CLAIREMONT COMMUNITY PLAN

Responses to the Clairemont Community Planning Group (CPG) comment letter provided on 10/9/25 relating to the Second Draft Clairemont CPU.

NO.	COMMENT	RESPONSE
1	**Add comprehensive protection to the private canyonlands in Clairemont.** Clairemont includes hundreds of acres of private canyons that provide significant quality of life and environmental benefits. Most of these private canyons are not recognized as open space and are mostly unprotected from development. We ask for additional protection.	Approximately 231 acres of private canyons were identified and redesignated from Residential to Privately-Designated Open Space to protect sensitive canyonlands and supporting rezoning from Residential to open space. Many areas identified by the Community Planning Group align with this analysis. The draft Community Plan has also been updated with additional discussion on mechanisms used to preserve both public and private property as open space, which include the Multiple Species Conservation Program (MSCP), Multi-Habitat Planning Area (MHPA) and MHPA Land Use Adjacency Guidelines, Environmentally Sensitive Lands (ESL) regulations, and low-density Open Space Residential (OR) zones, which designate private property as open space to protect these open space areas.
2	**Include a more robust and detailed recommendation to add bus service and a 4th Trolley Station at the foot of Jutland Drive where it intersects with Morena Boulevard.** As noted in the CCPU, we recommend adding more detail regarding this bus and transit station as a prime location for an additional housing and commercial "Village" that we might call Rose Creek North.	New policies have been added to the Community Plan's Land Use, Mobility, and Economic Prosperity Elements to reflect the potential for a future mixed-use village near Jutland Drive and Morena Boulevard. The Community Plan uses the adopted transportation network as a part of map figures, and additional coordination will need to occur with SANDAG to reflect the potential for transit in this area as a part of future regional transportation planning efforts. Additionally, General Plan Policy EP-A.6 directs the preparation of additional analysis when considering mixed-use development in industrial areas to ensure land use compatibility. <u>Land Use Element:</u> • 2.19: Coordinate with SANDAG to consider a future light rail transit station at Jutland Drive to serve employees and community members, and support a community plan amendment to allow a mix of uses within walking distance of the potential new station. • 2.20: Support a community plan amendment and evaluate opportunities to implement a Prime Industrial-Flex designation to allow a mix of uses and employment-oriented mixed-use within walking distance of a potential new station near Jutland Drive and Morena Boulevard. <u>Mobility Element:</u> • 3.35: Explore opportunity to improve transit service and access in northwest Clairemont with SANDAG, MTS or private development. Potential strategies include evaluating a future light rail transit station at Jutland Drive and Morena Boulevard, enhancing local transit service, strengthening multimodal connections, and integrating public space

		improvements with the redevelopment of Rose Canyon Business Park and other nearby sites. <u>Economic Prosperity Element:</u> • 5.14: Evaluate opportunities to implement a Prime Industrial - Flex designation to support employment-oriented mixed-use near Jutland Drive and Morena Boulevard based on appropriate analyses, which may include a co-location study and Community Plan amendment.
3	**Include a concept we call "Villages within the Village" to provide significant housing to serve the Blue Line Trolley along Morena Boulevard.** Recognizing the goal to take advantage of the significant investment in the Blue Line Trolley, we suggest some modifications to height limits along the Western Edge of Clairemont, Bay Ho, and Bay Park which will add additional housing in a more thoughtful and purposeful way.	Height increases are proposed in areas along the MTS Blue Line Trolley within the Clairemont Height Limit Overlay Zone.
4	**Increase housing and mobility opportunities at the Community Core Village.** The Community Core Village (Located at Balboa Ave. and Genesee Ave.) is the largest village in the plan and includes more than 33-acres of parking lots alone; this village could provide more significant opportunities for housing and mixed-use with strong connections to transit.	The draft Community Plan land use density has been raised from 54 du/ac to 73 du/ac at the Community Core Village.
5	**Add more robust and visionary community connections for pedestrians and bicyclists.** We wish for the CCPU to be visionary and bold. Additions to the plan such as an Aerial Tram from the Community Core, access to Mission Bay, Green Spine open space, Trail connections, undercrossings, etc. are all important bold visions for Clairemont that should be expanded upon.	The draft Community Plan reflects the goals for a multimodal network and incorporates several CPG recommendations. <u>"Green Spine" Recommendation:</u> • 3.29: Coordinate with SDG&E and other stakeholders to identify and implement options to utilize the utility easement as a north-south Class I multi-use path. • 6.25: Encourage opportunities for parks and/ or trails within SDG&E properties and easement areas, especially within the utility easement that runs north/south between Tecolote Canyon Natural Park and Marian Bear Memorial Park. <u>Connections to/from Pacific Beach and Mission Bay:</u> • 3.23: Work with SANDAG and Caltrans to assess the feasibility of shared-use pedestrian and bicycle connections across the Interstate-5 freeway near light rail stations, and to/ from Pacific Beach and Mission Bay Park. These connections could include new active

		transportation bridges, cantilevered expansions of existing bridges, an aerial skyway or other innovative options. <u>Trails and Trail Connections:</u> • 3.6: Enhance pedestrian access to natural recreational areas, open space lands, and parks by improving connectivity and increasing awareness of trails and other pathways as complementary components of the community's circulation network via signage, wayfinding programs, and educational kiosks. • 3.15: Evaluate opportunities to enhance pedestrian and bicycle connections across Mount Acadia near Snead Avenue and Tecolote Canyon trailhead. Improvements may include, but are not limited to, a dedicated crossing, signage and other measures to alert drivers to pedestrian and bicycle activity, as appropriate. • 7.14: Consult the Tecolote Canyon Natural Park Master Plan and Natural Resource Management Plan for the management and preservation of the resource-based park.
6	**Refine and add more Park and Recreation facilities recommendations.** The goals for population-based Recreation Value Points within new village development are unrealistic. This section includes suggestions for additional specific recreation facility locations, and requests more research to add recreation opportunities to properly serve the anticipated population increase.	The detailed recommendations from the CPG for park opportunities have been reviewed and evaluated. The draft Community Plan includes policies to pursue various park opportunities. Since the release of the Second Draft in August 2025, additional park opportunities have been identified: • Planned recreation center at South Clairemont Community Park. • Ute Pocket Park. • Ogalala Trailhead Pocket Park. Recreational Value Points have been evaluated consistent with the Parks Master Plan and continue to undergo refinement as opportunities arise.
7	**Refine and complete more comprehensive design standards for ALL of the community villages as part of the Implementation Overlay Zones.** We believe it is very important for objective design standard elements under the Community Enhancement Overlay Zone implementation to be more comprehensive and include ALL of the 10 proposed villages.	Objective Design Standards exist in the SDMC as a part of base zone regulations and general development regulations. Base zones regulate building frontage, articulation and massing. General development regulations address the public right-of-way. The Land Development Code (LDC) Update introduces consistent standards for transition planes between higher- and lower-density zones, ensuring a gradual change in building height and scale where different densities adjoin. The Community Enhancement Overlay Zone (CEOZ) proposed for Clairemont identifies public space facility requirements to support the urban design vision for villages identified in the Community Plan.
8	**Add opportunities and more emphasis on public art.** The City of San Diego Civic Art Collection includes over 800 works throughout the city. Clairemont, the largest community in San Diego, does not host	New discussion and policies have been added to the draft Community Plan related to public art. <u>Urban Design Element:</u>

