

Appendix B  
**Mount Etna Community Plan  
Amendment (*Residential and  
Commercial Elements only*)**





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## **COMMUNITY PLAN IMPLEMENTATION OVERLAY ZONE**

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The Community Plan Implementation Overlay Zone (CPIOZ) is applied within the boundaries of the Clairemont Community per Chapter 13, Article 2, Division 14 of the Municipal Code. The purpose of the overlay zone is to supplement the Municipal Code by providing development regulations that are tailored to the three community centers (Clairemont Town Square, Genesee Plaza-Balboa Mesa, and Clairemont Village). These supplemental development regulations are designed to address landscaping, architectural design and establishment of identifiable pedestrian and bicycle circulation elements to visually and functionally integrate the centers with their surrounding neighborhood and improve the pedestrian environment. CPIOZ is also applied to the multifamily areas along Clairemont Drive and Cowley Way between Dakota Drive and Iroquois Avenue to implement a contiguous parkway streetscape environment.

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## **RESIDENTIAL**

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### **EXISTING CONDITIONS**

Of the 6,755 acres that comprise Clairemont Mesa, 4,213 acres (or 62 percent) are used for housing (**Figure 4**). The demand for housing in the community is due to: its inner-city location; job resources at Kearny Mesa, Centre City, Mission Valley and University; and, the recreational facilities of Mission Bay, Old Town, Tecolote Canyon Natural Park and Marian Bear Memorial Park. Vacant residentially zoned land in Clairemont Mesa is scarce and is predominantly located in the canyons and hillside areas. Most of the housing stock is in good condition, but some single-family homes and duplexes that were built in the 1950s and 1960s need to be renovated. With the lack of significant undeveloped land in the community, changes in housing will undoubtedly occur by the replacement of existing housing with new housing, probably at higher densities and from revitalization.

In 1989, the City Council adopted a 30-foot height limit for almost all of Clairemont Mesa (**Figure 5**). The height limit is intended to maintain the low-scale character of development in the community and to preserve public views of Mission Bay and the Pacific Ocean from western Clairemont. This community-wide height limit replaced the West Clairemont Height Limitation Overlay Zone that applied only to a portion of the community. Residents in the community believe that the number of guest quarters and companion units that have been developed in single-family neighborhoods is changing the character of those neighborhoods. Residents also feel that the conditions of approval for some of those permits are not adhered to. In Clairemont Mesa, approximately eight companion units were constructed as of 1987 and approximately four guest quarters were constructed as of 1987. The City of San Diego requires conditional use

permits for these additions when the addition is to be used for guest quarters or companion units.\*

Approximately 41 percent of the multifamily development in Clairemont Mesa is comprised of duplexes located along the Clairemont Mesa Boulevard corridor and Clairemont Drive (**Figure 4**). The duplexes are in scale with the surrounding single-family homes, however, residents in the community believe that the deterioration of these duplexes has affected housing values and the image of Clairemont Mesa.

The deficiency of off-street parking resulting in a lack of on-street parking and alleys congested with parked cars has also been a problem. The duplexes located east of Clairemont Drive between Clairemont Mesa Boulevard and Feather Avenue have been redeveloping and are subject to the Hillside Review Overlay Zone and Tecolote Canyon Rim Development Guidelines which will assure that new development will occur in a manner that protects the environmental resources and aesthetic qualities of the area.

In Clairemont Mesa, there are two mobile home parks, Coastal Trailer Villa and Morena Mobile Village, both with the Mobile Home Park Overlay Zone (**Figure 6**). The purpose of the overlay zone is to provide adequate sites for mobile homes consistent with the City's goal of accommodating alternative housing types. Both mobile home parks are located on Morena Boulevard (**Figure 6**) and are within walking distance to public transit, commercial services, Tecolote Park and Recreation Center and Mission Bay. Coastal Trailer Villa is over 30 years old with established long term residents. Most of the units in the park are older recreational trailers that would most likely not be acceptable in other mobile home parks. The park is in fair condition and would benefit from on-site landscaping improvements and recreational facilities.

The second mobile home park, Morena Mobile Village, is also over 30 years old and has a combination of recreational trailers and mobile homes. Over the years, the park has undergone refurbishment to improve the park's landscaping and appearance of the units. The park is in good condition and offers on-site recreational facilities.

In Clairemont Mesa, there is only one historic site, the Stough-Beckett cottage that is listed on the City of San Diego Historic Site Board Register. The cottage was constructed in 1888 and has been completely restored. The architectural style is "Eastlake," and is an example of a modest Victorian rural home. The cottage is located in the southern portion of Clairemont Mesa at 2203 Denver Street.

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\* Guest quarters are located on the same premises with the main dwelling unit for the use of a person employed on the premises, members of the family or a temporary guest. Companion units are self-contained dwelling units (including a kitchen which is permitted in addition to that of the main dwelling unit) and may be rented by a member of the family, a person over 60 years of age, or a handicapped person.

Figure 4 Existing Residential Development

*No change*

Figure 5 Height Limitation Zones

**No change**

Figure 6 Location of Mobile Home Parks

*No change*

## HOUSING TYPE, TENURE AND VALUE

According to 1980 census data, there were 30,121 housing units in Clairemont Mesa. This represents an 18 percent increase in the number of housing units for Clairemont Mesa since 1970. During the same ten-year period, the number of housing units in the City of San Diego increased by more than 29 percent (**Table 1**). Approximately 69 percent of the housing units in Clairemont Mesa are single-family and 31 percent are multifamily. Single-family units in 1985 had increased by three percent since 1970, totaling 21,817 units, while multifamily units had more than doubled during the same time period, totaling 9,652 units. Within the community, 63 percent of the housing units are owner-occupied, compared to 49 percent on a citywide basis. In 1986 the average sale price for a home in the north central portion of the City, according to the San Diego Board of Realtors, was \$132,695. This figure is slightly lower than the citywide average sale price of \$134,774 for the same period.

**TABLE 1  
CLAIREMONT MESA HOUSING UNITS 1950 – 1980**

	1950	1960	1970	1980	1970-1980 % Change
Clairemont Mesa (CM)	1,133	18,111	25,589	30,121	18.4
City of San Diego	110,005	192,269	241,010	341,928	29.5
CM Housing Units as a Proportion of the City	1%	9.4%	10.2%	8.81%	

Existing land uses generally correspond to the existing zoning. **Table 2** and **Figure 7** provide a summary of existing residential land uses by zone for Clairemont Mesa.

**TABLE 2  
LAND USE IN RESIDENTIAL ZONES (in acres)**

Residential Zones	Acres in Zone	Total Acres	Residential Single-family	Multifamily	Commercial	Other	Vacant
R1-15000	1,143	94	94	0	0	927	122
R1-5000	4,452	3,684	3,684	0	3	568	197
R-3000	421	205	47	159	1	209	6
R-1500	46	45	*	45	0	0	1
R-1000	194	176	4	172	*	5	12
R-600	7	7	1	7	*	0	0
R-400	3	2	0	2	*	1	0
<b>Total:</b>	<b>6,266</b>	<b>4,213</b>	<b>3,830</b>	<b>385</b>	<b>4</b>	<b>1,710</b>	<b>338</b>

Note: "Other" category includes industrial, public and semipublic uses and the "Vacant" category includes resource-based parks.

