



THE CITY OF SAN DIEGO

Report to the Planning Commission

DATE ISSUED: May 23, 2024 REPORT NO. PC-24-023

HEARING DATE: May 30, 2024

SUBJECT: University Community Plan Update

REFERENCES: [May 11, 2023 University Community Plan Update Workshop, Report No. PC-23-014](#)

[September 29, 2022 University Community Plan Update Workshop, Report No. PC-22-019](#)

[February 28, 2019 University Community Plan Update Workshop, Report No. PC-19-004](#)

[June 29, 2023 Blueprint SD Workshop, Report No. PC-23-015](#)

SUMMARY

Issue: Should the Planning Commission recommend to the City Council approval of the update to the University Community Plan?

Staff Recommendations:

1. RECOMMEND to the City Council APPROVAL of a resolution adopting the comprehensive update to the University Community Plan, rescinding the Nexus Technology Specific Plan, and amending the community's Local Coastal Program and the General Plan (Attachment 2).
2. RECOMMEND to the City Council APPROVAL of an ordinance amending the San Diego Municipal Code (SDMC) Chapter 13, Article 2, Division 14 and amending the City's certified Local Coastal Program (Attachment 3).
3. RECOMMEND to the City Council APPROVAL of an ordinance amending the Historical Resources Guidelines of the City's Land Development Manual to exempt specified areas within the University Community Planning Area from potential historic resource review under SDMC 143.0212 (Attachment 7).
4. RECOMMEND to City Council APPROVAL of an ordinance dedicating public open space within the University Community Planning Area pursuant to City Charter section 55 (Attachment 5).

5. RECOMMEND to the City Council APPROVAL of an ordinance rezoning land within the University Community Planning Area consistent with the University Community Plan (Attachment 4).

Mobility Board Recommendation: On May 1, 2024, the Mobility Board voted (7-0-0) to recommend the Draft University Community Plan.

Community Planning Group Recommendation: On May 7, 2024, the University Community Planning Group voted (11-0-0) to provide recommendations (Attachment 8) to the University Community Plan Update. The stated purpose of the proposed recommendations is to make Planning Commission and City Council aware of University Community Plan Update deficiencies and to encourage the City to address the issues raised by the University Community Planning Group. Additionally, on May 7, 2024, the University Community Planning Group voted (9-0-0) to provide recommendations to the Blueprint SD Draft Environmental Impact Report with a focus on the analysis for the University Community Planning Area. City staff are currently reviewing both letters.

Parks & Recreation Board Recommendation: On May 16, 2024, the Parks & Recreation Board voted (2-4-0) to reject the draft University Community Plan Update. The Parks & Recreation Board recommended that the City conduct additional outreach to the Community Recreation Groups in the University Community Planning Area regarding the University Community Plan Update.

Historical Resources Board Recommendation: The Historical Resources Board will review and provide a recommendation on the amendments to the Historic Preservation Element, the exemption exempting specified areas from potential historic review, and the historic and cultural resources component of the Program Environmental Impact Report (SCH No. 2021070359) at their meeting of May 23, 2024. Staff will provide the Historical Resources Board recommendation at the Planning Commission hearing.

Environmental Review: The City of San Diego, as Lead Agency under the California Environmental Quality Act (CEQA), prepared a Draft Program Environmental Impact Report (PEIR) SCH No. 2021070359 (Attachment 9) covering this activity. The public review period to comment on the Draft EIR ended on April 29, 2024. Staff is preparing a Final EIR with responses to comments. The University Community Plan Update is evaluated in a single draft Program Environmental Impact Report for the Blueprint SD Initiative, Hillcrest Focused Plan Amendment, and the University CPU. City Council will consider certification of the Final PEIR as part of the Blueprint SD Initiative. City Planning Department will conduct a consistency evaluation pursuant to CEQA Guidelines section 15162 for the University Community Plan Update to determine its consistency with Final PEIR SCH No. 2021070359. The evaluation will be provided to City Council.

Fiscal Impact Statement: N/A

Code Enforcement Impact: N/A

Housing Impact Statement: The University Community Plan Update (CPU) aims to increase opportunities for a broad range of housing types and costs to accommodate a variety of groups, household sizes and composition, tenure patterns, and income levels. As of 2022, there were approximately 227,125 homes in the University Community Planning Area (Community Planning Area). The University Community Planning Area is near its residential capacity under the 1987

University Community Plan. The draft University CPU proposes to increase the residential capacity of the area by an approximately 30,000 homes over the next 30-year horizon for an estimated total capacity of around 57,000 homes. Actual production of additional new homes will depend on a variety of factors that influence individual development decisions, such as availability and cost of labor and materials, market demand, interest rates and financing availability, and other business and social factors.

BACKGROUND

The University community is in the north-central portion of San Diego, about 10 miles north of Downtown. The University community is connected to the region via Interstate 5 (I-5), Interstate 805 (I-805), and State Route 52 (SR-52). The Metropolitan Transit System (MTS) Blue Line Trolley (Trolley) was completed in 2021 which connects the University community to Downtown San Diego. The University community’s shopping, corporate headquarters, research and development facilities, outdoor recreational amenities, and the University of California San Diego (UCSD) attract visitors from across the region.