	a single Civic Art Collection piece. We ask for a detailed section focusing on public art opportunities in the community.	• 4.30: Encourage public art as a focal point in public spaces and villages to celebrate community identity. A. Consider opportunities for public art at plazas and transit stations, on the facades of existing and future buildings and utilities, as well as in new developments. B. Consider opportunities for public art as a part of pedestrian connections such as paseos, greenways and parkways as well as gateways and wayfinding monuments. <u>Public Facilities, Safety and Services Element:</u> • 8.32: Seek opportunities to integrate art, performance space, and other cultural amenities as a part of parks, libraries, schools, and other institutional and semi-public facilities. • 8.33: Promote opportunities to integrate public art, performance space and other cultural amenities as a part of new development. • 8.34: Promote opportunities to integrate artwork, such as the Civic Art Collection, as a part of civic buildings and other public spaces.
9	**Request a more comprehensive study of how fire safety will be maintained as the proposed additional housing is constructed.** The CCPU is missing a detailed implementation plan for fire safety for the community. This includes specific station upgrades, evacuation planning, equipment upgrades such as a brush rig, etc. This plan should be updated regularly as future growth influencing housing types, densities, building scales, and traffic impacts are realized.	Additional discussion and policies have been added to the Public Facilities, Services and Safety Element regarding fire-rescue service. Additional information from the Fire-Rescue Department for a new potential facility near Clairemont Drive and Balboa Avenue has also been identified and reflected in the draft Community Plan. Over the life of the Community Plan, the Fire-Rescue Department will continue to evaluate potential upgrades, expansions and new facilities alongside associated staffing needs and operational strategies, depending on the amount of future development that occurs, which would require future technical analysis. Additional discussion and policies for brush management and a local fire safe council have also been added. <u>Public Facilities, Services and Safety Element:</u> • 8.13: Encourage the formation and ongoing activities of Local Fire-Safe Councils in Clairemont to support community-based wildfire resilience. • 8.15: Encourage the use of fire-resistant materials in building construction, such as fireproof roofing, walls and windows. • 8.16: Encourage home-hardening improvements for existing homes such as fire-resistant roofs, vents, windows, and defensible space treatments to strengthen neighborhood-wide resilience to wildfires. • 8.17: Provide adequate water supply, flow rate and duration levels - and ensure proper spacing and readiness of fire hydrants - to support effective fire suppression. • 8.18: Prioritize undergrounding overhead power lines near high-risk settings (e.g., open space canyon rims) to reduce ignition sources and improve community safety.

		• 8.19: Continue to conduct periodic emergency planning and coordinated operations with regional agencies to ensure safe and efficient evacuations during fire emergencies, including education and clear communication protocols for residents.
10	**Include unit counts and population impact of Accessory Dwelling Units (ADU), Complete Communities, and State Senate Bills factored into the unit and population projections.** With research in communities with upgraded Community Plans, we believe the impacts on base zones of local and state bonus waivers can be estimated; and constructed and permitting ADU's can be documented. We ask that you include these statistics in the current and future population and unit counts that guide the recommendations in the CCPU.	Unit counts and population projections are based on SANDAG estimates, which are informed by historical data. SANDAG estimates include considerations for ADUs. Complete Communities and State Density Bonus are optional programs that provide incentives in exchange for deed-restricted affordable homes.

October 9, 2025

City of San Diego Planning Commission
City Planning Department
202 C Street, MS 413
San Diego, CA 92101

Regarding: Second Draft Summer 2025 Clairemont Community Plan Update (CCPU)
Clairemont Community Planning Group Comments.

Dear Planning Commissioners and City Staff c/o Sean McGee Principal Planner,

Thank you for the opportunity to provide the following comments from the Clairemont Community Planning Group. Staff and your consultants have provided a well-thought-out Community Plan with many constructive elements and visions for Clairemont. It is our hope that the following comments and suggestions assist you in finalizing the Community Plan that will serve our community for many years to come.

As you know, our community and Planning Group participated in over 30 meetings with staff along with more than 20 additional meetings with interested community members during the development of the First Draft CCPU from 2017 to 2021. Since the release of the Second Draft Summer 2025 plan on August 1st of this year, our community outreach has included presentations and community feedback discussions at publicly noticed meetings on August 4th, August 27th, September 4th, September 10th, September 16th, September 24th and October 8th. The contents of this letter were unanimously approved by the Clairemont Community Planning Group on October 8, 2025.

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- **Attachments / Illustrations**
- **Section B – Big Ideas Details**
- **Section C – Additional Comments**

Section A – The Big Ideas Summary

1. **Add comprehensive protection to the private canyonlands in Clairemont (See Attachment 1).**
   Clairemont includes hundreds of acres of private canyons that provide significant quality of life and environmental benefits. Most of these private canyons are not recognized as open space and are mostly unprotected from development. We ask for additional protection.

2. **Include a more robust and detailed recommendation to add bus service and a 4th Trolley Station at the foot of Jutland Drive where it intersects with Morena Boulevard (See Attachment 2).**
   As noted in the CCPU, we recommend adding more detail regarding this bus and transit station as a prime location for an additional housing and commercial "Village" that we might call Rose Creek North.

3. **Include a concept we call "Villages within the Village" to provide significant housing to serve the Blue Line Trolley along Morena Boulevard (See Attachment 3).**
   Recognizing the goal to take advantage of the significant investment in the Blue Line Trolley, we suggest some modifications to height limits along the Western Edge of Clairemont, Bay Ho, and Bay Park which will add additional housing in a more thoughtful and purposeful way.

4. **Increase housing and mobility opportunities at the Community Core Village (See Attachment 4).**
   The Community Core Village (Located at Balboa Ave. and Genesee Ave.) is the largest village in the plan and includes more than 33-acres of parking lots alone; this village could provide more significant opportunities for housing and mixed-use with strong connections to transit.

5. **Add more robust and visionary community connections for pedestrians and bicyclists (See Attachment 5).**
   We wish for the CCPU to be visionary and bold. Additions to the plan such as an Aerial Tram from the Community Core, access to Mission Bay, Green Spine open space, Trail connections, undercrossings, etc. are all important bold visions for Clairemont that should be expanded upon.

6. **Refine and add more Park and Recreation facilities recommendations (See Attachment 6).**
   The goals for population-based Recreation Value Points within new village development are unrealistic. This section includes suggestions for additional specific recreation facility locations, and requests more research to add recreation opportunities to properly serve the anticipated population increase.

7. **Refine and complete more comprehensive design standards for ALL of the community villages as part of the Implementation Overlay Zones**
   We believe it is very important for objective design standard elements under the Community Enhancement Overlay Zone implementation to be more comprehensive. The objective design standards must include recommendations for ALL of the proposed villages.

8. **Add opportunities and more emphasis on public art.**
   The City of San Diego Civic Art Collection includes over 800 works throughout the city. Clairemont, the largest community in San Diego, does not host a single Civic Art Collection piece. We ask for a detailed section focusing on public art opportunities in the community.

