URBAN DESIGN ELEMENT

INTRODUCTION

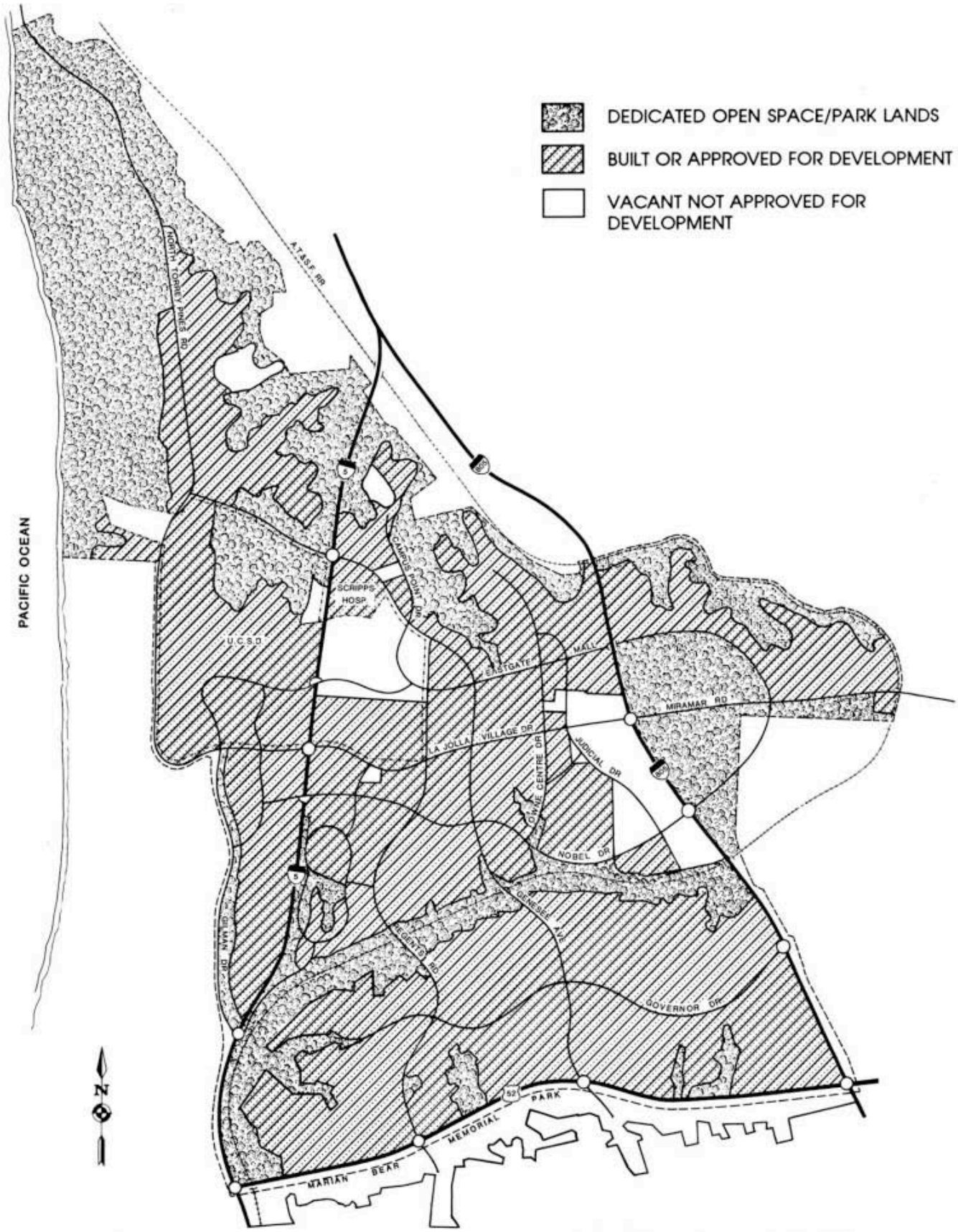
This element of the Plan defines the relationship of buildings and spaces and provides direction for public street improvements. These policies will be used to guide the form of urban growth in the community by providing the basis for reviewing proposed projects. The Urban Design Element provides developers and design professionals with explicit project design criteria.

The scope and nature of the recommendations included herein reflect the fact that development patterns in this community have been firmly established in recent years. There is little vacant land located within the community boundaries (See **Figure 5**). The objectives and recommendations included in this element will apply to all new developments, additions and amendments to previously approved special permits. Requests for community plan amendments, as well as amendments to previously approved special permits, may require compliance with this Urban Design Element, not only on the amended portion, but also on portions of the projects approved but not yet built.

Major urban design issues in the University community which can still be addressed relate to community coherence and the needs of the pedestrian. Well-defined, multi-modal, unifying linkages must be provided to integrate the various components of the community. New developments must respect existing natural resources and relate well to adjacent projects. The design of new buildings and spaces must also enhance the pedestrian experience.

Extensive surveys, research and "awareness field trips" preceded the preparation of this element. Many community meetings and workshops were held to investigate urban design solutions for future development.

This element is organized into four parts. The first part is a vision for the community's future. The second part lists overall urban design goals. The third part discusses linkages (auto, pedestrian, bicycle and transit). The fourth part provides urban design criteria for private developments within the four major subareas of the community shown in **Figure 6**.



Extent of Urbanization
University Community Plan

5
FIGURE

A Vision of the Future

I. UNIVERSITY COMMUNITY: A VISION OF THE FUTURE

The urban design recommendations for the University community support a comprehensive vision of how the University community might look, feel and function in the next century.

This vision of the future University community cannot ignore the established patterns of development. Rather, it must build upon the accomplishments of the past. The images which follow will serve as the framework for public and private sector decisions regarding future community development.

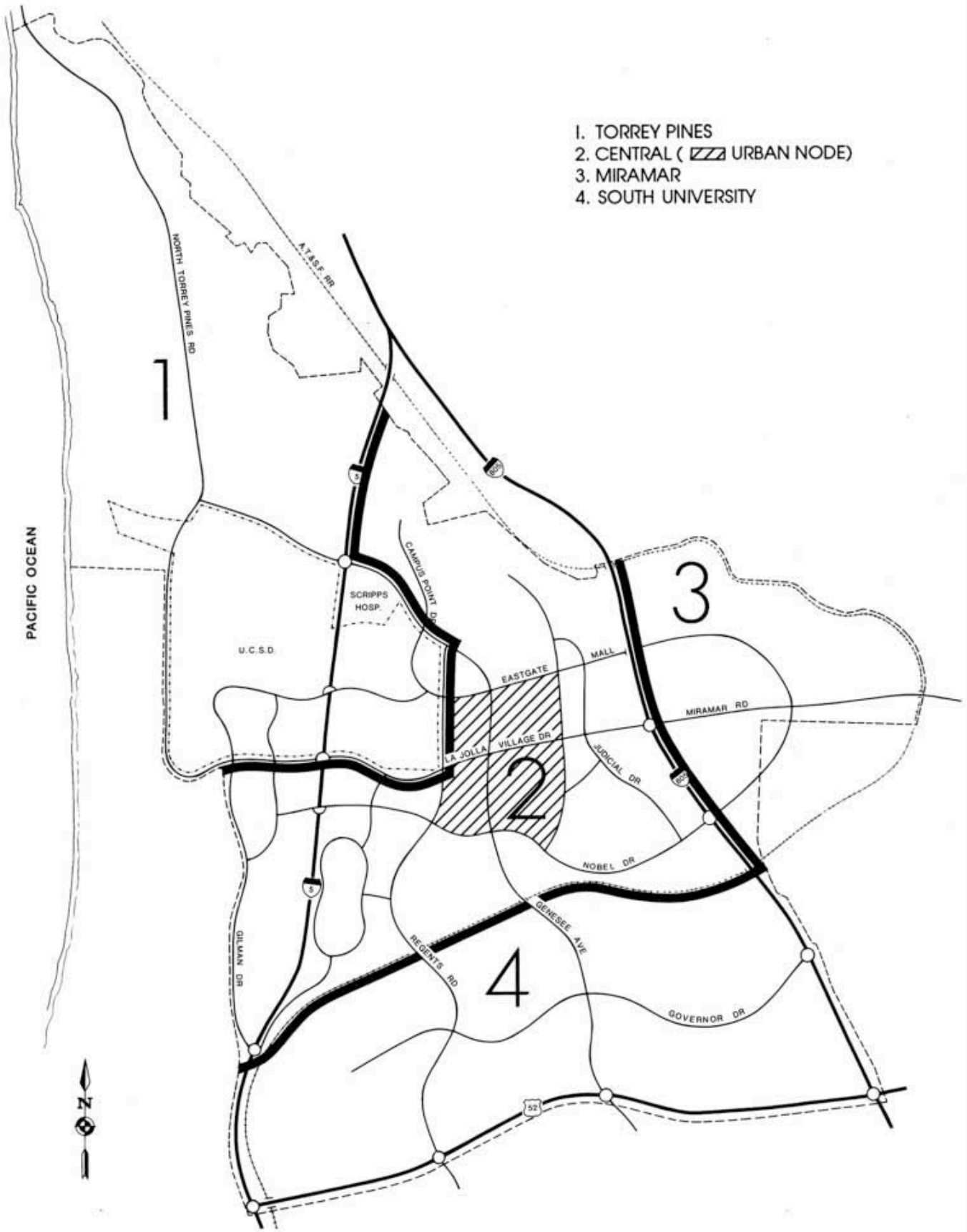
A. Character

The University community at the turn of the century is envisioned as a spacious, park-like community with buildings and land uses of strong identity, both visually and functionally. The UCSD campus, Salk Institute, Scripps Clinic and Research Foundation, and Torrey Pines State Reserve, are some examples of the uses presently located within the community. As the University and the community build out, additional institutions and research facilities will be attracted to this location because of the direct connection between scientific research uses and University campuses. The area's importance as a major center for scientific research will continue to grow, distinguishing the University community from the other major urban centers in the region: downtown and Mission Valley.

In the Central community, future buildings and additions to existing buildings will be better related to the streets and to the needs of the pedestrian. The street levels and street yards of existing developments within the community's urban node in the vicinity of the Towne Centre will be retrofitted and made more comfortable and inviting for pedestrians. This will be accomplished through appropriate infill development and the addition of relatively minor exterior improvements such as art, pedestrian scale entrances and windows, directional graphics, fountains, places to sit, play and people-watch, open air theaters and markets, restaurants, cafes, vendors and other amenities. Pedestrian-oriented activities would be visible from the street and accessible not only from off-street parking areas but also directly from the public sidewalk.

The top stories and roofs of buildings will provide places for people that include fitness/sports areas, eating places, gardens, meeting rooms and other uses which maximize view opportunities for a greater number of building users.

The Southern California climate is to exert even more influence in the architecture, color, materials, site planning and building techniques of developments. The use of more balconies, terraces, atriums, landscaped courtyards, light colors and earthy materials will be increasingly important. Sun and view enjoyment will continue to be prime design considerations.



Major Subareas
University Community Plan
6 FIGURE

B. The UCSD Campus

The University campus will no longer be an island within the community. Some campus buildings will be located close to the street and be accessible to pedestrians directly from the public sidewalk. There will be limited auto traffic in the middle of the campus. Autos will be intercepted at the fringes in strategically located parking structures. Transit loops, bicycle and foot paths will greatly improve movement within the large campus and connect with the rest of the community. An LRT system will be used by the majority of people who work at, reside in and attend UCSD.

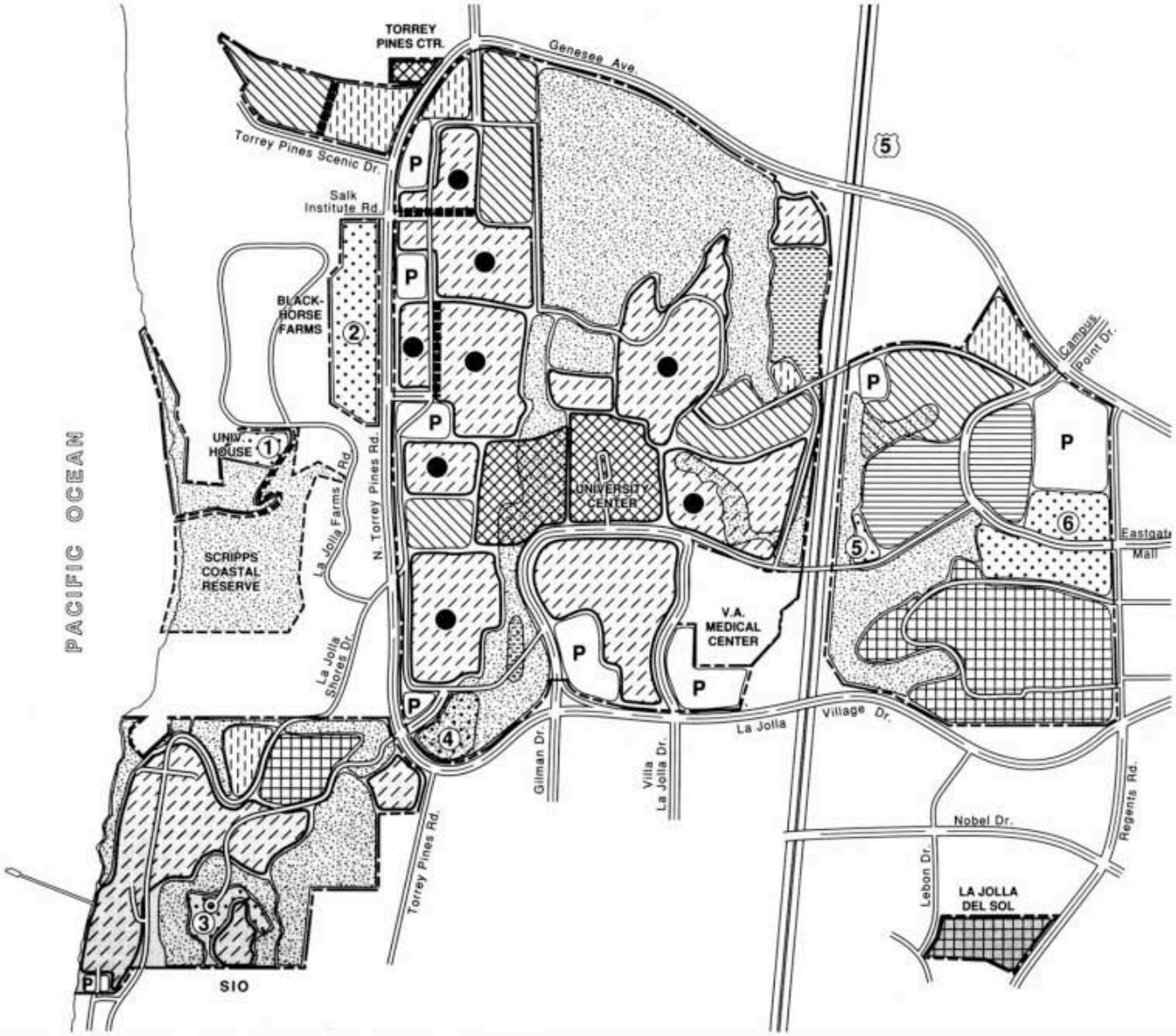
Consistent with the UCSD Long Range Development Plan (**Figure 7**), the heart of the west campus will be a primary center providing services for students and faculty. Bookstores, restaurants, administration and health services will be located here.

The East Campus will include facilities which relate as much to the community as to the campus such as the Satellite Medical Facility, the Science Research Park, the University Extension School, a campus events center, a light rail station and various recreational uses. These facilities will provide greater opportunity for community residents to enjoy the academic ambiance and to take advantage of educational and cultural exchange activities offered by the University.

The eastern edge of the UCSD campus abutting Regents Road will provide the focal point for pedestrian interaction between the University, residents, visitors and employees of the community. The location of the Extension School along Regents Road just north of the existing student housing will greatly facilitate this community/University interaction.

C. Linkages

Numerous natural canyons link the community and will provide visual relief from urbanization as well as recreational opportunities. Similarly, there will be a clearly defined pedestrian network linking the principal activities and resources of the community. Pedestrians using the network will discover and experience both the natural and man-made assets of the area. Street sidewalks, paved paths through private property and trails through canyon areas will form the primary pedestrian network. Pedestrian overpasses will be a part of the network spanning wide, heavily traveled streets, and connecting superblocks, buildings and uses in a safe environment. The overpasses themselves will be designed as unique landmarks. Some will be art statements, others will have design, color or landscaping themes. They will provide panoramic views of the natural and man-made setting below. It is also conceivable that air rights could be purchased and/or encroachment permits granted to create glass wall bridges connecting buildings and containing restaurants or other uses.



LEGEND

- Academic
- Undergraduate Colleges
- Academic Reserve
- Medical
- Academic, Admin., Student Support
- Housing
- Physical Plant
- Other (Community-Oriented)
  - 1 - University House
  - 2 - Blackhorse Farms
  - 3 - Aquarium Museum
  - 4 - Theatre District
  - 5 - Proposed Light Rail Station
  - 6 - Science Research Park
- Park
- Recreation
- P — Perimeter Parking
- Precise Boundary Undetermined

0FT 400FT 800FT 1600FT

1989 UCSD Long Range Development Plan

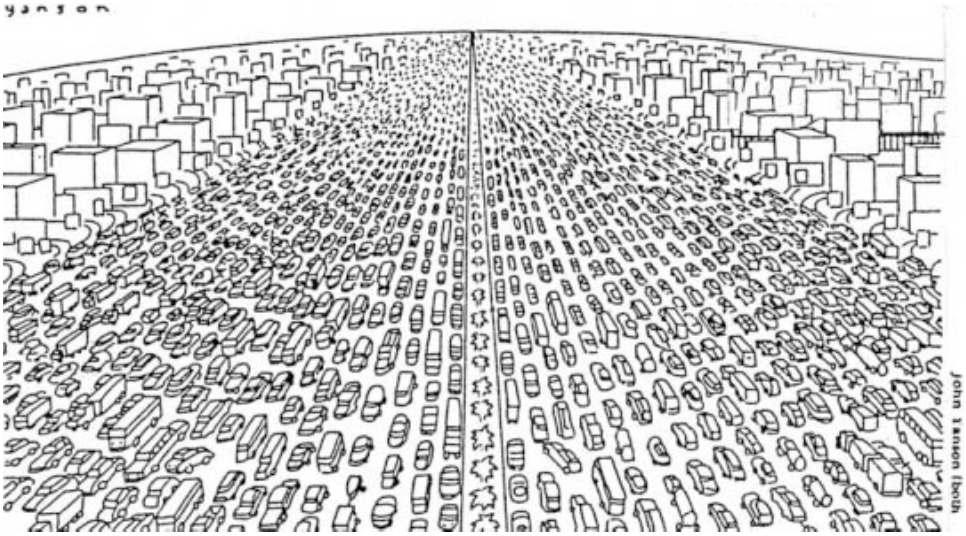
University Community Plan

7 FIGURE

In the coming decades, the community will have to accommodate an increasing number of automobiles generated by new developments. All efforts will be made to increase street capacity by utilizing minimum acceptable travel lane widths, eliminating on-street parking, acquiring additional right-of-way, or a combination of these techniques. Medians will not be converted into travel lanes. On the contrary, they will be landscaped or embellished by art and recognized as an environmental necessity in order to soften and interrupt the vast expanses of asphalt of multi-lane streets.

There will be a point in time where the "just widened" streets will be again congested. Further widenings will not be possible and the most convenient and rapid mode of transportation will be public transit. An efficient transit system (both bus shuttle and light rail) will be fully operational by the turn of the century, connecting major destination points in the community and the region. The transit cars will be modern and comfortable. Shorter distances will be traveled on foot or bicycle, utilizing the safe and pleasant pedestrian/bicycle linkage systems.

La Jolla Village Drive will become an attractive parkway recognized throughout the City for its exuberant landscaping, monumental art, fountains and special night illumination. Motorists will be attracted to this parkway not only for travel purposes but also for pleasure, to partake in the amenities flanking the street.



The usual traffic solution is to widen the road.

D. Subareas

The character of the community's four subareas will be pronouncedly different as reflected by the urban form, landscape, buildings and people. Distinct images for these subareas should be recognized as an attribute, with transportation and open space linkages providing community cohesiveness.