The University Community Planning Area encompasses approximately 8,700 acres. It is bounded by Los Peñasquitos Lagoon and the edge of the east-facing slopes of Sorrento Valley on the north; the railroad tracks, Marine Corps Air Station (MCAS) Miramar and I-805 on the east; SR-52 on the south; and I-5, Gilman Drive, North Torrey Pines Road, La Jolla Farms, and the Pacific Ocean on the west. Neighboring communities include Torrey Pines, Mira Mesa, Clairemont Mesa, and La Jolla. The University Community Planning Area contains two State-controlled properties— UCSD, and Torrey Pines State Reserve—which are not within the City’s land use.

Housing & Demographics

As of 2022, SANDAG estimated that 56,431 people were living in a traditional household within the University Community Planning Area. SANDAG also estimates 18,468 people live in group quarters (such as dorms at UCSD). The University community had approximately 27,125 homes, with approximately 2.28 persons per household. In 2022, the median household income adjusted for inflation was approximately \$95,863 as shown in Table 1.

Table 1: University Housing and Population for 2022

Households Population	Homes	Persons per Household	Income
56,431	27,125	2.28	\$95,863

SANDAG 2022 Housing and Population Estimates

Affordable Housing

The University community has 390 affordable homes that have entered a deed restriction with the San Diego Housing Commission, which represents less than 1.5 percent of all homes in the community.

DISCUSSION

A. Why is the Community Plan being updated?

The University Community Plan (Community Plan) was last updated in 1987, and since that time, population and job growth has led the University community to become one of the San Diego region's primary employment centers and is now served by the Trolley. However, the Community Plan does not have any significant capacity for additional homes. A significant amount of the University Community Planning Area is located either within a High or Highest Resource Area based upon 2024 California Tax Credit Allocation Committee Opportunity Maps and to affirmatively further fair housing, more homes, particularly affordable homes, should be provided in high and highest resource opportunity areas. Since the Community Plan was last updated, the City is experiencing a growing housing crisis and a changing climate, requiring additional planning to address housing costs, enhance access and use of transit, and provide public space for all to use. Since the adoption of the City of San Diego's General Plan (General Plan) in 2008, the City has already updated 15 community plans to address climate change and a housing shortage by allowing for additional homes to be built near high-frequency public transit. The University Community Plan is being updated (Attachment 1) as part of a citywide program to update community plans in locations served by high-frequency public transit consistent with the City of Villages strategy in the General Plan.

The overall vision of the draft University CPU is centered around five priorities:

- Supporting a Thriving Economy
- Maximizing Transit Investment Success
- Allowing a Variety of New Homes
- Ensuring a Sustainable Future
- Streets Designed for People

B. What are the main updates to the draft University Community Plan since the Planning Commission (Attachment 19) Workshop on May 11, 2023?

The proposed revisions to the draft University Community Plan include several key areas since the Discussion Draft was presented to at the May 11, 2023 Planning Commission Workshop:

- Land Use: Revisions include clarifications to differentiate between Urban Village and Urban Employment Village designations, with additional residential density categories. Descriptions for residential land uses were revised. The revisions now also clarify that the zone regulates intensity in commercial and industrial designations.
- Urban Design: Revisions reflect aspirational guidance and to provide greater flexibility. Clarifications were made to emphasize best practices and the conceptual nature of graphics and incorporation of native plant species into the street tree palette. The Urban Design District section was revised to a narrative format and the main ideas were restructured into policies and moved to the Implementation section.
- Mobility: Revisions to the Planned Bicycle Network Map to include additional Class II, Class III, and Class IV bicycle facilities, addition of flexible lanes on Genesee Avenue between State Route 52 and Nobel Drive, and release of the draft Mobility Technical Report to support the recommendations in the draft Plan.

- Parks and Recreation: Revisions include focusing on existing and planned facilities and improvements to the trails exhibit.
- Open Space and Conservation: Revisions include refinements to the open space exhibit including parcel boundaries and wildlife corridors. Figure 23 was updated to include a new opportunity for Torrey Pines Neighborhood Park.
- Public Facilities, Services & Safety: Revision to the discussion about first responders and future schools. The narrative was expanded to include additional detail regarding the City's wildfire management resources.
- Implementation: Revisions to the policy language and updated regulations to support new public spaces including a new public space in lieu fee option. Updated regulations also include proposed affordable housing requirements.

C. What are the main changes being proposed by the University Community Plan Update?

1. Land Use

The University Community Plan has approximately 26,520 existing homes and 90,000 jobs. Approximately 1,500 additional homes could be developed based on the adopted University Community Plan. Based on the proposed land use scenario, the University CPU could have up to 28,980 additional homes and 59,000 additional jobs above the adopted University Community Plan over the next 30 years and beyond as shown on Table 2. This estimate is based on assumptions for different levels of residential density and employment for a communitywide number. It is important to note that this is not a theoretical maximum build-out. Each property has the potential to develop at the maximum of the density range.

