

# WORKING DRAFT LAND USE ELEMENT

## 2.1 INTRODUCTION

The Land Use Element of the Clairemont Community Plan envisions a mix of land uses in the community along with special 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.

### DRAFT LAND USE ELEMENT GOALS

- A vibrant, balanced, and pedestrian-oriented community that provides residential, commercial, office, industrial, institutional, and civic uses.
- Special districts and villages that are centers for community activity and entertainment
- A compatible mix of land uses that support active transportation 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

### BOX NE-1: GENERAL PLAN TOPICS

*Together the Land Use Element 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. Related Land Use 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*

## 2.2 EXISTING LAND USE

Clairemont contains a number of land use designations that allow for a variety of existing uses, services, and activities. General and uses in the community include those listed in Table 2-1 Existing Land Uses.

TABLE 2-1 EXISTING LAND USES<sup>1</sup>

EXISTING LAND USE	ACREAGE	% OF TOTAL ACREAGE
Vacant/Undeveloped	180	2
Industrial	241	3
Multifamily Residential	357	4
Commercial Services/Offices	458	5
Institutional & Public/Semi-Public	462	5
Parks/Open Space	1,164	14
Right of Way	1,832	22
Single-family Residential	3,862	45
<b>Total Acreage</b>	<b>8,556</b>	<b>100%</b>

<sup>1</sup> - SANDAG Series 13 Regional Growth Forecast

## 2.3 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 Land Use Map (Figure 2-1) 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 characteristics of specific land use designations found on the Land Use Map. Chart 2-1 includes a description of the land use designations, as well as examples of the associated building typologies. 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.

## RESIDENTIAL

The residential designations provide for a range of multi-family housing types. Several commercial and business land use designations allow residential uses, including live/work quarters and shopkeeper units, as part of mixed-use or multiple-use developments.

## 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 employees and reduce the need for driving.

## COMMUNITY COMMERCIAL

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

## COMMERCIAL VISITOR

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

## MIXED COMMERCIAL RESIDENTIAL

The mixed commercial residential designations provide opportunities for infill development to create multiple-use areas. Single-use commercial; residential with ground floor shopkeeper units; or mixed residential and commercial use development is allowed.

## 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.

## 2.4 PLANNING HORIZON

At build-out the community plan will have XX, XXX many dwelling units and a population of XX, XXX people.

## 2.5 VILLAGES, NODES, AND CORRIDORS

This element focuses future growth within villages, nodes, and corridors. Policies for the development of the community's village areas, which also function as Clairemont's major commercial centers are guided by the General Plan's "City of Villages" concept. Each village promotes a mix of uses connected to local and regional transit. Villages within the community are as shown in Figure 2-X. Mixed-use development would also be emphasized at existing commercial nodes to support the creation of vibrant, safe and pedestrian-oriented areas within neighborhoods. It is within villages and nodes where future residential development will be integrated and continue to support commercial districts while placing residents in close proximity to employment, entertainment, and goods and services.

As part of this vision, the traditional single family residential neighborhoods will be maintained at low densities, and the older multi-family residential areas along the community major transportation corridors, will be redeveloped with an emphasis on pedestrian connectivity and compatibility with the community's existing neighborhoods.

### Villages

Villages are the community's major activity centers that are envisioned to contain a mix of housing, office uses, and community-wide serving businesses. The largest of these areas is the "Community Core" located at the intersection of Genesee Avenue and Balboa Avenue and is made up of the Genesee Plaza and Balboa Mesa shopping centers, the Balboa Crest commercial strip, and the Balboa Towers consisting of medical offices. The other community center is Clairemont Town Square at Clairemont Drive and Clairemont Mesa Boulevard. Centers have the greatest potential for developing into community villages over time due to the size of their land area and large surface parking areas which could accommodate future mixed-use development, public

spaces such as parks, plazas, and promenades, along 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 walkways and bikeways.

## POLICIES

### *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).

### *Vision*

LUE-5.1 Promote the Community Core as a pedestrian- and transit-oriented urban village with an emphasis on employment, entertainment, and a mix of commercial and residential development.

