



ATTACHMENT 1: SECOND DRAFT CLAIREMONT COMMUNITY PLAN POLICY COMPARISON MATRIX

Summer 2025

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POLICY COMPARISON OVERVIEW

The following tables provide a side-by-side comparison of policies included in the First Draft released in May 2021 and the policies included in the Second Draft released in Summer 2025. Policies that overlap with the 2021-2029 Housing Element, General Plan, and/or other topic areas within the Community Plan are listed in Table 1-10 and are not included in the Second Draft because they are captured in other key documents.

TABLE 1-1: LAND USE POLICIES

Second Draft (Summer 2025)		First Draft (May 2021)	
Policy No.	Text	Policy No.	Previous Text or Description of Change
Housing			
2.1	Provide a diverse mix of housing types that are affordable to people of all incomes, including homes for seniors, students and families.	n/a	New policy.
2.2	Provide a diverse mix of higher density housing opportunities in village areas, including homes for older adults and people with disabilities, within walking distance to higher frequency transit service.	LU-122	Provide a diverse mix of higher density housing opportunities, including senior and housing for the people with disabilities, within walking distance to higher frequency transit service.
2.3	Offer a diverse selection of housing products, including rowhomes, shopkeeper units, townhomes, and stacked flats, including at affordable rates that transition between higher density in village areas and single family homes.	LU-2	Promote the inclusion of affordable housing in a variety of building designs (e.g. townhomes, duplexes, apartments, rowhomes, etc.) with market rate housing for multi-family and mixed-use development.
2.4	Encourage affirmatively furthering fair housing by providing access to services, resources, good schools and jobs, and housing opportunities located near transit, within village areas.	n/a	New policy.
2.5	Support the development of deed-restricted affordable homes.	n/a	New policy.

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Policy No.	Text	Policy No.	Previous Text or Description of Change
2.6	Encourage larger-sized homes with three or more bedrooms for families and multi-generational living.	LU-1	Support the inclusion of larger sized (three-bedrooms) affordable units for families for multi-family and mixed-use development.
2.7	Encourage the inclusion of on-site affordable housing.	LU-71	Encourage the inclusion of on-site affordable housing either as single development or as part of mixed-income development in all community and neighborhood village sites.
Neighborhoods			
2.8	Encourage higher density multi-family uses with transitions to lower density residential neighborhoods along multi-family corridors including Balboa Avenue and Clairemont Drive.	LU-121	Consider supporting higher density multi-family uses with transitions to residential neighborhoods along multi-family corridors with a Community Plan Amendment.
Villages, Corridors and Nodes			
2.9	Encourage a mix of entertainment, office, retail, residential, recreational, public and park uses in village areas which act as central service locations for local needs.	LU-67	Encourage a mix of entertainment, office, retail, residential, recreational, public, and park uses.
2.10	Support the continuation of existing community serving retail uses.	LU-68	Support the continuation of existing community serving retail uses.
2.11	Provide active frontages including retail storefronts and multi-family residential ground-floor uses along internal main streets and public streets at primary entrances, major transit stops, public spaces, and parks where feasible to enhance the pedestrian environment.	LU-72	Provide active ground-floor uses in buildings with frontages along internal main streets and public streets at primary entrances, major transit stops, public spaces, and parks where feasible.
2.12	Provide high-density mixed-use and residential development along corridors, and within villages and nodes.	n/a	New policy.
2.13	Encourage shopkeeper units for residents to operate office, professional and retail uses.	LU-76	Support live/work and shopkeeper units in commercial areas to allow space for arts and innovation.

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Policy No.	Text	Policy No.	Previous Text or Description of Change
2.14	Encourage storefronts to provide neighborhood serving retail.	LU-68	Support the continuation of existing community serving retail uses.
2.15	Encourage flexible spaces that support alternative working options.	n/a	New policy.
2.16	Incorporate public spaces which can include parks, linear parks, promenades, plazas and paseos internally and along street frontages and transit stations.	LU-93	Incorporate public spaces such as plazas, promenades, mini-parks, and squares as focal aspects of a village to encourage public interaction, gatherings, outdoor markets, and events.
2.17	Provide multi-use urban paths along corridors that connect nodes and villages to each other.	n/a	New policy.
2.18	Incorporate a circulation network that supports walking/rolling and biking, and creates a walkable scale for pedestrians which could include shared use paths and dedicated pedestrian crossings.	LU-100	Establish strong pedestrian and bicycle connections to transit through building orientation and design of circulation within villages.
Community Core Village			
2.19	Design the transition of taller buildings concentrated along the intersection of Genesee and Balboa Avenues to lower buildings at the edge of the village areas.	LU-9	Transition building heights with taller buildings concentrated along the intersection of Genesee and Balboa Avenues with a transition to lower buildings at the edge of the village areas.
Clairemont Town Square Village			
2.20	Design the transition of building heights of new development with the taller height concentrated in the center of the village and stepped down to lower heights along the edges of the village.	LU-10	Transition building heights of new development with the taller height concentrated in the center of the village and stepped down to lower heights along the edges of the village.
Clairemont Drive Village			
2.21	Incorporate a pedestrian connection between the west and east areas of Clairemont Drive Village which could include a mid-block crossing or signalized intersection as feasible.	LU-13	Create a pedestrian connection that links both the west and east areas of Clairemont Drive Village which could include a mid-block crossing or signalized intersection.

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Policy No.	Text	Policy No.	Previous Text or Description of Change
Clairemont Drive Village – East			
2.22	Provide higher density residential development along Cowley Way to serve as a transition between the commercial uses of the village and the adjacent residential.	LU-15	Locate higher-density residential development along Cowley Way to serve as a transition between the commercial uses of the village and the adjacent residential tower.
2.23	Maintain a pedestrian connection that links the mid-block crossing on Cowley Way to the village area.	LU-18	Maintain a pedestrian connection that links the mid-block crossing on Cowley Way to the village area.
Clairemont Drive Village – West			
2.24	Design development to minimize the visual impact of parking areas on the surrounding neighborhood and take advantage of views to the canyon.	LU-20	Consolidate commercial properties with internalized parking to cluster development and take advantage of views to the canyon.
2.25	Design buildings west of Clairemont Drive to follow the natural slope and curve of the street to avoid blank walls facing the canyon.	LU-21	Design new development west of Clairemont Drive to step with the slope of the street, follow the cur
Rose Canyon Gateway Village			
2.26	Develop the City Operations yard into a mixed-use village.	LU-23	Prepare a Request for Proposals to redevelop the City operations yard that transformation of the City-owned property consistent with the following Community Plan policies:
Uses			
A	Incorporate a mix of residential, commercial, public, and park uses.	A	Identify a mix of residential, commercial, public, and park uses.
B	Incorporate affordable housing.	B	Incorporating a minimum percentage of affordable housing.
Mobility			
C	Incorporate the use of shared structured parking serving multiple uses to efficiently meet parking needs.	A	Encourage the use of shared structured parking serving multiple uses to efficiently meet parking needs

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D	Extend Damon Avenue to Morena Boulevard as a primary entrance to create an east-west main street through the village with pedestrian and bicycle facilities where feasible.	B	Extend Damon Avenue to Morena Boulevard as a primary entrance to create an east-west main street through the village with pedestrian and bicycle facilities.
E	Provide pedestrian and bicycle convenient and easy access from Morena Boulevard and Balboa Avenue.	C	Provide convenient and easy access to the Rose Canyon Gateway Village from Morena Boulevard and Balboa Avenue.
Parks and Public Space			
F	Incorporate public space features such as plazas, promenades and squares as focal aspects of the village to encourage public interactions, gatherings, outdoor markets, and events at the southern end of the main street.	A	Incorporate public space features such as plazas, promenades, and squares as focal aspects of the village to encourage public interaction, gatherings, outdoor markets, and events at the southern end of the main street.
G	Incorporate a pedestrian promenade or linear park from the village main street to the Balboa Avenue Transit Station pedestrian bridge over Balboa Avenue to provide a pedestrian and bicycle connection.	B	Incorporate a pedestrian promenade or linear park from the main street to the Balboa Trolley Station pedestrian bridge over Balboa Avenue to provide a pedestrian and bicycle link connecting the Rose Canyon Gateway Village to the Balboa Trolley Station Village.
H	Incorporate a public park at the southern end of the village to serve as a pedestrian gateway from the Balboa Avenue Transit Station.	C	Incorporate a public park at the southern end of Rose Canyon Gateway to serve as a pedestrian gateway from the Trolley Station.
Urban Design			
I	Incorporate a central “spine” that runs north-south and organizes the village into east and west blocks which may take the form of a main street through the village with potential for neighborhood serving mixed-use retail and a strong pedestrian and bicycle connection from one end of the village to another.	A	Incorporate a central “spine” that runs north-south and organizes the village into east and west blocks which may take the form of a main street through the village with potential for neighborhood serving mixed-use retail and a strong pedestrian and bicycle connection from one end of the village to another.

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J	Develop buildings around courtyards, paseos, and plazas that connect with the central “spine”/ internal street.	B	Develop buildings around courtyards, paseos, and plazas that connect with the central “spine”/ internal street.
K	Incorporate pedestrian-scaled façade articulation to create an active and inviting public spaces and reinforce the pedestrian scape and character of the main street.	C	Incorporate pedestrian-scaled façade articulation to create an active and inviting public realm and reinforce the pedestrian scape and character of the main street.
L	Design buildings to terrace across the village site so that buildings follow the topography of the site and provide a variation in roof lines and building mass.	D	Design buildings to terracing across the village site so that buildings follow the topography of the site and provide a variation in roof lines and building mass.
M	Provide landscaped setbacks with berms and trees to screen the rail corridor and Interstate-5.	E	Provide landscaped setbacks with berms and trees to screen the rail corridor and Interstate-5.
Balboa Avenue Transit Station Village			
2.27	Encourage convenient and easy access to the Balboa Avenue Transit Station Village from Morena Boulevard.	LU-27	Provide convenient and easy access to the Balboa Trolley Village from Morena Boulevard.
2.28	Encourage mixed-use development at the Balboa Avenue Transit Station with public spaces, such as a transit plaza, to create an attractive destination with activation through both residential and retail uses.	LU-24	Encourage mixed-use development at the Balboa Trolley Station with public spaces, such as a transit plaza, to create an attractive destination with activation through residential and retail use.
2.29	Support a pedestrian and bicycle connection to the Balboa Avenue Transit Station and village development.	LU-25	Establish a strong pedestrian/bicycle connection to the Balboa Avenue Transit Station and orient all internal circulation of the village sites toward the transit station.
2.30	Support SANDAG and MTS’s consideration of the implementation of a bicycle and pedestrian access between the Balboa Avenue Transit Station and Mission Bay via a connection across Interstate-5 from the Balboa Avenue Transit Station to the area east of Mission Bay Drive within the vicinity of Magnolia Avenue and Bunker Hill Street.	LU-26	Support SANDAG and MTS’s consideration of the implementation of a bicycle and pedestrian access between the Balboa Avenue Station and the Specific Plan via a connection across Interstate-5 from the Balboa Station to the area east of Mission Bay Drive within the vicinity of Magnolia Avenue and Bunker Hill Street. This connection could include a bridge, aerial skyway, or other means with potential connections to Mission Bay Park and Mission Boulevard.

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Clairemont Crossroads Village			
2.31	Encourage building design and site planning that provides a visual connection to the canyon.	LU-28	Incorporate building design and site planning that provides a visual connection to the canyon.
2.32	Consider design of a gateway by locating buildings on the corners of the intersection of Balboa Avenue and Clairemont Drive to create sense of place with pedestrian-oriented plazas and architectural features.	LU-29	Establish a gateway by locating buildings on the corners of the intersection of Balboa Avenue and Clairemont Drive to create sense of place with pedestrian-oriented plazas and architectural features.
2.33	Encourage the location of commercial uses adjacent to Balboa Avenue. Residential uses may serve as a transition between commercial uses and any abutting residential neighborhoods.	LU-30	Locate commercial uses adjacent to Balboa Avenue and site new residential uses to serve as a transition between commercial uses and any abutting residential neighborhoods.
Diane Village			
2.34	Encourage the transition of uses in intensity and scale from higher along Clairemont Mesa Boulevard to lower along Conrad Avenue.	LU-31	Transition uses, intensity and scale from high along Clairemont Mesa Boulevard to low along Conrad Avenue.
2.35	Encourage pedestrian and bicycle connections into the village from surrounding neighborhoods, particularly from Conrad Avenue.	LU-32	Establish multiple pedestrian and bicycle connections into the village from surrounding neighborhoods, especially from Conrad Avenue.
2.36	Support landscaping along Conrad Avenue and Diane Avenue to provide a green buffer between Diane Center and the surrounding residential neighborhood.	LU-33	Provide landscaping along Conrad Avenue and Diane Avenue to provide a buffer between the Diane Center and the surrounding residential neighborhood.
Clairemont Mesa Gateway Village			
2.37	Encourage the use of prominent architectural features and building designs (such as towers, signs, roof and overhang projections, glazing and other defining features of the building) for new development at Clairemont Mesa Boulevard west of Interstate 805, to contribute to a gateway experience into and out of the community.	LU-42	Incorporate prominent architectural features and building designs (such as towers, signs, roof and overhang projections, glazing and other defining features of the building) to new development at Clairemont Mesa Boulevard west of Interstate 805, so that they contribute to a gateway experience as one enters or exits the community.

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2.38	Provide a landscape buffer and screening from new development to the adjacent residential uses to the north.	LU-43	Provide a landscape buffer and screening from new development to the adjacent residential uses to the north.
Morena Corridor			
2.39	Encourage local businesses to create a design corridor through branding, identity, wayfinding signage, and improvements to the streetscape and public spaces. A. Encourage stepbacks, recesses, or projections above the ground floor to create vertical rhythm. B. Encourage irregularity of vertical rhythm to achieve greater diversity. C. Encourage the use of different materials and openings along the façade planes.	LU-53	Encourage local businesses to create a design corridor through branding, identity, wayfinding signage, and improvements to the public realm.
		LU-54	Support the consolidation of lots to allow for larger buildings yet maintain the appearance of smaller buildings with the use of façade modulation. A. Encourage stepbacks, recesses, or projections above the ground floor to create vertical rhythm. B. Encourage irregularity of vertical rhythm to achieve greater diversity. Encourage the use of different materials and openings along the façade planes.
2.40	Encourage the reconfiguration of the concrete channel on the north side of Tecolote Road as a linear park with pedestrian and bicycle paths that connect the Tecolote Canyon Natural Park to the Mission Bay. <i>Note: Policies 2.40 and 2.41 are duplicated. This will be corrected in a future update.</i>	LU-55	Promote the reconfiguration of the concrete channel on the north side of Tecolote Road as a linear park amenity with pedestrian and bicycle paths that connect the Tecolote Canyon Natural Park to the Mission Bay.
2.41	Incorporate a “boardwalk” themed promenade with a wider pedestrian area along Morena Boulevard from Gesner Street to Tecolote Road.	LU-56	Incorporate a boardwalk concept with a wider pedestrian area along Morena Boulevard from Gesner Street to Tecolote Road.

