



THE CITY OF SAN DIEGO

REPORT TO THE PLANNING COMMISSION

DATE ISSUED: May 13, 2005 REPORT NO. PC-05-057

ATTENTION: Planning Commission Agenda of May 19, 2005

SUBJECT: 2nd Workshop on Policy Issues in the Central Subarea of the University Community Plan

REFERENCE: Plan Amendment Initiation Report Nos. P-01-100, P-02-022, P-03-001, and P-04-001; Workshop on Policy Issues Report No. P-94-073

THIS IS THE SECOND WORKSHOP ON POLICY ISSUES PERTAINING TO THE UNIVERSITY COMMUNITY PLANNING AREA AND PROPOSED AND FUTURE AMENDMENTS TO THE COMMUNITY PLAN. NO ACTION IS REQUIRED BY THE PLANNING COMMISSION AT THIS TIME.

BACKGROUND

The University Community planning area encompasses approximately 8,500 acres. It is bounded by the communities of Torrey Pines, Mira Mesa, Clairemont, and La Jolla (Attachment 1). Within the community are two state controlled properties – University of California at San Diego (UCSD) and Torrey Pines State Reserve – which lie outside the jurisdiction of the City of San Diego. The University Community is separated into North and South, Rose Canyon being the divider. North UC is characterized by high intensity, innovative, mixed-use development while primarily low density residential uses with supportive commercial uses are located the south.

The University Community Plan (UCP) was adopted by City Council July 7, 1987. The UCP contains all the typical plan elements including Housing/Residential, Commercial, Industrial, Open Space & Recreation, and Transportation. In addition to the typical plan elements, the UCP includes a comprehensive Urban Design Element and a Development Intensity Element. The Urban Design Element provides a future vision of the community and recommendations to achieve that vision. This element is divided into four sections which include: overall community vision, urban design goals, linkages (auto, pedestrian, bicycle, and transit), and development criteria. The development criteria are intended for the four major subareas of the community. These subareas are: Torrey Pines, Central, Miramar, and South University (Attachment 2).

The Development Intensity Element establishes guidelines for intensity of development in the community. The community was divided into smaller subareas and assigned land uses and development intensities in accordance with the goals of the community plan which were tested in a community wide traffic forecast. The basis for regulating the intensity of development is the finite traffic capacity of the projected circulation system. Table 3 in the Development Intensity Element identifies, by subarea, the permitted land use and development intensity indicating building square footage, dwelling units per net acre, and in some cases average daily trips per acre (Attachment 3).

In addition to the UCP, there are several documents which aide in the planning and development of the University Community. These documents include the Progress Guide & General Plan (updated June 1989 - <http://www.sandiego.gov/cityofvillages/documents/index.shtml#gp>), the North University City Public Facilities Financing Plan and Public Benefit Assessment (PFFP) (amended August, 2004 - <http://www.sandiego.gov/planning/pdf/facfin/university/nucpffpfv.pdf>), the Comprehensive Land Use Plan for MCAS Miramar (amended October, 2004 - http://www.san.org/documents/planning/aluc/Miramar%20ALUCP_rev.pdf), the UCSD Long Range Development Plan (approved September, 2004 - <http://physicalplanning.ucsd.edu/lrdp2004/Default.htm>), and the North City Local Coastal Program (March 31, 1981).

DISCUSSION

As stated above, the community is divided into four major subareas. The majority of new development pressure in the community is located in the Central Subarea. It is the most urban of the four subareas of the community and contains two regional commercial centers at the intersections of La Jolla Village Drive and Genesee Avenue, and Nobel Drive and Interstate 5. These centers are connected by a corridor of office and high-density residential development. The Central subarea is a diverse, mixed-use area of relatively intense development with higher intensities located in a portion of the subarea identified as the Urban Node by the Urban Design Element, and lower intensities and profiles found at the edges of the subarea. The Urban Node, which is the focus of this workshop, is currently bounded by Eastgate Mall, Regents Road, Nobel Drive, and Towne Center Drive (Attachment 4).

Over the past several years, there have been a number of requests for community plan amendments within or adjacent to the Urban Node which seek to change the land use designation and/or increase intensity of use. A summary and a location map of these proposals are included as Attachment 5 and 6 respectively. These proposals, having come forward seemingly one right after another, prompted the Planning Commission to request that staff develop a plan of how to address design, circulation and transit, public facilities, and implementation in a comprehensive manner. In response, staff held a workshop with the Commission on June 10, 2004, to receive direction on transit station locations, additional or specific design criteria, additional methods for siting and providing needed facilities, and development phasing related to transportation improvements.

Direction to staff from the Commission was to return with a second workshop on the Urban Node to discuss several issues that the Commission felt needed to be considered before any of the proposed community plan amendments could move forward to a public hearing. Specifically, staff was asked to provide additional information regarding transit, public facilities,

urban design, and implementation. The following sections will address these issues as they pertain to the Urban Node, detailing what the existing conditions are, what is planned, and how implementation is expected to occur.

Circulation and Transit

Existing Transit Services

There are several transit routes operating within the University community and connecting it to other regional destinations. Most of the bus transit routes serve the University Towne Centre (UTC) Transit Center, a nine-bay bus transit center. The transit services in the University City area include five regional routes (Routes 30, 50, 150, 310, 960), 6 local routes (Routes 5, 34, 41, 101, 921, 931), and two routes connecting to the Sorrento Valley Coaster Station (Routes 981, 982). Routes in this vicinity are shown in Attachment 7.

The community also has various private transportation systems in place. Many of the residential towers in University City feature shopping and excursion shuttles for their senior tenants. The University of California at San Diego (UCSD) has its own shuttle system of nine parking and employee shuttle routes, operating both internally within the main West Campus and connecting it to satellite facilities at La Jolla Shores, East Campus, Hillcrest (University Hospital), and to the Sorrento Valley Coaster Station.

Despite the current range of transit services available, there is still an unmet demand for internal circulation and high speed regional services.

Planned Transit Services

1. Light Rail Transit (LRT)

The Mid-Coast Light Rail Transit Project is a planned 10.7-mile extension of the existing trolley system. It would extend from the Old Town Transit Center north to Balboa Avenue, and into the University of California at San Diego (UCSD) west and east campuses, terminating at the UTC transit station. The adopted alignment addresses the land use patterns in this high-density residential and employment hub and reflects the desire of the community and UCSD to better serve the UCSD campus and connect it to the UTC hub. On January 28, 2005, the SANDAG Board of Directors highlighted the project as a top priority by listing it as a Tier 1 Project for early application of funds from the *TransNet* sales tax reallocation.

2. Super Loop

The 6.5-mile Super Loop is proposed as a high-quality bus circulator in the University City area that includes extensive application of transit priority treatments and customer amenities. The Super Loop would provide frequent, higher speed service. The route will connect UCSD with the heart of University City's high intensity office, retail and residential areas, and act as a distributor for the Mid-Coast light rail project (Attachment 8). The route will generally travel east-west along Nobel Drive, north-south along Judicial Drive, east-west along Executive Drive, and north-south along Villa La Jolla (or Gilman Drive) forming a loop. Stations are planned for:

- UCSD/VA Medical Center
- Scripps Hospital (option)
- Campus Point (option)
- Executive Drive/Genesee
- Executive Drive/Towne Centre
- Judicial Drive
- Nobel Park
- Nobel Coaster Station
- University Towne Centre
- Costa Verde
- Nobel Drive/Lebon
- La Jolla Village Square

The Super Loop service is planned to operate bi-directionally and all day, including evenings. Full implementation would result in a peak frequency of 7.5 minutes or better, and 15 minutes during the off peak. However, initial implementation may offer less frequent service (i.e., 10 minutes in the peaks). These frequencies would be in addition to regional and community circulator services that travel along segments of the Super Loop route. The objective is to provide travelers with confidence that when they arrive at a Super Loop station the next vehicle will arrive within a few minutes.

The SANDAG Transportation Committee recently endorsed adding the Super Loop to the TransNet Tier 1 program, ensuring that it would be operational when Mid-Coast LRT begins service. SANDAG is negotiating a three-year contract to conduct preliminary engineering and environmental work on the capital facilities. It is feasible that phased start-up of the Super Loop could begin in 2008 or 2009, with full implementation by 2010.

3. Mid-Coast Action Plan

In 2003, SANDAG adopted the Mid-Coast Action Plan that identifies a network of transit services for the University City area to guide future transit planning for the area. The Action Plan includes:

- a) Mid-Coast Light Rail Project
- b) Super Loop
- c) Conversion of some existing transit service to higher quality rapid bus or bus rapid transit
- d) Community circulators
- e) Employment-based circulators

4. UTC Transit Center

Westfield, the owner of UTC, is currently seeking to expand the shopping center. SANDAG, Westfield, and City staff have met numerous times to discuss the location of the transit center in the redeveloped site, including the relocated bus transit center and the future Mid-Coast light rail station. SANDAG prepared an urban design feasibility study to review options for transit

circulation and the station footprint, in an effort to design a station that: 1) integrates into the shopping center to promote “front door” access to the center, easy pedestrian access, and security; 2) allows buses to enter and exit the site without significant out-of-direction travel or conflict with auto access, 3) provides good access between the station and neighboring land uses, and 4) is a cost-effective location for use of limited transit funds. SANDAG prepared concept plans for two sites on the UTC property, at the north end (corner of La Jolla Village Drive and Genesee), and near Esplanade Drive in the center segment of the Genesee Avenue frontage (Attachment 9). The northern site meets the described objectives, but Westfield is concerned about conflicts with retail and plaza development proposed for the northern part of the shopping center. A design in the central portion of the site could also meet the design objectives, provided that physical and visual design integration with the center expansion and special (and presumably costly) ramps are built to separate the transit lanes from the general shopping center traffic.

