

CLAIREMONT COMMUNITY PLAN UPDATE

POSITION: The Chamber's Transportation & Land Development Committee voted to SUPPORT the proposal on January 21, 2020, with the recommendation that the Planning Department considers increasing the zoned density within Transit Priority Areas (TPA), specifically to 109 dwelling units per acre along trolley lines. The Chamber's Public Policy Committee voted to SUPPORT the proposal on February 11, 2020. The Chamber's Board of Directors voted to SUPPORT the proposal on February 27, 2020.

RATIONALE: In order to address our housing crisis and achieve our Climate Action Plan goals, we must be willing to increase density along major transportation corridors. The Clairemont Community Plan Update increases the zoning density in sections of the neighborhood and creates more opportunities for ministerial land development.

STATUS: The Planning Department released a draft Community Plan on January 7th and will be accepting feedback through the spring. Staff anticipates the plan will go before the Planning Commission in fall 2020 and City Council in winter 2020.

SUMMARY:

The Clairemont Community Plan has not been updated since 1989. In the last 20+ years, the neighborhood has changed dramatically. Working closely with the public and community members, the City is updating the plan with new solutions that will both enhance the neighborhood and respect the unique character and quality of the community.

The plan's vision is to develop "active, pedestrian-oriented nodes, corridors, districts, and unique villages that contribute to strong sense of place and community identity, connected through a transportation network that not only emphasizes walking, biking, and transit use but acknowledges the natural network of canyons and open spaces as an integral part of intra-community connectivity." The purpose of the community plan is to establish a vision to guide future growth, provide strategies and implementation details to achieve that vision, guide developments and improvement projects, and "provide the basis for plan implementation" through "zoning, development regulations, and a public facilities financing plan."

The Community Plan is divided into eight distinct elements: Land Use Element and Economic Prosperity, Mobility Element, Urban Design Element, Public Facilities, Services & Safety Element, Recreation Element, Conservation Element, and Noise Element.

The Land Use Element is divided into nine focus areas, including Clairemont Town Square, Genesee Avenue/Clairemont Mesa Boulevard and Diane Center, Clairemont Mesa Boulevard East, City of San Diego Rose Canyon Operations Yard (near future trolley station), Balboa Avenue/Clairemont Mesa Drive, Genesee Plaza/Balboa Mesa Commercial Center, Morena Boulevard south of Clairemont Drive (future trolley station), Morena Boulevard/Tecolote Road (near future trolley station), and Clairemont Village. Within these areas, certain land parcels are upzoned, some up to 109 du/ac, to allow for additional development, which would be approved through the ministerial process. The plan increases the number of currently zoned dwelling units by 5,683 units, 2,886 of which are within the Mid-Coast Trolley TPA.

The Chamber's Transportation & Land Development Committee applauded City staff's effort in taking on this task but asked that the plan include more density in areas adjacent to trolley stops and within Transportation Priority Areas (TPAs), specifically along Morena Boulevard South of Clairemont Drive and Morena Boulevard/Tecolote Road.

INDUSTRY/IES IMPACTED

Communities and businesses within the Clairemont neighborhood boundaries area will be impacted directly. Businesses located in, or that will be located in this area, can expect to benefit from the addition of density and increased street/sidewalk improvements.

SUPPORTERS

None known

OPPONENTS

None known

ARGUMENTS IN FAVOR

- The previous Clairemont Community Plan is outdated, as it was approved in 1989, and requires amending due to changes in the neighborhood, infrastructure and housing needs, and climate action priorities.
- Investments made in transit solutions in the area make it ripe for increased housing stock, which is addressed in this plan update.

ARGUMENTS IN OPPOSITION

- The density proposed in this specific plan is too aggressive and will negatively impact the infrastructure surrounding the area, traffic congestion and the general quality of life for existing residents.
- Community members in the area have argued that there is nothing in the plan that would explain the reasoning for the proposed densification.

MORE INFORMATION

The following shows the Draft Land Use Element presented to the Transportation & Land Development Committee.