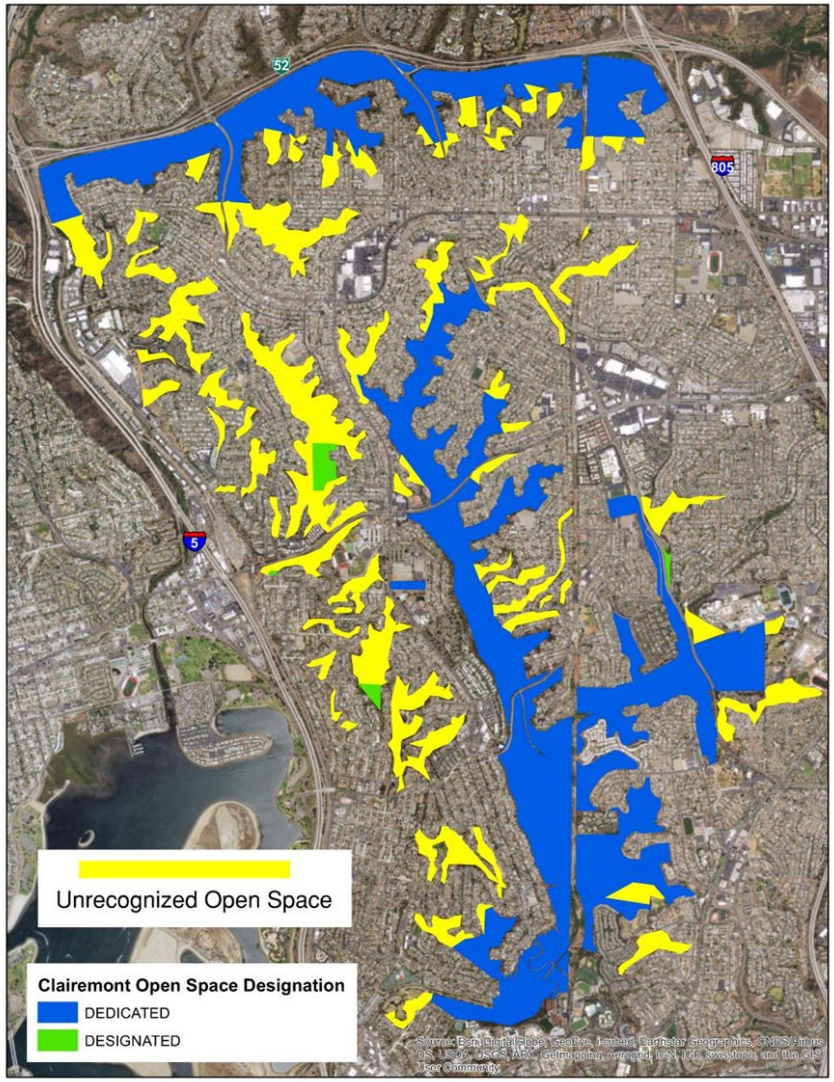
9. **Request a more comprehensive study of how fire safety will be maintained as the proposed additional housing is constructed.**
   The CCPU is missing a detailed implementation plan for fire safety for the community. This includes specific station upgrades, evacuation planning, equipment upgrades such as a brush rig, etc. This plan should be updated regularly as future growth influencing housing types, densities, building scales, and traffic impacts are realized.

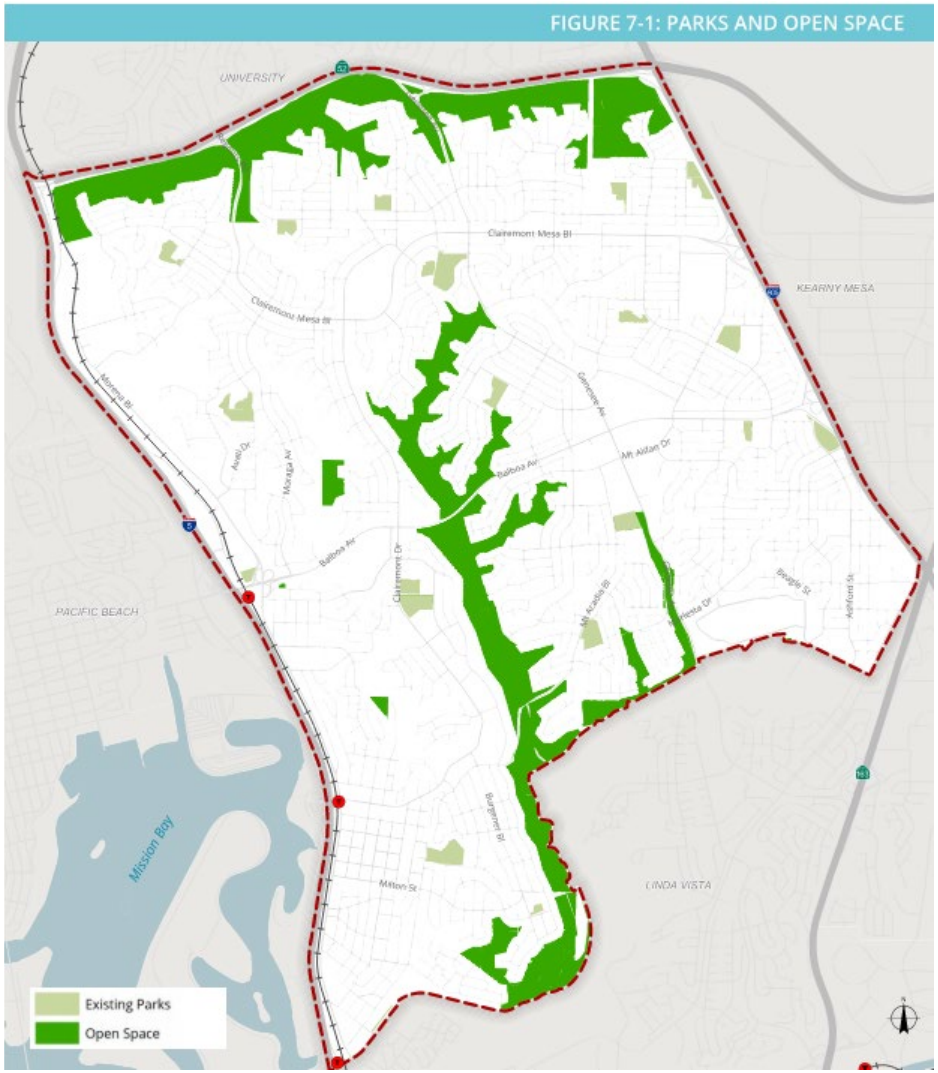
10. **Include unit counts and population impact of Accessory Dwelling Units (ADU), Complete Communities, and State Senate Bills factored into the unit and population projections.**
    With research in communities with upgraded Community Plans, we believe the impacts on base zones of local and state bonus waivers can be estimated; and constructed and permitting ADU's can be documented. We ask that you include these statistics in the current and future population and unit counts that guide the recommendations in the CCPU.

Attachments / Illustrations follow, pages 4-9

Private canyons in Clairemont not recognized in the Community Plan Update

Attachment 1
CCPG comments 10/9/25





The majority of the canyons highlighted in yellow within the map at left are unprotected from development. We wish to protect them as much as possible

Proposed Trolley Station at Jutland Drive

Attachment 2
CCPG comments 10/9/25

CCPU Mobility Policy 3.27
Coordinate with SANDAG to consider a future light rail transit station at Jutland
Drive to serve employees and community members.