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Policy No.	Text	Policy No.	Previous Text or Description of Change
2.42	Evaluate the reconfiguration of the concrete channel on the north side of Tecolote Road to include pedestrian and bicycle paths that connect the Tecolote Canyon Natural Park to the Mission Bay. <i>Note: Policies 2.40 and 2.41 are duplicated. This will be corrected in a future update.</i>	LU-55	Promote the reconfiguration of the concrete channel on the north side of Tecolote Road as a linear park amenity with pedestrian and bicycle paths that connect the Tecolote Canyon Natural Park to the Mission Bay.
2.43	Design buildings with active frontage elements such as windows, storefront treatments and public spaces that front the street.	LU-57	Design buildings with active frontage elements such as windows, storefront treatments, and public spaces that front the street.
2.44	Establish landscaping that enhances structures, creates and defines public and private spaces, and provides shade, aesthetic appeal and environmental benefits.	LU-58	Establish landscaping that enhances structures, creates and defines public and private spaces, and provides shade, aesthetic appeal, and environmental benefits.
2.45	Promote parking at the rear and sides of street- oriented buildings to minimize the amount and visual impact of surface parking lots.	LU-59	Promote parking at the rear and sides of street-oriented buildings to reduce the amount and visual impact of surface parking lots.
2.46	Design buildings located on Morena Boulevard to be similar in scale with the adjacent canyon slopes when observed from Interstate-5.	LU-63	Design buildings located on Morena Boulevard with a low profile so that the structures will not be out of scale with the adjacent canyon slopes when observed from Interstate-5.
2.47	Incorporate stepbacks with successive building floors on sloping sites to follow the natural topography.	LU-64	Incorporate stepbacks with successive building floors on sloping sites to follow the natural topography.
2.48	Blend grading pads into the environment to reduce obtrusiveness and to avoid stark, abrupt appearances of buildings and building pads.	LU-65	Blend grading pads into the environment to reduce obtrusiveness and to avoid stark, abrupt appearances of buildings and building pads.
Milton Street/Morena Boulevard Commercial Node			
2.49	Encourage mixed-use development that incorporates a diverse range of housing product types and building designs that provide compatible transitions to the residential neighborhood.	LU-50	Encourage mixed-use development that incorporates a diverse range of housing product types and building designs that provide compatible transitions to the residential neighborhood.

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Policy No.	Text	Policy No.	Previous Text or Description of Change
A	Consider continuation of Denver Street south of Milton Street as a public street when new residential development occurs, to increase interconnectivity with the surrounding neighborhood.	A	Consider continuation of Denver Street south of Milton Street as a public street when new residential development occurs, to increase interconnectivity with the surrounding neighborhood.
B	Encourage multiple home development between the alley and Denver Street with private and shared open space and pedestrian connections throughout.	B	Encourage multi-family housing between the alley and Denver Street with private and shared open space and pedestrian connections throughout.
C	Encourage development of small scale neighborhood home development, such as townhomes or rowhomes, east of Denver Street to create a compatible transition between new development and the existing neighborhood.	C	Encourage development of small lot or townhome development east of where Denver Street to create a compatible transition between new development and existing neighborhood.
2.50	Consider connecting Denver Street from Milton Street to Mayo Street with a public street or pedestrian promenade to improve mobility access through the site.	LU-51	Consider connecting Denver Street from Milton Street to Mayo Street with a public street or pedestrian promenade to improve mobility access through the site.
Napier Street/Ashton Street Commercial Node			
2.51	Support the development of a pocket park or similar type of public space between Ashton and Napier Streets that could provide a central gathering place for community events and activities.	LU-52	Support the development of a pocket park or similar type of public space between Ashton and Napier Streets that could provide a central gathering place for community events and activities.
Bay View Village			
2.52	Encourage the use of site topography to provide below-grade parking, capture views, and encourage building mass consistency.	LU-34	Utilize site topography to provide below-grade parking, capture views, and reduce apparent building mass. Buildings should terrace downward from the slope, include varying roofline design, and maximize ground floor area for parks, plazas, and public space.

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Policy No.	Text	Policy No.	Previous Text or Description of Change
2.53	Design buildings to terrace downwards toward Morena Boulevard. A. Provide opportunities for view decks and balconies facing the bay. B. Provide varying roofline design, and maximize ground floor area for parks, plazas, and public space.	LU-35	Terrace buildings downward toward Morena Boulevard and provide opportunities for view decks and balconies facing the bay.
2.54	Provide a landscaped setback along Clairemont Drive to separate development from vehicular traffic exiting Interstate-5.	LU-36	Provide a landscaped setback along Clairemont Drive to separate development from vehicular traffic exiting Interstate-5.
2.55	Connect Clairemont Drive to Morena Boulevard with a pedestrian path.	LU-38	Link Clairemont Drive to Morena Boulevard with a pedestrian connection.
2.56	Encourage use of the existing alley between Morena Boulevard and Chicago Street for vehicle ingress and egress to minimize additional curb-cuts and driveways on those streets.	LU-39	Utilize the existing alley between Morena Boulevard and Chicago Street for vehicle ingress and egress to minimize additional curb-cuts and driveways on those streets.
2.57	Support clear access points to the West Clairemont Plaza site with personal vehicular access taken from Clairemont Drive.	LU-40	Provide clear access points to the West Clairemont Plaza site with primary vehicular access taken from Clairemont Drive.
2.58	Strengthen the village's connection to the surrounding neighborhood with a strong access point into the village from Chicago Street.	LU-41	Reconnect the village site to the street grid and neighborhood context of the area with a strong access point into the village from Chicago Street.
Tecolote Gateway Village			
2.59	Encourage the location of larger-scale development along West Morena Boulevard.	LU-44	Focus larger-scale development along West Morena Boulevard, where the properties are substantial, and the rail and highway corridor provide an expansive foreground for development.
2.60	Incorporate a linear park connection along Tecolote Canyon from Morena Boulevard to the Tecolote Canyon Natural Park.	LU-45	Incorporate a linear park connection along Tecolote Canyon from Morena Boulevard to the Tecolote Canyon Natural Park.

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Policy No.	Text	Policy No.	Previous Text or Description of Change
2.61	Support a mixed-use corridor along Morena Boulevard between West Morena Boulevard and Tecolote Road.	LU-46	Encourage a mixed-use corridor along Morena Boulevard between West Morena Boulevard and Tecolote Road and include new small-lot housing opportunities for the mobile home area along Knoxville Street.
2.62	Consider townhomes and small lot home opportunities for the mobile home site along Knoxville Street.	LU-46	Encourage a mixed-use corridor along Morena Boulevard between West Morena Boulevard and Tecolote Road and include new small-lot housing opportunities for the mobile home area along Knoxville Street.
2.63	Encourage smaller-scale development along the east side of Morena Boulevard to enhance pedestrian experience.	LU-47	Focus smaller-scale, fine-grain development along the east side of Morena Boulevard, where the properties are small, and the street width is conducive to a pedestrian experience.
2.64	Explore opportunities to incorporate a signature gateway feature, which could include public space and/or gateway sign, at the West Morena Boulevard and Morena Boulevard split on City-owned property and/or within the public right-of-way.	LU-48	Maximize the design potential that exists at the triangular lot located where West Morena Boulevard and Morena Boulevard split. The site provides a unique opportunity for a signature gateway building, a plaza, a park, art, and/or signage.
2.65	Locate parking for new development to the side or rear of buildings, out of view from the public right-of-way to the extent possible, with access to parking areas from the rear or side streets.	LU-49	Locate parking for new development to the side or rear of buildings, out of view from the public right-of way to the extent possible, with access to parking areas from the rear or side streets.

TABLE 1-2: MOBILITY POLICIES

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Policy No.	Text	Policy No.	Previous Text or Description of Change
Vision Zero			
3.1	Support implementation of physical and operational street improvements to support the City's Vision Zero initiative, such as roundabouts, traffic calming measures, pedestrian hybrid beacons, and lead pedestrian intervals, where appropriate, to improve safety and visibility, reduce crossing distances, and reduce speeds and conflicts from motorists.	ME-7	Support street design improvements and operational measures that work towards accomplishing Vision Zero goals.
Complete Streets			
3.2	Develop an interconnected network of Complete Streets throughout the community that safely accommodates multiple travel modes and users of all ages and abilities while providing adequate person throughput capacity, service quality, and travel times.	n/a	New policy.
3.3	Promote the installation of continental crosswalks, advanced stop bar placement, ADA-compliant curb ramps, pedestrian countdown signals, and, where appropriate, audible indicators at all crossing points at signalized intersections to enhance safety and accessibility for all users.	ME-6	Provide high visibility crosswalks, pedestrian countdown signals, and Americans with Disabilities Act (ADA) compliant ramps at all signalized intersections.
Walking/Rolling			
3.4	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.	ME-4	Enhance pedestrian access to natural recreational areas and parks. Of particular interest, is a possible new trail connection through Tecolote Canyon south of Mount Acadia Boulevard and adjacent to the Tecolote Canyon Golf Course.

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3.5	Coordinate with commercial and residential development property owners to incorporate internal circulation features, such as pedestrian pathways, urban pathways, or paseos, that improve connectivity within developments and provide direct links to adjacent properties and public streets.	LU-103	Establish pedestrian connections between residential and commercial uses through paseos and dedicated pedestrian crossings.
3.6	Provide pedestrian treatments, such as high-visibility pavement markings, bulb-outs/curb extensions, mid-block crossings, pedestrian-scale lighting, and landscaped buffers, to create safe and more inviting walking environments along designated pedestrian districts and corridors route types (Figure 3-1), as well as around mixed-use villages, schools and parks.	ME-8	Provide enhanced pedestrian treatments, as applicable, such as crosswalks, curb bulb-outs, lead pedestrian intervals (LPI), pedestrian hybrid beacons, pedestrian-scale lighting, landscaped buffers, etc. along corridors in Figure 3-1: Planned Pedestrian Route Types.
3.7	Coordinate with Caltrans to retrofit and/ or reconstruct freeway on- and off-ramps to improve the pedestrian environment through the installation and maintenance of signs, lighting, high-visibility crosswalks, and reducing turning radii.	ME-19	Coordinate with Caltrans to retrofit and/or reconstruct freeway on- and off-ramps to improve the pedestrian environment through the installation and maintenance of signs, lighting, high-visibility crosswalks, and reducing turning radii.
Bicycling			
3.8	Eliminate gaps in bicycle network, with a focus on key connections such as a bikeway linking Morena Boulevard and Santa Fe Street and another bikeway traversing Mesa College Circle, which will require coordination with San Diego Mesa College.	ME-10	Eliminate gaps in bicycle network wherever feasible.
3.9	Enhance safety, comfort, and accessibility for all levels of bicycle riders with improvements such as wayfinding and markings, bicycle signals, bike boxes, buffered bike lanes, separated bikeways and protected intersections.	ME-11	Enhance safety, comfort, and accessibility for all levels of bicycle riders with improvements such as wayfinding and markings, bicycle signals, bike boxes, buffered bike lanes, protected bicycle facilities, and protected intersections, where feasible and applicable.

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3.10	Support opportunities to identify bicycle facilities, such as bicycle boulevards or enhanced bike routes, along residential and local streets within and around neighborhoods. These ancillary facilities would support the bicycle network along circulation streets.	ME-12	Support opportunities to identify bicycle facilities, such as Bike Boulevards or enhanced bike routes, along residential and local streets within and around neighborhoods. These ancillary facilities would support the bicycle network along circulation roadways.
3.11	Introduce traffic calming measures to improve pedestrian and bicyclist safety and comfort, and to reduce speeding and traffic diversion from arterial streets onto residential streets, local streets, and alleyways. Implement traffic calming measures, as appropriate, along streets with designated Class III Bicycle Routes and/ or other streets intended to become bicycle boulevards.	ME-13	Introduce traffic calming measures to improve pedestrian and bicyclist safety and comfort, and to reduce speeding and traffic diversion from arterial streets onto residential streets, local streets, and alleyways. Traffic calming measures should be implemented, as appropriate, along roadways with designated Class III Bicycle Routes and/or other roadways intended to become Bicycle Boulevards.
3.12	Provide and support a continuous network of safe, convenient, and attractive bicycle facilities that connect Clairemont with other communities and to the regional bicycle network, with the recommended classifications in the Planned Bicycle Network Map (Figure 3-2). Implementation of these bikeways should be considered as streets are resurfaced or right-of-way becomes available.	ME-14	Provide and support a continuous network of safe, convenient, and attractive bicycle facilities that connect Clairemont with other communities and to the regional bicycle network, with the minimum recommended classifications in Figure 3-2: Planned Bicycle Network Map (to be provided) and as roadways are resurfaced or required property becomes available.
3.13	Pursue a community-wide wayfinding signage program to guide pedestrians, bicyclists, as well as motorists, to mobility hubs, transit stations, parks, mixed-use villages, and major activity centers within the community as well as to key destinations in adjacent communities.	ME-2	Incorporate a community-wide wayfinding signage program that guides pedestrians, bicyclists as well as motorists to mobility hubs, transit stations, parks and focused development areas within the community. The wayfinding program should also provide directions to key destinations within adjacent communities.

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3.14	Pursue opportunities for the conversion of underutilized right-of-way (e.g., areas adjacent to streets and paper streets) into exclusive pedestrian paths, multi-use paths, linear parks, or other public spaces that encourage outdoor activity and expand urban greening space consistent with Green Street policies and Table 12-3 in the Appendix.	RE-8 RE-9	Increase recreational opportunities by developing bicycle and pedestrian recreational amenities in underutilized public rights-of-way. (Refer to the Mobility Element). Evaluate utilization of paper streets as future park and open space opportunities by vacating rights-of-way, and acquiring the land for design and construction of park amenities to support passive recreation.
3.15	Work with SANDAG and Caltrans to assess the feasibility of pedestrian and bicycle connections across the 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.	ME-16	Coordinate efforts with SANDAG and Caltrans to support the initiation of project study reports to evaluate the engineering feasibility of pedestrian/bicycle connections across I-5 from the Clairemont community, especially near the future Mid-Coast trolley stations, to the Pacific Beach community and Mission Bay Park. These active transportation connections could include new active transportation bridges, cantilevering existing bridges, an aerial skyway, or other means.
3.16	Coordinate with Caltrans and SANDAG to improve active transportation mobility and access across the Interstate-5 / State Route-52 interchange, which could include a connection from the Rose Creek Path East adjacent to the rail corridor in northwestern Clairemont to Rose Creek Path West in University City.	ME-17	Coordinate with Caltrans and SANDAG to improve active transportation mobility and access across the I-5 Freeway/SR-52 interchange, which could include a connection from the Rose Creek Path East adjacent to the Mid-Coast LOSSAN tracks in northwestern Clairemont to Rose Creek Path West in University City.
3.17	Coordinate with Caltrans to improve pedestrian and bicycle access across the Interstate-5, Interstate-805, and State Route-52 at all freeway interchanges, under-crossings, and overcrossings to better connect to nearby communities.	ME-18	Coordinate with Caltrans to strengthen pedestrian and bicycle access across the I-5, I-805, and SR-52 freeways to nearby communities by reducing conflicts with motor vehicles at all freeway undercrossings and overcrossings.

