## Mobility Element Comments, Glen Schmidt, FASLA

March 11, 2020

# CLAIREMONT COMMUNITY PLAN UPDATE COMMUNITY DISCUSSION DRAFT JANUARY 2020



## **Consistent Community Vision**

### **Community Improvement Vision Plan**

An Action Plan for Improvements to the Community of Clairemont Mesa



Claire Burgener at the Clairemont Mesa monument sign dedication

Prepared by the Clairemont Town Council

Adopted by the Clairemont Town Council September 6, 2001

### A Community Vision 2001

#### **Vision Statement, Clairemont Mesa:**

Through personal involvement and proactive government support, we will maintain the predominantly low density character of our community. We will preserve the valuable canyons and open spaces that make our community unique. Our community will be family oriented, caring, and diverse with "walkable" well lit tree lined streets where people are comfortable day and night. Our community will promote and maintain opportunities for local employment, vibrant business districts, community support services, ample recreation and quality education.

- 1. Ownership and Stewardship
- 2. A Safe Community
- 3. Opportunities for Interaction and Socialization
- 4. Quality Schools and Educational Opportunities
- 5. Access to Goods, Services, and Public Resources
- 6. Physically Attractive
- 7. Environmental Stewardship
- 3. Cultural Diversity
- 9. Access to Recreation, Nature and Open Space
- 10. Quality Transportation (and "Walkability")
- 11. Economic Opportunities

Current proposed Clairemont Neighborhoods within the CPU

### FIGURE 1-2: CLAIREMONT NEIGHBORHODS MIRAMAR NORTH CLAIREMONT KEARNY MESA MESA EAST BAY HO PACIFIC BEACH **MESA WEST** CLAIREMONT VILLAGE Clairemont Neighborhoods While neighborhood BAY PARK boundaries are not officially defined, they are illustrated in LINDA VISTA this plan and are based upon factors such as historical documents, county assessor's parcel maps, property deeds, subdivision maps, police beat Clairemont Neighborhoods maps, the existence of active neighborhood organizations, Community Plan Boundary and residents' perceptions about where they live within 0 750 1,500 3,000 SMGIS SD

DIEGO RIVER

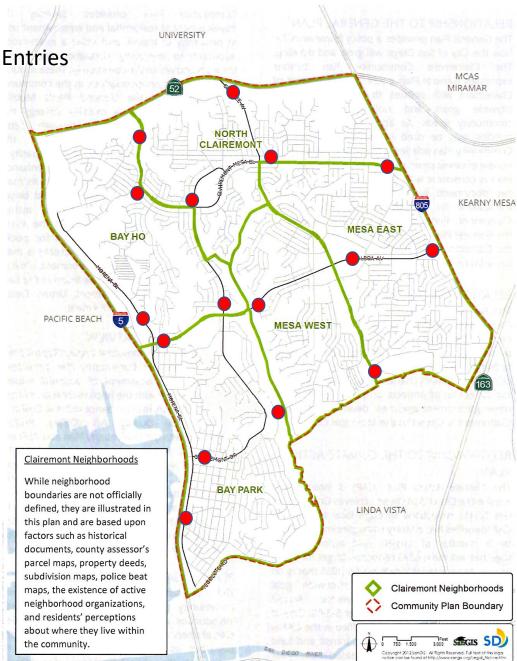
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the community.

Proposed Clairemont Neighborhoods without a separate Clairemont Village Neighborhood

## FIGURE 1-2: CLAIREMONT NEIGHBORHODS MIRAMAR NORTH CLAIREMONT KEARNY MESA MESA EAST BAY HO PACIFIC BEACH **MESA WEST** Clairemont Neighborhoods While neighborhood **BAY PARK** 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 Clairemont Neighborhoods maps, the existence of active neighborhood organizations, Community Plan Boundary and residents' perceptions about where they live within the community. Copyright 2012 SanGKS - All Rights Reserved. Full text of this legal notice can be found at http://www.sangis.org/Legal\_Natice.htm