Table 2: University Community – Planned Land Uses – Total Estimated Buildout Capacity

	Homes	Jobs
Existing Built Development	26,520	90,000
Remaining Capacity (adopted community plan)	+1,500	+13,000
CPU Capacity Increase (realistic buildout)	+28,980	+59,000
Total	57,000	162,000

The University CPU proposes land uses (Attachment 12) that enhance housing opportunities, walkable streets, mixed-use buildings, and a diverse array of retail, employment, and entertainment options. The proposed update generally aligns with adopted community plan land uses while seeking to increase allowable density and intensity. The University CPU proposes the highest residential density and employment intensity land uses directly adjacent to the UTC and Executive Drive Transit Stations in the urban core of the community with tapering intensities, medium density/intensity next to the Nobel trolley station, UCSD Health trolley station, Campus Point, Judicial Drive and Lebon Drive.

By introducing more housing options, the University CPU promotes the use of walking/rolling, bicycling and transit and the creation of activation spaces. Allowing additional capacity for homes, near employment uses, alongside proposed mobility enhancements, aims to facilitate

increased transit, bicycling, and pedestrian trips, thereby reducing overall vehicle miles traveled, which furthers the City's climate action goals under its Climate Action Plan by reducing greenhouse gas emissions from vehicular travel.

Many land use areas within the University CPU remain consistent with the current Community Plan, including properties with existing residential condominiums, the areas currently designated for Scientific Research, Visitor Commercial and Single-Family residential. Removing the development intensity limitation of the adopted community plan will allow additional employment capacity, particularly in areas designated for Scientific Research outside of the MCAS Miramar Accident Potential Zones.

a. Land use Designations are proposed as follows:

- *Urban Village designations* provide for housing and allow for retail, service, civic, and office uses as part of mixed-use development.
 - Urban Village (up to 109 dwelling units per acre (du/ac)) is proposed for areas along Nobel Drive, near Lebon Drive and Regents Road, and La Jolla Village Drive, near the I-805.
 - Urban Village (up to 145 du/ac) is proposed north and south of Nobel Drive, near I-5, and east of Regents Road, near La Jolla Village Drive and Nobel Drive, and along Judicial Drive, south of La Jolla Village Drive.
 - Urban Village (up to 218 du/ac) is proposed to the north and south of La Jolla Village Drive, near Genesee Avenue, and immediately north and south of Eastgate Mall, east of Genesee Avenue, and south of Nobel Drive, immediately west of Genesee Avenue.
- *Urban Employment Village designations* provide for retail, service, civic, and office uses and allow for housing as part of mixed-use development.
 - Urban Employment Village (up to 54 du/ac) is proposed for areas between Campus Point Drive and Genesee Avenue, north of Regents Road, and generally near Towne Centre Drive and Eastgate Mall, west of I-805.
 - Urban Employment Village (up to 109 du/ac) is proposed for areas north of Nobel Drive, between Judicial Drive and I-805.
 - Urban Employment Village (up to 145 du/ac) is proposed for areas immediately south of La Jolla Village Drive west of Villa La Jolla, immediately north and south of Nobel Drive between Villa La Jolla and I-5, east of I-5 immediately south of La Jolla Village Drive, between Genesee Avenue and Campus Point Drive north of Campus Point Drive, north of La Jolla Village Drive and immediately east of Towne Centre Drive, east of Towne Center Drive between La Jolla Village Drive and Eastgate Mall, and south of La Jolla Village Drive between Town Centre Drive and Judicial Drive.
 - Urban Employment Village (up to 218 du/ac) is proposed for areas east of Regents

Road and Genesee Ave. north of La Jolla Village Drive, immediately south of Eastgate Mall and west of Genesee Avenue, north of Nobel Drive and west of Genesee Avenue, north of Nobel Drive and south of Eastgate Mall between Genesee Avenue and Towne Centre Drive.

- *Community Village designations* provide for retail, service, civic, and office uses and allow for housing as part of mixed-use development.
 - Community Village (up to 73 du/ac) is proposed for shopping centers west of Regents Road and south of Nobel Drive, at the intersection of Regents Road and Governor Drive, the intersection of Genesee Avenue and Governor Drive, and east of Towne Centre Drive north of Renaissance Avenue.
- *Commercial Office* destination provides for employment and professional offices uses.
 - Commercial Office (up to 73 du/ac) is proposed in the southeast corner of the Community Planning Area primarily south of Governor Drive and west of I-805.
- *Residential designations:*
 - Residential (74 to 109 du/ac) is proposed for the multi-family residential areas are located east of I-5 and immediately north of Nobel Drive and along Regents Road north of La Jolla Village Drive.
 - Residential (55 to 73 du/ac) is proposed for the multi-family residential area west of Villa La Jolla and south of La Jolla Village Drive.

b. Rescinding the Nexus Technology Centre Specific Plan

The University Community Plan Update proposes to rescind the Nexus Technology Centre Specific Plan. The buildings within the Nexus Technology Centre Specific Plan area are low scale, similar in style, and symmetrically arranged around a formal plaza. The draft University CPU proposes a combination of Scientific Research and Urban Village land use designations for this area with increased opportunity for additional floor area and jobs.