Westfield is proposing to locate the transit center at the south end of the site. SANDAG is currently evaluating Westfield’s proposal to determine if there is a design at the south end that would meet the objectives described above. The issues regarding this southern site are lack of integration with the current shopping center redevelopment plan; increased out-of-direction bus routings; and the need to add another light rail station near Executive Drive to provide transit access to northern neighborhoods, resulting in additional cost (which may be offset by additional ridership). For this site to work for transit integration, design and access, it would require expansion of the shopping center to incorporate the transit center and possibly locating other uses (such as housing) around the transit center; appropriate transit oriented design of the expansion; and opening the site to the community towards the west and south to connect the Westfield development and transit center to the rest of the community.

Based on the current level of analysis, the advantages of the northern transit center site are the ability to integrate into the current shopping center design, connections to surrounding developments, minimizing out-of-direction travel for buses, minimizing bus/auto conflicts, and the cost savings of building one light rail transit station instead of two. The advantages of the southern site are minimizing impacts to the shopping center design, closer connection to developments to the south, and possible ridership benefits from providing two light rail stations. However, this location engenders the higher station costs and presents greater challenges to design integration. The central site blends some of the advantages and disadvantages of the other two sites.

Public Facilities

Public Facilities Financing Plan and Facilities Benefit Assessment

City of San Diego Ordinance O-15318 was adopted by the City Council on August 25, 1980 to establish the procedure for implementing an FBA in the undeveloped Northern portion of University City. A North University City Public Facilities Financing Plan (PFFP) was created showing an Area of Benefit and the facilities required to serve that area of benefit as identified in the approved University Community Plan. From that plan, a Facilities Benefit Assessment (FBA) was created which generally provides 100 percent funding for the public facilities projects identified in the approved PFFP. The dollar amount of the assessment, which is recorded as a

lien on the property with the County Assessor's Office, is based upon the collective cost of each public facility equitably distributed over the Area of Benefit area by type and size of development.

The area of benefit did not include the Southern portion of the University Community since it was already well developed. However, in October of 1987, the southern portion of University City became an area where Development Impact Fees (DIF) were imposed. The purpose of these fees was to charge new development in that portion of the community a fee to offset any facilities impacts the additional new development would have on that portion of the community. These fees, unlike the FBA, would cover only a small percentage of the cost of identified facilities based on the new development's pro rata share across all development in the southern portion of the community.

North University City Facilities Phasing Plan

Development in North University City is subject to the City Council approved Public Facilities Financing Plan. One component of this Financing Plan is the Phasing Plan which requires that, before specifically defined traffic (for the transportation portion) and dwelling unit (for the park portion) thresholds may be exceeded and building permits issued, the City Engineer must be satisfied that certain transportation and park projects are either completed or under construction. The intent of the Phasing Plan is to provide public improvements at the time of need. Therefore, before exceeding the ADT or population level of each threshold, the required improvements of the threshold must be committed to the satisfaction of the City Engineer. This means: 1) Improvement must be completed or open to public use; or 2) Improvement must be subject to an awarded construction contract by a governmental agency. While the park component of the Phasing Plan remains unchanged, the transportation component was revised in 2002.

The original Transportation Phasing Plan was adopted by the City Council on April 11, 1988 based on modeling work done in 1987. At that time, the City had adopted an Interim Development Ordinance (IDO) for "slow growth" which established limits to residential development. Communities that could demonstrate that an orderly plan for infrastructure development existed were allowed to request an exemption from the IDO. The phasing plan was a necessary element of that exemption.

In 1997, a new travel forecast model was undertaken to reflect changes in development patterns. The current Transportation Phasing Plan (TPP), adopted by City Council in September 2002, reflects these changes and replaced the original 1988 TPP. The TPP establishes, based on building permits issued after the date of City Council approval, the allowable levels of development for North University City. These allowable levels of development are expressed in overall Average Daily Trip (ADT). Once an ADT threshold is reached, the facilities required for that threshold must be assured before any more permits are issued. Development by UCSD is not a part of the Transportation Phasing Plan.

The improvements listed in the Phasing Plan are only those considered to be critical to community-wide development levels. All other improvements shown in the Public Facilities Financing Plan will be constructed as funded. Only transportation projects needed to mitigate the level of service (LOS) E, E/F and F conditions between 1995 and full community

development is included in the current TPP. Projects in the original adopted plan that were not needed for mitigation purposes were not carried to the current phasing plan. The TPP thresholds can be seen on Page 154 of the June 2004/Amended August 2004 PFFP. There are currently three threshold levels, 12,000 ADT's, 66,490 ADT's and 89,030 ADT's. The table in Attachment 10 shows the status of TPP threshold projects.

FBA Project Status

There is a total project cost of \$200,700,000 identified in the PFFP. Of this amount, 84% or \$169,300,000 has either been spent on completed projects or set aside for projects currently underway. Attachment 11 lists the completed and near term projects.

Urban Node Amendment

As stated in the DISCUSSION section of this report, the Design Element of the UCP identifies a portion of the Central Subarea as an Urban Node. It is the intent of the Community Plan that the Urban Node develop as a mixed use core of residential (up to 75 dwelling units per acre), commercial, and office uses developed to create active pedestrian friendly streetscapes. Development of the Urban Node is addressed in two sections of the Plan's Urban Design Element. The first section is Linkages (UCP p47-87) which addresses issues related to circulation within all of the University Community, including street improvements, street landscape treatments, pedestrian connections, bikeways, and transit. For each type of linkage, issues are identified followed by recommendation on implementation. The Central Subarea section of the Urban Design Element (UCP p109-117) addresses the aesthetics of the entire Subarea. Although the objective of this section is to improve the overall form and cohesiveness of the central community through review of new construction projects, stringent implementation of these policies have not been realized.

The area in the vicinity of UTC has also been identified as an Urban Village Center by the Strategic Framework Element's Action Plan – Village Opportunities Map (Attachment 12). Within the Strategic Framework Element (SFE) are key policy recommendations for realization of an Urban Village Center. Included are policies which seek to create or enhance Urban Form, Neighborhood Quality, Mobility, and Housing Affordability. The Urban Design Element of the UCP contains many of these policies on a more general nature, to be applied community wide. In order to achieve strict implementation of policies found in both the SFE and the UCP for additional growth and redevelopment within the Urban Node, strengthening of urban design guidelines within the Central Subarea of the Urban Design Element is needed.

Staff has begun work on a focused plan amendment, separate from any of the proposed community plan amendments, which would create an Urban Node section within the Design Guidelines for the Central Subarea. Staff envisions two parts to the amendment: the first establishing criteria to consider for plan amendments which seek to change land use or increase intensity, the second providing additional design recommendations specific to the Urban Node to implement the policies in the UCP. Criteria to be considered for plan amendments could involve proximity to transit, availability of transit, transportation phasing and availability of public services and facilities. These criteria could be limiting for plan amendments in some cases while providing justification in others. Integral to design within the Urban Node are specific

recommendations regarding pedestrian oriented design, transit oriented design, transit station locations, public improvements, public facilities, cultural and civic amenities, urban form and neighborhood quality, and strong implementation policies to achieve all of the above. There were several formats considered to institute this amendment including: a stand alone document, a new element within the UCP, and the provision of additional policies within the Central Subarea section of the Urban Design Element. The latter appears to provide the most efficient format for the public, developers, city staff, and the decision makers to use when considering proposals for additional growth and redevelopment.

The proposed focused plan amendment would not change the existing land use designations in the University Community Plan. Therefore, community plan amendments currently in process, as well as any future requests to change land use and/or increase intensity will still require a community plan amendment and necessary environmental review. This amendment would be used to supplement the guidelines that currently affect the Central Subarea focusing on the elements needed for development of a mixed use core such as civic space, mobility, bulk and scale, public facilities and the appropriate location for various land uses. Criteria to consider for plan amendments would establish whether a proposed change in land use and/or increase in intensity within the Urban Node could be supported by staff. Additional design guidelines would be used to implement the policies of the plan for all discretionary projects within the Central Subarea.

Staff is also considering a possible expansion of the Urban Node boundaries eastward along the north and south sides of La Jolla Village Drive. This corridor has already been approved for increased residential development and is physically on the eastern fringe of the Central Subarea, more distant to services. The expansion could provide opportunities to implement a number of policies for a larger area resulting in more cohesive development patterns. Additional policies could assist in connecting future residents of the La Jolla Commons and La Jolla Crossroads projects, and the employees of the scientific research and office uses, with neighborhood and community services located along Genesee Avenue.