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3.18	Coordinate with Caltrans and SANDAG on enhancing the Clairemont Drive overpass to improve the pedestrian and bicycle environments, provide better access to Mission Bay Park, and facilitate the use of the Clairemont Drive Transit Station.	ME-20	Coordinate with Caltrans and SANDAG on enhancing the Clairemont Drive overpass to improve the pedestrian and bicycle environments, to provide better access to Mission Bay Park, and to facilitate the use of the Clairemont Drive Trolley Station. Consider complementary active transportation improvements on Morena Boulevard and Clairemont Drive adjacent to the overpass to improve the ease and safety of the connection. This could also include, but not limited to, “squaring-up” or reconfiguring I-5 on- and off-ramps at Clairemont Drive/East Mission Bay Drive and/or at Clairemont Drive/I-5 Northbound ramps.
3.19	Coordinate with Caltrans and SANDAG to improve pedestrian and bicyclist mobility along the Sea World Drive/Tecolote Road bridge over Interstate-5 to connect with existing bicycle facilities and to provide access to Fiesta Island.	ME-21	Coordinate with Caltrans and SANDAG to improve pedestrian and bicyclist mobility along the Sea World Drive/Tecolote Road bridge over I-5 to connect with existing bicycle facilities and to provide access to Fiesta Island.
3.20	Coordinate with Caltrans and SANDAG to implement the regional Class I facility on the south side of State Route-52.	ME-23	Coordinate with Caltrans and SANDAG to implement the regional Class I facility on the south side of SR-52.
3.21	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.	ME-22	Continue to work with SDG&E and other stakeholders to identify and implement feasible options to utilize the utility easement as a north-south Class I multi-use path, potentially known as the “Greenspine,” that would become an integral part of the community’s walking and biking network.
Transit			
3.22	Collaborate with MTS and SANDAG to develop mobility hubs in all villages, including those identified in the Planned Transit Network (Figure 3-3), to encourage	ME-24	Collaborate with MTS and SANDAG to develop mobility hubs at all villages to encourage transit ridership and

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	transit ridership, support multimodal travel, and provide first-last mile connections.		multi-modal trips, and provide first and last-mile connections. (Figure 3-3: Planned Transit Network).
3.23	Coordinate with MTS and SANDAG to provide bus rapid stations and mobility hubs at Diane Village, Clairemont Crossroads Village, and Community Core.	ME-25	Coordinate with MTS and SANDAG to provide Rapid Bus or Trolley stations and mobility hubs at Dianne Village, Clairemont Crossroads Village, and Community Core.
3.24	Promote accessibility and increase opportunities to connect all modes of transportation to the light rail and villages, through connections that could include designated transit corridors equipped with transit priority treatments, closed loop systems and local shuttles, and multi-use paths or separated bikeways parallel to major streets.	ME-27	Promote accessibility and increase opportunities to connect all modes of transportation to the trolley and villages and nodes, through connections that could include: designated transit corridors equipped with transit priority treatments, closed loop systems and local shuttles, and multi-use paths parallel to major roadways.
3.25	Support the development of community circulators, micro-transit or closed loop transit service that provide connections between underserved neighborhoods, mobility hubs, light rail stations, and mixed-use villages, enhancing access to transit and key destinations.	ME-28	Support the development of a circulator or closed loop transit service that provides connections between underserved transit areas, mobility hubs and trolley stations.
3.26	Coordinate with MTS and SANDAG to implement transit priority measures such as transit only lanes, flexible lanes, queue-jumps, and transit priority signal operations along current and future transit corridors.	ME-29	Coordinate with MTS and SANDAG to implement transit priority measures such as transit only lanes, flexible lanes, queue-jumpers, and transit priority signal operations along current and future transit corridors, where feasible.
3.27	Coordinate with SANDAG to consider a future light rail transit station at Jutland Drive to serve employees and community members.	LU-66	Coordinate with SANDAG to consider a future trolley station at Jutland Drive to serve employees and residents.
Streets			
3.28	Repurpose and designate a dedicated travel lane in each direction along Genesee Avenue, from SR-52 and Marlesta Drive, into flexible lanes for use by transit and	n/a	New policy.

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	other congestion-reducing mobility forms. The lane configuration and type of use are contingent upon needs.		
3.27	Support extending Knoxville Street south to West Morena Boulevard to create a new "T" intersection. Assess feasibility and determine a preferred alignment of the Knoxville Street extension and intersection control at Knoxville Street and West Morena Boulevard.	n/a	New policy.
3.30	Coordinate with SANDAG, MTS, and Caltrans on ongoing transportation planning and infrastructure implementation efforts involving streets and freeway facilities traversing and/or providing access to the Clairemont community.	n/a	New policy.
3.31	Analyze the reconfiguration of access to/ from Morena Boulevard and westbound Balboa Avenue to improve safety for pedestrians and bicyclists. Consider the following potential improvements: A. Removal of free-right turn movement at Morena Boulevard intersection with Balboa Avenue. B. Removal of the northbound Morena Boulevard to westbound Balboa Avenue ramp. C. Modification of the Morena Boulevard ramp and the existing traffic signal at Morena Boulevard north of Balboa Avenue to accommodate northbound Morena Boulevard traffic traveling west of Balboa Avenue. D. Installation of a traffic signal at the westbound Balboa Avenue and Morena Boulevard ramps.	n/a	New policy.

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Policy No.	Text	Policy No.	Previous Text or Description of Change
3.32	Support street design improvements and operational measures that work toward implementing systemic safety actions and countermeasures that could include, but are not limited to, the following: • A robust and accessible network of safe, convenient, and comfortable pedestrian and bicycle facilities and amenities. • Roundabouts throughout the community, where appropriate. • Traffic calming measures that reduce speeding and traffic diversion. • Roadway features that eliminate crash prone conflicts. • Protected intersections, such as at Clairemont Drive and Clairemont Mesa Boulevard	ME-38	Support street design improvements and operational measures that work toward implementing systemic safety actions and countermeasures this could include, but are not limited to, the following: • A robust and accessible network of safe, convenient, and comfortable bicycle and pedestrian facilities and amenities • Roundabouts throughout the community, where feasible and appropriate • Traffic calming measures that reduce speeding and traffic diversion • Roadway features that eliminate crash prone conflicts • Protected intersections
3.33	Consider, encourage, and accommodate the use of innovative transportation improvements and emerging technologies to address Clairemont's transportation needs and improve access to and from village areas and the transit stations.	ME-46	Consider, encourage, and accommodate the use of innovative transportation improvements and emerging technologies to address regional and local transportation demand in Clairemont.
Micromobility			
3.34	Designate visible space along the property frontage or provide flexible curb space in the public right-of-way in commercial/retail and residential areas along major corridors to meet the needs of shared mobility services (e.g., staging areas of shared vehicles, bikes, and scooters) and the changing demands of users.	ME-33	Designate visible space along the property frontage or provide flexible curb space in the public right-of-way in commercial/retail and residential areas to meet the needs of shared mobility services (e.g., staging areas of shared vehicles, bikes, and scooters) and the changing demands of users.
Mobility			

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Policy No.	Text	Policy No.	Previous Text or Description of Change
3.35	Encourage mobility hub features, services, and amenities such as on-demand shuttle services, EV charging infrastructure, wayfinding signage, and bicycle and pedestrian improvements within the Community Core Village Area.	ME-32	Encourage developers and landowners near major transit stations to dedicate right-of-way, to build, and/ or contribute toward the operation of mobility hub features, services, and amenities such as on-demand shuttle services, EV charging infrastructure, wayfinding signage, and bicycle and pedestrian improvements.
3.36	Enhance amenities around transit stops in villages served by the light rail and Rapid Bus Transit such as adding curb extensions, shelters, seating, lighting, shade trees, bicycle parking and landscaping. These amenities can increase comfort and convenience for transit riders.	n/a	New policy.
Intelligent Transportation Systems			
3.37	Facilitate the implementation of intelligent transportation systems and emerging technologies to help improve public safety, reduce collisions, enhance pedestrian and bicycle detection, minimize traffic congestion, maximize parking efficiency, manage transportation and parking demand, and improve environmental awareness and neighborhood quality.	ME-42	Facilitate the implementation of ITS and emerging technologies to help improve public safety, reduce collisions, minimize traffic congestion, maximize parking efficiency, manage transportation and parking demand, and improve environmental awareness and neighborhood quality.
3.38	Coordinate with Caltrans to improve signal technology, systems and coordination at freeway on-/off-ramp locations.	ME-47	Coordinate with Caltrans to improve signal technology, systems and coordination at freeway on-/off-ramp locations.
Transportation Demand Management			
3.39	Encourage shared parking agreements and use of technology to optimize the efficiency of on- and off-street parking supply and to adequately meet parking demands.	ME-54	Encourage shared parking agreements and use of technology to optimize the efficiency of existing and future parking supply and to effectively meet parking demands.

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Policy No.	Text	Policy No.	Previous Text or Description of Change
3.40	Work with public and private entities to encourage bikeshare, carshare, and scooter share programs, with an initial focus on transit stations, mobility hubs, and other appropriate locations to reduce automobile ownership and use in the community.	ME-48	Work with public and private entities to encourage bicycle share, car share, and scooter share program(s) expansion, with an initial focus on transit stations and other locations where appropriate to reduce the necessity for automobile ownership and use in the community.
3.41	Encourage employers to participate in and inform employees about Transportation Demand Management programs.	ME-49	Encourage employers to participate in and inform employees about TDM programs, which could include but are not limited to: • Continued promotion of SANDAG's Transportation Demand Management programs • Encourage rideshare and carpool for major employers and employment centers • Promote car/vanpool matching services • Provide flexible schedules and telecommuting opportunities for employees
3.42	Encourage developers to incorporate additional Transportation Demand Management programs in new residential and commercial developments, and bring awareness to their residents or patrons aware of the programs, as well as to available transit services and micromobility infrastructure.	ME-50	Continue to encourage developers to incorporate additional TDM practices in new residential and commercial developments and make their residents and patrons aware of TDM programs.
Parking and Curb Space Management			
3.43	Encourage shared and consolidated driveways, where appropriate, to minimize curb cuts while maximizing curb space for on-street parking, and reducing conflicts between motorists and pedestrians, people rolling on assistive devices, or cyclists.	ME-55	Encourage shared driveways where feasible to reduce curb cuts.

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Policy No.	Text	Policy No.	Previous Text or Description of Change
3.44	Ensure the efficient movement and delivery of goods to retail, commercial, and industrial uses while minimizing congestion and reducing impacts on residential and mixed-use neighborhoods by encouraging curbside loading and delivery during off-peak hours or within adequately-sized designated off-street loading and delivery areas.	ME-56	Ensure efficient movement and delivery of goods to retail, commercial and industrial uses while minimizing congestion impacts to roadways by encouraging delivery during non-peak and non-congested traffic hours.
3.45	Provide adequate loading spaces internal to new non-residential development to minimize vehicle loading and truck storage spillover on adjacent streets.	ME-57	Provide adequate loading spaces internal to new non-residential development to minimize vehicle loading and minimize truck storage spillover on adjacent streets.

TABLE 1-3: URBAN DESIGN POLICIES

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Policy No.	Text	Policy No.	Previous Text or Description of Change
Building and Site Design			
<i>Bulk and Scale</i>			
4.1	Incorporate architectural elements, such as bay windows, porches, projecting eaves, awnings, and similar elements for pedestrian scale and articulation.	UD-61	Incorporate architectural elements, such as bay windows, porches, projecting eaves, awnings, and similar elements for pedestrian scale and articulation.
4.2	Establish a pattern of building massing and forms to help reduce the visual bulk of the development.	UD-65	Establish a pattern of building massing and forms to help reduce the visual bulk of the development.
4.3	Provide transitions in building height when abutting areas designated for lower density residential neighborhoods, by providing upper story step backs, landscaped buffers, and sloping roofs.	UD-63	Provide transitions in building height when abutting areas designated for lower density residential neighborhoods, by providing upper story step backs, landscaped buffers, and sloping roofs.
4.4	Design buildings with varied rooflines, stepped buildings, reduced building mass and visual breaks.	LU-22	Design buildings with varied rooflines, stepped buildings, reduced building mass, and visual breaks.
<i>Entrances</i>			
4.5	Provide direct, convenient access from ground level units to streets, paseos, and communal areas.	UD-66	Provide direct, convenient access from ground level units to streets, paseos, and communal areas.
4.6	Encourage the accentuation of building entrances, corners, and gateways with architectural treatments, which can include pronounced building forms, additional building height, enhanced window treatments or projections (such as awnings, trellises, parapets, and roof overhangs).	UD-67	Encourage the accentuation of building entrances, corners, and gateways with and architectural treatments, which can include pronounced building forms, additional building height, enhanced window treatments or projections (such as awnings, trellises, parapets, and roof overhangs).
<i>Landscaping and Screening</i>			
4.7	Screen and conceal most of the rooftop mechanical equipment from view through architectural elements and landscaping.	UD-68	Screen and conceal the majority of the rooftop mechanical equipment from view through architectural elements and landscaping.

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Policy No.	Text	Policy No.	Previous Text or Description of Change
4.8	Enhance the corners of buildings with accent landscaping (such as larger specimen plants/trees, colorful plants, or flowering plants).	UD-69	Enhance the corners of buildings with accent landscaping (such as larger specimen plants/trees, colorful plants, or flowering plants).
4.9	Buffer parking areas from the street with planting, while allowing for surveillance through use of low shrubs and ground covers.	UD-70	Buffer parking areas from the street with planting, while allowing for surveillance through use of low shrubs and ground covers.
Orientation			
4.10	Orient buildings to maximize access to daylight, prevailing breezes, and views.	UD-71	Orient buildings to maximize access to daylight, prevailing breezes, and views.
4.11	Orient buildings to relate to streets, paseos, canyons and common open space amenities and generally create an attractive frontage.	UD-72	Orient buildings to relate to streets, paseos, canyons and common open space amenities and generally create an attractive frontage.
4.12	Shape on-site public spaces and common areas through building design, placement, and form so they create well-defined spaces and common areas. For example, buildings can be clustered around courtyards, greenways, paseos, and plazas.	UD-73	Shape on-site public spaces and common areas through building design, placement, and form so they create well-defined spaces and common areas. For example, buildings can be clustered around courtyards, greenways, paseos, and plazas.
Roofline			
4.13	Vary building rooflines within the overall horizontal plane of the building. A. Incorporate breaks in rooflines, using architectural features such as private rooftop space, dormers, roof pitches and varied parapets. B. Incorporate combinations of roof heights that create variation and visual interest.	UD-74	Vary building rooflines within the overall horizontal plane of the building. A. Incorporate breaks in rooflines, using architectural features such as private rooftop space, dormers, roof pitches and varied parapets. B. Incorporate combinations of roof heights that create variation and visual interest.
Materials			
4.14	Provide a unified and consistent use of building materials, textures, and colors for all community facilities, site structures, accessory buildings, and other structures in a development.	UD-75	Provide a unified and consistent use of building materials, textures, and colors for all community facilities, site structures, accessory buildings, and other structures in a development.

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4.15	Avoid highly reflective glazing and finishes such as mirrored glass, where feasible.	UD-76	Avoid highly-reflective glazing and finishes such as mirrored glass, where feasible.
Safety			
4.16	Design common spaces and entryways to be visible from the street, allowing clear vision by neighbors and law enforcement officers.	UD-77	Design common spaces and entryways to be visible from the street, allowing clear vision by neighbors and law enforcement officers.
4.17	Position windows and primary doors to allow residents to have visible sight lines or “eyes on the street” for natural surveillance, especially related to parking areas, streets, entrances to dwellings, paseos, parks, and public spaces.	UD-78	Position windows and primary doors to allow residents to have visible sight lines or “eyes on the street” for natural surveillance, especially related to parking areas, streets, entrances to dwellings, paseos, parks, and public spaces.
4.18	Locate sidewalks and paths between parking areas and residences, and between the street and residences to allow natural surveillance over the entire path.	UD-79	Locate sidewalks and paths between parking areas and residences, and between the street and residences to allow natural surveillance over the entire path.
Site Design			
4.19	Encourage the design mixed-use development to integrate with an internal street network with public spaces such as pedestrian promenades, paseos, urban greens, and plazas to create a pedestrian environment with an active streetscape that connects to active building frontages.	LU-79	Design mixed-use development to integrate with an internal street network through pedestrian promenades, paseos, urban greens, and plazas that create a pedestrian environment with an active streetscape and public realm that connect to various uses.
4.20	Consider the location of auto-oriented and drive-through uses away from entrances to prevent vehicle and pedestrian conflicts, and to maintain a building street wall.	LU-81	Consider the location of auto-oriented and drive-thru uses away from entrances to prevent vehicle and pedestrian conflicts, and to maintain a building street wall.
4.21	Encourage interesting building frontages by having portions of the building façade fronting the street.	LU-82	Encourage interesting building frontages by having portions of the building façade fronting the street.