2. Economic Prosperity and Prime Industrial Areas

The General Plan contains the Prime Industrial Land – Flex which is a Prime Industrial Land category that allows new land use flexibility to meet the demands of innovation sectors and workforce housing (Attachment 16). The proposed University CPU incorporates Prime Industrial Land – Flex in Campus Point and University Towne Center in the areas identified as Prime Industrial in the General Plan to allow for mixed-use development. Prime Industrial Land – Flex designations allow for a new development where primary employment uses are balanced with potential residential uses. The proposed University CPU retains most existing employment lands along Towne Centre Drive and North Torrey Pines Road locations while creating flexibility in locations near trolley stations for a compatible live/work/play village.

3. Urban Design

The urban design vision in the University CPU focusses on site and building design to contribute to the University community's identity and allow for creativity and innovation. Urban design policies address building form with attention to the first two floors of a structure, the defining characteristics of transit-oriented development, appropriate mixing of uses, wayfinding, and parking. Urban greening, such as street trees, green streets, and stormwater design, are specifically addressed. Additional policies address context-sensitive design include building near open space, adjacent to freeways, and at the gateway to UCSD. The chapter also includes geographic-specific ideas for each of the six unique Design Districts identified in the draft University Community Plan.

Increasing public space and pedestrian activity is a significant component of the design approach, which is implemented through supplemental development regulations, as part of the Community Plan Implementation Overlay Zone (CPIOZ) – Type A for public spaces, which include: plazas, platforms, paseos, promenades and podiums. The University CPU identifies the design details of each of the public spaces and how these privately-owned, publicly accessible spaces can be integrated into different development contexts.

a. Public Spaces

CPIOZ-Type A includes Supplemental Development Regulation (SDR) A.1 through SDR-A.5, which provide development regulations for public spaces in the CPIOZ area. SDR-A.1 and SDR-A.2 provide regulations regarding the provision of public spaces and associated amenities and their design requirements. SDR-A.1 requires development:

1. Development on a premises equal to or greater than 400,000 square feet shall provide public spaces that include at least 6 amenities identified in the Public Space Amenity Types Table.
2. Development on a premises equal to or greater than 200,000 square feet, but less than 400,000 square feet shall provide public spaces that includes at least 3 amenities identified in the Public Space Amenity Types Table.
3. Development on a premises equal to or greater than 100,000 square feet, but less than 200,000 square feet shall provide at least 2 amenities identified in the Public Space Amenity Types Table.
4. Development on a premises equal to or greater than 25,000 square feet, but less than 100,000 square feet shall provide at least 1 of the amenities identified in the Public Space Amenity Types Table.

SDR-A.3 provides specific design requirements for the provision of a promenade along Executive Drive. SDR-A.4 and SDR-A.5 detail when an exemption to the requirement to provide public spaces under SDR-A.1 applies and provides regulations regarding a new Public Space In Lieu Fee Option.

The CPIOZ also includes SDRs related to pedestrian connectivity (SDR-B.1), building transitions for residential development (SDR-C.1), building transitions for open space areas (SDR-C.2), parking structure screening (SDR-D.1), urban parkway street trees (SDR-

E.1), pedestrian improvements to UTC Transit Center (SDR-F.1), complete streets (SDR-G.2), the provision of community serving retail within developments that have a residential use that are located on property designated as community village in the University CPU (SDR-H.1 and SDR-H.2), the requirement to not have exterior common open space within 30-feet from the property line abutting a freeway right of way (SDR I.1), the provision of affordable housing in a proposed residential or mixed-use development (SDR-J.1).

An applicant may choose to satisfy its public space requirements through the provision of one or more of the following public space types: plaza, promenade, podium, or platform or urban green.

1. *Plazas*

Plazas connect people to transit, employment and retail experiences. Plazas are required to be a minimum of 1,250 feet with a minimum width and length of 20 feet and located in the front or side yards.

2. *Platforms*

Platforms extend over major streets and transit infrastructure in the University community. Platforms require are a minimum length and width of 15 feet, one pedestrian connection and pedestrian access at ground level, and from the platform.

3. *Urban Green*

Urban Greens are public space at ground level, primarily composed of multi-purpose turf or other active usable ground cover. Urban Greens require a minimum size of 3,000 square feet and minimum length of 10 feet.

4. *Podiums*

Podiums connect uses and buildings across different floor levels. They are required to be a minimum of 3,000 square feet, have a minimum width of 20 feet, and provide access at the ground level, podium and pedestrian bridge if applicable.

5. *Promenades*

Development along the north side of Executive Drive, between Regents Drive and Towne Centre Drive will be required to provide a promenade area outside of the public right-of-way that is open to the public. Promenades are to be built within a development site and do not include the public right-of-way area known as the parkway, which is from the curb to the property line. The Executive Drive Promenade will have an average width of 10 feet measured perpendicular from the edge of the parkway to the street wall, with a minimum width of 10 feet at any point. Promenades provided through the public space requirements are to be 20 feet measured perpendicular from the parkway to the street wall and have a minimum width of 10 feet free from obstruction.

b. *Park Improvements*

Developments that construct on-site park improvements in accordance with SDMC section 142.0640 and City Council Policy 600-33 can be provided as an alternative to the public space requirement. City Council Policy 600-33 outlines requirements for on-site

park improvements that go beyond what is required by the Community Plan Implementation Overlay Zone public space requirements and therefore they are provided as an alternative. City Council Policy 600-33 outlines notification requirements and a public participation process. Park Improvements that count toward recreational value points may be eligible for a development impact fee waiver.