Direction Requested

Staff is seeking input from the Planning Commission on how to proceed with the following issues as they relate to the Urban Node of the University Community Plan:

- Specific criteria to consider for plan amendments which seek to change land use and/or increase intensity
- Specific design recommendations and implementation measures
- Input on options for location of transit station(s)
- Identification of alternatives to providing additional public facilities

SUMMARY

The concept of strengthening the core area of the Central Subarea as an urban node works well with the development of the Mid-Coast light rail project, the Super Loop, and other transit investments in the community. However, design issues in the community are paramount. In order to make transit successful, the community should develop in a more pedestrian-friendly way, and

should integrate transit into land uses to make sure that transit is a celebrated element of new development. Transit priority measures and special transit lanes should also be designated on key city streets.

Development in North University City is subject to the City Council approved Public Facilities Financing Plan. The PFFP provides for public facilities needed based on the adopted Land Use Plan. One component of this Financing Plan is the Phasing Plan which requires that, before specifically defined thresholds may be exceeded and building permits issued, the City Engineer must be satisfied that certain transportation and park projects are either completed or under construction.

The UCP already identifies a portion of the Central Subarea as an Urban Node comprised of a high intensity, mixed use core of residential, commercial, and office uses. The Urban Node amendment will strengthen policies that help implement the goals of the community plan. Criteria will be established that provide parameters within which community plan amendments will be considered. Additional design guidelines will ensure a cohesive development pattern and appropriate interface of uses within the Urban Node. These guidelines will be used to analyze future plan amendments and development proposals alike.

WORKSHOP FORMAT

The workshop will begin with an oral presentation by Planning Department and SANDAG staff. Representatives of the four projects currently in process and members of the community may submit speaker slips to discuss issues related to the Central Subarea. Staff from SANDAG, Transportation Development and Facilities Financing will also be available to participate in the workshop.

Respectfully submitted,

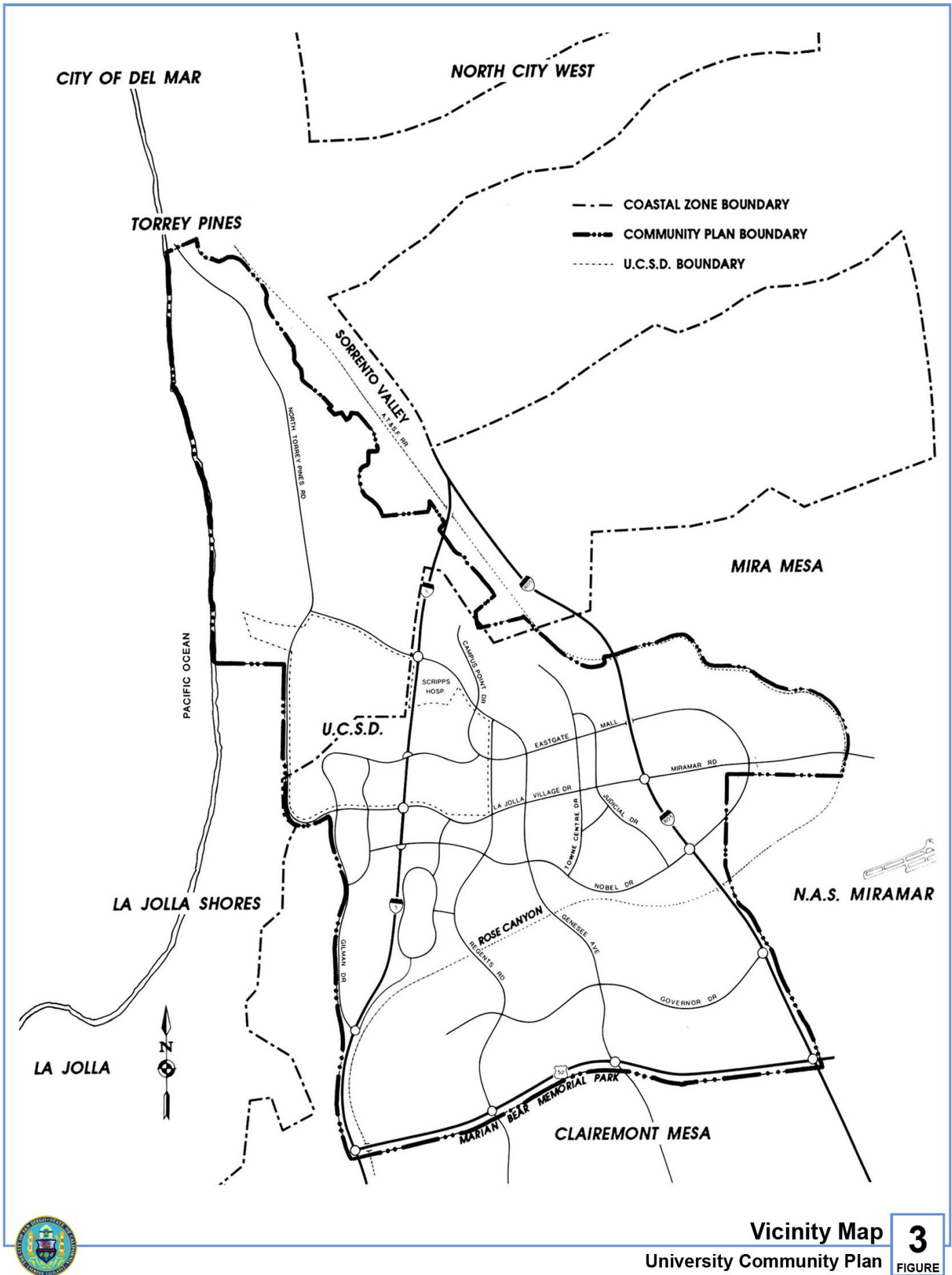
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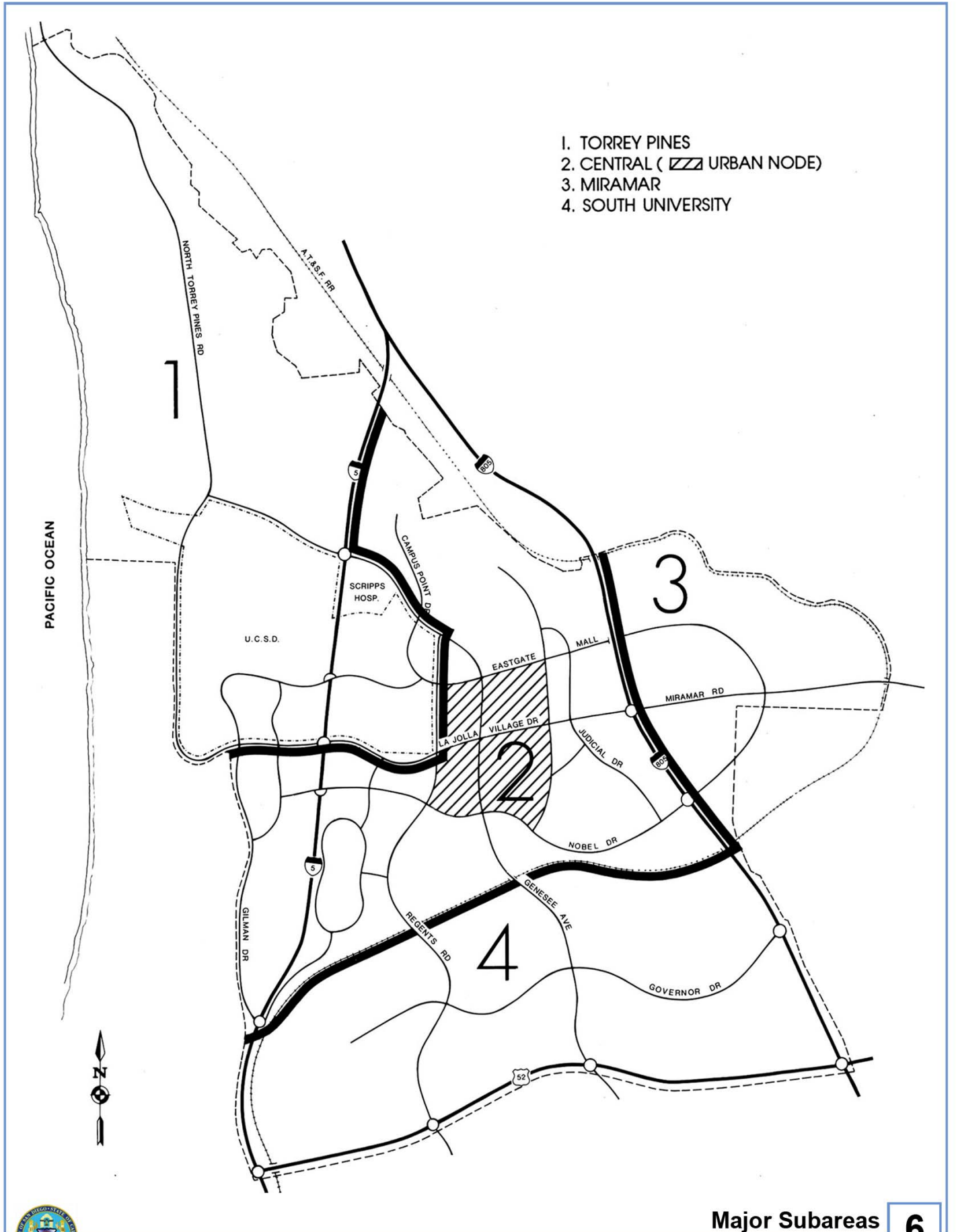
Attachments:

