

City of San Diego
University Community Plan Update

April 9, 2024
University Community Planning Group

Project Team

Community Planning



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Sustainability & Mobility



Leo Alo
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Gerald Chacon
Associate Traffic Engineer



Gustavo Negrete
Assistant Engineer

Project Team

Park Planning



Ashley Dulaney
Associate Planner



Wendy Wang
Park Designer



Jonathan Avila
Development Project
Manager III

Project Team

Conservation and Open Space



Dan Monroe
Senior Planner

Overview

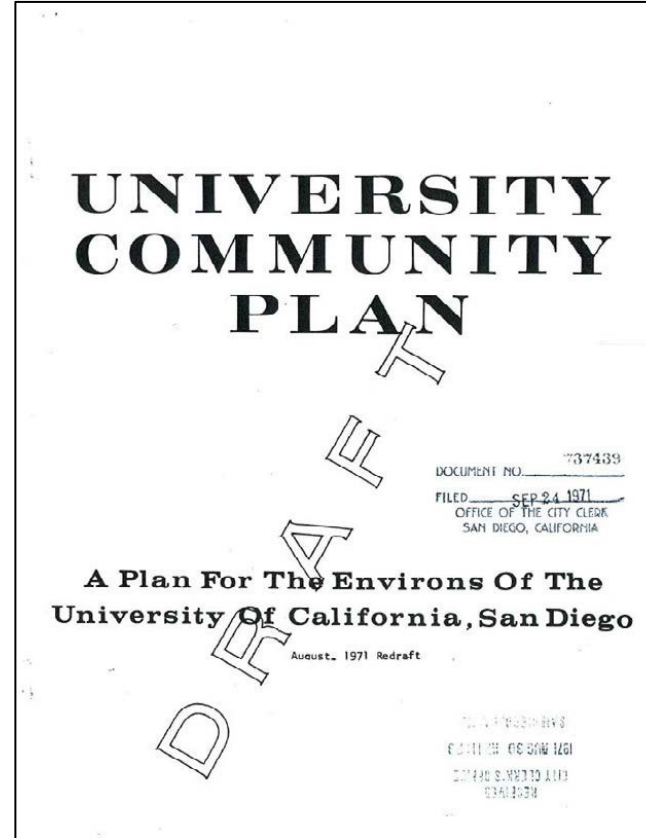
- Why update the 1987 Community Plan?
- What is the process and current timeline?
- What was the feedback on the Discussion Draft Plan?
- What is in the second Draft Community Plan?
- What is the Draft Rezoning Map?
- What is the environmental review process?
- What are the next steps?
- Questions & Answers



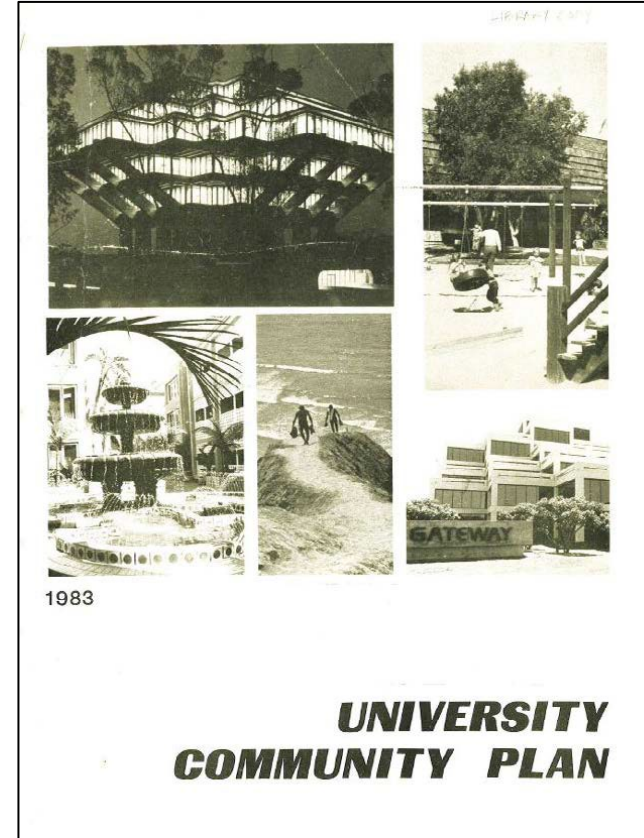
Why update the 1987 Community Plan?