4. Mobility

The vision for mobility in the University CPU is to develop a safe, reliable, and integrated transportation system that provides sustainable mobility options for users of all ages and abilities to travel within the University community and connect to other parts of the region. Mobility planning improvements focus on improving active transportation, increasing transit accessibility, and embracing intelligent technologies and management strategies to that further promote a shift in commuter and personal trips to pedestrian, bicycle and transit use. The goal is to create a better walking, bicycle, and transit environment that achieves the Climate Action Plan goals and creates a more sustainable community. These improvements will result in a viable transportation network that provides more transportation options and complements the University's CPU's vision for land use, urban design, parks, and open space.

The University's CPU addresses the provision of more transportation options by re-envisioning major corridors as Complete Streets, providing a more comprehensive and equitable transportation system and improving road safety for all users. New planned facilities have been identified to support active transportation, including walking/rolling and bicycling. The University CPU integrates traffic calming enhancements and bicycle boulevards to improve safety and better support all modes of travel. Planned improvements include new multi-use paths and trails, buffered bicycle lanes, bike routes/bike boulevards, and cycle tracks/protected bicycle facilities.

Streets are also envisioned to promote a better-integrated transit system by including flexible lanes, Sustainable Mobility for Adaptive and Reliable Transportation (SMART) Corridors, Mobility Hubs, and Transit Signal Priority, consistent with the regional vision and building upon the recent investment of the Trolley extension from Downtown to the University community. Flexible lanes can help to improve schedule reliability for existing and future transit, such as Bus Rapid service, increase rider confidence, and create a better user experience for transit riders making transit a competitive mode for travel. In addition to more reliable transit service improvements, the update also identifies potential mobility hubs for first mile/last mile access to transit. A Final Draft Mobility Technical Report that discusses the four major travel modes is available for review (Attachment 13).

5. Parks and Recreation

The University CPU calls for adding additional recreation amenities to existing neighborhood parks and creating park spaces integrated within new development. A component of the University CPU is the provision of new linear parks and quality public spaces that offer people places to walk/roll, bike, and play. The excess rights-of-way of both Regents Road and Governor Drive are envisioned to be transformed into new public spaces. Executive Drive would be transformed into a four-block linear promenade from Regents Road to Towne Centre Drive. The segment on the western edge is envisioned to be more recreation-oriented

new play equipment and additional activation treatments. Future parks are envisioned to vary in programming and design, from community gardens to exercise stations, to meet the diverse needs of the University community members. As more homes are built, based on the development activity, location, and needs of the community members that new facilities would serve, the City will continually work to identify, plan, and deliver more park and recreation facilities as the community grows.

Open Space

The University CPU proposes to dedicate 171.5 acres of City-owned properties as open space pursuant to Charter section 55. Lands that are dedicated cannot be used for any other purposes without a citywide vote. The Nobel Hill and Nobel “bowtie” properties are located just north of Rose Canyon would provide a continuous connection of over 130 acres of Multi Habitat Planning Area lands through Rose Canyon, connecting existing City-owned and private open space easements. The Roselle Canyon and Sorrento Headlands properties are located north of Genesee Avenue, east of I-5 and west of I-805 would be a part of a more extensive continuous open space system under conservation in both public and private ownership.

6. Historic Preservation

The University CPU establishes policies to support the identification and preservation of the historical, archaeological, and tribal cultural resources of the community. A Historic Context Statement provides more detailed historical narratives. The University CPU proposes an amendment to exempt portions of the community from San Diego Municipal Code section 143.0212 also known as the historic review process for buildings or structures 45-years old or older based on the results of the [Historical Resource Reconnaissance Survey](#) (Survey) and a [Cultural Resources Constraints Analysis](#) which is included in the Appendix of the Programmatic Environmental Impact Report (Attachment 9). The Survey evaluated 78 master planned residential communities and established three tiers of evaluation. The Survey identified 65 master planned residential communities that did not warrant future intensive-level surveys and evaluation for potential historic significance and qualify for the exemption.

7. Public Facilities, Services, and Safety

The University Community Plan Update includes safety and resilience policies to address potential issues related to geologic and seismic risks, hazards and hazardous materials, air quality, noise and overflights, flooding and sea level rise, wildfire risk, and extreme temperatures.

D. How Will the University Community Plan Update be Implemented?

The University CPU guides decisionmakers, staff, property owners, and citizens engaged in community development. Key implementation actions include private investment through development consistent with the zoning program; public facilities included in the City’s Capital Improvement Program (CIP) that are funded in part through impact fees; and other sources of public, private, and non-profit investment and initiatives such as regional transportation improvements, districts, grants, and programs for enhanced facilities and maintenance.

1. Base Zones

Areas within the University Community Planning Area would be rezoned with citywide zones consistent with the University CPU (Attachment 14).

The proposed Zoning Map shows the base zones being proposed for the University CPU that will implement the land uses proposed in the proposed Community Plan Land Use Map (Attachment 12).