1. Vicinity Map
2. Major Subareas
3. Land Use & Development Intensity Map / Table 3
4. Urban Node
5. Project Summary
6. Project Locations
7. Transit Routes within University City
8. Mid-Coast LRT
9. UTC Transit Station Location Options
10. Transportation Phasing Plan
11. FBA - completed and near-term projects
12. Village Opportunities Map



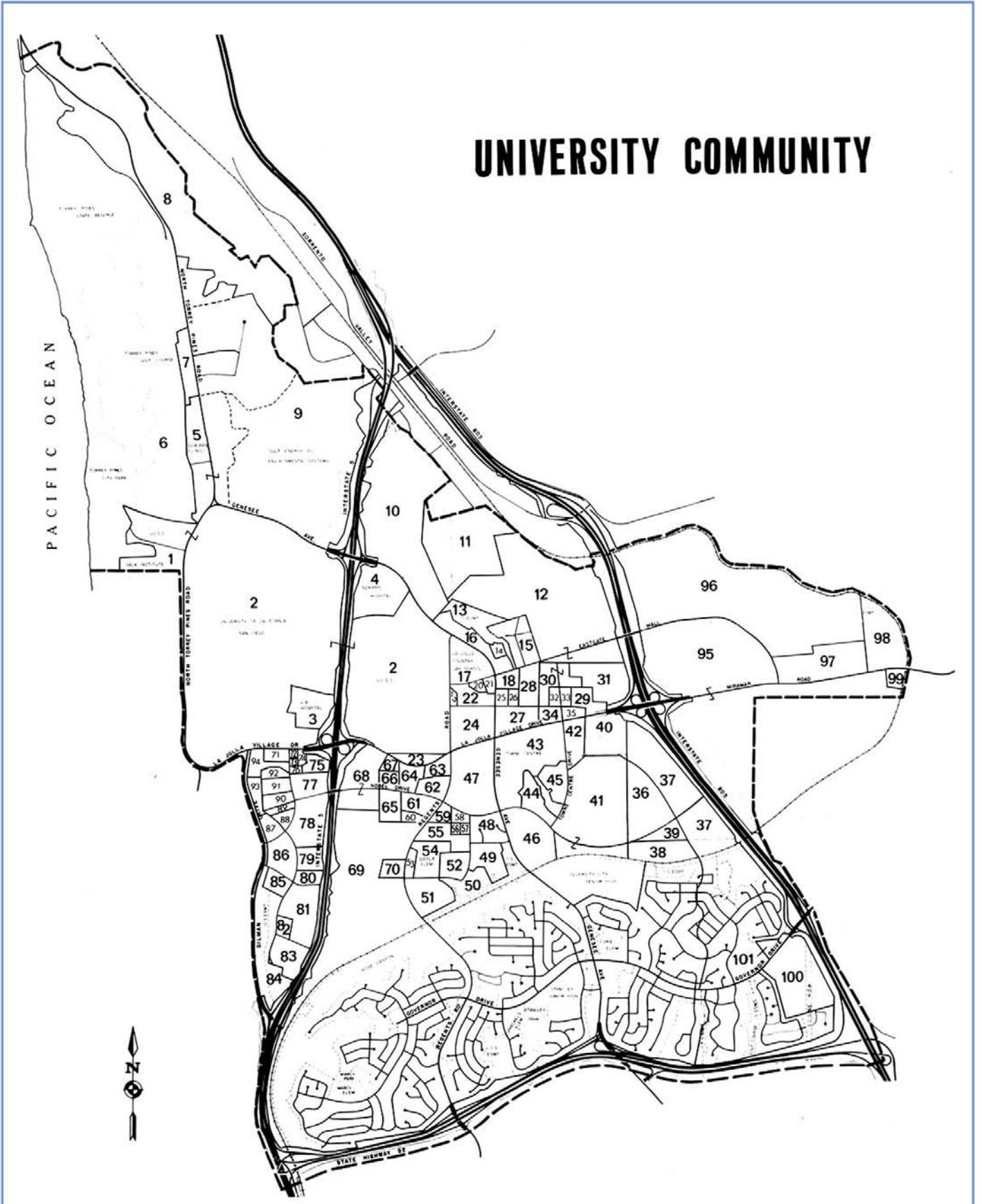
Vicinity Map
University Community Plan **3**
FIGURE

- 1. TORREY PINES
- 2. CENTRAL ( URBAN NODE)
- 3. MIRAMAR
- 4. SOUTH UNIVERSITY



Major Subareas
University Community Plan

UNIVERSITY COMMUNITY



Land Use and Development Intensity Subarea Map

University Community Plan

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FIGURE



TABLE 3
LAND USE AND DEVELOPMENT INTENSITY

Any changes to this table for properties in the Coastal Zone shall require an amendment to the Local Coastal Program

Subarea/Name	Gross Acres	Land Use and Development Intensity
1. Salk Institute	26.88	500,000 SF - Scientific Research
2. UCSD	915.00	UCSD Long Range Development Plan (110,000 ADT)
3. VA Hospital	29.95	725 Beds
4. Scripps Memorial Hospital Medical Offices Medical Offices (private)	41.38	682 Beds 31,500 SF - Scientific Research 315,900 SF - Medical Office 16,628 SF - Medical Office
5. Scripps Clinic	25.17	320 Beds 567,000 SF - Scientific Research 404,000 SF - Medical Office 52,000 SF - Aerobics Center
6. Torrey Pines Golf Course/ City Park/State Reserve	728.05 ⁽¹⁾	
7. Sheraton Hotel Lodge at Torrey Pines	11.38 6.00 ⁽¹⁾	400 Rooms - Hotel 175 Rooms - Hotel
8. Torrey Pines State Reserve	233.92	
9. Chevron Scallop Nuclear (Gentry) Torrey Pines Science Park Signal/Hutton Torrey Pines Business and Research Park La Jolla Cancer Research State Park	303.60 56.41 145.74 25.79 15.89 4.87 14.25	20,000 SF/AC - Scientific Research ⁽²⁾ Existing or approved development, Exceptions: Spin Physics - 550,000 SF Lot 10B (2.7 AC) - 15,500 SF/AC 23,000 SF/AC ⁽²⁾ Scientific Research Open Space
10. Campus Point	158.78	Existing or approved development, Exceptions: IVAC and SAIC – 30,000 SF/AC ⁽³⁾ and Lot 7 (3.6 AC) -18,000 SF/AC - Scientific Research 25.00 Open Space
11. Private Ownership City Ownership	55.93 47.48	18,000 SF/AC - Scientific Research ⁽⁴⁾ (Development intensity transferred from Subarea 37 for all of Subarea 11)
12. Eastgate Technology Park (PID)	218.50	2,543,055 SF - Scientific Research

(1) A minimum of 187 public parking spaces is to be retained on public land for golf course uses; in addition, at the adjacent Lodge at Torrey Pines, there are 40 parking spaces reserved daily for golfers and 94 parking spaces reserved during tournaments.

(2) Chevron, Scallop Nuclear, and La Jolla Cancer Research Foundation shall be required to mitigate their peak-hour trip generation rate to a level equal to or less than that which would be generated by a project of 18,000 SF/AC. Mitigation shall be achieved through a Transportation System Management (TSM) program to be approved by the City Council and the California Coastal Commission as a Local Coastal Program amendment. The proposed TSM program must specify the maximum development intensity of the project site and include supported findings. This Plan encourages the development of these parcels through a master plan.

(3) SAIC and IVAC shall be required to mitigate their peak-hour trip generation rate to a level equal to or less than that which would be generated by a project of 18,000 SF/AC. Mitigation shall be achieved through a Transportation System management (TSM) program to be approved by the City Council.

(4) This Plan encourages the development of this subarea through a master plan.

TABLE 3 (continued)
LAND USE AND DEVELOPMENT INTENSITY

Any changes to this table for properties in the Coastal Zone shall require an amendment to the Local Coastal Program.

Subarea/Name	Gross Acres	Land Use and Development Intensity
13. Open Space Easement	26.00	
14. Utility/SDGE	2.89	
15. Condominiums	25.26	365 DU
16. Apartments/Condominiums	17.95	481 DU (PRD required)
17. La Jolla Country Day School	23.98	School ⁽⁵⁾
18. Churches	6.16	2 Institutions ⁽⁵⁾
19. Pacific Telephone	1.66	22,480 SF
20. Fire/Police	3.20	23,400 SF
21. La Jolla Eastgate Office Park	1.97	46,000 SF
22. Neighborhood Park Jewish Community Center (CUP)	10.49	92,700 SF
23. La Jolla Village Tennis Club Condominiums	7.64	120 DU
24. Regents Park (PCD)	27.46	360 Rooms - Hotel 574 DU 30,200 SF - Neighborhood Commercial 754,000 SF - Office
25. La Jolla Bank and Trust	3.63	156,000 SF - Office
26. Park Plaza (PCD)	3.07	69,764 SF - Office
27. The Plaza (PCD)	16.85	841,300 SF - Office 8,700 SF - Restaurant
28. Chancellor Park	16.61	542,000 SF - Office
29. Goodwin/Smith, etc. ^(6,7) (PCD)	16.85	5 AC - Scientific Research 11.85 AC - 327 Room Hotel - Visitor Commercial 450,000 SF Office - 115 DU
30. Nexus Specific Plan	22.50	Specific Plan
31. Private Ownership	30.86	20,000 SF/AC - Scientific Research
32. Devonshire Woods (PRD)	3.98	95 DU
33. La Jolla Centre II (PCD)	4.67	133,750 SF - Office 4,500 SF - Retail 3,500 SF - Athletic Facility
34. Embassy Suites (PCD)	4.90	335 Suites - Hotel 4,400 SF - Restaurant
35. La Jolla Centre I (PCD)	3.17	162,250 SF - Office
36. Neighborhood Park	30.00	

(5) Expansion of these uses is permitted, subject to discretionary review.