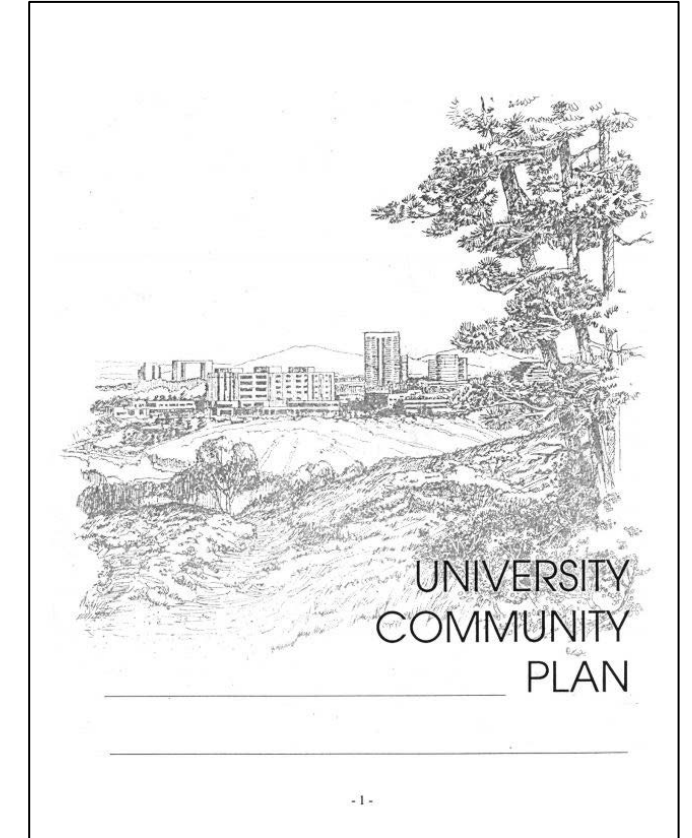
1959



1971



1983



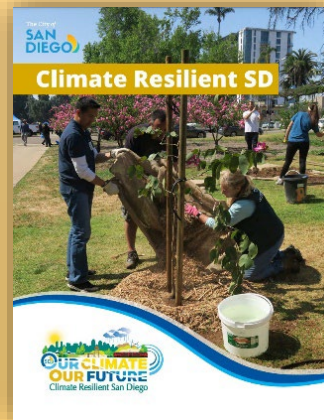
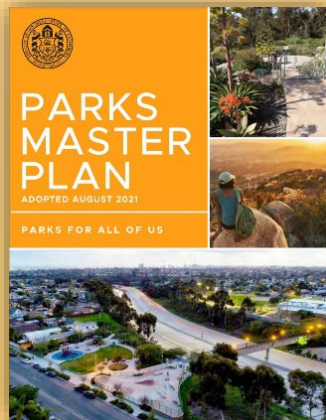
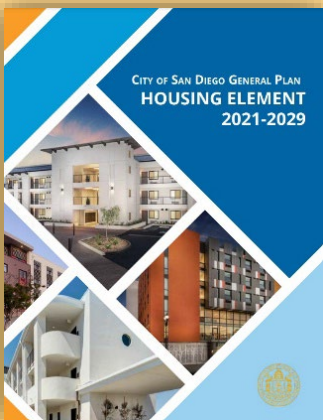
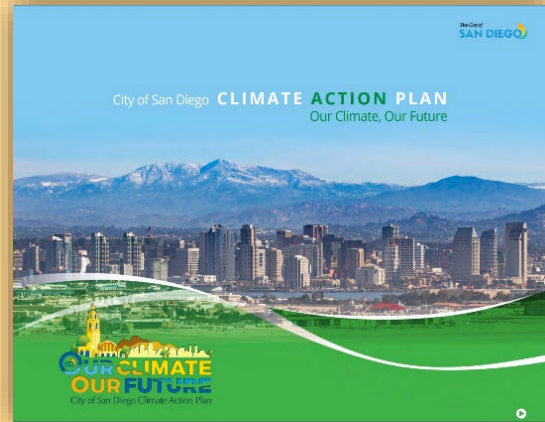
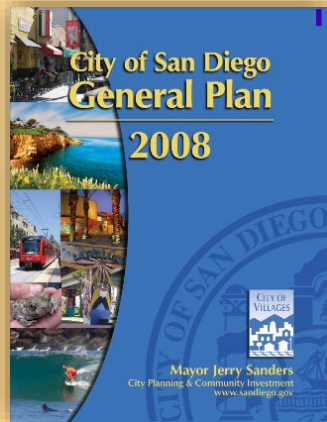
1987

