branch library and Tecolote Canyon Open Space Park are adjacent to the village site and Clairemont Drive provides a direct transportation route to the Mid-Coast Trolley Station.

Rose Canyon Gateway

The community plan envisions the transformation of the Rose Canyon City Operations Yard into a mix of residential, visitor, office, employment, and commercial uses that benefit from regional transit access via the Balboa Avenue Trolley Station, located in the Balboa Trolley Station Village portion of larger community village south of Balboa Avenue. A central pedestrian promenade will create a central linkage connecting residential, commercial, and office uses to public spaces.

NEIGHBORHOOD VILLAGES

The Community Plan envisions neighborhood villages as pedestrian-oriented, mixed-use areas with neighborhood serving office, visitor, retail, and institutional uses

Diane Village

This node is envisioned to continue serving as a commercial center providing goods and services to the community and surrounding neighborhood as well as mixed-use development.

Bay View Village

Located across the Mid-Coast Trolley Station at Morena Boulevard and Clairemont Drive, the West Clairemont Plaza is envisioned at a mixed-use node providing opportunities for additional housing, shopping, and employment within proximity of Mid-Coast Trolley and Mission Bay. This Neighborhood Village anchors the northern

end of the Clairemont District (See Districts discussion)

Clairemont Mesa Gateway Village

This commercial node located immediately west of Interstate 805 is envisioned with a focus on visitor uses with convenient access to the freeway, along with commercial and mixed-use development.

Tecolote Gateway Village

Also referred to as the "Tecolote Gateway," this node is envisioned to provide employment opportunities and additional housing opportunities within a mixed-used setting. This Village anchors the southern end of the Clairemont District (See Districts discussion)

Clairemont Crossroads Village

Located at the intersection of Clairemont Drive and Balboa Avenue. The Community Plan envisions pedestrian-oriented mixed-use development with public spaces and plazas oriented towards the intersection and/or Tecolote Canyon.

DISTRICTS

Districts provide opportunities to locate both similar and a diverse mix of uses within portions of Clairemont to reinforce a unique sense of identity and place.

Rose Creek/Canyon Industrial District

The Rose Creek/Canyon Industrial Business Park Area is the community's employment center for start-up and smaller innovation, design, and technology businesses. The Business park area also has the potential to provide office and research space for defense, high-tech, and cleantech R & D businesses along with flex space for other businesses.

The Community Plan designates the Rose Creek/Canyon Industrial Business Park as Prime Industrial Land. General Plan classifies Prime Industrial Land as areas that support export-oriented base sector activities which include manufacturing, research and development, assembly, corporate headquarters, warehousing, distribution, marketing, and certain related professional and administrative functions associated with product/process conception, development, sales, and distribution. Economic base sector industries create economic growth by exporting products and services primarily to national and international markets outside of the San Diego region.

Base sector industries provide a significant benefit because they drive regional prosperity, support middle-income employment, and are essential to preserving a healthy economic base.

The warehouses and flex space buildings along Morena Boulevard and Santa Fe Street area support light industrial and heavy commercial uses. These areas also provide opportunities for artisan and craft manufacturing businesses.

Clairemont District

The Community Plan envisions the Clairemont District, which spans Morena Boulevard from Gesner Street to Tecolote Road, as a pedestrian-oriented district that includes restaurants, entertainment, and shopping in a neighborhood village-like setting to serve residents and visitors.

The District includes the creation of a neighborhood for artisan crafts making and specialty foods and beverage establishments in the southern portion of the district to complement the adjacent artisan district in Linda Vista to the south.

Defining features of the District would be a boardwalk running along Morena Boulevard that would provide pedestrian and bicycle access to restaurants, entertainment, shopping, the trolley, and Mission Bay; and a linear park along Tecolote Creek connecting the District to Tecolote Canyon Natural Park.

2.5 NODES

Nodes are pedestrian-oriented commercial areas that can be found within residential neighborhoods. They are smaller in scale to villages, and provide goods and services to the serve the neighborhood. Nodes can have residential uses along with commercial-retail in a mixed-use setting.

2.6 MULTIFAMILY

Corridors are identified primarily as linear, multifamily areas in the community, located along transit corridors. New In-fill housing opportunities in these corridors can contribute to revitalization along these corridors and provide streetscape improvements, and improved transitions to adjacent single-family neighborhoods.

2.7 SINGLE-FAMILY

The low residential density areas of the community, include single-family neighborhoods located make up a majority of the community adjacent to the corridors, villages, districts, and nodes. The low density residential areas also contain Clairemont's open space canyons. These areas are characterized by the canyons and hillsides.

2.8 AFFORDABLE HOUSING

This Community Plan supports the production of a diversity of housing opportunities especially those that include housing for low to moderate income residents. Ensuring an adequate supply affordable housing will meet the needs of future residents and support existing employers in the community.

2.1 INSTITUTIONAL USES

Institutional uses provide either public or private facilities that serve a public benefit. These uses may serve the community or a broader area. Institutional land uses within the community consist mainly of Fire Stations, Branch Libraries, Mesa College, and several public, charter, and private schools, and places of worship.

2.10 OPEN SPACE

The policies listed below pertain to Open Space as a land use. Policies for the protection and conservation of environmentally sensitive resources through open space land are also contained with the Conservation Element, and policies related to views and hillside development area contained in the Urban Design Element.

2.11 AIRPORT LAND USE COMPATIBILITY

The Airport Influence Area for Montgomery-Gibbs Executive Airport and Marine Corps Air Station (MCAS) Miramar includes portions of the Clairemont community. The Airport Influence Area serves as the planning boundary for the Airport Land Use Compatibility Plan, and is divided into two review areas. Review Area 1 is composed of the airport's noise contours, safety zones, airspace protection surfaces, and overflight areas. Review Area 2 is composed of the airspace protection surfaces and overflight areas. The Airport Land Use Commission for San Diego County adopted the Airport Land Use Compatibility Plan for San Diego International Airport to establish land use compatibility policies and development criteria for new development within the Airport Influence Area to protect the airport from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airport. The policies and criteria contained in the Airport Land Use Compatibility Plan 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. Refer also to the Noise Element.

2.12 COMMUNITY PLAN IMPLEMENTATION OVERLAY ZONE

The Community Plan Implementation Overlay Zone (CPIOZ) is applied within the boundaries of the Clairemont Community Plan per Chapter 13, Article 2, Division 14 of the Municipal Code, as shown on Figure 2-19, to provide supplemental development regulations that are tailored to implement the vision and policies of this Community Plan. Where there is a conflict between a CPIOZ supplemental development regulation in this section and the development regulation of the applicable base zone, the CPIOZ supplemental development requirement applies.

As stated in the CPIOZ Municipal Code regulations, any development permit application within the boundaries of CPIOZ - Type A where the proposed development complies with the supplemental development regulations can be processed ministerially. Any development permit application within the boundaries of CPIOZ - Type A that does not comply with the supplemental development regulations in this section requires a Process Three Site Development Permit. Any development within the boundaries of CPIOZ - Type B requires a Process Three Site Development Permit. Interior building improvements that do not involve a change of use or provide additional floor area or improvements that do not require a construction permit is not subject to CPIOZ, and exceptions to CPIOZ may be granted for proposed development that is minor, temporary, or incidental and is consistent with the intent of CPIOZ.
(*Currently in development*)

LAND USE AND ECONOMIC PROSPERITY ELEMENT POLICIES

Business Improvement, Attraction, Retention, and Expansion	
LUEP-2.1	Encourage office, research and development, and other base sector employment-oriented uses and supportive commercial and industrial services to locate within the Rose Creek/Canyon Industrial Business Park (prime industrial area).
LUEP-2.2	Encourage businesses that focus on creating innovation, design, and technology jobs within the Rose Creek/Canyon Industrial Business Park (prime industrial area).
LUEP-2.3	Encourage hotel/motel uses to accommodate tourists and business travelers within commercial areas.
LUEP-2.4	Encourage economic growth by utilizing available programs and initiatives that support local businesses including small-scale retail and service establishments.
LUEP-2.5	Encourage the attraction, retention, and expansion of start-up and smaller businesses that develop innovative products and technologies within the Rose Creek/Canyon Industrial Business Park (prime industrial area).
LUEP-2.6	Encourage artisan and small-scale craft manufacturing businesses within commercial and industrial areas.
LUEP-2.7	Support live/work and shopkeeper units in commercial areas to allow space for arts and innovation.
Community Villages	
Community Core	
LUEP-4.1	Establish an internal east-west road that aligns with the entrance at Mount Etna Drive to becomes a "Village Main Street," as part of the village mobility network for the Genesee Plaza village area.
LUEP-4.2	Establish an internal north-south road that aligns with the existing entrances at Balboa Avenue to provide a connection between Genesee Plaza and Balboa Mesa village areas.
LUEP-4.3	Transition building heights with taller buildings concentrated along Genesee and Balboa Avenues with a transition to lower buildings at the edge of the village areas.
LUEP-4.4	Establish a village gateway with taller buildings, higher intensity/density of uses, and predominantly mixed-use office and commercial uses at Balboa and Genesee Avenues.
LUEP-4.5	Establish multiple pedestrian and bicycle connections from surrounding neighborhoods into the village, especially along adjacent neighborhood streets and open spaces, such as Balboa Arms Drive, Mt. Alifan Drive and the SDG&E easement.
LUEP-4.6	Create a linear park and multi-use urban path along both sides of Genesee and Balboa Avenues.
LUEP-4.7	Utilize canopy street trees to provide shade as well as palm trees as accent trees to continue the design theme along Balboa Avenue.

Clairemont Town Square	
LUEP-4.8	Strengthen the internal road connection between the north and south sides of the village linking the two ends of the village.
LUEP-4.9	Establish an internal east-west road that aligns with the entrance at Lakehurst Avenue to Clairemont Mesa Boulevard that bisects the center to serve as a "Village Main Street," and primary entrance as part of the village mobility network for the village area.
LUEP-4.10	Transition building heights of new development with the taller height concentrated in the center of the village and stepped down to lower heights along the edges of the village.
LUEP-4.11	Establish building frontages along Clairemont Mesa Boulevard and Clairemont Drive with uses that enhance a pedestrian environment and promote active frontages, such as retail storefronts and multifamily residential with walk-up entrances.
LUEP-4.12	Create a linear park and multi-use urban path along Clairemont Mesa Boulevard and Clairemont Drive
Clairemont Community Village	
LUEP-4.13	Create a pedestrian connection that links both the west and east areas of Clairemont Village that could include a mid-block crossing or signalized intersection.
LUEP-4.14	Establish building frontages along Clairemont Drive with uses that enhance a pedestrian environment and promote active frontages, such as retail storefronts and multifamily residential with walk-up entrances.
Clairemont Community Village - East Village Area	
LUEP-4.15	Locate higher -density residential development along Cowley Way to serve as a transition between the commercial uses of the village and the adjacent residential tower.
LUEP-4.16	Site buildings along Cowley Way to increase frontage activation through walk-up units, front porches, stoops and other street-level activation to make Cowley Way a more pedestrian-friendly and walkable street in the village area.
LUEP-4.17	Create a linear park and multi-use urban path along Clairemont Drive, Cowley Way, Field Street, and Burgener Drive.
LUEP-4.18	Maintain a pedestrian connection that links the mid-block crossing on Cowley Way to the village area.
LUEP-4.19	Establish pedestrian connections between residential and commercial uses through paseos and dedicated pedestrian crossings.
Clairemont Community Village – West Village Area	
LUEP-4.20	Consolidate commercial properties with internalized parking to cluster development and take advantage of views to the canyon.
LUEP-4.21	Design new development west of Clairemont Drive to step with the slope of the street, follow the curve of the street to avoid blank walls along the canyon.
LUEP-4.22	Design buildings with variated rooflines, stepped buildings, reduced building mass, and visual breaks.

Rose Canyon Gateway Village	
LUEP-4.23	Evaluate options to phase relocation and/or consolidation of City operations onsite.
LUEP-4.24	Incorporate a central "spine" that runs north-south and organizes the village into east and west blocks. This may take the form of a "Main Street" through the village with potential for mixed-use retail and a strong ped/bike connection from one end of the village to another.
LUEP-4.25	Develop buildings around courtyards, paseos and plazas that connect with the central "spine"/ internal street.
LUEP-4.26	Incorporate pedestrian-scaled façade articulation to create an active and inviting public realm and reinforce the pedestrian scape and character of the "Main Street".
LUEP-4.27	Transition building heights with taller buildings concentrated towards the rail corridor with a transition to lower buildings along Morena Boulevard by terracing buildings across the village site so that buildings follow the topography of the site and provide a variation in rooflines and building mass.
LUEP-4.28	Utilize the sloping topography of the village site to incorporate terraced public spaces that provide views to Mission Bay.
LUEP-4.29	Incorporate view corridors through the site, with stepped buildings, and by tucking parking structures and other services into the slope.
LUEP-4.30	Extend Damon Avenue to Morena Boulevard as the primary entrance to create an east-west connection through the village with pedestrian and bicycle facilities.
LUEP-4.31	Provide convenient and safe access to the Rose Canyon Gateway Village from Morena Boulevard and Balboa Avenue.
LUEP-4.32	Incorporate a pedestrian promenade or linear park from the Main Street to the Balboa Trolley Station pedestrian bridge over Balboa Avenue to provide a pedestrian and bicycle link connecting the Rose Canyon Gateway Village to the Balboa Trolley Station Village.
LUEP-4.33	Incorporate public space feature such as plazas, promenades, mini-parks, and squares as focal aspects of the village to encourage public interaction, gatherings, outdoor markets, and events at the southern end of the Main Street Terrace. This will help to serve as a pedestrian gateway from the Trolley Station to the Rose Canyon Gateway Village.
LUEP-4.34	Buffer/ screen the rail corridor and Interstate-5 with landscaped setbacks, berms, and trees to reduce noise.
Balboa Trolley Station Village Area	
LUEP-4.35	Encourage mixed-use development at the Balboa Trolley Station with public spaces, such as a transit plaza, to create an attractive destination with activation through residential and retail use.
LUEP-4.36	Establish a strong ped/bike connection to the transit center at Balboa Avenue and orient all internal circulation of the village sites toward the transit station.
LUEP-4.37	Provide convenient and safe access to the Balboa Trolley Village from Morena Boulevard.

Neighborhood Villages	
Diane Village	
LUEP-4.38	Focus higher density residential and higher intensity uses along Clairemont Mesa Blvd. where they are consistent with existing higher density residential uses along the corridor.
LUEP-4.39	Reverse the location of buildings and parking, so that buildings build to the street edge along Clairemont Mesa Blvd. and activate the street. Minimize visibility of surface parking from the pedestrian realm.
LUEP-4.40	Transition uses, intensity and scale from high along Clairemont Mesa Blvd. to low along Conrad Ave.
LUEP-4.41	Establish multiple pedestrian and bicycle connections into the village from surrounding neighborhoods, especially from Conrad Ave.
LUEP-4.42	Provide landscaping along Conrad Avenue and Diane Avenue to provide a buffer between the Diane Center and the surrounding residential neighborhood.
Bay View Village	
LUEP-4.43	Utilize the site's topography to provide below-grade parking, capture views, and reduce apparent building mass. Buildings should terrace down from the slope, include varying roofline design, and maximize ground floor area for parks, plazas, and public space.
LUEP-4.44	Link the Clairemont Drive to Morena Boulevard with a pedestrian connection.
LUEP-4.45	Locate vehicle entrances between Morena Boulevard and Chicago Street to minimize
LUEP-4.46	Provide clear access points to the West Clairemont Plaza site with primary vehicular access taken from Clairemont Drive.
LUEP-4.47	Terrace buildings down toward Morena Boulevard and provide opportunities for view decks and balconies facing the bay.
LUEP-4.48	Provide a corner plaza to support community gathering spaces, outdoor café seating, and retail uses across the transit station.
LUEP-4.49	Establish strong ped/bike connections to the transit station with the orientation and design of circulation within the village site.
LUEP-4.50	Reconnect the village site to the street grid and neighborhood context of the area with a strong access point into the village from Chicago Street.
LUEP-4.51	Provide a landscaped buffer/ setback along Clairemont Dr. to protect development from fast-moving automobile traffic exiting Interstate 5.
LUEP-4.52	Reconnect the village site to the street grid and neighborhood context of the area with a strong access point into the village from Chicago Street.
Clairemont Mesa Gateway Village	
LUEP-4.53	Prominent elements of the building design (such as towers, signs, roof and overhang projections, glazing and other defining features of the building) to Clairemont Mesa Blvd. so that they contribute to a gateway experience as one enters or leaves the community.
LUEP-4.54	Provide a landscape buffer and screening from new development to the adjacent residential to the north.

Tecolote Gateway Village	
LUEP-4.55	Extend Knoxville Street to West Morena Boulevard and Savannah Street to Tecolote Road to promote connectivity and bicycle and pedestrian access
LUEP-4.56	Incorporate a linear park connection along Tecolote Canyon from Morena Boulevard to the Tecolote Canyon Natural Park.
LUEP-4.57	Enhance the edge of Tecolote Road along the drainage channel with a landscaped setback and grading design that anticipates a potential redesign of the channel as a linear park.
LUEP-4.58	Focus larger-scale development along West Morena Boulevard, where the properties are large and the rail and highway corridor provide an expansive foreground for development.
LUEP-4.59	Focus smaller-scale, fine-grain development along the east side of Morena Blvd., where the properties are small and the street width is conducive to a pedestrian experience.
LUEP-4.60	Maximize the design potential that exists at the triangular lot located where West Morena Blvd. and Morena Blvd. split. The site provides a unique opportunity for a signature gateway building, a plaza, a park, art and signage.
LUEP-4.61	Encourage a mixed-use corridor along Morena Boulevard between West Morena Boulevard and Tecolote Road and include new small-lot housing opportunities for the mobile home area along Knoxville Street
LUEP-4.62	Establish multiple pedestrian and bicycle connections from surrounding neighborhoods into the village and toward the transit station, especially along adjacent neighborhood streets, such as Knoxville St., Lehigh St., Nashville St., and Savannah St.
LUEP-4.63	Locate parking for new development locate to the side or rear of buildings, out of view from the public right-of way to the extent possible, with access to parking areas from the rear or side streets.
Clairemont Crossroads Village	
LUEP-4.64	Establish a gateway by siting development on the corners of the intersection of Balboa Avenue and Clairemont Drive to create sense of place with plazas and architectural features.
LUEP-4.65	Enhance views to the Tecolote Canyon with building design and site planning that maintains a strong connection to the canyon open space and follows the topography of the site.
LUEP-4.66	Integrate the canyon edge with new development so that a stronger connection is made and the enhanced open space serves as a buffer and setback from existing senior housing to the east.
LUEP-4.67	Locate commercial uses closer to Balboa Ave. and residential behind it and away from Balboa Avenue, where it can serve as a transition to the adjacent residential neighborhood.

General Policies for All Villages	
Uses	
LUEP-4.68	Encourage a mix of entertainment, office, retail, residential, recreational, public, and park uses.
LUEP-4.69	Support the continuation of existing community serving retail uses.
LUEP-4.70	Encourage corporate, professional, and medical office uses to provide employment opportunities and services.
LUEP-4.71	Encourage a range of housing product types which could include rowhomes, shopkeeper units, townhomes, micro-units, and stacked flats.
LUEP-472	Encourage the inclusion of onsite affordable housing either as single development or as part of mixed-income development.
LUEP-4.73	Provide active ground-floor uses in buildings with frontages along internal main streets and public streets at primary entrances, major transit stops, public spaces, and parks.
Site Design	
LUEP-4.74	Incorporate a roadway, pedestrian, and bicycle mobility network to create a walkable scale for new development with a "Village Main Streets".
LUEP-4.75	Locate mixed-use development along "Village Main Streets" to create a pedestrian environment with an active streetscape and public realm features.
LUEP-4.76	Allow either horizonal and/or vertical mixed-use development.
LUEP-4.77	Locate auto-oriented and drive-thru uses away from entrances to prevent vehicle and pedestrian conflicts and to maintain a building street wall.
LUEP-4.78	Locate buildings to the street to create a consistent street wall.
LUEP-4.79	Orient building frontages, entrances and windows to the public street.
LUEP-4.80	Develop the village with a defined block and development pattern and a comprehensive circulation design that facilitates walkability and provides for a pedestrian scaled development.
LUEP-4.81	Preserve access, visibility and viability of large commercial uses (such as grocery stores), particularly during interim phases of the village's development.
LUEP-4.82	Expand the interior frontage areas of commercial buildings facing the center's parking lots so that more space is provided for gathering areas, ample pedestrian connections between stores, and a "street-like" experience.
LUEP-4.83	Designate areas on-site for circulator, rideshare, and other micro transit (i.e. shared bicycles and scooters) to allow for safe pick-up and drop-off of passengers, and set aside reserved spaces for electric vehicle charging.
LUEP-4.84	Locate loading and service areas off the public right-of-way and screen with masonry walls, landscaping, or architectural elements.
LUEP-4.85	Incorporate drop-off and pick-up areas for ride sharing and shuttle services, space for scooter and bike-share storage, parking spaces dedicated to car sharing services, and electric vehicle charging stations to improve first-last mile connections.
LUEP-4.86	Provide an internal pedestrian circulation system with wide sidewalks and pathways that are landscaped with trees.
LUEP-4.87	Utilize colored concrete or other materials to visually delineate internal pedestrian pathways.
LUEP-4.88	Provide multiple pedestrian entrances from the public right-of-way to the internal circulation system.