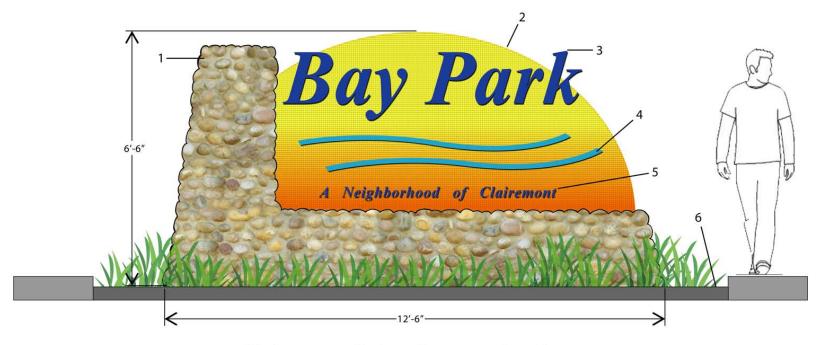
Study Clairemont / Neighborhood Entries and Monuments



## Neighborhood Identity Example

Key Notes: 1) Local Clairemont cobble stone over CMU block or poured in place concrete. 2) 1" Square ceramic tile sunset backdrop over CMU block or poured in place concrete. 3) 16" high navy blue powder coated steel lettering. 4) Light blue powder coated steel banding. 5) 4" high navy blue powder coated steel lettering. 6) Finish Grade.

General Notes: a) Light with ground mounted wash light. b) All Fonts to be Times New Roman PS MT in Bold Italic. c) All lettering to be 1/4" thick metal.



## Clairemont Drive Community Sign

Front Elevation

#### SCHMIDT DESIGN GROUP, INC.



#### Clairemont Drive Community Sign Committee

Glen Schmidt (Chair), Susan Mournian, Dave Konstantin, Dave Potter, Billy Paul, Ryan Rolla, Fiona Theseira, Lori Sorbo, Keith Rhodes, Warren baynard.

Keith Corry, Council Representative Councilmember Donna Frye



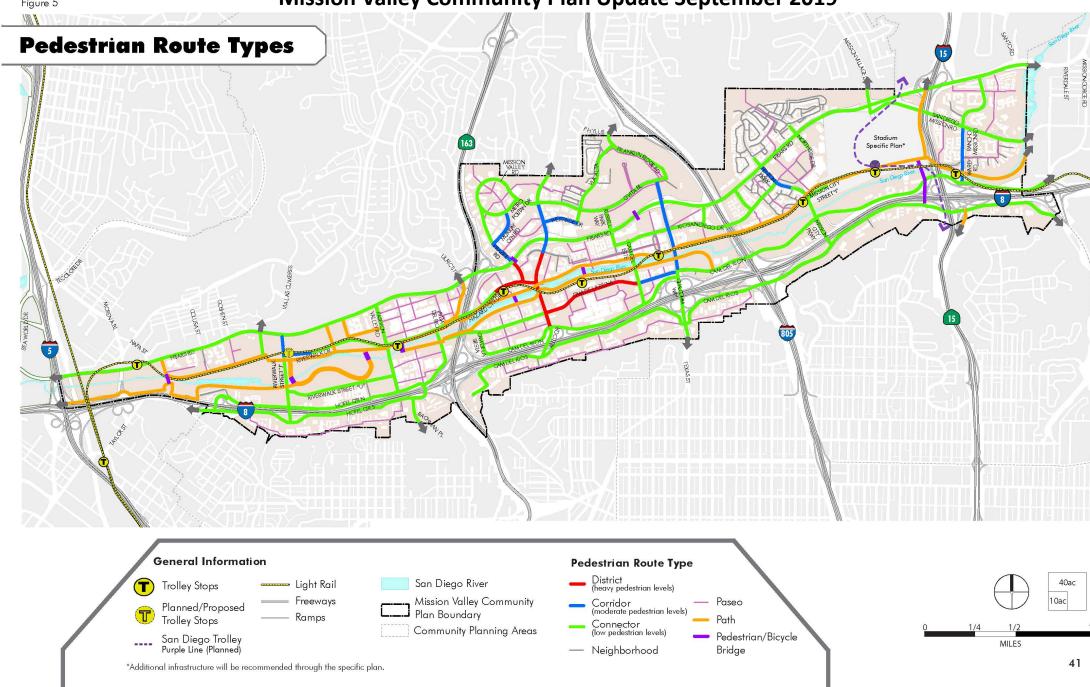
Scale: 3/4" = 1'-0" Project No.: 09-404 Date: August 11, 2009