Changes Since 1987...

- 6 MTS Trolley Stations
- Growth of base sector industries (biotech & high-tech)
- Large commuter population
- Citywide housing needs
- Citywide climate goals



Citywide Policy Framework



Guiding Principles

- Renowned Institutions
- A Vibrant Mixed-Use Urban Core
- A Diversified Housing Inventory
- A Center of Economic Activity
- A Complete Mobility System
- A Sustainable Community Integrated with its Natural Environment, Open Space, and Recreational Areas

Plan Priorities

Plan Priorities

**Supporting
a Thriving
Economy**

**Maximizing
Transit
Investment
Success**

**Allowing a
Variety of
New
Homes**

**Ensuring a
Sustainable
Future**

**Streets
Designed
for People**

What is the process and current timeline?



2018-2019	2020	2021	2022 – 2023	2024
PLAN UPDATE LAUNCH	DEVELOPMENT OF PLAN COMPONENTS	SCENARIO DEVELOPMENT & COMMUNITY ENGAGEMENT	DRAFT PLAN FORMATION & ANALYSIS	FINAL DRAFT PLAN & PUBLIC HEARING PROCESS
Open House	Mobility Vision	Element Goals and Policies	Land Use Alternatives	Draft Community Plan and Zoning Map
Data Collection	Economic Forum	Mobility Networks & Concepts	Planning Commission Workshop	Draft Environmental Impact Report (EIR)
Existing Conditions Documentation	Online Engagement	Online Engagement	Revised Land Use Alternatives	CPU Subcommittee Meeting
Existing Conditions Presentation	CPU Subcommittee Meetings	Community Outreach	Draft Mobility Networks	UCPG Recommendation
Website Launch	Element Goals and Policies	Virtual Workshops	Community Discussion Draft Plan	Final Draft Community Plan
Guiding Principles Development	Adopted Plan Land Use Buildout Report	CPU Subcommittee Meetings	CPU Subcommittee Meetings	Final Draft Environmental Impact Report (EIR)
Begin Community Plan Update (CPU) Subcommittee Meetings	CPU Subcommittee Meetings	Land Use and Urban Design Concepts		Public Hearing Process
		CPU Subcommittee Meetings		Plan Adoption

Key Dates

**March 14,
2024**

Public review
period begins
for second
Draft and Draft
EIR

**April 29,
2024**

Public
comments due
for second
Draft and Draft
EIR

May 14, 2024

Request for
action, additional
comments, and
recommendation
from the
University
Community
Planning Group

**Summer
2024**

Final Draft, Public
Hearings &
Adoption
-Planning
Commission
-Land Use and
Housing
Committee
-City Council

What was the feedback on the Discussion Draft Plan?