(6) This Plan encourages the development of Subareas 29 and 40 through a master plan.

(7) ADT was transferred from Regents Park to La Jolla Commons (Goodwin/Smith PCD).

TABLE 3 (continued)
LAND USE AND DEVELOPMENT INTENSITY

Any changes to this table for properties in the Coastal Zone shall require an amendment to the Local Coastal Program.

Subarea/Name	Gross Acres	Land Use and Development Intensity
37. City Ownership	87.40 14.45	18,000 SF/AC - Scientific Research (Development approval not to be granted until 1995 for Subareas 36 and 37. Development intensity for this area is reduced by transfer to Subarea 11 of 18,000 SF/AC)
38. Towne Centre Apartments (PRD)	23.79	256 DU
39. City Ownership	7 – 8	30 DU/AC
40. Smith	33.80	25.7 AC (west of 65 CNEL) - Residential, 1500 DU 8.1 AC (east of 65 CNEL): 6.7 AC 162,000 SF - Scientific Research 1.4 AC Accident Potential Zone - not a part
41. Renaissance La Jolla (PDR & PCD)	112.96	2,500 DU 50,000 SF - Neighborhood Commercial
Open Space Easement	15.06	
42. La Jolla Gateway (PCD)	14.17	500,000 SF - Office
43. University Towne Centre (PCD)	75.35	1,061,000 SF - Regional Commercial
44. Vista La Jolla/University Pines	12.26	257 DU
45. Vista La Jolla	14.84	56 DU
46. Nobel Terrace (PRD)	41.05	716 DU
47. Costa Verde Specific Plan	54.00	400 Rooms - Hotel 178,000 SF - Neighborhood/Community Commercial
48. La Jolla Highlands Torrey Heights La Jolla Pines Village Green	17.42	474 DU
49. Genesee Highlands Unit 2	17.87	246 DU
50. Genesee Highlands Unit 3 Open Space Easement	8.61 13.60	211 DU
51. Genesee Highlands Unit 4	26.02	340 DU
52. Playmoor Terrace	11.89	168 DU
53. Genesee Highlands Unit 6	4.78	72 DU
54. Doyle Elementary School School Expansion	12.73 5.88	1000 Students
55. Doyle Community Park	12.63 2.97 4.29	
56.	2.50	50 DU
57.	2.11	139 DU
58. Genesee Highlands Unit 1 Whispering Pines	2.06	60 DU

TABLE 3 (continued)
LAND USE AND DEVELOPMENT INTENSITY

Any changes to this table for properties in the Coastal Zone shall require an amendment to the Local Coastal Program.

Subarea/Name	Gross Acres	Land Use and Development Intensity
59. Lincoln La Jolla	4.54	251 DU ⁽⁸⁾
60. The Pines (PRD)	5.72	248 DU
61. (PRD)	10.08	368 DU
62. La Jolla Village Park (PRD)	12.00	333 DU
63. La Jolla Village Park (PRD)		(included in 62)
64. Fredericks La Jolla Village Park (PRD)	6.83	302 DU
65. La Jolla International Gardens (PRD)	11.43	774 DU
66. La Jolla Garden Villas (PRD)	4.08	277 DU
67. Catholic Diocese	4.70	73 DU/AC
68. University Center/Aventine	37.59	400 Rooms - Hotel 40,500 SF - Retail 550,000 - Office 685 DU
69. La Jolla Colony	158.50	3,594 DU
70. La Jolla Colony	7.02	72,645 SF - Neighborhood Commercial
71. La Jolla Professional Center	6.78	168,383 SF - Office/Bank 21,533 SF - Restaurant
72. Gas Station	1.06	4,900 SF
73.	1.00	3,400 SF - Bank 25,674 SF - Office
74.	2.00	97,689 SF - Office
75. La Jolla Village Inn	7.89	400 Rooms - Hotel
76. Neighborhood Commercial (PCD)	1.50	16,570 SF - Neighborhood Commercial 3,500 SF - Bank
77. Ralphs Shopping Center (PCD)	15.46	150,000 SF - Community Commercial
78. La Jolla Village Square (PCD)	27.47	1,002,000 SF - Regional Commercial
Residential	2.83	108 DU
79. Cape La Jolla	12.10	(included in 78) Regional Commercial/52 DU
80. The Woodlands	6.60	125 DU
81. Woodlands/West/East Bluff/La Jolla Park Villas	34.09	679 DU
82. Villa La Jolla Neighborhood Park	5.60	
83. La Jolla Village Townhomes	23.21	291 DU
84. La Jolla Village Townhomes	17.18	106 DU
Open Space	31.45	

8) The land use designation for this property has been revised from 30-45 du/acre to 45-75 du/acre although no more than 251 units are permitted on the site which occupies 3.71 net acres.

TABLE 3 (continued)
LAND USE AND DEVELOPMENT INTENSITY

Any changes to this table for properties in the Coastal Zone shall require an amendment to the Local Coastal Program.

Subarea/Name	Gross Acres	Land Use and Development Intensity
85. La Jolla Village	6.84	204 DU
86. Villa La Jolla	18.29	548 DU
87. J.W. Jones	10.85	456 DU
88. Villas Mallorca	7.04	136 DU
89. Villas Mallorca Phase II		(included in 88)
90. Woodlands North	5.93	120 DU
91. Cambridge	5.24	112 DU
92. Boardwalk La Jolla	8.35	216 DU
93. Broadmoor	10.37	156 DU
94. The Residence Inn	8.50	288 Suites - Hotel
95. Miramar Naval Air Station	176.31	
96.	305.35	Restricted Industrial (see Table 4)
97.	43.22	Restricted Industrial (see Table 4)
98.	41.20	Restricted Industrial (see Table 4)
99. Longpre Auto Sales	6.47	33,650 SF - Auto Sales
100. Governor Park	55.00	913,728 SF - Office
101. City Ownership	.82	15,250 SF/AC - Office
Private Ownership	15.00	Institutional Use (School, Church, etc.)

TABLE 4
DEVELOPMENT INTENSITIES - RESTRICTED INDUSTRIAL

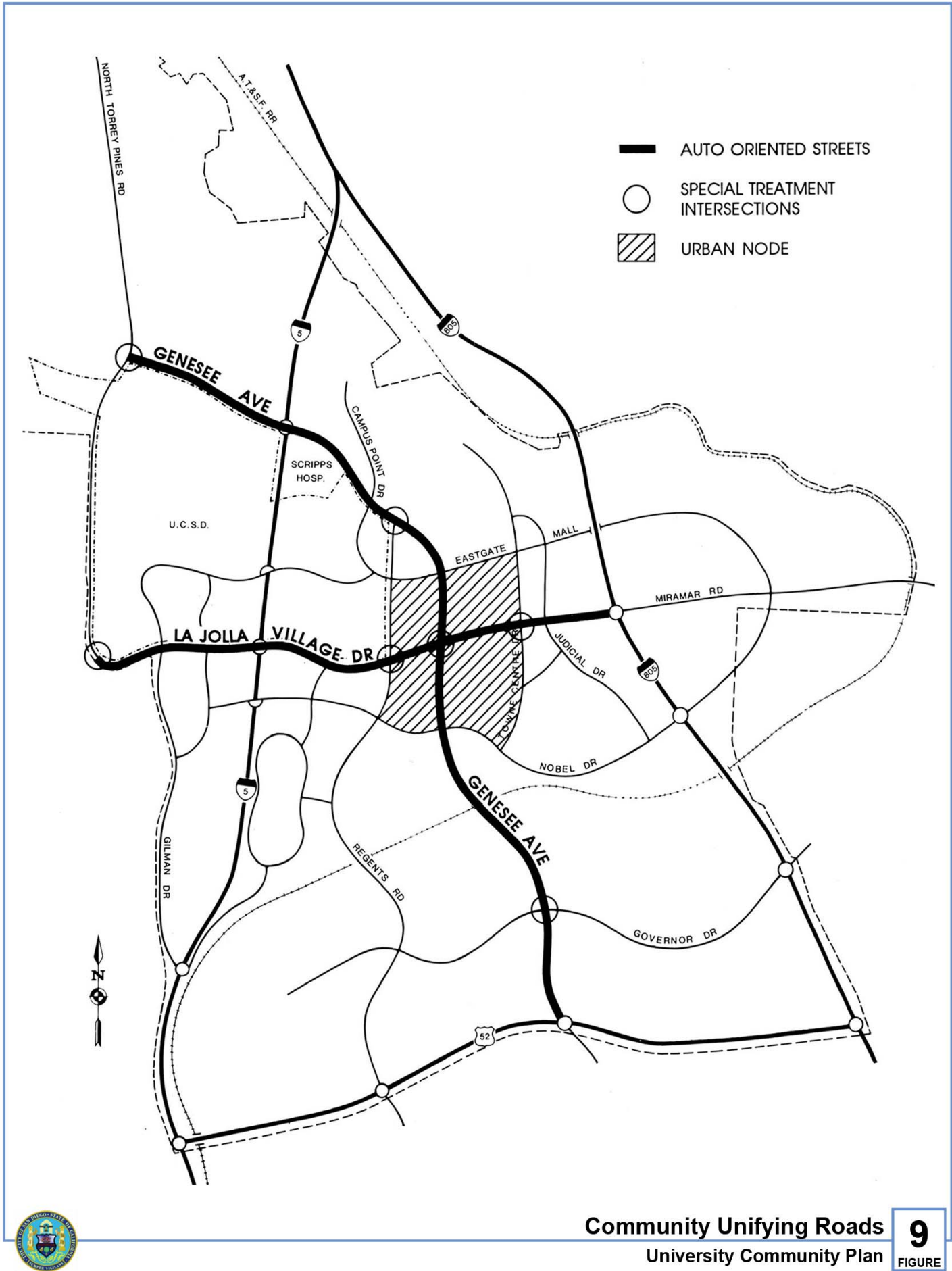
The development intensity of this area as indicated below is based on 130 ADT/AC. Development intensities of 131 – 150 ADT/AC may be approved subject to a 25 percent increase in FBA fees.