LUEP-4.89	Accentuate key focal points, entrances, and corners of a development within villages and districts with design features such as art, signs, special lighting, and accent landscaping.
Building Transitions	
LUEP-4.90	Provide transitions from new commercial development to adjacent residential neighborhoods using larger setbacks, graduated upper-story stepbacks, and landscaping.
LUEP-4.91	Utilize landscaping and architectural design to create a transition between the village and surrounding neighborhoods this could include the use of upper-story stepbacks and placing taller buildings at the center of the village.
Public Space and Parks	
LUEP-4.92	Incorporate public spaces such as plazas, promenades, mini-parks, and squares as focal aspects of a village to encourage public interaction, gatherings, outdoor markets, and events.
LUEP-4.93	Create publicly accessible plazas, seating areas, and paseos as part of new development.
LUEP-4.94	Enliven public spaces by locating active uses such as restaurants, outdoor dining, and other amenities on the ground floor.
LUEP-4.95	Identify the type, size, and location of a mix of parks and/or park equivalencies that meet the population based park needs of residential uses located within the village, which can include plazas, urban greens, linear parks, and other park and recreational amenities as addressed in the Recreation Element. Include a central green or square as a focal point for the village.
LUEP-4.96	Create a multi-use urban path and linear park along village edges to enhance the public realm and provide park acreage.
Urban Design and Public Realm	
LUEP-4.97	Create defined gateways at the key entry points to the village and enhanced access and wayfinding within the village.
Mobility	
LUEP-4.98	Coordinate with SANDAG and MTS to incorporate future Rapid Bus/Trolley stations with a mobility hub into the villages to create a strong transit connection.
LUEP-4.99	Establish pedestrian paths that provide access from abutting developments.
LUEP-4.100	Provide multiple pedestrian paths from parking areas to stores, offices, homes and gathering areas of the village.
LUEP-4.101	Provide wider sidewalks along major streets fronting village areas.
LUEP-4.102	Minimize the number of curb cuts and driveway entrances for any parking and loading areas. Whenever possible, design driveways to be shared among neighboring properties in order to reduce potential conflicts with pedestrians and bicyclists.
LUEP-4.103	Encourage pedestrian activity and comfort and incorporate elements that shorten actual and perceived walking distances through architectural features, landscape features, or building-to-street design.
LUEP-4.104	Provide direct pedestrian connections to transit.

Parking	
LUEP-4.105	Locate structured parking below-grade, behind or wrapped by buildings.
LUEP-4.106	Screen surface and structured parking from public streets, internal circulation, and public spaces with landscaping and architectural features to maintain a pedestrian environment.
LUEP-4.107	Break large areas of surface parking into smaller parking areas in an effort to avoid large expanses of surface parking
LUEP-4.108	Encourage the use of shared structured parking serving multiple uses to efficiently meet parking needs.
LUEP-4.109	Facilitate the provision of structured parking in formats and locations where it would not interfere in the pedestrian environment and the circulation design of the village.
LUEP-4.110	Create shared parking areas located to encourage interaction among building occupants.

Districts	
Rose Creek/Canyon Industrial District	
LUEP-4.111	Cluster development to minimize encroachment of automobile use areas thereby maintaining open space areas within the canyon
LUEP-4.112	Design buildings located on Morena Boulevard with a low profile so that the structures will not be out of scale with the adjacent canyon slopes when observed from I-5.
LUEP-4.113	Design rooftops to protect views from adjacent hillside development. Rooftop design should screen mechanical structures and rooftop storage areas. There should be some variation in rooftops to avoid the appearance of flat roofs looking like a parking lot. Perspectives of the proposed project from vantage points from the adjacent hillsides should be submitted as part of the permit application.
LUEP-4.114	Incorporate setbacks with successive building floors on sloping sites to follow the natural line of the slope.
LUEP-4.115	Set the rear of buildings into the slope to blend the structures into sloping sites to help preserve the canyon environment.
LUEP-4.116	Blend grading pads into the environment to reduce obtrusiveness and to avoid stark, abrupt appearances of buildings and building pads.
Clairemont District - Milton Street/Morena Boulevard Commercial Node	
LUEP-4.117	Encourage mixed-use development that incorporates a diverse range of housing product types and building designs that provide compatible transitions to the residential neighborhood. B. Encourage multi-family housing and compact/condo between the alley and Denver Street with private and shared open space and pedestrian connections throughout. C. Encourage the use of small lot single-family development east of Denver Street to create a compatible interface to the neighborhood.
LUEP-4.118	Connect Denver Street from Milton Street to Mayo Street to improve mobility access through the site.

Clairemont District – Napier Street/Ashton Street Commercial Node	
LUEP-4.119	Support the development of pocket park or similar type of public space between Ashton and Napier Streets that could provide a central gathering place for community events and activities.
Clairemont District – District-wide Policies	
LUEP-4.120	Encourage local businesses to create a design district through branding, identity, wayfinding signage, and improvements to the public realm.
LUEP-4.121	Support the consolidation of lots to allow for larger buildings yet maintain the appearance of smaller buildings with the use of façade modulation. A. Incorporate setbacks, recesses or projections above the ground floor to create vertical rhythm. B. Encourage irregularity of vertical rhythm to achieve greater diversity. C. Encourage the use of different materials and openings along the façade planes.
LUEP-4.122	Promote the reconfiguration of the concrete channel on the north side of Tecolote Road as a linear park amenity with pedestrian and bike paths that connect the Tecolote Canyon Natural Park to the Mission Bay.
LUEP-4.123	Incorporate a boardwalk concept with a wider pedestrian area along Morena Boulevard from Gesner Street to Tecolote Road.
LUEP-4.124	Design buildings with active frontage elements such as windows, storefront treatments, and public spaces that front.
LUEP-4.125	Encourage landscaping that screens and conceals industrial equipment from public right-of-way and is compatible with surrounding development.
LUEP-4.126	Establish landscaping that enhances structures, creates and defines public and private spaces, and provide shade, aesthetic appeal, and environmental benefits.
LUEP-4.127	Utilize the use of underground or above-ground parking structures, rather than surface parking lots, to reduce land area devoted to parking.
LUEP-4.128	Provide appropriate screening mechanisms to screen views of parked vehicles from pedestrian areas, and headlights from adjacent buildings.
LUEP-4.129	Promote parking at the rear and sides of street-oriented buildings to reduce the amount and visual impact of surface parking lots.

Nodes	
LUEP-5.1	Buffer commercial uses and surface parking areas with landscaping
LUEP-5.2	Minimize or consolidate curb-cuts to promote walkability and reduce automobile and pedestrian conflicts.
LUEP-5.3	Encourage small locally-owned stores, provided that their uses remain compatible with surrounding neighborhoods.
LUEP-5.4	Encourage mixed-used development to include retail, office, and housing at medium-high densities within nodes.
Multifamily	
LUEP-6.1	Support the removal of existing curb-cuts and the utilization/creation of alley access as infill development occurs

LUEP-6.2	Conceal and/or orient garages away from the public right-of-way to reduce their visual presence along the street
LUEP-6.3	Offer a variety of multifamily building types and formats for a variety of households in the community (e.g. townhomes, garden walk-ups, stacked flats and podium apartments, among others). Include a mix of for-sale, rental and age-restricted housing to serve a diverse and mixed population and household size.
Single-Family	
LUEP-7.1	Maintain single family areas outside of the designated higher density areas.
LUEP-7.2	Encourage the development of companion units.
LUEP-7.3	Consider supporting higher density multifamily uses along corridors with a community plan amendment.
LUEP-7.4	Provide a diverse mix of higher density housing opportunities, including senior and housing for the disabled, within walking distance to higher frequency transit service.
Affordable Housing	
LUEP-8.1	Support the inclusion of larger sized (three bedrooms) affordable units for families for multifamily and mixed-use development.
LUEP-8.1	Promote the inclusion of affordable housing with market rate housing for multifamily and mixed-use development.
LUEP-8.1	Encourage affordable home ownership opportunities for moderate income buyers.
Institutional Uses	
LUEP-9.1	Consider development intensity for new or expanded institutional uses within the context of the adjacent land uses.
LUPE-9.2	Revert the underlying land use of institutional uses to that of the adjacent land use designation when public properties cease to operate and are proposed for development.
LUEPP-9.3	Work with the San Diego Unified School District to maintain school sites for a public serving purposes such as a park or community/recreation center, when they are considered for reuse and no longer serve to function as educational centers.
Open Space	
LUEP-10.1	Protect designated open space from development and secure public use where desirable by obtaining necessary property rights through public acquisition of parcels or easements
LUEP-10.2	Allow development of limited, low-intensity uses in a manner that respects the natural environment and conserves environmentally sensitive lands and resources on parcels within designated open space.
LUEP-10.3	Locate structures within the least visually prominent portion of a lot and/or away from the edge of designated open space, when all or a portion of a property is within privately-owned, designated open space.
LUEP-10.4	Obtain conservation or no-build easements for the protection of environmentally sensitive resources through review and approval of discretionary development permits for private property within designated open spaces.
LUEP-10.5	Utilize publicly-controlled open space for passive recreation where desirable and feasible.

LUEP-10.6	Vacate public rights-of-way under the following conditions: A. The City has determined that the right-of-way is not needed for public access in any form, either physical or visual. Any right-of-way that is not needed for access but has important visual access quality may be closed to vehicular traffic, but should be left open to pedestrian traffic and view access. B. That the vacated public right-of-way would not be used to intensify development on a site, unless a specific finding is made that the intensification will not result in a negative cumulative impact to the surrounding development or environment.
LUEP-10.7	Maintain the following streets for access into Tecolote Canyon Natural Park: • South end of Mt. Culebra Avenue (dedicated street) • South end of Mt. Bagot Avenue (street reservation) • West end of Mt. Ashmun Drive (dedicated street) • West end of Mt. Ariane Drive (dedicated street) • South end of Mt. Carol Drive (dedicated street) • North end of Goldboro Street (dedicated street)

Airport Land Use Compatibility	
LUEP-11.1	Ensure that planning efforts address airport land use compatibility issues consistent with land use compatibility policies and regulations in the Airport Land Use Compatibility Plan for the Montgomery-Gibbs Executive Airport, Marine Corps Air Station (MCAS) Miramar, and the Municipal Code.

Community Plan Implementation Overlay Zone	
	(Currently being developed)

TABLE 2-1 CLAIREMONT COMMUNITY PLAN LAND USE DESIGNATIONS

GENERAL PLAN LAND USE CATEGORY	COMMUNITY PLAN LAND USE DESIGNATION	RESIDENTIAL DENSITY (DWELLING UNITS PER ACRE)
Park, Open Space & Recreation	Open Space	1 DU/AC[1]
	Neighborhood Park Community Park Resource-Based Park	N/A
Residential	Residential – Very Low	1-4 DU/AC
	Residential – Low	5-9 DU/AC
	Residential – Medium	10-15 DU/AC
	Residential – Medium High	16-29 DU/AC
	Residential – High	30-44 DU/AC
Commercial, Employment, Retail, and Services	Neighborhood Commercial	29 DU/AC
	Community Commercial	0-29 DU/AC 0-44 DU/AC
	Office Commercial	0-29 DU/AC 0-54 DU/AC
Multiple Use	Community Village	0-54 DU/AC 0-109 DU/AC
	Neighborhood Village	0-44 DU/AC 0-54 DU/AC
Industrial Employment	Industrial	N/A
Institutional & Public and Semi-Public Facilities	Schools Libraries Fire Stations College	N/A

[1] – 1 dwelling unit per lot where open space-designated lots are privately owned