Key Feedback Heard

- Maximize housing opportunities, while balancing density/intensity
- Further mobility analysis
- Require affordable housing
- Allow for flexibility & creativity
- Supporting key industries and neighborhood-serving retail
- Importance of Governor Drive
- Opportunities for parks and public spaces
- Protect natural resources
- Supporting infrastructure



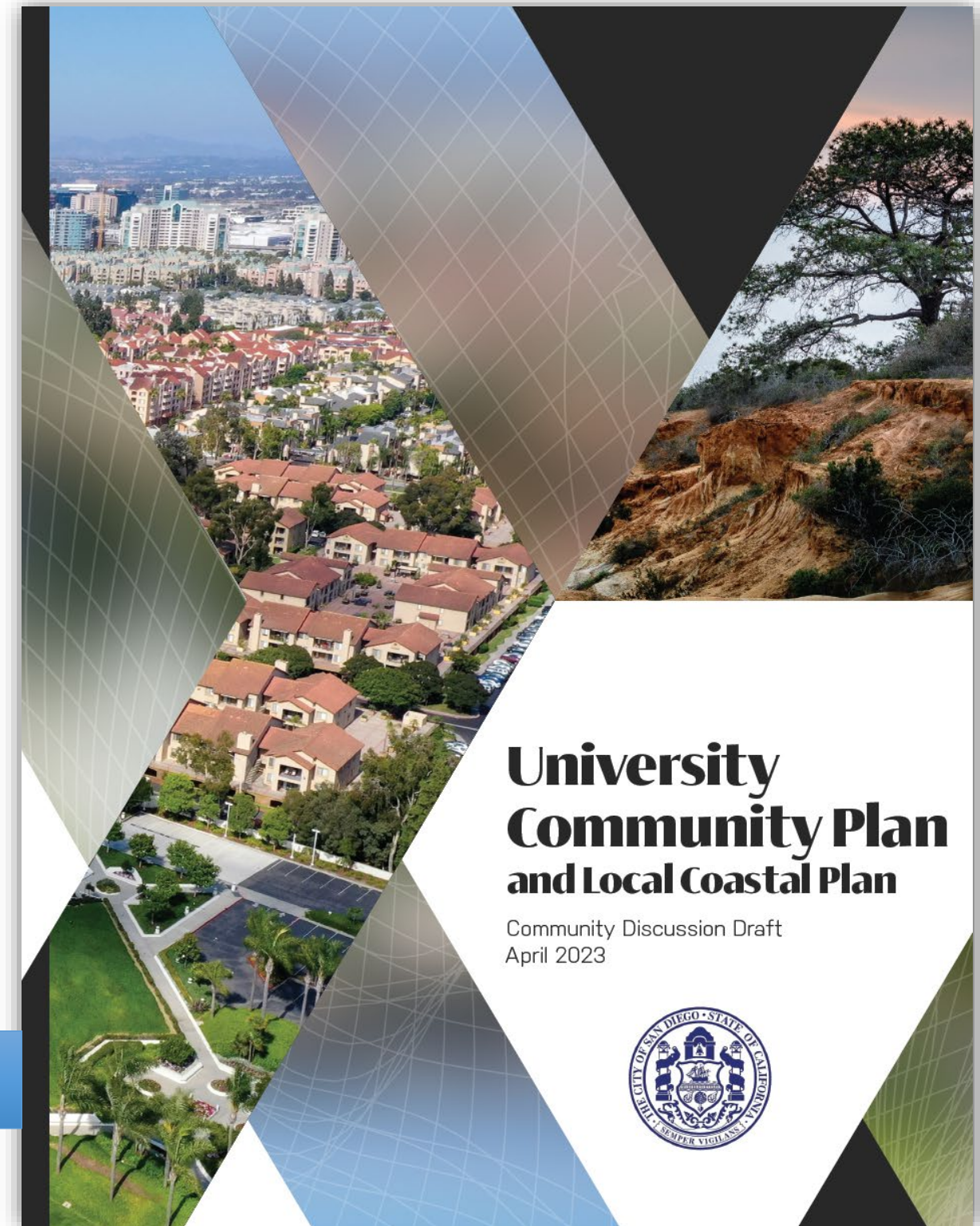
What is in the second Draft Community Plan?