Subareas 96, 97, 98 – Restricted Industrial ⁽¹⁾	
Large Industrial/Scientific Research	16,250 SE/AC
Small Industrial	9,300 SF/AC
Warehousing/Mini-storage	26,000 SF/AC
Automotive Commercial ^(2 and 3)	3,250 SF/AC

(1) Square footage may not exceed the Navy easement where applicable or that permitted by the underlying zone.

(2) Automotive commercial users are permitted only in Subarea 97.

(3) The 13.2-acre Midway Miramar site may be developed with automotive commercial at 350 ADT/AC.



Community Unifying Roads
University Community Plan

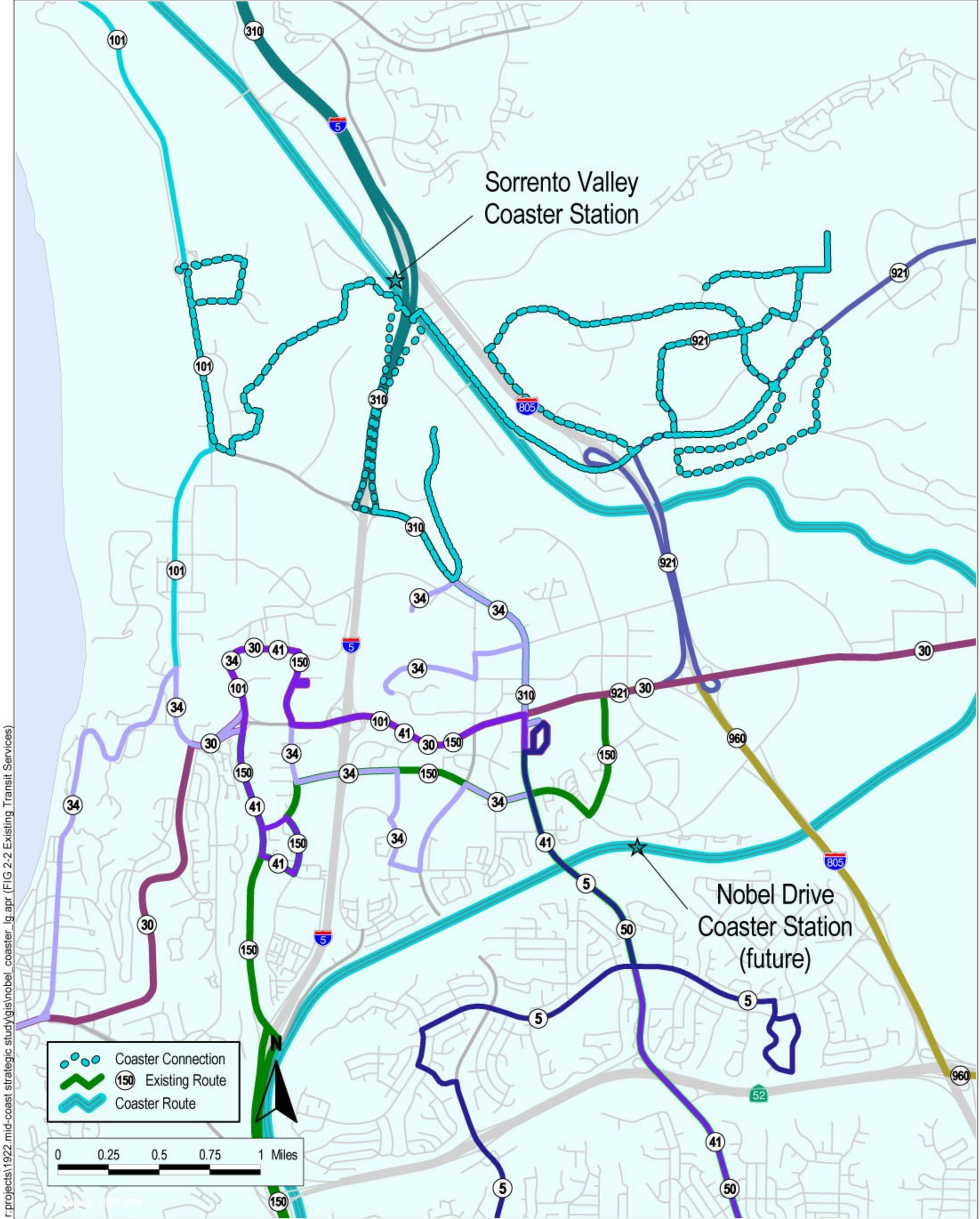


COMMUNITY PLAN AMENDMENT

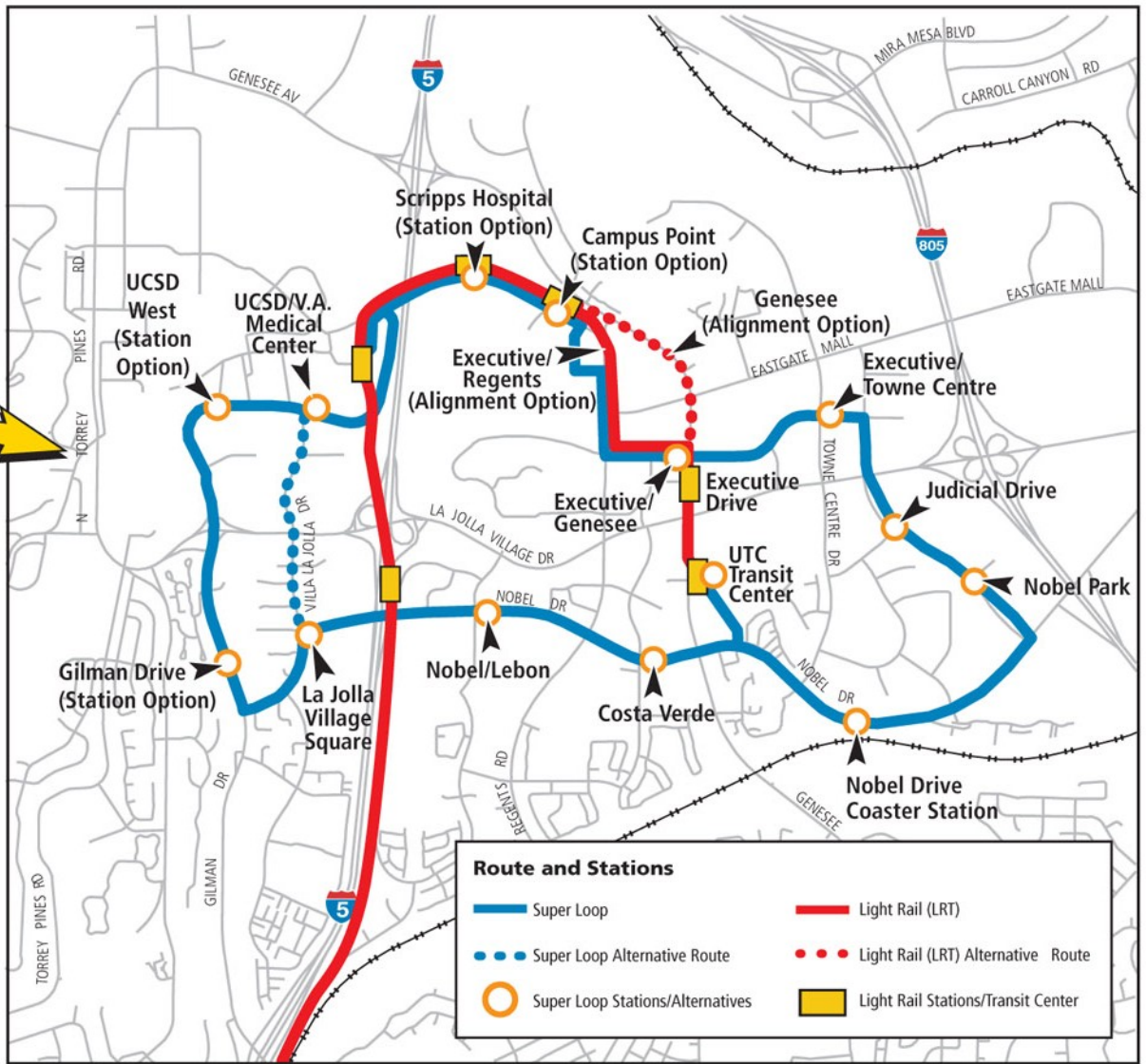
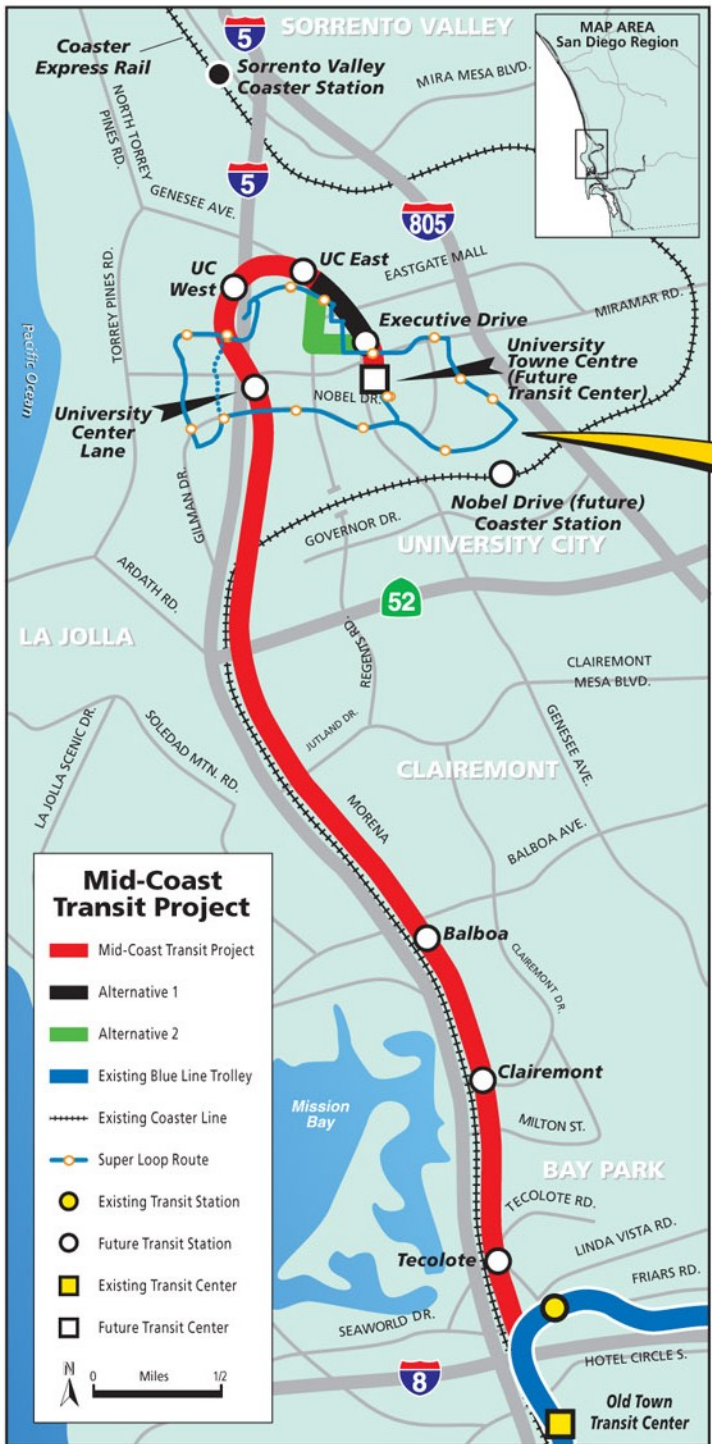
PROJECT SUMMARY

- 1) **La Jolla Commons** (approved November 2000)
 - 327 rooms in a 15-story hotel
 - 115 residential units in a 32-story condominium
 - 450,000 square feet of office use in a 20-story building
 - 30,000 square feet of scientific research in a 2-story building
 - eight level parking structure
- 2) **La Jolla Crossroads** (approved November 2000)
 - 1,500 residential units in nine 5-story apartment buildings with two levels of subterranean parking