The Torrey Pines subarea will be the most spacious, with low-scale buildings set in a space dominated by the natural landscape. Contemporary buildings will coexist with the somewhat rural feeling exemplified by the eucalyptus-lined North Torrey Pines Road. This subarea will be considered an example of sensitive development with respect to natural topography and vegetation. Roads lined by Torrey Pines and eucalyptus trees will be the theme of this subarea. Here, there will be ample opportunities for public appreciation of panoramic vistas of Sorrento Valley, the coastal bluffs and ocean. Public paths will provide multi-modal access to such natural resources.

Internationally known institutions will make this area a visitor and business destination in the San Diego region. Except for the existing University buildings, the subarea will contain predominantly low-rise buildings as prescribed by Proposition "0" which limits building height to 30 feet west of I-5.

The Central subarea, as the name implies, will be the most urban subarea characterized by intense, multi-use urban development. It will also be one of the major commercial/office nodes in the City. The bold, contemporary high-rise structures of the Golden Triangle will continue to provide strong identity for the community. The Golden Triangle will be known for the spacious and convenient commercial facilities that have become associated with the Southern California lifestyle.

"Variety without chaos" will be the theme for the Central subarea. A variety of building types, shapes, sizes, colors and materials will be sited in the already established superblock development pattern. The Golden Triangle skyline, with its contrasting visual qualities, will become a landmark in the region. As the Central subarea builds out, its pedestrian orientation will intensify due to the high-density and multi-use nature of development, the presence of University student housing and most importantly because of the proximity of housing adjacent to the Towne Centre.

The Miramar subarea will remain affected by the overflight impacts of NAS Miramar. Its visual character will be dominated by open spaces with restricted industrial development. The South University subarea will continue to be a homogeneous, single-family residential neighborhood which draws its distinct identity from Rose Canyon to its north and San Clemente Canyon (Marian Bear Memorial Park) to its south. This identity will be further enhanced by the Regents Road bridge spanning across Rose Canyon. This "greenery" bridge will have landscaping cascading from the side railings blending with the natural beauty of the canyon.

As the San Diego region grows, the South University subarea will be an attractively located, family-oriented neighborhood with typical suburban characteristics.

SUMMARY

In conclusion, the vision for the future University community describes the underlying feeling, character and features that create community identity. It is expected that the vision described will generate a variety of urban design solutions. The important message, however, is that all development decisions reinforce the expressed image and goals for the community and pursue a vision of what the University community can become...

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Overall Urban Design Goals

II. UNIVERSITY COMMUNITY: OVERALL URBAN DESIGN GOALS

- Improve accessibility and use relationships within the community by establishing well-defined, multi-modal linkage systems.

- Establish standards which give physical design direction to private developments and public improvements.

- Provide for the needs of pedestrians in all future design and development decisions.

- Ensure that San Diego's climate and the community's unique topography and vegetation influence the planning and design of new projects.

- Ensure that every new development contributes to the public realm and street livability by providing visual amenities and a sense of place.

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Linkages

III. LINKAGES

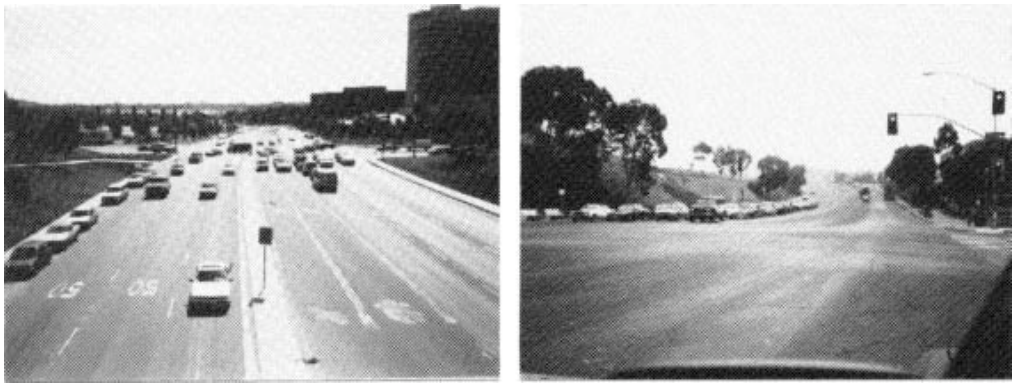
A. AUTO TRAFFIC

1. Background

Street capacity and acceptable levels of service for automobile traffic have been subjects of high priority since the beginning of this community's development. The University community is a prototype of planning, development and lifestyle centered around the automobile. Under present attitudes towards development, auto accommodation is expected to continue to dominate design decisions in the area.

2. Issues

The basic auto-related issue revolves around the accommodation of projected traffic resulting from existing and new growth without destroying the livability of the community. Much of the community's character has been established by the multi-lane roads which traverse it. The street widenings proposed in the adopted Plan are likely to intensify the adverse impact of large expanses of asphalt.



The community's character has already been adversely affected by multi-lane roads.

Other street issues relate to the importance of street landscaping and the potential role of La Jolla Village Drive and Genesee Avenue as unifying urban design elements. The following summaries amplify the nature of the urban design issues pertaining to auto linkages.

a. Street Widenings

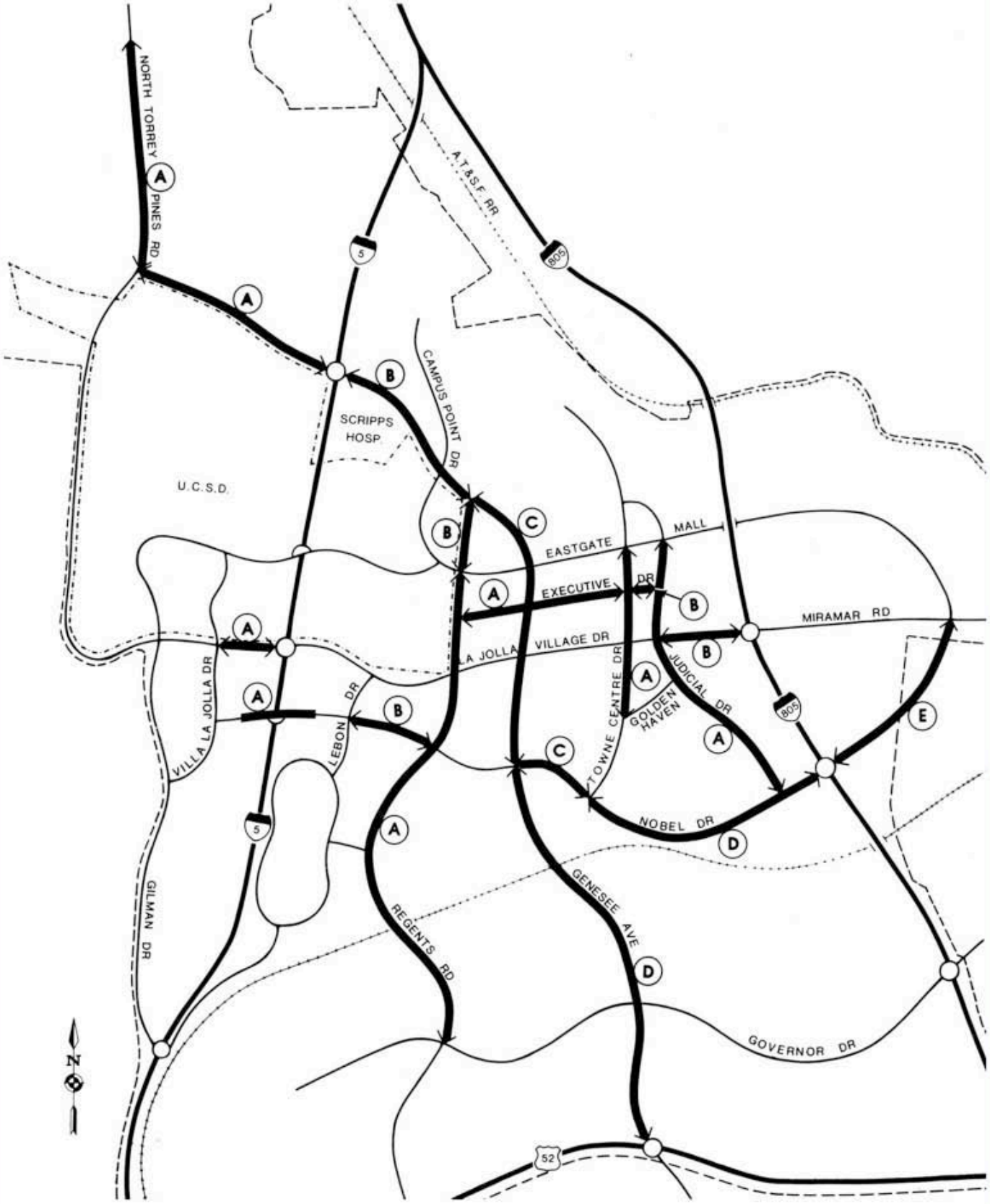
The necessary width, alignment and design speed of a street is related to its functional classification. The City's Street Design Manual provides information and guidance to both City staff and professionals in the private sector responsible for the design of the City's streets.

Traffic related issues are very difficult to resolve due to wide ideological differences on the subject. City policy, reflected in the adopted Plan includes the provision of multi-modal transportation systems (auto, transit, bicycle and pedestrian) with an emphasis on the automobile. The Plan proposes controls on development intensity as a means of reducing traffic generation, however, a number of street improvements (i.e., widenings) were also recommended and adopted as a part of the Plan update. Citywide ongoing traffic management studies and improved traffic control devices should also improve the traffic situation.

Following is a detailed analysis of each major proposed street widening included in the 1987 community plan. A master street improvements plan detailing landscaping and widening proposals should be prepared for all the street sections which follow. Such master plans should be funded by the Facilities Benefit Assessment (FBA) program.

The analysis format includes:

- Street section to be widened (see **Figure 8**).
- Cross reference with the North University City Public Facilities Financing Plan and Facilities Benefit Assessment Program.
- Street classification type.
- Description of existing and proposed improvements.
- Urban design impact.
- Mitigation(s).



Proposed Street Widenings (as per adopted University Community Plan)

University Community Plan

8 FIGURE

GENESEE AVENUE

Section A: Genesee Avenue: North Torrey Pines Road to I-5 (see **Figure 8**)

Street Classification: Six-lane primary arterial

Description of Existing/Proposed Improvements: This portion of Genesee is currently four-lanes with an 18-foot median. Steep topography characterizes both the north and south sides of the street. The widening is proposed to be accomplished within the existing right-of-way by narrowing the median to six feet. The components of this widening are to include:

a. A landscaped median (eight feet minimum width).

b. Contiguous sidewalks on the north side only.

c. Class II bike lanes in both directions.

d. No on-street parking.

Impact: Although widening within the right-of-way and the provision of a sidewalk on only one side causes little or no impact to the existing topography, the provision of a six-lane facility instead of the existing four-lane facility may preclude the landscaping of the median. (A minimum width of eight feet is needed to accommodate landscaping.) Median landscaping, however, would enhance the natural wooded character of the area and the entrance to the Torrey Pines area.

Mitigation(s): Given the topographical constraints of this road section, avoidance of this impact could be achieved by taking one foot from each side of the roadway to increase the median width to eight feet, thus enabling landscaping to be provided. This mitigation measure is strongly recommended.

Section B: Genesee Avenue: I-5 to Regents Road (see **Figure 8**)

Street Classification: Six-lane primary arterial with dual left-turn lanes

Description of Existing/Proposed Improvements: This portion of Genesee is a four-lane facility with an 18-foot median. The widening to six-lanes and construction of dual left-turn lanes are proposed to be located within the existing right-of-way by narrowing the median and removing existing on-street parking. The proposal calls for closing mid-block median breaks. Design components of the proposed widening are to include:

a. A landscaped median (eight feet minimum width).

b. Contiguous sidewalks.

c. Provision of Class II bike lanes in both directions.

d. No on-street parking.

e. Retention of existing pine trees along Genesee Avenue.

Impact: The widening of this portion of Genesee and construction of dual left-turn lanes will require the narrowing of the median to a width unsuitable for landscaping and removal of on-street parking. There is not enough space for both the additional proposed lanes and a desired landscaped median.

Mitigation(s): It is recommended that a landscaped median be provided. Increased capacity should be achieved by narrowing travel lanes and removing on-street parking.

Section C: Genesee Avenue: Regents Road to Nobel Drive (see **Figure 8**)

Street Classification: Six-lane major with dual left-turn lanes

Description of Existing/Proposed Improvements: This portion of Genesee includes both four and six-lane sections with some parking and an 18-foot median. Improvements proposed include completion of the widening to a six-lane major and dual left-turn lanes. Design components are the same as those included in Section B (I-5 to Regents Road).

Impact: Same as Section B

Mitigation(s): It is recommended that the existing medians south of Eastgate Mall (where six lanes are provided) be landscaped. Also the pine trees along Genesee Avenue, north of Eastgate Mall, should be retained where possible.

Section D: Genesee Avenue: Nobel Drive to State Route 52 (see **Figure 4**)

Street Classification: Six-lane major between Nobel Drive Street and Decoro Street. Six-lane primary arterial south of Decoro Street.

Description of Existing/Proposed Improvements: This portion of Genesee is currently a four-lane facility with an 18-foot median. The 1987 community plan proposes widening to a six-lane primary arterial. The widening of this part of Genesee is proposed to be accomplished within the existing right-of-way by narrowing the median. Components of this widening are to include:

a. A median of at least eight feet in width.

b. Retention of existing contiguous sidewalks.

c. Class II bike lanes in both directions.

d. No parking.

Impact: The widening of this portion of Genesee will require the narrowing of the 18-foot medians, portions of which are currently landscaped.

Mitigation(s): Widening is to be accomplished while maintaining a landscaped median.

REGENTS ROAD

Section A: Regents Road: Executive Drive to Governor Drive (see **Figure 8**)

Street Classification: Four-lane major

Description of Existing/Proposed Improvements: The Financing Plan includes the bridging of Rose Canyon to connect North and South University City. Components of these improvements are to include:

a. Landscaping of medians including the median in Regents Road south of Nobel Drive. Median landscaping costs should be included in the North University City Public Facilities Financing Plan and Facilities Benefit Assessment.

b. Contiguous sidewalks except on portion between Executive Drive and Nobel Drive (Urban Node) which should have non-contiguous sidewalks with landscaped parkways.

c. Class II bike lanes in both directions.

d. The bridge spanning Rose Canyon should include landscaping cascading down the sides to continue the vegetated character of the site.

Impact: None identified.

Mitigation(s): None identified.

Section B: Regents Road: Genesee Avenue to Executive Drive (see **Figure 8**)

Street Classification: Four-lane major

Description of Existing/Proposed Improvements: The Financing Plan provides for the widening of Regents Road between Genesee Avenue and Executive Drive from two lanes to four lanes. This part of Regents Road is adjacent to the UCSD campus and La Jolla Country Day School. Components of this widening are to include:

a. Non-contiguous sidewalks with landscaped parkways.

b. Relocation and reuse of existing trees bordering Regents Road if feasible.

c. Class II bike lanes in both directions.

d. No parking.

Impact: The widening of Regents Road between Genesee Avenue and Executive Drive will require the removal of the existing trees along the edges of the street.

Mitigation(s): The pine trees are to be retained with sidewalks provided behind them thereby providing a boulevard quality and an inviting pedestrian entrance to the east campus.

NOBEL DRIVE

Section A: Nobel Drive: I-5 overcrossing (see **Figure 8**)

Street Classification: Four-lane primary arterial/half-diamond interchange to and from the south

Description of Existing/Proposed Improvements: The bridge over I-5 is currently a two-lane facility. The bridge is proposed to be widened to four lanes with dual left-turn lanes and sidewalks and Class II bike lanes in each direction. This overcrossing will become an important link connecting the two community cores. Landscaping within Caltrans right-of-way will be included as part of this project.

Impact: None identified.

Mitigation(s): None identified.

Section B: Nobel Drive: Lebanon Drive to Regents Road (see **Figure 8**)

Street Classification: Six-lane major

Description of Existing/Proposed Improvements: This section of Nobel Drive was originally planned as a four-lane primary arterial. However, during the 1987 plan update it was determined that a six-lane facility was needed. Development along this portion of Nobel Drive is either approved or built and most of the street has already been widened to six lanes. The section of Nobel on the north side and just west of Regents Road is yet to be widened. The widening project should include generous street edge re-landscaping to help buffer adjacent residential units from street noise and pollution and traffic lanes of minimum, safe width. At the I-5 crossing, the travel lanes at each end of the spanning structure must

facilitate and direct the movement of bicycles and pedestrians into the freeway-fronting developments. Other components of this widening are to include:

a. Non-contiguous sidewalks with street trees to match the existing ones to the west.

b. Class II bike lanes.

c. No parking. Landscaped median (eight feet minimum width).

d. Landscaped median (eight feet minimum width).

e. Existing mature trees should be moved and transplanted elsewhere.

Impact: This widening as described above will result in noise, air and visual negative impacts to abutting residential projects between Danica Mae and Regents Road. Removal of existing mature trees will be required.

Mitigation(s): Widening is to be accomplished by narrowing lane widths in order to reduce impact to abutting residential areas. Street edges should be re-landscaped with the cost of such re-landscaping financed by the Facilities Benefit Assessment (FBA) Program as part of the total widening project. If possible, existing mature trees should be transplanted within the public right-of-way.

Section C: Nobel Drive: Genesee Avenue to Towne Centre Drive (see **Figure 8**)

Street Classification: Six-lane primary arterial

Description of Existing/Proposed Improvements: Between Genesee and Towne Centre Drive the existing street design includes four lanes with contiguous sidewalks and a 14-foot landscaped median. The proposed widening is to be accomplished within the existing right-of-way by prohibiting parking. The design of this project is to include:

a. Retention of the landscaped median.

b. Retrofitting with non-contiguous sidewalks with landscaped parkways.

c. Class II bike lanes.

d. No parking.

e. No additional widening of the roadway.

Impact: None identified.

Mitigation(s): None identified.

Section D: Nobel Drive: Towne Centre Drive to I-805/Interchange (see **Figure 8**)

Street Classification: Six-lane primary arterial

Description of Existing/Proposed Improvements: Currently, only a half-width portion of Nobel Drive east of Towne Centre Drive has been constructed. The segment of Nobel between Towne Centre Drive and I-805 will be a six-lane primary arterial. The design of this project should include:

a. Landscaped median (eight feet minimum width).

b. Non-contiguous sidewalks with landscaped parkways.

c. Class II bike lanes in both directions.

d. No parking.

e. Landscaping of interchange right-of-way.

Impact: None identified.

Mitigation(s): None identified.

Section E: Nobel Drive: I-805 to Miramar Road (see **Figure 8**)

Street Classification: Four-lane major

Description of Existing/Proposed Improvements: This portion of Nobel Drive does not currently exist. It is proposed to be built as a four-lane major and should be designed to include the following:

a. Landscaped median (eight feet minimum width).

b. Non-contiguous sidewalks with landscaped parkways.

c. Class II bike lanes in both directions.

d. No parking.

Impact: None identified.

Mitigation(s): None identified.

JUDICIAL DRIVE

Section A: Judicial Drive: Eastgate Mall to Nobel Drive (see **Figure 8**)

Street Classification: Four-lane major

Description of Existing/Proposed Improvements: Judicial Drive is proposed to be constructed as a four-lane major street. Design of this road should include:

a. Landscaped (eight feet minimum width).

b. Non-contiguous sidewalks with landscaped parkways.

c. Class II bike lanes.

d. No parking.

Impact: None identified.

Mitigation(s): None identified.

TOWNE CENTRE DRIVE

Section A: Towne Centre Drive: Golden Haven to Eastgate Mall (see **Figure 8**)

Street Classification: Four-lane major

Description of Existing/Proposed Improvements: Towne Centre Drive is a four-lane facility which is almost complete. Non-contiguous sidewalks with landscaped parkways should be provided. Medians should be landscaped if feasible. No parking should be permitted.

Impact: None identified.

Mitigation(s): None identified.

EXECUTIVE DRIVE

Section A: Executive Drive: Golden Haven to Eastgate Mall (see **Figure 8**)

Street Classification: Four-lane collector and LRT route.

Description of Existing/Proposed Improvements: Portions of Executive Drive are built while some are under construction or unbuilt. The Chancellor Park and Nexus projects have provided non-contiguous sidewalks with landscaped parkways. This pattern should be continued in the future as Executive Drive is completed. Additional right-of-way for light rail transit will need to be provided by projects along this road.

Impact: None identified.

Mitigation(s): None identified.