#### Mission Valley Community Plan Update September 2019 Figure 3 Stadium Site **Urban Village Areas** Redevelopment of the SDCCU Stadium site will be accomplished through a Specific Plan or Campus Master Plan, which will include detailed information on the land uses, mobility system, and recreation facilities. This plan should adhere Western Mission Valley to the land uses, mobility system, and policies of this community plan. Western Mission Valley will have a residential and park focus with complementing office and retail uses. Habitat along the San Diego River will be designated open space with a focus on conservation and restoration. Beyond the open space, a park of community significance Stadium Specific to serve the Mission Valley community will be provided with features like trails, sports fields. MISSION abundant tree canopy, and playgrounds. Further, stakeholder engagement will ensure this SAN DIEGO STADIUM T park meets the needs of nearby residents and workers. The YMCA, Sefton Field, and Presidio Park will continue to be assets in the community and will be further featured via wayfinding signage and connections, like a pedestrian bridge, to and from the San Diego River Trail. FENTON PARKWAY Eastern Mission Valley HAZARD CENTER East of I-805 will focus on higher density development with an emphasis on connectivity MISSION and comfort for pedestrians, cyclists, and other VALLEY RIVERWALK modes of transportation. The introduction of trees CENTER (PLANNED) along corridors and a balance between open and MORENA/ recreational areas, cultural sites, and mixed-use development will create a welcoming space with a civic focus. The eastern area will be the home of a new aquatic complex and recreation center to meet the active recreational needs of the community. Central Mission Valley OLD TOWN The focus of Central Mission Valley will be as an urban village that not only serves as the central business district with vibrant jobs, but also a location for restaurants, nightlife, shopping, entertainment, and residential South of 1-8 development. Development will orient along the river, transit stations, and also along new main streets in the form of campus style, infill, and lifestyle developments. Workers, residents, and tourists will be able to access South of I-8 will have a continued emphasis on office, automobile, and hotel uses. Yet, these commercial and residential areas via a more bicycle and pedestrian friendly environment with the this area will be enhanced through higher quality building materials, greater connectivity, completion of the sidewalk network and integration of various types of bicycle infrastructure. Periodic parks enhanced bicycle and pedestrian friendliness, green spaces and plazas, new trail along the River will provide readily accessible respite from the center of Mission Valley's new urban focus, while connections, and restoration of the landscape. Public art will be encouraged as a tool green streets will reconnect pedestrians, bicyclists, and drivers with the action in a welcoming environment. to support a greater sense of place and trails, bike lanes, and potentially an aerial tram would be encouraged to connect to neighborhoods on the mesa. **General Information Park and Open Space** Transit **Circulation Improvement** Roadway Connection Existing Park Existing Trolley (Blue Line) Pedestrian/Bicycle Connection Mission Valley Community Plan Area Existing Open Space New Bridge Existing Trolley (Green Line) Potential Park/Open Space San Diego River Existing San Diego River Pathway Planned Trolley (Purple Line) River Corridor •••• Proposed San Diego River Pathway Planned Trolley Stop (Riverwalk) River Influence Area Intersection/Interchanae 23