The EMX mixed use zones are being used to implement the Urban Employment Village land use designation. The RMX mixed use zones are being used to implement the Urban Village land use designation. The CC-3-8 community commercial zones are being used to implement the Community Village land use designation. The CO-3-3 zone is being used to implement the Commercial Office land use designation.

- EMX-2 (Employment Mixed-Use) is intended to accommodate non-residential development as the primary use and allow for a secondary use that is either non-residential or residential. There is no maximum density. Maximum density is determined by development standards including a 5.0 FAR, 240-foot structure height, and the size of the dwelling units.
- EMX-3 (Employment Mixed Use) is intended to accommodate non-residential development as the primary use and allow for a secondary use that is either non-residential or residential. There is no maximum density. Maximum density is determined by development standards including 7.0 FAR and size of the dwelling units.
- RMX-1 (Residential Mixed Use) is intended to accommodate residential development as the primary use and allow for a secondary use that is either residential or non-residential. There is no maximum density. Maximum density is determined by development standards including a 3.0 FAR, 120-foot structure height, and size of the dwelling units.
- RMX-2 (Residential Mixed Use) is intended to accommodate residential development as the primary use and allow for a secondary use that is either residential or non-residential. Maximum density is determined by development standards including a 3.0 FAR, 240-foot structure height, and size of the dwelling units.
- RMX-3 (Residential Mixed Use) is intended to accommodate residential development as the primary use and allow for a secondary use that is either residential or non-residential. Maximum density is determined by development standards including 3.0 FAR and size of the dwelling units.
- CC-3-8 (Community Commercial) – intended to accommodate development with a high intensity, pedestrian orientation and permits a maximum density of 1 dwelling unit for each 600 square feet of lot area.

For the residential areas throughout the University CPU, two additional Residential Multiple Unit Base Zones are proposed:

- RM-3-9 (Residential Multiple Unit) – permits medium density multiple dwelling units, with a maximum density of 1 dwelling unit for each 600 square feet of lot area, with limited

commercial uses.

- RM-4-10 (Residential Multiple Unit) – permits urbanized, high density multiple dwelling units, with a maximum density of 1 dwelling unit for each 400 square feet of lot area, with limited commercial uses.

2. Supplemental Development Regulations

The draft University CPU includes supplemental development regulations, implemented through a CPIOZ Type A, covering the area depicted in Figure 35 of the Draft Plan to implement the vision and policies outlined in the draft University CPU, which addresses:

- Provision of public spaces, pedestrian connections and associated amenities and design requirements for new development depending on the location and size of the proposed development, and design requirements for the provision of a promenade along Executive Drive.
- Provision of an alternative to the requirement to provide public provision where an applicant chooses to instead pay under a Public Space In Lieu Fee Option for up to 25 percent of the site amenity points or public space square foot requirement.
- Provision for pedestrian improvements to UTC Transit Center, and implementation of complete streets to allow for bicycle facilities, flexible lanes, and general-purpose lanes.
- Implementation of building transitions for residential development adjoining lower density residential zoned land, and residential development adjoining open space that implements building setbacks and a tower transition plane.
- Provision of design requirements for parking structure screening and urban parkway street trees.
- Provision for the community serving retail within developments that have a residential use that are located on property designated as community village.
- Requirement for residential development common open space to be set up at least 30-feet from the property line where it adjoins a freeway right-of-way.
- Provision for an affordable housing requirement in addition to the existing citywide inclusionary housing requirement to ensure housing opportunities for persons of all income levels are provided in the University community, which is a high/highest resource area. In addition to the affordable housing requirements, an Inclusionary Affordable Housing In-Lieu Fee option is also provided. An Affordable Housing Report that provides an analysis for the affordable housing requirement is available for review (Attachment 11). Specifically, this requirement requires an applicant to comply with one of the following:

1. Satisfy the Inclusionary Affordable Housing Regulations as set forth in Chapter 14, Article 2, Division 13 of the San Diego Municipal Code through either of the following:
 - a. Onsite option. The construction of the affordable units on-site in accordance with SDMC section 142.1305(a)(1).
 - b. Offsite Option. The construction or rehabilitation of affordable units off-site within a Sustainable Development Area within the University Community Planning Area.
2. As an alternative to 1 above, an applicant may elect to comply with one of the following options:
 - a. Off-site Option. The construction or rehabilitation of affordable units off-site within a Sustainable Development Area within the University Community Planning Area;
 - b. Pay the Inclusionary Affordable Housing In-Lieu Fee in accordance with SDMD section 142.1305(a)(4), and provide a minimum of 10 percent of the total dwelling units shall be affordable to households whose income does not exceed 120 percent of the area median income either constructed on-site or off-site within a Sustainable Development Area within the University Community Planning Area; Payment of the Inclusionary Affordable Housing in-Lieu Fee in accordance with San Diego Municipal Code; or
 - c. Pay the Inclusionary Affordable Housing In-Lieu Fee in accordance with SDMC section 142.1305(a)(4) at a rate of 180 percent the otherwise applicable fee.
3. Other External Considerations for Implementation
 - a. *Coastal Height Limit Overlay Zone*