If feasible it could provide stronger employment opportunities and potential access to Santa Fe businesses as well as the Rose Creek bike path

On-grade crossing to Santa Fe (Trolley is elevated above)

Existing vehicle bridge over Rose Creek

Rose Canyon Business Park potentially redeveloped with public street access to Santa Fe

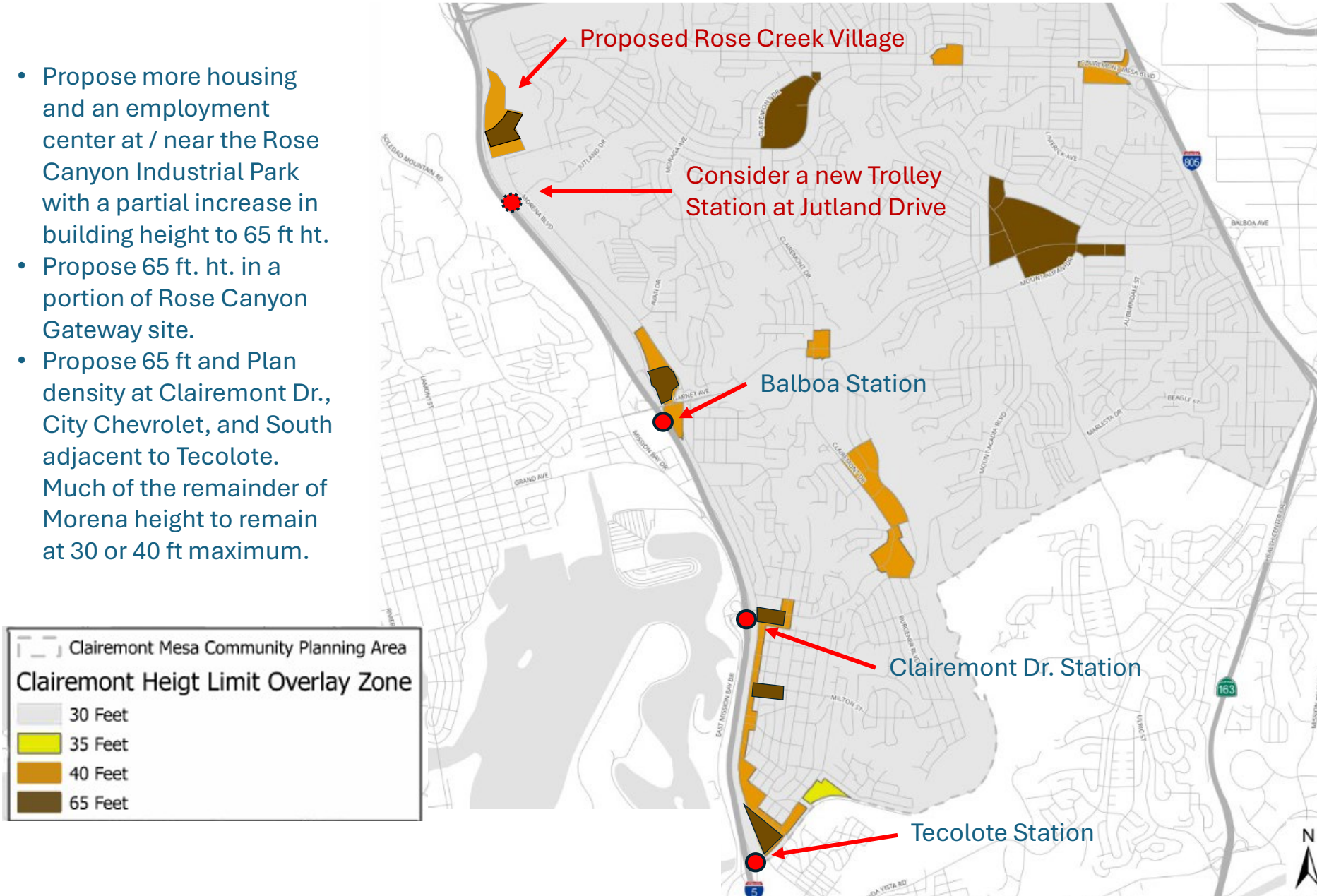
Bus Service added to Jutland Dr.

New potential Jutland Drive Station

Additional housing proposed along the Blue Line: "Villages within the Village"

Attachment 3
CCPG comments 10/9/25

- Propose more housing and an employment center at / near the Rose Canyon Industrial Park with a partial increase in building height to 65 ft ht.
- Propose 65 ft. ht. in a portion of Rose Canyon Gateway site.
- Propose 65 ft and Plan density at Clairemont Dr., City Chevrolet, and South adjacent to Tecolote. Much of the remainder of Morena height to remain at 30 or 40 ft maximum.