- Less than one acre.  
Numbers may not add up due to rounding.

Figure 7 Existing Residential Zoning

**No change**

## POPULATION CHARACTERISTICS AND INCOME

According to 1980 census data, the population of Clairemont Mesa was 77,547. Between 1970 and 1980, the community experienced a decline in population of approximately 6.2 percent. During this period, the City's total population grew approximately 25.7 percent (**Table 3**).

**TABLE 3  
CLAIREMONT MESA POPULATION 1950 – 1980**

	1950	1960	1970	1980	1970-1980 % Change
Clairemont Mesa (CM)	3,372	62,137	82,634	77,547	- 6.2
City of San Diego	334,587	573,224	696,769	875,538	+ 25.7
CM as a Proportion of the City	1%	10.8%	11.9%	8.9%	

The community's decrease in population from 1970 to 1980 was due to a decline in the average family size, which decreased from 3.4 persons in 1970 to 2.7 persons in 1980. This compares to the citywide average of 2.8 persons in 1970 and 2.5 persons in 1980. During this period, there was a decline in the number of children from zero to 14 years of age and an increase in adults from 20 to 34 and 55 to 64 years of age. The average family size in Clairemont Mesa is projected to decrease from 2.7 persons in 1980 to 2.6 persons by 1990 and until the year 2000. This compares to the citywide average of 2.5 persons by 1990 and 2.4 persons by the year 2000. The community's median family income, according to the 1980 census data, was \$22,918, which was higher than the citywide median income of \$20,133.

## VACANT RESIDENTIAL LAND

By 1988, Clairemont Mesa had approximately 358 acres of vacant residential land that are mostly located in the City's open space retention areas (**Figure 32**). Development has occurred in some of the privately owned canyons that were previously designated as open space in the 1970 community plan. These areas include: Alcott Estates, a 59-acre subdivision located north of Jutland Drive; Stonehaven, a 65.7-acre Planned Residential Development project located south of Jutland Drive; Canyon Haven, a 19.3-acre Planned Residential Development with six acres in an open space easement located at the southern portion of Stevenson Canyon; Mission Bay Valley Estates, a 7.9-acre subdivision with 5.4 acres in an open space easement located north of Clairemont Drive; and a 13-acre subdivision on Erie Street. Pressure for development in the privately owned canyon areas will continue because of the development amenities such as the canyon views and rural aesthetics in an urban environment. As development occurs, however, it must meet the underlying zone and City regulations.

## **PROJECTED GROWTH**

In summary, Clairemont Mesa is an urbanized community and for the most part is built out. Future development of the vacant residential land and redevelopment opportunities could result in an addition of 1,100 dwelling units (not including mixed-use development), totaling 33,000 dwelling units or a three percent increase over the existing stock in the next 15 years.

## **OBJECTIVES FOR RESIDENTIAL DEVELOPMENT**

1. Provide a diversity of housing options in selected locations of the community.
2. Preserve the mobile home parks on Morena Boulevard to continue providing alternative means of housing.
3. Provide development guidelines to help ensure that new development is compatible with the existing neighborhood and does not overburden community or neighborhood facilities.
4. Locate higher density housing near the commercial areas where there are adequate services.
5. Provide adequate off-street parking.

## **RECOMMENDATIONS FOR RESIDENTIAL DENSITIES**

### 1. Protected Single-family Neighborhoods

Areas recommended for residential density ranges of zero to ten dwelling units per net residential acre, shown on **Figure 8**, are characterized by traditional single-family development (e.g. detached housing units on individual lots). These areas are recommended to have single-family zoning (R1-40000, R1-15000 or R1-5000) and should be protected as single-family neighborhoods in the future. Therefore, requests for rezonings or other discretionary actions in these areas that could result in construction of any type of residential structures other than traditional single-family residential dwellings, with one dwelling unit per lot, should be denied.

### 2. Single-family Development

Planned Infill Residential Development (PIRD) permits should be used to develop new units in existing neighborhoods with single-family zoning or a combination of single-family and multifamily zoning. The PIRD regulations control residential development in already developed areas by assuring its compatibility with existing surrounding development, in terms of site design, architecture and density.

### 3. Residential Density Identification

Residential development should occur at densities shown on **Table 4** and in **Figure 8**. The density ranges are based upon dwelling units per net residential area (du/nra).

### 4. Rezoning

- a. The following areas should be rezoned from R-3000 to R1-5000 in order to maintain the low-density character of predominantly single-family neighborhoods: Pocahontas Avenue, north of Luna Avenue; Moraga Avenue, south of Idlewild Way; and, Onodaga Avenue between Clairemont Mesa Boulevard and Willamute Avenue (**Figure 38**).
- b. The duplexes on Clairemont Drive, between Balboa Avenue and Ute Drive should be rezoned from R-3000 to CO to be consistent with the surrounding commercial development (**Figure 38**). The site should redevelop with offices because the area is close to Balboa Avenue with good access from Clairemont Drive. On-street parking is available on Clairemont Drive and Modoc Drive.
- c. The area located east of Cowley Way, south of Dakota Street and north of Iroquois Avenue should be rezoned from R-1000/HR to R-2000/HR (**Figure 38**). Future development at this density will be more compatible with the adjacent Tecolote Canyon Natural Park and single-family development to the north. This rezoning includes the approved residential development project, Villamar, which has developed under the R-2000 zone. The property is subject to the Hillside Review Overlay Zone and the Tecolote Canyon Rim Development Guidelines.

**TABLE 4  
RECOMMENDED RESIDENTIAL DENSITIES**

<b>Designation</b>	<b>Density Range (du/nra)*</b>
Designated Open Space**	0 – 1
Very Low	1 – 5
Low	5 – 10
Low-Medium	10 – 15
Medium	15 – 30
Medium-High	30 – 45
High	45 – <del>55</del> 73

\* dnu/nra= dwelling units per net residential acre

\*\* See **Open Space and Environmental Resource Element**.