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Policy No.	Text	Policy No.	Previous Text or Description of Change
4.22	Preserve access, visibility, and viability of large commercial uses (such as grocery stores), particularly during interim phases of the village's development.	LU-84	Preserve access, visibility, and viability of large commercial uses (such as grocery stores), particularly during interim phases of the village's development.
4.23	Orient building frontages, entrances, and windows to the public street, plazas, walkways, and activity areas.	LU-83	Orient building frontages, entrances, and windows to the public street, plazas, walkways, and activity areas.
4.24	Expand the interior frontage areas of commercial buildings facing village parking areas to provide space for plazas, paseos, gathering areas, and ample pedestrian connections between stores.	LU-85	Expand the interior frontage areas of commercial buildings facing village parking areas to provide space for plazas, paseos, gathering areas, and ample pedestrian connections between stores.
4.25	Locate loading and service areas off public rights-of-way and screen areas with masonry walls, landscaping, or architectural elements.	LU-86	Locate loading and service areas off public rights-of-way and screen areas with masonry walls, landscaping, or architectural elements.
4.26	Utilize colored concrete or other materials to visually delineate internal pedestrian pathways.	LU-87	Utilize colored concrete or other materials to visually delineate internal pedestrian pathways.
4.27	Accentuate key focal points, entrances, and corners of a development within villages and corridors with design features such as art, signs, special lighting, and accent landscaping. <i>Note: Policies 4.27 and 4.28 are duplicated. This will be corrected in a future update.</i>	LU-88	Accentuate key focal points, entrances, and corners of a development within villages and corridors with design features such as art, signs, special lighting, and accent landscaping.
Building Transitions			
4.28	Accentuate key focal points, entrances, and corners of a development within villages and corridors with design features such as art, signs, special lighting, and accent landscaping. <i>Note: Policies 4.27 and 4.28 are duplicated. This will be corrected in a future update.</i>	LU-88	Accentuate key focal points, entrances, and corners of a development within villages and corridors with design features such as art, signs, special lighting, and accent landscaping.

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4.29	Utilize landscaping and architectural design to create a transition between villages and surrounding neighborhoods. This could include the use of upper-story setbacks, articulation and design elements, and placing taller buildings at the center of site.	LU-90	Utilize landscaping and architectural design to create a transition between villages and surrounding neighborhoods. This could include the use of upper-story setbacks, articulation and design elements, and placing taller buildings at the center of site.
Parking			
4.30	Encourage the use of shared structured parking serving multiple uses to efficiently meet parking needs.	LU-110	Encourage the use of shared structured parking serving multiple uses to efficiently meet parking needs.
Sidewalks and Pedestrian Orientation			
4.31	Define the edges, boundaries, and transitions between private and public space areas with landscaping, grade separations, covered patios, garden walls, gates, and paving materials.	UD-1	Define the edges, boundaries, and transitions between private and public space areas with landscaping, grade separations, covered patios, garden walls, gates, and paving materials.
4.32	Create a strong sense of edge along streets and open spaces by incorporating a continuous row of trees, landscape buffers, and/or by providing consistent building setbacks especially along Clairemont Mesa Boulevard, Clairemont Drive, and Genesee Avenue.	UD-2	Create a strong sense of edge along streets and open spaces by incorporating a continuous row of trees, landscape buffers, and/or by providing consistent building setbacks especially along Clairemont Mesa Boulevard, Clairemont Drive, and Genesee Avenue.
Community Gateways			
4.33	Incorporate neighborhood identity signs to identify Clairemont neighborhoods.	UD-9	Incorporate neighborhood identity signs to identify Clairemont neighborhoods.
4.34	Enhance the gateways into Clairemont within the community by utilizing signage, landscaping, other public improvements, iconic architecture, monuments, plazas, and public art (refer to Figure 4-1 for their location).	UD-10	Enhance the gateways into Clairemont within the community by utilizing signage, landscaping, other public improvements, iconic architecture, monuments, plazas, and public art (refer to Figure 4-1 for their location).
Public Views			
4.35	Maintain viewsheds from public vantage points and public view corridors along public rights-of-way to Mission Bay and open space canyons.	UD-29	Maintain public view corridors along public rights-of-way to Mission Bay and open space canyons.

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4.36	Maintain required setbacks for buildings within viewsheds and buildings located along designated view corridors along public rights-of-way.	UD-30	Respect required setbacks for buildings within viewsheds and buildings located along designated view corridors along public rights-of-way.
4.37	Setback tall landscape material or terrace development from the street corners of lots to maintain designated views down public rights-of-way.	UD-31	Set back tall landscape material or terrace development from the street corners of lots to maintain designated views down public rights-of-way.
Landscaping			
4.38	Design green streets to incorporate improvements which could include enhanced pedestrian and bicycle facilities; canopy street trees; and storm water features that increase absorption of storm water, urban runoff, pollutants and carbon dioxide, suitable to each green street type (See Appendix A).	UD-9	Design green streets to incorporate improvements which could include enhanced pedestrian and bicycle facilities; canopy street trees; and storm water features that increase absorption of storm water, urban runoff, pollutants, and carbon dioxide, suitable to each green street type (See Green Streets Matrix in Table 4-1).
4.39	Consider operational and maintenance needs for green street elements when designing improvements.	UD-10	Consider operational and maintenance needs for green street elements when designing improvements.
4.40	Incorporate green street features as part of street improvements to the extent feasible.	UD-11	Incorporate green street features as part of street improvements to the extent feasible.
4.41	Explore alternative funding sources for green street maintenance when designing improvements.	UD-12	Explore alternative funding source for green street maintenance when designing improvements
4.42	Explore the use of urban greening techniques within infrastructure corridors and utility easements.	UD-13	Explore the use of urban greening techniques within infrastructure corridors and utility easements.
4.43	Minimize the use of impervious surfaces and surfaces that have large thermal gain to promote storm water infiltration and reduce the urban heat island effect.	UD-14	Minimize the use of impervious surfaces and surfaces that have large thermal gain to promote storm water infiltration and reduce the urban heat island effect.
4.44	Incorporate low impact development landscaping techniques within surface parking areas, such as inverted planting strips, turf-crete, and tree wells with shade trees.	UD-15	Incorporate low impact development landscaping techniques within surface parking areas, such as inverted planting strips, turf-crete, and tree wells with shade trees.

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4.45	Incorporate green features in the design of parking structures, such as cascading vines, and rooftop landscaping visible from the public right-of-way.	UD-16	Incorporate green features in the design of parking structures, such as cascading vines, and rooftop landscaping visible from the public right-of-way.
4.46	Incorporate drought-tolerant and native species for landscaping in parkways, medians, other public and private spaces.	UD-17	Incorporate drought-tolerant and native species for landscaping in parkways, medians, other public and private spaces.
4.47	Maximize the use of landscaping to provide shade and passive cooling to buildings, outdoor recreational spaces, and paved surfaces.	UD-19	Maximize the use of landscaping to provide shade and passive cooling to buildings, outdoor recreational spaces, and paved surfaces.
Urban Forestry			
4.48	Incorporate street trees consistent with the street palette in Figure 12-1 Recommended Street Trees to create strong, recognizable themes along major streets.	UD-20	Incorporate street trees consistent with the street palette in Figure 4-3 Recommended Street Trees to create strong, recognizable themes along major streets.
4.49	Retain mature and healthy street trees as feasible. Encourage the utilization of current techniques for saving mature trees, which include re-pouring concrete sidewalks and retrofitting pavement around trees.	UD-21	Retain mature and healthy street trees when feasible. Encourage the utilization of current techniques for saving mature trees, which include re-pouring concrete sidewalks and retrofitting pavement around trees.
4.50	Utilize street trees to establish a linkage between blocks and to frame public views.	UD-22	Utilize street trees to establish a linkage between blocks and to frame public views.
4.51	Maximize tree survivability and shade canopy by planting the tree species with the largest canopy at maturity that are appropriate for the street size, existing infrastructure, community needs, and environmental limitations.	UD-23	Maximize tree survivability and shade canopy by planting the tree species with the largest canopy at maturity that are appropriate for the street size, existing infrastructure, community needs, and environmental limitations.

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4.52	Space trees consistently at an equal interval to provide rhythm and continuity to provide a unifying element in the public right-of-way.	UD-24	Space trees consistently at an equal interval to provide rhythm, continuity, as unifying a element in the public right-of-way. A. Plant trees parallel to each other across the street. B. Plant street trees 20 to 25 feet on center along a street frontage.
4.53	Maximize growth space by increasing tree well and parkway sizes. Promote the increase of soil volumes using suspended pavements or structural soils.	UD-25	Maximize growth space by increasing tree well and parkway sizes and soil volumes using suspended pavements or structural soils.
4.54	Select trees commensurate with the width of the street and the spacing for tree plantings along all major arterial and collector streets.	UD-26	Select trees commensurate with the width of the street and the spacing for tree plantings along all major arterial and collector streets.
4.55	Utilize structural soils (as opposed to compacted) and deep tree well pits with corner subsurface drainage options instead of low permeable soil types typical of Clairemont.	UD-27	Utilize structural soils (as opposed to compacted) and deep tree well pits with corner subsurface drainage options instead of low permeable soil types typical of Clairemont. Open planters with shrubs and groundcover, in addition to tree grates, should also be used.
4.56	Utilize open planters with shrubs and groundcover, in addition to tree grates.	UD-27	Utilize structural soils (as opposed to compacted) and deep tree well pits with corner subsurface drainage options instead of low permeable soil types typical of Clairemont. Open planters with shrubs and groundcover, in addition to tree grates, should also be used.
4.57	Maximize opportunities to plant more street trees as part green infrastructure.	UD-28	Maximize opportunities to plant more street trees as part of the Citywide effort to implement green infrastructure.

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4.58	Respect required setbacks for buildings within viewsheds and buildings located along designated view corridors and public rights-of-way.	UD-30	Respect required setbacks for buildings within viewsheds and buildings located along designated view corridors along public rights-of-way.
4.59	Set back tall landscape material or terrace development from the street corners of lots to maintain designated views down public rights-of-way.	UD-31	Set back tall landscape material or terrace development from the street corners of lots to maintain designated views down public rights-of-way.
4.60	Utilize street tree landscaping as an organizing element in the community to frame views and create a strong sense of place. A. Incorporate the same type of trees on both sides of the street. B. Provide a row of broad canopy trees, where feasible, to provide shade and a pedestrian-oriented environment for walking along commercial, industrial, or residential streets.	UD-32	Utilize street tree landscaping as an organizing element in the community to frame views and to create a strong sense of place. A. Incorporate the same type of trees on both sides of the street. B. Provide a row of broad canopy trees, where feasible, to provide shade and a pedestrian-oriented environment for walking along a commercial, industrial, or residential streets.
4.61	Plant street medians either with the same tree as along the perimeter of the street, or with a direct contrast for a complementary design.	UD-33	Plant street medians either with the same tree as along the perimeter of the street, or with a direct contrast for a complementary design.
4.62	Select carbon-capturing trees for climate mitigation. Large specimen broad canopy trees have the highest capacity to capture GHG emissions.	UD-34	Select carbon-capturing trees for climate resiliency. Large specimen broad canopy trees have the highest capacity to capture GHG emissions.
4.63	Encourage the planting of street trees in areas with high heat exposure.	n/a	New policy.
Adjacent to Canyons and Open Space			
4.64	Step development down with canyon and hillside landforms to maximize view opportunities, preserve open spaces, and reduce wildfire risks.	UD-35	Step development down with canyon and hillside landforms to maximize view opportunities and allow for decks and patios.
4.65	Provide varied rooflines that follow the slope of the site for sites near canyons and slopes.	UD-36	Provide varied rooflines that follow the slope of the site for sites near canyons and slopes

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Policy No.	Text	Policy No.	Previous Text or Description of Change
4.66	Encourage a diversity of roof forms to emphasize the character of the adjacent hillsides.	UD-37	Encourage a diversity of roof forms to emphasize the character of the adjacent hillsides.
4.67	Design new development near canyons and slopes to adapt to the topography of the site, wherever possible, and complement the natural landscape, canyons and hillsides of the community, with stepped building forms, multi-level landscapes and structures, and minimal use of retaining walls and extensive site grading.	UD-38	Design new development near canyons and slopes to adapt to the topography of the site, wherever possible, and complement the natural landscape, canyons and hillsides of the community, with stepped building forms, multi-level landscapes and structures, and minimal use of retaining walls and extensive site grading.
4.68	Support the vacation of street rights-of-way where no longer needed for view corridors or mobility access.	UD-30	Support the vacation of street rights-of-way if the right-of-way could not provide mobility access including for pedestrian and bicycles or serves as a view corridor.
4.69	Provide setbacks between buildings as they step with the slope to offer visual relief and create the appearance of development that is integrated into the landscape.	UD-40	Provide setbacks between buildings as they step with the slope, in order to offer visual relief and create the appearance of development that is integrated into the landscape.
4.70	Retain the following streets for access into Tecolote Canyon Natural Park: • South end of Mount Culebra Avenue (dedicated street) • South end of Mount Bagot Avenue (street reservation) • West end of Mount Ashmun Drive (dedicated street) • West end of Mount Ariane Drive (dedicated street) • South end of Mount Carol Drive (dedicated street) • North end of Goldboro Street (dedicated street)	UD-41	Maintain the following streets for access into Tecolote Canyon Natural Park: • South end of Mount Culebra Avenue (dedicated street) • South end of Mount Bagot Avenue (street reservation) • West end of Mount Ashmun Drive (dedicated street) • West end of Mount Ariane Drive (dedicated street) • South end of Mount Carol Drive (dedicated street) • North end of Goldboro Street (dedicated street)

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Policy No.	Text	Policy No.	Previous Text or Description of Change
4.71	Design buildings along the canyon edge to conform to the hillside topography and limit encroachment. A. Cluster development on level and less sensitive surfaces of site. B. Provide a stepped foundation down the slope, to accommodate a reasonable building size for lots with limited flat area. C. Where necessary, grading should be minimized by using building types, such as houses on stilts, which avoid the typical grading of slab/construction and have limited environmental impact. D. Incorporate landscape screening. E. Design roof pitches to mimic the slope. F. Align vehicle access and other improvements to conform to existing slopes and minimize grading.	UD-42	Design buildings along the canyon edge to conform to the hillside topography and limit encroachment. A. Cluster development on level and less sensitive surfaces of site. B. Provide a stepped foundation down the slope, to accommodate a reasonable building size for lots with limited flat area. C. Grading should be minimized by using building types, such as houses on stilts, which avoid the typical grading of slab/construction and have limited environmental impact. D. Incorporate landscape screening. E. Design roof pitches to mimic the slope. F. Align vehicle access and other improvements to conform to existing slopes and minimize grading.
4.72	Locate structures within the least visually prominent portion of a lot and/or away from the edge of designated open space, when all or a portion of a property is within privately-owned, designated open space.	UD-43	Locate structures within the least visually prominent portion of a lot and/or away from the edge of designated open space, when all or a portion of a property is within privately-owned, designated open space.
4.73	For buildings that are adjacent to open space and MHPA, promote design strategies that reduce the potential for bird strikes.	n/a	New policy.