Attachment 4
CCPG comments 10/9/25

Aerial of the Community Core

Community Connections to Stations and Beyond

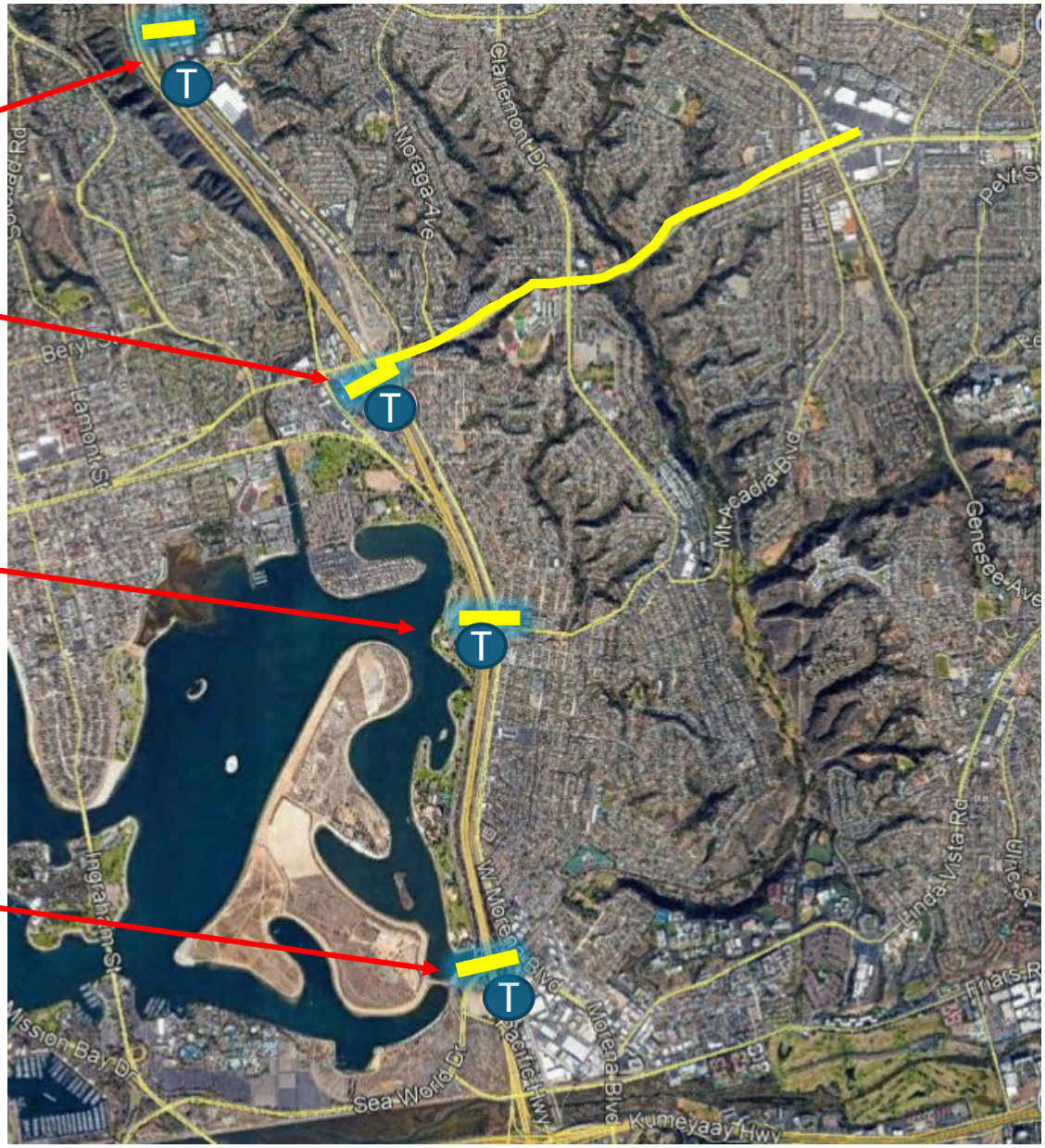
Attachment 5
CCPG comments 10/9/25

Future light rail transit station at Jutland Drive with on-grade crossing to Santa Fe Street.

Aerial Tram from upzoned Community Core to the Balboa Station with access to Mission Bay.

Clairemont Drive Station with 150 parking spaces and improved bridge access to Mission Bay.

Tecolote Station with improved access to Tecolote Village to the South, Tecolote Canyon, and Mission Bay.



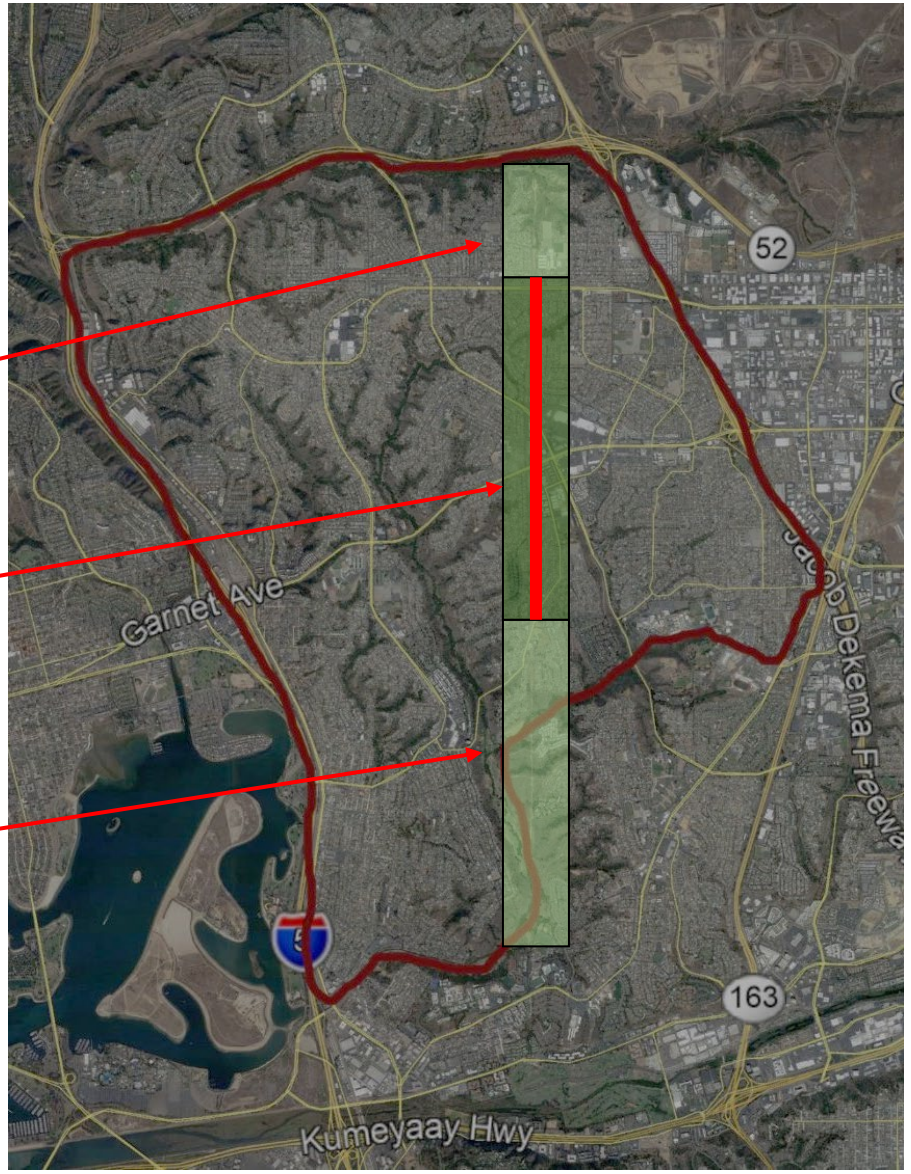
The “Green Spine”, an important recreation opportunity for the community

Attachment 6
CCPG comments 10/9/25

Trail to Marian Bear Park, open to the public

Currently closed to the public. This area could provide 41-acres of passive recreation such as trails, dog parks, community gardens, etc. near the Community Core.

Tecolote Park Trail, open to the public.



SDGE power line easement through Clairemont, Total of 4.5 miles x 150 ft wide. Approx. 80 acres of open space total, currently 39-acres is open to the public.

Section B – The Details

1. **Add comprehensive protection to the private canyonlands in Clairemont.**
   a. Clairemont includes hundreds of acres of private canyons that provide significant quality of life and environmental benefits. Most of these private canyons are not recognized as open space and are mostly unprotected from development, see canyons highlighted in yellow **(see Attachment 1)**.
   b. We request that the Planning Department explore and implement mechanisms within the CCPU to protect private canyonlands. Potential approaches could include re-zoning, Canyon Overlay Zones, canyon ridgeline development setbacks, or other appropriate tools.
   c. One positive example of protecting canyonlands in the CCPU is the trailhead, "paper street," trail, and private parcel west of Lakehurst Avenue, APN #3592101100. This has been shown rezoned to OP-2-1, a passive park, on zoning map C-1037, which we appreciate. Please include this and any other open space not noted in the following CCPU graphics: Figure 2-1: Land Use Map; Figure 4-1: Urban Design Vision Framework; Figure 7-1: Parks and Open Space.

2. **Include a more robust and detailed recommendation to add bus service and a 4th Trolley Station at the foot of Jutland Drive where it intersects with Morena Boulevard.**
   a. As noted on Page 90, Policy 3.27, we request the addition of a bus and transit station onto the CCPU maps, graphics, Mobility, Urban Design, Land Use, and Economic Prosperity. This could be an additional "Village" that we might call Rose Creek North.
   b. Adding transit to this northern section of Morena could generate additional opportunities for both housing and employment. The potential transit stop is located in close proximity to Costco, retail within the same building, and 17 office, retail, and commercial buildings. There may be opportunities for parking nearby as well. The Rose Canyon Industrial site, less than ¼ mile to the north, includes 14 low density (mostly one-story commercial/retail buildings) on approx. 16-acres. The pad is approximately 50 feet below the closest residential which is a multi-family project on Ariane Drive to the east.
   c. The Rose Canyon Business Park site includes a vehicular bridge over Rose Creek and the possibility of an on-grade rail crossing at the northern portion of the property where the Trolley tracks are elevated approximately 40 feet above. This crossing could potentially allow vehicle and bicycle access to Santa Fe Street which includes the Rose Canyon Bike Path **(See Attachment 2).** This proposal aligns with Open Space/Conservation goal 7.16, Page 143.

d. The existing Rose Canyon Industrial Park site could potentially include thoughtfully designed 65-foot height buildings as well.