### *Uses*

LUE-5.2 Provide active ground-floor uses in buildings with frontages along streets, public spaces, and parks.

LUE-5.3 Enliven plazas and public spaces by locating restaurants, outdoor dining, and other amenities on the ground floor, with views and physical access into these areas.

LUE-5.4 Promote ground-level pedestrian activity by locating commercial-retail uses primarily on the ground floor with office uses either on the ground floor and/or upper floors.

LUE-5.5 Encourage the integration of residential uses with employment uses within the Community Core to bring residents closer to where they work.

LUE-5.6 Locate auto-oriented and drive-thru uses at the rear of the Commercial Core or away from intersections to prevent conflicts with traffic at the intersection and to provide opportunities to frame the street edge with built structures.

### *Mobility*

LUE-5.7 Direct internal pedestrian, bicycle and automobile linkages to adjacent commercial areas within the Community Core, should be incorporated in the site design to reduce traffic congestion and circulation conflicts on public streets.

LUE-5.8 Integrate commercial development into existing development to provide direct pedestrian access by linking the public right-of-way and the internal walkways of the core area.

LUE-5.9 Locate parking underground, behind structures or wrapped by buildings. If parking is located on the first and second levels of the building, automobiles should be screened from the public right of-way with landscaping, and the facade of the parking structure should be sensitive to the pedestrian environment. The automobile or parking facilities should not be a dominant element of the community core.

### *Urban Design and Public Realm*

LUE-5.10 Allow either horizontal and/or vertical mixed development within villages.

LUE-5.11 Provide ten-foot wide, internal walkways that connect to public sidewalks and are landscaped with trees, shrubs, and ground cover.

LUE-5.12 Utilize canopy street trees to provide shade as well as palm trees as accent trees to continue the design theme along Balboa Avenue.

LUE-5.13 Screen parking areas from the public right-of-way with landscaping to enhance the Commercial Core Area, using trees, shrubs, or mounding where appropriate.

LUE-5.14 Break up large surface parking areas with landscape islands.

LUE-5.15 Utilize colored concrete paving as an alternative to asphalt to visually enhance surface areas.

LUE-5.16 Establish a human-scale environment for building structures within the public realm by maintaining a three- to four-story building, pedestrian interface.

LUE-5.17 Transition building heights above three stories towards the center of new development to create gradual changes in building scale.

### Parks

LUE-5.18 Incorporate a park-like setting in the Community Core, with plazas, pedestrian promenades, mini-parks, and public spaces designed as focal aspects of the area.

### *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.

### Vision

LUE-5.19 Promote Clairemont Town Square pedestrian -oriented, mixed-use village with an emphasis on creating a pleasant and convenient shopping environment for Clairemont residents.

### Urban Design and Public Realm

LUE-5.20 Utilize landscaping and architectural design as a link to create a transition between

commercial centers and residential neighborhoods.

LUE-5.21 Connect commercial centers to surrounding residential neighborhoods by creating pedestrian access between the public right-of-way and the internal pedestrian walkways of the commercial areas

### NODES

Like villages, nodes are pedestrian-oriented, mixed-use commercial areas that can be found at prominent street intersections as well as at the three trolley stations in the community. They are smaller in scale to centers and provide goods and services to the immediate neighborhood with definable pedestrian and bicycle links that promote connectivity between the immediate neighborhood and commercial businesses.

### POLICIES

#### *Diane Shopping Center*

LUE-5.22 Provide direct pedestrian access to commercial businesses along Conrad Avenue and Diane Avenue and to the Diane Shopping Center.

LUE-5.23 Ensure that landscaping along Conrad Avenue and Diane Avenue is included as part of any redevelopment of the site as a buffer between new development and the surrounding residential neighborhood.

#### *Clairemont Village*

LUE-5.24 Utilize landscaping and architectural design as a link to create a transition between commercial centers and residential neighborhoods.