## **RECOMMENDATIONS FOR RESIDENTIAL DEVELOPMENT – CPIOZ B**

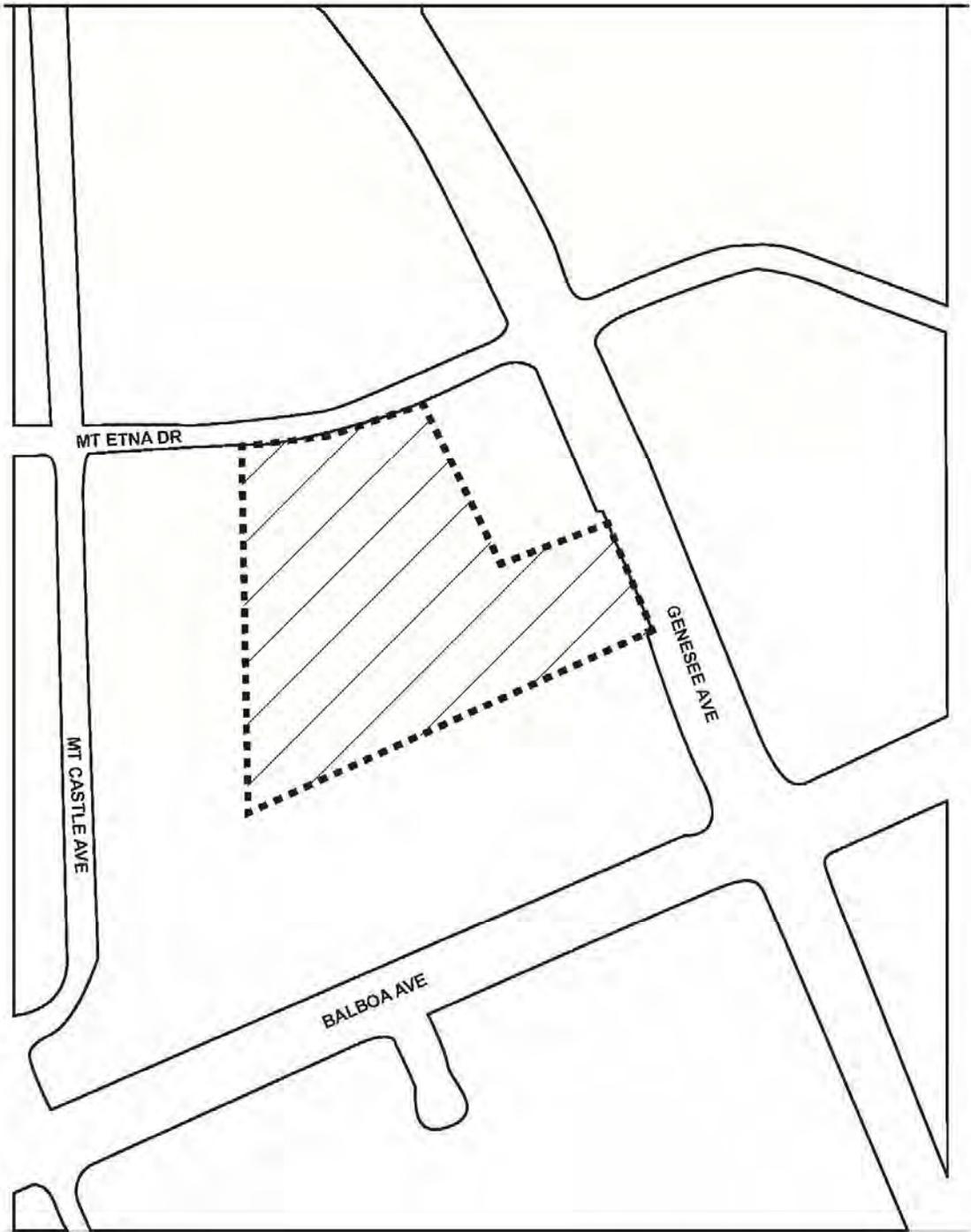
The Community Plan Implementation Overlay Zone, Type B should apply to the area west of Cowley Way, south of Dakota Drive and north of Iroquois Avenue (**Figure 38**). The existing development, known as the Buena Vista Gardens, is currently developed with older multifamily housing at a density of less than that permitted by the underlying R-1000 Zone. Mature street trees in the public right-of-way and landscaping in the front yard setback create a parkway streetscape environment in this project. These significant site features could be lost from pressures to redevelop the site with the R-1000 Zone. In order to ensure the continuance of the streetscape environment along Clairemont Drive, Cowley Way and Dakota Drive, the following development features should be incorporated into the site design:

1. Maintain the 25-foot front yard setback and stagger buildings to create breaks between structures. This will help avoid the look of “row housing” along Cowley Way and Clairemont Drive.
2. Provide a landscaped buffer with a 25-foot front yard setback along Dakota Drive to help create a transition area between the new multifamily development and the single-family residential neighborhood to the north.
3. Provide garages that are concealed from the public right-of-way.

## **MT. ETNA RESIDENTIAL DEVELOPMENT – CPIOZ A**

CPIOZ, Type A sets the framework for infill development within the Mt Etna site shown on Figure 8A and provides supplemental development regulations to ensure a high-quality development that provides needed affordable housing opportunities near transit, shopping, and employment. The CPIOZ, Type A regulations are intended to result in development that is integrated within the Community Core, provides frontage elements that promote safe pedestrian activity, non-residential ground floor uses that support and enhance the public realm, supports multi-modal travel, strengthens community connectivity and identity, and promotes village-like development opportunities within the Community Core.

The proposed development shall comply with the following supplemental development regulations of the CPIOZ and be consistent with the general intent of the RM-3-9 zone as modified by these regulations and any incentives or waivers granted pursuant to Article 3: Supplemental Development Regulations, Division 7: Affordable Housing Regulations of the San Diego Municipal Code and any State allowed density bonus incentives. The proposed development will conform to the base density of the RM-3-9 zone and intends to qualify and obtain approval for density bonus at the time of project submittal to permit 404 dwelling units.



 No Scale

**Figure 8A**  
**Mt. Etna CPIOZ Type A Boundary**

## **SUPPLEMENTAL DEVELOPMENT REGULATIONS**

### **SDR 1. Expected Development**

The intent of the Mt. Etna CPIOZ, Type A regulations is to provide primarily for multi-family residential uses that complement the surrounding community core and existing single-family residential uses. Additional uses that activate the ground floor and provide community benefit for residents and the surrounding community are also desired. Permitted uses within CPIOZ, Type A area are as follows:

#### **Multiple Dwelling Units**

- a. The multiple dwelling units may have on-site support services.

#### **Non-Residential Ground Floor Area**

- a. A minimum of 1,500 square feet of non-residential ground floor area is required.
- b. The minimum square footage cited above will be public spaces or uses allowed within the base zone.

### **SDR 2. Height**

The maximum building height shall not exceed 70 feet including all affordable housing incentives.

### **SDR 3. Building Setbacks**

The following building setbacks are intended to encourage pedestrian scale and compatibility with adjacent uses. Any minimum setback not included below would be consistent with the existing San Diego Municipal Code standard for the RM-3-9 zone.

- a. The minimum building setback from Genesee Avenue is 0 feet from the property line.
- b. The minimum building setback from the south property line is 10 feet (this does not apply to Genesee Avenue).
- c. The minimum building setback from the westerly property line is 10 feet.

### **SDR 4. Landscaping and Streetscape Landscaping**

#### **Landscape Requirements**

A minimum of 15 percent of the site must be landscaped. Any required landscaping, such as for required setbacks or parking lots, will count towards meeting the minimum amount of required landscaped area.

- a. The minimum required landscaped area may be reduced to 10 percent of site area when the site includes an area with minimum dimensions of 15 feet by 15 feet planted with at

least one large-canopy tree. At least 50 percent of the ground area within this space must be planted with ground cover plants and the remainder may be hard-surfaced for use by pedestrians.