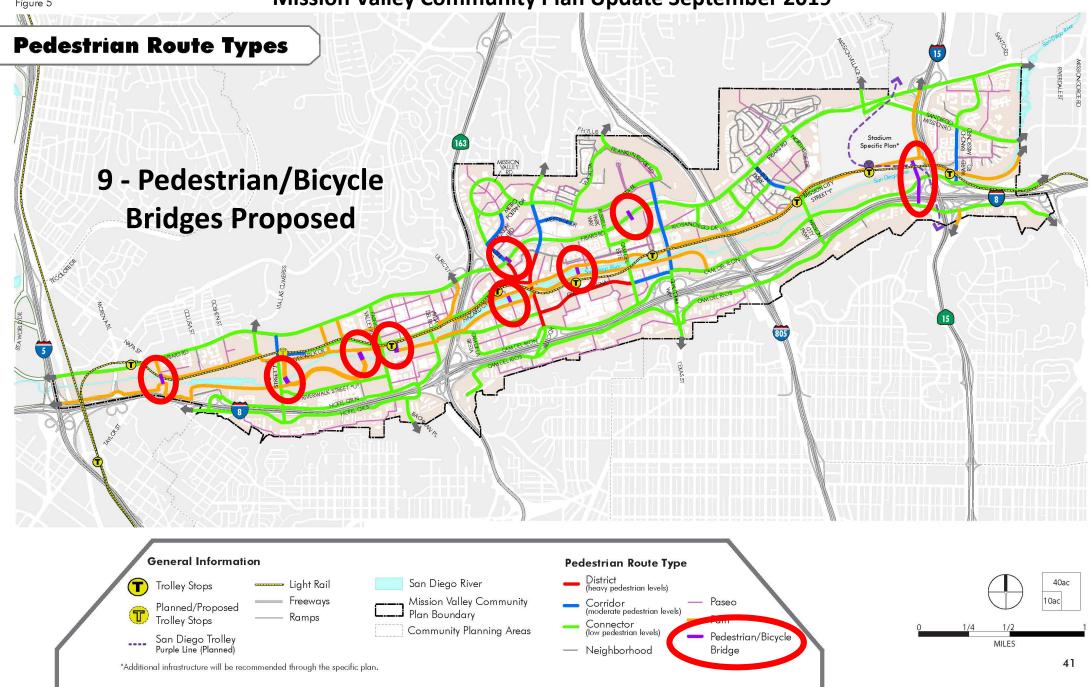
**Improvement** 

<sup>\*</sup>Additional infrastructure will be recommended through the specific plan.

**Mission Valley Community Plan Update September 2019** 



## **Mission Valley Community Plan Update September 2019**



1

Implementation
Mission Valley Community Plan

Figure 13: Examples of Implementation of New Transit-Serving Amenities Adjacent to the Mission Valley Center Transit Station







- 1. Mixed-Use Development
- 2. Commercial Frontages Leading to Transit Station
- 3. Public or Private Street
- 4. Mobility Hub and Transit-Serving Retail
- 5. Retail Plaza for Food and Beverage Services
- 6. San Diego River
- 7. Light Rail Transit Station
- 8. Bus Stop

9

9. Mission Valley Mall

10. Electric Vehicle Parking and Charging Stations

**Potential Future Condition: Aerial View** 

- 11. Dedicated, Secured Bicycle and Scooter Parking
- 12. Pedestrian Path to Transit Station
- 13. Transit Plaza Park
- 14. Loading Areas for Ride-Share Vehicles
- 15. Proposed Pedestrian Bridge
- 16. Amphitheater/Shaded Gathering Space
- 17. Marked Pedestrian Crosswalks
- 18. Landscape Buffer Along Trolley Right-of-Way

60

Figure 6: Example Implementation of a Multi-Use Bridge Across Friars Road at Frazee Road

A multi-use bridge at this location can be designed to integrate with both the street and the surrounding development. This bridge would provide an unobstructed link between the properties north of Friars Road and the Hazard Center Trolley Station, just south of Friars Road and accessed by Frazee Road. This bridge could be designed as a statement piece, adding character to the area, as well as a gateway, welcoming people into the community.



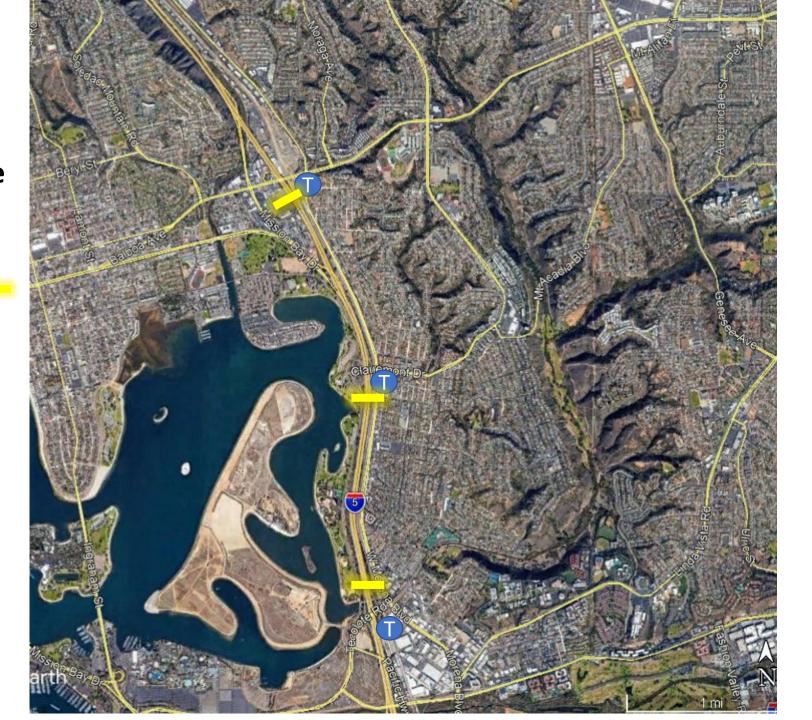




12

Proposed
Pedestrian/Bicycle
Bridges for
Clairemont

Pedestrian/bicycle bridges near Trolley Stations at Balboa, Clairemont Drive, and Tecolote.