FIGURE 2-1 DRAFT COMMUNITY PLAN LAND USE MAP

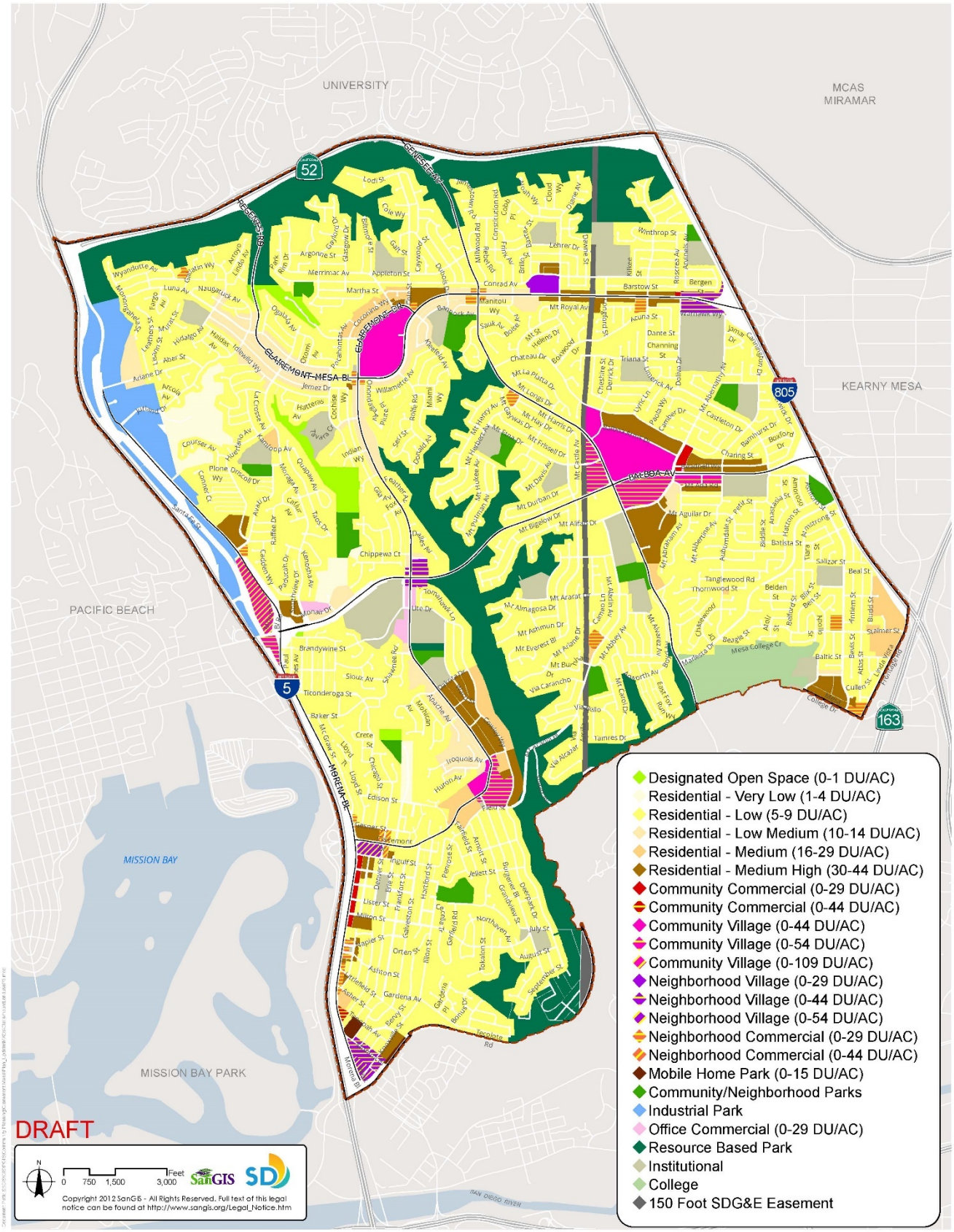


FIGURE 2-2 DRAFT COMMUNITY PLAN LAND USE MAP - EAST

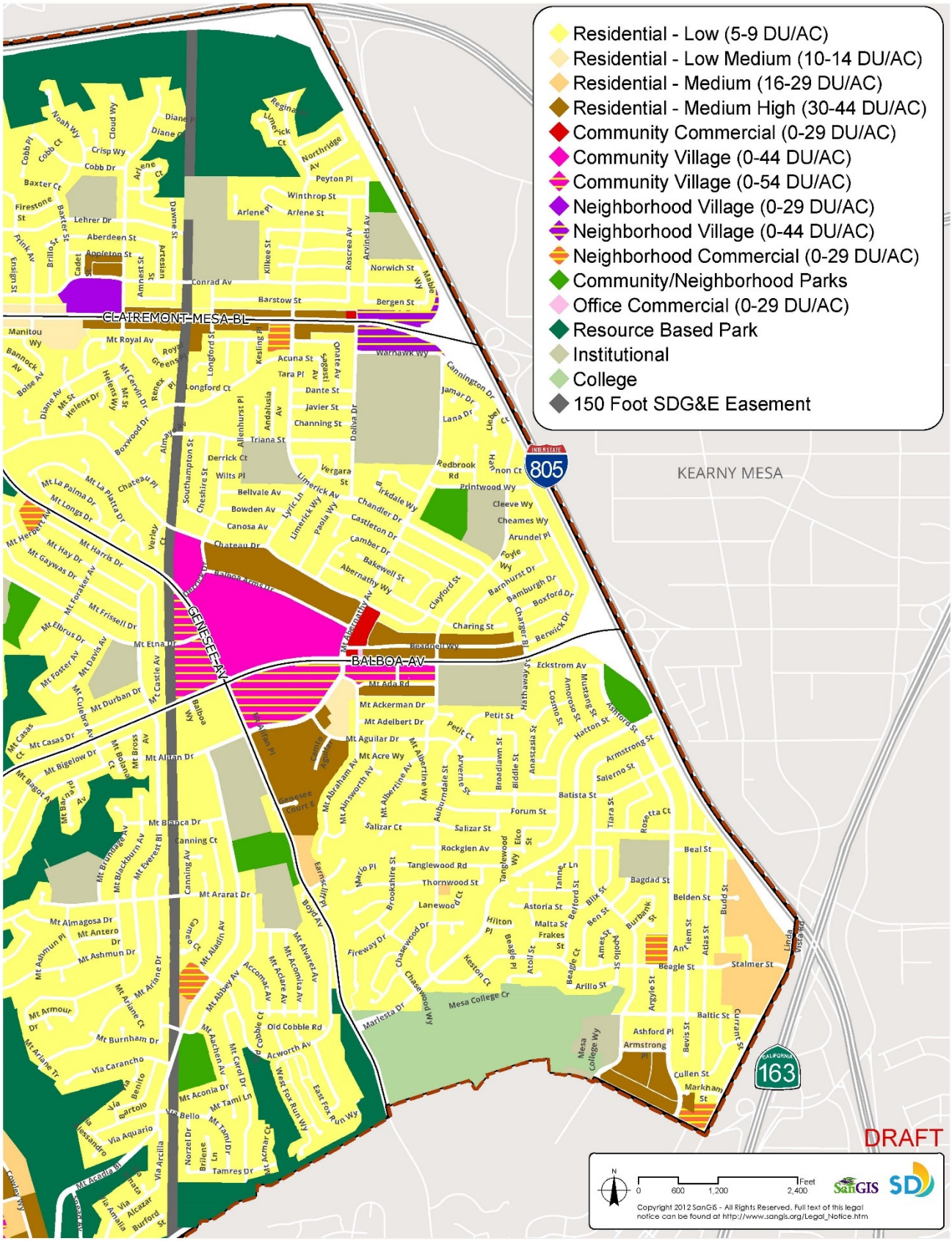


FIGURE 2-3 DRAFT COMMUNITY PLAN LAND USE MAP – NORTHWEST

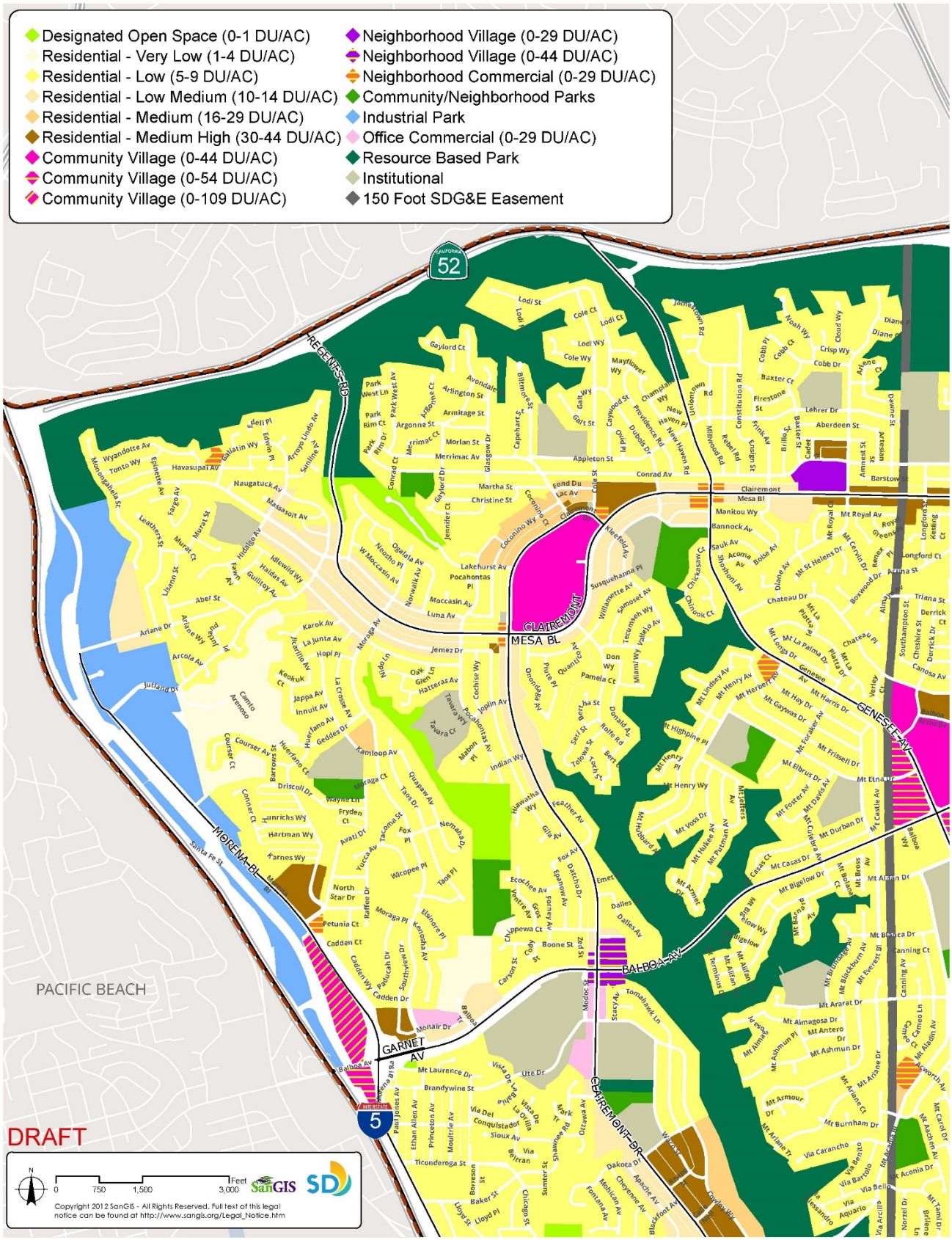


FIGURE 2-4 DRAFT COMMUNITY PLAN LAND USE MAP – SOUTH

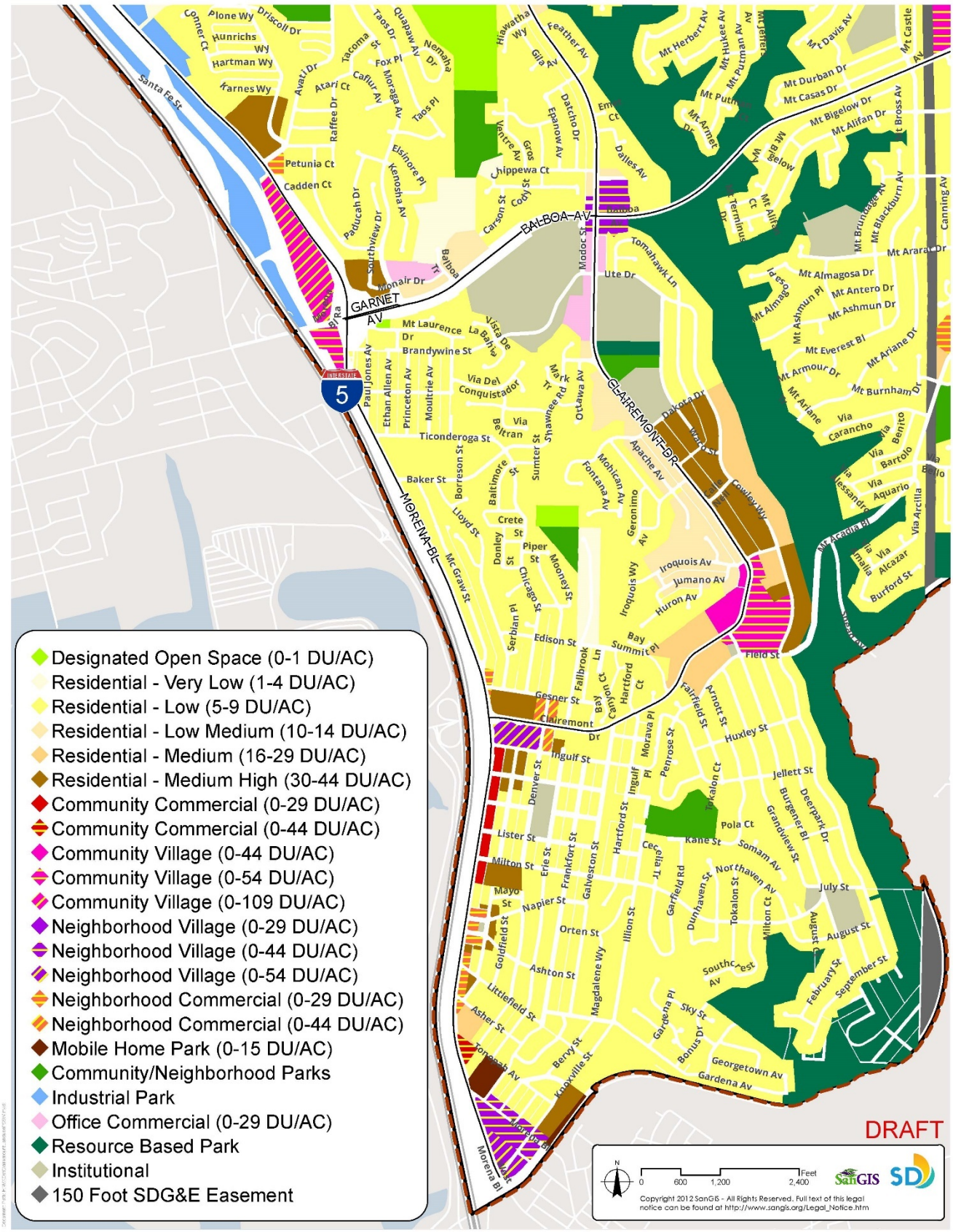
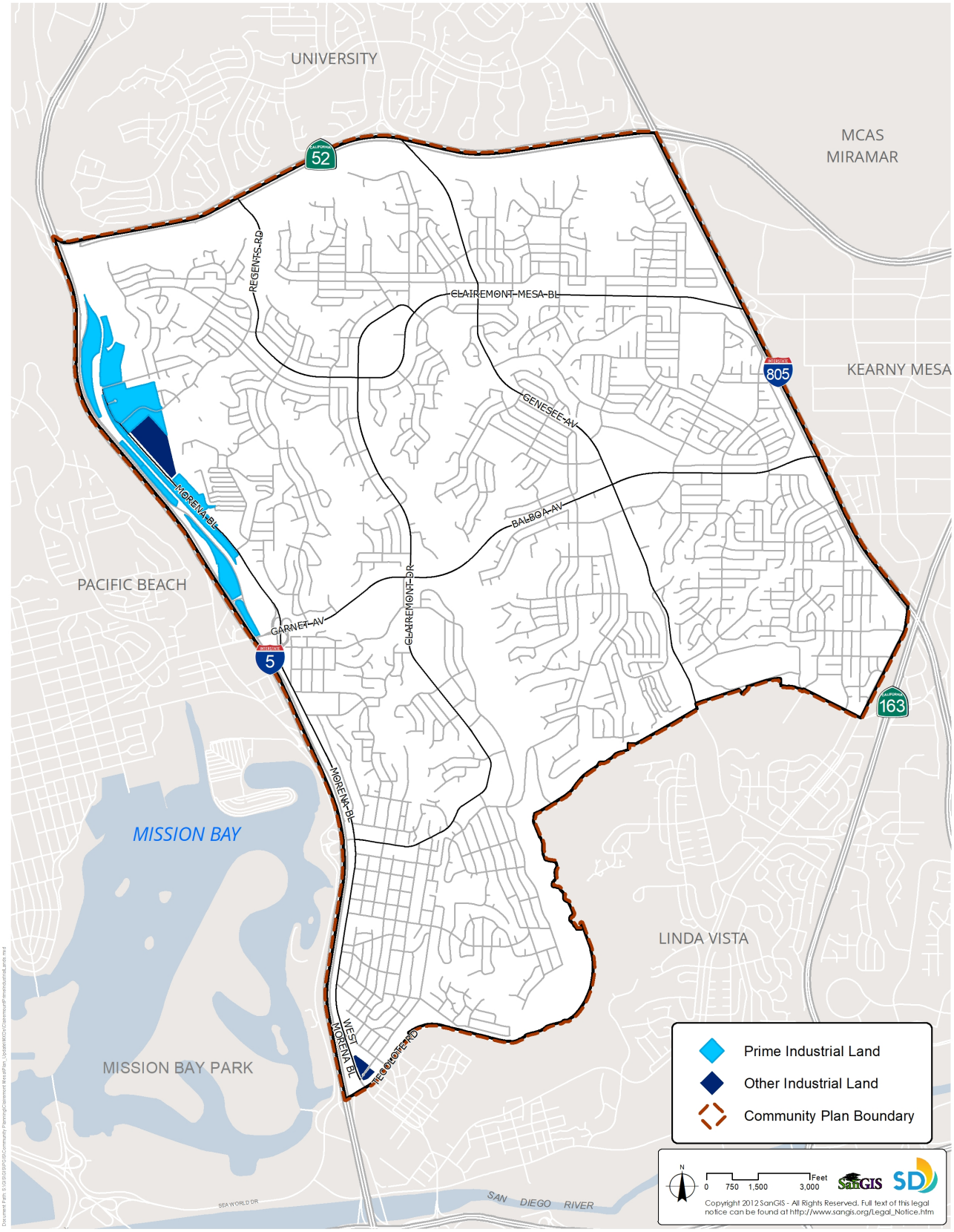


FIGURE 2-5: PRIME INDUSTRIAL AND OTHER INDUSTRIAL LAND



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3.0 MOBILITY ELEMENT

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INTRODUCTION

The Community Plan envisions that the existing mobility system will evolve to allow all transportation modes to play a role in serving the travel needs of the community. The Mobility Element promotes creative and thoughtful transportation improvements and technology that facilitates a balanced, well-integrated multi-modal transportation network that effectively moves people. This Element contains policies to improve the existing mobility system utilizing various modes of transportation to meet varied user needs. The planned mobility system will serve pedestrians, bicyclists, motorists, transit riders, and users of micro-mobility. Multi-modal enhancements will be made to the existing mobility system, which include operational improvements, new streets, retrofitting existing streets with new pedestrian and bicycle facilities, intelligent transportation systems, and transportation demand management programs. Implementation of these multi-modal strategies will provide additional connections to and within the community. Taken together, these policies advance a strategy for congestion relief and increased transportation choices in a manner that strengthens the Clairemont land use vision and helps achieve a safe and sustainable environment.

3.1 ACTIVE TRANSPORTATION

WALKING

The Community Plan envisions a pedestrian environment and public realm where walking is an attractive, comfortable, and safe mode of transportation. Pedestrian facilities would strengthen connectivity between residential neighborhoods to schools, commercial and institutional services, parks and open space, and transit stations. Additionally, the incorporation of pedestrian plazas, pathways, and other pedestrian amenities and pedestrian-oriented building design as part of development projects will complement the public sidewalks and further encourage pedestrian, bicycle, and transit ridership activity.

MOBILITY ELEMENT GOALS:

- Develop an accessible, balanced multi-modal network that incorporates a "layered network" strategy, which creates viable travel modes for people to use throughout the community.
- Embrace emerging technologies and Intelligent Transportation Systems (ITS) to improve mobility efficiency.
- Connect the regional and local transit systems to high-density and mixed-use villages, nodes, and corridors.
- Create comfortable, convenient bicycle and micro-mobility network connections to schools, parks, commercial activity areas, high-density nodes, surrounding communities, transit stations, and the regional bicycle network.
- Create a pedestrian network that extends and connects from neighborhoods to schools, parks, commercial activity areas, high-density nodes, and transit stations.
- Develop diverse bicycle and pedestrian experiences utilizing natural recreation areas and open space, as well as through repurposing of right-of-way.
- Improve connections to surrounding communities across all transportation modes.

BICYCLING

The development of a safe, comfortable, and well-connected bicycle network will make bicycling an attractive mode of transportation and will help meet City sustainability goals. Bicycle-related policies allow for a robust network that provides regional connectivity and local access, low-stress routes to all schools and parks in the community, and encourages commuting by bike for those that live and work in Clairemont.

GENERAL PLAN TOPICS

The Mobility Element policies in the General Plan and in the Community Plan provide goals and policies to promote a balanced, multi-modal transportation network that gets users where they need to go and minimizes environmental and neighborhood impacts. Related Mobility Element Topics covered in the General Plan include the following and should be referenced as applicable:

- *Walkable Communities*
- *Transit*
- *Street and Freeway System*
- *Intelligent Transportation Systems*
- *Transportation Demand Management*
- *Bicycling*
- *Parking Management*
- *Airports*

INTER-AGENCY COORDINATION

The City has several partners, such as Caltrans, MTS and SDGE, in which they share facilities with or, whose facilities connect through the community. The City of San Diego does not always have the authority to access, connect to or build on these facilities (i.e., freeways, rail lines and utility rights-of-ways) without coordination and permission with these partners. Therefore, the Mobility Element's coordination-related policies outline a series of active transportation facilities that are included in the Plan; however, the City does not have the full authority to implement.

3.2 TRANSIT

One of the primary strategies for the Community Plan is endorse the development of a fast, flexible, reliable and convenient transit system that connects the region's activity centers and surrounding communities. Under this vision, transit and land use will be tightly linked, with transit stations integrated into walkable transit-oriented villages, districts, and corridors.

3.3 STREETS AND FREEWAY SYSTEM

Streets and freeways comprise the framework of Clairemont's transportation system and play a major role in shaping the form of the community. The quality of the roadway system affects us whether we travel by automobile, transit, bicycle, or foot, and influences which mode of travel we choose. Existing streets will be reconfigured, as appropriate and feasible, to provide bicycle, pedestrian, and transit facilities while maintaining vehicular access.

3.4 INTELLIGENT TRANSPORTATION SYSTEMS

The goal of ITS implementation is to maximize efficiency of transportation systems, increase vehicle throughput, reduce congestion, and provide useful information to the commuting public. Incorporating emerging technologies as part of infrastructure and development projects will encourage and support sustainable travel choices.

3.5 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) combines marketing and incentive programs to encourage use of a range of transportation options, including public transit, bicycling, walking and ride-sharing, and to reduce dependence on automobiles. TDM strategies are another important tool to help reduce congestion and parking demand in Clairemont.

3.6 PARKING MANAGEMENT

Greater management of parking spaces can help achieve mobility, environmental, and community development goals. The Community Plan proposes broad policies that are intended to form the basis for more detailed parking solutions that will be tailored to meet the needs of Clairemont and specific areas within the community.

3.7 MOBILITY HUBS

The Community Plan identifies the Mid-Coast trolley stations, Clairemont Town Square, and other mixed-use villages and districts not only as key community areas, but as emerging mobility hubs that are envisioned as centers where different modes of travel – walking, biking, transit, rideshare converge along with employment, housing, shopping, and entertainment. This convergence makes these areas focal points for significant economic development activity and benefit the community by increasing transportation choices for residents, employees, and visitors; decreasing dependence on automobiles, and reducing traffic congestion.

3.8 MICRO-MOBILITY

Embracing micro-mobility will help achieve a balanced, multi-modal transportation system within Clairemont and provide more options for people to travel. Micro-mobility refers to an alternative form of transportation involving use of electric scooters, bikeshare, electric pedal assisted bicycles (“e-bikes”) and focused on short trips.

MOBILITY ELEMENT POLICIES

Active Transportation (Walking and Bicycling)	
ME-1.1	Provide active transportation facilities that connect between the Mid-Coast trolley stations, nearby parks and schools, and future villages, districts, nodes, and corridors.
ME-1.2	Incorporate a community-wide wayfinding signage program that guides pedestrians, bicyclists as well as motorists to mobility hubs, transit stations, parks and focused development areas within the community. The wayfinding program should also provide directions to key destinations within adjacent communities.
ME-1.3	Encourage and assist schools in the development of a Safe Routes to Schools program.
Walking	
ME-1.4	Enhance pedestrian access to natural recreational areas and parks. Of particular interest, is a possible new trail connection through Tecolote Canyon south of Mount Acadia Boulevard and adjacent to the Tecolote Canyon Golf Course.
ME-1.5	Include all pedestrian amenities required of public streets and on any development, that includes private drives that provide ingress and egress to a site, to be consistent with the City of San Diego Street Design Manual.
ME-1.6	Provide high visibility crosswalks, pedestrian countdown signals, and ADA compliant ramps at all signalized intersections.
ME-1.7	Support street design improvements and operational measures that work towards accomplishing Vision Zero goals
ME-1.8	Provide enhanced pedestrian treatments, as applicable, such as crosswalks, curb bulb-outs, lead pedestrian intervals (LPI), pedestrian hybrid beacons, pedestrian scale lighting, landscaped buffers, etc. along districts and corridors in Figure XX: Proposed Pedestrian Route Types (to be provided).
Bicycling	
ME-1.9	Maintain or enhance existing bicycle facilities within the community.
ME-1.10	Eliminate gaps in bicycle network where ever feasible.
ME-1.11	Prioritized bicycle corridors should be designed to accommodate micro-mobility uses, such as scooters and electric bicycles.
ME-1.12	Provide protected bicycle facilities or traffic calming measures on roadways that are identified as bicycle priority corridors.
ME-1.13	Introduce traffic calming measures to improve pedestrian and bicyclist safety and comfort, and to reduce speeding and traffic diversion from arterial streets onto residential streets and alleyways. Traffic calming measures should be implemented, as appropriate, along roadways with designated Class III Bicycle Routes and/or other roadways intended to become Bicycle Boulevards.
ME-1.14	Provide and support a continuous network of safe, convenient, and attractive bicycle facilities that connect Clairemont with other communities and to the regional bicycle network, with the minimum recommended classifications in Figure X: Planned Bicycle Network Map (to be provided) and as roadways are resurfaced or required property becomes available.

Inter-Agency Coordination	
ME-1.15	Coordinate with SANDAG and the Metropolitan Transit System (MTS) to provide secure, accessible, well-lit, and adequate bicycle parking in mobility hubs and at planned and existing transit stops.
ME-1.16	Coordinate efforts with San Diego Association of Governments (SANDAG) and the California Department of Transportation (Caltrans) to support the initiation of project study report(s) to evaluate the engineering feasibility of pedestrian/bicycle connection(s) across I-5 from the Clairemont community, especially near the future Mid-Coast trolley stations, to the Pacific Beach community and Mission Bay Park. These active transportation connections could include new active transportation bridges, cantilevering existing bridges, an aerial skyway, or a tunnel.
ME-1.17	Coordinate with Caltrans, SANDAG, and/or property owners to improve active transportation mobility and access across the I-5 Freeway from Clairemont by installing connections proposed in Figure X: Planned Pedestrian Network (to be provided), including pedestrian and bicycle bridges at Mission Bay Park to an area around Milton Street and Morena Boulevard and at the Balboa Station to the area east of Mission Bay Drive within the vicinity of Magnolia Avenue and Bunker Hill Street.
ME-1.18	Coordinate with Caltrans and SANDAG to improve active transportation mobility and access across the I-5 Freeway/SR-52 interchange, which could include a connection from the Rose Creek Path East adjacent to the Mid-Coast LOSSAN tracks in northwestern Clairemont to Rose Creek Path West in University City.
ME-1.19	Coordinate with SANDAG, Caltrans, and the California Public Utilities Commission (CPUC) to facilitate the development of an active transportation connection from the Rose Canyon Operation Yard, a proposed village area, to the Pacific Beach Community within the vicinity of Damon Avenue and Santa Fe Street intersection.
ME-1.20	Coordinate with Caltrans to strengthen pedestrian and bicycle access across the I-5, I-805, and SR-52 freeways to nearby communities by reducing conflicts with motor vehicles at all freeway undercrossings and overcrossings.
ME-1.21	Coordinate with Caltrans to retrofit and/or reconstruct freeway on- and off-ramps to improve the pedestrian environment through the installation and maintenance of signs, lighting, high-visibility crosswalks, and reducing turning radii.
ME-1.22	Coordinate with Caltrans and SANDAG to enhance the Clairemont Drive overpass to improve the pedestrian and bicycle environments, to provide better access to Mission Bay Park, and to facilitate the use of the Clairemont Drive Trolley Station. Consider complementary active transportation improvements on Morena Boulevard and Clairemont Drive east of the overpass to improve the ease and safety of the connection. This could also include, but not limited to, “squaring-up” Interstate-5 on- and off-ramps at Clairemont Drive/East Mission Bay Drive and/or realigned intersections at Clairemont Drive/I-5 Northbound ramps.
ME-1.23	Coordinate with Caltrans and SANDAG to improve pedestrian and bicyclist mobility along the Sea World Drive/Tecolote Road bridge over I-5 to connect with existing bicycle facilities and to provide access to Fiesta Island.
ME-1.24	Continue to work with San Diego Gas & Electric (SDGE&E) and other stakeholders to identify and implement feasible options to utilize the utility easement as a north-south Class I multi-use path, potentially known as the “Greenspine," that would become an integral part of the community’s walking and biking network.
ME-1.25	Coordinate with Caltrans to implement the regional Class I facility on the south side of SR-52.