Section B: Executive Drive: Towne Centre Drive to Judicial Drive (see **Figure 8**)

Street Classification: Four-lane collector and LRT route

Description of Existing/Proposed Improvements: This street is currently under construction. Sidewalks along this street should be non-contiguous. Parkways should be planted with palm trees to match existing development.

Impact: None identified.

Mitigation(s): None identified.

NORTH TORREY PINES ROAD

Section A: North Torrey Pines Road: Genesee Avenue to north boundary of Torrey Pines Science Park (see **Figure 8**)

Street Classification: Six-lane primary arterial; five-lane major north of Callan Road (two lanes on west side)

Description of Existing/Proposed Improvements: Portions of this road have already been widened to six-lanes. The remaining widening and improvements along North Torrey Pines should include:

a. Retention of, and additional median landscaping.

b. Provision of non-contiguous sidewalks with landscaped parkways on both east and west sides south of Science Park Road adjacent to Gentry Property.

c. Class II bike lanes.

d. No parking.

e. Bridge should include sidewalks and bike lanes.

Impact: The widening of North Torrey Pines Road will result in the removal of mature Eucalyptus trees adjacent to and northerly of the Sheraton Hotel. The quaint, existing road (and bridge) with its rural character will also disappear.

Mitigation (s): It is recommended to retain the existing five-lane North Torrey Pines Road north of the Callan Road bridge where development intensities are lower. This would allow the preservation of the existing Eucalyptus trees and attractive road image.

LA JOLLA VILLAGE DRIVE

Section A: La Jolla Village Drive: Villa La Jolla Drive to I-5 (see **Figure 8**)

Street Classification: Six-lane primary arterial with an eight-lane section from Villa La Jolla Drive to I-5.

Description of Existing/Proposed Improvements: La Jolla Village Drive is characterized by contiguous five-foot sidewalks and sporadic landscaped medians. Much of the widening of this road is in progress or has already been completed. No bicycle lanes are planned for this road.

Impact: The already accomplished widening of the majority of La Jolla Village Drive has created a freeway effect through the community. The additional widening to eight lanes west of I-5 will decrease the existing median width and require additional right-of-way, possibly resulting in the reduction of landscaping on this road.

Mitigation (s): Landscaping on medians and street edges, and special nighttime illumination as discussed later in this Urban Design element.

Section B: La Jolla Village Drive: Judicial Drive to I-805 (see **Figure 8**)

Street Classification: Eight-lane primary.

Description of Existing/Proposed Improvements: This portion of La Jolla Village Drive is proposed to be widened to eight lanes by reducing the median and acquiring additional right-of-way

Impact: The existing landscaped median and part of the landscaping on the northern edge of the Gateway Project would be eliminated to accommodate this widening.

Mitigation (s): It is recommended to widen La Jolla Village Drive east of Judicial Drive only in order to preserve the existing landscaping adjacent to the Gateway office project.

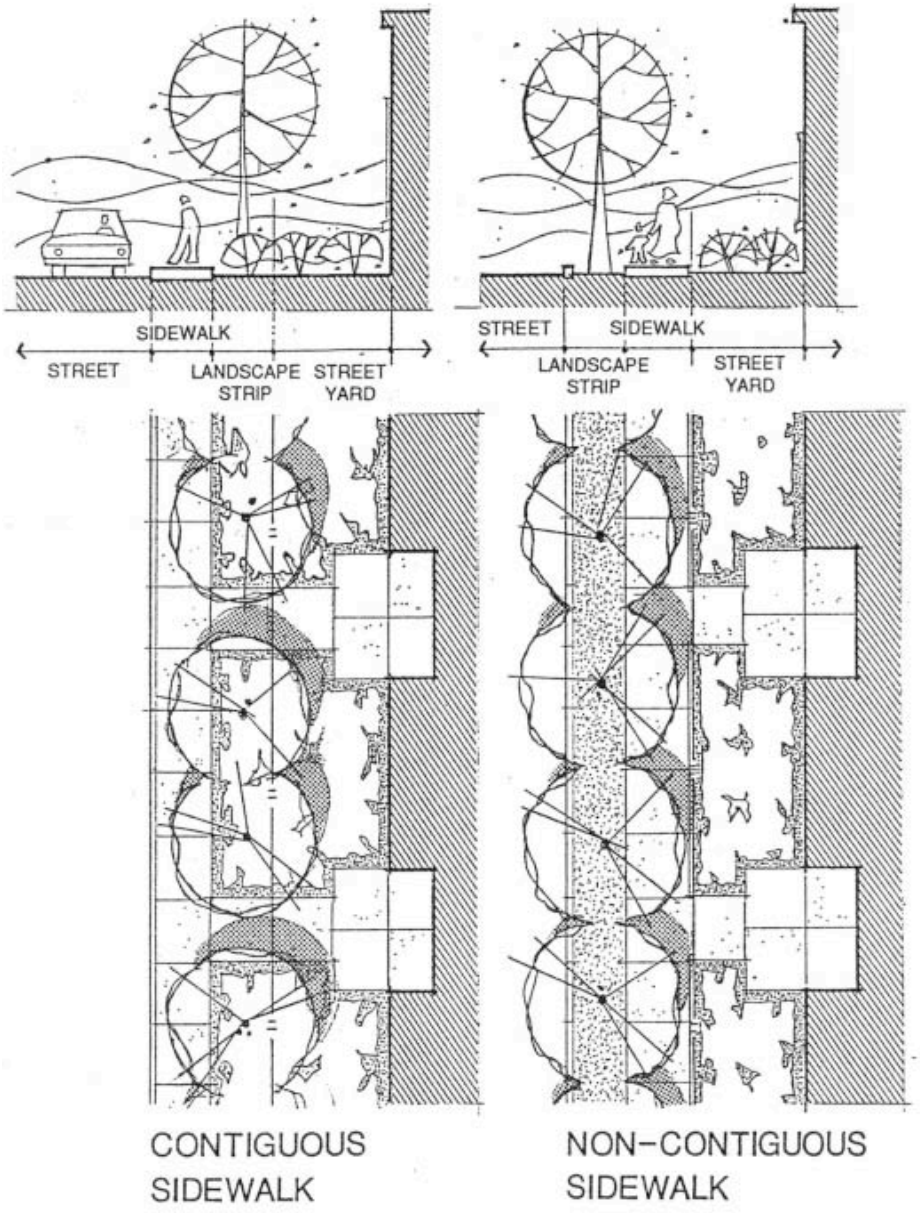
b. Street Landscaping

The importance of street landscaping should be recognized beyond its aesthetic value because trees and plants also contribute to climate control, pollution removal and noise abatement.

Street landscaping should be recognized beyond its aesthetic value because trees and plants also contribute to pollution control and noise abatement.

Several streets in the community already have attractive medians.

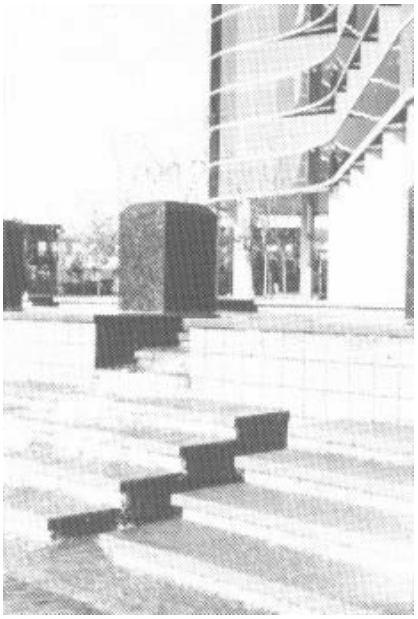
Landscaping within the public right-of-way occurs on medians and on landscaped strips adjacent to the sidewalk. The landscaped strip can be adjacent to the curb (non-contiguous sidewalk) or adjacent to the street yard of developments (contiguous sidewalk). The latter is easier to maintain. However, in the Urban Node Pedestrian Network and in some cases where heavy pedestrian traffic is expected in conjunction with heavy auto traffic, and where existing trees are, or will be located close to travel lanes, non-contiguous sidewalks should be provided as specified in the preceding street sections.



Landscaping maintenance is as critical as the provision of plant materials. The use of drought tolerant plants is of utmost importance to a long lasting community investment and to aid California's water conservation efforts.

The wider the street the greater the need for landscaped medians to break the vast expanses of asphalt.

Although amenities have been provided, they are not in locations of high street visibility.



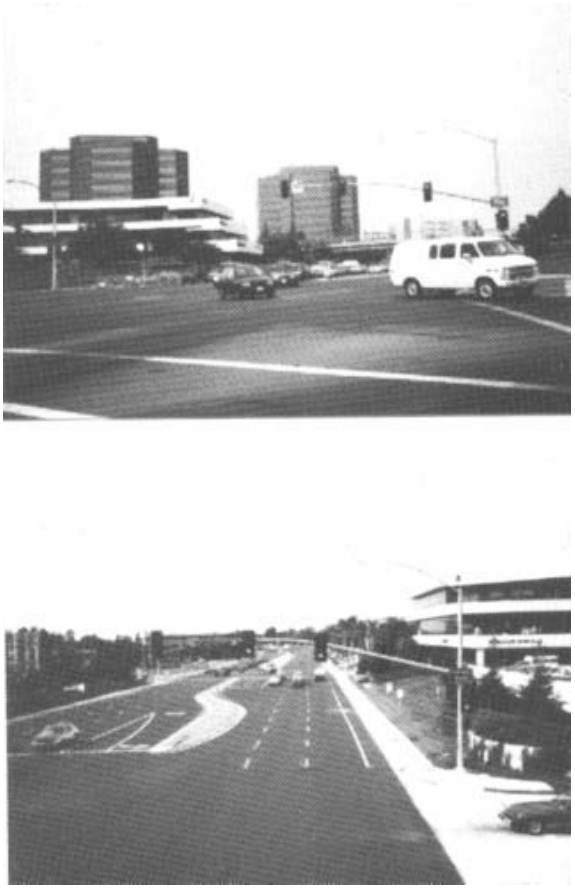
c. La Jolla Village Drive/Genesee Avenue

These major arterials have yet to reach their potential as major unifying corridors and identity elements in the community.

La Jolla Village Drive and Genesee Avenue connect key activity centers and provide primary access to freeways. The most notable developments in the community abut these roads. However, because of their introverted site and building design, these developments do not contribute to street livability. Although amenities (fountains, courtyards, art works) have been provided within many projects, they are not in locations of high visibility from the street.

Communities are usually judged by the attractiveness and quality of their public areas (streets and collective image created by exteriors of developments). Notable community streets such as La Jolla Village Drive and Genesee Avenue fail to generate the unity and continuity necessary to sustain a "planned community" image.

Relatively minor improvements such as an increased level of right-of-way landscaping, consistent landscaping elements within private street yards and special night illumination would greatly improve the character of these primary arterials, and therefore strengthen community image.



Current image of La Jolla Village Drive

3. Recommendations – Auto Traffic

The recommendations which follow consists of two parts: **OBJECTIVE**, and **ACCOMPLISHED BY**.

OBJECTIVE:

Create full awareness of the environmental consequences of the proposed street widening included in the adopted 1987 Plan.

ACCOMPLISHED BY:

- Reevaluating priorities and recognizing that the short-term conveniences afforded by adding auto traffic capacity will negatively affect the quality and livability of the University community in the long term.

- Investing in generous street landscaping to mitigate the negative impacts of too much concrete. Landscaping improvements in street rights-of-way should comply with the City of San Diego's Landscape Technical Manual.

- Finding alternative engineering solutions for street space design within the existing right-of-way.

- Amplifying the objectives of the Facilities Benefit Assessment (FBA) program so that FBA funds previously allocated to street widenings can be diverted to transit improvements.

OBJECTIVE:

Provide a landscaped median in all roads having six lanes and over. Consider pavement and other low-rise, unobtrusive art treatments as supplements or alternatives to landscaping. For example: thinking of medians as mediums for art.

ACCOMPLISHED BY:

- Utilizing landscaping materials that are drought resistant and easy to maintain. Desirable plant materials include trees and accent plants. Ground cover plantings should be kept to a minimum and no turf should be included anywhere. Tree specimen selection, location and spacing must be approved by the City's Park and Recreation Department. Other desirable surface cover includes decorator bark, brickwork, tiles, etc.

- Establishing developer responsibility for providing median landscaping/art treatment as a condition of development permit or plan amendment approval. Developers

should be required to provide and maintain such median landscaping/art treatment, and participate in a Landscape Maintenance District.

- Retrofitting existing medians with landscaping/art treatment as part of community sponsored projects and/or surplus Facilities Benefit Assessment (FBA) funds.

- Forming a community-wide Landscape Maintenance District for the purpose of maintaining existing and new median landscaping throughout the community.

OBJECTIVE:

Reinforce the roles of La Jolla Village Drive and Genesee Avenue as ceremonial, auto-oriented, landscaped parkways serving as unifying urban design elements and orientation resources in the community.

ACCOMPLISHED BY:

- Ensuring median landscaping on these streets.

- Prohibiting on-street parking along these arterials throughout their passage through the community. These roads should function strictly as traffic movers.

- Illuminating landscaping (both edges and medians) and abutting buildings to create night identity and ambiance. Directed spot flood lighting should be on private property or attached to street trees or light poles at an elevation inaccessible to pedestrians.

- Introducing directional road signs pointing to the location of public parks and visitor-oriented facilities within and adjacent to the community.

- Including additional landscaping, illumination and directional signage costs in the Facilities Benefit Assessment (FBA) program for the community, or establishing an assessment district for such purpose.

- Preparing a precise design and implementation plan for the embellishment of La Jolla Village Drive and Genesee Avenue.

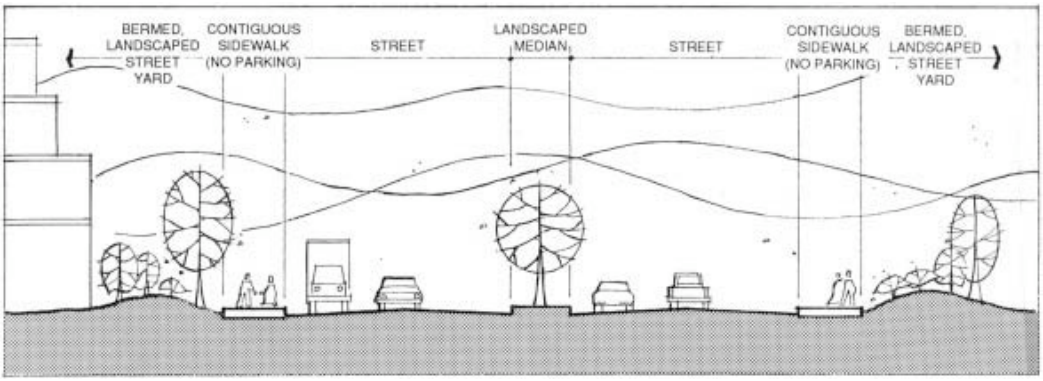
- Forming a community-wide assessment district for the purpose of maintaining median landscaping throughout the community.

OBJECTIVE:

Ensure that the street yards of private developments bordering La Jolla Village Drive and Genesee Avenue support the desired image and monumental quality of these roads.

ACCOMPLISHED BY:

- Retaining the sloping landscaped berms along the borders of La Jolla Village Drive and Genesee Avenue



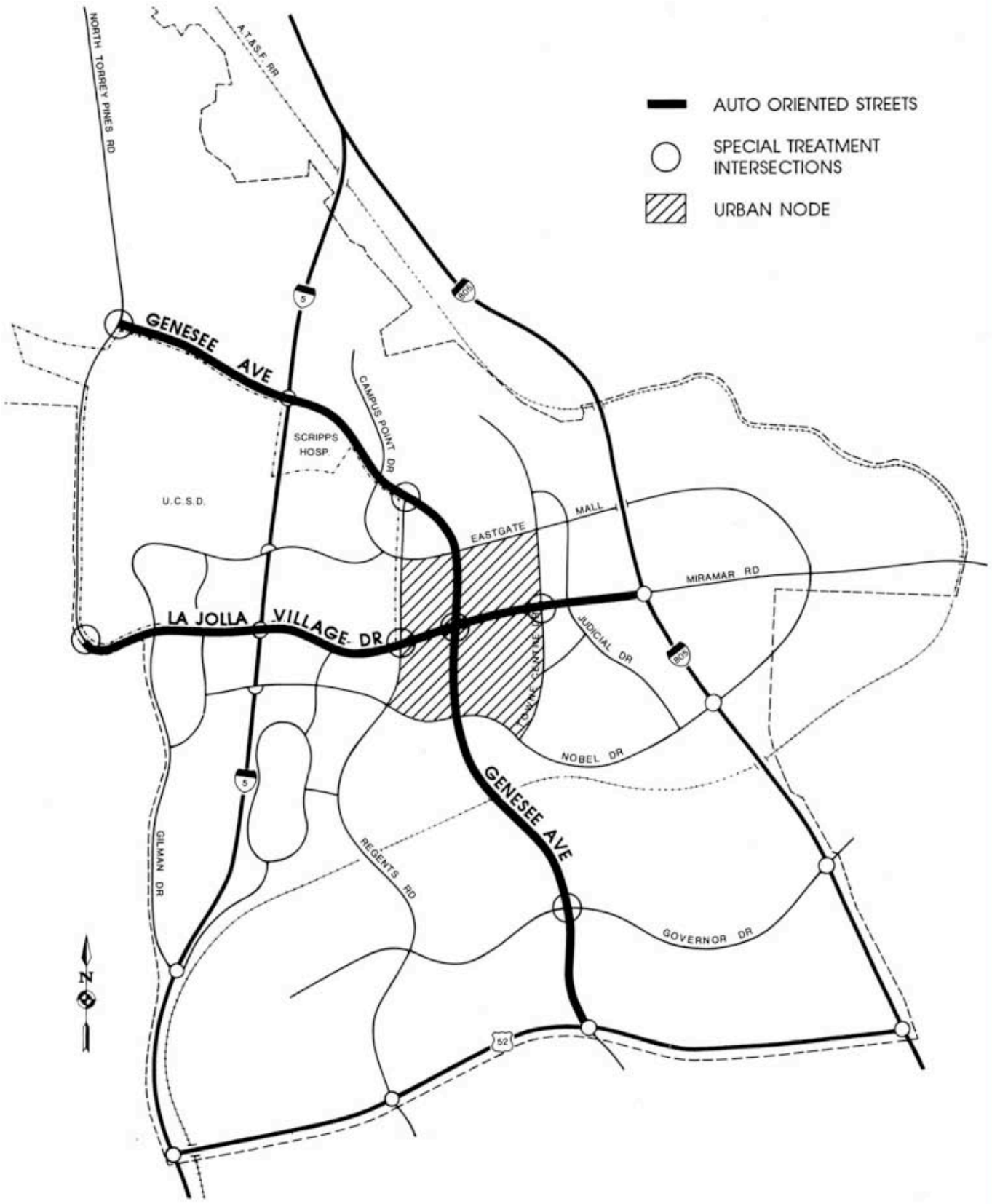
Cross Section – La Jolla Village Drive

- Maximizing landscaping investments by using drought tolerant plants. The Landscape Technical Manual for the City of San Diego includes reference materials for water conserving plants. Developers and designers should use this manual as an aid for selecting plant materials for design projects.

- Planting mature street yard trees at consistent intervals for maximum impact. Within the chosen theme for each project, landscaping should conform to the City's Landscape Ordinance at the minimum.

- Locating private property art works and other amenities so that they are visible and accessible from La Jolla Village Drive and Genesee Avenue.

- Distinguishing the intersections of La Jolla Village Drive/Torrey Pines Road, La Jolla Village Drive/Regents Road, La Jolla Village Drive/Genesee Avenue, La Jolla Village Drive/Towne Centre Drive, La Jolla Village Drive/I-805, Genesee Avenue/North Torrey Pines Road, Genesee Avenue/Regents Road, Genesee Avenue/Nobel Drive, and Genesee Avenue/Governor Drive through the use of special treatments within private property (see **Figure 9**). Special treatments may simply consist of formal landscaping or may be more elaborate and include public art, fountains, ornamental lighting, decorative paving materials at the intersection corners, and street furniture. These amenities should, however, be located so as not to interfere with the vision and safety of motorists. Precise locations and treatments should be reviewed by the City Engineer and the Planning Director at the time of implementation.



Community Unifying Roads
University Community Plan

9 FIGURE

- Developing a Master Plan for public art in the University community. A useful first step would be to inventory site opportunities for discussion with the City's Commission for Arts and Culture and the Office of the City Architect. Involve lots of people to avoid responding only to one set of expectations.