Second Draft (Summer 2025)		First Draft (May 2021)	
Policy No.	Text	Policy No.	Previous Text or Description of Change
Sustainable Building Design			
4.74	Incorporate features that provide shade, passive cooling, and reduce daytime heat gain. A. Incorporate architectural treatments such as eaves, awnings, canopies, trellises, or cornice treatments at entrances and windows. B. Shade exposed south- and west-facing façades using shrubs and vines.	UD-44	Incorporate features that provide shade, passive cooling, and reduce daytime heat gain. A. Incorporate architectural treatments such as eaves, awnings, canopies, trellises, or cornice treatments at entrances and windows. B. Shade exposed south- and west-facing façades using shrubs and vines.
4.75	Incorporate green and vegetated roof systems along with gardens to help reduce solar heat gain.	UD-45	Incorporate green and vegetated roof systems along with gardens to help reduce solar heat gain.
4.76	Incorporate white or reflective paint on rooftops and light paving materials to reflect heat away from buildings and reduce the need for mechanical cooling.	UD-46	Incorporate white or reflective paint on rooftops and light paving materials to reflect heat away from buildings and reduce the need for mechanical cooling.
4.77	Incorporate elements to reduce the use of non-renewable energy such as small low-impact wind turbines or photovoltaic panels on flat roofs that are discretely located to limit visibility from the street or glare to adjacent properties.	UD-47	Incorporate elements to reduce the use of non-renewable energy such as small low-impact wind turbines or photovoltaic panels on flat roofs that are discretely located to limit visibility from the street or glare to adjacent properties.
4.78	Incorporate sustainable landscape treatments such as drought-tolerant, and climate-appropriate plant species, planting materials, and light-colored paving materials.	UD-48	Incorporate sustainable landscape treatments such as drought-tolerant, and climate-appropriate plant species, planting materials, and light-colored paving materials.
4.79	Orient buildings to minimize the extent of west-facing façades and openings.	UD-49	Orient buildings to minimize the extent of west-facing façades and openings.
4.80	Use internal courtyards to trap cool air.	UD-50	Use internal courtyards to trap cool air.
4.81	Utilize decorative vertical shading and fins on east- and west-facing building façades as integrated design features with a sustainable benefit.	UD-51	Utilize decorative vertical shading and fins on east-and west-facing building façades as integrated design features with a sustainable benefit.

Second Draft (Summer 2025)		First Draft (May 2021)	
Policy No.	Text	Policy No.	Previous Text or Description of Change
4.82	Design buildings to allow for cross-ventilation and minimize solar heat gain. A. Provide vents or windows with low openings on west-facing façades to capture cooler breezes into a building. B. Provide vents or clerestory windows on east-facing façades to naturally allow warmer air that collects near ceilings to escape.	UD-52	Design buildings to allow for cross-ventilation and minimize solar heat gain. A. Provide vents or windows with low openings on west-facing façades to capture cooler breezes into a building. B. Provide vents or clerestory windows on east-facing façades to naturally allow warmer air that collects near ceilings to escape.
4.83	Provide groundcover plantings to keep ground surfaces cooler near building façades particularly in place of concrete and other reflective surfaces.	UD-53	Provide groundcover plantings to keep ground surfaces cooler near building façades particularly in place of concrete and other reflective surfaces.
4.84	Encourage building design and site planning that maximizes access to natural daylight and prevailing breezes, for increased cross-ventilation, to reduce the need for mechanical air conditioning, and to enhance the functionality of ceiling fans.	UD-54	Encourage building design and site planning that maximizes access to natural daylight and prevailing breezes, for increased cross-ventilation, to reduce the need for mechanical air conditioning, and to enhance the functionality of ceiling fans.
4.85	Provide adequate, accessible, and conveniently located bicycle and scooter parking and storage within the development, while giving consideration to pedestrian safety.	UD-56	Provide adequate, accessible, and conveniently located bicycle and scooter parking and storage within the development, while giving consideration to pedestrian safety.
4.86	Incorporate building features that allow natural ventilation, maximize daylight, reduce water consumption, and minimize solar heat gain.	LU-57	Incorporate building features that allow natural ventilation, maximize daylight, reduce water consumption, and minimize solar heat gain.
4.87	Minimize impervious surfaces that have large thermal gain.	LU-58	Minimize impervious surfaces that have large thermal gain.
4.88	Encourage recycled, rapidly renewable, and locally-sourced materials that reduce impacts related to materials extraction, processing, and transportation.	LU-59	Encourage recycled, rapidly renewable, and locally-sourced materials that reduce impacts related to materials extraction, processing, and transportation.
4.89	Incorporate inset windows with well-designed trims and details that provide shading and reduce solar heat gain.	UD-60	Incorporate inset windows with well-designed trims and details that provide shading and reduce solar heat gain.

TABLE 1-4: ECONOMIC PROSPERITY POLICIES

Second Draft (Summer 2025)		First Draft (May 2021)	
Policy No.	Text	Policy No.	Previous Text or Description of Change
5.1	Encourage revitalized commercial areas with mixed-use development that improves aesthetics for ground floor commercial shops and service activities.	n/a	New policy.
5.2	Promote opportunities for innovation sector start-up businesses.	n/a	New policy.
5.3	Provide vital goods and services needed by local community members and employees primarily at sites located within Village Areas.	n/a	New policy.
5.4	Encourage the inclusion of grocery uses as part of commercial and mixed-use development to promote access to healthy foods.	n/a	New policy.
5.5	Encourage economic growth by utilizing available programs that support local businesses including small-scale retail and service establishments.	LU-74	Encourage economic growth by utilizing available programs and initiatives that support local businesses including small-scale retail and service establishments.
5.6	Encourage artisan and small-scale craft manufacturing businesses within commercial and industrial areas.	LU-75	Encourage artisan and small-scale craft manufacturing businesses within commercial and industrial areas.
5.7	Encourage hotel/motel uses to accommodate tourists and business travelers within commercial areas.	LU-73	Encourage hotel/motel uses to accommodate tourists and business travelers within commercial areas.
5.8	Encourage offices, hotels, and business to locate within village areas to promote these areas as live-work centers.	LU-77	Encourage offices, hotels, and business to locate within village areas to promote these areas as live-work centers.
5.9	Encourage the establishment of small, locally-owned stores that are compatible with surrounding neighborhoods.	LU-116	Encourage the establishment of small, locally-owned stores, provided that their uses remain compatible with surrounding neighborhoods.
5.10	Encourage pedestrian-oriented commercial uses without drive-throughs.	n/a	New policy.

Second Draft (Summer 2025)		First Draft (May 2021)	
Policy No.	Text	Policy No.	Previous Text or Description of Change
Rose Creek/Canyon Industrial Corridor			
5.11	Encourage the siting of businesses that focus on creative innovation, design, and technology jobs.	LU-61	Encourage the siting of businesses that focus on creative innovation, design, and technology jobs.
5.12	Encourage the attraction, retention, and expansion of start-up and smaller businesses that develop innovative products and technologies.	LU-62	Encourage the attraction, retention, and expansion of start-up and smaller businesses that develop innovative products and technologies.

TABLE 1-5: RECREATION POLICIES

Second Draft (Summer 2025)		First Draft (May 2021)	
Policy No.	Text	Policy No.	Previous Text or Description of Change
6.1	Incorporate public spaces such as plazas, promenades, mini-parks, and squares as focal aspects of a village to encourage public interactions, gatherings, outdoor markets, and events.	LU-93	Incorporate public spaces such as plazas, promenades, mini-parks, and squares as focal aspects of a village to encourage public interaction, gatherings, outdoor markets, and events.
6.2	Create publicly accessible plazas, promenades, mini-parks, public squares, seating areas, and paseos as part of new development and as focal aspects of villages to encourage public interactions, community gatherings, outdoor markets, and community events.	LU-94	Create publicly accessible plazas, promenades, mini-parks, public squares, seating areas, and paseos as part of new development and the as focal aspects of villages to encourage public interactions, community gatherings, outdoor markets, and community events.
6.3	Enliven public spaces by locating active uses such as restaurants, outdoor dining, and other amenities on the ground floor, where feasible.	LU-95	Enliven public spaces by locating active uses such as restaurants, outdoor dining, and other amenities on the ground floor where feasible.
6.4	Strive to achieve a mix of parks and/or park equivalencies that meet the population-based park needs of residential uses located within the village, which can include plazas, urban greens, linear parks, and other park and recreational amenities.	LU-96	Identify the type, size, and location of a mix of parks and/or park equivalencies that meet the population-based park needs of residential uses located within the village, which can include plazas, urban greens, linear parks, and other park and recreational amenities (refer to the Recreation Element).
6.5	Encourage the inclusion of a central green or square as a focal point within village areas.	LU-97	Include a central green or square as a focal point for the village.
6.6	Create defined gateways at the key entry points to villages and enhanced access and wayfinding within village areas.	LU-98	Create defined gateways at the key entry points to villages and enhanced access and wayfinding within a village.
6.7	Pursue the implementation of the planned park sites and improvements to existing parks.	n/a	New policy.

Second Draft (Summer 2025)		First Draft (May 2021)	
Policy No.	Text	Policy No.	Previous Text or Description of Change
6.8	Pursue land acquisition for the creation of new public parks, recreation facilities and public spaces as opportunities arise.	RE-4	Pursue land acquisition for the creation of public parks, with an effort to locate parkland on sites within villages, nodes, or corridors that promote connectivity, accessibility, safety, public health, and sustainability.
6.9	Pursue the implementation of recreation centers and aquatic centers to serve the community.	n/a	New policy.
6.10	Incorporate parks as part of the development of mixed-use villages to satisfy population-based park requirements.	RE-5	Incorporate parks as part of the development of mixed-use villages to satisfy population-based park requirements.
6.11	Provide flexibility in the placement of developed parks, while ensuring public accessibility and visibility from the public right-of-way.	RE-6	Provide flexibility in the placement of developed parks, while ensuring public accessibility and visibility from the public right-of-way.
6.12	Pursue opportunities to develop mini or pocket parks, plazas and recreation facilities as part of future developments with visual and physical access from one or more street frontages where feasible.	n/a	New policy.
6.13	Provide recreational programming and design to serve the community such as off-leash dog parks, community gardens, and other innovative recreational spaces.	n/a	New policy.
6.14	Pursue opportunities for new parks and recreation facilities through partnerships and joint-use agreements.	n/a	New policy.
6.15	Pursue lease agreements with private property owners and public agencies to incorporate active or passive recreation into existing buildings or surrounding grounds, where space is available and appropriate for public use.	n/a	New policy.

Second Draft (Summer 2025)		First Draft (May 2021)	
Policy No.	Text	Policy No.	Previous Text or Description of Change
6.16	Increase recreational opportunities to provide for park and recreation uses by reconfiguring streets, where feasible.	RE-8	Increase recreational opportunities by developing bicycle and pedestrian recreational amenities in underutilized public rights-of-way. (Refer to the Mobility Element).
6.17	Pursue land acquisition for the creation of new public parks, recreation facilities, creative spaces, cultural facilities and other public spaces as opportunities arise.	RE-4	Pursue land acquisition for the creation of public parks, with an effort to locate parkland on sites within villages, nodes, or corridors that promote connectivity, accessibility, safety, public health, and sustainability.
6.18	Consider special activity parks on a case-by-case basis, including but not limited to, trailhead pocket parks, skateboard parks, off-leash dog parks, and other uses.	RE-7	Purse the siting and development of special activity areas within existing and new parks on a case-by-case basis including, but not limited to, skateboard parks, BMX pump tracks, off-leash dog parks, nature exploration areas, community gardens, and other unique uses.
6.19	Encourage partnerships with commercial, institutional and religious property owners to promote use of surface parking lots for community events.	RE-12	Create partnerships with commercial property owners to promote weekend use of surface parking lots for community events.
6.20	Support farmer's markets, arts festivals, and community events within the community.	RE-13	Support weekend closures of local streets to accommodate farmer's markets, arts festivals, and community events.
6.21	Utilize trails, overlooks, kiosks and interpretive and wayfinding signs where feasible to educate users on the sensitive natural habitats and unique biologic, cultural, and scenic qualities of open space areas.	n/a	New policy.
6.22	Encourage multilingual interpretive signs within open space parks to educate the users on the unique natural habitat, scenic value, and history of place in addition to promoting the recreational value of open space parks.	RE-22	Utilize multilingual interpretive signs within open space parks to educate the users on the unique natural habitat, scenic value, and history of place in addition to promoting the recreational value of open space parks.

Second Draft (Summer 2025)		First Draft (May 2021)	
Policy No.	Text	Policy No.	Previous Text or Description of Change
6.23	Design trails within the Multi-Habitat Planning Area that comply with the Multiple Species Conservation Program guidelines.	n/a	New policy.
6.24	Support coordination with other public agencies including Caltrans, SDG&E and San Diego Unified School District to explore opportunities for new parks and trails, and to secure new joint-use facilities.	RE-18	Coordinate with other public agencies including Caltrans, SDG&E and San Diego Unified School District to explore opportunities for new parks, trails, and to secure new joint-use facilities.
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.	RE-19	Pursue 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 Marion Bear Memorial Park.
6.26	Strengthen bicycle and pedestrian connections to Mission Bay Park to provide better access for Clairemont community members.	RE-21	Strengthen the bicycle and pedestrian connections to Mission Bay Park to provide better access for Clairemont residents.
6.27	Encourage new passive and active public recreation opportunities at the Tecolote Golf Course if golf operations and programming discontinue.	RE-23	Consider new passive and active public recreation opportunities at the Tecolote Golf Course if golf operations and programming discontinue.
6.28	Provide a new community park at the Rose Canyon Operation Station either as a part or separate from a mixed-use village.	RE-24	Explore the feasibility of a new Community Park at the Rose Canyon Operation Station either as a part or separate from a mixed-use village.
6.29	Support pocket parks with ecologically sensitive recreational uses as enhanced gateways to open space lands.	RE-25	Provide pocket parks with ecologically-sensitive recreational uses as enhanced gateways to open space lands.
6.30	Maintain public access to canyon areas where designated.	RE-26	Maintain public access to canyon areas where designated.

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Policy No.	Text	Policy No.	Previous Text or Description of Change
6.31	Strengthen partnerships with other agencies, non- profit groups, community partners, and the private sector to expand opportunities for joint-use facilities, including but not limited to parks, recreation facilities, gyms, pools, and recreational programming.	RE-33	Strengthen partnerships with other agencies, non-profit groups, community partners, and the private sector to expand opportunities for joint-use, including but not limited to parks, recreation facilities, gyms, pools, and recreational programming.
6.32	Encourage the inclusion of onsite recreational amenities within future development occurring on the San Diego Tennis and Racquet Club Site.	n/a	New policy.

TABLE 1-6: OPEN SPACE AND CONSERVATION POLICIES

Second Draft (Summer 2025)		First Draft (May 2021)	
Policy No.	Text	Policy No.	Previous Text or Description of Change
Sustainable Design			
7.1	Promote and facilitate the siting of new on-site photovoltaic energy generation and energy storage systems.	CE-5	Promote and facilitate the siting of new on-site photovoltaic energy generation and energy storage systems to reduce the need for conventional purchased electricity and reduce GHGs within the community.
7.2	Encourage development and building retrofits to incorporate energy- and water-efficient building systems, components, and practices.	CE-7	Encourage new public and private development and building retrofits to incorporate as many energy- and water-efficient building systems, components, and practices as possible in their design and construction.
7.3	Utilize sustainable design that reduces greenhouse gas emissions, pollution and dependency on non-renewable energy sources, makes efficient use of local resources, and incorporates sustainable landscaping, water use, and storm-water management.	n/a	New policy.
7.4	Encourage fire resistant landscaping and design, such as the use of fire-resistant plant species and non-combustible materials, fire breaks, and regular brush management.	n/a	New policy.
Urban Forestry			
7.5	Encourage Caltrans to plant trees in landscape areas within freeway rights-of-way to improve air quality and provide visual relief.	CE-15	Encourage Caltrans to plant trees in landscape areas within freeway rights-of-way to improve air quality and provide visual relief.
7.6	Encourage street tree and private tree planting programs throughout the community to increase absorption of carbon dioxide and air pollutants and mitigate heat impacts.	CE-16	Encourage street tree and private tree planting programs throughout the community to increase absorption of carbon dioxide and air pollutants.