3. Include a concept we call "Villages within the Village" to provide significant housing to serve the Blue Line Trolley along Morena Blvd.

a. Recognizing the significant investment in the Blue Line Trolley, we suggest the following modifications to height limits along the Western Edge of Clairemont, Bay Ho and Bay Park.
   i. As previously noted, add a robust job center and housing Village (Rose Creek North) at the northernmost portion of Morena near Jutland Drive. This could also include housing in the areas currently only shown as industrial along Morena between Jutland and Avati Drive, see Figure 5-1, Page 116.
   ii. Include density similar to the proposed plan density and heights along Morena Blvd from Clairemont Drive south to Tecolote. However, rather than a one size fits all "wall" along Morena Blvd., we suggest emphasizing higher density and taller development at key locations. This would likely accomplish more housing and create clusters of higher densities "Villages within the Village". In addition to the Rose Creek North Village, three locations are suggested south of Clairemont Drive. **(See Attachment 3)**:
      1. The Bay View Plaza site (shovel ready) at the foot of Clairemont Drive.
      2. The "City Chevrolet" site that has recently changed ownership and is now vacant.
      3. The triangular area at the far south end of Morena off Knoxville Street (that is planned to be connected to Morena). This would be near Tecolote Station and the large Tecolote Village just to the south in Linda Vista.

b. The 1-acre central square area between Napier and Aston Streets and Morena Blvd. was deeded to the city by the developers of Bay Park Village in 1937 for the purposes of a public park, which was never fully realized. In 1953, the city built a fire station on the parcel that still remains, and the remaining land that was to become a park was sold to private interests in 1958. To address recreation shortfalls and continued urbanization, we request to rezone this 1-acre area with 2 private parcels and fire station to Open Space 1 DU/AC. Please add this to Table and Figure 2-1 and all other relevant maps.

4. Increase housing and mobility opportunities at the Community Core Village.

a. The Community Core Village (Located at Balboa Ave. and Genesee Ave.) is the largest village in the plan providing significant housing and mixed-use opportunities. The area includes over 33-acres of parking **(See Attachment 4)**. We recommend increasing zoning densities in the main retail center areas to take advantage of the opportunities in this

location north and south of Balboa from 54 DU/AC to 73 DU/AC. With this increased density, greater community resources would be needed.

b. The distance between the intersections of Balboa Avenue with Mt Abernathy Ave. and Genesee are over 1,700 linear feet. Add a mid-block pedestrian overpass, as recommended previously for Balboa Avenue, to allow pedestrians to more conveniently and safely cross Balboa.
c. The site also is adjacent to the open space corridor "Green Spine" described in Recreation item 6 below. If open, this creates a strong pedestrian trail and recreation corridor link to the Community Core.
d. Similar to the recommendation for the Rose Canyon Gateway Village, we request to add a 3-acre park in the redevelopment of the Community Core area to further provide recreation for future residents.
e. With more significant density opportunities in the Community Core, add an Aerial Tram (like the Aerial Trams proposed in the Mission Valley Community Plan Update), from the Community Core to the Balboa Trolley Station, and then to Mission Bay**.**

5. Add more robust and visionary community connections for pedestrians and bicyclists (See Attachment 5).

a. An east/west pedestrian circulation route along Balboa Avenue to reach the Community Core from the west at Clairemont Crossroad Village (Balboa Avenue and Clairemont Drive) to Mt. Culebra Avenue through Tecolote Canyon does not exist. This important community connection is also dangerous for bicyclists. We ask for a more comprehensive solution for this important corridor such as jersey barriers separating bicyclists from vehicles, and a design solution that extends a continuous sidewalk.
b. We wish for the CCPU to be visionary and bold. The Aerial Trams from the Community Core Village to the Balboa Station and Mission Bay will create significant opportunities to efficiently move people between these transportation hubs.
c. Each of the Trolley Stations along Morena Blvd. are hindered by unsafe and inconvenient access to Mission Bay. Please be more detailed and specific regarding improvements to Mission Bay access with modifications to existing bridges, addition of pedestrian bridges, the Tram, etc. These ideas are noted, but please illustrate them on the CCPU maps and graphics. Also, please review past studies. We are aware of a study by CR Engineers for Clairemont Drive, for example, which includes T– intersections and other measures to create a safer bridge there for pedestrians and bicyclists.
d. Currently, recommendations for trails throughout Tecolote Canyon do not align with the recommendations by the Tecolote Canyon Advisory Committee and Tecolote Canyon Master Plan. Please update graphics and plan elements to include connections such as the undercrossing under Balba Avenue to link the north and south portions of Tecolote Canyon, the undercrossing at Genesee, and other trails connections to Tecolote Canyon.

e. Include that the network of trails in Tecolote Canyon provides an opportunity to create a strong link between the community and Mission Bay Park.
f. Update the graphics Figure 6-1: Parks and Recreation Facilities to more accurately illustrate the existing and potential trails throughout Clairemont's open space canyons. This includes the trailhead, "paper street," trail down Ogalala Canyon, and private parcel west of Lakehurst Avenue, APN #3592101100, previously noted, that has been shown rezoned to OP-2-1, a passive park, on zoning map C-1037. Are there other recommendations like this that are missing?

6. Refine, and add more Park and Recreation facilities recommendations.

a. The CCPU references the City Parks Master Plan population-based Recreation Value Point System. For the anticipated population in Clairemont of 104,000, the parks in the community should include 10,400 Recreation Value Points. (Note a typo on Page 122, 10,400 points are required, not 1,040 as shown). The Community Plan Update has indicated that 4,393 Points (including the Rose Canyon Park site) will be provided within future new development and along transportation corridors in Clairemont. This does not seem attainable. For example, in Appendix E of the City Parks Master Plan there is an analysis of the recreation point value of 11 existing parks in Linda Vista. These 11 parks have numerous amenities such as children's play areas, courts, ballfields, etc. and a total combined acreage of 90-acres. However, the 11 park examples only generate 2,173 Recreation Value Points, approximately half of what is needed within the new developments planned for Clairemont.
b. We recognize and appreciate the proposal to add 2 additional Recreation Centers in Clairemont. We agree with the location at Olive Grove Community Park. However, the second proposed Recreation Center location at the Balboa Library site is less than ½ mile away. We would rather use that site to expand the Library or Fire Station and ask that the second location be moved to serve our Community Core more conveniently. One suggestion for a new location is Mt Acadia Neighborhood Park, or somewhere closer to the Community Core Village.
c. We also appreciate that a second Aquatic Center is proposed. However, locating that facility at Hickman Field is outside of the Clairemont Community Boundary, is not convenient for our community, and is not well served by transit. Please select an alternative site. Suggestions include Madison High School or Lafayette Elementary School sites if arrangements can be made with the SD Unified School District for joint use.
d. We ask that the CCPU make a greater effort to provide more recreational opportunities that will provide more recreation value points for the more urbanized community in the future. Some ideas for consideration:
    i. The "Green Spine" open space within the SDG&E easement area is a very significant opportunity to provide passive recreation for the community. It is 150 feet wide and 4.5 miles long, totaling 80-acres. 39-acres in the north and south portions of the easement are open to the public for hiking and mountain biking. Unfortunately, 41-acres are

currently closed to the public through the urban areas of Clairemont, and near the Community Core Village. If opened to the public, this area could include trails, dog parks, community gardens, etc. Can the plan emphasize this opportunity in greater detail? SDG&E have been very resistant to the idea of opening up more of their easement and any additional emphasis within the plan would be appreciated. **(See Attachment 6)**

ii. Much of the expansion of park land is shown in joint use facilities that have School District constraints on amenities and usage. These recommendations are appreciated and can be added too, but we hope to also expand recreation in areas where it is not constrained by the School District joint use.