The University Community Plan Area, west of I-5, is restricted by the Coastal Height Limit Overlay Zone (Coastal Height Limit) (Attachment 17). The purpose of the Coastal Height Limit is to provide a supplemental height limit for specific coastal areas as enacted by the voters of the City of San Diego. Buildings are limited to a height no more than thirty feet within the Coastal Height Limit. The Blueprint SD PEIR analysis analyzed the overall increase in homes notwithstanding the overlay zone.

b. *Airport Land Use Compatibility Overlay Zone*

Areas within the University Community Plan Area are regulated by the Airport Land Use Compatibility Overlay Zone (Overlay Zone). This Overlay Zone within the University community aims to implement the MCAS Miramar Airport Land Use Compatibility Plan. These supplemental regulations are intended to ensure that new development located within an airport influence area is compatible with respect to airport-related noise, public safety, airspace protection, and aircraft overflight areas. Areas within the Overlay Zone are constrained by compatible uses, a maximum population intensity (people per acre), and subsequent floor area ratio (FAR) per use type within the Accident Potential Zones. Residential uses are not allowed in Accident

Potential Zone 1 and limited to 0.2 dwelling units per acre in Accident Potential Zone 2 and 60 dwelling units per acre within the Transition Zone.

c. *Restrictive Use Easements*

During the 1970s and 1980s, the U.S. Navy acquired restrictive use easements (RUEs) in the communities surrounding MCAS Miramar. Within the University Community, these properties generally are within the primary departure corridors for MCAS Miramar in the areas to the north of Miramar Road/La Jolla Village Drive. Development within these parcels must be consistent with restrictions specified in the RUEs. Although the enforcement of the RUEs is the responsibility of the US Government, they are nonetheless constraints to be considered during the planning process.

E. How does the University Community Plan Update implement the Climate Action Plan?

Community plan updates play a role in implementing greenhouse gas reduction strategies of the Climate Action Plan related to walking/rolling, bicycling and transit and land use. The University CPU complies with the Climate Action Plan community plan-related actions by: planning for growth within Transit Priority Areas (TPAs) and Sustainable Development Areas (SDAs); applying land use designations, residential densities, and implementing zoning to support transit-oriented development; providing policies and planned improvements to support transit operations and access; and designing a planned multimodal mobility network with robust pedestrian and bicycle facilities that connect people to transit (Attachment 13).

F. How does the draft General Plan Amendment (Blueprint SD) help to inform the Draft University Community Plan Update?

The overarching strategy of the General Plan is based on the City of Villages strategy, which focuses growth into walkable mixed-use activity centers that are connected through a regional transit system. Blueprint SD includes an update to the Climate Smart Village Areas Map (existing General Plan Village Propensity Map) which identifies areas with the greatest transit competitiveness (also known as transit propensity) and areas where new home opportunities will have the greatest benefits to implement the City of Villages Strategy and Climate Action Plan. This map guides and aligns future community planning efforts, including the University CPU with Climate Action Plan mode share goals. The updated map is intended to identify areas where additional homes and jobs across the City, could have the best opportunities to increase transit, bicycle, and walk mode share. The analysis conducted as part of Blueprint SD shows that the University Community Planning Area contains some of the highest growth areas in the City for residential and commercial mixed-use (Attachment 15). This is due to existing and planned transit facilities for the University community which will allow density increases to reduce vehicle miles traveled and help meet Climate Action Plan mode share goals.

G. Community Engagement and Analysis

The contents of the draft University Community Plan were developed through topical discussions over multiple meetings with the University Community Plan Update Subcommittee other community members, and additional input via workshops, surveys, and technical analyses.

1. University Community Plan Update Subcommittee

The University CPU Subcommittee (CPUS) was formed in January 2019 and has hosted over 40 public meetings (in-person and online) to discuss:

- Existing conditions, community issues and priorities, future vision and guiding principles, mobility networks, public facilities options, parks and recreation analysis, and urban design concepts.
- Preliminary goal setting.
- Urban Design concepts and Mobility Corridor concepts.
- Land use scenarios, build-out estimates, mobility networks, and development incentives.
- The Blueprint SD project and guidance for meeting citywide Climate Action Plan goals.
- Review of the Community Discussion Draft document.

2. Online Engagement

- A non-scientific online community survey was undertaken from May 22 through June 29, 2019, focused on identifying community priorities and recommendations. In addition to multiple choice, and prioritization/ ranking questions, the survey included several interactive mapping questions. The survey received 1,607 responses. An [Online Survey Report](#) was prepared to summarize the results with a detailed [Appendix](#). The survey focused on identifying community priorities and recommendations for mobility, housing, nonresidential development, parks, and public spaces within the University Community Planning Area. The input collected in this survey was also used to help shape the Vision and Guiding Principles.
- Throughout the Fall of 2021, staff also conducted extensive community outreach and engagement in coordination with the launch of the interactive online engagement platform, Choose Your Future! From October 1 to November 8, 2021, this non-scientific online survey was live on the University CPU website (www.PlanUniversity.org). It provided an opportunity for people to select options for land uses within five primary areas of change (Focus Areas) of the University community, as identified through the plan update process. This effort aimed to receive feedback from the University community on proposed land use options within the Focus Areas. Through this engagement process, over 2,600 respondents completed the survey. An additional 4,500 respondents began the survey but did not complete it.