ME-1.26	Coordinate with Caltrans to retrofit and/or reconstruct freeway underpasses to foster bicycle connections to the Balboa Avenue Station, Mission Bay Park, and Rose Creek Trail.
Transit	
ME-2.1	Encourage SANDAG and MTS' implementation of amenities that support transit ridership to the Mid-Coast trolley stations. These could include but are not limited to the following: • Provide bicycle share station and other micro-mobility options • Designate car share, rideshare, and vehicle loading/drop-off and pick-up areas • Provide dedicated parking for electric vehicles and bicycles • Provide dynamic parking management • Provide real-time transit traveler information • Provide a wayfinding program directing users between the station and the connecting bicycle and pedestrian facilities • Provide unique passenger areas with seating, artwork, lighting, and landscaping, and surveillance, where appropriate
ME-2.2	Collaborate with MTS and SANDAG to develop mobility hubs at all trolley stations and key bus stations within the community to encourage transit ridership and multi-modal trips, and provide first and last-mile connections. (Figure X: Planned Transit Network) (To be provided).
ME-2.3	Coordinate with MTS and SANDAG to provide Rapid Bus stations and mobility hubs at Clairemont Town Square, Genesee Plaza, and at/near the Clairemont Drive and Balboa Avenue Station.
ME-2.4	Promote accessibility and increase opportunities to connect all modes of transportation to the trolley and high-density and mixed-use villages and nodes through connections that could include designated transit corridors equipped with transit priority treatments, closed loop systems and local shuttles, and multi-use bike paths parallel to major roadways.
ME-2.5	Evaluate and support development of an internal transit service that provides connections between underserved transit areas, mobility hubs and trolley stations.
ME-2.6	Coordinate with MTS and SANDAG to implement transit priority measures such as transit only lanes, queue jumpers, and transit priority signal operations along current and future transit corridors, where feasible.
ME-2.7	Coordinate with MTS and SANDAG to increase transit infrastructure and service enhancement opportunities within Clairemont, including those identified in SANDAG's currently adopted Regional Plan and future updates of the Regional Plan.
ME-2.8	Coordinate with public and private developers to ensure multi-modal accessibility and compatibility between transit operations and future development plans.
ME-2.9	Support local access to regional transit, MTS bus feeders, and park and ride opportunities to serve commuters, via Balboa Avenue and Clairemont Drive, in order to minimize traffic congestion and to provide a direct link to the Mid-Coast trolley stations.
ME-2.10	Support nearby transit stations/bus stops through the implementation of quality bicycle and pedestrian facilities nearby and providing active transportation access that is visible, convenient, and comfortable to all employees, residents and/or tenants as part of new development.

Streets and Freeway System	
ME-3.1	Maintain or enhance roadway capacities for roadways identified as vehicular priority corridors.
ME-3.2	Provide an interconnected street network between communities to enhance mobility for all modes while providing adequate capacity and maintaining vehicle throughput on the street system.
ME-3.3	Incorporate balanced multimodal street design concepts into the planning, design, retrofit, and maintenance of streets and utilize the modal hierarchy identified in the layered network map. (See Figure X: Proposed Layered Network) (To be provided).
ME-3.4	Support the implementation of new streets and local road connections as part of future redevelopment to break up the scale of large development superblocks, to increase connectivity, to improve multi-modal mobility, and to alleviate congestion.
ME-3.5	Consider the installation of roundabouts, in lieu of signalization, throughout the community to minimize conflicts, reduce traffic speeds, and reduce fuel consumption, where feasible and appropriate, and evaluate roundabout intersection control for all new intersections.
ME-3.6	Continue interagency coordination with SANDAG, MTS, and Caltrans on transportation planning and infrastructure implementation efforts.
ME-3.7	Create Sustainable Mobility for Adaptable and Reliable Transportation (SMART) corridor(s) and construct the roadway network to the classifications identified in Figure X: Planned Roadway Network (To be provided).
Intelligent Transportation Systems	
ME-4.1	Encourage implementation or accommodation of infrastructure for electric vehicles including vehicle charging stations as part of residential, commercial, and institutional uses, and infrastructure development projects based on future demand and changes in technology.
ME-4.2	Utilize Intelligent Transportation Systems (ITS) improvements to enhance vehicle operations on roadways that are identified as vehicular priority corridors.
ME-4.3	Facilitate the implementation of ITS and emerging technologies to help improve public safety, reduce collisions, minimize traffic congestion, maximize parking efficiency, manage transportation and parking demand, and improve environmental awareness and neighborhood quality.
ME-4.4	Evaluate for feasible and suitable Intelligent Transportation Systems (ITS) improvements, such as adaptive traffic signals and improved coordination technologies, and determine as part of future infrastructure and development projects.
ME-4.5	Prioritize ITS strategies such as dynamic message signs, transit signal priority measures, and adaptive traffic signal coordination systems to reduce congestion.
ME-4.6	Encourage the evaluation 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.
ME-4.7	Consider, encourage, and accommodate the use of innovative transportation improvements and emerging technologies to address regional and local transportation demand in Clairemont.
ME-4.8	Coordinate with Caltrans to improve signal technology, systems and coordination at freeway on-/off-ramp locations.

Transportation Demand Management	
ME-5.1	Work with public and private entities to encourage bike share, car share, and scooter share program(s) expansion, with an initial focus on transit stations and other locations where appropriate to reduce the necessity for automobile ownership and use in the community.
ME-5.2	Encourage employers to participate in and inform employees about TDM programs, which could include but are not limited to: • Continued promotion of SANDAG's Transportation Demand Management programs • Encourage rideshare and carpool for major employers and employment centers • Promote car/vanpool matching services • Provide flexible schedules and telecommuting opportunities for employees
ME-5.3	Continue to encourage developers to incorporate additional TDM practices in new residential and commercial developments and make their residents and patrons aware of TDM programs.
Parking Management	
ME-6.1	Support parking management strategies to maximize the efficiency of parking utilization in higher demand areas such as in the vicinity of multi-family residential or mixed-use developments.
ME-6.2	Encourage the implementation of parking management strategies and enforcement of existing parking regulations and restrictions 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.
ME-6.3	Encourage the repurposing of on-street parking for alternative uses (i.e., placemaking opportunities, corrals for micro-mobility, etc.)
ME-6.4	Encourage shared parking agreements and use of technology to optimize the efficiency of existing and future parking supply to efficiently meet parking demands.
ME-6.5	Encourage shared driveways where feasible to reduce curb cuts.
ME-6.6	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.
ME-6.7	Provide adequate loading spaces internal to new non-residential development to minimize vehicle loading and minimize truck storage spillover on adjacent streets.
Mobility Hubs	
For polices related to mobility hubs, see policies provided in 3.1 Active Transportation and 3.2 Transit.	
Micro-mobility	
ME-8.1	Designate visible space along the property frontage or provide flexible curb space in the public right-of-way in commercial/retail and residential areas to meet the needs of shared mobility services (e.g., staging areas of shared vehicles, bikes, and scooters) and the changing demands of users.
For polices related to micro-mobility, see policies provided in 3.1 Active Transportation, 3.2 Transit, and 3.6 Parking Management	

Definitions

1. *Layered Network:* The layered network approach prioritizes specific corridors for specific modes, while allowing for travel by the non-prioritized modes. The layered approach takes into consideration transit modes and corridors within the community. The outcome of the Complete Streets planning process should be well-connected "layered" networks for each individual mode across a community, in a manner that minimizes conflicts and provides for comfortable and convenient travel choices community-wide.

2. *Bike Facilities:*

- Class I – 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 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 provide shared use with motor vehicle traffic within the same travel lane and are frequently marked with a sharrow. Designated by signs, bike routes provide continuity to other bike facilities or designate preferred routes through corridors with high demand.
- Class IV – Cycle Track, also referred to as separated bikeways, provide a right-of-way designated exclusively for bicycle travel within the roadway and physically protected from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, or on-street parking.

3. *Intelligent Transportation Systems:* integrate technology to improve operations. The technologies employed vary widely and continue to evolve. The private sector continues to develop and introduce new technologies and applications that shift how we view and use the transportation system. The deployment of connected and autonomous vehicles is edging closer to reality. These innovations have potential to make the transportation system much more efficient and safer; however, future decisions must guide implementation to ensure this.

4. *Transportation Demand Management (TDM):* refers to marketing and incentive programs and measures that encourage transportation options and/or reduce dependence on single passenger vehicular trips. The City of San Diego partners with SANDAG to implement and encourage participation in a variety of TDM measures. ITS and TDM programs are typically planned for citywide and regional levels; however, implementation can be very localized.

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

6. *Mobility Hubs:* a tool for improving connectivity to transit and increasing transit mode share through the implementation of a first-last mile

programs. Mobility hubs provide opportunities for transportation-share programs as well as offer multi-modal support amenities, further encouraging transit use through the creation of connections from home and work to transit stops. Mobility hubs can range in size, and design and can include a mix of features, such as enhanced transit waiting areas, passenger loading zones, real time travel information, walkways, high-visibility crosswalks, bicycle parking, bikeshare, carshare, on-demand rideshare, neighborhood electric vehicles, micro-transit, electric vehicle charging stations, and wayfinding.

7. *Micro-mobility:* Light vehicles such as electric scooters, electric skateboards, shared bicycles, electric pedal assisted bicycles, pedelec ("pedal electric cycle") bicycles, and neighborhood electric vehicles (NEV). While micro-mobility vehicles are available for individual purchase, they are more commonly rented/shared through on-demand or subscription services. Early micro-mobility services specified locations, or docks, where vehicles needed to be picked up and left, but the second generation of sharing services employed a dockless model in which vehicles can be left anywhere or within a geo-fenced area.

8. *Vision Zero:* strives for "zero" fatalities and serious injuries in the roadway system. This includes bike safety and safe connections to adjacent communities.

9. *Complete Streets:* Complete Streets are streets designed and operated to give all users of the street equal access to the roadway, with a special emphasis on safety for the most vulnerable users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders. The concept of Complete Streets encompasses many approaches to planning, designing, and operating roadways and rights of way with all users in mind to make the transportation network safer and more efficient.

10. *Sustainable Mobility for Adaptable and Reliable Transportation (SMART) Corridors:* further SANDAG's 5 Big Moves strategy especially related to Complete Corridors. A SMART Corridor is a major arterial roadway that provides access to or between at least two freeways, whereby mobility improvements are made for transit and other congestion-reducing mobility forms through the repurposing of roadway space. This repurposing creates facilities with general purpose lanes plus flexible lanes, that may be used by a combination of non-single occupancy vehicles, such as autonomous/connected vehicles, or other emerging mobility concepts. SMART corridors would increase safety, capacity, and efficiency; provide dedicated space for high-speed efficient transit and other pooled services; manage demand in real-time; and maximize use of existing roadways. The lane configuration and type of use is contingent upon time of need.

11. *Flexible (Flex) Lanes:* designating space (i.e., general purpose lanes) along a Major Arterial roadway to be used by a combination of non-single occupancy vehicles, such as autonomous/connected vehicles, or other emerging mobility concepts.

4.0 URBAN DESIGN ELEMENT

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INTRODUCTION

The General Plan provides goals and policies to guide physical development toward a desired scale and character that is consistent with the social, economic and aesthetic values of the City. The policies in the Community Plan focus on specific urban design issues as well as enhancing the Clairemont's major attributes such as its canyons, distinct single-family neighborhoods, it's connection to Mission Bay, and its commercial centers.

As the community experiences infill development and building renovations, the Community Plan encourages new development to include innovative building forms and architecture, while respecting the suburban context of the community and promoting design sensitivity to the natural environment. The Urban Design Element provides policies that are generally intended for new commercial, industrial, multifamily, and mixed-use development. They also protect, enhance, and encourage quality design that highlights the unique features of Clairemont while recognizing that there will be changes and a need to respond to future urban design issues.

4.1 URBAN DESIGN FRAMEWORK

Figure 4-1 Urban Design Framework Map (*To Be Provided*) Illustrates the various defining features and relationships in the community related to the built form and the natural environment. Clairemont's Urban Design Framework includes:

- ❖ Community centers, nodes, and districts that reinforce community identity with a vibrant mix of uses, goods and services, public spaces, entertainment, and a highly walkable streetscape.
- ❖ Pedestrian, bicycle, and transit routes that provide access from residential neighborhoods to destinations and activity centers in the community

URBAN DESIGN ELEMENT GOALS

- Mixed-use and residential development along major corridors that complements Clairemont's suburban context and preserves the qualities of adjacent single-family residential neighborhoods with appropriate scale, massing, and building transitions
- Building design within residential neighborhoods adjacent to canyons, that highlights a sensitivity to the natural environment
- Safe and direct pedestrian and bike access from Clairemont to Mission Bay
- Public view corridors that are preserved and view sheds that maintain their orientation to canyons and Mission Bay
- Gateways at community entry points that generate a sense of place and arrival and signs that promote neighborhood identity
- Development that incorporates sustainable design techniques to enhance the efficient use of natural resources and energy
- Buildings designed to contribute to safer and secure environments through pedestrian orientation and activity

BOX UD-1: GENERAL PLAN TOPICS

The Urban Design Element policies in the General Plan and in the Community Plan provide goals and policies to capitalize on the City's natural beauty and the unique neighborhoods, by calling for development that respects the natural setting, enhances the distinctiveness of neighborhoods, strengthens natural and built linkages, and creates mixed-use and walkable communities. Related Urban Design Element Topics covered in the General Plan include the following and should be referenced as applicable:

- *General Urban Design*
- *Distinctive Neighborhoods and Residential Design*
- *Mixed-Use Villages and Commercial Areas*
- *Office and Business Park Development*
- *Public Spaces and Civic Architecture*
- *Public Art and Cultural Amenities*

- ❖ Public view corridors to Mission Bay and viewsheds oriented towards canyons/open space

- ❖ Community gateways at key entry points that establish a sense of place and arrival through the use of landmarks and quality architecture, unique signs, public art, landscape features, and/or public space

- ❖ Multifamily residential corridors that transition to lower-scale, single-family neighborhoods

- ❖ An integrated community circulation system that connects pedestrians, bicyclists, and transit riders to residential neighborhoods, commercial areas, employment, canyons and to Mission Bay

(Insert Figure 4-1Urban Design Framework Map)

4.2 STREETSCAPE AND PUBLIC REALM

The public realm includes all the spaces between buildings that can be freely accessed; it encompasses all outdoor areas including roads, parks, squares, and pedestrian and bicycle routes. Through intentional design, the roadway, parkways, sidewalks, and areas immediately next to the building can create opportunities for social interaction, business activation, and an attractive pedestrian area.

Streetscape elements are all those functional and decorative elements that are placed, planted or built within the public realm. They include public utilities and amenities, visible elements of service infrastructure, street lights, traffic signs and signals, street trees, street furniture, advertising signs, and decorations.

How buildings interface with the sidewalks and parkways and enhance multi-modal connectivity is a focus of this Urban Design Element. Sidewalks can incorporate pedestrian access, gathering space, unique design, and public art. The community plan also envisions shared public spaces that accommodate all users while also incorporating elements of sustainability. This vision will be accomplished through a combination of design strategies including reduction in impervious surfaces and expansion and enhancement of parkways, sidewalks, and public spaces.

The network, pattern and design details for streets, sidewalks, and abutting public spaces is fundamental to the perception of the community's urban design framework. Therefore, features and improvements within these spaces need to include urban design features as well as provide mobility functions.

SIDEWALKS AND PEDESTRIAN ORIENTATION

Pedestrian walkways in Clairemont provide access from residential areas to schools, commercial centers, and parks. Many of Clairemont's earliest subdivisions include landscaped parkways with mature trees between the sidewalk and curb. These streets are attractive and provide a desirable feature in the community. Noteworthy landscaping features in the community include: the Eucalyptus Trees and pine trees along Morena Boulevard, North of Balboa Avenue; landscaped islands in the public right-of-way along Clairemont Mesa Boulevard, west of I-805 and along Genesee Avenue south of Chateau Drive; and the Eucalyptus trees and ash trees along Cowley Way between Iroquois Avenue and Dakota Drive.

URBAN FORESTRY

Street trees are encouraged throughout Clairemont. A consistent street tree palette will enhance neighborhood identity, unify corridors, add visual interest, reduce the heat island effect, and provide shade within the public realm. Street trees also serve as a powerful storm water tool due to their ability to absorb water through their root systems and transpire water vapor back into the atmosphere. This section establishes a hierarchy of street tree species based on their size and function. The urban forestry policies are to be used in conjunction with Table 4-x: Street Tree Selection Guide and Figure 4-x: Recommended Street Trees *(To be provided),* which provide tree species by street location. All other areas of the community should utilize the City of San Diego Street Tree Selection matrices to select species based on available planting widths and add tree species that already exist in the area.

PUBLIC VIEWS

Due to the community's sloping topography, public views (both near and far) are common. Views are particularly associated with the community's natural scenic amenities of Mission Bay, Tecolote Canyon Natural Park, Stevenson Canyon, and Marion Bear Memorial Park (San Clemente Canyon). Views have a strong association with the desirable character and attractiveness of the community.

Public view resources include:

Viewsheds: Generally, line-of-site (unobstructed) panoramic views from a public vantage point (viewsheds are shown in *Figure 4-X*).

View Corridors: Unobstructed framed views down a public right-of-way

Visual access to public view resources is intended to be protected. Accordingly, development should not be permitted to obstruct public view resources. Public view corridors and viewsheds are identified in *Figure 4-X*. Visual quality within neighborhoods adjacent to the various community canyons and affected by hillside landforms is intended to be maintained and enhanced by application of policies related to these specific locations as well as the Municipal Code's Environmentally Sensitive Lands Regulations. Refer also to the policies in the Canyons and Open Space Interface section. Strict application of these polices is important within these neighborhoods to preserve their overall visual quality.

COMMUNITY GATEWAYS

Gateways mark significant entry points into the community, the incorporation of gateway elements at key points should announce the entry into centers, nodes, districts, and neighborhoods to alert pedestrians, bicyclists, and drivers to the presence of pedestrians, shoppers, or places of importance.

4.3 CANYONS AND OPEN SPACE INTERFACE

Canyons and open space are defining natural features of the community and contribute to Clairemont's identity. Not only do these areas provide for recreation, but they provide visual relief and are an integral part of Clairemont's residential neighborhoods. To preserve and enhance the canyons' natural context, building design will need a sensitive approach that highlights and responds to the community's unique canyon environment.

4.4 SUSTAINABLE BUILDING DESIGN

Sustainable building design is an essential element to reduce energy and resource consumption. See also policies contained in the Conservation Element related to sustainable development and natural resource conservation and the Historic Preservation Element.

4.5 URBAN GREENING

Urban greening integrates storm water management and treatment with the planting of trees and landscaping in the public right-of-way and private development areas. The application of urban greening treatments in Clairemont will support walkability, clean the air, clean storm water, cool the pavement, and calm traffic. Street trees and landscaping are vital parts of the envisioned urban character as well as the urban greening infrastructure system. The community street tree plan (see Figure x-x and Appendix x) establish street tree themes for primary street corridors and each district and village. Bio-retention and bio-infiltration facilities in the public right-of-way supplement the storm drain system and help cleanse storm water of contaminants.

GREEN STREETS

Green streets, as identified in Figure x-x, will link people to parks, public spaces, and adjacent communities. These streets will incorporate a bicycle and pedestrian orientation, storm water improvements, canopy shade street trees, pedestrian lighting, and other pedestrian amenities. Other suitable streets may also receive green street improvements to help meet storm water pollution reduction goals.

LANDSCAPING

Landscaping in the public right-of-way and development sites can capture and infiltrate storm water into the ground, reduce the urban heat island effect, and shade buildings from solar heat. Landscaping in parkways can also create a physical barrier between pedestrian areas and vehicular areas to increase pedestrian comfort.

4.6 BUILDING AND SITE DESIGN

Given Clairemont's developed nature and its potential for growth, this community plan acknowledges the need for balance and compatibility in design between existing development and new buildings. It is intended that new development, while not being forced to comply with the scale of existing development where the community plan designates higher development intensities, should promote transitions between new and older buildings, provide strong visual design relationships with adjacent development, safe environments, and not ignore existing scale.

URBAN DESIGN ELEMENT POLICIES

Sidewalks and Pedestrian Orientation	
UD-2.1	Define the edges, boundaries, and transitions between private and public space areas with landscaping, grade separations, covered patios, garden walls, gates, and paving materials.
UD-2.2	Create a strong sense of edge along streets and open spaces by incorporating a continuous row of trees, landscape buffers, and/or by providing consistent building setbacks especially along Clairemont Mesa Boulevard, Clairemont Drive, and Genesee Avenue.
Urban Forestry	
UD-2.3	Incorporate street trees consistent with the street palette in Figure 4-x Recommended Street Trees to create strong, recognizable themes along major streets.
UD-2.4	Retain mature and healthy street trees when feasible.
UD-2.5	Utilize street trees to establish a linkage between blocks and to frame public views.
UD-2.6	Maximize tree shade canopy by planting the tree species with the largest canopy at maturity that are appropriate for the street size, existing infrastructure, community needs, and environmental limitations.
UD-2.7	Space trees consistently at an equal interval to provide rhythm and continuity.
UD-2.8	Maximize growth space by increasing tree well and parkway sizes and soil volumes using suspended pavements or structural soils.
UD-2.9	Utilize structural soils over compacted soils, open planters with shrubs and groundcover, tree grates, and deep tree well pits with corner subsurface drainage options over low permeable soil types typical of Clairemont.
UD-2.10	Look for more opportunities to plant more street trees as part of the Citywide effort to implement green infrastructure.
UD-2.11	Maintain viewsheds from public vantage points.
UD-2-12	Maintain public view corridors along public right-of-ways to Mission Bay and open space canyons.
UD-2.13	Respect required setbacks for buildings within viewsheds and buildings located along designated view corridors along public right-of-ways
UD-2.14	Set back tall landscape material or terrace development from the street corners of lots to maintain designated views down public right-of-ways.
Public Views within the Public Right-of-Way	
UD-2.15	Maintain viewsheds from public vantage points.
UD-2.16	Maintain public view corridors along public right-of-ways to Mission Bay and open space canyons.
UD-2.17	Respect required setbacks for buildings within viewsheds and buildings located along designated view corridors along public right-of-ways
UD-2.18	Set back tall landscape material or terrace development from the street corners of lots to maintain designated views down public right-of-ways.
Community Gateways	
UD-2.19	Incorporate neighborhood identity signs to Identify Clairemont neighborhoods.
UD-2.20	Enhance the gateways into Clairemont within the community by utilizing signage, landscaping, other public improvements, iconic architecture, monuments, plazas, and public art. (Refer to *Figure 4-x* for their location).