 - Up to 162,000 square feet of scientific research in two 3-story buildings (conceptual designs with future approvals required)
- 3) **Equity Office** (initiated May 2001)
 - Change land use from Scientific Research to Office Commercial
 - 547,228 square feet of office divided between a 9-story and 16-story office building
- 4) **Westfield UTC** (initiated February 2002)
 - Master plan for a 2-phase development
 - Construct 1,149,916 sf GFA of retail/mixed-uses, cinema, miscellaneous and community uses; a net addition of approximately 761,000 sf
 - Add 250 residential units
- 5) **Monte Verde** (initiated January 2003)
 - Change the hotel designation in the Costa Verde Specific Plan and the UCP to high density residential
 - Construct four residential towers to accommodate a total of 800 residential units.
- 6) **Costa Verde – Regency Centers** (initiated February 2004)
 - Revise the development intensity table to add 75,000 square feet to an existing 178,000 square-foot neighborhood/community commercial center.

[CLICK HER TO LINK TO ATTACHMENT 6](#) (PDF: 2.8M)

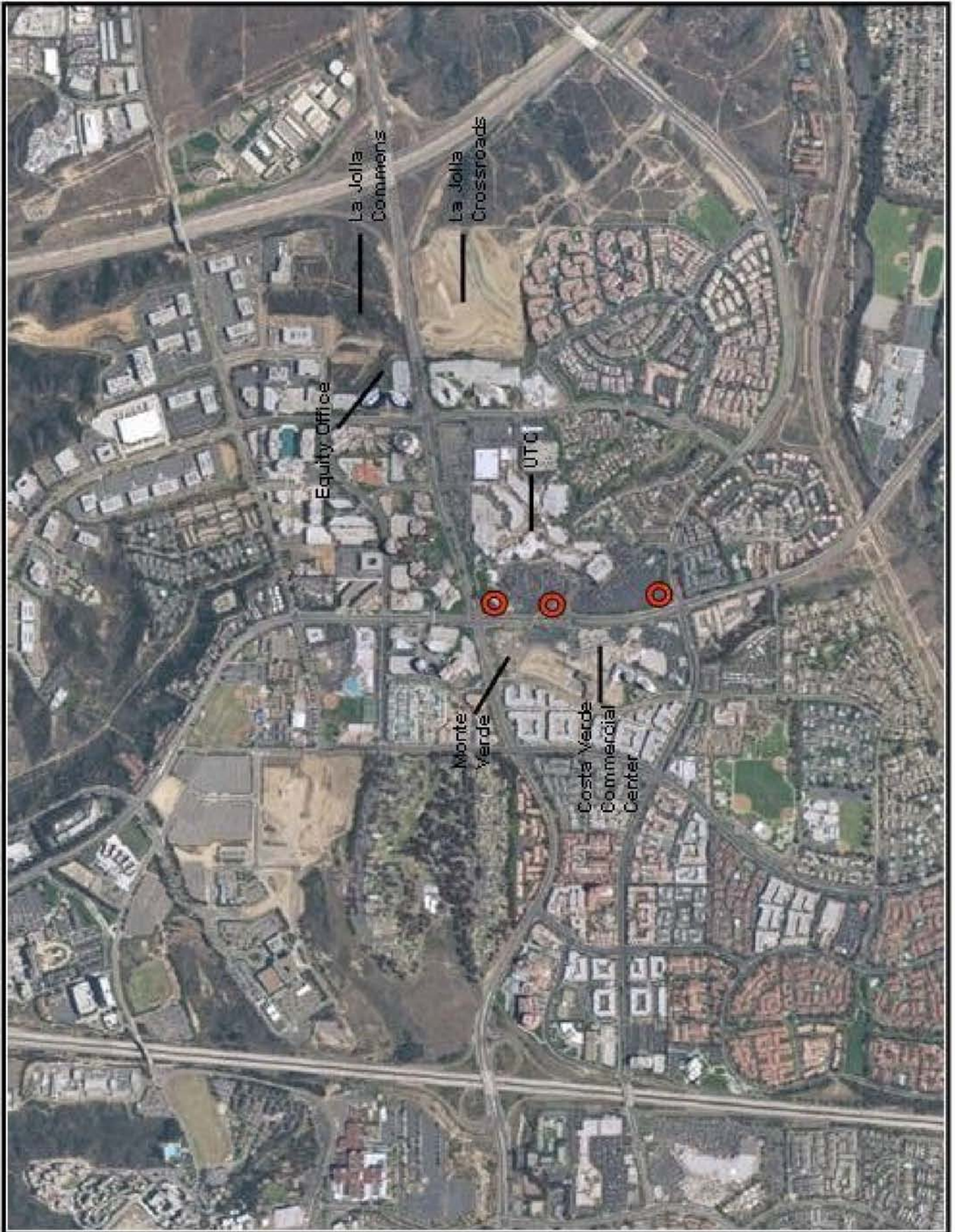


r:\projects\1922.mid-coast strategic study\gis\nobel_coaster_lg.apr (FIG 2-2 Existing Transit Services)