3. Community Discussion Draft Public Comment

All public engagement efforts have helped shape the Discussion Draft Community Plan which was released in May 2023. During the public comment period, over 350 comments from residents, business owners, property owners, community organizations, and other public agencies were received by the City Planning Department on the Discussion Draft Community Plan. Some key themes emerged and are summarized in a Draft Engagement Summary (Attachment 10). Public comments were generally provided on the following topic areas: Land Use, Urban Design, Mobility, Parks and Recreation, Open Space and Conservation, Public Facilities, Implementation. Staff also received further comments via online submissions, and

in person during a range of participant meetings with the community and Community Planning Group.

4. Draft University Community Plan Update Feedback

The draft University CPU was released for feedback for a period of six weeks between March 14, 2024, and April 29, 2024. Staff received feedback via online submissions, and in person during a range of participant meetings. Feedback received to date has generally focused on proposed density, recreational needs, infrastructure needs, traffic concerns, and Supplemental Development Regulations.

a. Land Use

Overall Density and Intensity: Staff received mixed feedback related to increased density and intensity. A variety of land use scenarios have been considered throughout the planning process, examining maximum densities ranging from 145 to 218 to 290 dwelling units per acre applied to different areas throughout the University Community Planning Area. The University CPU proposes a maximum density up to 218 dwelling units per acre adjacent to the Executive Drive and UTC Transit Centers. The University CPU Subcommittee developed an alternative scenario that proposes a maximum density of up to 145 dwelling units per acre near the Executive Drive and UTC Transit Centers. Staff has also received feedback expressing a desire for a maximum density of 290 dwelling units per acre, redesignating Scientific Research along Torrey Pines Road to Urban Village as well as other feedback expressing a desire reduce the number of potential homes by 50 percent.

Community Shopping Centers: Staff received comments to limit changes to community shopping centers in the southern portion of the University community. The University CPU proposes a Community Village designation allowing up to 73 dwelling units per acre. Staff heard concerns regarding the potential loss of retail and/or parking. Concerns were also shared regarding the potential impacts of increased density and height to neighboring residential areas. Staff have received feedback to have expressed a desire to limit density to 29 dwelling units per acre, implement a 40 to 50-foot height limit, and require 50-foot setbacks from neighboring residential areas.

b. Mobility

Governor Drive: Governor Drive is currently a four-lane major arterial. The University CPU proposes to reduce it to a two-lane major arterial to allow for traffic calming enhancements and improved bicycle facilities. Staff received comments expressing concerns regarding impacts to traffic and emergency access that may result from the proposed lane configuration.

Transit: Staff received comments expressing concerns regarding the transit system not being able to serve the future population.

c. Public Facilities:

Schools: Staff received comments expressing concerns regarding the public schools not being able to serve the future population.

Parks: Staff received comments expressing concerns regarding the need for additional recreation facilities and parks for active recreation to serve the future population.

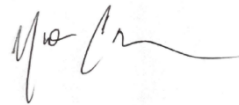
CONCLUSION

Through the extensive public engagement process, the proposed University CPU expresses a new vision and recommends a land use plan and zoning program for vibrant employment centers, eclectic urban villages, and active neighborhoods for all ages and abilities along with a supportive mobility network, urban design framework, and parks and recreation strategy. The University CPU aims to leverage the geographic centrality of University community to the region by co-locating high-quality jobs and homes. The University CPU will increase residential and commercial capacity, while improving mobility options for a greater number of people, advancing public spaces, and providing necessary infrastructure to support new residents. The policies in the University CPU highlight the importance of a connected, walkable community with more transit-oriented development, all of which help put the community on a positive trajectory to meet the goals outlined in the City's General Plan and Climate Action Plan.

Respectfully submitted,



Suchi Lukes
Senior Planner, AICP
City Planning Department



Nathen Causman
Senior Planner
City Planning Department



Coby Tomlins
Program Manager
City Planning Department



Tait Galloway
Deputy Director
City Planning Department

Attachments:

1. [University Community Plan Update Draft Plan](#)
2. Draft Resolution adopting the University Community Plan, rescinding the Nexus Technology Specific Plan, and amending the community's Local Coastal Program and the General Plan
3. Draft Ordinance amending the Land Development Code Chapter 13, Article 2, Division 14 and amending the City's certified Local Coastal Program
4. Draft Ordinance rezoning land within the University Community Planning area
5. Draft Ordinance dedicating public open space within the University Planning area pursuant to the City Charter Section 55

6. Draft Resolution establishing an alternative fee option for public spaces
7. Draft Resolution exempting specified master planned communities from historic review
8. Community Planning Group Letter
9. [Draft Environmental Impact Report](#)
10. [Draft Engagement Summary Report](#)
11. [Final Draft Affordable Housing Report](#)
12. Proposed Land Use Map
13. [Final Draft Mobility Technical Report](#)
14. Proposed Zoning Map
15. Initial Blueprint SD Analysis Results for the University Community Planning Area
16. Prime Industrial Land Map
17. Coastal Zone Map
18. [Draft University Community Plan Public Comments](#)
19. [Draft Summary of Changes between Discussion Draft \(March\) and Current Draft \(May\)](#)