iii. Please search throughout the community for inclusion of more pocket parks, park expansions, trails, open spaces, etc. We believe several opportunities have been overlooked. Examples include:

- Please expand the proposed future Rose Canyon Neighborhood Park from 3-acres to 4-acres so that some open turf can be included for informal field play within this new neighborhood park.
- There is open space that appears to be owned by the School District adjacent to Ute Drive south of Clairemont High School. This property includes an overflow parking lot, approximately 1-acre of flat land overlooking a small canyon that is also a part of the district's property. Can this be added as a potential pocket park, community garden, or off-leash dog park, and dedicated open space in the canyon?
- There is a vacant property that is part of the "paper street" continuation of western section of Lister Street between Hartford and Ilion Streets. This is a .25-acre parcel that could include a pocket park overlook for the benefit of the community. Please include this pocket park, and ask your consultants or staff to utilize GIS technology to search for more opportunities like this.
- As part of the Bay Park Village in 1937, a one-acre parcel was deeded to the city by the developer for a public park between Ashton and Napier. We request that this site be shown as Open Space, 1 DU/AC. We hope for a future park on a portion or entirety of this site. At the least, would like to recognize this interesting early history with interpretive exhibits, and/or a vintage Bay Park Village sign on the original park site, and/or creating a unique bus shelter that reflects the area's history.
- Please add a trailhead pocket park at the trailhead, "paper street," trail down Ogalala Canyon, and private parcel west of Lakehurst Avenue, APN #3592101100.
- Table 12-2: Park and Recreation Inventory includes recommendations to improve existing parks. Many of these recommendations provide much needed detailed improvements for aging facilities. Can the plan recommend that General Development Plans be initiated for these improvements, perhaps in bundles, so that the improvements can be more thoroughly considered, studied, and be "shovel ready" when funds become available?

- The existing parks recommendations need further study. One example of potential shortfalls in the recommendations is Western Hills Park, which sits on a 13-acre parcel in Bay Park. Only approximately 4-acres have been developed with park amenities, but the Table 12-2 recommendations do not include any expansion and more robust amenity improvements that are possible on this site.
- Please study the recommendations on Table 12-2 to provide more aggressive recommendations for enhancements and improvements to all parks in Clairemont.

7. **Refine and complete more comprehensive design standards for ALL of the community villages as part of the Implementation Overlay Zones**
   a. Page 180 & 181 Implementation "Overlay Zones" – Further explained in the 8/28 Planning Commission Staff Report. The Community Enhancement Overlay Zone, per the Staff Report includes: "Community specific regulations within the Municipal Code will apply to specific sites within the Clairemont Community Planning Area". This is referring to the 10 Villages noted in Clairemont. This also should be very clear and referenced in Land Use. The draft regulations for the Enhancement Overlay Zone in the Planning Commission staff report and on the CCPU website are currently primarily focused on public spaces and do not include the important villages. In that regard, surprisingly there are no design standards for the villages along Morena Blvd. Please add more development guidelines in the Municipal Code for each of the 10 villages.
   b. We believe it is very important for objective design standard elements under the Community Enhancement Overlay Zone implementation to be more comprehensive and include more than just public spaces. Staff asked for us to provide examples, but these standards need to be customized for Clairemont's 10 Villages. Diego Velasco of City Thinkers worked with the city during the previous Community Planning effort and did some great work for our community. We have confidence that Mr. Velasco could continue his work for the City regarding Clairemont and create the kind of design standards we are requesting. We wish for the 10 Clairemont Villages to be designed with sensitivity to community experience. These standards could focus on objective and measurable standards such as:
      i. Public Realm Design beyond plazas and greenways to include Sidewalk Zones, clear widths, site furnishings, etc.
      ii. Building Form and Materials to address building form, transition zones, massing and articulation to create visual interest.
      iii. Community Connectivity for human scale design in mind.
      iv. Sense of place that highlights Clairemont's history and rich open space canyons networks.

8. **Add opportunities and more emphasis on public art.**
    a. The City of San Diego Civic Art Collection includes over 800 works throughout the city. Clairemont, the largest community in San Diego, does not have a single City of San Diego Civic Art Collection piece. The CCPU does not focus on Public Art opportunities and does not seem to align with the "Creative City Plan" and other programs from the Commission for Arts and Culture.
    b. Please add a comprehensive section within the CCPU on public art, including encouragement to include public art to beautify the public realms in new private developments.

9. **Request a more comprehensive study of how fire safety will be maintained as the proposed additional housing is constructed.**
    a. On August 28, 2025 we appreciate and agree with Planning Commissioner Ken Malbrough's comments regarding fire safety in Clairemont: "But I do think and I hope fire is listening that they need to look at a 10, 20, 30-year plan on what they need to do to start asking for either upgrades to their fire station, adding more fire stations, or changing the amount of equipment and personnel that they'll need to protect the people within that community and within that planning area. Because it is going to change and it will be harder when you look at the density of the buildings.... the narrowing of the streets.....we must still send help into these areas. You need to look at this. You need to use your modeling to see what you will need to do and ask for it early."
    b. The Public Facilities, Services & Safety chapter dedicates 3 short paragraphs and 5 policies to this important issue. The CCPU is missing a detailed implementation plan for fire safety for the community. This includes specific station upgrades, evacuation planning, equipment upgrades such as a brush rig, etc. which should be updated regularly as future growth that influences changes in housing types, densities, scales and traffic impacts are realized.

10. **Include unit counts and population impact of Accessory Dwelling Units (ADU), Complete Communities, and State Senate Bills factored into the unit and population projections.**
    a. The number of units constructed and permitted in Clairemont based on the ADU Municipal Code, Chapter 14, Article 1, Division 3 has been documented. It is likely that the total will add up to over 600 units. If so, that is 3.5% of the 17,000 projected units in the plan. We ask that you include these statistics in the population and unit counts for the CCPU.
    b. In addition, the number of projects in other community plans previously adopted that have taken advantage of Complete Communities and State Density Bonus Assembly Bills since their community plans have been adopted

could also be determined and anticipated in the Clairemont Plan. Please include the impact of these bonus waiver tools in the CCPU.