Released on March 14, 2024

- Second Draft Community Plan
- Draft Rezoning Map and “C” Sheet
- Draft Affordable Housing Report
- Draft Mobility Technical Report
- Draft Engagement Summary Report
- Draft Environmental Impact Report

Comments due by April 29, 2024

Download: planuniversity.org



Vision & Land Use Framework



Urban Design



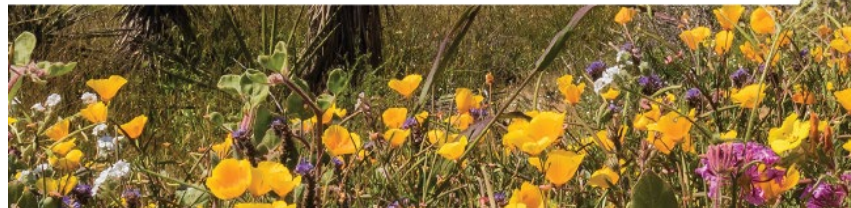
Mobility



Parks & Recreation



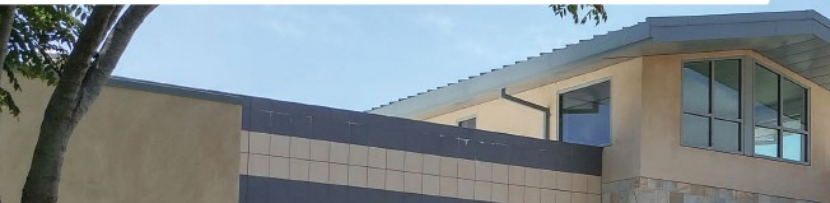
Open Space & Conservation



Historic Preservation



Public Facilities, Services & Safety



Implementation



Appendix

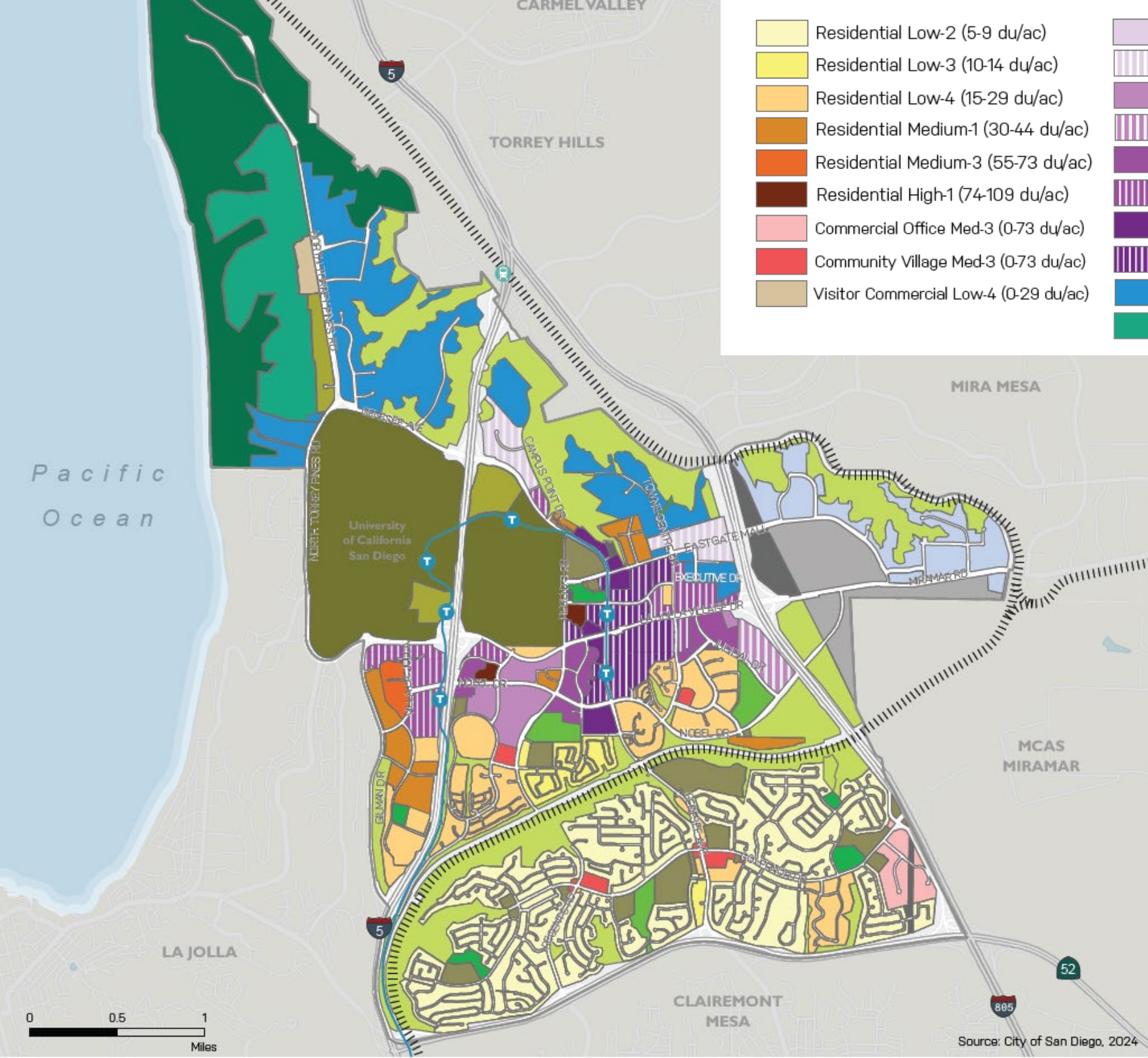


An aerial photograph of San Diego, showing a mix of urban and suburban landscapes. In the foreground, there are residential neighborhoods with single-family homes and some commercial buildings. In the middle ground, a major highway (I-15) runs horizontally, with various commercial and industrial areas on either side. In the background, the city skyline is visible, including several high-rise buildings and a large stadium. The overall scene is a diverse representation of land use in San Diego.

Land Use

Land Use Scenarios Considered

	2022		2023 – Discussion Draft		2024