- b. Landscaped areas raised above ground level may be used to meet the minimum landscaped area standard when soil depth is a minimum of 30 inches.
- c. Up to 50 percent of the required landscaped area may be for pedestrian use, such as walkways and plazas, if the area is surfaced with pervious pavement approved by the City. If this provision is used, no impervious surfaces can be counted toward meeting the minimum landscaped area standard.

### **Street Trees**

Street trees will be planted and maintained along public street frontages to provide a shaded pedestrian environment and give a pedestrian character to the street. As determined feasible and agreed upon by the City Engineer, the street trees shall conform to the following conditions:

- a. Each street tree shall receive a minimum of 10 cubic feet of below surface volume.
- b. Street trees in tree grates are allowed; however, if trees in tree grates are selected landscaped parkways must incorporate a permeable hardscape that allows water infiltration.

### **SDR 5. Ground Floor Design**

At least 1,500 square feet of non-residential ground floor uses are required to facilitate multi-modal access and community connectivity.

- a. All non-residential ground floor uses shall be oriented so that the primary pedestrian entrance(s) are from an abutting public street.

### **SDR 6. Building Articulation**

The purpose and intent of these regulations is to diminish the overall visual mass of the building, create significant variations of the exterior façade, and enhance the view of the building by pedestrians and passersby.

- a. Building facades shall be varied and articulated to provide visual interest. This can be accomplished by incorporating the following: changes in wall texture and color, changes in material and color, and special architectural elements such as: inset balconies, vertical fins, horizontal shading devices, roof overhangs, varied decorative railings and offsetting planes.
- b. All building elevations fronting a public street or private street shall be composed of offsetting planes that provide relief in the building façade by inseting or projecting

surfaces (planes) of the building. The minimum horizontal separation between planes is based on the length of the new building façade as shown below:

	<u>Length of Building Façade</u>	<u>Offsetting Plane Requirements</u>
<u>1</u>	<u>0-25 feet</u>	<u>Two planes with a minimum separation of 6 inches</u>
<u>2</u>	<u>More than 25 feet but less than or equal to 50 feet</u>	<u>Four planes:</u> <ul style="list-style-type: none"> <li>• <u>Two with a minimum of 6 inches<sup>1</sup></u></li> <li>• <u>Two with a minimum of 1 foot</u></li> </ul>
<u>3</u>	<u>Each additional 50 feet of façade beyond the first 50 feet</u>	<u>Must incorporate the requirements of #2</u>

<sup>1</sup> This requirement can be satisfied with the substitution of one of the following:

1. Nominal 2 inch recess around windows.
2. The use of two building materials.
3. Building color blocking using two colors.
4. Variation of balcony guardrail design.
5. Inclusion of a court.
6. Addition of bay windows.
7. Insert balconies.
8. Exterior shading devices such as overhangs, shadow boxes, and vertical fins.

c. Roof Designs:

- i. Roof design shall include breaks or variations in the roof line.
- ii. Any appurtenances or mechanical equipment on a flat roof shall be grouped and screened.

d. Pedestrian Entrances and Connections: The purpose and intent of these regulations is to provide a logical interconnected network for pedestrians to facilitate access to the premises and internal circulation within the premise.

- i. Pedestrian Entrances: A minimum of one direct at-grade pedestrian entrance shall be required from the public right-of-way for every 300 feet of street frontage.
- ii. Internal Pedestrian connections: A system of walkways shall connect all pedestrian entrances on the site and provide connections to other areas of the site used by building occupants and visitors, including parking areas, and any pedestrian amenities. ~~Pedestrian connections to public sidewalks may be substituted for internal connections for main entrances that are within 10 feet of a public sidewalk.~~

### **SDR 7. Screening and Fencing**

Screening and fencing shall be provided consistent with the following:

- a. All storage areas shall be contained within an enclosed building area. Outdoor storage is prohibited unless completely screened from public view. Storage areas shall not be placed facing a public right-of-way.
- b. Enclosures that surround the development are prohibited. Fencing can be used to delineate property boundaries, but shall not be used to create an enclave separate from the surrounding neighborhood.
- c. Chain link fencing is prohibited.

### **SDR 8. Residential Open Space**

A minimum amount of outdoor living area must be provided for residents as follows:

- a. Private Exterior Open Space: Private open space shall be provided on a balcony, patio, or roof terrace for at least 50 percent of all residential units, with a minimum area of 40 square feet and a minimum dimension of 4 feet in any direction. Balconies should be proportionately distributed throughout the development in relationship to floor levels and sizes of units.
- b. Common Space: Residential development must provide common space either indoor or outdoor at grade, podium level, or roof level. Common indoor or outdoor open space areas shall have a minimum dimension of 15 feet, or 25 feet when bordered by three building walls exceeding a height of 15 feet and may contain active and/or passive areas and a combination of hardscape and landscape features, but a minimum of 10 percent of the common outdoor open space area(s) must be planted. Common outdoor open space may be separate spaces designed for families and/or seniors and must be accessible to residents of the project.
- c. Surfacing materials: Required outdoor areas shall be surfaced with lawn, pavers, decking, or sport court paving to allow the area to be used for active or passive recreational use.
- d. Amenities, such as tables, benches, trees, shrubs, planter boxes, garden plots, pet areas, spas, fitness circuits, or pools, may be counted as common space. Common space may also be developed with amenities such as play areas, plazas, roof-top patios, picnic areas, and open recreational facilities.

### **SDR 9. Environmental Protection Standards**

- a. Any project proposed on-site is required to implement the feasible mitigation measures described in the Final Environmental Impact Report for the Mount Etna Community Plan Amendment and Rezone Project, SCH No. 201891016. Mitigation implementation and

timing is subject to the language in the final Mitigation Monitoring and Reporting Program (MMRP).

- b. Any project proposed on-site must submit a complete project-level Climate Action Plan (CAP) Consistency Checklist and have the checklist approved by City staff prior to the issuance of a building permit.
- c. Any project proposed on-site must prepare a project-specific waste management plan and have the plan approved by City staff prior to the issuance of a building permit.
- d. Project site access shall be determined to the satisfaction of the City Engineer prior to the issuance of a building permit.

## **RECOMMENDATIONS FOR HILLSIDE DEVELOPMENT**

### 1. Preservation of Open Space

Sites that should be designated as open space and rezoned to R1-40000/HR (one dwelling unit per 40,000 square feet and the Hillside Review Overlay Zone) in order to preserve existing canyon and natural open space systems (**Figure 32** and see **Open Space and Environmental Resources Element**) include:

- a. Approximately 39 privately owned acres comprising the northern two-thirds of Stevenson Canyon, located north of Ecochee Avenue and west of Clairemont Drive.
- b. A finger canyon of Tecolote Canyon, located south of Marlesta Drive and east of Genesee Avenue.
- c. A finger canyon of San Clemente Canyon, located south of San Clemente and east of Regents Road.
- d. Approximately five privately owned acres comprising the northern one-half of Padre Canyon, located west of Clairemont Drive and north of Erie Street.