## Pedestrian/Bicycle Bridges for Clairemont

Illustration of the proposed pedestrian/bicycle bridge which was included in the Balboa Station Specific Plan before being removed.



## **SD** Bunker Hill Bridge









#### After

- Proposed Street Improvements
- Potential Redevelopment
- Pedestrian and Bicycle Bridge Connection from Bunker Hill Drive to Balboa Avenue Station



Roosevelt Island Tram, New York



Mi Telefericao in La Paz, Bolivia



Metrocable Gondola in Medellin Columbia

## **Existing Urban Tram Examples**



Austin, Texas



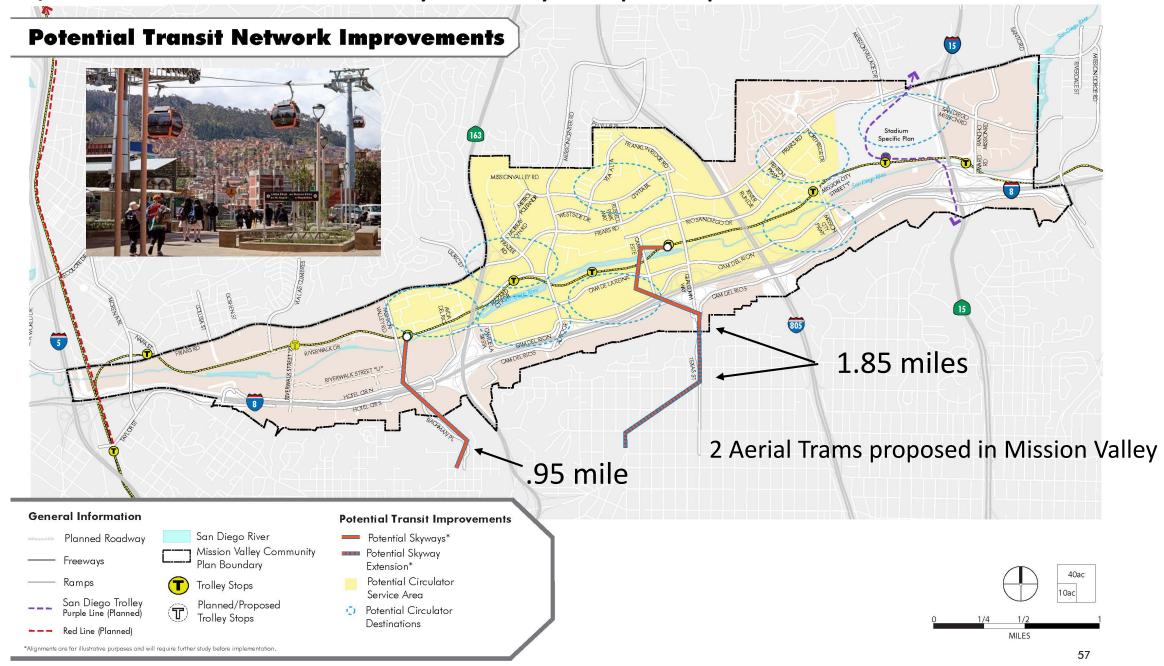
Los Angeles, CA



San Diego, CA

## **Proposed Urban Tram Examples Under Study**

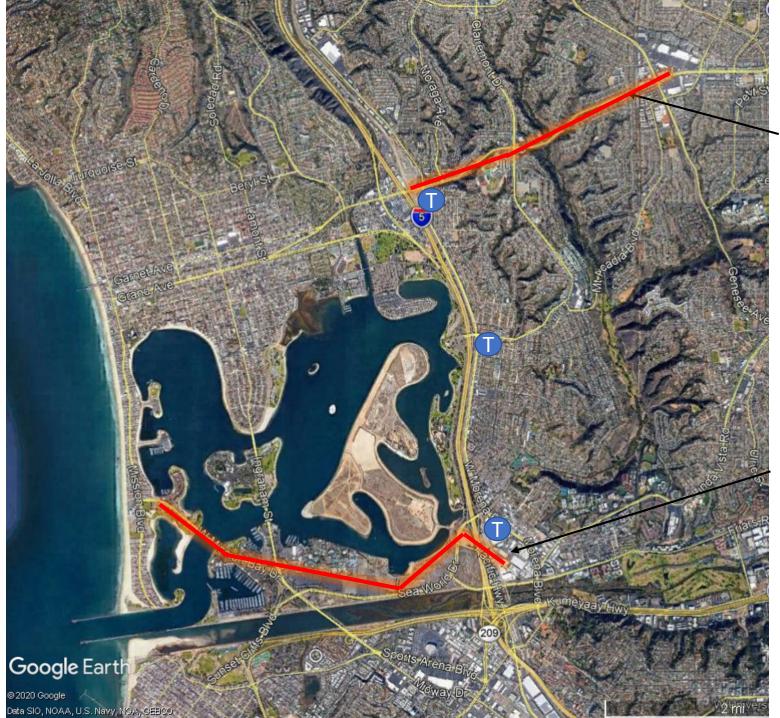
## **Mission Valley Community Plan Update September 2019**





Can Aerial Tram's be considered for Clairemont?