	Scenario 1	Scenario 2	Scenario A (Staff Rec.)	Scenario B (Subcommittee)	Draft Plan
Maximum density (dwelling units/acre)	290 du/ac	218 du/ac	218 du/ac	145 du/ac	218 du/ac
New Homes	56,000	33,000	30,000	22,000	30,000
New Jobs	60,000	80,000	70,000	55,000	72,000



Potential Build-out Capacity

- 30,000 New Homes
- 72,000 New Jobs
- New Supportive Infrastructure
- 130+ Acres of Open Space to be Dedicated



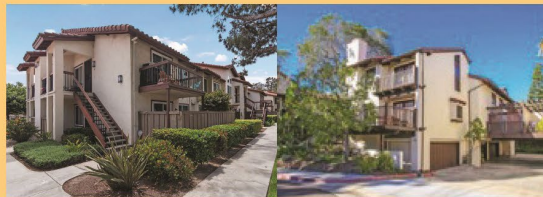
Residential Low-2 (5-9 du/ac)

A mix of lower density residential development including single-family homes and accessory dwelling units arranged as stand-alone detached or attached units, with front, rear, and side yards on small lots. May also include duplexes and garden apartments. No more than four units will be allowed on a given parcel. Parking is typically integrated into the ground-floor of the units in an individually secured garage.



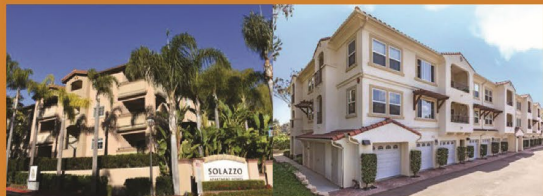
Residential Low-3 (10-14 du/ac)

A mix of townhomes, garden apartments, and multi-family units. Townhomes or row homes are typically clustered in groups of 4 to 6 units. This combination of residential types supports a pedestrian scale. Parking is integrated into the ground-floor of the units.