Second Draft (Summer 2025)		First Draft (May 2021)	
Policy No.	Text	Policy No.	Previous Text or Description of Change
Community Gardens			
7.7	Encourage community gardens on underutilized or remnant sites and on rooftops.	CE-18	Encourage rooftop gardens and green roofs for their sustainability benefits that include reduced urban runoff and urban heat island effect.
7.8	Integrate sustainable agriculture principles into community gardens that promote clean air and water, and healthy soils, habitats and ecosystems.	CE-20	Integrate sustainable agriculture principles into community gardens that promote clean air and water, and healthy soils, habitats, and ecosystems.
Open Spaces, Parks and Trails			
7.9	Encourage trail connections between parks and recreational facilities, and incorporate trailheads, multilingual wayfinding maps and multilingual signage.	RE-16	Pursue trail connections between parks and recreational facilities and incorporate trailheads and multilingual wayfinding maps and multilingual signage that promote community awareness and responsible use of City-owned open space and canyons.
7.10	Promote community awareness and responsible use of City-owned open space and canyons.	n/a	New policy.
7.11	Utilize publicly-controlled open space for passive recreation where desirable and feasible.	CE-12	Utilize publicly-controlled open space for passive recreation where desirable and feasible.
7.12	Support the preparation of a Marian Bear Memorial Park Master Plan to establish a long-term comprehensive park program for its management and preservation.	CE-5	Support the preparation of a Marian Bear Memorial Park Master Plan to establish a long-term comprehensive park program for the management and preservation of the resource-based park.
7.13	Consult the Marian Bear Memorial Park Natural Resource Management Plan for guidance in the protection of natural and cultural resources in the park.	CE-6	Consult the Marian Bear Memorial Park Natural Resource Management Plan for guidance in the protection of natural and cultural resources in the park.
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.	CE-7	Consult the Tecolote Canyon Natural Park Master Plan and Natural Resource Management Plan for the management and preservation of the resource-based park.
7.15	Support the enhancement of the Rose Creek Watershed.	CE-9	Support the enhancement of the Rose Creek Watershed.

Second Draft (Summer 2025)		First Draft (May 2021)	
Policy No.	Text	Policy No.	Previous Text or Description of Change
7.16	Work to address impacts related to future development within the Rose Canyon industrial area, which could include restoring habitat in Rose Creek, improving water quality, enhancing wildlife connectivity, controlling invasive species, promoting environmental education and stewardship, and creating a pedestrian-friendly connection between Mission Bay Park to Marian Bear Memorial Park.	CE-22	Create a mitigation bank to address impacts related to future development within the Rose Canyon industrial area, which could include restoring habitat in Rose Creek, improving water quality, enhancing wildlife connectivity, controlling invasive species, promoting environmental education and stewardship, and creating a pedestrian-friendly connection between Mission Bay Park to Marian Bear Memorial Park.
Open Space Designation			
7.17	Protect and preserve native species and their unique and sensitive habitats within the open space systems consistent with the Multiple Species Conservation Program.	RE-29	Protect and preserve native species and their unique habitats within the open space systems consistent with the MSCP (see Conservation Element.)
7.18	Preserve, protect and restore canyons and hillsides as important visual features of community character.	CE-19	Preserve, protect and restore canyons and hillsides as important visual features of community character.
7.19	Promote education, interpretive programs and stewardship of the canyons in the community through public and private partnerships.	CE-8	Promote education, interpretive programs, and stewardship of the canyons in the community through public and private partnerships.
Adjacent Development			
7.20	Utilize appropriate low-fuel load natives in Brush Management Zone 2 and over utility easements in native areas.	CE-17	Utilize appropriate low-fuel load natives in Brush Management Zone 2 and over utility easements in native areas. Refer to Public Safety section in the Public Facilities, Services, and Safety Element.
7.21	Restore or enhance natural biological values and improve visual aesthetics where streets and storm drain systems abut or cross canyon landforms or steep hillsides. Habitat restoration efforts should aid wildlife movement by providing vegetative cover and controlling and directing access to designated trails.	CE-18	Restore or enhance natural biological values and improve visual aesthetics where streets and storm drain systems abut or cross canyon landforms or steep hillsides. Habitat restoration efforts should aid wildlife movement by providing vegetative cover and controlling and directing access to designated trails.

Second Draft (Summer 2025)		First Draft (May 2021)	
Policy No.	Text	Policy No.	Previous Text or Description of Change
7.22	Encourage development adjacent to canyons and open space to include pervious areas that include, but are not limited to: bio-swales, pervious pavers and cement, green roofs, and cisterns to better manage storm water runoff.	CE-11	Encourage development adjacent to canyons and open space to include pervious areas that include, but are not limited to: bio-swales, pervious pavers and cement, green roofs, and cisterns to better manage storm water runoff.
Urban Runoff Management			
7.23	Support the replacement of impermeable surfaces with permeable surfaces to support storm runoff infiltration.	n/a	New policy.
7.24	Incorporate and maintain stormwater best management practices in public infrastructure and private development projects, including streetscape improvements to limit water pollution, erosion, and sedimentation.	CE-37	Incorporate and maintain storm water best management practices in public infrastructure and private development projects, including streetscape improvements to limit water pollution, erosion, and sedimentation.
7.25	Encourage sensitive placement and consideration of appropriate design in locating bio-swales to not impede accessibility along residential and non-residential streets.	CE-34	Employ sensitive placement and consideration of appropriate design in locating bio-swales to not impede accessibility along residential and non-residential streets.
7.26	Consider public-private partnerships to construct storm water management infrastructure as part of linear parks, urban paths, and/or urban greening projects.	CE-38	Consider public-private partnerships to construct storm water management infrastructure as part of linear parks, urban paths, and/or urban greening projects.
7.27	Support efforts through grants and street-related capital improvement projects to create “green” streets or incorporate elements of “green” streets to encourage walkability and treat runoff such as, but not limited to, enhanced pedestrian and bicycle facilities, canopy street trees, and storm water management features that increase absorption of storm water, pollutants and carbon dioxide.	CE-39	Support efforts through grants and street-related Capital Improvement Projects (CIP) to create “green” streets or incorporate elements of “green” streets to encourage walkability and treat runoff such as, but not limited to, enhanced pedestrian and bicycle facilities, canopy street trees, and storm water management features that increase absorption of storm water, pollutants, and carbon dioxide.

Second Draft (Summer 2025)		First Draft (May 2021)	
Policy No.	Text	Policy No.	Previous Text or Description of Change
7.28	Address storm drain and culvert erosion in Rose Canyon by restoring eroded tributaries, addressing outfalls and downstream gully erosion and reducing runoff draining though outfalls starting at the source where feasible.	CE-40	Address storm drain and culvert erosion in Rose Canyon through the following actions: A. Restoring eroded tributaries by first addressing degraded and improperly designed outfalls. B. Employing a phased project implementation approach that first addresses outfalls first and downstream gully erosion second. C. Undertaking efforts to reduce runoff draining though outfalls starting at the source.
Low Impact Development			
7.29	Incorporate low impact development practices into building design and site plans that work with the natural hydrology of a site to reduce urban runoff, including the design or retrofit of existing landscaped or impervious areas to better capture stormwater runoff.	CE-35	Incorporate LID practices into building design and site plans that work with the natural hydrology of a site to reduce urban runoff, including the design or retrofit of existing landscaped or impervious areas to better capture storm water runoff.
Air Quality			
7.30	Consider air quality and air pollution sources in the siting, design, and construction of residential development, as well as other development with sensitive receptors.	CE-10	Consider air quality and air pollution sources in the siting, design, and construction of residential development, as well as other development with sensitive receptors.
7.31	Incorporate building features into new buildings located near freeways to reduce the effects of air pollution on residents and possible sensitive receptors.	CE-11	Incorporate building features into new buildings located near freeways to reduce the effects of air pollution on residents and possible sensitive receptors.

TABLE 1-7: PUBLIC FACILITIES, SERVICES AND SAFETY POLICIES

Second Draft (Summer 2025)		First Draft (May 2021)	
Policy No.	Text	Policy No.	Previous Text or Description of Change
8.1	Encourage community facilities that accommodate a full range of programs to serve residents and cultivate civic involvement.	PF-15	Encourage community facilities that accommodate a full range of programs to serve residents and cultivate civic involvement.
8.2	Encourage the siting of public-serving facilities in accessible locations to support pedestrian activity and transit use; ideal locations include ones that are within mixed-use buildings or commercial centers, near schools and homes, and/or near major transit stops.	PF-16	Encourage the siting of public-serving facilities in accessible locations throughout the community to enhance the public realm and support pedestrian activity and transit use; ideal locations include ones that are within mixed-use buildings or commercial centers, near schools, and/or in close proximity to major transit stops.
8.3	Encourage new commercial and mixed-use developments to incorporate public meeting spaces for civic engagement.	PF-17	Encourage new commercial and mixed-use developments to incorporate public meeting spaces for civic engagement.
8.4	Pursue opportunities for community meeting rooms in local libraries or co-location opportunities with other community-serving facilities such as schools, recreation centers and/or parks, where feasible.	PF-18	Pursue opportunities for community meeting rooms in local libraries or co-location opportunities with other community-serving facilities such as schools, recreation centers, and/or parks, where appropriate.
Police			
8.5	Maintain sufficient police services to serve the community.	PF-3	Modernize and/or replace facilities and equipment to meet the needs of a growing community and as firefighting and police technology improves.
8.6	Maintain a close relationship between community groups, Neighborhood Watch Programs and the Police Department to increase awareness of community policing concerns.	PF-1	Support a close relationship between community alert groups, Neighborhood Watch Programs, and the Police Department to increase awareness of community policing concerns.
8.7	Maintain and evaluate the need for additional police services such as Community Service Officer programs and police storefronts in villages.	PF-2	Maintain and evaluate the need for additional police services such as Community Service Officer programs and police storefronts in mixed-use villages.

Second Draft (Summer 2025)		First Draft (May 2021)	
Policy No.	Text	Policy No.	Previous Text or Description of Change
Fire Rescue			
8.8	Identify and pursue funding to support the development and regular upgrading/ expansion of fire stations, as necessary, to adequately respond to fires and emergencies.	PF-5	Identify and pursue funding to support the development and regular upgrading/expansion of the stations, as necessary, to adequately respond to fires and emergencies.
8.9	Maintain and evaluate sufficient fire-rescue services to serve the Clairemont community, particularly in areas adjacent to open space canyons and hillsides.	PF-4	Maintain and evaluate sufficient fire-rescue services to serve the Clairemont community, particularly in areas adjacent to open space canyons and hillsides. A. Support and/or replace facilities and equipment to meet current needs B. Provide routine brush management within the City-owned open space. C. Provide education and information to the community regarding fire prevention techniques and routine brush management through the establishment of Fire Safe Councils or other community-based organizations that promote fire preparedness, protection, and prevention.

Second Draft (Summer 2025)		First Draft (May 2021)	
Policy No.	Text	Policy No.	Previous Text or Description of Change
8.10	Support routine brush management within the City-owned open space.	PF-4	Maintain and evaluate sufficient fire-rescue services to serve the Clairemont community, particularly in areas adjacent to open space canyons and hillsides. A. Support and/or replace facilities and equipment to meet current needs B. Provide routine brush management within the City-owned open space. C. Provide education and information to the community regarding fire prevention techniques and routine brush management through the establishment of Fire Safe Councils or other community-based organizations that promote fire preparedness, protection, and prevention.
8.11	Provide education and information to the community regarding fire prevention techniques and routine brush management through the establishment of Fire Safe Councils or other community-based organizations that promote fire preparedness, protection, and prevention.	PF-4	Maintain and evaluate sufficient fire-rescue services to serve the Clairemont community, particularly in areas adjacent to open space canyons and hillsides. A. Support and/or replace facilities and equipment to meet current needs B. Provide routine brush management within the City-owned open space. C. Provide education and information to the community regarding fire prevention techniques and routine brush management through the establishment of Fire Safe Councils or other community-based organizations that promote fire preparedness, protection, and prevention.

Second Draft (Summer 2025)		First Draft (May 2021)	
Policy No.	Text	Policy No.	Previous Text or Description of Change
Public Schools			
8.12	Encourage the efficient use of land at San Diego Unified School District schools by increasing the number of classrooms, while still maintaining outdoor playground and field areas.	PF-7	Encourage the efficient use of land at San Diego Unified School District schools by increasing the number of classrooms, while still maintaining outdoor playground and field areas.
8.13	Coordinate with the San Diego Unified School District to explore options for the provision of pre-kindergarten to 12th grade education facilities.	PF-6	Coordinate with the San Diego Unified School District to explore options for the provision of pre-kindergarten to twelfth grade educational facilities.
8.14	Ensure that new, expanded or portable buildings, and public or semi-public uses on designated institutional land are compatible with the surrounding land uses.	PF-8	Ensure that new, expanded or portable buildings, and public or semi-public uses on designated institutional land are compatible with the surrounding land uses and are set back from residential uses.
8.15	Support adult education and continuation classes during after school hours to provide educational opportunities for residents.	PF-9	Support adult education and continuation classes during after school hours to provide educational opportunities for residents.
8.16	Work with the San Diego Unified School District to maintain school sites for public-serving purposes such as a park or community/recreation center when they are considered for reuse and no longer serve to function as educational centers.	PF-19	Work with the San Diego Unified School District to maintain school sites for a public-serving purposes such as a park or community/recreation center, when they are considered for reuse and no longer serve to function as educational centers.
Libraries			
8.17	Seek community input and participation in future development or expansion of library facilities serving the community.	PF-10	Seek community input and participation in all future decisions concerning the development or expansion of library facilities serving the community.
8.18	Support opportunities to provide adequate access to a full range of published materials and library programs.	n/a	New policy.

Second Draft (Summer 2025)		First Draft (May 2021)	
Policy No.	Text	Policy No.	Previous Text or Description of Change
8.19	Support the expansion of existing library facilities to meet future demand which should address the following needs: technology, building upgrades, storage, and office space, and include the incorporation, expansion, and reconfiguration of community meeting room space.	PF-12	Support the expansion of existing library facilities to meet future demand which should address the following needs: technology, building upgrades, storage, office space, and include the incorporation, expansion, and reconfiguration of community meeting room space.
8.20	Expand and renovate the Balboa, Clairemont, and North Clairemont Branch libraries to meet the needs of the community consistent with the Citywide Library Master Plan.	PF-13	Expand and renovate the Balboa, Clairemont, and North Clairemont Branch libraries to meet the needs of the community as part of the Citywide Library Master Plan.
Public Utilities			
8.21	Support the continued undergrounding of overhead utility and distribution lines within residential neighborhoods.	PF-20	Support the continued undergrounding of overhead utility and distribution lines within residential neighborhoods.
Health Services			
8.22	Encourage health care facilities within commercial centers and near major transit stops that provide a range of services to meet the needs of residents and employees, such as urgent care facilities and clinics.	PF-22	Encourage health care facilities within commercial centers and near major transit stops that provide a range of services to meet the needs of residents and employees, such as an urgent care facilities and clinics.
Seismic Safety			
8.23	Incorporate public space parks and landscaped areas where active faults preclude the construction of new buildings where feasible.	PF-23	Consider the incorporation of passive public space and landscaped areas as part of development projects where active faults preclude the construction of new buildings.
8.24	Work to maintain and improve the seismic resilience of structures, with consideration of preserving historical and unique structures.	n/a	New policy.
Extreme Temperatures			
8.25	Consider opportunities to improve accessibility to libraries and/or other designated cool zones during an extreme heat event.	n/a	New policy.