### 2. Hillside Review Overlay Zone

- a. Residential development in the Hillside Review Overlay Zone must conform to the development design guidelines of that zone to assure that new development will occur in a manner that protects the environmental resources and aesthetic qualities of the area. Development should be clustered on the flatter portions of sites and grading should be minimal in order to preserve natural landforms and vegetation (**Figures 9 and 10**).
- b. The subdivision of single-family lots in the Hillside Review Overlay Zone should not result in a change in the neighborhood character by permitting the location of new houses behind and/or below existing houses rather than along the street, which is more characteristic of Clairemont Mesa.

Figure 9 Hillside Review Overlay Zone (HR)

**No change**

Figure 10 Hillside Development

*No change*

- c. New development along the rim of Tecolote Canyon, San Clemente Canyon and all designated open space areas must be in accordance with the Tecolote Canyon Rim Development Guidelines and Hillside Review Overlay Zone to protect the open space system.

## RECOMMENDATIONS FOR COMPANION UNITS AND GUEST QUARTERS

### 1. Limits on Location

- a. The development of companion units and guest quarters should be permitted only in areas where such development will not adversely impact surrounding neighborhoods or the natural features of a site.
- b. Companion units and guest quarters should not be developed in the Hillside Review Overlay Zone, areas designated as open space or on lots smaller than 5,000 square feet.

### 2. Architecture/Design

Companion units and guest quarters should be designed in a manner that is architecturally compatible with the main house and preserves the visual character of the single-family neighborhood from the street.

## RECOMMENDATIONS FOR AFFORDABLE HOUSING

### 1. Range of Densities

The range of housing densities recommended in this Plan (see **Figure 8**) should be maintained in order to provide a variety of housing types for both ownership and rental at varying costs.

### 2. Preservation and New Construction

Low- and moderate-income housing should be provided by preserving existing housing in this category and by encouraging the construction of additional affordable units.

### 3. Assistance Programs

City and other governmental programs should be utilized for the development of low- and moderate- income housing. The affordable Housing Density Bonus, Community Development Block Grant funds, Department of Housing and Urban Development programs are examples of existing affordable housing programs.

#### 4. Compatibility

Densities and housing types of proposed low- and moderate-income housing projects should be compatible with surrounding neighborhoods.

### **RECOMMENDATIONS FOR MOBILE HOME PARKS**

#### 1. Morena Mobile Village

The mobile home park on Knoxville Street (**Figure 8**) should remain as such in order to provide a diversity of housing options for residents of all income levels.

##### a. Single-family Housing

The zoning on that portion of the site which is within the boundaries of the Mobile Home Park Overlay Zone (see **Figure 6**) should remain in the R1-5000 Zone and be designated as a protected single-family neighborhood. In this way, any alternative use of the residentially zoned portion of the site will be limited to single-family housing in a density range of five to ten dwelling units per acre.

##### b. Alternative Use – Recreational Facility

As an alternative to residential development, the site could be redeveloped with a recreational facility. This area has three recreational uses (Tecolote Canyon Natural Park, Tecolote Park and Recreation Center and private tennis courts) and an additional recreational facility would be compatible with these surrounding facilities. Landscaping improvements along the perimeter of the site adjacent to Tecolote Creek channel should be the same as the requirements stated above.

#### 2. Coastal Trailer Villa

The mobile home park on Morena Boulevard (**Figure 8**) should remain as such in order to provide a diversity of housing options for residents of all income levels.

##### a. Single-family Housing

The zoning on that portion of the site which is within the boundaries of the Mobile Home Park Overlay Zone (see **Figure 6**) should remain in the R1-5000 Zone and be designated as a protected single-family neighborhood. In this way, any alternative use of the residentially zoned portion of the site will be limited to single-family housing in a density range of five to ten dwelling units per acre.

## **RECOMMENDATIONS FOR HEIGHT AND SCALE**

1. Harmony should be promoted in the visual relationships and transitions between new and older buildings. New buildings should be made sympathetic to the scale, form and texture of the surrounding neighborhood.
2. The height of new buildings should relate to the height of existing development. Tall buildings immediately adjacent to low buildings could create problems such as excessive shadows, undesirable wind tunnels, and lack of privacy.
3. Abrupt differences in scale between large commercial buildings and adjacent residential areas should be avoided. Gradual transitions in scale are preferred.

## COMMERCIAL

### EXISTING CONDITIONS

Clairemont Mesa contains several commercially zoned sites evenly distributed throughout the community (**Figures 11 and 12**). These sites comprise approximately 297 acres, of which 251 acres are developed with commercial uses, 23 acres are used for residential purposes, 19 acres contain other uses, and four acres are vacant (**Table 5**). Some of the commercial properties have been developed under the C Zone which has minimal development regulations, such as no off-street parking or setback requirements. In Clairemont Mesa, office and retail commercial consist of four community shopping centers, several neighborhood commercial centers, strip commercial development and visitor uses.

**TABLE 5**  
**LAND USE IN COMMERCIAL ZONES (in acres)**

Commercial Zones	Acres in Zone	Total Acres	Residential		Commercial	Other	Vacant
			Single-family	Multifamily			
C	10	3	1	2	10	4	1
C-1	*	0	0	0	*	0	0
CA	191	2	*	2	191	7	0
CN	30	2	0	2	30	3	0
CO	17	13	0	13	17	5	3
CP	3	0	0	0	3	*	0
CR	0	3	3	0	0	0	0
<b>Total:</b>	<b>251</b>	<b>23</b>	<b>4</b>	<b>19</b>	<b>251</b>	<b>19</b>	<b>4</b>