Section C – Additional Details

1. **Acknowledgements**
   a. Please replace Community Plan Update Ad-Hoc Subcommittee with "Project Review Subcommittee" with the following members:
   Glen Schmidt, Chair
   Kevin Carpenter, Vice Chair
   Suzanne Smith, Secretary
   Eric Leftwich
   Margaret Schmidt
   Morgan Justice-Black
   Michael Hernandez

2. **Introduction**
   a. General Note for the entire report – Please add street names to maps and illustrations to orient readers more clearly to the proposals within the plan.
   b. Page 14 – neighborhood designations on map. Please rename the area called "Mesa East" to "East Clairemont."
   c. Page 15 – Please replace the two photos on this page that are looking toward UC and show an ice plant slope with the cropped out Clairemont sign. Add photos that showcase Clairemont such as highlighting canyons and neighborhoods.
   d. Page 17 – Request clarification regarding how previously approved Specific Plans apply to the CCPU, as they are in conflict. Specifically, this note: "Supplemental Development Regulations identified in the Morena Corridor Specific Plan and Balboa Avenue Station Area Specific Plan apply as indicated within the specific plans."
   e. Please move the Planning Horizon section (from page 32 Land Use) which is very important, to the Introduction section.

3. **Land Use**
   a. Page 35 – Rename violet colored section currently called "Clairemont Drive Community Village" to "Clairemont Village."

b. We ask that Clairemont Town Square village include a paseo or walking path to Ogalala Canyon for a gateway to nature and easy access down to Marian Bear Park.
c. Page 62 refers to ped/bike access to Mission Bay along the Morena Corridor but doesn't provide a vision for that safe connection. Please provide more details.
d. Pages 70, Policy 2.30 notes a ped/bike bridge from the Balboa Station over I-5, please expand on this vision to create safe access to Mission Bay.

4. Mobility

a. Figure 7 Planned Transit Network in the Mobility Study indicated that there is an existing Transit Route from Clairemont Drive to Morena along Burgener and Milton Streets. This route **does not exist**, please remove this from the mobility report and correct any mobility assumptions made based on it.
b. Page 80, Figure 3-2: Planned Bicycle Facilities – Please include a Class 4 rather than Class 2 bike paths on Genesee Avenue where possible.
c. Page 82, within the Transit paragraph add a recognition of the potential Purple Line Trolley that may be routed along the eastern edge of Clairemont.

5. Urban Design

a. Page 100, Gateways – The proposed 7 gateway locations around the perimeter of Clairemont can enhance the community identity at large. But the large scale of Clairemont affords the opportunity to add a smaller scale identity layer for neighborhoods. We suggest also adding visual identity to the 5 neighborhoods as noted on Figure 1-2 including: Bay Ho, Bay Park, West Clairemont, North Clairemont, and East Clairemont.
b. Appendix B, Pages 189-190, Table 12-1 and Figure 12-1 Street Tree Plan and Selection Guide – Some of the trees listed are inappropriate selections for street trees due their lack of drought tolerance, disease tolerance, flammability, tendency for limb drop, and invasive roots (ie. Eucalyptus, Ficus, etc). Both the plan and list do not include recognition of existing street tree themes. In addition, it should be recognized that native tree species should be prioritized near canyons. No palms unless landscaping a small paseo or other highly urbanized spaces.
c. Please direct your consultants to study all street tree existing conditions and revise the Street Tree Plan and Selection Guide to provide more detailed and appropriate recommendations for our community.
d. Page 102, Urban Greening – Please note Council Policy 900-19 regarding a Public Tree Protection program. Landmark Trees, Heritage Trees, Parkway Resource Trees, and Preservation Grove Trees should be retained. If removal is required, mitigation replacement should be with large box trees, such as 72" box size minimum.

e. Pages 102, 103, and 107 – Urban Greening, Green Streets, Street Trees and Landscaping Policies – Policy's 4.39 and 4.41 recognize the importance of operation and maintenance needs for green street and to explore alternative funding sources for improvements. Clairemont wants and needs green infrastructure but does not have Maintenance Assessment Districts (MAD), Community Facilities District (CFD), Infrastructure Financing Districts (IFD), etc. Please provide more directions or resources to assist the community in establishing maintenance funding options.
f. There should be a clear directive that no invasive plant species are allowed in Clairemont. Please reference appropriate invasive species lists such as from the California Invasive Plant Council, among others.
g. Page 97 Building Form, Scale, Transitions and Active Building Frontages, and page 98 Urban Design Vision Framework, Public Space and Street Design, and Sidewalks and Pedestrian Orientation – These pages outline a very minimal aspirational discussion of design standards relating to Community Enhancement Overlay Zone. Again, we request that more detailed design standards be developed for each of the Clairemont Villages in Chapter 13 of the Municipal Code.

6. Economic Prosperity

a. As noted previously, creating more robust jobs and live/work center on North Morena can create more economic opportunities. This section of the CCPU needs to be more comprehensive.

7. Recreation

a. Please include a policy to add free public Wi-Fi services to Clairemont Recreation Centers and Parks.

8. Open Space & Conservation

a. All recommendations within Tecolote Canyon and trails should align with the Tecolote Natural Park Master Plan Amendment, Tecolote Canyon Natural Resource Management Plan, and Tecolote Canyon Trails Plan, MHPA, and MSCP.

9. Public Facilities, Services & Safety

a. No further comments.

10. Historic Preservation

a. This section of the CCPU does not reflect the rich history of Clairemont, please update with a more comprehensive summary of the historic resources in our community.
   i. Study and include information from the Master of History thesis was written by USD Grad Student Helga Magdalena Warner in 1992. The thesis is titled "Clairemont's Bay Park 1887-1991". The 350-page document includes unique

details regarding the modern history of Bay Park including important buildings and families in the area. This document is available at the USD library.

ii. The Cultural Resources Constraints and Sensitivity Analyses prepared for the Clairemont Community Plan Update, dated March 2025 by Helix Environmental, should be referenced in this section. For example, the report identifies "61 properties, 27 of which appear to contribute to the district with a period of significance between 1945 and 1965".

iii. Please add more details to this section of the CCPU.

b. The original subdivision in Bay Park began home sales in 1887 and 16 homes were sold before an economic downturn stifled further growth. In 1936, the Bay Park Village development was approved by City Council which created the street system that exists today. As part of the Bay Park Village a one-acre parcel was deeded to the city by the developer for a public park between Ashton and Napier. The city never fully developed the park and most of it was sold in the mid 1950's. We would like to recognize this interesting early history with interpretive exhibits, and/or a vintage Bay Park Village sign on the original park site, and/or creating a unique bus shelter that reflects the area's history. Please note this in the CCPU.

11. Noise

a. We question the noise contours shown in Figure 10-1, Page 174 which seems outdated. Also, please note that aircraft changes at Miramar Air Station are planned. More F-35C jets will be assigned to the air base soon. These changes could impact on the noise contours which may need to be updated.

b. In addition, Figure 10-1 Noise Contours do not document the noise from the I-5 and 805 freeways. It is our understanding that the freeway noise from I-5, for example, creates approximately 70 decibels up to 1,100 feet from the freeway. This is higher than the noise contours noted in Figure 10-1 from Montgomery Field. With significant housing proposed along the I-5, this important information should be included.

12. Implementation

a. No further comments

Thank you for considering these comments from the Clairemont Community Planning Group. Please let us know if you have any questions.

Sincerely,

Matt Wang, Chair Clairemont Community Planning Group

Glen Schmidt, Vice Chair Clairemont Community Planning Group

CC: Councilmember Campbell