LUE-5.25 Connect commercial centers to surrounding residential neighborhoods by creating pedestrian access between the public right-of-way and the internal pedestrian walkways of the commercial areas

#### *West Clairemont Plaza*

LUE-5.26 Utilize the area's site topography and rise in elevation to provide below-grade parking,

capture views, and reduce apparent building mass. Buildings should terrace down from the slope. Great sensitivity should be exercised to minimize view obstruction. Building height should be limited to 30 feet but allow for opportunities to vary roofline design and maximize ground floor area for parks, plazas, and public space.

- LUE-5.27 Provide pedestrian amenities such as landscaping and wide sidewalks (eight to ten feet wide) along the Clairemont Drive edge.
- LUE-5.28 Provide a direct pedestrian connection where nodes are located adjacent to the trolley station with landscaping that links the shopping center with the transit station.
- LUE-5.29 Link the Clairemont Community to Mission Bay park through safe and improved pedestrian access and a landscaping theme along Clairemont Drive that visually relates to Mission Bay Park.
- LUE-5.30 Orient building frontages, entrances and windows along Morena Boulevard.
- LUE-5.31 Minimize noise and parking conflicts to residential areas south of Ingulf Street and locate vehicle entrances between Morena Boulevard and Chicago Street.
- LUE-5.32 Provide clear access points to the shopping center with primary vehicular access taken from Clairemont Drive.
- LUE-5.33 Consolidate curb cuts along Clairemont Drive to reduce automobile and pedestrian conflicts.
- LUE-5.34 Provide pedestrian pathways throughout the site that are landscaped and protected from vehicular interference.

#### *Balboa Avenue/Morena Boulevard – Rose Canyon City Operation Yard*

The community plan re-envision the location of the Rose Canyon City Operations Yard with a mix of residential, visitor, office, employment, and commercial uses that benefit from access to the Balboa Avenue Trolley Station. A central pedestrian promenade will create a central linkage connecting residential, commercial, and office uses to public spaces within the site.

- LUE-5.35 Evaluate options for the relocation and/or consolidation of City operations onsite to allow opportunities for public space, recreation, and affordable housing close to the trolley.
- LUE-5.36 Utilize the area's site topography and rise in elevation to provide below-grade parking, capture views, and reduce apparent building mass. Buildings should terrace down from the slope. Great sensitivity should be exercised to minimize view obstruction. Provide varying roofline design. Maximize ground floor area for parks, plazas, and public space.

#### *General Policies for Centers and Nodes*

- LUE-5.37 Encourage corporate partnerships and local business sponsorship of Maintenance Assessment Districts (MADs) to support landscape improvements and maintenance of streetscapes along Clairemont Mesa Boulevard and Clairemont Drive.
- LUE-5.38 Create publicly accessible plazas and paseos as part of new development.
- LUE-5.39 Transition new commercial development adjacent to residential neighborhood using larger setbacks, graduated building heights that step away from residential areas, and landscaping.
- LUE-5.40 Provide direct access from commercial centers to service stations to minimize circulation conflicts on the street when



service stations are located adjacent to commercial centers.

- LUE-5.41 Provide landscape buffers between the public right-of-way and service stations.
- LUE-5.42 Utilize greater setbacks, landscaping, and decorative walls to assisting in screening service station operations and noise.
- LUE-5.43 Minimize curb-cuts associated with fast food restaurants to eliminate interference with pedestrian movement and on-street parking.
- LUE-5.44 Provide direct access from commercial centers to fast food restaurants to minimize conflicts on the street.
- LUE-5.45 Cluster business signs for commercial centers under one directory sign at the main entryway to minimize sign clutter.
- LUE-5.46 Allow only wall signs for those businesses within commercial centers that are visible from the public right-of-way.
- LUE-5.47 Design and maintain signs with respect for the scale and character of the street and surrounding development to enhance the overall quality of commercial areas. This can be accomplished with low-profile ground signs, wall signs and projecting signs that should be in scale with pedestrians.
- LUE-5.48 Integrate signs into the design of the building using similar materials.
- LUE-5.49 Reduce visual sign clutter through with uniform lettering and color.
- LUE-5.50 Direct runoff away from the canyon areas and employ erosion and runoff control measures where nodes are located adjacent to canyons.