As well as in Linda Vista to provide access to the Beach?



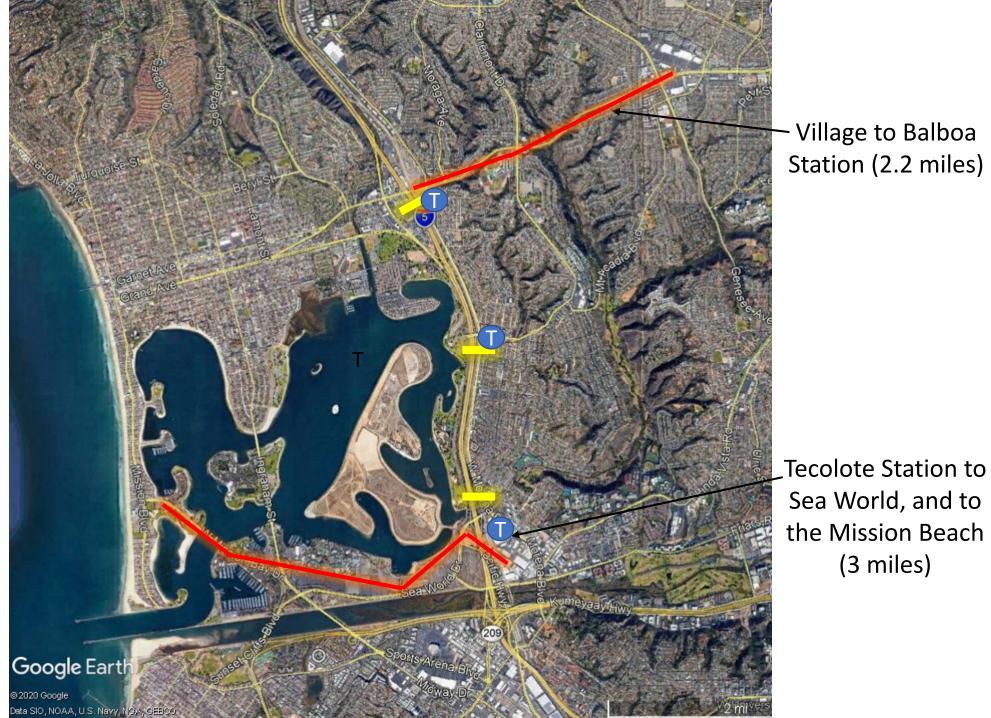
Village to Balboa Station (2.2 miles)

Tecolote Station to Sea World, and to the Mission Beach (3 miles)





- Aerial Tram's
- Pedestrian/Bicycle Bridges



Village to Balboa

(3 miles)

# Clairemont's Green Spine Trail and Open Space



SDGE power line easement through Clairemont

4.5 miles x 150 ft wide. Approximately 80 acres of open space









- Aerial Tram's
- Pedestrian/Bicycle Bridges
- Green Spine Pedestrian Google Earth
   Trail and more



These are just a few examples. In the final CPU please don't short-change our community and provide us with a dynamic true

**Vision** for our beloved community of

## Clairemont