Residential Low-4 (15-29 du/ac)

Townhomes and garden apartments or condominiums on small lots. Buildings can be organized around a central courtyard with individual or shared open space. Parking is typically a mix of private or shared garages, or surface parking.



Residential Medium-1 (30-44 du/ac)

A mix of townhome, garden apartments, and multi-family units. Private and shared open space is a key component of the design, along with community amenities. Clear pedestrian connections should be made throughout the site and to other areas within the community. Parking is typically a mix of tuck-under parking, shared garages, and/or surface parking.



Residential Medium-3 (55-73 du/ac)

This category supports compact condominium/apartment buildings. Development typically includes common areas. Private and shared open space is a key component of the design, along with community amenities. Clear pedestrian connections should be made throughout the site and to other areas within the community. Parking is typically a mix of shared garages and/or surface parking.



Urban Village & Urban Employment Village Medium-2 (0-54 du/ac, FAR up to 3.0)

Mixed-use development that allows for a variety of commercial and employment use and encourages residential at a medium density range. Developments can create unique housing opportunities that support creative office, business incubators, and high-tech research. In Urban Villages, residential would be the primary use. In Urban Employment Villages, employment would be the primary use.



Urban Village & Urban Employment Village High-1 (0-109 du/ac, FAR up to 3.0)

Mixed-use development that allows for a variety of commercial and employment uses and encourages residential at a medium-high density range. Urban housing and employment opportunities are interspersed with active street frontages and connected through pedestrian-oriented design. In Urban Villages, residential would be the primary use. In Urban Employment Villages, employment would be the primary use.



Urban Village & Urban Employment Village High-2 (0-145 du/ac, FAR up to 5.0)

Serves the community with a dense mix of pedestrian-oriented, community serving residential, commercial, and employment uses. Active street frontages and pedestrian-oriented design are enhanced and outdoor spaces, plazas, and paseos are a central organizing feature. Parking is minimized and fully integrated within buildings to encourage transit use. In Urban Villages, residential would be the primary use. In Urban Employment Villages, employment would be the primary use.



Urban Village & Urban Employment Village High-3 (0-218 du/ac, FAR up to 7.0)

Allows for high intensity, mixed-use development consisting of commercial, residential, office, and retail connected by pedestrian pathways and public spaces. Active street frontages and pedestrian-oriented design are enhanced and outdoor spaces, plazas, and paseos are a central organizing feature. Parking is minimized and fully integrated within buildings to encourage transit use. In Urban Villages, residential would be the primary use. In Urban Employment Villages, employment would be the primary use.

A vibrant, dusk-time photograph of a modern urban plaza. In the foreground, a rectangular water feature with low stone walls contains several small, artistic fountains. To the left, an outdoor cafe area is set up with white wicker chairs and tables, some under large white umbrellas. The background features a mix of architecture, including a building with a prominent red wall and large glass windows, and trees adorned with warm white string lights. People are seen walking and sitting, creating a lively atmosphere.