Canyons and Open Space Interface	
Development	
UD-3.1	Design buildings along the canyon edge to conform to the hillside topography and limit encroachment. A. Cluster development on level and less sensitive surfaces of site. B. Provide a stepped foundation down the slope, to accommodate a reasonable building size for lots with limited flat area. C. Grading should be minimized by using building types, such as houses on stilts, which avoid the typical grading of slab/construction and have limited environmental impact. D. Incorporate landscape screening. E. Design roof pitches to mimic the slope. F. Align vehicle access and other improvements to conform to existing slopes and minimize grading.
UD-3.2	Step development down with canyon and hillside landforms to maximize view opportunities and allow for decks and patios.
Sustainable Building Design	
UD-4.1	Incorporate features that provide shade, passive cooling, and reduce daytime heat gain. A. Incorporate architectural treatments such as eaves, awnings, canopies, trellises, or cornice treatments at entrances and windows. B. Shade exposed south and west facing facades using shrubs and vines.
UD-4.2	Incorporate green and vegetated roof systems along with gardens to help reduce solar heat gain.
UD-4.3	Incorporate white or reflective paint on rooftops and light paving materials to reflect heat away from buildings and reduce the need for mechanical cooling.
UD-4.4	Incorporate elements to reduce the use of non-renewable energy such as small low-impact wind turbines or photovoltaic panels on flat roofs that are discretely located to limit visibility from the street or glare to adjacent properties.
UD-4.5	Incorporate sustainable landscape treatments such as drought-tolerant, and climate-appropriate plant species, planting materials, and light-colored paving materials.
UD-4.6	Orient buildings to minimize the extent of west facing facades and openings.
UD-4.7	Use internal courtyards to trap cool air.
UD-4.8	Utilize decorative vertical shading and fins on east and west facing building facades as integrated design features with a sustainable benefit.
UD-4.9	Design buildings to allow for cross ventilation and minimize solar heat gain. A. Provide vents or windows with low openings on western facing facades to capture cooler breezes into a building. B. Provide vents or clerestory windows on eastern facing facades to naturally allow warmer air that collects near ceilings to escape.
UD-4.10	Provide groundcover plantings to keep ground surfaces cooler near building facades particularly in place of concrete and other reflective surfaces.

UD-4.11	Encourage all new construction and renovation/ rehab to meet the highest possible standard of green building practices in the construction industry, including design features that reduce building energy consumption, provide for a superior quality of living environment, support transit-oriented development and reduce greenhouse gas emissions.
UD-4.12	Encourage building design and site planning that maximizes access to natural daylight and prevailing breezes, for increased cross ventilation, to reduce the need for mechanical air conditioning, and to enhance the functionality of ceiling fans.
UD-4.13	Provide adequate, accessible and conveniently located bicycle and scooter parking and storage within the development while giving consideration to pedestrian safety.
UD-4.14	Incorporate building features that allow natural ventilation, maximize day-light, reduce water consumption, and minimize solar heat gain.
UD-4.15	Minimize impervious surfaces that have large thermal gain.
UD-4.16	Encourage recycled, rapidly renewable, and locally sourced materials that reduce impacts related to materials extraction, processing, and transportation
UD-4.17	Incorporate inset windows with well-designed trims and details that provide shading and reduce solar heat gain.
Urban Greening	
Green Streets	
UD-5.1	Design green streets to incorporate enhanced pedestrian and bicycle facilities; canopy street trees; and storm water features that increase absorption of storm water, urban runoff, pollutants, and carbon dioxide.
UD-5.2	Consider operational and maintenance needs for green street elements when designing improvements.
UD-5.3	Design and construct all new public streets with green street features to the extent feasible.
Landscaping	
UD-5.4	Minimize the use of impervious surfaces and surfaces that have large thermal gain to promote storm water infiltration and reduce the urban heat island effect.
UD-5.5	Incorporate low impact development landscaping techniques within surface parking areas, such as inverted planting strips, turf-crete, and tree wells with shade trees.
UD-5.56	Incorporate green features in the design of parking structures, such as cascading vines, and rooftop landscaping visible from the public right-of-way.
UD-5.7	Incorporate drought-tolerant and native species for landscaping in parkways, medians, other public spaces, and private development.
UD-5.8	Preserve existing mature trees in landscaping areas wherever possible, as they are providing the greatest environmental benefits to the community.
UD-5.9	Maximize the use of landscaping to provide shade and passive cooling to buildings, outdoor recreational spaces, and paved surfaces.
Building and Site Design	
Landform and Topography	
UD-6.1	Provide varied rooflines that follow the slope of the site, for sites near canyons and slopes.
UD-6.2	Encourage a diversity of roof forms to emphasize the character of the adjacent hillsides.
UD-6.3	Provide setbacks between buildings as they step with the slope, to offer visual relief and create the appearance of development that is integrated into the landscape for sites near canyons and slopes

UD-6.4	Require that all new developments near canyons and slopes adapt to the topography of the site, wherever possible, and complement the natural landscape, canyons and hillsides of the community, with stepped building forms, multi-level landscapes and structures, and minimal use of retaining walls and extensive site grading.
Building, Siting, Access & Orientation	
UD-6.5	Shape onsite open spaces and common areas through building design, placement and form so they create well-defined spaces and common areas. For example, buildings can be clustered around courtyards, greenways, paseos and plazas.
UD-6.6	Provide direct, convenient access from ground level units to streets, paseos and communal areas.
Building Scale, Massing & Articulation	
UD-6.7	Establish a pattern of building massing and forms to help reduce the visual bulk of the development.
UD-6.8	Encourage the accentuation of building entrances and corners.
UD-6.9	Incorporate architectural elements, such as bay windows, porches, projecting eaves, awnings, and similar elements, to add visual interest and reduce the scale and mass of buildings
UD-6.10	Incorporate elements such as recessed windows, decorative panels, color accents, offsets and framed openings to reduce their visual bulk and scale.
UD-6.11	Consider the use of design elements, such as recessed windows, pop-outs, bay windows, decorative trim and other treatments to add visual interest to the facade.
Building Transitions	
UD-6.12	Provide transitions in building height for proposed new development that abuts areas designated for lower density residential neighborhoods, by providing upper story stepbacks, landscaped buffers, and sloping roofs.
Building Corners	
UD-6.13	Enhance the corners of buildings with accent landscaping (such as larger specimen plants/trees, colorful plants, or flowering plants) and architectural treatments (such as pronounced building forms, additional building height, enhanced window treatments or projections, such as awnings, trellises, parapets, roof overhangs, etc.).
Roofline Variation	
UD-6.14	Vary building rooflines within the overall horizontal plane of the building. A. Incorporate breaks in the roofline, using architectural features such as private rooftop space, dormers, roof pitches and varied parapets. B. Incorporate combinations of roof heights that create variation and visual interest
Building Materials, Finishes & Colors	
UD-6.15	Provide a unified and consistent use of building materials, textures, and colors for all community facilities, site structures, accessory buildings and other structures in a development.
UD-6.16	Avoid highly reflective glazing and finishes such as mirrored glass where feasible.

Defensible Site Design	
UD-6.17	Position windows and primary doors to allow residents to have visible sight lines or "eyes on the street" for natural surveillance especially related to parking areas, streets, entrances to dwellings, paseos, parks, and public spaces
UD-6.18	Design common spaces and entryways to be visible from the street, allowing clear vision by neighbors and law enforcement officers.
UD-6.19	Locate sidewalks and paths between parking areas and residences, and between the street and residences to allow natural surveillance over the entire path.
UD-6.20	Provide night lighting along walkways, streets, and at parking lots by using fixtures that will shape and deflect light into a layer close to the ground. This will place light where it is needed most and reduce interference with windows.
UD-6.21	Buffer parking areas from the street with planting while allowing for surveillance through use of low shrubs and ground covers.
General Policies for Building and Site Design	
UD-6.22	Orient buildings to maximize access to daylight, prevailing breezes, and views
UD-6.23	Orient buildings to relate to streets, paseos, canyons and common open space amenities and generally create an attractive frontage.

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5.0 PUBLIC FACILITIES, SERVICES & SAFETY ELEMENT

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INTRODUCTION

The Public Facilities, Services and Safety Element addresses the provision of public facilities and services as well as, health and safety issues affecting the Clairemont community. Additional discussion and policies related to public facilities and services are found in the Land Use and Recreation Elements of this community plan.

5.1 PUBLIC, SEMI-PUBLIC, AND COMMUNITY FACILITIES AND SERVICES

A framework of public facilities and services is an essential component of a vibrant community. Parks, public spaces, and schools are vital to support a growing population, and police and fire and rescue services and facilities are essential for public safety. Other public facilities and services also exist in the community and are provided by other government agencies. Generally, the City does not have land use jurisdiction over land with institutional uses owned by other government agencies. However, the Community Plan policies such as those provided in this document, provide guidance for public agencies when considering new and enhanced institutional facilities. When a government agency decides to close or relocate a facility, alternative land use and proposed non-institutional uses are subject to the City's land use jurisdiction.

POLICE AND FIRE-RESCUE

The public facilities serving Clairemont, as identified in Table 6-1 and Figure 6-1, are sufficient to meet the community's police, fire, and rescue service needs. The Urban Design Element provides direction for the design of buildings and public spaces that can help deter unlawful behavior. While building design measures can reduce the demands on emergency service providers and help to make the community safe, they will not reduce the need for adequate police, fire, and rescue service capabilities.

The potential for fire hazards is primarily concentrated within and around the community's undeveloped hillsides and canyons which include portions of Tecolote Canyon and San Clemente Canyon. Fire engines in each station are outfitted with wildland equipment to effectively fight brush fires. Additionally, the ability to respond to these fire emergencies depends in part on being able to draw from both local resources within the community as well as those in neighboring communities. The City of San Diego has 11 brush fire apparatus throughout the City, with the closest one located approximately 2 miles from Clairemont located at Fire Station 35 in the University community. Additionally, two firefighting helicopters are available at Montgomery Field for any brush fire responses. Emergency responses are also supplemented by ambulance service that is contracted separately by the City. Over the life of the of the Community Plan, the Fire-Rescue Department will continue to evaluate potential upgrades, expansions, and new facilities to maintain adequate service to the community.

PUBLIC FACILITIES, SERVICES, AND SAFETY GOALS:

- Provision of public facilities to serve the residents and employees of Clairemont.
- Diversity of semi-public facilities to support the community.
- Provision of maintenance, landscaping, and lighting to serve the residents and employees of Clairemont.
- Integration of health care facilities near transit that provide a range of services to Clairemont and adjacent communities.
- Creation of a safe and livable environment by ensuring new development reduces and avoids risks posed by geologic, seismic, and hazardous materials conditions.

PF-1: GENERAL PLAN TOPICS

The Public Facilities, Services and Safety Element policies in the General Plan and Public Facilities Element in the Community Plan provide a framework to provide public facilities and services needed to serve the existing population and new growth. Related Public Facilities Element Topics covered in the General Plan include the following and should be referenced as applicable:

- *Public Facilities Financing*
- *Public Facilities and Services Prioritization*
- *Evaluation of Growth, Facilities, and Services*
- *Police and Fire-Rescue*
- *Wastewater and Waste Management*
- *Storm Water and Water Infrastructure*
- *Libraries and Information Infrastructure*
- *Public Utilities*
- *Healthcare Services and Facilities*
- *Disaster Preparedness and Seismic Safety*

EDUCATION FACILITIES

San Diego Unified School District provides public education services for the community, as shown in Table 6-1 ad Figure 6-1. Charter and private schools are also located in the community and serve students from pre-kindergarten to eighth grade.

The San Diego Unified School District can address any future educational demands through various means such as limiting non-resident enrollment, reopening school facilities that are not currently being used for other purposes and utilizing portable facilities. Public school may have the opportunity to be retrofitted and expanded with a second story to make efficient use of land, increase classroom space, and maintain outdoor play areas. The Recreation Element addresses the potential for enhancing the court and field areas at public schools as a joint use recreational facility for the community during non-school hours.

The San Diego Community College District operates Mesa College. The College opened in 1964 and has become the largest community college within the City. It provides courses in general education, lower-division transfer programs, occupational and developmental education. The College provides both associate and bachelor's degrees. Since its opening, most of the buildings have been renovate or rebuilt. The College District has a Mesa College Facilities Master Plan Study and implementation program for improvements and new facilities on the Mesa College Campus.

TABLE 5-1 COMMUNITY-SERVING FACILITIES

TYPE	FACILITY
Police	Western Division Station (Linda Vista)
Fire and Rescue	Fire Station No. 25 Fire Station No. 27 Fire Station No. 36 Fire Station No. 23 (Linda Vista) Fire Station No. 28 (Kearny Mesa)
Libraries	Balboa Branch North Clairemont Mesa Branch Clairemont Branch
Schools	
Elementary School	Alcott Whitman Hawthorne Field Cadman Lafayette Lindbergh/Schweitzer Toler Holmes Ross Sequoia Bay Park
Middle School	Creative, Performing, and Media Arts Marston
High School	Clairemont Madison
College	Mesa Community College

LIBRARY FACILITIES

Three public branch libraries currently serve the Clairemont community which include: The Balboa Branch located at Mt. Abernathy Avenue; The Clairemont Branch located on Burgener Boulevard; and the North Clairemont Branch located on Clairemont Drive.

INSTITUTIONAL AND SEMI-PUBLIC FACILITIES

Semi-public facilities are public-serving but not owned or operated by a public agency, and include places of worship, child care facilities, senior centers, and space for community and civic organization meetings. As Clairemont evolves, community spaces will contribute to the vitality and livability of the community when designed to enhance the public realm and support pedestrian activity and transit use.

5.2 PUBLIC UTILITIES

The City provides water and sewer utility services. The City and SDG&E have a joint program to remove overhead utility wires and place them underground. Distribution lines will continue to be undergrounded within the community. The undergrounding of transmission lines which route electricity from power plants to local power sub stations can be evaluated on a case-by-case basis. The City provides street lighting which provides safety and security for pedestrians, vehicles, and property at night.

5.3 HEALTH SERVICES

Health care facilities within the Clairemont community that provide a range of services will help to reduce the need to travel outside of the community for essential care. Medical care facilities with clinics and urgent care services within Clairemont could be beneficial for regular health care and accessibility purposes for community residents and employees as well as adjacent communities.

5.4 SAFETY

Reducing or avoiding risks associated with seismic and geological hazards and hazardous materials will ensure health and safety. Figure 6-1 illustrates the community's geological and seismic conditions, and Box 6-1 summarizes regulations related to health and safety concerns. For airport land use compatibility and noise compatibility, see the Land Use and Noise Elements respectively.

SEISMIC

The most prominent fault in the community is the Rose Canyon Fault Zone, which crosses western boundary of Clairemont in a complex pattern of active and potentially active fault traces.

GEOLOGICAL

(Additional information to be provided upon completion of geotechnical study)

HAZARDOUS MATERIALS

New development could encounter isolated soil and/or water contamination on properties with past uses that include, but are not limited to: industrial, manufacturing, or related commercial uses, gas stations, dry cleaners, auto repair facilities, or fuel tanks.

BOX 5-2: DEVELOPMENT REGULATIONS RELATED TO HEALTH AND SAFETY

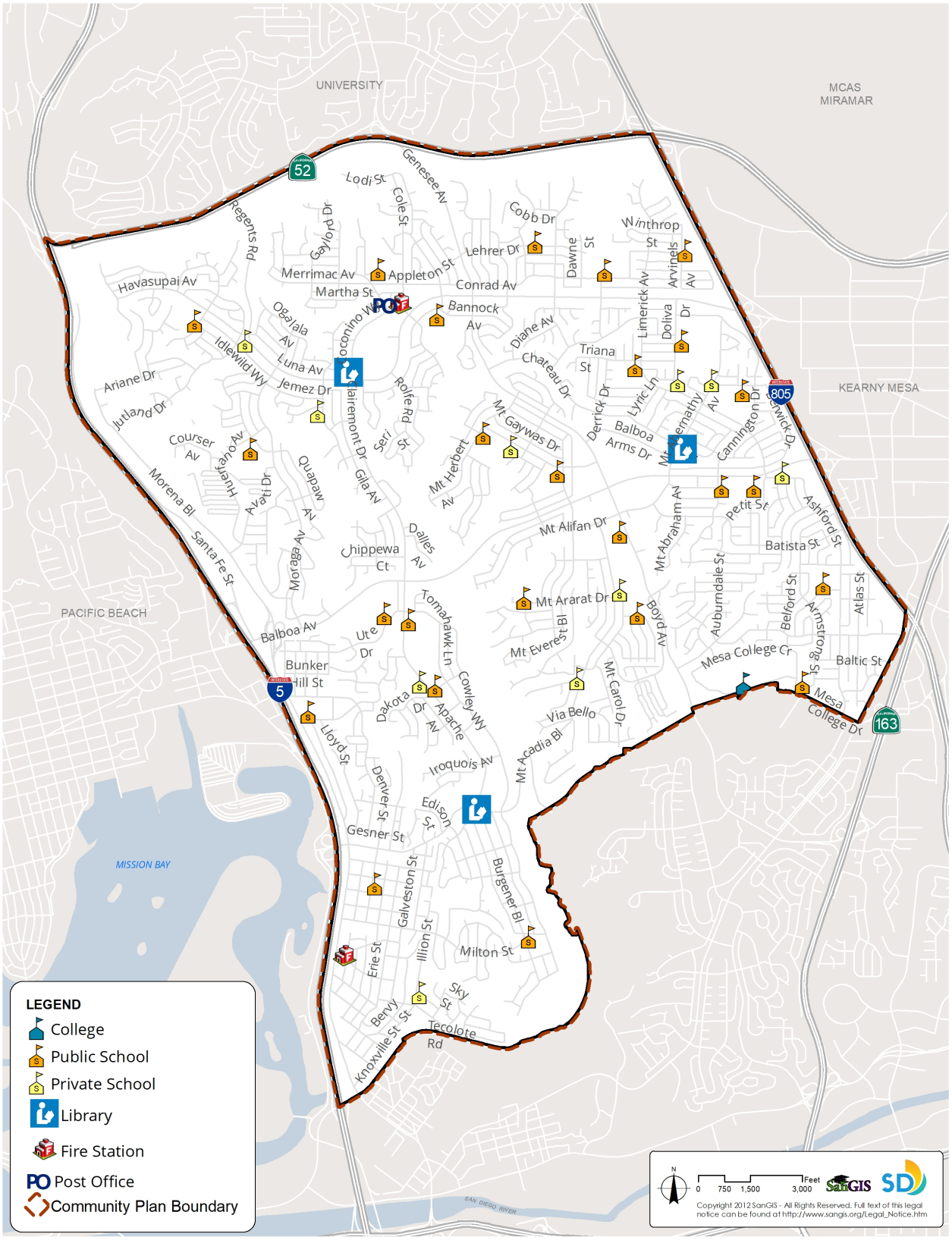
Seismic:
The City requires a geologic study for proposed developments in earthquake zones (extending 200-500 feet on both sides of known potentially or recently active fault traces). The State prohibits the construction of buildings for human occupancy across active fault traces or within 50 feet on either side, unless geological investigation proves there are no traces present.

Hazardous Materials:
The City requires documentation of on-site hazardous materials, addressing site and building conditions, as part of the development review process for properties that have operated with industrial or heavy commercial uses. Site remediation, when required as part of the project approval based on the proposed use and the property's condition, will reduce issues associated with potential ground contamination for new residential uses and other uses considered sensitive receptors. Conditions for site remediation will take into consideration the type of pollutants.

Police and Fire & Rescue	
PF-1.1	Seek community input and participation in all future decisions concerning the development or expansion of library facilities serving the Clairemont community,
PF-1.2	Support a close relationship between community alert groups, Neighborhood Watch Programs, and Police Department increase awareness of community policing concerns.
PF-1-3	Modernize and/or replace facilities and equipment to meet the needs of the community as firefighting and police technology improves.
PF-1.4	Maintain and evaluate sufficient fire and rescue services to serve the Clairemont community, particularly in areas adjacent to open space canyons and hillsides. A. Support and/or replace facilities and equipment to meet current needs. B. Provide routine brush management within the City-owned open space. C. Provide education and information to the community regarding fire prevention techniques and routine brush management through the establishment of Fire Safe Councils or other community-based organizations that promote fire preparedness, protection, and prevention.
PF-1.5	Identify and pursue funding to support the development and regular upgrading of the stations within Clairemont, as necessary, to adequately respond to fires and emergencies.
Education Facilities	
PF-1.6	Coordinate with the San Diego Unified School District to explore options for the provision of pre-kindergarten to 12th grade educational facilities to
PF-1.7	Encourage the efficient use of land at San Diego Unified School District schools by increasing the number of classrooms while still maintaining outdoor playground and field areas.
PF-1.8	Ensure that new, expanded or portable buildings and public or semi-public uses on designated institutional land are compatible with the surrounding land uses and are setback from residential uses.
PF-1.9	Support adult education and continuation classes during after school hours to provide educational
Library Facilities	
PF-1.10	Seek community input and participation in all future decisions concerning the development or expansion of library facilities serving the Clairemont community,
PF-1.11	Support the extension of hours, expansion of book and periodical collections, and hiring of additional staff as necessary to provide adequate access to a full range of published materials.
Institutional and Semi-Public Facilities	
PF-1.12	Consider alternative land uses for institutional uses that close or relocate.
PF-1.13	Encourage community facilities that accommodate a full range of programs to serve residents and cultivate civic involvement.
PF-1.14	Encourage location of community facilities in accessible locations throughout the community that could include in mixed-use buildings, commercial centers, near schools, and near major transit stops to enhance the public realm and support pedestrian activity and transit use.
PF-1.15	Encourage new commercial and mixed-use developments to incorporate public meeting spaces for civic engagement.