- Establishing a "Percent for Art" program in the University community. Such a program should consist of developer contributions amounting to one percent or more of the total construction cost of a project. Such contributions should be deposited in a trust fund and supplemented by voluntary donations of money or art works by private developers. The "Percent for Art" program should be administered by the Office of the City Architect.

- Requiring all new developments (except single-family residential), infills, additions and plan amendments abutting La Jolla Village Drive and Genesee Avenue to provide artworks or contribute to an Art Fund under the above recommended "Percent for Art" program to be used for financing art works. Developers should be allowed to provide on-site artworks, donate their share to the trust fund or do both.

Art works should not be limited to objects within a space intended for close-up contemplation. Art works can be a landscape, or a building element as a piece of sculpture, or the treatment of any surface. Exterior art may be useful as well, including places to sit, play and touch. When deciding on a work of art, lighting design, environmental design, sculptural design and architectural treatments should be considered. Functional, aesthetic and utilitarian art are all appropriate. Preferably, exterior art should be integrated into the fabric of a development and not be an "afterthought." Within this context the provision of art integrated into development plans is likely to require collaboration among a broad range of design professions (i.e., architects, artists, landscape architects, planners, urban designers, etc.), and participation from the City's Commission for Arts and Culture and the Office of the City Architect.

B. PEDESTRIAN WAYS

1. Background

A majority of streets in the University community are presently inhospitable to pedestrian activity. Auto convenience has dictated development standards and decisions often at the expense of pedestrians, bicyclists and transit riders. With increasing urbanization and concern with the environment and quality of life, it is imperative to address the needs of pedestrians not only with respect to access, but to ensure safety, comfort and amenities. Pedestrian considerations are especially important in the vicinity of the campus and housing areas adjacent to commercial areas.

2. Issues

The University community offers major design challenges with respect to the needs of pedestrians. The following have been identified as major issues which provide the basis for the objectives and recommendations included in this section of the Urban Design Element.

a. Ground Level Treatments

The ground level is closest to view and touch and provides opportunities for entrances. Its character is most critical with respect to people experiences on foot or vehicle in both urban and suburban areas. Some University community developments already recognize this and have, or will include, street level architectural details, varied materials, landscaped, usable spaces, artworks and other eye level amenities. Generally, however, the ground level experience in the community should be further enhanced particularly within the urban node, which is shown in **Figure 12**.

Few developments provide pedestrian activities oriented to the street.

Most projects within the intensely developed urban node do not contribute to street livability.

b. On-site Parking

Generally, on-site parking requirements tend to discourage the use of street sidewalks. The traditional practice of providing parking on the same site of the development it serves destroys sidewalk activity since pedestrian movements are primarily vertical and internal between underground parking areas and the buildings within the superblocks.

It is common practice and usually a City requirement to provide parking on the same development it serves which tends to discourage use of sidewalks.

Through site design techniques and amenity awareness, pedestrian flow could be channeled from on-site parking areas to the designated pedestrian network, thereby contributing to the creation of outdoor pedestrian activity and vitality desired in the central community.

c. Superblock Development

Superblocks offer unusual development opportunities but also pose problems such as excessive walking distances between activity nodes, difficulties in finding destination points within the large complexes and lack of a cohesive identity in the case of multi-unit developments. Furthermore, the internally-oriented superblocks bounded by overly wide streets have an intimidating effect on pedestrians. Within the established superblock pattern, pedestrian amenities are usually located in the central areas of projects serving the users of such projects. There is little or no interaction between the superblocks and few connections provided between superblocks and the public right-of-way. Typically, people find it easier and safer to drive from superblock to superblock, compounding traffic congestion.

Wide streets are intimidating to pedestrians.

d. Siting and Orientation of Buildings

Many developments turn their backs to the street or are "barricaded" from the street by bermed landscaping and parking structures or lots. Large setbacks are desirable in residential areas for privacy and to protect from noise and pollution. They have the opposite effect, however, in nonresidential areas by creating the illusion of additional street width which is uncomfortable to pedestrians. Street livability is usually achieved by locating buildings at or near the property line enclosing and containing space within the street corridor.

Nonresidential projects are "barricaded" from the street by bermed landscaping discouraging spontaneous access by pedestrians.

Presently, sidewalks play an insignificant role in the University community.

Buildings contribute to the sense of street activity by providing street-oriented visual interest and principal building access directly from the public sidewalk. A traditional pedestrian street life in the vicinity of the Towne Centre is possible as discussed later in the recommendations section for pedestrian linkages.

e. Sidewalks/Pedestrian Overpasses

Sidewalks play an insignificant role in the University community and seem to be provided solely because they are required by City regulations. Isolated from adjacent buildings and activities, these sidewalks make the pedestrian feel exposed and uncomfortable. Non-contiguous sidewalks, paving textures, graphics, street furniture, landscaping, overhangs and canopies are just some examples of elements which contribute to the sense of protection and enclosure which is comfortable to pedestrians.

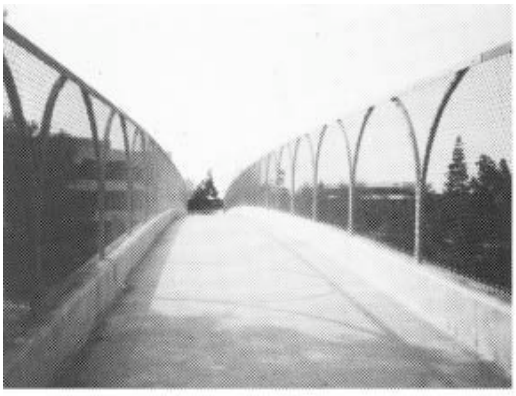
Buildings have no direct access from the sidewalk where transit stops are usually located. Objectives to increase transit ridership must be supported by convenient project design.

With the exception of the pedestrian overpass linking the University Towne Centre and "The Plaza" project, existing overpasses seem to go from nowhere to nowhere. They solely provide a safe means of crossing wide streets. The connection from the overpass to the sidewalk is often an unsightly and space consuming ramp paralleling the street. Design solutions must address the needs of the handicapped while contributing to the aesthetic quality of the community.

Good example of landing area at the end of a pedestrian overpass.

Free-standing overpasses should be avoided.

The existing overpasses themselves are, for the most part, uninviting and sterile. Access to them is in some cases too enclosed and invisible to be considered safe.



Uninviting chain links are commonly found in the community.

Access to overpass is too enclosed for comfort and safety.

3. Recommendations - Pedestrian Linkages

The recommendations which follow consist of two parts: **OBJECTIVE**, and **ACCOMPLISHED BY**.

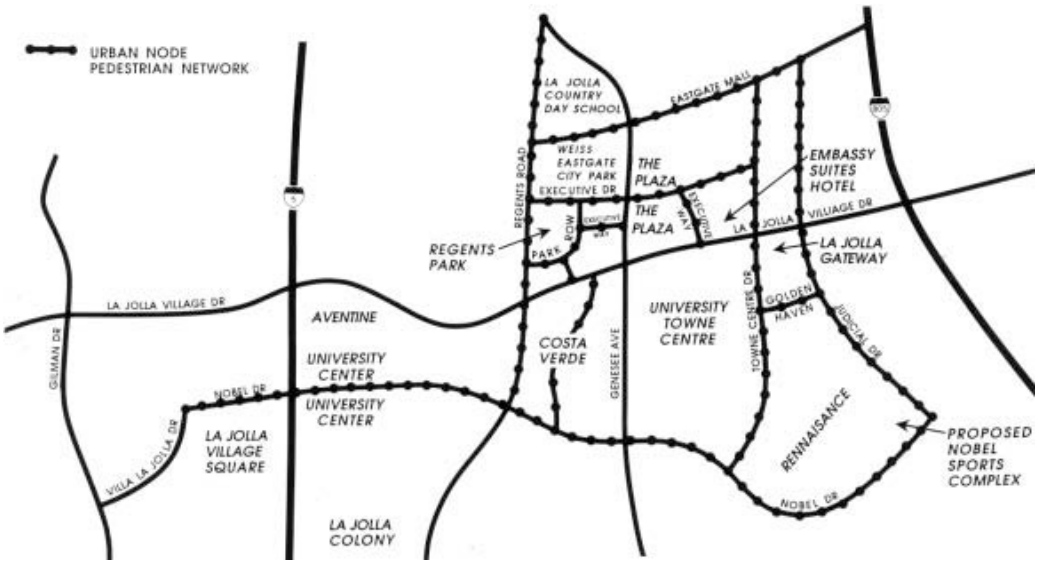
OBJECTIVE:

Designate and clearly define a primary pedestrian network linking superblocks, major activity centers and resource areas utilizing the public sidewalk, street level crossings, overpasses, meandering paths through private developments and trails through natural open space areas. The proposed alignment of this primary pedestrian network is shown in **Figure 10**, however, pedestrian linkages are not limited to this proposal. The primary pedestrian network should be supplemented by internal paths within the superblocks.

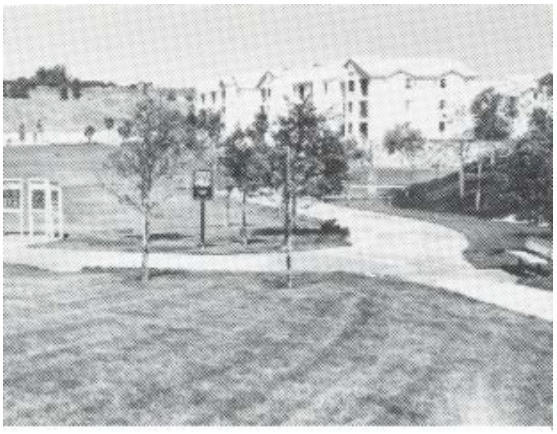
ACCOMPLISHED BY:

- Painting a color line or symbol on the sidewalk pavement, as well as providing directional signage.

- Ensuring that the urban node pedestrian network sidewalks have generously landscaped parkways, are non-contiguous and have a minimum of six feet in width. Existing contiguous sidewalks should be retrofitted as part of infill developments discussed later in this Urban Design Element.

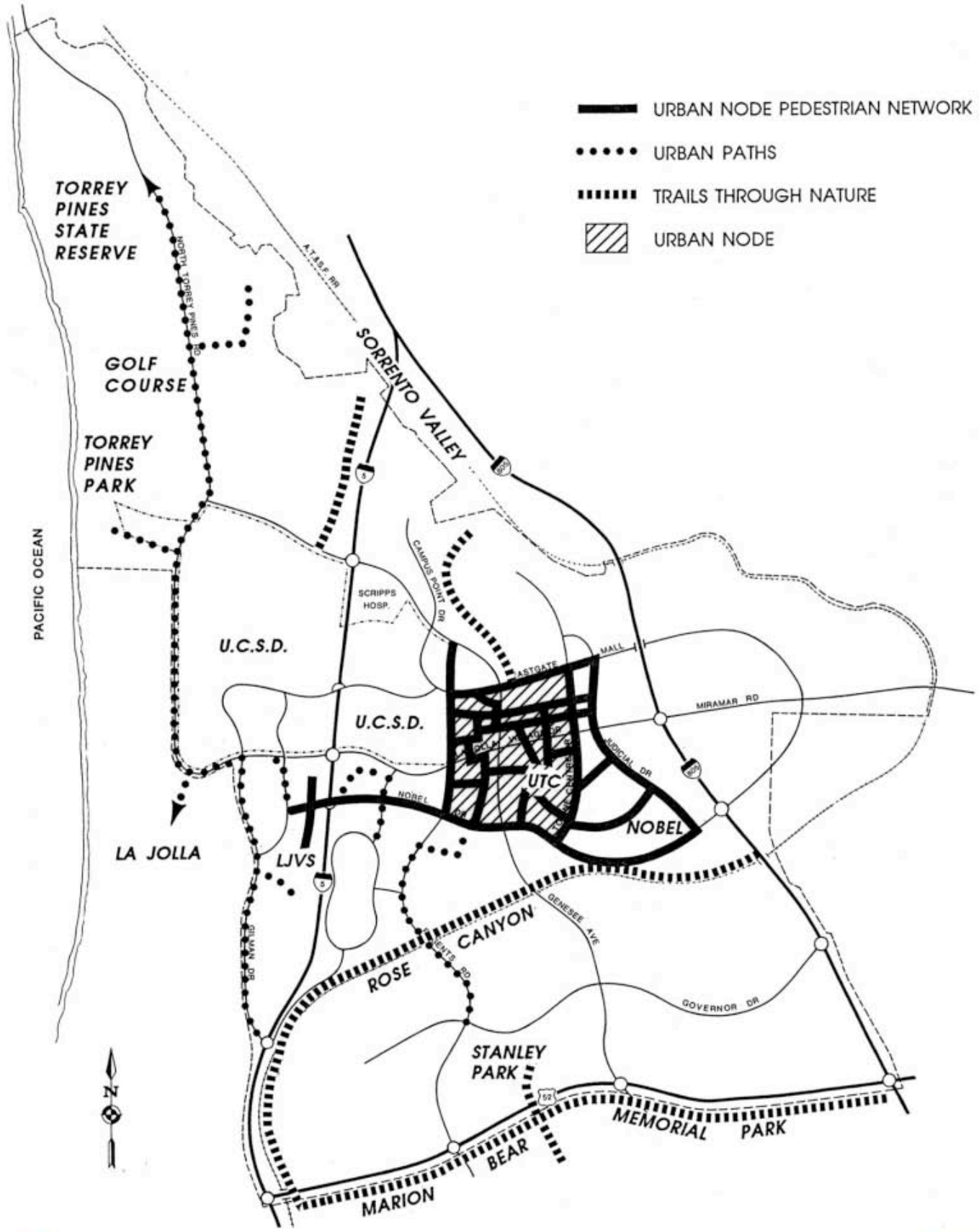


- Requiring provision of pedestrian paths through private developments in compliance with the recommendations of this Urban Design Element. Such paths should be open and accessible to the public at all times and connect with the street sidewalk pedestrian network. The pedestrian network alignment should be through the most active, attractive and interesting areas of a project. Paths should have a minimum width of six feet. This requirement should be a condition of permit approval for new construction, additions and project amendments. All projects shall provide a pedestrian circulation map as a part of their application.



Pedestrian paths through private developments should connect with the sidewalk pedestrian network to provide continuity and convenient access.

- Avoiding vehicular access from the pedestrian street network. Vehicular access should be from other streets serving the project in order to avoid potential pedestrian/vehicular conflicts. If vehicular access from the pedestrian street network cannot be avoided, driveways must be perpendicular to the street. Curb cuts for driveways should not be closer than 80 feet from the nearest intersection and from the nearest curb cut. Curb cuts must not exceed 30 feet in width.



Primary Pedestrian Network (to be supplemented by internal paths within UCSD and superblocks)

University Community Plan

10 FIGURE

- Financing the retrofitting of existing sidewalks, new directional signage and color line or symbols as a condition of development permit approval, surplus Facilities Benefit Assessment (FBA) funds, and/or the City's Capital Improvements Program (CIP).

OBJECTIVE:

Ensure that the location of new pedestrian overpasses and street level crossings reinforce the pedestrian network and that their design reflects safety, uniqueness and community pride.

ACCOMPLISHED BY:

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- Designing overpasses as integral parts of projects not as "afterthoughts." Overpasses should connect buildings, plazas, major entrances and the most active and interesting areas on both sides of the street. Detached and isolated overpasses landing on parking lots or dead spaces should be avoided. Overpass design plans should be required as a condition of new development or plan amendment permit approval. Retrofitting of existing overpasses may also be required as a condition of above mentioned permit approvals.

- Designing overpasses as one-of-a-kind landmarks which can create identity and citywide interest. Overpasses should be places for art as well as pieces of art. The walking path and side enclosures offer imaginative opportunities for artistic design. The side enclosures of an overpass should maximize views, pedestrian comfort and security. The solid portion of side enclosures must maintain a feeling of openness. Utilitarian, chain link enclosures should be avoided unless enhanced by climbing plant materials. Overpass access which is enclosed or hidden from public view should also be avoided.

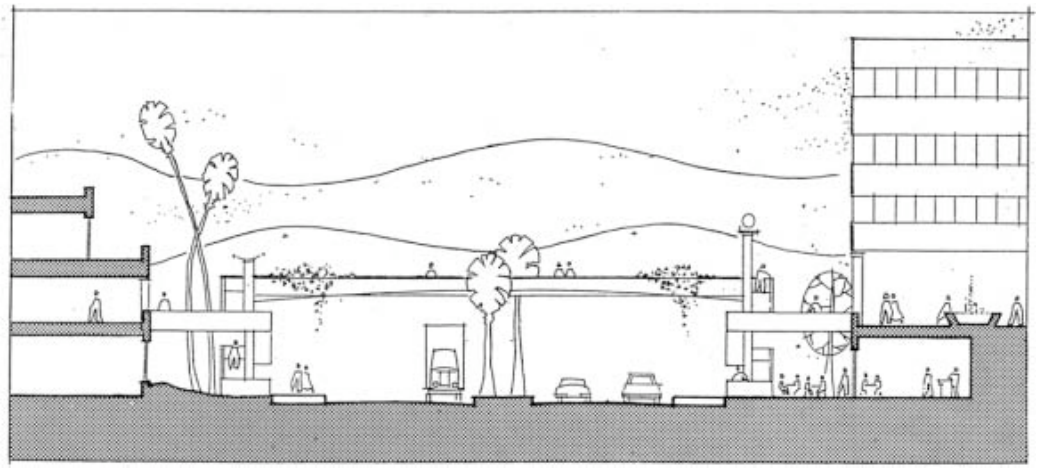
  All proposals for new overpasses must submit the following in conjunction with new development or plan/project amendment permit applications:

- Proposed theme, color, materials, textures, landscaping, artworks and other unique features.

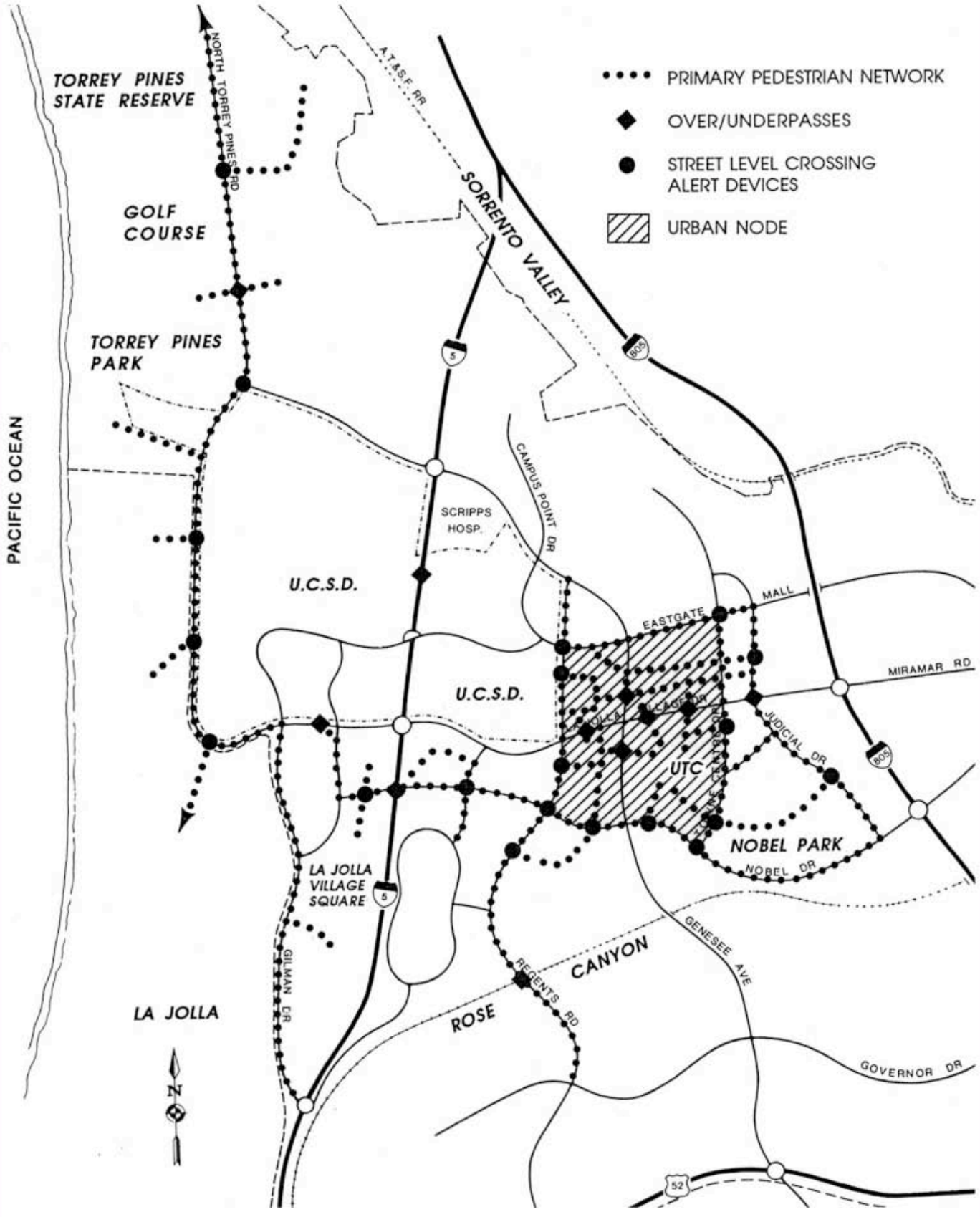
- Description of land uses, structures and activities at landing points on each side of the overpass.