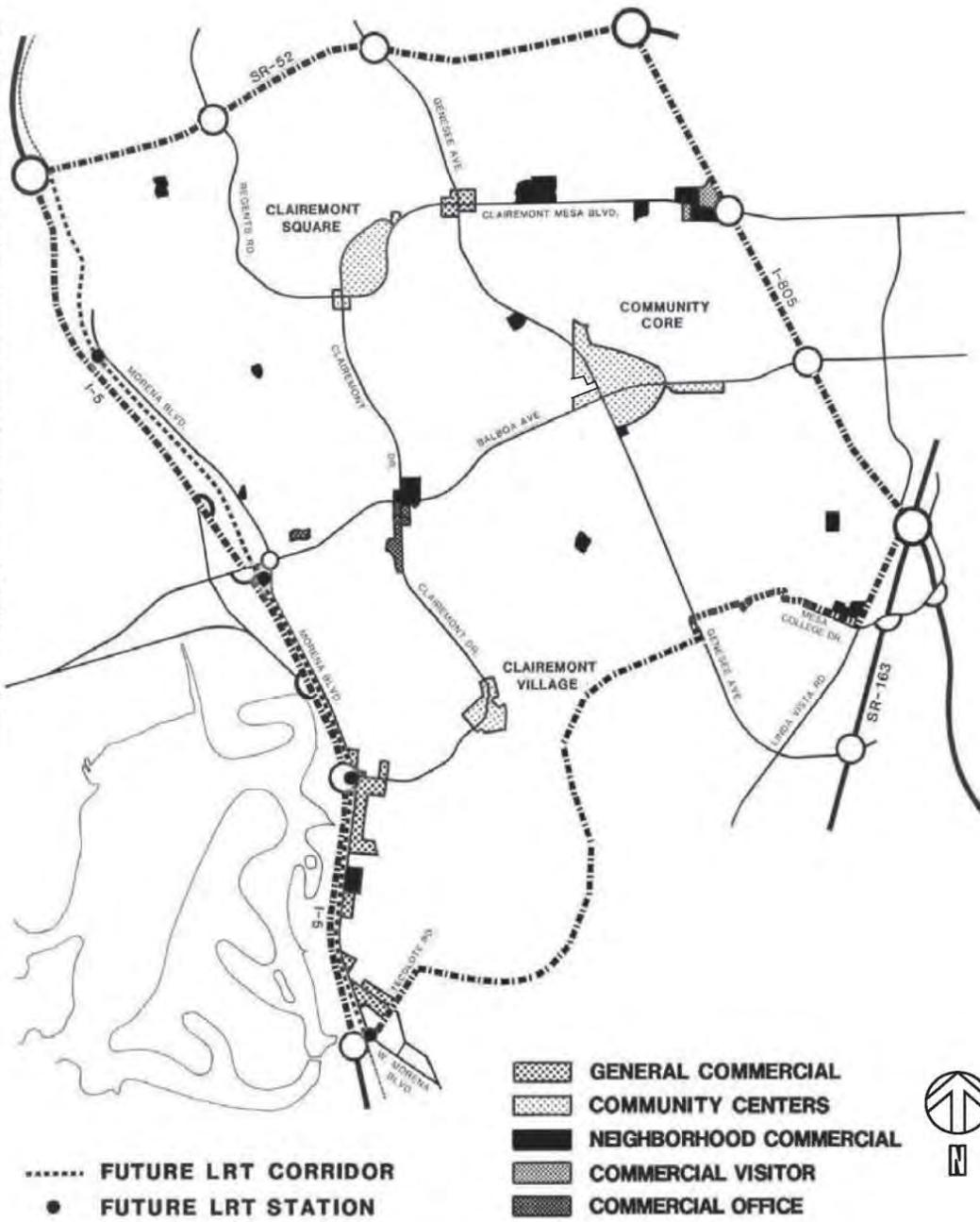
- Less than one acre.  
Numbers may not add up due to rounding

### COMMUNITY CORE

The community core is located near the intersection of Genesee Avenue and Balboa Avenue (**Figures 11 and 12**). The core area encompasses approximately 105 acres, consisting of Genesee Plaza and Balboa Mesa shopping centers, Balboa Crest (a commercial strip center), and Balboa Towers (a medical office development). Traffic along Balboa Avenue and Genesee Avenue has increased creating some congestion during the early morning and late afternoon periods. In Clairemont Mesa, these two streets are well traveled because they serve as the primary east-west, north-south major thoroughfares other than the freeways which are located at the north, east and west boundaries of the community (see **Transportation Element**).

Figure 11 Existing Commercial Zoning

**No change**



## Commercial Land Use Recommendations

Clairemont Mesa Community Plan  
 Draft Mt. Etna Community Plan Amendment

**12**  
 FIGURE

Balboa Mesa and Genesee Plaza shopping centers consist of 85 acres with over 50 retail stores. These centers are in fair condition and are underutilized with one-story buildings surrounded and separated by excess parking and vacant land. Both centers would benefit from signs that are more compatible with the scale and height of buildings in the center. An improved internal automobile, bicycle and pedestrian circulation system is also needed, in addition to improving the landscaping along the sidewalks on Balboa Avenue.

The surrounding ~~commercial~~ development to the west [of the Commercial Core](#) consists of the Balboa Towers, the presently vacant ~~Clairemont Mesa Community Hospital~~ [Mt. Etna site](#), and four acres of vacant commercially zoned land on Genesee Avenue. Balboa Towers are two relatively new medical buildings that are seven and nine stories tall. A pleasant feature along Genesee Avenue in the core area is the landscaped median and street trees in the public right-of-way. Development to the east consists of a strip commercial area named Balboa Crest. The center is in fair condition and mostly low in scale except for a private school that is nine stories tall.

### Community Shopping Centers

The remaining two community shopping centers, Clairemont Square and Clairemont Village, were built in the 1950s. Clairemont Square consists of 52 acres and is in good condition. The center is located adjacent to the intersection of Clairemont Drive and Clairemont Mesa Boulevard. Clairemont Village consists of 25.2 acres and is also in good condition. The center is located on Clairemont Drive between Iroquois Avenue and Burgener Boulevard. The centers have undergone rehabilitation to modernize the sites, however, both shopping centers would benefit from improved signs and pedestrian access to the center from the surrounding development (**Figure 12**).

### Neighborhood Commercial Centers

Clairemont Mesa had 13 neighborhood commercial centers. Two of these centers have been redeveloped with medium-density residential development. Both of these sites are located in single-family neighborhoods. Out of the remaining 11 neighborhood centers, one site, on the corner of Havasupai and Galatin Way, has a mixture of residential and commercial uses.

The 11 neighborhood centers are evenly distributed throughout the community (**Figure 12**) and range in size from 0.75 acres to ten acres. Some of the centers are older developments that need to be revitalized to enhance their appearance in the surrounding neighborhoods, while the centers on Moraga Avenue and Geddes Drive, Clairemont Mesa Boulevard and Diane Avenue, and Linda Vista Road and Mesa College Drive have redeveloped with commercial services.

## Other Commercial Areas

The commercial strip development along the southern portion of Morena Boulevard between Clairemont Drive and Tecolote Road consists of 31 acres and has a mix of commercial zones (**Figure 12**). Examples of uses in this area include offices, mini-markets, restaurants, car sales and residential development. The area is in need of redevelopment because most of the commercial properties were developed under the C Zone which is an obsolete zone with minimal development requirements. The commercial strip would benefit from increased off- street parking and new landscaping which meets current standards, including landscaping in the public right-of-way. The area would also benefit from improved signage because there are many illegal signs still remaining.

There is one area in the community with a concentration of visitor-oriented commercial uses. The uses include two motels and a restaurant located on Clairemont Mesa Boulevard, west of Interstate 805 (I-805) (see **Figure 12**). This development is relatively new and visible from the freeway. In addition to the commercial development on Morena Boulevard and in the community core, Clairemont Mesa has commercial office development on Moraga Avenue, north of Balboa Avenue and on Clairemont Drive, south of Balboa Avenue (**Figure 12**). The office development is in good condition. The landscaping along Balboa Avenue from the office development on Moraga Avenue provides a scenic entryway into the community. A few of the properties on Clairemont Drive were residential duplexes that have been converted to medical offices, as permitted by the underlying CO Zone.

## **OBJECTIVES FOR COMMERCIAL DEVELOPMENT**

1. Develop the community core as a town center with unique, architectural, sign and landscaping theme with pedestrian walkways and bikeways.
2. Ensure the availability of adequate commercial facilities within the community core to meet the needs of the existing and projected residential population of Clairemont Mesa.
3. Require commercial areas to incorporate landscaping which will help to integrate the commercial development into the surrounding neighborhood.
4. Design commercial areas to best utilize the existing transportation system and provide pedestrian linkages to and within commercial development as well as connections to adjacent uses.
5. Maintain commercial uses in neighborhood commercial centers.
6. Revitalize the commercial area along the southern portion of Morena Boulevard and improve both vehicular and pedestrian access along the Boulevard.