PF-1.16	Pursue joint use opportunities such as community meeting rooms or co-locating opportunities with community serving facilities, schools, or parks, where appropriate
Public Utilities	
PF-2.1	Support continued undergrounding of overhead utility and distribution lines within residential neighborhoods.
PF-2-2	Work with SDG&E to underground transmission lines where technically and economically feasible.
Health Services	
PF-3.1	Encourage health care facilities within commercial centers and near major transit stops that provide a range of services to meet the needs of residents and employees, such as an urgent care facilities and clinics.
Seismic and Geological Hazards and Hazardous Materials	
PF-4.1	Consider the incorporation of passive public space and landscaped areas as part of development projects where active faults preclude the construction of new buildings.
PF-4.2	Seek State and Federal funding, incentives, and other assistance for hazardous materials site remediation.

FIGURE 6-1 COMMUNITY-SERVING FACILITIES



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6.0 RECREATION ELEMENT

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INTRODUCTION

The Recreation Element supports the implementation of the General Plan and provides a vision and park strategy to meet Clairemont's park needs, through goals and policies that guide the development of parks and recreational facilities. Given the community's initial development patterns that prioritized the development of residential development starting in the 1950's, opportunities to identify additional parkland and amenities are a priority of this plan. With limited vacant land, Clairemont's unique topography offers opportunities to involve and improve the use of the community's natural canyons for recreational purposes, as well as to facilitate community mobility. Opportunities also exist within mixed-use villages, districts, and nodes where the introduction of public spaces and recreational amenities can be realized through private development and partnerships to expand and improve public space.

6.1 VISION AND STRATEGY

The purpose of the Recreation Element is to plan for the recreational needs of the community through a system of parks and recreational facilities that provide opportunities for social interaction; spaces for passive and active recreation that enhances the lives of residents and employees; that contributes to a healthy community; and connects to the regional recreational, open space, and cultural destinations through multimodal transportation connections.

The path forward includes a mix of recreational models connected by multimodal transportation options. Neighborhood parks, mini-parks and plazas can serve as community recreational focal points while the active transportation connections between these focal points can be utilized for linear parks or other recreational opportunities, forming an interconnected park network. This can further enhance the recreational value of the existing community park system, especially if these connections between parks are designed to include special uses such as off-leash dog areas, community gardens and pathways, integrated seating areas, exercise stations, or picnic areas to

RECREATION GOALS:

- Parks and recreational facilities that meet General Plan population-based park standards
- Innovative park strategies and park equivalencies
- An interconnected system of parks and recreational facilities, trails, and open spaces

That can accommodate more users and enhance recreational value. Resource-based parks, such as Tecolote Canyon Natural Park and Marion Bear can also play a role in this approach as they connect various neighborhoods in the community to each other and can provide a substantial amount of recreational value through improved trails systems and interpretive programs promoting education and stewardship of the canyons.

This strategy provides for a mix of recreational uses and facilities that meet the needs of residents and employees. Neighborhood parks, mini-parks, and plazas can serve as focal points within village areas. Figure 6-1 (*To be provided)* shows the potential location and features of planned parks within the community, which have been planned based on opportunity for future development and residential capacity. The park locations, configurations, and sizes may change as a result of future private and public project development and the residential population associated with future development.

The Recreation Element policies complement the Urban Design and Mobility Elements by emphasizing walking and bicycling; encouraging fully buffered cycle tracks and multi-use paths; and developing linkages within the community and to adjacent communities. Pedestrian activity attracts more users to the recreational facilities

BOX 7-1 GENERAL PLAN TOPICS

The Recreation Element policies of the General Plan and Community Plan together provide a framework to guide the City's vision and goals for park and recreation facilities citywide and within individual communities. Related Recreation Element Topics covered in the General Plan include the following and should be referenced as applicable:

- *Park and Recreation Guidelines*
- *Recreational Opportunities*
- *Preservation of existing parks; open space; citywide recreation programs; and natural, cultural, and historic resources that serve as recreation facilities*
- *Accessibility*
- *Joint Use and Cooperative Partnerships*
- *Open Space Land and Resource-based parks*

and to the uses that surround it that can also result in economic benefits to businesses. Parks may also incorporate storm water retention and/or infiltration infrastructure. See the Conservation Element for storm water management policies.

6.2 PARK DEVELOPMENT, PRESERVATION, AND ACCESS

The demand for accessible recreational opportunities and parkland will continue to grow as the population of Clairemont expands. The City's General Plan encourages the development of both traditional parkland and flexible public spaces – such as linear parks, public plazas, seating areas, and rooftop gardens to meet Clairemont's recreational needs.

New parkland, recreation facilities and improvements within Clairemont are anticipated to come primarily through redevelopment of private and public properties. Further identification of potential donations, grants, and other funding sources for project implementation will be an ongoing effort to assist in realizing park opportunities.

As undeveloped land for the enjoyment of nature have become difficult to find in Clairemont, preservation of the existing open space and resource-based parks is essential to providing accessible nature-based recreation opportunities for all community residents. Preservation of these parklands also promotes a balance between protecting the natural resources and allowing for a certain level of public recreation use especially within Clairemont's Multi-Habitat Planning Areas (MHPA) which is the City's planned habitat preserve.

Preservation should not be limited to natural land but also applied to the park system. Park preservation should include improvements to existing facilities which extend their life span, expand their uses, or improve sustainability, and that overall increase the recreational value of the facility to the community.

To be accessible to the broadest population possible, facilities should be located within a 10-minute walk of households, employment centers, and public transit, reached via a 30-minute public transit ride; and open for use by the public with a balance between programmed and non-programmed activities. As redevelopment occurs and housing is added, onsite open areas for residents and employees to enjoy the outdoors,

socialize, and recreate are vital to the success of the community.

All parks and recreation facilities within Clairemont are planned to be linked by a network of existing and proposed transit routes, bikeways, and/or pedestrian paths. For discussions on accessibility to parks and open space, see Mobility Element policies related to transit, bicycle, and pedestrian routes.

All new and existing parks and recreation facilities within Clairemont are required to meet the 1990 Americans with Disabilities Act (ADA) guidelines when they are constructed or retrofitted for improvements or upgrades.

The community and City identified and evaluated parks for their recreational value, possible uses and functions, public accessibility, consistency with General Plan policies and guidelines, and other land use policy documents. The proposed parks for the community are outlined in Table 7-1 (*To be provided*). Table 7-2 *(To be provided*) summarizes the proposed parks

6.3 PARKS AND RECREATION FACILITIES

Clairemont's development pattern has led to the need for various recreational models to satisfy the community's recreational value needs. These recreational models are:

COMMUNITY AND NEIGHBORHOOD PARKS

Facilities and services located near residential development and are intended to provide daily recreational value. Parks can vary in size from less than 1 acre to over 30 acres. Examples of recreational opportunities within these parks are specialized facilities, recreation centers, and multi-purpose sport fields

JOINT-USE FACILITIES

Recreational facilities can be jointly shared between the City and other public agencies, such as the San Diego Unified School District, and not-for-profit private entities. Joint-use facilities require a City Council-approved long-term joint use agreement with the other agency or entity.

RESOURCE-BASED PARKS

Neighborhood-serving recreational amenities located in a portion of a resource-based park, such as Mission Bay Park, Tecolote Canyon Natural Park and Marion Bear Memorial park, that are typically contiguous to the community.

TRAILS AND TRAILHEAD PARKS

Trails through city-owned open space and canyons such as Tecolote Canyon Natural Park and Marion Bear Memorial Park, provide recreational value to the residents of Clairemont. The trailheads to these trails provide a unique opportunity for pocket parks.

RECREATION ELEMENT POLICIES

Park Development, Preservation, and Access	
RE-3.1	Pursue land acquisition for the creation of public parks, with an effort to locate parkland on sites within villages, nodes, or districts that promote connectivity, accessibility, safety, public health, and sustainability.
RE-3.2	Encourage new development to satisfy population-based park requirements by incorporating parks on site (either privately or publicly owned). A. Provide flexibility in the placement of population-based parks while ensuring their public accessibility and visibility from the public right-of-way.
RE-3.3	Consider special activity parks on a case-by-case basis including, but not limited to, skateboard parks, BMX pump tracks, off-leash dog parks, nature exploration areas, community gardens, and other unique uses.
RE-3.4	Increase recreational opportunities by developing transportation oriented recreational amenities in un-used public right of way.
RE-3.5	Evaluate utilization of paper streets as future park and open space opportunities by vacating street right-of-way, and acquiring the land for design and construction of park amenities to support passive recreation, such as pathways, overlooks, seating, interpretive signs and landscaping
RE-3.6	Consider opportunities to increase population-based parks in a manner consistent with the Community Plan goals and policies that may arise through the development process.
RE-3.7	Encourage retail centers, commercial, office, and residential development to incorporate active ground floors, outdoor seating, cafes, squares and plazas adjacent to proposed development to create public spaces.
RE-3.8	Create partnerships with commercial property owners to promote weekend use of surface parking lots for community events.
RE-3.9	Support weekend closure of local streets to accommodate farmer's markets, arts festivals, and community events.
RE-3.10	Design parks and trails to promote better surveillance and security by incorporating the City's "Crime Prevention Through Environmental Design" (CPTED) measures and providing additional staffed facilities such as ranger stations and recreation centers in parks.
RE-3.11	When existing Recreation Centers are upgraded to meet increased demand, the new improvements should, to the extent possible, reuse building materials; use materials that have recycled content; use materials that are derived from sustainable or rapidly renewable sources; and implement Council Policy 900-14.
RE-3.12	Ensure all existing and future parks and recreation facilities meet local, state, and federal accessibility guidelines.
RE-3.13	Pursue trail connections between parks and recreational facilities and incorporate trailheads and wayfinding maps and signage that promote community awareness and responsible use of city-owned open space and canyons.
RE-3.14	Ensure all stormwater and urban-run-off drainage into resource –based parks or open space parks are filtered before entering the area.
RE-3.15	Coordinate with other public agencies including Caltrans, SDG&E and San Diego Unified School District to explore opportunities for new parks, trails, and to secure new joint-use facilities.

RE-3.16	Continue efforts to pursue opportunities for parks and/or trails with SDG&E, especially the utility easement that runs north/south between Tecolote Canyon Natural Park and Marion Bear Memorial Park.
RE-3.17	Consider opportunities in future transit centers and smart growth centers to create new public squares, plazas and parks.
RE-3.18	Strengthen the multimodal connections to Mission Bay Park to provide better access for Clairemont Mesa residents.
RE-3.19	Utilize interpretive signs within open space parks to educate the public on the unique natural habitat, scenic value, and history of place in addition to promoting the recreational value of open space parks.
RE-3.20	Consider new passive and active public recreation opportunities at the Tecolote Golf Course if private golf operations and programming discontinue.
RE-3.21	Work with the Transportation and Storm Water Department to explore the feasibility of a new Community Park at the Rose Canyon Operation Station.
RE-3.22	Provide pocket parks with ecologically-sensitive recreational uses as enhanced gateways to open space lands.
RE-3.23	Maintain public access to canyon areas where designated.

TABLE 6-1 PARK INVENTORY

Parks/ Recreation Facilities	Existing Useable Acreage	Future Useable Acreage	Parks and Recreation Facilities Descriptions	Parks and Recreation Facilities Recommendations
Community Parks				
Cadman Community Park	5.05		Existing park and recreation facilities consisting of a recreation center, a concessions building, a field house, off-street parking, ball fields, lighted tennis court, basketball court, multi-purpose turf areas, children's play area, off-leash dog area, walkways, seating and picnic tables. This community park is adjacent to the Cadman Elementary Joint Use park and they function together.	Expand the Recreation Center to accommodate a full-size gym, expand the parking lot, expand the tennis courts, expand foul ball netting, upgrade the children's play area, ADA path of travel upgrades, interpretive signage, off-leash dog area fencing, picnic shelter, and security lighting.
Hickman Fields Athletic Area	33.92		Existing park and recreation facilities consisting of multi-purpose turf sports fields, ball fields, and picnic areas.	Provide an aquatic complex and recreation center, off-street parking areas, children's play areas, comfort stations/ concession stands, storage areas, walkways, ADA path of travel upgrades, picnic facilities and security lighting.
North Clairemont Community park	9.59		Existing park and recreation facilities consisting of a recreation center, senior center, off-street parking areas, multi-purpose turf areas, children's play area, tennis court, basketball court, picnic tables and walkways. This community park is adjacent to the Cadman Elementary Joint Use park and they function together. (Is this true)	Expand the recreation center to accommodate a community room, kitchen, additional restrooms, office space and A/C, provide a comfort station, upgrade the off-street parking areas, upgrade the children's play area, provide an off-leash dog park area, provide storage area, provide 2 picnic shelters, provide new sand volleyball court, construct a raised stage, expand the tennis court and basketball courts to regulation size and provide trail improvements and trailhead to Tecolote Canyon trail system.
Olive Grove Community Park	9.18		Existing park and recreation facilities consisting of a comfort station, ball fields, multi-purpose turf fields, lighted basketball courts, a children's play area, off-street parking, picnic tables and walkways. This community park is adjacent to the Cadman Elementary Joint Use park and they function together. (Is this true)	Provide a recreation center, expand the off-street parking area, provide 2 picnic shelters, upgrade the children's play area and comfort station.

Parks/ Recreation Facilities	Existing Useable Acreage	Future Useable Acreage	Parks and Recreation Facilities Descriptions	Parks and Recreation Facilities Recommendations
South Clairemont Community Park	9.78		Existing park and recreation facilities consisting of a recreation center, aquatic complex, off-street parking, multi-purpose turf fields, children's play area, multi-purpose courts, picnic shelter, picnic tables and walkways.	Expand the recreation center to accommodate a gymnasium, indoor courts, multi-purpose rooms and office space, upgrade the children's play area, multi-purpose courts, expand the off-street parking areas, provide two picnic shelters and upgrade the irrigation system.
Tecolote Community Park	1.26		Existing park and recreation facilities consisting of a visitor center, a concessions building, a field house, off-street parking, ball fields, basketball court, multi-purpose turf areas, children's play area, walkways, seating and picnic tables.	Complete the sidewalk and stairway repairs throughout the park, and upgrade the playground to meet State and federal accessibility safety guidelines.
Neighborhood Parks				
East Clairemont Athletic Area	6.99		Existing park consisting of passive and active recreation amenities including ball fields, batting cages, concession stand, multi-purpose turf area, off-street parking, children's play area, walkways, seating, and picnic tables.	Remove existing bleachers and replace to meet safety standards, provide sport lighting, provide security lighting, install shade structure at the children's play area, construct trash enclosure, construct drainage system along residential fence line, install flagpole with lighting, update irrigation system, and plant additional shade trees. (A new community building was mentioned in the community plan comments, should I include it? What's the deal with concession stand?)
Gershwin Neighborhood Park	4.10		Existing park consisting of passive and active recreation amenities including a basketball court, tennis court, multi-purpose turf area, children's play area, walkways, seating, and picnic tables.	Upgrade the children's play area, install shade structure at the children's play area, ADA path of travel upgrades, and provide picnic shelter
Lindberg Neighborhood Park	7.98		Existing park consisting of passive and active recreation amenities including multi-purpose courts, multi-purpose turf area, off-street parking, children's play area, walkways, seating, and picnic tables.	Upgrade off-street parking area, repair existing multi-purpose courts, and provide picnic shelter
MacDowell Neighborhood Park	2.31		Existing park consisting of passive amenities including multi-purpose turf area, children's play area, walkways, seating, and picnic tables.	Upgrade the children's play area to meet ADA standards, install shade structure at children's play area, ADA path of travel upgrades, and provide picnic shelter
Mt. Acadia Neighborhood Park	5.61		Existing park consisting of passive and active recreation amenities including ball fields, concession stand, multi-purpose turf area, off-street parking, children's play area, walkways, seating, and picnic tables.	Upgrade the children's play area, install shade structure at the children's play area, improve drainage at children's play area, ADA path of travel upgrades, provide picnic shelter, install flagpole

Parks/ Recreation Facilities	Existing Useable Acreage	Future Useable Acreage	Parks and Recreation Facilities Descriptions	Parks and Recreation Facilities Recommendations
				with lighting update irrigation system, and plant additional shade trees.
Mt. Etna Neighborhood Park	3.23		Existing park consisting of passive and active recreation amenities including ball fields, batting cages, concession stand, multi-purpose turf area, off-street parking, children's play area, walkways, seating, and picnic tables.	Construct new concession/comfort station, construct a trash enclosure, upgrade off-street parking area replace drinking fountains, ADA path of travel upgrades, upgrade the children's play area to meet safety standards, and provide picnic shelter.
Western Hills Neighborhood Park	6.35		Existing park consisting of passive and active recreation amenities including a basketball court, tennis court, multi-purpose turf area, children's play area, off-street parking, walkways, seating, and picnic tables.	Install shade structure at the children's play area, upgrade the children's play area to meet ADA standards, comfort station upgrades, ADA path of travel upgrades, expand on-site parking, provide security lighting, and provide picnic shelter.
Pocket Parks and Trailheads				
Acworth Avenue Trailhead		1.61	Proposed pocket park within City-owned open space to accommodate passive recreational uses, including a trailhead into Tecolote Canyon Natural Open Space Park.	Design and construct park amenities to support passive recreation, such as children's play area, landscaping seating, walkways, and interpretive signs.
Regina Avenue Trailhead		0.15	Proposed pocket park within City-owned open space to accommodate passive recreational uses, including a trailhead into Marian Bear Open Space Park.	Design and construct park amenities to support passive recreation, such as children's play area, landscaping seating, walkways, and interpretive signs.
Marian Bear Parking Lot Trailhead/Ranger Station		0.25	Proposed pocket park within City-owned open space to accommodate passive recreational uses, including a trailhead into Marian Bear Open Space Park.	Design and construct park amenities to support passive recreation, such as children's play area, landscaping seating, walkways, and interpretive signs.
Mt. Abernathy Pocket Park		0.23	Proposed pocket park within City-owned open space to accommodate passive recreational uses.	Design and construct park amenities to support passive recreation, such as children's play area, landscaping seating, walkways, and interpretive signs.
Mt. Lawrence Linear Park		0.49	Proposed linear park within City-owned open space to accommodate passive recreational uses.	Design and construct park amenities to support passive recreation, such as children's play area, landscaping seating, walkways, and interpretive signs.
Mt. Lawrence Pocket Park		0.54	Proposed pocket park within City-owned open space to accommodate passive recreational uses.	Design and construct park amenities to support passive recreation, such as children's play area, landscaping seating, walkways, and interpretive signs.

Parks/ Recreation Facilities	Existing Useable Acreage	Future Useable Acreage	Parks and Recreation Facilities Descriptions	Parks and Recreation Facilities Recommendations
Joint Use Facilities				
Alcott Elementary Joint Use Facility	6.11		Existing joint use facilities consisting of a turf multi-purpose field, children's play area, and passive turf area pursuant to long-term joint use agreement.	Upgrade the children's play area to meet ADA and safety standards; install shade structure at the children's play area; remove turf, upgrade drainage system, install new irrigation system, and install new turf.
Cadman Elementary Joint Use	3.35		Existing joint use facilities consisting of a turf multi-purpose field, and lighted Little Padres ballfield pursuant to long-term joint use agreement.	Extend foul ball netting to cover School District pedestrian walkway
Field Elementary Joint Use Facility	3.35		Existing joint use facilities consisting of lighted DG ballfield with skinned infield pursuant to long-term joint use agreement.	Install turf on the ballfield and multi-use sports field; upgrade and install new lighting.
Marston Middle Joint Use Facility	2.90		Existing joint use facilities consisting of lighted DG ballfield pursuant to long-term joint use agreement.	Install turf on the ballfield and multi-use sports field; upgrade lighting.
Bay Park Elementary Joint Use Facility		1.25	Proposed joint use facilities consisting of a multi-purpose turf field, existing hard courts, existing off-street parking, drinking fountain, irrigation and landscaping.	Enter into a joint-use Agreement with the San Diego Unified School District.
Creative Performing Media and Arts (CPMA) Middle Joint Use Facility		8.00	Proposed joint use facilities consisting of a multi-purpose turf field, DG walking track, existing hard courts, existing off-street parking, drinking fountain, irrigation and landscaping.	Enter into a joint-use Agreement with the San Diego Unified School District.
Hawthorne Elementary Joint Use Facility		4.55	Proposed joint use facilities consisting of a multi-purpose turf field, existing hard courts, existing off-street parking, drinking fountain, irrigation and landscaping.	Enter into a joint-use Agreement with the San Diego Unified School District.
Holmes Elementary Joint Use Facility		4.50	Proposed joint use facilities consisting of multi-purpose turf field, backstops, DG walking track, drinking fountain, comfort station, irrigation and landscaping.	Enter into a joint-use Agreement with the San Diego Unified School District.
Innovation Middle Joint Use Facility		3.73	Proposed joint use facilities consisting of multi-purpose turf field, DG walking track, drinking fountain, basketball courts, off-	Enter into a joint-use Agreement with the San Diego Unified School District.