- Proposed access design from private property as well as from the public sidewalk.

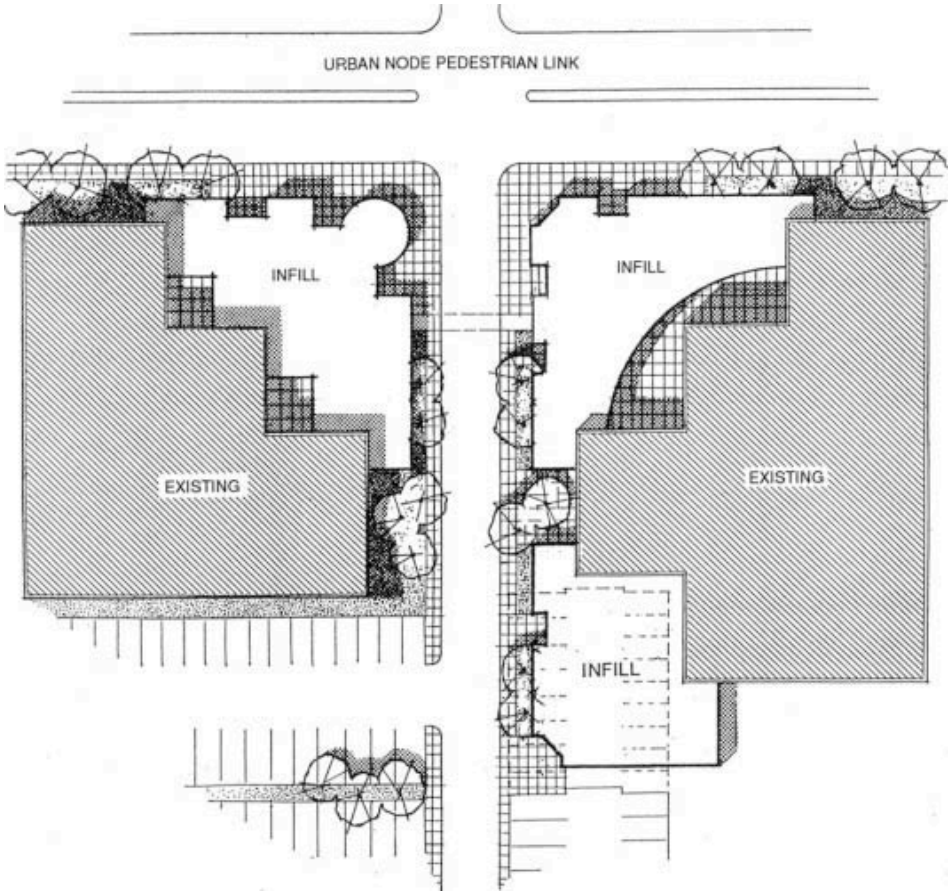
- Installing intersection and mid-block street level crossing alert devices at those points identified in **Figure 11** in order to ensure pedestrian network continuity. The curb at such crossing points should allow use by handicapped persons. Such devices may consist of caution signs, lights, painted walks, on-street parking restrictions around the marked crossing, roadway materials that cause vibrations when drivers pass over them warning to slow down and other devices as considered appropriate by the City Engineer. The use of a specific device may vary on a case-by-case basis and should be determined by the City Engineer as crosswalks are installed. Crossings should have a more intense illumination than sidewalks.



Overpasses should connect buildings, plazas and "people areas" becoming integrated parts of projects.



Pedestrian Crossings
University Community Plan
11 FIGURE



Infill structures containing eating establishments, art galleries and other pedestrian-oriented activities are appropriate infill developments on existing street yards abutting the urban node pedestrian network and internal pedestrian paths within superblocks.

OBJECTIVE:

Retrofit development bordering the Urban Node Pedestrian Network with pedestrian-oriented uses and amenities which contribute to street vitality.

ACCOMPLISHED BY:

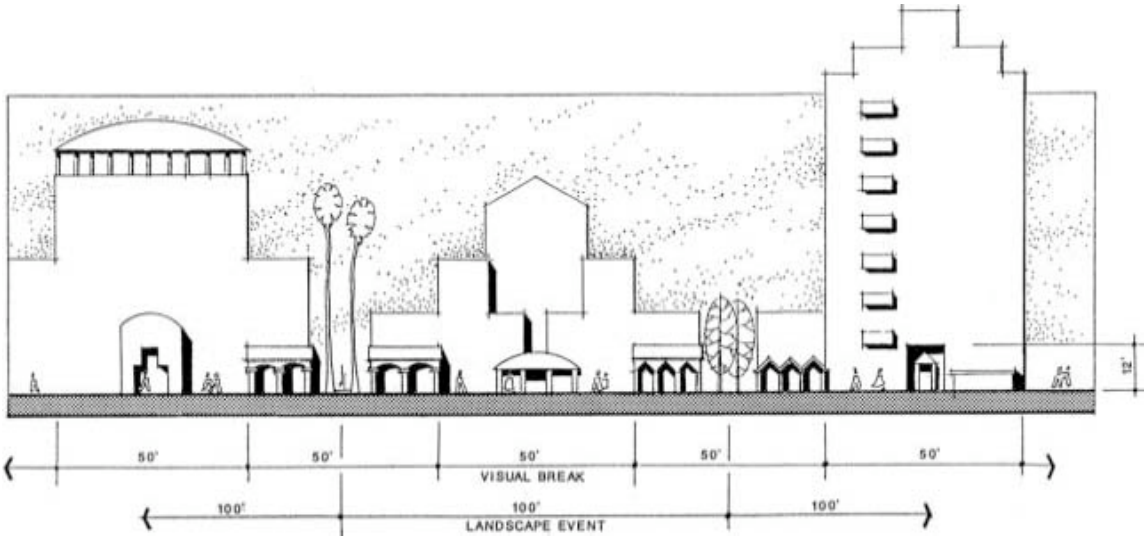
- Allowing infill development on exiting street yards and surface parking lots bordering the Urban Node Pedestrian Network shown in **Figure 10**. Examples of pedestrian-oriented uses include restaurants, retail shops, hotel lobbies, cafes, cultural institutions, entertainment, etc. Examples of desired amenities include transparent walls, entrances, windows, plazas, seating, special lighting and paving, unique landscaping forms, art and water features, atriums, courtyards, etc. New infill development consistent with the guidelines of this Urban Design Element would provide economic incentives to developers in return for their contributions to the public realm and community livability.

- Limiting the height of above infill development to a maximum of 15 feet.

- Ensuring that the new street yard infill development parallels the alignment of the adjacent pedestrian network in order to provide a sense of enclosure and maintain the street wall.

- Avoiding or screening utility boxes, mechanical equipment and other utilitarian building components from view from the Urban Node Pedestrian Network. Similarly, service areas should not be visible from such pedestrian network.

- Requiring entrances from the public sidewalks into new infill structures bordering the Urban Node Pedestrian Network. There should be maximum visual interest and contact with the infill building's interior from the adjoining sidewalk.



Building height subject to visual break requirement.

- Restricting the location of new surface and above-grade parking in the Urban Node Pedestrian Network. Such parking including driveways can occupy only 30 percent of this street yard. The remaining 70 percent should be built upon and/or landscaped with soft or hard materials according to the regulations of the City's Landscape Ordinance.

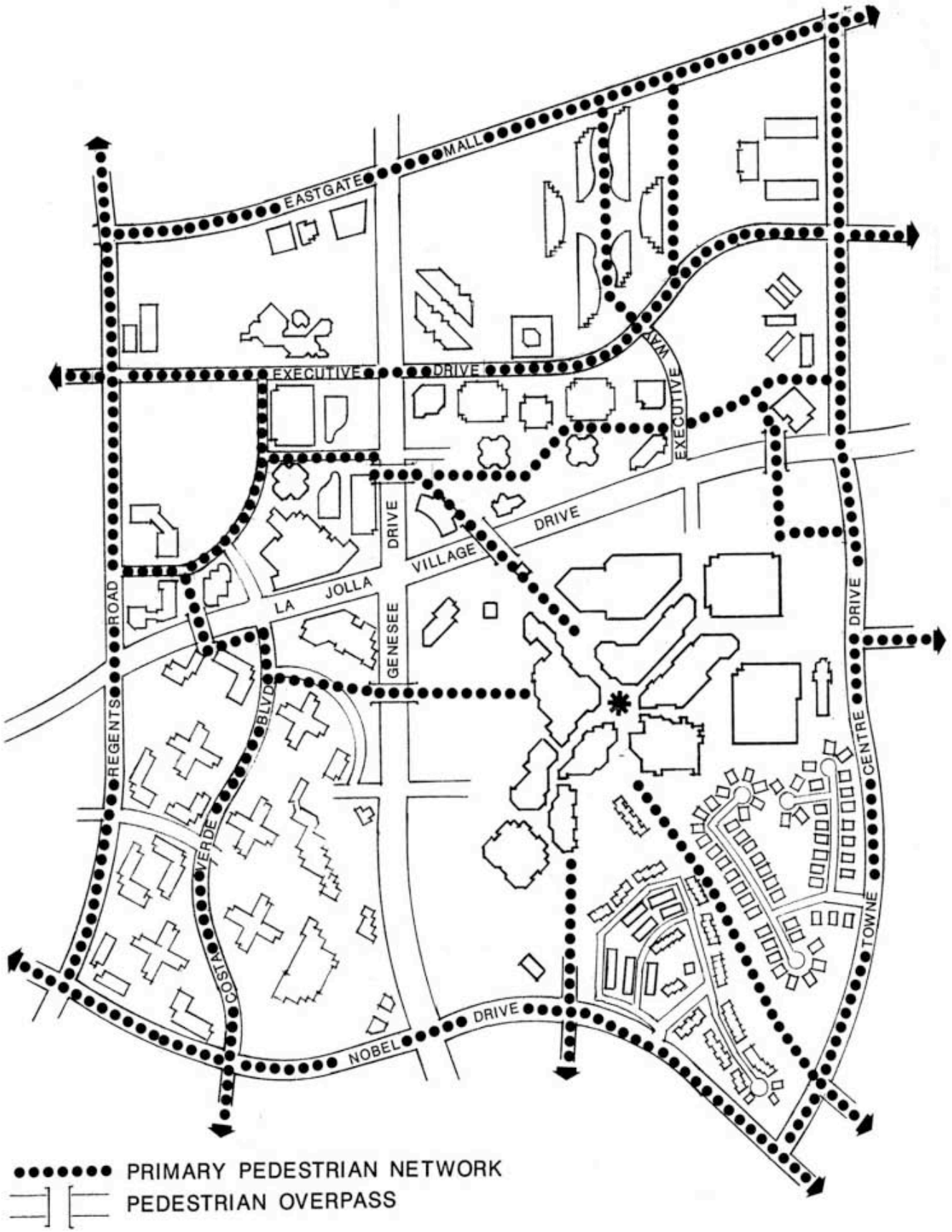
- Requiring "visual breaks" along the street yard bordering the Urban Node Pedestrian Network. Examples of "visual breaks" include setback variations, sculpted facade treatments, changes in color, material, texture and landscaping elements, articulated walls and fences, special features and amenities.

  Single treatment of an infill building wall or fence bordering the Urban Node Pedestrian Network should not exceed 50 linear feet. For example, every 50 feet the building or fence should protrude, recess, change in color or texture. Similarly, landscaping or other treatment within this street yard should not

exceed 100 linear feet. For example: every 100 linear feet, the basic landscaping theme should introduce a new element (form, planting material, hardscape, etc.) to break the monotony and enhance the pedestrian experience. This requirement is not intended to conflict or prohibit a uniform street tree theme along an entire street.

Parks and natural open space resource areas are excluded from the "visual break" requirement. The vertical distance of a new wall bordering the Urban Node Pedestrian Network which is subject to the "visual break" requirement is 12 feet.

Examples of good pedestrian-oriented environments which already exist in the community. The Urban Design Element proposes that more of these amenities be provided. However, they should be located adjacent to the urban node pedestrian network and along the internal pedestrian paths within the superblocks.



Urban Node **12** FIGURE
University Community Plan

C. BIKEWAYS

1. Background

Bikeways are especially important in and around University campuses not only for transportation but also for recreational purposes. An expanded system of bikeways will encourage additional students to bicycle to and from campus as well as between classrooms.

Bikeways are also important elements in any community and should direct riders to the major activity centers and points of interest in an area. The existing and proposed bikeway system for the University community is shown in **Figure 23** in the **Transportation Element** of this Plan. This figure shows only the foundation for the community's bikeway system which should be supplemented by bikeways in the interior of the superblocks. The **Transportation Element** also sets forth criteria for community bikeways. The City of San Diego Street Design Manual establishes uniform standards for the development of bikeways throughout the City. This Urban Design Element is concerned with the visual identity of the bike linkages, and their contribution to community cohesiveness.

The majority of bikeways in the University community, as elsewhere in the City, are Class II bikeways located within the roadway directly adjacent to the outside motor vehicle lane. They are designated by signs and pavement markings. More desirable but also more difficult to implement are Class I bikeways. This bikeway type is completely separated from auto traffic within an independent right-of-way. The latter is more feasible within private developments and in recreational resource areas and parks such as Rose Canyon, Sorrento Valley, Marian Bear Memorial Park and Torrey Pines State Reserve Park. Class III bikeways are also present within the University community. Under this type, bicycle traffic shares roadway with motor vehicles. The various bikeway types are shown in **Figure 24** in the **Transportation Element** of this Plan.

2. Issues

The major issue related to bikeways is to ensure that a continuous bikeway system connects all major activity areas within the University community and facilitates access to the citywide system.

3. Recommendations - Bikeways

The recommendations which follow consists of two parts: **OBJECTIVE**, and **ACCOMPLISHED BY**.

OBJECTIVE:

Complete the missing links of the proposed bicycle system shown in **Figure 23**, and thus reaffirm the importance of bicycles as effective alternative modes of transportation in the University community.

ACCOMPLISHED BY:

- Ensuring that by 1990, an efficient and continuous bicycle system links at the very minimum the Campus, La Jolla Village Square and the University Towne Centre.

- Identifying bikeways by consistent, uniform signage and roadway markings as discussed in the **Transportation Element** of this Plan under **Section IV.D Item Nos. 1, 2 and 3**.

- Requiring that every new development or Plan amendment request include provisions for on-site Class I or Class II bikeways connecting with the street bikeway system shown in **Figure 23**. Bikeways internal to the superblock should be accessible to the public.

- Ensuring that construction of the new Nobel Drive/I-5 overpass and the Regents Road/Rose Canyon overpass provide for Class II bikeways.

- Requiring new developments fronting the proposed bikeway system to dedicate bike lane right-of-way adjacent to the existing public right-of-way.

- Including all bikeway related costs in the Facilities Benefit Assessment (FBA) program for the University community.

D. TRANSIT

1. Background

The **Transportation Element** of this Plan discusses future transit route alignments and the proposals for both bus and light rail systems. This Urban Design Element is concerned with the character of development abutting the proposed LRT right-of-way as well as the functional and design components of transit stops. With respect to the latter, this element addresses two basic concepts: integrated and detached transit stations. Integrated stations usually form part of buildings, structures, public-oriented plazas of open spaces. (The existing station at the University Towne Centre is a good example of an integrated transit stop). Detached stations are usually located on or adjacent to the public street sidewalk.

2. Issues

Projects fronting the future transit loop face unique challenges and opportunities regarding the type and intensity of development, as well as the image and character of buildings and spaces which will be visible from the transit corridor.

Most bus stops in the community consist of isolated, utilitarian benches on the sidewalk, or of a single pole holding a bus stop symbol. Neither situation provides information on routes or schedules. The proposed internal community shuttle loop, the LRT system and improved bus service present opportunities for designing efficient transit stops. The issues in this regard relate to the location, functional components and design of such stops in order to improve service and appearance and attract users.

3. Recommendations - Transit

The recommendations which follow consists of two parts: **OBJECTIVE**, and **ACCOMPLISHED BY**.

OBJECTIVE:

Ensure that the proposed LRT corridor shown in **Figure 22** under the **Transportation Element** of this Plan offers a variety of interesting views and amenities to transit riders. The transit route should maximize appreciation of the natural and man-made assets of the community.

ACCOMPLISHED BY:

Requiring that developments flanking the LRT corridor locate entrances, and amenities towards the transit right-of-way. At-grade park-and-ride facilities should be landscaped and if possible screened from visibility from transit riders. Park-and-ride parking structures (garages) should be designed so that the facades visible to transit riders include aesthetically pleasing treatments.

OBJECTIVE:

Ensure that retrofitted and future transit stops optimize convenience and safety of riders and contribute to the functional and aesthetic quality of the community.

ACCOMPLISHED BY:

- Integrating transit/bus stations into major destination areas including the campus, shopping centers, hospitals, schools, hotels, large employment centers and other major destination points as determined by route demand analyses.

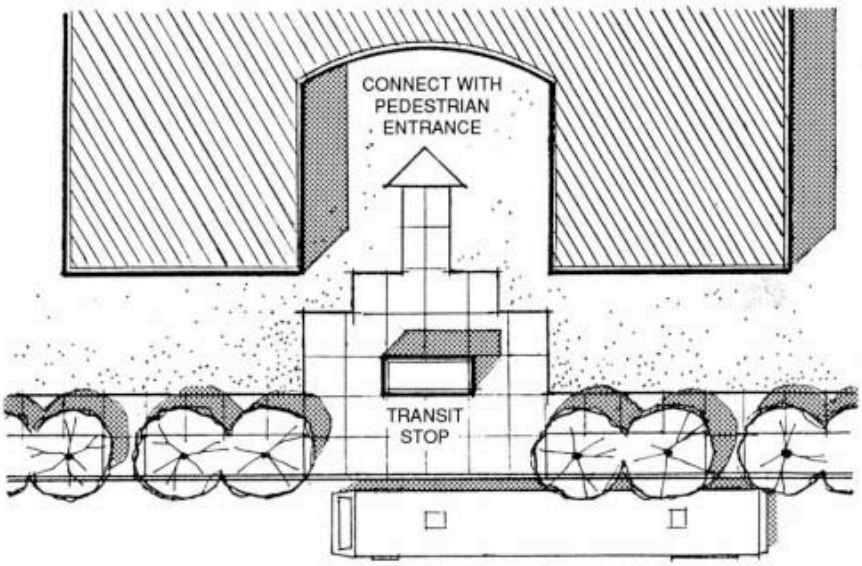
- Ensuring that every new project, project addition or Plan amendment request address the potential location of an integrated transit stop (within private property) as a condition of permit approval. An integrated transit stop is one that is designed as part of the architecture and site plan of a project. The San Diego Transit Corporation and the Metropolitan Transit Development Board (MTDB) should determine the exact location, land area, and improvements needed, and these land and improvement costs as well as maintenance should be the responsibility of the project applicant(s).

  Integrated stations should be highly visible from the public street, adjacent to the most active uses within a project, and include applicable components as described below for detached transit stops.