7. Design signs as an integral part of a development project which are informative, compatible with the scale of surrounding development and architecturally compatible with the project and surrounding area.

## RECOMMENDATIONS FOR THE COMMUNITY CORE – CPIOZ

The Community Plan Implementation Overlay Zone (CPIOZ), Type B with a Planned Commercial Development permit should apply to the community core located on Balboa Avenue and Genesee Avenue (**Figure 38**). Development under the existing CA Zone lacks a pedestrian environment in the core area, including walkways that should provide direct access to adjacent residential neighborhoods. The development should be enhanced with landscaping in the public right-of-way, setbacks and parking lots. The internal automobile and bicycle circulation system and transit stops are also not well defined in the core area. As redevelopment occurs with CPIOZ, emphasis should be placed on creating a pleasant and convenient shopping environment for residents in Clairemont Mesa.

The community core has been defined based on existing land uses, the central location in the community, vacant and underutilized land which provides opportunity for additional growth and circulation. The core area should be the focal point of the community and continue providing commercial services for residents in Clairemont Mesa. The proposed growth of the community core would not encroach into single-family neighborhoods because of existing and well-established multifamily areas that serve as a buffer between the core and nearby single-family areas.

### 1. Use

Commercial uses only should be permitted in the community core. Residential land uses should not be permitted in order to preserve the core as the commercial center of the community (**Figures 13 and 14**).

### 2. Hospital Use

~~—Any expansion of or revision to the use of the existing Clairemont General Hospital will require an amendment to the existing Conditional Use Permit or an equivalent permit process. Any hospital facility developed in the community core, or any reuse of the existing hospital facility should be a community-serving facility.~~

### 3. Architectural and Site Design

The Community Plan Implementation Overlay Zone (CPIOZ) Type B with a Planned Commercial Development permit should apply to the community core. This will help ensure that development will occur with a unifying architectural, sign and landscaping theme, pedestrian walkways and bikeways.

- a. Development in the core should include plazas in a park-like setting. The plazas should be the focal point for the community core (**Figure 15**).
- b. Outdoor restaurants should be located on the ground floor incorporating views and physical access into the plazas. Restaurants will be an important feature in establishing pedestrian activity in the core area.
- c. Direct internal pedestrian, bicycle and automobile linkages to adjacent commercial areas should be incorporated in the site design in order to reduce traffic congestion and circulation conflicts on public streets.
- d. New commercial development should be integrated into existing development to provide direct pedestrian access by linking the public right-of-way and the internal walkways of the core area.
- e. Internal walkways should be a minimum of ten feet wide and connect to public sidewalks. The walkway should be landscaped with trees, shrubs and ground cover. A bicycle/pedestrian bridge should be constructed over Balboa Avenue to connect the two shopping areas in order to improve pedestrian circulation, reduce traffic congestion and provide a landmark feature for the core area (**Figure 15**). The recommended bridge should accommodate bicyclists, as well as pedestrians, and should be designed in such a manner as to separate the two functions to reduce potential conflicts, that is using both smooth and cobbled pavement surfaces to distinguish between bike and pedestrian ways. The construction of the bridge should be an integral part of the pedestrian, circulation and shopping environment.
- f. Buildings in the core area should have a unified architectural theme and site design, pedestrian access, bicycle and automobile circulation, and public open spaces. Perspectives of the proposed project that show the relationship of the proposed project to adjacent development should be submitted as part of the permit application.
- g. Mexican fan palm trees should be used as a theme street tree in the Community Core, interspersed with broad-headed flowering trees.

Figure 13 Existing Land Uses in the Community Core

*No change*

Figure 14 Community Core Recommendations

**No change**

Figure 15 Design Features in the Core Area

*No change*

### 43. Parking Design

- a. Parking in the community core should be underground, behind the building or within the building. 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.
- b. Joint parking should be permitted to reduce space used for parking, provided that a parking study identifies what specific parking reductions are proposed, and how such reductions will not adversely affect required levels of available parking spaces. Examples of subjects to be analyzed in the parking study include: existing and proposed land uses; scheduling of business hours; secure bicycle storage facilities for both customer and employees, and, proximity to public transit.
- c. Large surface parking areas should be broken up with landscaped islands and screened from the public right-of-way by landscaping. This can be accomplished through the use of trees, shrubs or mounding, where appropriate, to enhance the visual character of the core area. Large parking areas should also include colored concrete paving (instead of asphalt) as a means to visually enhance surface areas.

### 54. Circulation

The estimated redevelopment potential of the community core is an additional 119,321 square feet of retail and 31,000 square feet of commercial. If new development exceeds the estimated redevelopment potential of the community core, a traffic study should be submitted in order to mitigate any potential traffic impacts to Balboa Avenue and Genesee Avenue.

## **RECOMMENDATIONS FOR CLAIREMONT SQUARE AND CLAIREMONT VILLAGE – CPIOZ**

The Community Plan Implementation Overlay Zone, Type B with a Planned Commercial Development permit should apply to Clairemont Square and Clairemont Village in order to ensure that redevelopment will be compatible with the surrounding neighborhoods (**Figure 38**). Development under the existing CA Zone did not provide pedestrian walkways linking the centers to adjacent residential neighborhoods. The centers have many signs, and some of these signs are either too high or too large according to the citywide Sign Ordinance. The internal automobile and bicycle circulation system and transit stops are also not well defined in the centers. As redevelopment occurs with CPIOZ, emphasis should also be placed on creating a pleasant and convenient shopping environment for residents in Clairemont Mesa.

1. Use

Clairemont Square and Clairemont Village should be retained as community commercial centers.

2. Site Design

Any new retail development should be integrated with the existing center to ensure compatibility in height, architecture and site design, signs, landscaping and circulation. New development should be linked to the surrounding residential neighborhood by safe and effective pedestrian access through well-defined entryways.

- a. When adjacent to a residential area, the commercial development should be linked to the neighborhood with landscaping or architectural design so a transition is made.
- b. Commercial development should be connected to surrounding residential areas by pedestrian access between the public right-of-way and the internal pedestrian walkways of the center.
- c. Commercial development in the centers should participate in the landscaping improvements along Clairemont Mesa Boulevard and Clairemont Drive (see **Transportation Element**).

## **RECOMMENDATIONS FOR THE DIANE SHOPPING CENTER – CPIOZ**

The Diane Shopping Center should be rezoned to CN with a Community Plan Implementation Overlay Zone, Type B. New development may occur only under a Planned Commercial Development permit in order to ensure that any commercial redevelopment in this center will be compatible with the surrounding neighborhoods (**Figure 38**). The CPIOZ will also ensure that this center will not be redeveloped with residential uses, thereby eliminating it as a commercial center. The CN Zone alone permits residential uses to occur on the site and does not require a discretionary permit, which gives the community and the city the opportunity to review the design of the center for neighborhood compatibility.