Second Draft (Summer 2025)		First Draft (May 2021)	
Policy No.	Text	Policy No.	Previous Text or Description of Change
8.26	Consider opportunities and suitable locations for community or City led resilience hubs that will provide resource and community connection as well as improve community response and recovery to hazard events, including extreme heat.	n/a	New policy.
8.27	Design buildings and landscaping to minimize building heat gain where feasible. A. Use trees and landscaping strategically in site design for their benefits in building, window, and outdoor space shading. B. Encourage the use of cool roofing materials or designs. C. Utilize window sunshades, extended roof eaves, and low emissivity window glass to control solar exposure for building interiors.	n/a	New policy.
Fire			
8.28	Provide education and information to the community regarding fire prevention techniques, defensible space, and required routine brush management for private properties.	n/a	New policy.
8.29	Encourage fire resistant building and site design, materials, and landscaping, especially for development within very high fire hazard severity zones.	n/a	New policy.
8.30	Expand and amplify wayfinding and public outreach campaigns for wildfire response.	n/a	New policy.
8.31	Promote wildland fire preparedness including emergency evacuation plans and mapping of routes for residential households.	n/a	New policy.
8.32	Seek State and Federal funding, incentives, and other assistance for hazardous materials site remediation.	PF-24	Seek State and Federal funding, incentives, and other assistance for hazardous materials site remediation.

Second Draft (Summer 2025)		First Draft (May 2021)	
Policy No.	Text	Policy No.	Previous Text or Description of Change
Flooding/Stormwater			
8.33	Minimize urban runoff and flooding by minimizing impervious surfaces, increasing green spaces and incorporating sustainable stormwater facilities such as bio-swales and permeable pavement.	n/a	New policy.
8.34	Utilize open space areas to provide for natural retention and filtration of water to support their preservation and restoration.	n/a	New policy.
8.35	Create space for water, particularly during heavy rain events, through implementation of rain gardens, bioswales, retention ponds, and other green spaces. These features reduce urban runoff, protect water quality, and provide additional green/natural spaces.	n/a	New policy.

TABLE 1-8: HISTORIC PRESERVATION POLICIES

Second Draft (Summer 2025)		First Draft (May 2021)	
Policy No.	Text	Policy No.	Previous Text or Description of Change
9.1	Conduct project-specific Native American consultation early in the development review process to ensure culturally appropriate and adequate treatment and mitigation for significant archaeological sites with cultural or religious significance to the Native American community in accordance with all applicable local, state, and federal regulations and guidelines.	HP-1	Conduct project-specific Native American consultation early in the development review process to ensure culturally appropriate and adequate treatment and mitigation for significant archaeological sites with cultural or religious significance to the Native American community in accordance with all applicable local, state, and federal regulations and guidelines.
9.2	Conduct project-specific investigations in accordance with all applicable laws and regulations to identify potentially significant tribal cultural and archaeological resources.	HP-2	Conduct project-specific investigations in accordance with all applicable laws and regulations to identify potentially significant tribal cultural and archaeological resources.
9.3	Avoid adverse impacts to significant archaeological and tribal cultural resources identified within development project sites and implement measures to protect the resources from future disturbance to the extent feasible.	HP-3	Ensure adequate data recovery and mitigation for adverse impacts to archaeological and Native American sites as part of development; include measures to monitor and recover buried deposits from the tribal cultural, archaeological and historic periods, under the supervision of a qualified archaeologist and a Native American Kumeyaay monitor.
9.4	Minimize adverse impacts and perform mitigation under the supervision of a qualified archaeologist and a Native American Kumeyaay monitor if archaeological and tribal cultural resources cannot be entirely avoided.	HP-3	Ensure adequate data recovery and mitigation for adverse impacts to archaeological and Native American sites as part of development; include measures to monitor and recover buried deposits from the tribal cultural, archaeological and historic periods, under the supervision of a qualified archaeologist and a Native American Kumeyaay monitor.

Second Draft (Summer 2025)		First Draft (May 2021)	
Policy No.	Text	Policy No.	Previous Text or Description of Change
9.5	Consider eligible for listing on the City's Historical Resources Register any significant archaeological or Native American tribal cultural sites that may be identified as part of future development within Clairemont and refer sites for designation as appropriate.	HP-4	Consider eligible for listing on the City's Historical Resources Register any significant archaeological or Native American cultural sites that may be identified as part of future development within Clairemont and refer sites to the Historical Resources Board for designation, as appropriate.
9.6	Identify and evaluate properties within Clairemont for potential historic significance, and preserve those found to be significant under local, state or federal designation criteria.	HP-5	Identify and evaluate properties within Clairemont for potential historic significance, and preserve those found to be significant under local, state or federal designation criteria. Particular consideration should be given to the properties identified in the Study List contained in the Clairemont Community Planning Area Historic Context Statement.
9.7	Prioritize consideration to the properties identified in the Study List contained in the Clairemont Community Planning Area Historic Context Statement.	HP-5	Identify and evaluate properties within Clairemont for potential historic significance, and preserve those found to be significant under local, state or federal designation criteria. Particular consideration should be given to the properties identified in the Study List contained in the Clairemont Community Planning Area Historic Context Statement.
9.8	Utilizing the Historic Context Statement and Modernism Context Statement survey for the Contemporary style commercial and public buildings and consider establishment of a multiple property listing for such resources.	HP-7	Prepare a focused Historic Context Statement and Reconnaissance Survey regarding the Contemporary style commercial and public serving buildings in Clairemont and consider establishment of a Multiple Property Listing for such resources.

Second Draft (Summer 2025)		First Draft (May 2021)	
Policy No.	Text	Policy No.	Previous Text or Description of Change
9.9	Consider the preparation of a Reconnaissance Survey of the Community Planning Area based upon the Clairemont Community Planning Area Historic Context Statement to assist in the identification of potential historical resources, including districts and individually eligible resources, along with areas eligible for historic exemption based on shared development history.	HP-6	Complete a Reconnaissance Survey of the Community Planning Area based upon the Clairemont Community Planning Area Historic Context Statement to assist in the identification of potential historic resources, including districts and individually eligible resources. Priority should be given to the areas of Bay Park Village (1936-1950), Clairemont (1950-1956) and East Clairemont (1957-ca.1973).
Resource Preservation			
9.10	Promote opportunities for education and interpretation of Clairemont's unique history and historic resources through mobile technology; brochures; walking tours; interpretative signs, markers, displays, exhibits; and art. Encourage the inclusion of both extant and non-extant resources.	HP-8	Promote opportunities for education and interpretation of the Clairemont community's unique history and historic resources through mobile technology (such as phone applications); printed brochures; walking tours; interpretative signs, markers, displays, and exhibits; and public art. Encourage the inclusion of both extant and non-extant resources.

TABLE 1-9: NOISE POLICIES

Second Draft (Summer 2025)		First Draft (May 2021)	
Policy No.	Text	Policy No.	Previous Text or Description of Change
Mixed-Use Development			
10.1	Utilize appropriate operational measures to reduce noise for conditionally permitted commercial uses and mixed-use developments, where eating, drinking, entertainment, and assembly establishments are adjacent to residential uses.	NE-11	Utilize appropriate operational measures to reduce noise for conditionally permitted commercial uses and mixed-use developments, where eating, drinking, entertainment, and assembly establishments are adjacent to residential uses.
Building and Site Design			
10.2	Address commercial and industrial activity noise that could affect nearby residential uses and other sensitive receptor uses when planning new residential mixed-use development.	NE-1	Address commercial and industrial activity noise that could affect nearby residential uses and other sensitive receptor uses when planning new residential mixed-use development.
10.3	Incorporate site planning, architectural features, and/ or operational measures as applicable to provide for noise compatibility between uses.	NE-2	Incorporate site planning, architectural features, and/ or operational measures as applicable to provide for noise compatibility between uses.
10.4	Include noise attenuation measures in new development to ensure the appropriate interior noise level for sensitive receptor uses near noise-generating activities as specified in the General Plan Noise Element.	NE-3	Include noise attenuation measures in new development to ensure the appropriate interior noise level for sensitive receptor uses near noise-generating activities as specified in General Plan Noise Element.

Second Draft (Summer 2025)		First Draft (May 2021)	
Policy No.	Text	Policy No.	Previous Text or Description of Change
10.5	Utilize site design to create physical separation between noise sensitive uses and noise-generating activities where possible.	NE-4	Utilize site design to create physical separation between noise sensitive uses and noise-generating activities where possible. A. Consider using building setbacks along streets with high noise levels to increase distance between the street and residential buildings, as well as to enhance the urban realm and pedestrian environment. B. Consider siting non-residential uses or buildings closer to noise-generating uses or transportation facilities to shield residential buildings from noise, and separate or shield residential uses from delivery areas for non-residential uses for mixed-use and multiple-use developments on larger sites.
10.6	Consider siting non-residential uses or buildings closer to noise-generating uses or transportation facilities to shield residential buildings from noise, and separate or shield residential uses from delivery areas for non-residential uses for mixed-use and multiple-use developments on larger sites.	NE-4	Utilize site design to create physical separation between noise sensitive uses and noise-generating activities where possible. A. Consider using building setbacks along streets with high noise levels to increase distance between the street and residential buildings, as well as to enhance the urban realm and pedestrian environment. B. Consider siting non-residential uses or buildings closer to noise-generating uses or transportation facilities to shield residential buildings from noise, and separate or shield residential uses from delivery areas for non-residential uses for mixed-use and multiple-use developments on larger sites.

Second Draft (Summer 2025)		First Draft (May 2021)	
Policy No.	Text	Policy No.	Previous Text or Description of Change
10.7	Incorporate sound attenuation measures such as sound absorbent wall/ceiling materials, sound walls, and dense landscaping where commercial uses are adjacent to residential areas.	NE-5	Incorporate sound attenuation measures such as sound absorbent wall/ceiling materials, sound walls, and dense landscaping where commercial uses are adjacent to residential areas.
10.8	Ensure that noise levels generated are at or within acceptable levels when residential uses are located nearby.	NE-6	Ensure that noise levels generated are at or within acceptable levels when residential uses are located nearby.
10.9	Utilize building facades to screen or shield loading areas for commercial and industrial uses located near residential areas.	NE-7	Utilize building facades to screen or shield loading areas for commercial and industrial uses located near residential areas.
10.10	Encourage parking structures adjacent to residential uses to incorporate exterior screening that reduces external noise and light impacts.	NE-8	Encourage parking structures adjacent to residential uses to incorporate exterior screening that reduces external noise and light impacts.
Commercial and Industrial Activity			
10.11	Address commercial and industrial activity noise that could affect nearby residential uses and other sensitive receptor uses when planning new residential mixed- use development.	NE-9	Address commercial and industrial activity noise that could affect nearby residential uses and other sensitive receptor uses when planning new residential mixed-use development.

Second Draft (Summer 2025)		First Draft (May 2021)	
Policy No.	Text	Policy No.	Previous Text or Description of Change
10.12	Utilize site design to create physical separation between noise sensitive uses and noise-generating activities where possible.	NE-10	Utilize site design to create physical separation between noise sensitive uses and noise-generating activities where possible. A. Consider using building setbacks along streets with high noise levels to increase distance between the street and residential buildings, as well as to enhance the urban realm and pedestrian environment. B. Consider siting non-residential uses or buildings closer to noise-generating uses or transportation facilities to shield residential buildings from noise, and separate or shield residential uses from delivery areas for non-residential uses for mixed-use and multiple-use developments on larger sites.

TABLE 1-10: POLICIES DISCUSSED IN THE GENERAL PLAN OR OTHER PARTS OF THE COMMUNITY PLAN

Since the First Draft was released in May 2021, key Citywide documents have been updated including the 2021-2029 Housing Element and General Plan. The 2021-2029 Housing Element and General Plan include policies that apply Citywide. In addition, the Community Plan covers several topic areas. Policies that overlap with the 2021-2029 Housing Element, General Plan, and/or other topic areas within the Community Plan are listed below; these policies are not included in the Second Draft (Summer 2025) because they are captured in other key documents or other parts of the Community Plan.

		Housing Element	General Plan	Community Plan
First Draft (May 2021)				
Policy No.	Previous Text			
Land Use				
LU-3	Encourage affordable home ownership opportunities for moderate income buyers.	X		
LU-4	Community Core: Establish an internal street network that supports bicycling and creates a walkable scale for pedestrians where feasible as part of future infill, mixed-use development of the village.		X	X
LU-5	Community Core: Incorporate linear parks or multi-use paths internally or along street frontages when developing residential and mixed-use development within the core. These opportunities which could include plazas and paseos can tie into meeting public park recreation needs. Refer to the Recreation Element.		X	X
LU-6	Community Core: Build upon the existing internal circulation network of the Community Core and/or consider incorporating new drives to create a walkable bicycle pattern where feasible.		X	X
LU-7 and LU-8	Community Core: Consider multi-modal connections both internal and external to the Community Core, when planning for new mixed-use buildings, which could include promenades, shared use paths, main streets, or paseos where feasible.		X	X

		Housing Element	General Plan	Community Plan
First Draft (May 2021)				
Policy No.	Previous Text			
LU-11	Clairemont Town Square: Establish building frontages along Clairemont Mesa Boulevard and Clairemont Drive with uses that enhance a pedestrian environment and promote active frontages, such as retail storefronts and multi-family residential.		X	X
LU-12	Clairemont Town Square: Create a linear park and multi-use urban paths through easements and through agreements with property owners.		X	X
LU-14	Clairemont Drive Village: Establish building frontages along Clairemont Drive with uses that enhance a pedestrian environment and promote active frontages, such as retail storefronts and multi-family residential with walk-up entrances.		X	X
LU-16	Clairemont Drive Village: Site buildings along Cowley Way to increase frontage activation through walk-up units, front porches, stoops and other street-level activation to make Cowley Way a more pedestrian-friendly and walkable street in the village area.		X	X
LU-17	Clairemont Drive Village: Create a linear park and multi-use urban path along Clairemont Drive, Cowley Way, Field Street, and Burgener Drive.		X	X
LU-19	Clairemont Drive Village: Establish pedestrian connections between residential and commercial uses through paseos and dedicated pedestrian crossings.		X	X
LU-23	Rose Canyon Gateway Village – Phasing and Implementation (A): Provide a development phasing and implementation program that considers the existing long-term city operational needs and addresses the implementation of public facilities, including on-site parks to serve residential uses.		X	
LU-27	Balboa Trolley Station Village: Provide convenient and easy access to the Balboa Trolley Village from Morena Boulevard.		X	X
LU-37	Provide a plaza for community gathering spaces, outdoor café seating, and retail uses across from the transit station.		X	X