Parks/ Recreation Facilities	Existing Useable Acreage	Future Useable Acreage	Parks and Recreation Facilities Descriptions	Parks and Recreation Facilities Recommendations
			street parking, hardscape for court games, irrigation and landscaping.	
Lafayette Elementary Joint Use Facility		6.20	Proposed joint use facilities consisting of a multi-purpose turf field, asphalt walking track, backstops, drinking fountain, security fencing, irrigation and landscaping.	Enter into a joint-use Agreement with the San Diego Unified School District.
Lindbergh-Schweitzer Elementary Joint Use Facility		4.22	Proposed joint use facilities consisting of a multi-purpose turf field, asphalt walking track, existing hardcourts, existing children's play area, off-street parking, drinking fountain, fencing irrigation and landscaping.	Enter into a joint-use Agreement with the San Diego Unified School District.
Longfellow K-8 Joint Use Facility		1.42	Proposed joint use facilities consisting of a passive multi-purpose turf field, walking track, existing hardcourts, drinking fountain, fencing irrigation and landscaping.	Enter into a joint-use Agreement with the San Diego Unified School District.
Ross Elementary Joint Use Facility		2.00	Existing joint use facilities consisting of a turf multi-purpose field, and passive turf area.	Enter into a joint-use Agreement with the San Diego Unified School District.
Sequoia Elementary Joint Use Facility		5.10	Proposed joint use facilities consisting of a multi-purpose turf field, asphalt walking track, backstops, existing hardcourts, existing children's play area, drinking fountain, fencing, irrigation and Landscaping.	Enter into a joint-use Agreement with the San Diego Unified School District.
Toler Elementary Joint Use Facility		2.24	Existing joint use facilities consisting of a turf multi-purpose field, and passive turf area.	Enter into a joint-use Agreement with the San Diego Unified School District.
Whitman Elementary Joint Use Facility		3.00	Proposed joint use facilities consisting of a multi-purpose turf field, asphalt walking track, off-street parking, drinking fountain, fencing, irrigation and landscaping.	Enter into a joint-use Agreement with the San Diego Unified School District.

Parks/ Recreation Facilities	Existing Useable Acreage	Future Useable Acreage	Parks and Recreation Facilities Descriptions	Parks and Recreation Facilities Recommendations
Trails: Usable acres credit for trails was determined by multiplying the linear footage of trail by 12'-0" width and divided by one acre in square feet (43,560)				
Tecolote Canyon Natural Park Trails	11.78	0		
Marian Bear Memorial Park Trails	10.91	0		
Portions of Resource-based Parks				
Mission Bay Park (eastside)				
Recreation Centers	Existing /SF	Future /SF		
Cadman Rec. Center	2,568	4,432	Existing 2,568 sq. ft. recreation center consisting of a kitchen, and two multi-purpose rooms	Design and construct a 7,000 sq. ft. recreation center
South Clairemont Recreation Center	6,557	8,442	Existing 6,557 sq. ft. recreation center consisting of a dance room, a kitchen, two multi-purpose rooms, and a stage.	Design and construct a 15,000 sq. ft. recreation center to include a gymnasium/auditorium, office space, restrooms. Equipment storage, and off-street parking.
North Clairemont Recreation Center	9,808	1,500	Existing 9,808 sq. ft. recreation center consisting of a game room, a kiln room, kitchen and three multi-purpose rooms.	Expand existing recreation center to 11,000 sq. ft. The remodel would increase the office space, community rooms, add a storage area, and replace the gym floor.
Hickman Field Recreation Center	0	14,588	Proposed recreation center at Hickman Field.	Design and construct an approximately 14,588 sq. ft. recreation center including a gymnasium, community meeting and multi-purpose rooms, arts & crafts rooms, and fitness rooms.
Olive Grove Recreation Center	0	15,000	Proposed recreation center at Olive Grove Community Park.	Design and construct an approximately 15,000 sq. ft. recreation center including a gymnasium, community meeting and multi-purpose rooms, arts & crafts rooms, and fitness rooms.
Aquatic Complexes				
Clairemont Aquatic Complex	1.00	0.00	Existing aquatic complex with a 25 yards long x 25 meters wide swimming pool, shaded bleachers, walk-in ramp for ADA access, and grassy area.	Remove perimeter fence and replace with a fence which meets current codes. Replace pool deck, and re-plaster pool surface.
Hickman Field Aquatic Complex	0.00	0.73	Proposed aquatic complex at Hickman Field Athletic Area	Design and construct an aquatics complex with a 25 yards long x 25 meters wide swimming pool, children's pool, therapeutic pool, spectator area, walk-in ramp for ADA access, pool house, locker rooms, and showers.

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7.0 CONSERVATION ELEMENT

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INTRODUCTION

The Climate Action Plan and the General Plan's Conservation Element address conservation and sustainability topics which have broad geographic and political relevance. The General Plan envisions that San Diego will become an international model of sustainable development. It provides policy guidance for the long-term conservation and sustainable management of the City's natural resources, acknowledging that they help define the City's identity, contribute to its economy, and improve its quality of life.

The Clairemont Community Plan recognizes the importance of natural resources, including water and energy, within the community. It supports sustainable development through community-specific policies and land use guidance that address natural resource conservation, reduction in the use of non-renewable resources and climate resiliency. Implementation of these policies through development, infrastructure investment, individual action, and participation in Citywide and regional initiatives is intended to conserve natural resources, minimize per capita ecological 'footprints,' and maintain the long-term health of the community and City.

This Conservation Element serves as Clairemont's sustainable development strategy which aims to positively address the community's contribution to global climate change and prepare for its potential effects. Key components of Clairemont's strategy are policies that result in reductions to the community's per capita greenhouse gas emissions while fostering housing and employment growth and development within transit priority areas in a sustainable and climate resilient manner.

To achieve both per capita greenhouse gas emissions reductions and growth, there needs to be a reduction in the consumption of carbon-based energy resources for building utilities and transportation. Reduced and more efficient use of energy, use of renewable and recycled building materials, and use of alternative and renewable energy sources can reduce the carbon footprint of existing and future buildings. Reducing vehicle miles travelled to and from work, using alternative modes of transportation, and increasing vehicle fuel efficiency and alternative fuel use are measures to that will improve transportation sustainability.

Clairemont is uniquely positioned to reduce vehicle miles travelled due to its central location within the region and its location along the Mid-Coast Trolley line. Vehicle miles can be reduced by increasing employment and housing opportunities near transit, promoting walking and bicycle use as viable travel choices, and improving transit access and frequency. The Community Plan with the California Environmental Quality Act (CEQA); the City's General Plan; the Environmentally Sensitive Lands Ordinance; the Multiple Species Conservation Program (MSCP), and development regulations provide the framework for conserving natural resources, including water and energy, within the community.

CONSERVATION ELEMENT GOALS:

- Protection and enhancement of canyons, hillsides, riparian areas, and dedicated open space for their ecological diversity and opportunities for trails
- Protection of public views to natural resources
- Incorporation of sustainable storm water management techniques to capture runoff and reduce impacts to the canyon network
- Incorporation of sustainable building, landscape, and development techniques to reduce dependency on non-renewable energy sources, reduce emissions, solid waste, and water consumption
- Reduction of greenhouse gas emission at the community level in a manner that enhances the quality of life and supports the local economy
- Promotion and expansion of the tree canopy along streets and on public and private property

7-1 GENERAL PLAN TOPICS

The Conservation Element policies in the General Plan and Community Plan work together to form a framework to encourage long term conservation and sustainability. Related Conservation Elements topics covered in the General Plan include the following and should be referenced as applicable:

- *Reducing the community's carbon footprint*
- *Employing sustainable building techniques*
- *Reducing construction and demolition waste*
- *Using sustainable building materials*
- *Implementing sustainable landscape design and maintenance*
- *Reducing the urban heat island effect*
- *Conserving landforms, canyon lands & open space*
- *Applying Environmentally Sensitive Lands Regulations*
- *Incorporating trails and greenways*
- *Conserving water resources*
- *Controlling urban runoff*
- *Improving air quality by landscaping*
- *Protecting biological diversity within open space*
- *Developing local sustainable energy*
- *Developing a sustainable urban forest*
- *Supporting urban agriculture*

This community plan also supports sustainable development through community-specific policies and land use guidance that address natural resource conservation, reduction in the use of non-renewable resources, and climate resiliency. Implementation of these policies through development, infrastructure investment, individual action, and participation in Citywide and regional initiatives is intended to conserve natural resources, minimize per capita ecological 'footprints,' and maintain the long-term health of the community and City.

7.1 SUSTAINABLE DEVELOPMENT

The Community Plan places a focus on reducing dependence on the automobile, protecting and enhancing the community urban forest, providing storm water infiltration, water conservation, and encouraging green building practices.
Sustainable development is a major aspect of importance due to the visible effects of global climate change resulting from greenhouse gas emissions, as well as State and local legislation intended to address this environmental problem. The known and potential impacts of a changing climate – higher seasonal temperatures, diminished water supplies, disruption of agricultural cycles – have consequences not only for the built and natural environment, but also for the community's health and economic vitality. The City of San Diego adopted a Climate Action Plan (CAP) to achieve the State of California's mandates for Greenhouse Gas (GHG) emission reductions through local action and to the benefit of San Diego's environment and economy. The CAP calls for eliminating half of all greenhouse gas emissions within the City by 2035. The CAP is a package of policies with steps the City can take to achieve the 2035 targets and is based upon these five strategies:

1. Energy and water efficient buildings
2. Clean and renewable energy
3. Bicycle, walking, transit and land use
4. Zero waste
5. Climate resilience

The CAP implements of the General Plan through support for continued incremental changes to the urban land use and urban form, providing a greater variety of transportation choices, and transforming how we produce and use energy. Further, the CAP will complement the General Plan policies to reduce greenhouse gas emissions with quantifiable data and benchmarks for success.

COMMUNITY LAND USE AND MOBILITY CONNECTION

Of the five strategies identified in the CAP, the land use and mobility strategy aims to expand bicycling, walking, and transit use as alternatives to automobile trips, particularly for commute trips. The strategy's land use component would advance the General Plan's "City of Villages" concept of walkable and pedestrian-friendly neighborhoods with a mix of uses that are connected to both local and regional transit.

Clairemont can play a role in the reduction of community-generated emissions that contribute to climate change through the promotion of a multi-modal transportation network that supports bicycle and transit use and linking transit with housing. This plan encourages bicycle, along with pedestrian improvements that would create safe and inviting connections from residential neighborhoods to commercial centers, access to school, employment, and parks to encourage more biking and walking within the community.

This community plan also emphasizes focusing additional housing and growth within Transit Priority Areas (TPAs) and along transit corridors. It is within TPAs, that existing and future transit investments can be targeted and coordinated with land use. This emphasis serves to potentially reduce vehicle trips by providing alternative and viable transportation options that would link housing with jobs, shopping, and entertainment. Additional discussion and policies addressing planned land use and mobility within TPAs are also addressed in the Land Use and Mobility Elements.

CLEAN AND RENEWABLE ENERGY

The increased use of clean and renewable sources of energy is a CAP strategy to meet greenhouse gas reduction targets. Based upon Citywide data, the Clairemont community consumes energy primarily for motorized transportation and for building heating, cooling and lighting systems. The community also uses energy for light industrial activities.

Industrial uses along Morena Boulevard and Santa Fe Street have a unique opportunity to encourage on-site power generation in surface parking areas, parking structures, and flat rooftops which can accommodate photovoltaic arrays for solar power generation. Development within industrial areas in the community, are likely to incorporate flat roofs to accommodate exterior HVAC systems in addition to reflecting existing modern building forms within the community. Photovoltaics on flat roofs can be screened by parapets and roofline treatments with minimal visual impact to building architecture. Shade structures incorporated into surface parking areas can also accommodate photovoltaics.

Power generated from these measures can fuel building energy systems and electric vehicles to lower the community's greenhouse gas emissions. See also Urban Design Element discussion and policies related to sustainable development.

ENERGY & WATER-EFFICIENT BUILDINGS

Both residential and non-residential buildings offer opportunities for reducing energy consumption in new development as well as existing buildings. CAP strategies for building focus on site-specific design and innovation, and technological improvements that increase energy efficiency and provide renewable energy generation. This Community Plan envisions new development incorporate design measures and technology to significantly reduce consumption of potable water and non-renewable energy.

Solar power and natural lighting and ventilation can replace or reduce the use of natural gas and non-renewable sourced electricity used for building functions and comfort. Access to sufficient natural light and air improves the health and enjoyment of residents within multifamily and

mixed-use developments. Site and building designs that maximize density, uniformity, living space and privacy often fail to prioritize access to light and air within individual dwelling units. Site and building designs should instead maximize access to light and air ventilation within each dwelling unit.

Given the California climate's tendency to shift between long periods of drought and shorter periods of concentrated rainfall, water conservation has become increasingly important. Since the San Diego region has limited local water resources and storage capacities and relies on imported water from the Colorado River and Northern California, it is important that water be used as efficiently. Water conservation building features and water-wise landscaping can play a pivotal role in reducing the amount of water consumed by both commercial and residential development. Planting native or more climate adapted plant species can meaningfully reduce outdoor water use. Other techniques for reducing outdoor water use include using 'smart' irrigation controllers that time and manage irrigation based upon weather and soil moisture conditions; performing regular maintenance on irrigation systems to ensure operational efficiency; changing spray systems to drip irrigation; capturing rainwater using cisterns for landscape irrigation; using graywater or recycled water for landscape irrigation; and using mulch to retain soil moisture.

URBAN FORESTRY

Preservation, improvement and maintenance of the urban forest is an important goal and expansion of the City's tree canopy coverage is goal of the CAP. The community's tree canopy is a major infrastructure component and provides many benefits to the environment and the overall quality of life: energy conservation and the minimization of solar heat gain, improvement of air and water quality, and a more attractive and comfortable pedestrian environment by providing shade and visual relief/beautification. Also see the Urban Design Element for additional discussion and policies regarding urban forestry.

URBAN AGRICULTURE

Urban agriculture can be incorporated in underutilized or remnant publicly owned parcels, as part of development, particularly on rooftops or when roofs are configured to incorporate natural light. Community gardens are a type of urban agriculture that makes public or private land available to the community through either an individual or shared plot system. Community gardens can provide opportunities to create green space for outdoor enjoyment and physical activity, particularly in spaces not available or suitable for parks. Community gardens can provide important visual relief to the continuity of urban development, promote a community's health and wellness, and foster a sense of community and connection to the environment. Community gardens support food security by providing a source of fresh produce for nearby residents or restaurant operators who participate in the garden. Locally grown food can reduce a community's carbon footprint by shortening the distance produce travels from its point of origin to where it is consumed and address "food deserts" by increasing local access to affordable, healthy, and nutritious food within neighborhoods. As an added benefit, community gardens can serve to provide opportunities for infiltration for rainwater or storm water.

The Community Plan envisions the use of rooftop gardens or "green roofs" to capture rainwater, reduce urban runoff, and reduce the urban heat island effect and a heating costs by absorbing solar heat. While roof top gardens may not necessarily provide the same resources that a traditional community garden could provide or be as publicly accessible, they provide opportunities for rainwater harvesting and carbon sequestration.

7.2 NATURAL RESOURCE CONSERVATION

The Community Plan envisions the ongoing protection and preservation of natural resources and the promotion of Clairemont as a sustainable community.

CANYONS, HILLSIDES, AND OPEN SPACES

The Clairemont community values its canyons, hillsides, and open spaces. Tecolote Canyon and Marian Bear Memorial Park (formerly San Clemente Canyon) are natural resources that not only serve as resource-based parks but are the community's largest natural open space features. These areas also preserve the native California flora and fauna that exists in the canyons. The Rose Creek Watershed, is a 36-mile area that extends from Marine Corps Air Station Miramar 16 miles along San Clemente and Rose Creeks through Clairemont and the University City community to the east end of Mount Soledad. A Watershed Opportunities Assessment for Rose Creek analyzed the conditions within the watershed and enhance its environmental qualities. The Assessment represents local planning efforts to support proactive conservation, enhance and restore biological habitat, promote cultural resources, improve public safety and access, and manage water resources.

MULTIPLE SPECIES CONSERVATION PROGRAM

The Multiple Species Conservation Program (MSCP) is a long-term habitat conservation planning program for southwestern San Diego County. The Multi-Habitat Planning Area (MHPA), is the City's planned habitat preserve within the MSCP subarea and delineates core biological resources areas and corridors targeted for conservation. The MHPA covers the Tecolote and Marian Bear Memorial Park canyon systems which include indigenous plant communities, restored native plant communities, and naturalized landscapes typically found in canyons and adjacent hillsides. These areas also provide habitat for migrant and year-round fauna, including the Coastal California Gnatcatcher and Cooper's hawk, by providing shelter, foraging opportunities, and connectivity to other local and regional habitats.

CANYON SEWER PROGRAM

Sewer lines were initially added into the City's urban canyons to utilize gravity flow to transport sewage to the west for treatment. Historically, these sewer lines and manholes have had limited cleaning due to unmaintained access paths to these facilities. As a result, sewer spills have occurred within urban canyons over the years. The City's Long-Term Canyon Sewer Maintenance Program, sewer lines in the City's canyons were evaluated for long-term maintenance access needs. Council Policies 400-13 and 400-14 further identifies the need to provide maintenance access in order to reduce the potential for spills and to evaluate the potential redirection of sewer flow out of the canyons and into streets and other accessible locations.

URBAN RUNOFF MANAGEMENT

Urban runoff is surface water runoff generated from developed or disturbed land associated with an urbanized environment. Impervious surfaces and fewer opportunities for infiltration within the landscape environment increase the magnitude and duration of storm flows and provide a source for sediment and pollutants to enter the water source. Clairemont's canyons act as natural drainages for stormwater runoff due to the community's developed nature.

The reduction of overall imperviousness of a site is one of the most important strategies in addressing urban runoff. The incorporation of sustainable features in new and existing development that work with the natural hydrology of a site or the retrofitting of existing developed sites can serve to capture and use storm water runoff onsite. Low Impact Development (LID) techniques are approaches to storm water management that increase the ability of water to infiltrate into the ground. Examples of LID techniques are bio-infiltration and bio-retention areas, green roofs, permeable pavement, tree wells with filters, and soil amendments. Streets that incorporate LID

techniques are commonly called “green” streets can include medians or parkways with bio-infiltration areas, permeable sidewalk pavement, and tree wells with filters that allow water infiltration. See also the Urban Design Element for discussion and policies related to Urban Greening.

AIR QUALITY AND PUBLIC HEALTH

Suitable air quality is important in fostering a healthy living environment. Air pollution diminishes as distance from the freeway increases. For residential and other sensitive-receptor land uses located near a freeway, careful building design can minimize the effect of air pollution. Building features that can attenuate air pollution include individual dwelling ventilation systems with high-efficiency particulate arresting air filters, careful location of heating, ventilation, and air condition intake vents away from pollution sources.

CONSERVATION ELEMENT POLICIES

Land Use and Mobility	
CE-1.1	Ensure that new development is consistent with the General Plan, Community Plan Conservation Element policies, and the City's Climate Action Plan (CAP).
CE-1.2	Continue to implement General Plan policies related to climate change and support implementation of the CAP through a wide range of actions including: A. Implementing pedestrian and bicycle infrastructure improvements in Transit Priority Areas to increase commuter walking and bicycling opportunities. B. Support higher density/intensity housing and employment development in Transit Priority Areas to increase transit ridership. C. Providing bicycle and pedestrian improvements in coordination with street resurfacing as feasible. D. Coordinating with San Diego Association of Governments to identify transit right-of-way and priority measures to support existing and planned transit routes, prioritizing for implementation the highest priority bicycle and pedestrian improvements. E. Supporting regional improvements that promote alternative modes of transportation, such as mobility hubs. F. Providing bicycle- and car-sharing programs and their facilities such as bike-sharing stations and car-sharing vehicle access points. G. Retiming traffic signals and installing roundabouts where needed to reduce vehicle fuel consumption. H. Supporting and implementing improvements to enhance transit accessibility and operations, as feasible. I. Monitoring the mode share within the community's TPAs to support the CAP Annual Monitoring Report Program. J. Supporting electric vehicle charging stations in parking garages, near parks and public facilities, commercial areas, and mixed-use developments.
CE-1.3	Implement mobility measures that reduce dependence on single-occupant vehicle use, increase fuel efficiency and promote the use of alternative more sustainable energy sources.
CE-1.4	Support community organizations and businesses in their efforts to educate residents, employees and visitors about the accessibility of transit, community destinations, and regional recreational resources via walking and bicycling (see also Mobility Element).

Clean and Renewable Energy	
CE-1.5	Promote and facilitate the siting of new on-site photovoltaic energy generation and energy storage systems to reduce the need for conventional purchased electricity and reduce greenhouse gas emissions within the community.
CE-1.6	Ensure that new development is consistent with General Plan and Community Plan sustainability policies and supports implementation of the Climate Action Plan. A. Reduce development project-level greenhouse gas emissions to acceptable levels by incorporating sustainable building and development practices, applying site-specific mitigation measures, and adhering to specific strategies and actions outlined in the Climate Action Plan. B. Encourage the adherence to LEED standards for construction to achieve environmental benefits in new development and redevelopment projects.
Efficient Buildings	
CE-1.7	Encourage new public and private development and building retrofits to incorporate as many energy- and water-efficient building systems, components, and practices as possible in their design and construction.
CE-1.8	Design, orient, and configure new residential development so that all living spaces receive daylight for part of the day and adequate ventilation when windows are open. A. Discourage site and building designs that rely solely on narrow side yards to provide access to light and air. B. Provide courtyards, niches, alcoves, and similar features to ensure light and air ventilation from two or more building facades whenever possible. C. Use individually placed openings rather than uniform openings where needed to increase access to light and air. Skylights, solar tubes and decorative and clerestory window designs can be used where other window styles would conflict with facade architecture or privacy.
CE-1.9	Design urban greening and community garden projects utilize water-efficient landscape and irrigation techniques.
Urban Forestry	
CE-1.10	Increase the community's overall tree canopy within the public right-of-way and in developments to provide air quality benefits and urban runoff management.
CE-1.11	Add or replace street trees to fill existing gaps and provide continuous, regularly spaced tree canopies.
CE-1.12	Provide street trees with new development where feasible.