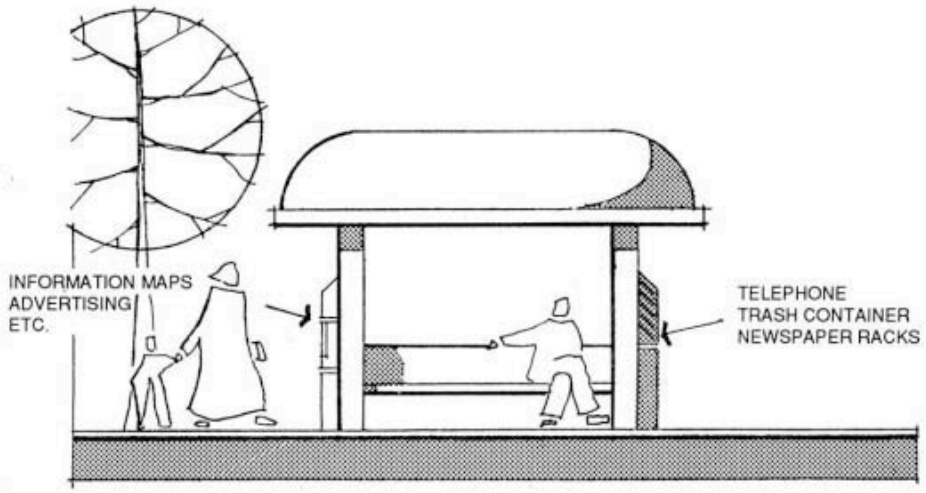
- Standardizing the components and character of detached transit stops. Whenever possible, their location on the sidewalk should be coordinated with street furniture such as mail boxes, newspaper containers and street lighting. Largely patronized transit/bus stops should include seating, route, fare, and time schedules, public telephone, orientation map of the City, trash container, plantings in containers, pedestrian scaled lighting and adequate shelter from wind, rain and sun. In these primary transit stops, benches and other street furniture should be designed as interesting art pieces including mural design. They may also include a limited area for advertising regulated by criteria relative to type, size and placement. At the very minimum, all stops should provide time schedules and route orientation maps related to major attractions in the city. Transit authorities are responsible for specific standards relative to transit stops.

Most bus stops consist of isolated, utilitarian benches on the sidewalk.

- Locating detached transit stops along the path of the primary pedestrian network shown in **Figure 10**.



Detached transit stops.



Components of primary transit stops.

Subareas

IV. SUBAREAS

This section of the Urban Design Element includes specific analysis and recommendations for the four community subareas shown in **Figure 6**.

This element acknowledges the varying urban design issues and opportunities which face the four subareas, resulting in differing approaches and levels of detail in the recommendations which follow. Thus, while major urban design issues in Subarea 1 (Torrey Pines) may be the preservation of the natural topography and open space, and the treatment of campus edges, the most important issues in Subarea 3 (Central) relate to development cohesiveness and pedestrian orientation.

For each of the subareas the basic format is to provide a brief background on the subarea and its major issues, followed by recommendations to respond to such issues. Each recommendation consists of two parts: **OBJECTIVE** and **ACCOMPLISHED BY**.

Subarea 1: Torrey Pines

A. SUBAREA 1: TORREY PINES

1. Background

The Torrey Pines Subarea includes the Torrey Pines mesa and surrounding slopes, and the UCSD campus. The area is bounded on the west by the Pacific Ocean and by North Torrey Pines Road adjacent to the campus, on the south by La Jolla Village Drive, on the east by Genesee Avenue and Regents Road, and on the north by Sorrento Valley and Los Peñasquitos Lagoon (see **Figure 13**).

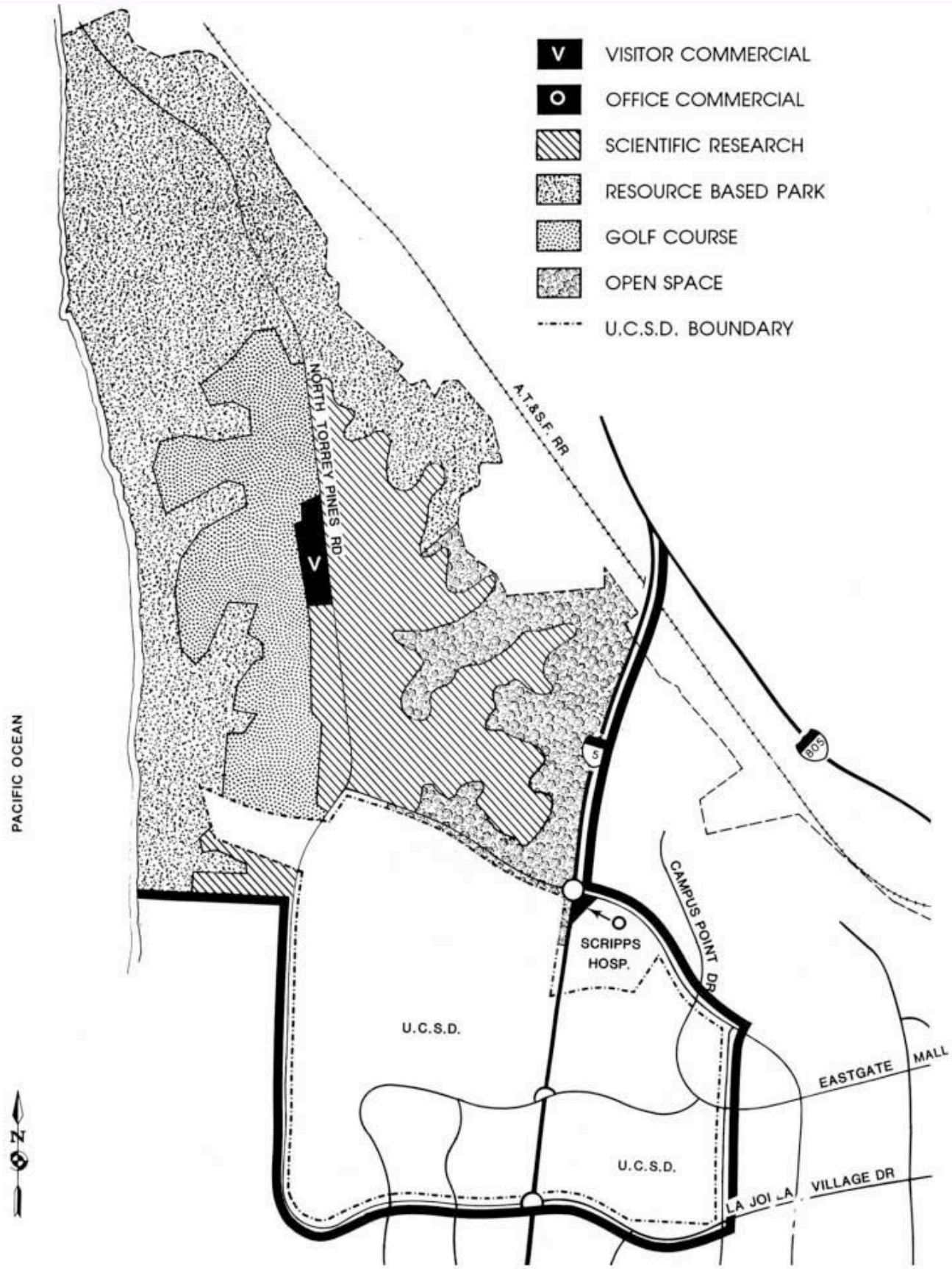
Access to the subarea is available from Torrey Pines Road, La Jolla Scenic Drive and Gilman Drive from the south, La Jolla Village Drive and Genesee Avenue from the east, and Torrey Pines Road from the north. The only major roadways in the area include Genesee Avenue and North Torrey Pines Road.

The La Jolla community borders the subarea to both the south and the west. The La Jolla Community Plan generally shows the land south of the Salk Institute for very low-density residential development. However, the Blackhorse Farm's portion immediately to the west of North Torrey Pines Road and south of the Salk Institute is proposed to include an Executive Conference Center related to the University as well as various types of residential uses. South of this residential area is the Scripps Institution of Oceanography which is a part of the UCSD campus. Residential development in the La Jolla Shores Planned District lies to the south of Scripps Institute and La Jolla Village Drive. Access from the Torrey Pines Subarea to downtown La Jolla and the beaches is available from La Jolla Shores Drive, Torrey Pines Road and La Jolla Scenic Drive north to Ardath Road.

The Torrey Pines community is located north of the Torrey Pines Subarea. The eastern portion of Sorrento Valley is designated for development as an industrial park, which is adjacent to the science research and open space areas in the University community. Los Peñasquitos Lagoon and land adjacent to the Torrey Pines State Reserve is designated for park and open space use. The City of Del Mar is located north of Peñasquitos Lagoon.

Most of the Torrey Pines Subarea consists of public lands. The Torrey Pines City Park and Golf Course and the Torrey Pines State Reserve occupy most of the land north of Genesee Avenue and west of North Torrey Pines Road. Substantial areas east of North Torrey Pines Road are also a part of the state reserve.

The west campus of UCSD contains most of the existing university development. Revelle College, Muir College, Third College, the University Extension and a recreation area are located near North Torrey Pines Road. The central library, Warren College and administrative and student services are located in the middle of the west campus. The School of Medicine and the Mandell Weiss Theatre are located on the southern edge of campus along La Jolla Village Drive. The VA Hospital, though not a part of UCSD, is also located near La Jolla Village Drive.



Torrey Pines Subarea #1
University Community Plan

13 FIGURE

A large, natural reserve occupies the northern portion of the west campus immediately south of Genesee Avenue. Substantial areas remain undeveloped in the northern and eastern portions of the campus. The UCSD Long Range Development Plan is undergoing revision to reflect most recent university policies.

About 30 acres west of North Torrey Pines are also owned or controlled by the University of California and are currently used as a fixed-wing glider port. The University intends to hold this area in reserve for future development.

Private development within Subarea 1 consists primarily of science/research parks including General Atomics, Calbiochem, and Scripps Clinic and Research Foundation. These properties have been developed according to the Scientific Research Zone (SR) regulations. A 400-room Sheraton Hotel has also been approved on City-owned property adjacent to the golf course.

The largest, presently undeveloped, privately-owned parcels in the Torrey Pines Subarea are the Gentry and Chevron sites. The Chevron property is partially developed with General Atomics facilities and is characterized by rolling hillsides bordered on the east and south by steep-sided slopes. From this property there are magnificent view opportunities towards Sorrento Valley and the Golden Triangle area.

In conclusion, the Torrey Pines Subarea has many unique qualities, which make the area an asset to the community and the City. The ocean, coastal bluffs and canyons, Torrey pine trees and other native vegetation offer outstanding views and make the area highly valuable for its scenic quality. Mature eucalyptus trees with some pines line North Torrey Pines Road from the southern edge of campus to the state reserve. In addition, UCSD campus development and science/research developments have sought to retain and enhance the visual quality of the area.

Major new development within the Torrey Pines Subarea is expected to occur on the campus, the Gentry, Chevron and Scripps Clinic properties.

Mature eucalyptus trees line roads enhancing the visual quality of the Torrey Pines subarea.

2. Issues

A major urban design issue in Subarea 1 relates to the protection of natural topography and vegetation. Also, there is a need to enhance public access to unique panoramic vistas of the coastal bluffs, the campus, Golden Triangle and Sorrento Valley. It is important that plans for future development be sensitive to the natural setting and provide for public access to these vistas.

The protection of outstanding natural topography is of utmost importance In the community.

There is a need to enhance public access to unique panoramic vistas from Torrey Pines Mesa.

Another major urban design issue in Subarea 1 pertains to the campus edges. Because the campus is separated from the rest of the community by its topography, large undeveloped areas, the freeway and major roads on all sides, it has been difficult to establish physical connections with the community; however, the campus is developing entry kiosks and special entry landscaping treatments to afford greater interaction. Historically, while the community's creation resulted from the development of the University, little opportunity for physical interaction has been afforded. Various roads provide entries into the campus but the pedestrian connection is missing.

In the future, the development of the east campus should improve the relationship and design transition with the surrounding community to achieve increased pedestrian orientation and accessibility.

3. Recommendations

The recommendations which follow consist of two parts: **OBJECTIVE** and **ACCOMPLISHED BY**.

OBJECTIVE:

Protect and take maximum advantage of the Torrey Pines Subarea's topography and unique natural vegetation.

ACCOMPLISHED BY:

- Ensuring that developments do not intrude into the designated open space areas.

- Requiring clustering of buildings and surface parking areas to avoid intrusion into areas of scenic or biological value. Developments should convey a park-like, open character to be achieved by limiting man-made construction, alterations and intrusions into natural terrain. 30 to 40 percent of the total land area within a project site located in the Torrey Pines Subarea should remain in open space uses in order to maintain the open character of this subarea. (Surface parking does not qualify as an open space use). A discretionary encroachment onto slopes 25 percent or over may be allowed, utilizing the criteria (site-specific mapping, slope analysis and sliding scale of allowable encroachments) established in the certified Hillside Review Ordinance, if consistent with the protection of sensitive environmental lands and subarea character. In addition, development within Subarea 1 is subject to the Coastal Zone regulations.

- Preserving existing mature trees. When feasible, development should occur around and in between mature trees. If that is not feasible, consideration should be given to moving trees into temporary nurseries during construction. Transplanting is usually less expensive than buying new trees of equal size for the site.

- Requiring that projects be developed under Planned Development concepts in compliance with the following criteria in addition to that found in the Hillside Review Overlay Zone and the Resource Protection Overlay Zone.

    a. Avoid destruction of native vegetation, wildlife habitats, geologic landmarks, or known archaeological resources.

    b. Restore or otherwise improve previously graded and/or scarred slopes.

    c. Accommodate development to the natural surface drainage system. Avoid unnecessary alterations to all natural watercourses such as streams, creeks, gullies, ravines, and washes, including alterations which adversely impact neighboring properties.

    d. Ensure zero increase in runoff by preparing a storm water management plan.

    e. Use the structural quality of the soils as a determinant of construction type. Incorporate appropriate mitigations for all identified geologic problems. Avoid reliance on engineering solutions to identified geologic problems where alternative siting would reduce grading requirements.

f. Use open or embedded foundation types including posts, poles, spans, cantilevers, split-levels, step-downs and similar designs adapted to hillside conditions. Avoid use of standard prepared pads on slopes above 25 percent. Any encroachment onto surface areas with a natural slope ratio of 25 percent or greater must be determined through the Hillside Review Ordinance process, based on site specific conditions.

- Ensuring that street landscaping on North Torrey Pines Road and Genesee Avenue include primarily eucalyptus or Torrey pine trees to maintain the existing landscape theme. On North Torrey Pines Road, such trees should be planted in the parkway with non-contiguous sidewalks where feasible.

- Planting trees in dense clusters to preserve and enhance the existing wooded character of this subarea.

- Retaining the existing landscaped median and parkway trees along North Torrey Pines Road.

- Consolidating auto access to developments adjoining North Torrey Pines Road and Genesee Avenue to minimize removal of existing trees and other significant natural vegetation.

- Ensuring that future development does not contribute to erosion, geologic instability or alteration of natural landforms along canyons bluffs or cliffs. Most of the Torrey Pines Subarea is within the Coastal Zone and must be reviewed for compliance with the Coastal Zone regulations.

OBJECTIVE:

Minimize the total amount of impervious surfaces such as parking, driveways, terraces, patios, tennis courts and other similar facilities.

ACCOMPLISHED BY:

- Locating parking areas on slopes below 25 percent and hidden from visibility from the roadways. All parking should be placed behind or under buildings, in structures, or the parking lots should be shielded from roadway view by an elevation difference and landscaping. Surface parking lots should be developed in multiple increments throughout the site to minimize disturbance of natural topography. Each increment should be at different levels. Avoid driveways that parallel roads. Driveways should intersect a road at or near a 90-degree angle.

- Locating tennis courts, swimming pools, and similar on the flatter areas of the site. Prohibit the development of recreational or accessory uses which require large, flat surfaces on slopes 25 percent or greater.

OBJECTIVE:

Ensure visual and physical access to natural canyons, resource areas and scenic vistas.

ACCOMPLISHED BY:

- Avoiding walling off views from public roadways and parklands through inappropriate landscaping, siting of development or unnecessary use of block walls or other solid fencing.

- Massing structures so as to preserve view corridors to the east across Sorrento Valley and west to the ocean. Higher intensities should occur in less steep areas.

- Requiring pedestrian and bicycle public access paths to scenic viewpoints as a condition of building permit approval. Path entrances should be clearly visible from the public street and open at all times. The access path should terminate at a point offering scenic vistas of Sorrento Valley, coastal bluffs or other natural resources, as well as panoramic views of the Golden Triangle and the campus. The path terminus area should be relatively flat and allow bicycles to be parked side-by-side. If possible, pedestrian and bicycle paths should be continuous along the rims of canyons to further maximize public views and enjoyment.

OBJECTIVE:

Ensure that the massing of structures and design detail of new buildings contribute to a visually coherent streetscape.

ACCOMPLISHED BY:

- Staggering individual buildings to maintain view corridors and achieve height and setback variations which fit better into rolling topography. Lower rise buildings should be closer to the street and the periphery of the site while taller buildings should be towards the center of the development.

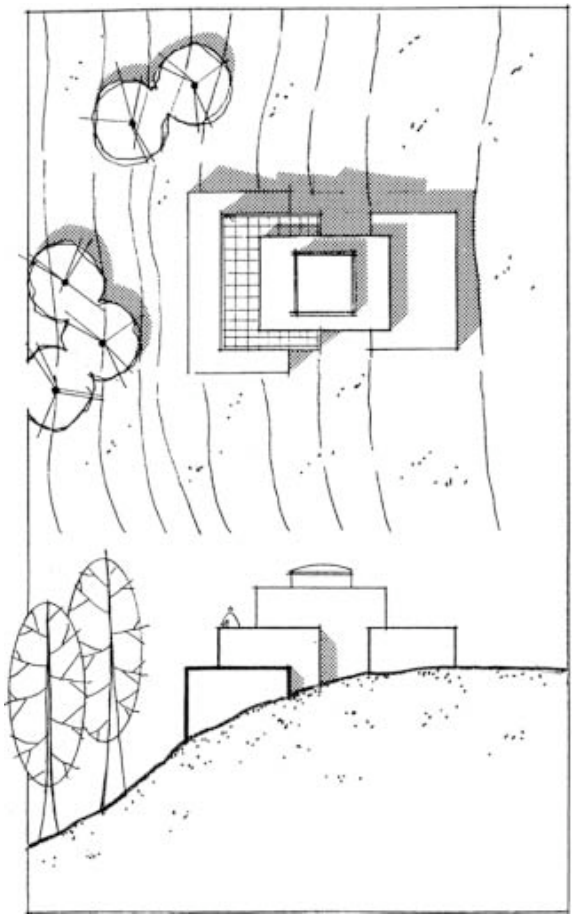
- Locating taller buildings next to high slopes to blend with the terrain with grace and harmony. Against a hillside, buildings should appear higher than they are wide.

- Aiming roads directly at hillsides for maximum impact. The view of green hillsides which mark the end of roads should not be obscured except by a building of significance to the entire community.

- Designing structures to create smooth transitions in form, height and scale between adjacent buildings, as well as with the character of the entire Torrey Pines Subarea.

- Using major variations in the planes of wall surfaces, e.g., angled or recessed walls and pronounced architectural elements and techniques to avoid a boxy square building.

- Interlocking structures with hillside contours and vegetation. Irregular architectural edges and plantings at the base of buildings can help achieve a smooth transition into rolling topography.



Interlock structures with hillside contours and vegetation.

- Recognizing the cumulative visual effect of roofs when viewed from above or below. Slanting, pitched, or other varied roof forms are more compatible with sloping topography. Spanish style red tile roofs and other bright colors are not recommended in the Torrey Pines Subarea. Earth tone roofs and buildings are better suited to the natural character of the area.

- Encouraging a compatible variety of materials and textures but avoiding reflective surfaces, metallic detailing, "gimmicky" architectural themes and highly contrasting color combinations because they are inconsistent with the natural character of the Torrey Pines Subarea.

- Screening from public view all mechanical equipment, trash storage, service areas and utility appurtenances. Screening devices may include walls, doors or landscaping.

- Designing signs as integral parts of developments. Corporate symbols or logos should be used rather than corporate names. Such logos should not be located on the roof of a building nor be freestanding on a pole. Project identification and directional signage including building address numbers should be placed in locations clearly visible from the public street. Such numbers should also be of a size and height convenient to the motorist. The permitted number and size of signs should conform to the City's Sign Regulations including the SR Zone and Coastal Zone regulations.