		Housing Element	General Plan	Community Plan
First Draft (May 2021)				
Policy No.	Previous Text			
LU-60	Encourage office, research and development, and other base sector employment-oriented uses and supportive commercial and industrial services.		X	
LU-69	Encourage corporate, professional, and medical office uses to provide employment opportunities and services.		X	X
LU-70	Encourage a range of housing product types, which could include rowhomes, shopkeeper units, townhomes, micro-units, and stacked flats.	X	X	X
LU-78	Incorporate an internal street network within villages that supports bicycling and creates a walkable scale for pedestrians where feasible.		X	X
LU-80	Allow either horizontal and/or vertical mixed-use development.		X	
LU-89	Provide transitions from new commercial development to adjacent residential neighborhoods using larger setbacks, graduated upper-story stepbacks, and landscaping.		X	
LU-99	Coordinate with SANDAG and MTS to implement mobility hubs and/or transit amenities at transit stops/stations serving villages in order to create a strong transit connection (refer to Mobility Element).		X	X
LU-101	Provide an interconnected pedestrian circulation system that provides access from abutting development, through wide sidewalks and pathways that are landscaped with trees where feasible.		X	X
LU-102	Provide multiple pedestrian entrances from the public right-of-way to the internal circulation system.		X	X
LU-104	Incorporate drop-off and pick-up areas for ride sharing and shuttle services, space for scooter and bike-share storage, parking spaces dedicated to car-sharing services, and electric vehicle charging stations to improve first-last mile connections.		X	
LU-105	Provide multiple pedestrian paths from parking areas to stores, offices, homes, and gathering areas.		X	
LU-106	Encourage pedestrian activity and comfort by incorporating elements that shorten actual and perceived walking distances through architectural features, landscape features, or building-to-street design.		X	

		Housing Element	General Plan	Community Plan
First Draft (May 2021)				
Policy No.	Previous Text			
LU-107	Minimize the number of curb cuts and driveway entrances for any parking and loading areas to reduce potential conflicts with pedestrians and bicyclists.		X	
LU-108	Utilize underground or above-ground parking structures either behind, or wrapped by buildings, rather than surface parking lots, where feasible.		X	
LU-109	Screen surface and structured parking from public streets, internal circulation, and public spaces with landscaping and architectural features to maintain a pedestrian-oriented environment and to avoid headlights projecting into adjacent buildings.		X	
LU-114	Buffer commercial uses and surface parking areas with landscaping.		X	
LU-115	Minimize or consolidate curb-cuts to promote walkability and reduce automobile and pedestrian conflicts.		X	
LU-117	Encourage mixed-used development within nodes to include retail, office, and housing at a medium-density.	X	X	X
LU-118	Support the removal of existing curb-cuts and the utilization/creation of alley access as infill development occurs.		X	
LU-119	Conceal and/or orient garages away from the public right-of-way to reduce their visual presence along the street.		X	
LU-120	Encourage the development of companion units.	X	X	
Mobility				
ME-1	Improve active transportation access to transit, parks, schools, villages and nodes, which includes providing visible, convenient, and comfortable bicycle and pedestrian connections and treatments.		X	X
ME-3	Encourage and assist schools in the development of a Safe Routes to Schools program.		X	
ME-5	Incorporate all pedestrian amenities required of public streets and on any development, that includes private drives that provide ingress and egress to a site, to be consistent with the City of San Diego Street Design Manual.		X	
ME-9	Maintain or enhance existing bicycle facilities.		X	

		Housing Element	General Plan	Community Plan
First Draft (May 2021)				
Policy No.	Previous Text			
ME-15	Coordinate with SANDAG and MTS to provide secure, accessible, well-lit, and adequate bicycle parking in mobility hubs and at planned and existing transit stops.		X	
ME-26	Encourage SANDAG and MTS' implementation of amenities that support transit ridership to the Mid- Coast trolley stations, as applicable. These could include but are not limited to providing the following: • Bicycle share station and other micro-mobility options • Designated car share, ride-sharing, and vehicle loading/drop-off and pick-up areas • Dedicated parking for electric vehicles and bicycles • Dynamic parking management • Real-time transit traveler information • Wayfinding program directing users between the station and the connecting bicycle and pedestrian facilities • Unique passenger areas with seating, artwork, lighting, and landscaping, and surveillance, where appropriate		X	
ME-30	Coordinate with MTS and SANDAG to increase transit infrastructure and service enhancement opportunities within Clairemont, including those identified in the adopted Regional Plan and future updates of the Regional Plan, prepared by SANDAG.		X	
ME-31	Coordinate with public entities and private developers to ensure multi-modal accessibility and compatibility between transit operations and future development plans.		X	
ME-34	Maintain or enhance roadway capacities for roadways identified as vehicular priority corridors.		X	
ME-35	Provide an interconnected street network between communities to enhance mobility for all modes while providing adequate capacity and maintaining vehicle throughput on the street system.		X	
ME-36	Incorporate balanced multi-modal street design concepts into the planning, design, retrofit, and maintenance of streets or utilize the street hierarchy where needed.		X	

		Housing Element	General Plan	Community Plan
First Draft (May 2021)				
Policy No.	Previous Text			
ME-37	Support the implementation of new streets and local road connections as part of future redevelopment to break up the scale of large development superblocks, to increase connectivity, to improve multi-modal mobility, and to alleviate congestion.		X	
ME-39	Consider the installation of roundabouts, in lieu of signalization where feasible and appropriate, throughout the community, to minimize conflicts, lower traffic speeds, and reduce fuel consumption, and evaluate roundabout intersection control for all new intersections.		X	
ME-40	Encourage implementation or accommodation of infrastructure for electric vehicles including vehicle charging stations as part of residential, commercial, and institutional uses, and infrastructure development projects based on future demand and changes in technology.		X	
ME-41	Utilize ITS improvements to enhance vehicle operations on roadways, where appropriate.		X	
ME-43	Evaluate for feasible and suitable ITS improvements, such as adaptive traffic signals and improved coordination technologies, and determine as part of future infrastructure and development projects.		X	
ME-44	Prioritize ITS strategies such as dynamic message signs, transit signal priority measures, and adaptive traffic signal coordination systems to reduce congestion.		X	
ME-45	Encourage the evaluation of infrastructure for autonomous and connected vehicles when designing the transportation right-of-way in infrastructure projects and operational improvements based on future demand and changes in technology.		X	
ME-52	Encourage the implementation of parking management strategies and enforcement of existing parking regulations and restrictions to allow for more efficient use of on-street parking spaces, increase turnover and parking availability, and reduce on-street overnight parking of oversized vehicles.		X	
ME-53	Encourage the re-purposing of on-street parking for alternative uses (i.e., active transportation, placemaking opportunities, corrals for micro-mobility, etc.), where appropriate and feasible.		X	

		Housing Element	General Plan	Community Plan
First Draft (May 2021)				
Policy No.	Previous Text			
Urban Design				
UD-5	Maintain viewsheds from public vantage points.		X	
UD-6	Maintain public view corridors along public rights-of-ways to Mission Bay and open space canyons.		X	
UD-7	Respect required setbacks for buildings within viewsheds and buildings located along designated view corridors along public rights-of-ways		X	
UD-8	Set back tall landscape material or terrace development from the street corners of lots to maintain designated views down public rights-of-ways.		X	
UD-18	Preserve existing mature trees in landscaping areas wherever possible, as they provide the greatest environmental benefits to the community.		X	
UD-39	Support the vacation of street rights-of-way if the right-of-way could not provide mobility access including for pedestrian and bicycles or serves as a view corridor.		X	
UD-55	Encourage all new construction and renovation/rehab to meet the highest possible standard of green building practices in the construction industry, including design features that reduce building energy consumption, provide for a superior quality of living environment, support transit-oriented development, and reduce greenhouse gas emissions.		X	
UD-62	Consider the use of design elements, such as recessed windows, pop-outs, bay windows, decorative trim, and other treatments to add visual interest to the facade.		X	
UD-64	Incorporate elements such as recessed windows, decorative panels, color accents, offsets, and framed openings to reduce their visual bulk and scale.		X	X
UD-80	Provide night lighting along walkways, streets, and at parking lots by using fixtures that will shape and deflect light into a layer close to the ground. This will place light where it is needed most and reduce interference with windows.		X	X
Recreation				

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RE-10	Pursue opportunities to increase population-based parks that may arise through the development process.		X	
RE-11	Utilize recreation easements for squares and plazas adjacent to proposed development within village areas to create public spaces and active ground floors with outdoor seating and dining.		X	
RE-14	Design parks and trails to promote better surveillance and security by incorporating Crime Prevention Through Environmental Design measures and providing additional staffed facilities such as ranger stations and recreation centers in parks.		X	X
RE-15	When existing recreation centers are upgraded to meet increased demand, the new improvements should, to the extent possible, reuse building materials; use materials that have recycled content; use materials that are derived from sustainable or rapidly renewable sources; and implement Council Policy 900-14.		X	
RE-17	Ensure all storm water and urban runoff drainage into resource-based parks or open space parks are filtered before entering the area and in the process, does not impede relatively natural rainfall flows.		X	X
RE-20	Create new public squares, plazas, and parks within villages areas.		X	X
RE-27	Preserve, expand, and enhance park and recreation facilities to increase life span and to optimize use and resiliency.		X	
RE-28	Prioritize sufficient human and economic resources to preserve and enhance existing parks and open space areas.		X	
RE-30	Enhance pedestrian, bicycle, and public transit access to park and recreation facilities in Clairemont.		X	X
RE-31	Develop and increase access to senior and youth services, activities, and facilities wherever possible.		X	
RE-32	Protect the natural terrain and drainage systems within open space lands and resource-based parks to preserve the natural habitat and cultural resources.		X	X
Conservation				
CE-1	Ensure that new development is consistent with the General Plan, Community Plan Conservation Element policies, and the CAP.		X	

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CE-2	Implement General Plan policies related to climate change and support implementation of the CAP through a wide range of actions including: A. Implementing pedestrian and bicycle infrastructure improvements in TPAs to increase commuter, walking, and bicycling opportunities. B. Supporting higher density/intensity housing and employment development proposals in TPAs to increase transit ridership. C. Providing bicycle and pedestrian improvements in coordination with street resurfacing as feasible. D. Coordinating with SANDAG to identify transit right-of-way and priority measures to support existing and planned transit routes, promoting the implementation of the highest priority bicycle and pedestrian improvements. E. Supporting regional improvements that promote alternative modes of transportation, such as micro-mobility, transit, bicycle, and pedestrian improvements. F. Providing bicycle and car-sharing programs and their facilities such as bike-sharing stations and car-sharing vehicle access points. G. Retiming traffic signals and installing roundabouts where needed to reduce vehicle fuel consumption. H. Supporting and implementing improvements to enhance transit accessibility and operations, as feasible. I. Monitoring the mode share within the local TPAs to support the CAP Annual Monitoring Report Program. J. Supporting electric vehicle charging stations in parking garages, parks and public facilities, commercial areas, and mixed-use developments.		X	
CE-3	Implement mobility measures that reduce dependence on single-occupant vehicle use, increase fuel efficiency, and promote the use of alternative and more sustainable energy sources.		X	

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CE-4	Encourage community organizations and businesses in their efforts to educate residents, employees, and visitors about the accessibility of transit, community destinations, and regional recreational resources via walking and bicycling (see also Mobility Element).		X	
CE-6	Ensure that new development is consistent with General Plan and Community Plan sustainability policies and support implementation of the CAP. A. Reduce development project-level greenhouse gas emissions to acceptable levels by incorporating sustainable building and development practices, applying site-specific mitigation measures, and adhering to specific strategies and actions outlined in the CAP. B. Encourage the adherence to LEED standards for construction to achieve environmental benefits in new development and redevelopment projects.		X	
CE-8	A. Design, orient, and configure new residential development so that all living spaces receive daylight for part of the day and adequate ventilation when windows are open. B. Discourage site and building designs that rely solely on narrow side yards to provide access to light and air. C. Provide courtyards, niches, alcoves, and similar features to ensure light and air ventilation from two or more building facades whenever possible. D. Use individually placed openings rather than uniform openings where needed to increase access to light and air. Skylights, solar tubes, and decorative and clerestory window designs can be used where other window styles would conflict with façade architecture or privacy.		X	
CE-9	Design urban greening and community garden projects to utilize water-efficient landscape and irrigation techniques.		X	
CE-12	Increase the overall community tree canopy within the public right-of-way and in developments to provide air quality benefits and urban runoff management.		X	

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CE-13	Add or replace street trees to fill existing gaps and provide continuous, regularly spaced tree canopies.		X	
CE-14	Provide street trees with new development where feasible.		X	
CE-17	Encourage short- and long-term agricultural operations such as community farms and gardens (especially on underutilized or remnant sites) that provide recreation and educational experiences demonstrating the history, importance, and value of agricultural ecosystems.		X	
CE-19	Encourage the marketing and sales of local agricultural products to residents, vendors, and restaurants through farmers and outdoor markets, which could take place at community commercial centers, and other direct farm-to-table sales.		X	
CE-10	Pursue opportunities for open space acquisition of privately- owned canyon properties.		X	
CE-13	Replant or restore graded and disturbed lands, and areas with invasive plant species with native vegetation to restore biological diversity and minimize soil erosion.		X	
CE-14	Protect designated open space from development and secure public use where beneficial by obtaining necessary property rights through public acquisition of parcels or easements.		X	
CE-15	Allow development of limited, low-intensity uses in a manner that respects the natural environment and conserves environmentally sensitive lands and re-sources on parcels within designated open space.		X	
CE-16	Obtain conservation or no-build easements for the protection of environmentally sensitive resources through review and approval of discretionary development permits for private property within designated open spaces.		X	
CE-20	Support canyon habitat restoration efforts, invasive species removal (e.g. ice plant), and use of native, fire resistant native plants by seeking grant funding and working with neighborhood and community groups involved in these efforts.		X	
CE-21	Maintain communication between the community and the City to report sewer spills or other potential problems to minimize environmental damage and the scope of repair.		X	

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CE-36	Prioritize LID practices that encourage water infiltration to minimize reliance on storm drains.		X	
Public Facilities, Services and Safety				
PF-11	Support the expansion of existing library facilities to meet future demand which should address the following needs: technology, building upgrades, storage, office space, and include the incorporation, expansion, and reconfiguration of community meeting room space.		X	
PF-14	Consider alternative land uses for institutional uses that close or relocate.		X	
PF-21	Work with SDG&E to underground transmission lines where technically and economically feasible.		X	
Noise				
NE-12	Encourage the use of traffic calming measures as a means to enhance safety and reduce vehicle noise along neighborhood streets.		X	
NE-13	Work with Caltrans to establish and maintain landscape buffers along freeway rights-of-way using berms, planting of native and/or drought resistant trees, and shrubs.		X	
NE-14	Utilize the Community Plan and the ALUCP noise contours when making land use planning decisions.		X	
NE-15	Ensure that future residential use above the 60 dBA CNEL aircraft noise contour includes noise attenuation measures to ensure an interior noise level of 45 dBA CNEL.		X	
NE-16	Apply standard noise controls to reduce construction noise levels emanating from new construction to minimize disruption and annoyance to adjacent residential or other noise sensitive uses. A. Limit construction activity hours. B. Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition, and appropriate for the equipment. C. Locate stationary noise-generating equipment (e.g. compressors) as far as possible from adjacent residential receivers.		X	

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	D. Acoustically shield stationary equipment located near residential receivers with temporary noise barriers. E. Utilize “quiet” air compressors, and other stationary noise sources where technology exists. F. Encourage construction contractors to prepare a detailed construction plan identifying the schedule for major noise generating construction activities that includes coordination with adjacent residents so that construction activities can be scheduled to minimize noise disturbance. G. Encourage construction contractors to designate a “disturbance coordinator” who would be responsible for responding to any complaints about construction noise.			