1. Restriction on Residential Uses

The Diane Shopping Center should be preserved as a neighborhood shopping center. Therefore, no residential uses should be permitted to locate in the center.

2. Architectural and Site Design

All new development should be integrated with the existing center in terms of height, architecture, signs, landscaping and circulation. New development should be linked to the

surrounding neighborhoods by safe and effective pedestrian access through well- defined entryways.

- a. Any new development located adjacent to Conrad Avenue or Diane Avenue should provide entrances to establishments from those streets as well as from the shopping center.
- b. Landscaping should be provided along Conrad Avenue and Diane Avenue as part of any redevelopment of the site.
- c. All service and loading areas that are visible from the public right-of-way or from adjacent residences, should be screened by fencing, landscaping, or a combination of both.

## **RECOMMENDATIONS FOR THE WEST CLAIREMONT PLAZA– CPIOZ**

The Community Plan Implementation Overlay Zone, Type B, should apply to the West Clairemont Plaza Shopping Center to ensure that redevelopment of the site is compatible with adjacent residential development, supports use of the Mid-Coast transit line, enhances the community image, and offers commercial services that are walkable to the surrounding community. The site should be developed with a first class retail and professional center. The existing center is characterized by older structures, underutilized parking areas, poor landscaping, and a lack of walkways to and from residential neighborhoods and throughout the site. Transit services are poorly integrated into the site.

### 1. Use

Retail and commercial services should be encouraged on the site. Professional offices are also permitted. Residential uses may be permitted on the eastern and southern portions of the lot and above the ground floor throughout the site.

### 2. Architecture and Site Design

Development should occur with a unifying architectural, signage and landscaping theme and comprehensive pedestrian and bicycle pathways.

- a. Development should capitalize on the site’s topography. The rise in elevation should be used 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 is limited to 30 feet.
- b. Pedestrian amenities such as landscaping and wide sidewalks (eight to ten feet wide) should be provided along the Clairemont Drive edge. This street segment should link the Clairemont Community to Mission Bay park through improved pedestrian access and a landscaping theme that visually relates to Mission Bay park.

- c. Development along the Morena Boulevard frontage should be pedestrian-friendly, with building entrances and windows oriented to the street. A direct pedestrian connection should be made to the future trolley station. Landscaping should link the shopping center with the transit station.
- d. The Ingulf Street side shall be developed with sensitivity to the residential areas to the south, minimizing noise impacts and street parking conflicts. Any vehicular entrance on this side should be located between Morena Boulevard and Chicago Street.

### 3. Transportation Improvements

- a. Provide clear access points to the shopping center. The primary vehicular access should be from Clairemont Drive. Consolidate curb cuts.
- b. Pedestrian pathways should occur throughout the site. The pathways should be landscaped and protected from vehicular interference.

## **RECOMMENDATIONS FOR NEIGHBORHOOD COMMERCIAL CENTERS**

### 1. Rezone

Rezone the two centers on the corner of Clairemont Mesa Boulevard and Limerick Avenue and Clairemont Mesa Boulevard and Diane Avenue from CA to CN in order to assure the continuance of commercial services at the neighborhood level (**Figure 38**).

### 2. Use

Any proposed residential development in neighborhood commercial areas should occur under Planned Commercial Development Permit in order to ensure that commercial services will be provided at the neighborhood level.

- a. Commercial development should be required on the ground floor with any residential uses on the second level of a mixed-use development.
- b. Mixed-use developments should not exceed a density of 29 dwelling units per net residential acre.

### 3. Design

When adjacent to a residential area, the commercial development should be buffered by a non-transparent fence or wall with landscaping or architectural/site design so a transition is made.

#### 4. Runoff

Any development along a canyon rim should direct runoff away from the canyon. If runoff must be directed into the canyon, erosion and runoff control measures should be employed (see **Residential** and **Open Space Elements**).

### **RECOMMENDATIONS FOR OTHER COMMERCIAL AREAS**

#### 1. Rezone

The area north of Savannah Street and west of Tecolote Road (referred to as the Tecolote Gateway area) should be rezoned from C, R-400 and M-1A to C-1 in order to be consistent with existing land uses and have improved parking and landscaping standards (**Figures 19 and 38**). The C-1 Zone permits a wide range of consumer goods and services and limited wholesaling and warehousing.

#### 2. Rezone

Rezone the two areas along Clairemont Mesa Boulevard from I-805 to Doliva Drive from CA and CR to CV or an equivalent zone (**Figure 38**). These areas provide existing commercial facilities such as motels, restaurants and other visitor uses, visible from I-805. New development should submit a Planned Commercial Development (PCD) permit in order to provide support uses such as restaurants and recreational facilities.

#### 3. Rezone

Rezone the duplexes on Clairemont Drive, south of Balboa Avenue from R-3000 to CO in order to be consistent with surrounding commercial development (**Figure 38**). The site should redevelop with offices, because the area is close to Balboa Avenue with good access from Clairemont Drive. On-street parking is available on Clairemont Drive and Modoc Avenue.

### **RECOMMENDATIONS FOR SERVICE STATIONS**

#### 1. Location

Service stations should be permitted only in areas identified for commercial development (**Figure 38**). A Conditional Use Permit is required to develop or expand gasoline stations. The maximum number of service stations permitted at an intersection should be two, located on diagonal corners in order to provide maximum service to the community, minimize circulation conflicts and to provide diversity, interest and aesthetic entryways at major intersections in the community.

## 2. Access

When a service station is located adjacent to a commercial center, direct access from that center to the gasoline station should be provided in order to minimize additional circulation conflicts on the street.

## 3. Landscaping

- a. Landscaped buffers should be provided along each street frontage adjacent to the public right-of-way. Landscaping should be consistent with citywide landscaping guidelines.
- b. Stations adjacent to residential development should provide a landscaped strip and a decorative wall adjacent to the residential development.

## **RECOMMENDATIONS FOR FAST FOOD RESTAURANTS**

### 1. Location

Fast food drive-in restaurants should be permitted only in retail areas where such restaurants are compatible with surrounding uses and will not impede circulation on public streets.

### 2. Access and Circulation

- a. Curb cuts should be minimized to eliminate interference with pedestrian movement and on-street parking.
- b. When fast food restaurants are adjacent to commercial centers, direct access from that center should be provided, in order to minimize circulation conflicts on the street.

## **RECOMMENDATIONS FOR SIGNS**

### 1. Location

- a. Signs for various businesses in any shopping center should be clustered upon a directory sign near the main entryway(s) to the center.
- b. In shopping centers, those businesses that are located near the street and are visible from the public right-of-way should only be permitted wall signs.

### 2. Discretionary Review

A Comprehensive Sign Program (CSP) should be submitted as part of the development review process to integrate signs into the projects. A CSP will help to consolidate signs in commercial areas.

- a. Signs should be well maintained and designed with respect for the scale and character of the street and surrounding development in order 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.
- b. Signs should be integrated into the design of the building and constructed of similar materials.
- c. Lettering and color of signs should have uniformity throughout the project in order to reduce visual clutter.