OBJECTIVE:

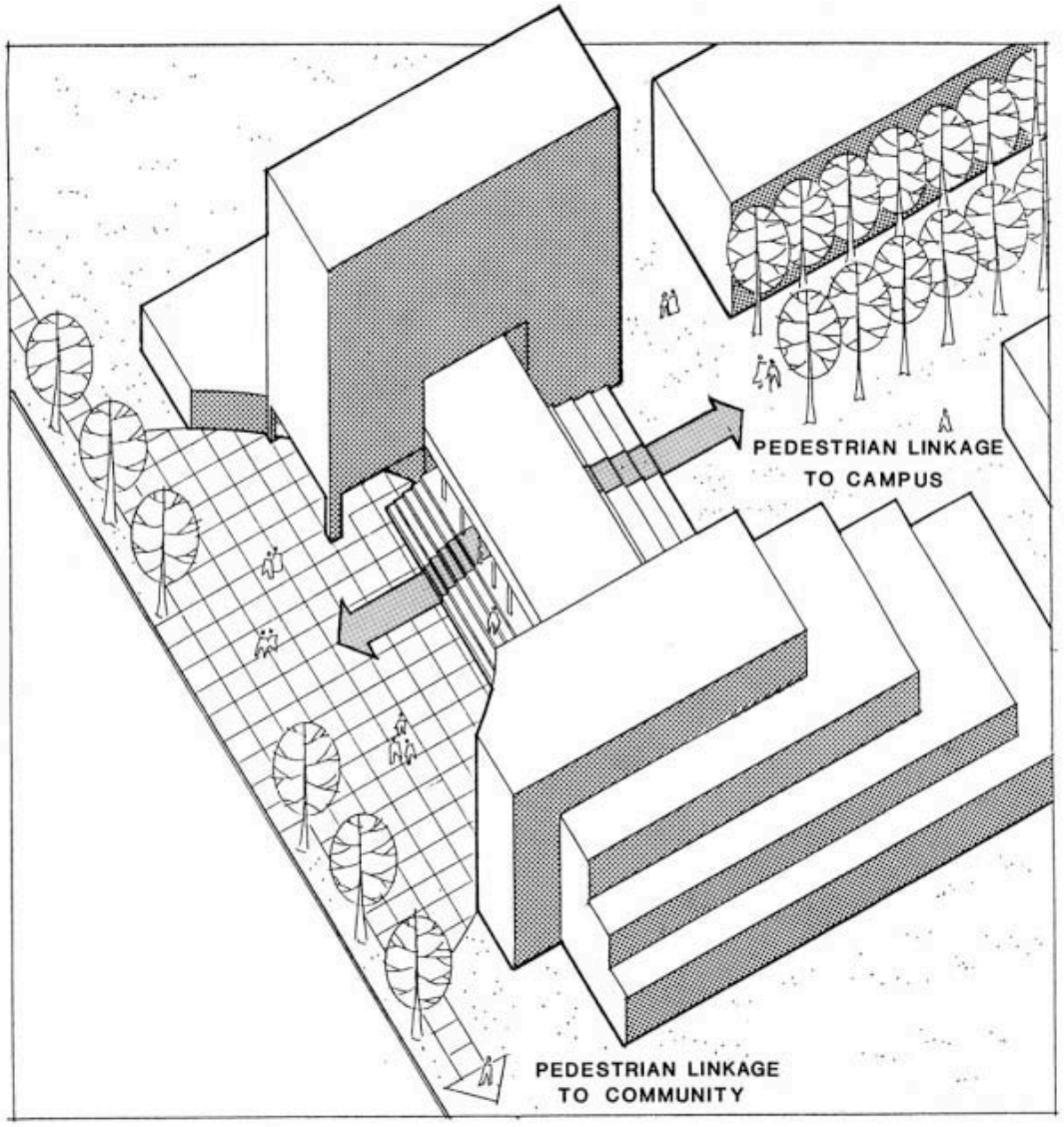
Improve pedestrian interaction between the UCSD campus and the surrounding community.

ACCOMPLISHED BY:

- Defining pedestrian entrances at the intersection of Torrey Pines Road and La Jolla Village Drive, and at an appropriate point on Torrey Pines Road. Definition should be achieved by siting a new building of significant architecture, a public plaza, pedestrian mall, monumental piece(s) of art at appropriate edges of the campus, visible from the public street. UCSD planning activities present opportunities to incorporate these concepts consistent with the objectives for the community.

- Landscaping the campus surface parking areas adjacent to Torrey Pines Road and Regents Road. These parking areas should be considered short-term interim uses and evolve incrementally from surface lots to parking structures. New parking structures should be enclosed or screened from visibility from the street and designed so as not to present a box-like appearance.

- Implementing street-level crossing alert devices on North Torrey Pines and Regents Roads to maximize interaction with public parklands to the west and the central community to the east. The provision of street crossings alert devices is the responsibility of the City of San Diego.



Future east campus development abutting Regents Road should emphasize pedestrian access and public street orientation.

OBJECTIVE:

Create a major pedestrian entrance directly from the sidewalk as a part of future development of the east campus for the purpose of inviting interaction between the University and community people.

ACCOMPLISHED BY:

- Siting future east campus buildings so as to form, frame and define pedestrian spaces. Such spaces should be visible and accessible by foot from Regents Road.

- Designing new east campus buildings with ground floor characteristics which are comfortable and friendly to pedestrians.

- Including land uses and magnet activities which attract pedestrians, such as extension course classrooms, eating establishments, outdoor cafes, book stores, multipurpose exhibit areas, etc.

- Incorporating the proposed intra-community shuttle loop into the design of the east campus center. UCSD should continue to communicate with transit authorities and other governmental agencies involved in the planning of this shuttle loop.

Subarea 2: Central

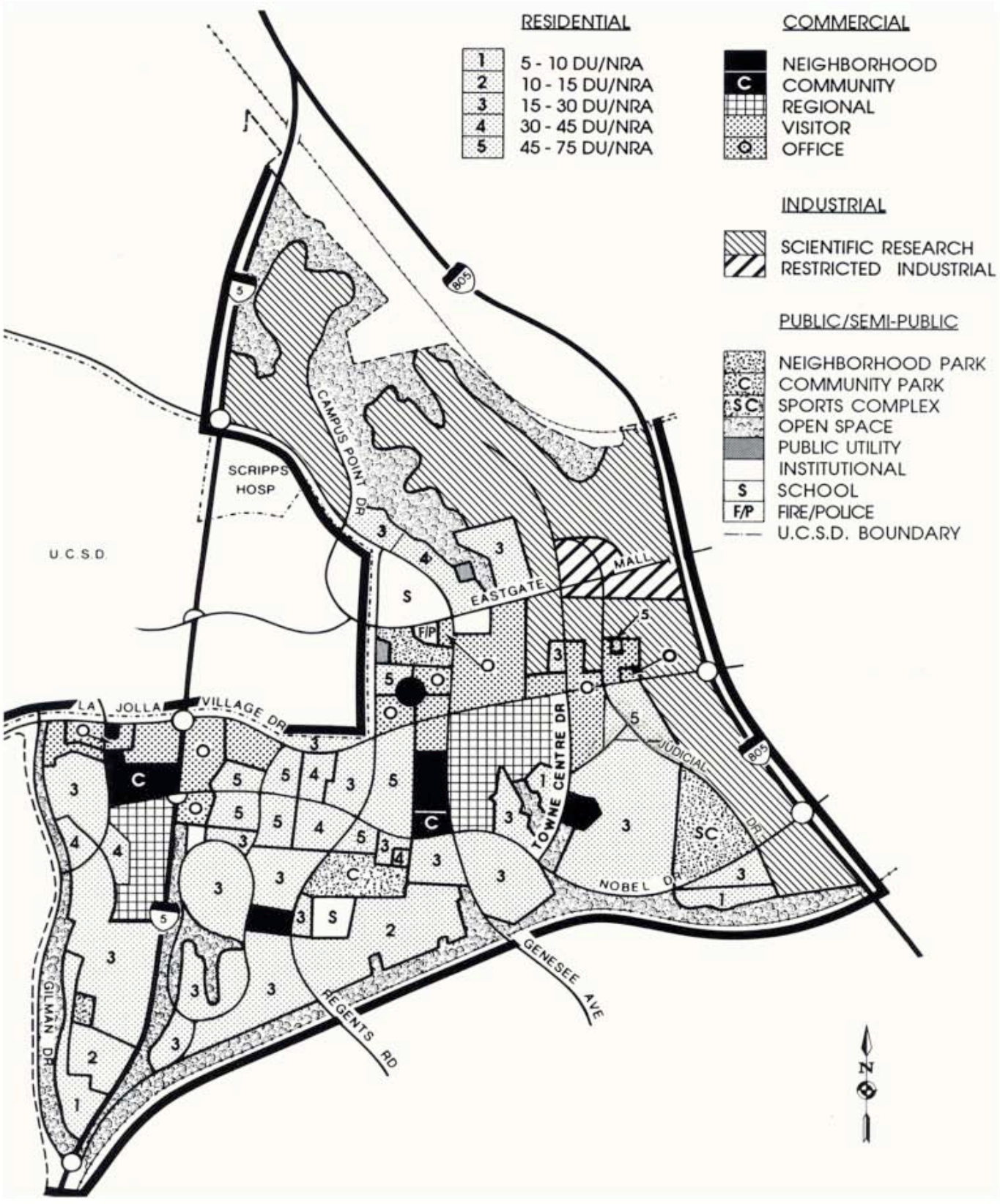
B. SUBAREA 2: CENTRAL

1. Background

The Central Subarea is bounded by I-805, I-5, Genesee and Regents Roads, La Jolla Village Drive, Gilman Drive, and Rose Canyon (see **Figure 14**). This subarea is topographically diverse, ranging from the rolling ridges and side canyons near Rose Canyon through mesa areas near Eastgate Mall to the precipitous canyon edges overlooking Sorrento Valley. Excellent access is provided to the subarea by three existing and two proposed interchanges connecting to the interstate freeway system. Its development potential is constrained by open space and steep slope areas, traffic handling capacity of the street system and overflight impacts associated with NAS Miramar.

The Central Subarea draws its identity from wide streets and superblock development patterns. It is the most urban of the four subareas of the community. It contains two regional commercial centers at the intersections of La Jolla Village Drive and Genesee Avenue, and Nobel Drive and I-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. Generally, higher intensities are found in the east-west corridor contained by Eastgate Mall and Nobel Drive, while lower intensities and profiles are found at the edges of the subarea.

Most of the Central Subarea is developed or has received approval for development (see **Figure 5**). The major area which remains undeveloped, and unplanned, is the La Jolla Village Drive/Judicial Drive/Executive Drive area (Development Intensity Subareas 29, 31 and 37 as described in the **Development Intensity Element** of the adopted Plan). Because of its location immediately west of the intersection of I-805 and La Jolla Village Drive, new development at this location will frame an important entrance into the University community and thus provide an opportunity to achieve the urban design goals of this Plan. Uses permitted in the Development Intensity Subareas 29, 31 and 37 include scientific research, office, visitor commercial and residential. Furthermore, development permitted in Intensity Subarea 31 is constrained by Navy easements established because of the crash hazard potential. A small portion of the Central Subarea located northeast of Campus Point is within the Coastal Zone and is subject to the Coastal Zone Regulations.



Central Subarea #2
University Community Plan
14 FIGURE

2. Issues

There is growing discussion about the collective visual appearance of the central community. Individually well-designed buildings and projects appear incongruous as a group. There is evidence of poor transition between high- and low-rise buildings, as well as negative shadow effects. Following is a summary of urban design issues affecting the Central Subarea.

Poor transition between tall structures and adjacent small scale projects.

a. High-Rise Development

There is an increasing trend to interject high-rise residential elements into existing low-density development patterns as project amendments, in order to achieve maximum overall density. Often, the added towers are incompatible with the design of existing development within the site and adjacent sites. High-rise structures in the Central Subarea should be master planned so that their total impact can be reviewed on the basis of a total project concept and integrated with other elements within and adjacent to the project site.

b. Setbacks

Individual buildings are set back at various distances and angles from the property line creating a disjointed pattern. Buildings do not define the street space, nor provide a comfortable sense of street enclosure. Similarly, the orientation of many buildings is not sensitive to the street or their neighbors. The urban nature of Subarea 2 should be clearly established particularly in the vicinity of the Towne Centre.

c. Superblocks

The superblock concept orients activities and amenities towards the interior of developments away from the street. The Central Subarea's superblocks are further "barricaded" from the street by steep landscaped berms or parking structures adjacent to the sidewalks.

Self-contained, introverted, free-standing development patterns characterize the Central Subarea.

d. Overflight Compatibility

A conflict exists between the desire to maximize development potential and yet stay within the use categories and intensities specified by the comprehensive land use plan for NAS Miramar.

e. Impacts On Other Subareas/Communities

Traffic generated by the Central Subarea onto La Jolla Village Drive has an effect on the freeway access capacities available to La Jolla, La Jolla Shores and Mira Mesa. Travel generated by this subarea on Genesee Avenue and Regents Road also affect the operation of these streets as they pass through the South University Subarea. The ability of the street system to handle the additional traffic generated by new developments has become the determining factor in the future planning, design and development of the area.

3. Recommendations

The recommendations which follow consist of two parts: **OBJECTIVE** and **ACCOMPLISHED BY**.

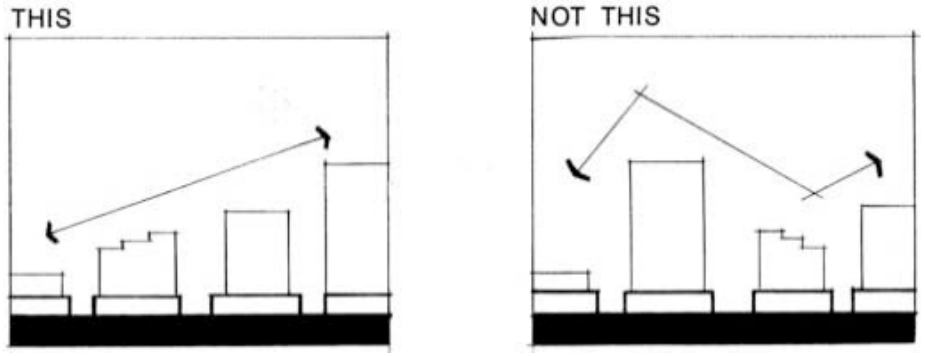
OBJECTIVE:

Improve the central community's urban form and cohesiveness as new construction activity continues.

ACCOMPLISHED BY:

- Providing building setbacks appropriate to the variable height of structures. The street yards of new developments should average the street yards of adjoining and fronting developments. Overpowering and drastic street setback variations should be avoided.

- Transitioning the scale and height of adjacent buildings. Projects which lie between dissimilar use types or are adjacent to projects with differing intensities should be designed to ascend or descend in scale and height to create a harmonious, smooth transition.



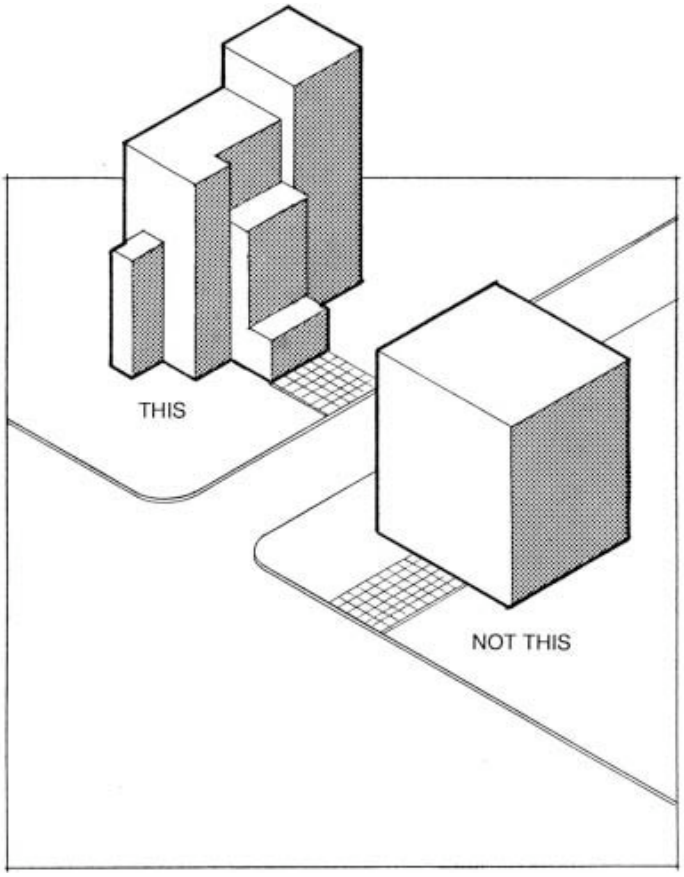
Appropriate building height transition creates good urban form.

Exceptionally large, bulky or tall buildings should not be located immediately adjacent to low-rise buildings. The contrast not only creates problems such as excessive shadows, undesirable wind tunnels, lack of privacy and view blockages, but is also aesthetically disturbing to the neighborhood. A gradual transition should be created between adjacent projects of different forms and heights by the use of terracing or sculpturing techniques.

- Placing lower rise buildings near the street and higher rise buildings away from the street in large scale projects. Maximize the potential inherent in natural terrain elevation differences to create varying building heights and interesting roofline compositions.

- Siting and designing buildings to maximize solar access and view corridors. Prevent dark, windy spaces between adjacent high-rise buildings by the use of terracing. This technique also aids in the preservation of views. Plazas and courtyards should be located on the south side of high-rise structures to maximize sun access.

- Articulating the building mass with offsets, changes of plane, stepped terraces and irregular architectural edges. The base of buildings should relate to the needs of pedestrians and motorists, thus, this is the place for texture, color, special amenities, architectural detailing and other visual interest. External materials that are sympathetic in color and texture to the existing patterns should be used.

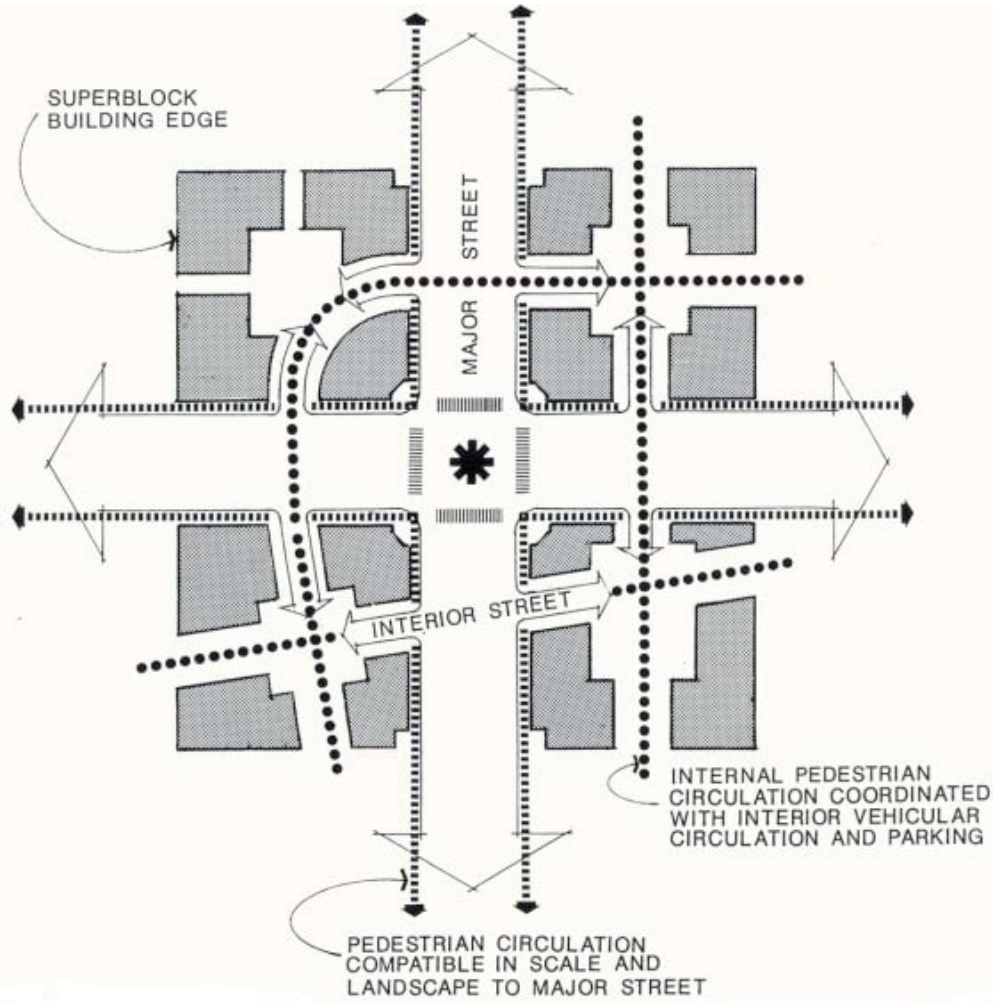


Variations in planes of wall surfaces create interesting environments.