## CORRIDORS

Corridors are identified primarily as linear, multifamily areas in the community, located along transit corridors between nodes and centers. 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.

## POLICIES

- LUE-5.51 Support the removal of existing curb-cuts and the utilization/creation of alley access as infill development occurs
- LUE-5.52 Maintain a 25-foot front yard setback and stagger buildings to create breaks between structures as infill occurs along Cowley Way and Clairemont Drive.
- LUE-5.53 Maintain the 25-foot wide landscape buffer located along the southern frontage of Dakota Drive to maintain transition area between the multifamily neighborhood to the south and the single family residential neighborhood to the north.
- LUE-5.54 Conceal and/or orient garages away from the public right-of-way to reduce their visual presence along the street.

## 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. The Rose Creek/Canyon industrial area is the community's industrial district, located in the northwestern portion of the community and supports employment and industrial uses. This plan envisions the creation design districts that promote placemaking and pedestrian activity. The emerging "Morena Design District" located in the southwestern portion of the community is envisioned as a location for artisan crafts, design firms, distinct products, specialty food and beverages to cluster with similar businesses. The Bay Park District located along Morena Boulevard from Tonopah Avenue to Clairemont Drive promotes a neighborhood village-like setting with

restaurants and shops connected by a pedestrian boardwalk along Morena Boulevard.

## POLICIES

### *Rose Creek/Canyon Industrial District*

LUE-5.55 Cluster development to minimize automobile use areas thereby maintaining open space areas within the canyon.

LUE-5.56 Encourage landscaping that screens and conceals industrial equipment from public right-of-way and is compatible with surrounding development.

LUE-5.57 Integrate signage into the project design that complements the character of the structure and setting.

LUE-5.58 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.

LUE-5.59 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.

LUE-5.60 Incorporate setbacks with successive building floors on sloping sites to follow the natural line of the slope.

LUE-5.61 Set the rear of buildings into the slope to blend the structures into sloping sites to help preserve the canyon environment.

LUE-5.62 Blend grading pads into the environment to reduce obtrusiveness and to avoid stark,

abrupt appearances of buildings and building pads.

LUE-5.63 Establish landscaping that enhances structures, creates and defines public and private spaces, and provide shade, aesthetic appeal, and environmental benefits.

LUE-5.64 Utilize the use of underground or above-ground parking structures, rather than surface parking lots, to reduce land area devoted to parking.

LUE-5.65 Provide appropriate screening mechanisms to screen views of parked vehicles from pedestrian areas, and headlights from adjacent buildings.

LUE-5.65 Promote parking at the rear and sides of street-oriented buildings to reduce the amount and visual impact of surface parking lots.

### *Morena Design District*

LUE-5.66 Encourage local businesses to create a design district through branding, identity, wayfinding signage, and improvements to the public realm.

LUE-5.57 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.

LUE-5.58 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.

### *Bay Park Design District*

- LUE-5.59 Incorporate a boardwalk concept with a wider pedestrian area along Morena Boulevard between Ashton and Napier Streets.
- LUE-5.60 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.
- LUE-5.61 Design buildings with active frontage elements such as windows, storefront treatments, and public spaces that front on Morena Boulevard to enliven and bring activity to the street.

## **2.6 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.

## **POLICIES**

- LUE-6.1 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.

## **2.7 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 are 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.

(To be further developed)



# WORKING DRAFT LAND USE ELEMENT

TABLE 2-2 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 <sup>1</sup>
	Neighborhood Park Community 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
	Residential – Very High	44-73 DU/AC
Commercial, Employment, Retail, and Services	Neighborhood Commercial Community Commercial	29 DU/AC
	Neighborhood Commercial Commercial Visitor Community Commercial	44 DU/AC
	Community Commercial	54 DU/AC
	Community Commercial	109 DU/AC
Multiple Use	Neighborhood Village	44 DU/AC
	Community Village	29-54 DU/AC
Industrial Employment	Industrial Park	N/A
Institutional & Public and Semi-Public Facilities	Institutional	N/A

<sup>1</sup> – 1 dwelling unit per lot where open space-designated lots are privately owned.