Urban Agriculture	
CE-1.13	Encourage short- and longer-term agricultural operations such as community farms and gardens (especially on underutilized or remnant sites) that provide recreation and educational experiences which demonstrate the history, importance, and value of agricultural ecosystems.
CE-1.14	Encourage rooftop gardens and green roofs for their sustainability benefits that include reduced urban runoff and urban heat island effect.
CE-1.15	Encourage the marketing and sales of local agricultural products to residents, vendors, and restaurants through farmer's and outdoor markets, which could take place at community commercial centers, and other direct farm-to-table sales.
CE-1.16	Integrate sustainable agriculture principles into community gardens that promote clean air and water, and healthy soils, habitats, and ecosystems.
Open Space and Habit Preservation	
CE-2.1	Support the preparation of a Marian Bear Memorial Park Master Plan to establish a long-term comprehensive park program for the management and preservation of the resource-based park.
CE-2.2	Consult the Marian Bear Memorial Park Natural Resource Management Plan for guidance in the protection of natural and cultural resources in the park.
CE-2.3	Consult the Tecolote Canyon Natural Park Master Plan and Natural Resource Management Plan for the management and preservation of the resource-based park.
CE-2.4	Promote education, interpretive programs, and stewardship of the community's canyons through public and private partnerships.
CE-2.5	Support the enhancement of the Rose Creek Watershed.
CE-2.6	Pursue opportunities for open space acquisition of privately- owned canyon parcels.
CE-2.7	Encourage development especially adjacent to canyons and open space to include pervious areas that include, but are not limited to: bio-swales, pervious pavers and cement, green roofs, and cisterns to better manage storm water runoff.
CE-2.8	Re-vegetate or restore graded and disturbed lands, and areas with invasive plant species with native vegetation to restore biological diversity and minimize soil erosion.
CE-2.9	Utilize appropriate low-fuel load natives in Brush Management Zone 2 and over utility easement in native areas. Refer to Public Safety section in the Public Facilities Element.
CE-2.10	Restore or enhance natural biological values and improve visual aesthetics where streets and storm drain systems abut or cross canyon landforms or steep hillsides. Habitat restoration efforts should aid wildlife movement by providing vegetative cover and controlling and directing access to designated trails.
CE-2.11	Support canyon habitat restoration efforts and invasive species removal by seeking grant funding and working with neighborhood and community groups involved in these efforts.
CE-2.12	Continue communication between the community and the City to report sewer spills or other potential problems to minimize environmental damage and scope of repair.

Stormwater Runoff	
CE-2.13	Employ sensitive placement and consideration of appropriate design in locating bio-swales so as to not impede accessibility along residential and non-residential streets.
CE-2.14	Incorporate Low Impact Development practices into building design and site plans that work with the natural hydrology of a site to reduce urban runoff, including the design or retrofit of existing landscaped or impervious areas to better capture storm water runoff.
CE-2.15	Incorporate and maintain storm water best management practices in public infrastructure and private development projects, including streetscape improvements to limit water pollution, erosion, and sedimentation.
CE-2.16	Prioritize Low Impact Development practices that encourage water infiltration to minimize reliance on storm drains.
CE-2.17	Consider public-private partnerships to construct storm water management infrastructure as part of linear parks, urban paths, and/or urban greening projects.
CE-2.18	Support efforts through grants and street-related Capital Improvement (CIP) to create "green" streets or incorporate elements of "green" streets to encourage walkability and treat runoff such as, but not limited to: enhanced pedestrian and bicycle facilities, canopy street trees, and stormwater management features that increase absorption of stormwater management features that increase absorption of stormwater, pollutants, and carbon dioxide.
Air Quality and Public Health	
CE-2.20	Consider air quality and air pollution sources in the siting, design, and construction of residential development and other development with sensitive receptors.
CE-2.21	Incorporate building features into new buildings with residential units and other sensitive receptors located near freeways to reduce the effects of air pollution.
CE-2.22	Encourage Caltrans to plant trees in landscape areas within freeway rights-of-way to improve air quality and provide visual relief.
CE-2.23	Encourage street tree and private tree planting programs throughout the community to increase absorption of carbon dioxide and air pollutants.

8.0 NOISE ELEMENT

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INTRODUCTION

The General Plan provides goals and policies to guide compatible land uses and to incorporate noise attenuation measures for new buildings that will protect people living and working in the City from an excessive noise environment. Whereas the General Plan provides sufficient policy direction for noise-related issues, the policies in the Community Plan focus on specific noise and land use compatibility issues to minimize effects on noise sensitive land uses, which typically include residential uses and schools for children. Given that Clairemont is an urban community with a mix of land uses and transportation facilities, higher ambient noise levels would emanate from commercial and industrial, activities, freeways, major streets, aircraft operations, and rail operations. This community plan recognizes that elevated ambient noise levels are normal within a developed and urbanized City, and it does not seek to limit activities in a community, especially those related to school and community events.

Figure 9-1 (*to be provided*) illustrates the future noise contours from freeways, major roads, and rail lines. The noise contours do not reflect changes in noise levels due to topography such as the freeway elevation above ground level or other physical barriers including vegetation, walls, or buildings. The Airport Land Use Compatibility Plans contains the noise contours for Montgomery-Gibbs Executive Airport and Marine Corps Air Station (MCAS) Miramar.

Community Noise Equivalent Level or CNEL is the noise rating scale used for land use compatibility. The CNEL rating represents the average of equivalent noise levels, measured in A-weighted decibels (dBA), at a location for a 24-hour period, with upward adjustments added to account for increased noise sensitivity in the evening and night periods. The A-weighted filter places a greater emphasis on frequencies within the range of the human ear. The General Plan provides compatibility guidelines for evaluating land uses based on noise levels. To maintain and enhance the existing land use character, the General Plan specifies that noise levels at or below 75 dBA are conditionally compatible for multifamily residential uses and mixed-use (commercial-residential) development. Any new residential use above 60 dBA CNEL will need to include sound attenuation measures that are included to reduce the interior noise levels to 45 dBA. Typical attenuation measures are addressed in the General Plan.

NOISE ELEMENT GOAL:

Development that is planned and designed to avoid or attenuate excessive noise levels.

8.1 NOISE ENVIRONMENT

COMMERCIAL & INDUSTRIAL ACTIVITY

Where residential and other sensitive receptor uses are present or proposed, the potential for noise impacts from commercial and industrial activities are important to evaluate, such as deliveries during late night and early morning hours, which generate noise that can affect the nearby residential uses. Reducing the effect from commercial and industrial activity noise involves site planning and integrating noise attenuation measures in new buildings that will reduce interior sound levels. Refer to General Plan Policies NE-E.1 through NE-E.6.

MOTOR VEHICLE TRAFFIC NOISE

Vehicle traffic noise is directly related to the traffic volume, speed, and mix of vehicles. Freeways and major streets that include State Route 163, Interstate 805, and Interstate 5, Balboa Avenue, Clairemont Mesa Boulevard, and Genesee Avenue are the primary sources of motor vehicle noise within the community. Noise from trucks driving within, or parked and idling in commercial and industrial areas can also be a source of annoyance for noise sensitive uses. Trucks in general generate more noise than cars and light trucks. Refer to General Plan policies NE-B.1 through NE-B.9.

GENERAL PLAN TOPICS

The Noise Element policies in the General Plan and in the Community Plan provide goals and policies to guide compatible land uses and the incorporation of noise attenuation measure for new uses to protect people living and working in the City from an excessive noise environment. Related Noise Element Topics covered in the General Plan include the following and should be referenced as applicable:

- *Noise and land Use Compatibility*
- *Motor Vehicle Noise*
- *Trolley and Train Noise*
- *Aircraft Noise*
- *Commercial and Mixed-Use Activity Noise*
- *Industrial Activity Noise*
- *Construction, Refuse Vehicles, Parking Lot Sweepers, and Public Activity Noise*
- *Event Noise*
- *Typical Attenuation Methods*

RAIL NOISE

Rail noise is a source of noise in the community adjacent to Morena Boulevard and Interstate 5. Freight trains, intercity rail (Amtrak), commuter rail (Coaster), and light rail transit (Trolley) can generate relatively brief, intermittent noise events. Refer to General Plan policies NE-C.1 through NE-C.4.

AIRCRAFT NOISE

Aircraft noise and overflight of aircraft from Montgomery-Gibbs Executive Airport and MCAS Miramar affect Clairemont. Aircraft noise can affect people living and working in the community at varying degrees. The community is within the Airport Influence Area, which is the boundary for the Airport Land Use Compatibility Plan (ALUCP) for both Montgomery-Gibbs Executive Airport and MCAS Miramar. The ALUCPs are prepared by the Airport Land Use Commission (ALUC) for San Diego County. Aircraft noise is one of the factors that the state-required ALUCP addresses with established policies for land use compatibility, as discussed in the Introduction. The policies and criteria contained in the Airport Land Use Compatibility Plans are addressed in the General Plan (Land Use and Community Planning Element and Noise Element and implemented with the Airport Land Use Compatibility Overlay Zone.

NOISE ELEMENT POLICIES

Building and Site Design	
NE-8.1	Address commercial and industrial activity noise that could affect nearby residential uses and other sensitive receptor uses when planning new residential mixed-use development.
NE-8.2	Incorporate site planning, architectural features, and/or operational measures as applicable to provide for noise compatibility between uses.
NE-8.3	Include noise attenuation measures in new development to ensure the appropriate interior noise level for sensitive receptor uses near noise-generating activities as specified in General Plan Noise Element.
NE-8.4	Utilize site design to create physical separation between noise sensitive uses and noise-generating activities where possible. A. Consider using building setbacks along streets with high noise levels to increase distance between the street and residential buildings, as well as to enhance the urban realm and pedestrian environment. B. Consider siting non-residential uses or buildings closer to noise-generating uses or transportation facilities to shield residential buildings from noise, and separate or shield residential uses from delivery areas for non-residential uses for mixed-use and multiple-use developments on larger sites.
NE-8.5	Incorporate sound attenuation measures such as sound absorbent wall/ceiling materials, sound walls, and dense, drought-tolerant landscaping where commercial uses are adjacent to residential areas.
NE-8.6	Locate the commercial portion of new mixed-use developments away from existing single-family residences and ensure that noise levels generated are at or within acceptable levels when residential uses are located nearby.
NE-8.7	Facade or shield loading areas for commercial and industrial uses located near residential areas.
NE-8.8	Encourage parking structures adjacent to residential uses to incorporate exterior screening that reduces external noise and light impacts.
Commercial and Industrial Activity	
NE-8.9	Address commercial and industrial activity noise that could affect nearby residential uses and other sensitive receptor uses when planning new residential mixed-use development.
NE-8.10	Incorporate site planning, architectural features, and/or operational measures as applicable to provide for noise compatibility between uses.
NE-8.11	Include noise attenuation measures in new development to ensure the appropriate interior noise level for sensitive receptor uses near noise-generating activities as specified in General Plan Noise Element.

NE-8.12	Utilize site design to create physical separation between noise sensitive uses and noise-generating activities where possible. A. Consider using building setbacks along streets with high noise levels to increase distance between the street and residential buildings, as well as to enhance the urban realm and pedestrian environment. B. Consider siting non-residential uses or buildings closer to noise-generating uses or transportation facilities to shield residential buildings from noise, and separate or shield residential uses from delivery areas for non-residential uses for mixed-use and multiple-use developments on larger sites.
Motor Vehicle Traffic Noise	
NE-8.13	Encourage the use of traffic calming measures as a means to enhance safety and reduce vehicle noise along neighborhood streets.
NE-8.14	Work with Caltrans to establish and maintain landscape buffers along freeway rights-of-way through the use of berms, planting of native and/or drought resistant trees and shrubs.
Aircraft Noise	
NE-8.15	Utilize the Community Plan and the ALUCP noise contours when making land use planning decisions.
NE-8.16	Ensure that future residential use above the 60 dBA CNEL aircraft noise contour includes noise attenuation measures to ensure an interior noise level of 45 dBA CNEL.
Construction Noise	
NE-8.17	Apply standard noise controls to reduce construction noise levels emanating from new construction to minimize disruption and annoyance to adjacent residential or other noise sensitive uses. A. Limit construction activity hours. B. Equip all internal combustion engine-driven equipment with intake and +exhaust mufflers that are in good condition, and appropriate for the equipment. C. Locate stationary noise-generating equipment (e.g. compressors) as far as possible from adjacent residential receivers. D. Acoustically shield stationary equipment located near residential receivers with temporary noise barriers. E. Utilize “quiet” air compressors, and other stationary noise sources where technology exists. F. Encourage construction contractors to prepare a detailed construction plan identifying the schedule for major noise generating construction activities that includes coordination with adjacent residents so that construction activities can be scheduled to minimize noise disturbance. G. Encourage construction contractors to designate a “disturbance coordinator” who would be responsible for responding to any complaints about construction noise.

9.0 HISTORIC PRESERVATION ELEMENT

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INTRODUCTION

This Historic Preservation Element provides the background and historic context for the Clairemont Community. It also provides goals and policies to address the history and cultural resources unique to Clairemont to encourage appreciation of the community's history and culture which is envisioned through the preservation, protection, restoration, and rehabilitation of Clairemont's historical and cultural resources.

A Historic Context Statement and the Cultural Resources Constraints Analysis 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 significant historical, archaeological, and tribal cultural resources within the Clairemont Planning Area. These technical studies, prepared by qualified experts are further explained in section 10.2 Resource Preservation if this element.

HISTORIC PRESERVATION ELEMENT GOALS:

- A quality-built environment enriched by the identification and preservation of the significant historical, archaeological, and tribal cultural resources of Clairemont.
- Creation of commemorative, interpretive and educational opportunities related to historical resources in the Clairemont community and the use of incentives for historic preservation and adaptive reuse.

9.1 TRIBAL CULTURAL HISTORY AND THE HISTORIC CONTEXT OF THE BUILT ENVIRONMENT

TRIBAL CULTURAL HISTORY

Clairemont 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. [Tribal Cultural and archaeological history specific to the Clairemont Community will be provided here once the Cultural Resources Constraints Analysis is complete.] The Kumeyaay are the Most Likely Descendants for all Native American human remains found in the City of San Diego.

Morena Townsite, Victorian-Period Development Patterns, and Subsequent Development Stasis (1888-1929)

Until the late 1880s, Clairemont was essentially an untouched natural landscape. Developed by the Morena Company, a syndicate led by Oliver J. Stough, the Morena tract was recorded in May of 1888 amidst a local real estate boom that started slowly in 1885, peaked in 1887, and collapsed by 1890. The first residential improvement occurred in 1888 with the construction of a two-story Victorian style dwelling intended to serve as a hotel or boarding house for guests or personnel working in the town site. By 1890, the City Directory identified 16 residents of the Morena District.

GENERAL PLAN TOPICS

The Historic Preservation Element policies in the General Plan and in the Community Plan provide goals and policies to guide the preservation, protection, restoration and rehabilitation of historical and cultural Resources in the community. Related Historic Preservation Topics covered in the General Plan include the following and should be referenced as applicable:

- *Identification and preservation of Historical Resources*
- *Historic Preservation, Education, Benefits, and incentives*

In the late 1800s the Pacific Steam Ship Company, which operated the Pacific Coast

Railway, constructed the Morena Station (demolished in the 1920s) on the southwest edge of the Clairemont. By the 1910s Alexander Ambort's dairy ranch occupied the undeveloped lots on the northern portion of the Morena tract and would remain there through the 1940s. The Ambort Residence, constructed in ca. 1896 by the Schaniel Brothers, is extant today at 4440 Ingulf Street.

Morena and its vicinity continued to evolve and grow as a suburban district, albeit slowly and with significant gaps in time brought on by the panic and depression of 1893, focus on growth around Balboa Park resultant from the 1915-1916 Panama-California Exposition, World War I (WWI), and later, the Great Depression. Although 18 subdivision maps were filed during this period, the overwhelming majority of Clairemont, on the mesa to the north and northeast of Morena, remained undeveloped and dominated by chaparral and bifurcated by Tecolote Creek and Tecolote Canyon. The extant property types associated with this theme include single family residences constructed in Victorian-era styles.

Bay Park Village, Community Building and FHA Principles (1936-1950)

Established in 1934 to reform home financing practices, to improve the quality of small homes for low- to middle-income families, and to stimulate the building industry during the Great Depression, the Federal Housing Administration (FHA) regulated home building practices by approving properties for mortgage insurance and publishing standards for housing and subdivision design. In June of 1936, real estate developer Harold J. Peterson announced his plans for Bay Park Village, a community constructed in accordance with FHA guidelines, within a portion of the defunct Morena tract. The tract formally opened by June of 1937, with all streets paved, olive trees planted in the public plaza, and 18 model single-family homes built in the Minimal Traditional style. By 1938, the neighborhood had been improved with 60 homes, necessitating construction of Bay Park Elementary School and formation of a civic organization. Residential development in the Bay Park Village subdivision continued though the 1940s and beyond. In total, 246 buildings were constructed in the tract. Subsequent to Bay Park Village and prior to major construction of Clairemont to the east, three additional tracts were recorded in the vicinity of the old Morena district: Weston Highlands (1941), Hazard Tract #1 (1949), and Bay Park Vista Unit #1 (1950). The extant property types associated with this theme include single family residences in residential tracts, one-part commercial block buildings and

public buildings in Minimal Traditional and Modernistic styles.

San Diego's Premiere Suburb: Clairemont, A Village Within a City (1950-1970s)

In 1945, at the end of WWII, America faced the seemingly insurmountable task of providing new housing for a large population of returning veterans and their families. Named after developer Carlos Tavares' wife, Claire, at the time of its inception in 1950 Clairemont was only second in size to Long Island's Levittown. As it developed, the community was planned in a manner consistent with the Urban Land Institute's Community Builders Handbook, ultimately allocating lands for the construction of schools, shopping centers, parks, and other civic and commercial uses. Its designers rejected the traditional street grid system and instead included curvilinear streets to conform the natural system of canyons and mesas that characterize the area.

By 1954, development at Clairemont was valued at $70 million with approximately 18,000 residents occupying 6,000 dwellings. In 1955, Clairemont had more than 7,000 living units, with an additional 5,000 units under contract or in the planning stages; the estimated population of the community was 25,000. Supporting commercial, office, and civic/public serving uses were sited primarily along the community's main thoroughfares: Morena Boulevard, Clairemont Drive, Balboa Avenue, and Clairemont Boulevard throughout the 1950s-1970s development period. As construction continued in Clairemont, plans to move east continued in 1956 with the opening of Pioneer Road, a three-mile extension of Clairemont Boulevard that spanned to Highway 395 and provided direct access to the burgeoning aerospace industries opening in Kearny Mesa. Similar to Clairemont, the eastern extension developed with schools, shopping plazas, libraries, and fire stations.

By 1960 Clairemont was home to 18,700 employed individuals, the vast majority of which were employed in census job classifications that relate to the defense industry, which clearly demonstrates that the communities of Clairemont and East Clairemont were closely associated with post-WWII defense. As the defense industry grew, so did Clairemont and East Clairemont. Today Clairemont contains more than 22,000 improved properties. Approximately 19,133 of those improvements were completed between 1950 and 1975, primarily within the Clairemont and East Clairemont areas, but also in the form of infill in and around the Morena district and Bay Park Village. The extant property types associated with this theme include single-family homes and residential tracts, multi-family development, commercial, and public-serving buildings in Modernist styles.

9.2 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 Clairemont 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 Clairemont 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. Cultural resources documented within the boundaries of Clairemont consist of… [content to be added once the Cultural Resources Constraints Analysis is complete.]

Cultural sensitivity levels and the likelihood of encountering archaeological or tribal cultural resources within Clairemont 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 Clairemont Planning Area was assessed as… [content to be added once the Cultural Resources Constraints Analysis is complete.]

Clairemont is presently home to two designated historical resources, the Stough-Beckett Cottage located at 2203 Denver Street (HRB Site #146) and the Aizo and Komume Sogo Farm located at 1398 Lieta Street (HRB Site #1305). The Clairemont 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.

9.3 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.

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.

HISTORIC PRESERVATION ELEMENT POLICIES

Cultural and Resource Preservation	
HP-3.1	Conduct project-specific Native American consultation early in the development review process to ensure culturally appropriate and adequate treatment and mitigation for significant archaeological sites with cultural or religious significance to the Native American community in accordance with all applicable local, state, and federal regulations and guidelines.
HP-3.1	Conduct project-specific investigations in accordance with all applicable laws an regulations to identify potentially significant tribal cultural and archaeological resources.
HP-3.1	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.
HP-3.1	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 Clairemont and refer sites to the Historical Resources Board for designation, as appropriate.
HP-3.1	Identify and evaluate properties within Clairemont 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 Clairemont Community Planning Area Historic Context Statement.
HP-3.1	Complete a Reconnaissance Survey of the Community Planning Area based upon the Clairemont Community Planning Area Historic Context Statement to assist in the identification of potential historic resources, including districts and individually eligible resources. Priority should be given to the areas of Bay Park Village (1936-1950), Clairemont (1950-1956) and East Clairemont (1957-ca.1973).
HP-3.1	Prepare a focused Historic Context Statement and Reconnaissance Survey regarding the Contemporary style commercial and public serving buildings in Clairemont and consider establishment of a Multiple Property Listing for such resources.

Education	
HP-3.1	Promote opportunities for education and interpretation of the Clairemont community's unique history and historic resources through mobile technology (such as phone applications); printed brochures; walking tours; interpretative signs, markers, displays, and exhibits; and public art. Encourage the inclusion of both extant and non-extant resources.