Mid-Coast Light Rail (LRT) and Super Loop Routes and Stations

○ Transit Station Location Options



**North University City (NUC) FBA
Planning Commission Workshop
Transportation Phasing Plan**

NUC FBA Project No.	Project Description	Project Status
------------------------	---------------------	-------------------

Projects Due prior to reaching 12,000 ADT Threshold:

13	Regents Road - Executive Drive to Genesee Ave.	Completed. Phase I - Restriping to a three-lane collector. (Eastgate Mall to Genesee Ave.)
21	Nobel Drive Extension and Interchange at I-805	Completed
34	Eastgate Mall - Towne Centre Dr. to Miramar Road	Completed. Repaving and Restriping to a three-lane collector. (I-805 to Eastgate Court)
Projects Due prior to reaching 66,490 ADT Threshold:		
3	Genesee Ave. - I-5 to Regents Road	Bid/Award Process is underway
33	Judicial Dr. - Golden Haven Dr. to Eastgate Mall	Project is under construction
34 - Phase 2	Eastgate Mall - Towne Centre Dr. to Miramar Rd.	Scheduled for Future Construction
36	Judicial Drive - Golden Haven Drive	Completed by Developer
47	La Jolla Village Dr. Widening - Torrey Pines Rd. to I-805	Project is under construction
50	Miramar Rd. Widening - I-805 Easterly Ramps to 300' East of Eastgate Mall	Bid/Award Process is underway
A	Genesee Ave. Widening – Nobel Dr. to SR-52	Draft EIR released for public comment. Certification of EIR expected in late Summer.
C	La Jolla Village Dr./I-805 Interchange Ramps	Design is 95% Complete
Projects Due prior to reaching 88,900 ADT Threshold:		
12	Regents Road - AT&F Bridge to 100' North of Lahitte Court	Scheduled for Future Construction
14	Regents Rd. - 100' North of Lahitte Court to Governor Drive	Scheduled for Future Construction
18	Regents Road Bridge	Draft EIR released for public comment. Certification of EIR expected in late Summer.

NUC Transportation Phasing Plan Facts:

- 1) The intent of the Transportation Phasing Plan (TPP) is to provide public improvements at the time of need.
- 2) TPP is subject to revision as changes take place in the geographic order of development.
- 3) TPP originally adopted on April 11, 1988
- 4) TPP revised in April, 2000, based upon travel forecast modeling conducted in 1997.
(See "University City community Focused Transportation Study" report).
- 5) TPP revision in 2000 created new Threshold 1 at 12,000 ADT's. 122,000 ADT's from original TPP less 110,000 existing ADT's as of 2000.
- 6) Maximum expected ADT's from the year 2000 forward to buildout is 89,030.
- 7) Today we are at approximately 14,490 ADT's, or in Threshold 2 of the revised TPP.
- 8) UCSD traffic is not counted against the phasing thresholds.
- 9) Projects identified in TPP must be completed or constructin awarded prior to reaching threshold.

**North University City (NUC) FBA
Planning Commission Workshop
Completed and Near Term Projects**

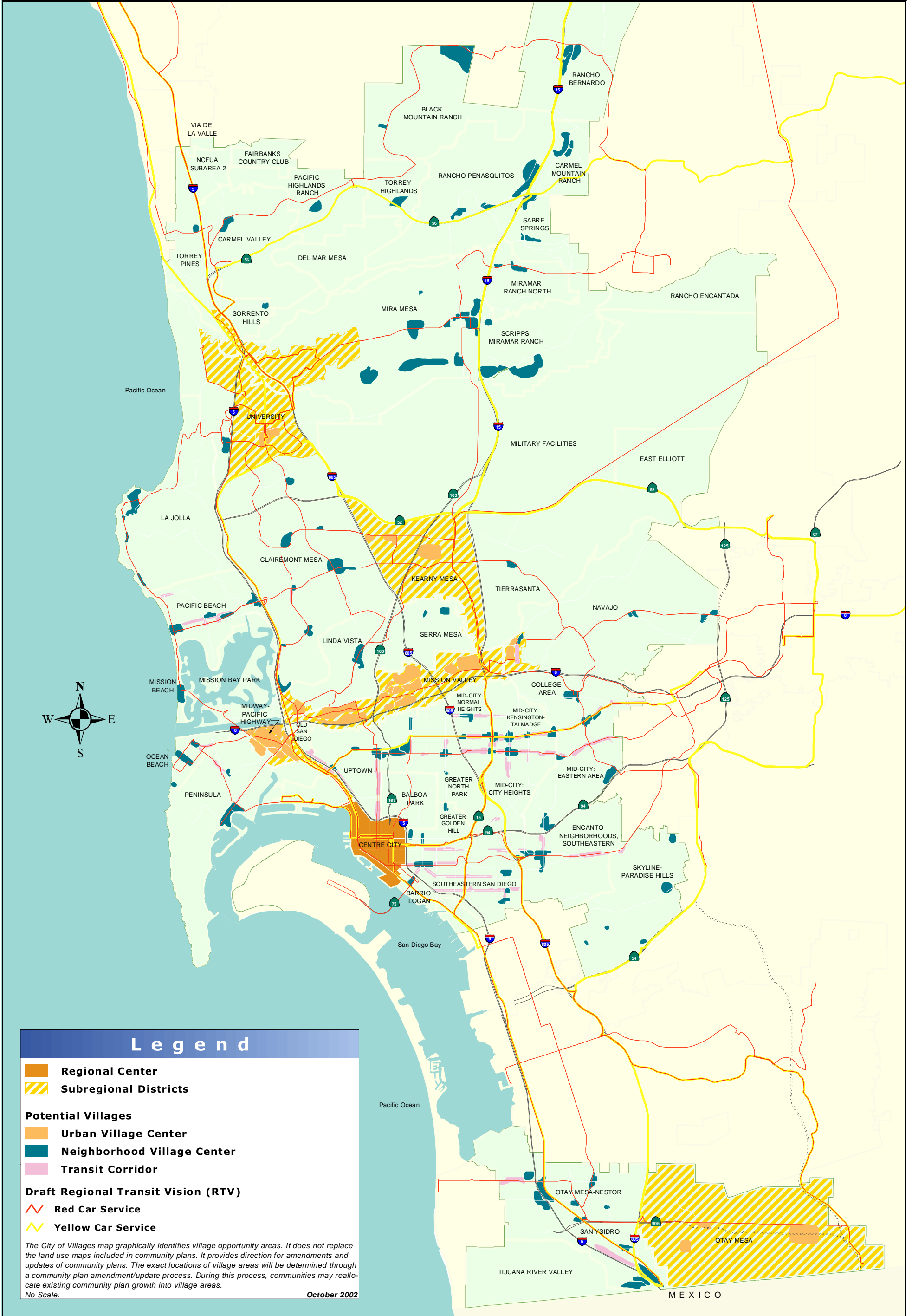
NUC FBA Project No.	Description	Total <u>Funding</u> Millions	NUC FBA <u>Share</u> * Millions	Status
Completed Projects:				
	21 Nobel Drive Ext. & Interchange at I-805	\$26.5	\$26.5	
	46 I-5 & La Jolla Village Drive	6.2	6.2	
	E North Torrey Pines Rd. at Genesee Ave. Intersection	9.5	2.5	
	29 Nobel Park Land Acquisition	7.5	7.5	
	Total Completed Projects	<u>\$49.7</u>	<u>\$42.7</u>	
Current/Active Projects:				
	3 Genesee Ave. – I-5 to regents Road	\$4.2	\$3.7	Bid/Award Process is underway
	13 Regents Rd. Widening – Executive Dr. to Genesee Ave	3.7	2.5	Coordinating project design with UCSD
	18 Regents Road Bridge	28.7	28.7	Draft EIR released for public comment. EIR Certification expected late Summer.
	33 Judicial Drive Under Crossing – Golden Haven Dr. to Eastgate Mall	18.4	8.2	Project is under construction
	47 La Jolla Village Dr. Widening	7.9	7.4	Project is under construction
	50 Miramar Rd. Widening-I-805 Easterly Ramps to 300' East of Eastgate Mall	4	4	Bid/Award Process is underway
	A Genesee Ave. Widening – Nobel Dr. to SR-52	17.5	15.9	Draft EIR released for public comment. EIR Certification expected late Summer.
	C La Jolla Village Dr./I-805 Interchange Ramps	13.5	12.7	Design is 95% Complete
	29/29A Nobel Park Development & Library Project	21.7	20.9	Grading of site underway
	Total Current/Active Projects	<u>\$119.6</u>	<u>\$104.0</u>	

* NUC FBA share as reflected in current FY 05 Public Facilities Financing Plan.

Action Plan Appendix A

City of Villages Opportunity Areas Map

with Draft Regional Transit Vision



Legend

-  **Regional Center**
-  **Subregional Districts**
- Potential Villages**
-  **Urban Village Center**
-  **Neighborhood Village Center**
-  **Transit Corridor**
- Draft Regional Transit Vision (RTV)**
-  **Red Car Service**
-  **Yellow Car Service**

The City of Villages map graphically identifies village opportunity areas. It does not replace the land use maps included in community plans. It provides direction for amendments and updates of community plans. The exact locations of village areas will be determined through a community plan amendment/update process. During this process, communities may reallocate existing community plan growth into village areas.

October 2002

No Scale.