- Utilizing building elements, colors and materials that are not disturbing to the eye. The eye is usually disturbed by lack of unity, asymmetrical balance, and bad proportion.
- Concealing rooftop equipment, vents and shafts from view from adjacent high-rise buildings. Similarly, trash storage, mechanical equipment, utility appurtenances and service areas should be screened with walls, doors or landscaping.
- Requiring that all structures above 50 feet in height submit solar access and shadow studies as part of the permit application process.
- Requiring that roads and open space areas within a large development be coordinated with the roads and open spaces of adjacent and facing projects, and aligned so as to form a continuous network.

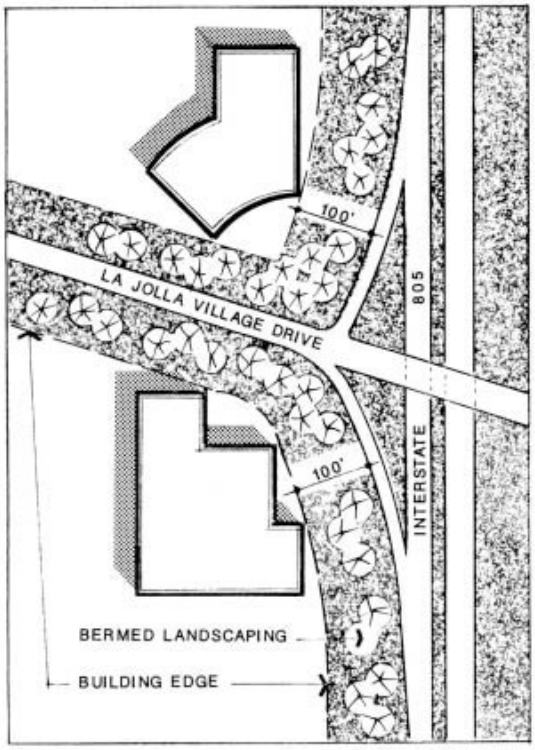
- Providing areas for employees that include seating, sunny plazas and recreational facilities.

- Providing a minimum 50-foot-wide landscaped open space easement along the east side of Gilman Drive to maintain open space continuity and buffer from roadway.



SUPERBLOCK PROJECT CONTINUITY

- Requiring a minimum 100-foot street yard between the I-805 off-ramp into La Jolla Village Drive and the nearest building walls of future development, to maintain open views into the community. Building alignment should complement freeway ramp alignment.



Generous street yards from freeway ramps help maintain open views into the community. Bermed landscaping buffers noise.

- Reducing potential noise effects resulting from I-805 by providing landscaped berms at the periphery of new development in that vicinity.

- Avoiding the location of service roads and fire lanes parallel to the public street.

- Providing sidewalks on at least one side of all important private streets within the project. Ensure that such sidewalks interconnect with other pedestrian paths within and outside the project, particularly with the primary pedestrian network identified in **Figure 10**.

- Orienting land uses not sensitive to freeway noise such as parking and storage, towards I-805 and I-5. However, such uses should be screened and designed to give an attractive community image to the passing motorist.

- Avoiding the location of parking and parking entrances adjacent to the pedestrian network streets. All parking should be in unobtrusive locations, in garages, below grade, tucked under buildings, carports or trellised canopies. If surface parking lots must be provided, they should be dispersed throughout the site in multiple increments located at different levels. Large, single expanses of surface areas parking should be avoided. Surface parking landscaping must conform to the City's Landscaping Ordinance at a minimum.

- Integrating signage into the site and building design. Corporate symbols or logos should be used rather than corporate names. Signs should be low-scale and located for safety so as not to block motorists' views of oncoming traffic. Freestanding single pole signs are not permitted. The number and size of signs should conform to the City's sign regulations. Building facade signage should be limited to the first 40 feet in height above street level.

  Directional signage within a project should be located within eye level of pedestrians and motorists. Ensure that the address of each building within a development is clearly marked and visible from the public street. Building and site orientation maps located at major entrances to a project would be helpful in large developments.

Subarea 3: Miramar

C. SUBAREA 3: MIRAMAR

1. Background

The Miramar Subarea includes all of the planning area east of I-805 (see **Figure 15**). This area is developed with industrial uses, including warehouses, distribution centers, storage facilities, and automotive-related commercial uses in a typical strip commercial pattern. Aesthetically, the industrial portion on the north side of Miramar Road can be described as a chaotic conglomeration of structures and signs.

NAS Miramar lies east of the University community planning area. Approximately 75 percent of the aircraft departing the station head in a general northwesterly direction to sea, overflying Subarea 3. To avoid the commercial air lanes, the aircraft departing NAS Miramar remain at an altitude of 2,000 feet before climbing to higher altitudes. Virtually all the entire area east of I-805 is impacted by average noise levels of 70 decibels (70 CNEL) or greater, and all but a small portion of the eastern edge possesses a significant potential for accidents (Accident Potential Zone B). As a result, most of the area is subjected to both high noise levels and Accident Potential Zone "B".

To preclude development which would hinder the mission at NAS Miramar, the Department of Defense has acquired easements or fee simple title to privately-owned properties located within Accident Potential Zone B. Additionally, the City of San Diego owns considerable acreage within Accident Potential Zone B and within areas subject to average noise levels of 65 CNEL or greater.

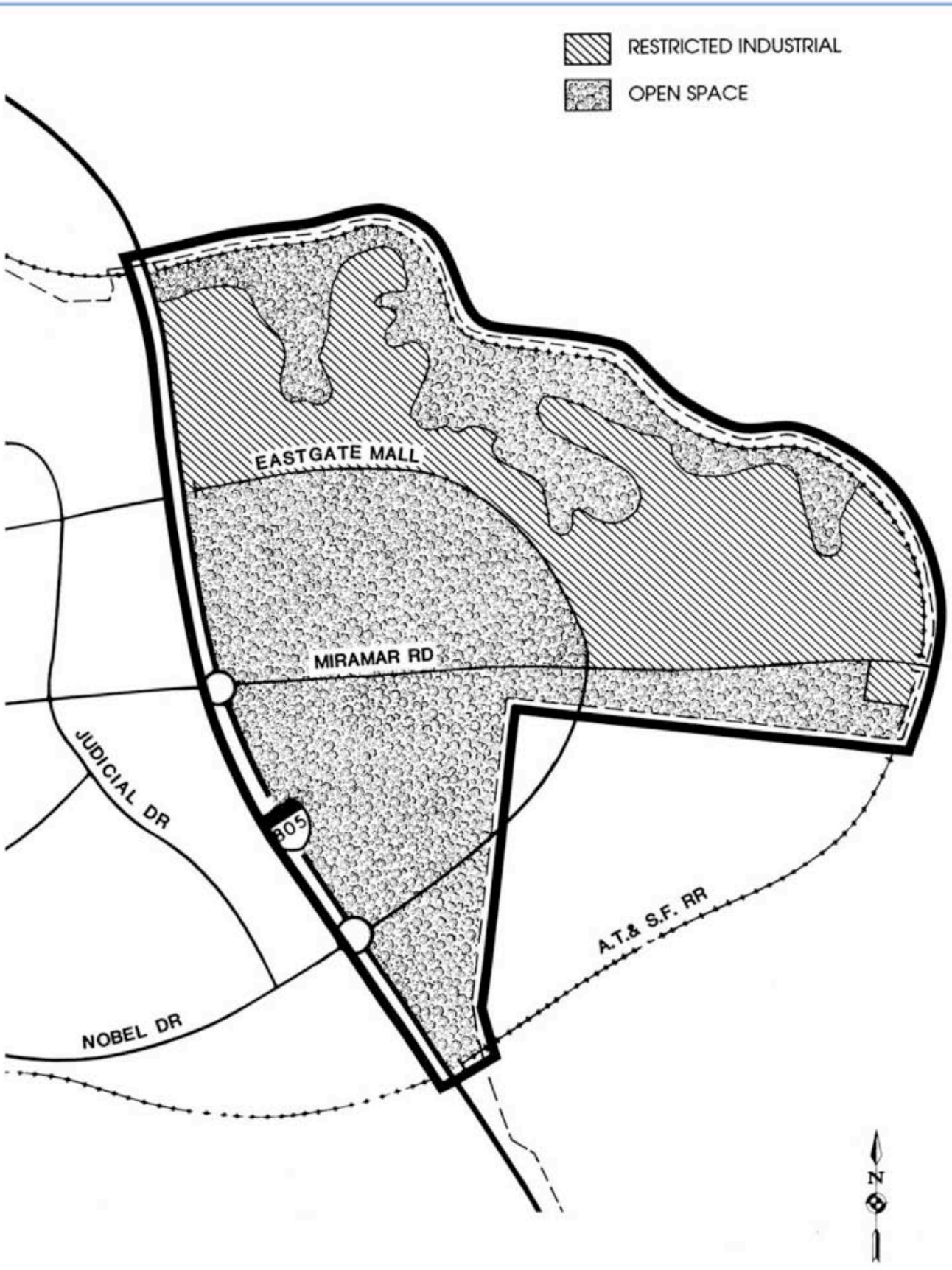
Approximately one-third of the area consists of slopes with a gradient of 25 percent or greater. The majority of the steep topography are fingers of Sorrento Valley and Soledad Canyon located north and east of Eastgate Mall.

2. Issues

The urban design issues of this subarea relate to aircraft noise, accident potential, topography and the visual impact of industrial development along Miramar Road. The uses and activities which may be provided in this subarea are very limited and must not concentrate large numbers of people.

3. Recommendations

The recommendations which follow consist of two parts: **OBJECTIVE** and **ACCOMPLISHED BY**.



Miramar Subarea #3
University Community Plan

15
FIGURE

OBJECTIVE:

Preserve the natural finger canyons which characterize the Miramar Subarea.

ACCOMPLISHED BY:

- Retaining the A-1-10 Zone on areas designated for open space.

- Implementing the Hillside Review Overlay Zone and the Resource Protection Ordinance (RPO Slope Regulations).

OBJECTIVE:

Improve the visual image of the industrially developed portion of Miramar Road.

ACCOMPLISHED BY:

- Screening mechanical equipment and appurtenances and outdoor storage and designing the utilitarian aspects of development as integral parts of the overall design of the building. Fences, walls, grill work, etc. should be of a similar material and color as the main building.

- Painting buildings in the spectrum of earth tones which blend with the natural open space character of Subarea 3.

- Landscaping as required by the Citywide Landscape Ordinance.

- Prohibiting signs exceeding the height of the building. Other sign criteria should comply with the City's sign regulations.

- Providing outdoor seating/eating areas for employees.

OBJECTIVE:

Enhance the eastern entrance into the community.

ACCOMPLISHED BY:

- Landscaping the recently constructed median on Miramar Road westerly of the AT & SF Railroad right-of-way.

Subarea 4: South University

D. SUBAREA 4: SOUTH UNIVERSITY

1. Background

South University is defined as an urbanized area in the General Plan. Development consists primarily of single-family residential development. The subarea houses approximately 16,700 persons in 5,700 dwelling units. Commercial centers are clustered along Governor Drive at Regents Road and Genesee Avenue which primarily serve the daily needs of area residents. An office park has been developed on the south side of Governor Drive at I-805, which serves as an employment center.

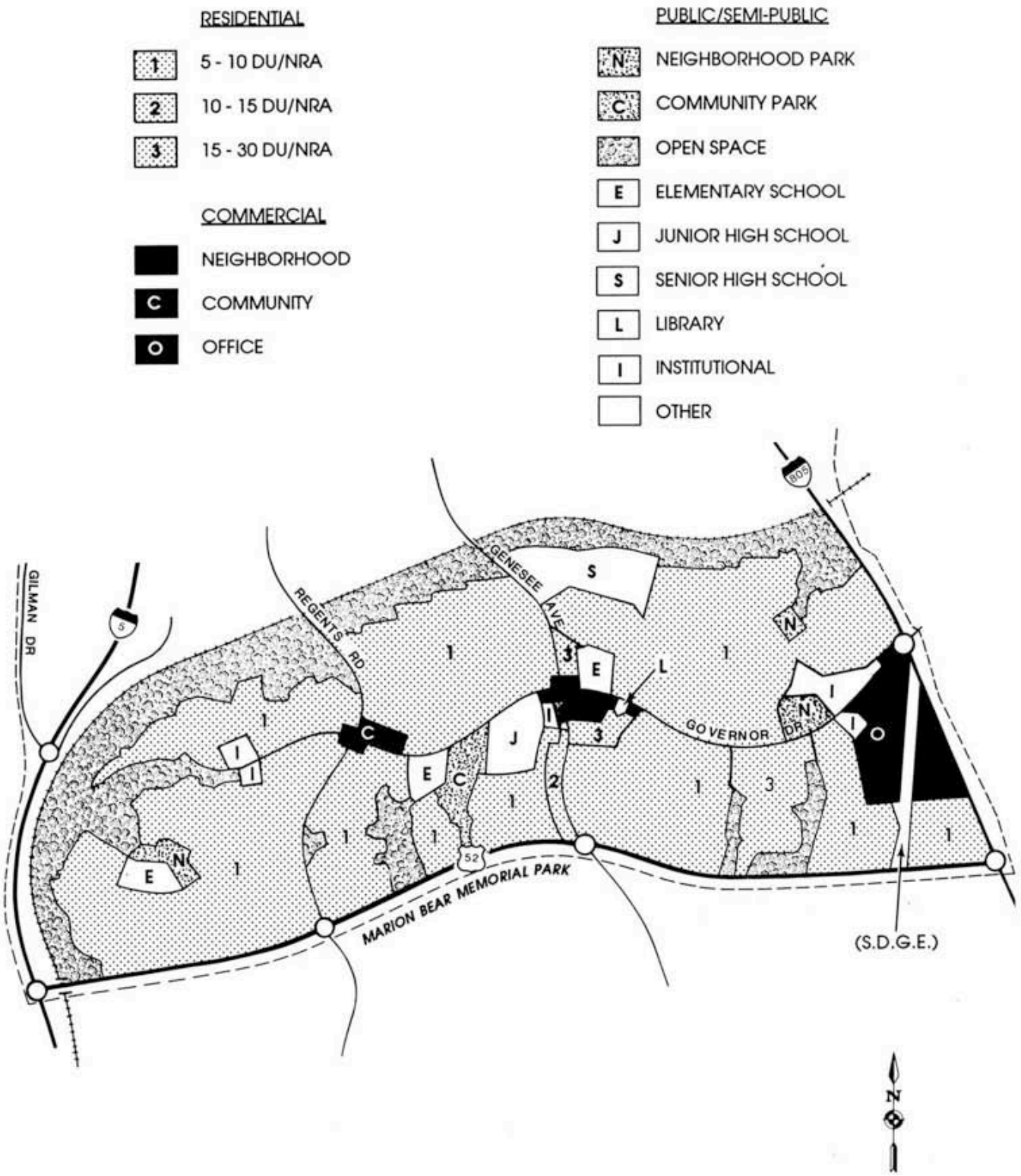
The subarea is bordered by three freeways: I-5 on the west, I-805 on the east and SR-52 on the south (See **Figure 16**). These freeways and two major canyons: Rose Canyon on the north and San Clemente Canyon (Marian Bear Memorial Park) on the south, isolate as well as define the South University Subarea. Smaller finger canyons bisect the subarea giving it a distinct character and identity.

Access to the subarea is available from Regents Road and Genesee Avenue from the south, Genesee Avenue from the north and the Governor Drive exit off of I-805 from the east. No access is planned from the west. Governor Drive connects most land uses in the subarea as it is the only major east-west street. Governor Drive terminates at Stresemann Street. Topographic constraints and the biological and aesthetic value of this section of Rose Canyon preclude the western extension of the road to connect with I-5. The planned extension of Regents Road over Rose Canyon will provide another connection between the northern and southern parts of the University community.

The Clairemont Mesa community is located to the south of this subarea on the other side of SR-52. This community contains mostly low-density residential development. Industrial parks border I-5 and higher density residential development is located along portions of the major roads.

The gently rolling land of this subarea has been largely developed with single-family residential units. The primary urban core of the community is located approximately one mile to the north and can be accessed from South University by Genesee Avenue, and eventually by Regents Road.

Public facilities and services are essentially in place. Two elementary schools, a junior high and a senior high are all located within South University. Marcy Elementary, although still shown as a school site, is currently being leased for other than public school uses. Standley Park on the south side of Governor Drive is fully developed as a community park. All three neighborhood parks have been improved. The University Community Library is located on Governor Drive at Agee Street.



South University Subarea #4
University Community Plan
16 FIGURE

2. Issues

The major urban design issue in the South University Subarea relates to infill development. Although this subarea is predominately developed, or committed to development, there still remain vacant parcels which, due to size, location, and/or environmental problems, are of community interest and for which urban design criteria should be defined.

Other issues relate to the preservation of Rose and San Clemente Canyons, the privately-owned finger canyons and other open space areas. Recognizing that open space acquisition is not always feasible or possible due to financial constraints, there should be criteria to limit encroachment of development into these canyons. Also important to the community at large, is the design and quality of the proposed Regents Road bridge over Rose Canyon.

3. Recommendations

The recommendations which follow consist of two parts: **OBJECTIVE** and **ACCOMPLISHED BY.**

OBJECTIVE:

Guide the development of remaining vacant land and the redevelopment of urbanized properties in a manner that enhances the predominately low-density residential quality of South University.

ACCOMPLISHED BY:

- Ensuring that the massing, height and form of new infill projects are similar in character and reflect the massing, scale, height and form of existing surrounding development, e.g., a non-residential project located next to a residential use should be low scale and incorporate features found in adjacent projects.

  A new structure abutting a residential development should not exceed 35 feet in height within 50 feet of the common property line. In multi-structure planned developments, buildings of low scale and height should be located near the street and the periphery of the site while taller and bulkier structures should be located towards the center of the site.

  Color and building materials should blend harmoniously with surrounding developments. The street yards of new infill development should be equivalent to the average street yard of existing development on all sides, except between residential and adjacent commercial and office uses where a landscaped buffer of at least 25 feet in width should be provided. (Storage, parking and loading facilities should not be permitted in this buffer area).

OBJECTIVE:

Create an attractive appearance along Governor Drive and define subarea entryways.

ACCOMPLISHED BY:

- Orienting project amenities and front entrances of developments towards Governor Drive.

- Requiring all new parking to be landscaped as per the Citywide Landscape Ordinance. Avoid the location of surface parking areas adjacent to Governor Drive. Such parking lots should be behind buildings fronting Governor Drive.

- Continuing the undergrounding of telephone and electrical lines. A utility underground district has been approved for the section of Governor Drive between Gullstrand and Genesee. The section between Genesee and Regents is scheduled for undergrounding in 1990, and the section between Regents and Stresemann for 1991.

- Installing directional signage along Governor Drive which points to major destination areas within and outside the South University Subarea.

- Identifying the South University Subarea by locating signs or symbols at entryways along Regents Road at SR-52, along Genesee Avenue at SR-52 and Rose Canyon, and along Governor Drive at I-805.

OBJECTIVE:

Ensure that the Regents Road bridge across Rose Canyon is compatible with the natural beauty of the canyon.

ACCOMPLISHED BY:

- Designing the overpass as a unique landmark and source of pride in the community. The proposed connection of Regents Road should not be viewed only from a point of view related to function and efficiency. The bridge itself should make a lasting impression, and convey a statement on design which blends harmoniously with the natural beauty of Rose Canyon.

  The sides of the structure should provide see-through views of the canyon (i.e. column design as opposed to solid concrete). Landscaping should cascade down the sides of the overpass. The bridge must be designed to accommodate autos, bicycles and pedestrians separated from each other.

OBJECTIVE:

Protect Rose and San Clemente canyons as natural regional resources, and preserve the open space character of the various finger canyons which traverse the subarea.

ACCOMPLISHED BY:

- Prohibiting encroachment of private development into the designated open space system.

- Maintaining open space easements already acquired through subdivision activity. Future subdivisions should continue to provide easements from new infill developments.

- Limiting development of slopes 25 percent or greater. Only ten percent of such slopes should be allowed to develop in order to preserve these sensitive lands. In addition, such development must not require grading or consist of impervious surfaces such as parking, tennis courts and similar asphalted flat areas.

- Requiring infill developments to use planned development concepts which cluster units/buildings and preserve slopes.