Urban Design

General Design & Site Design Recommendations

- Best practices for different contexts
- Conceptual diagrams & examples



Figure 7:
Example of the First Two Stories and Relationship to Human Scale

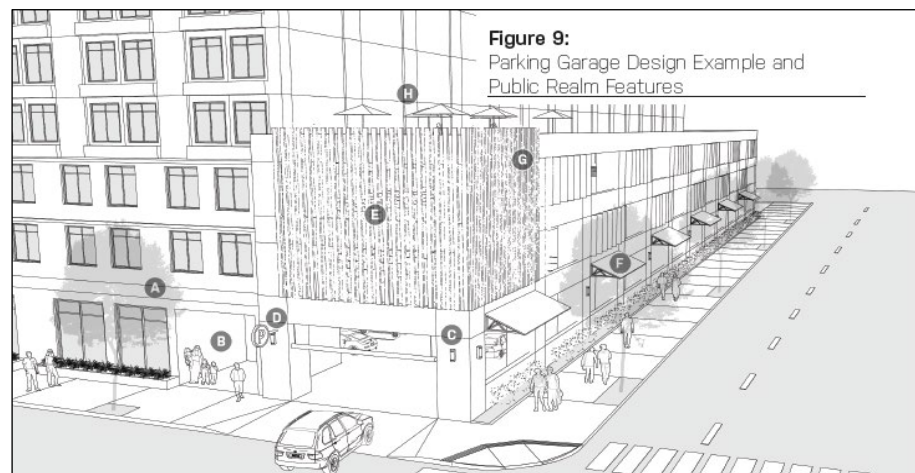


Figure 9:
Parking Garage Design Example and Public Realm Features

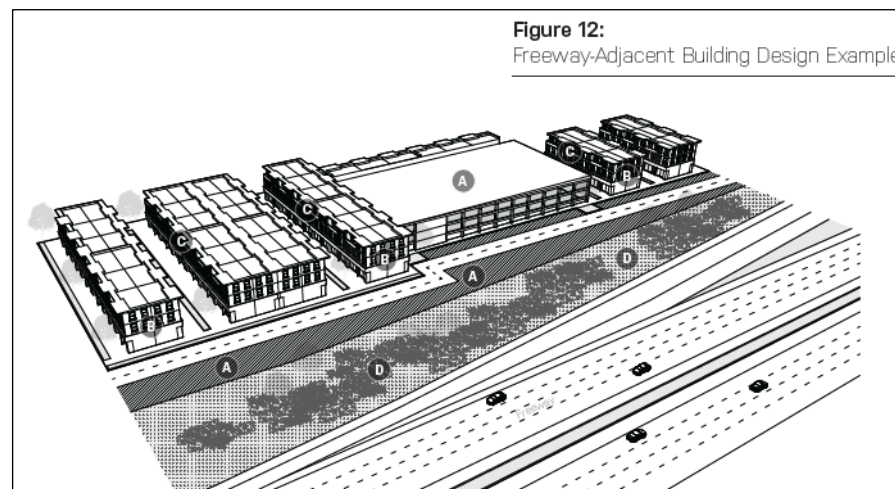


Figure 12:
Freeway-Adjacent Building Design Example

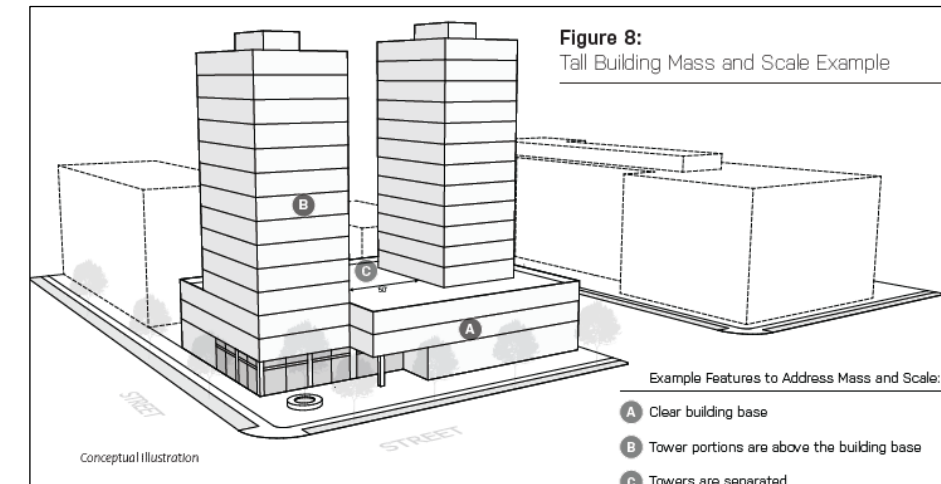
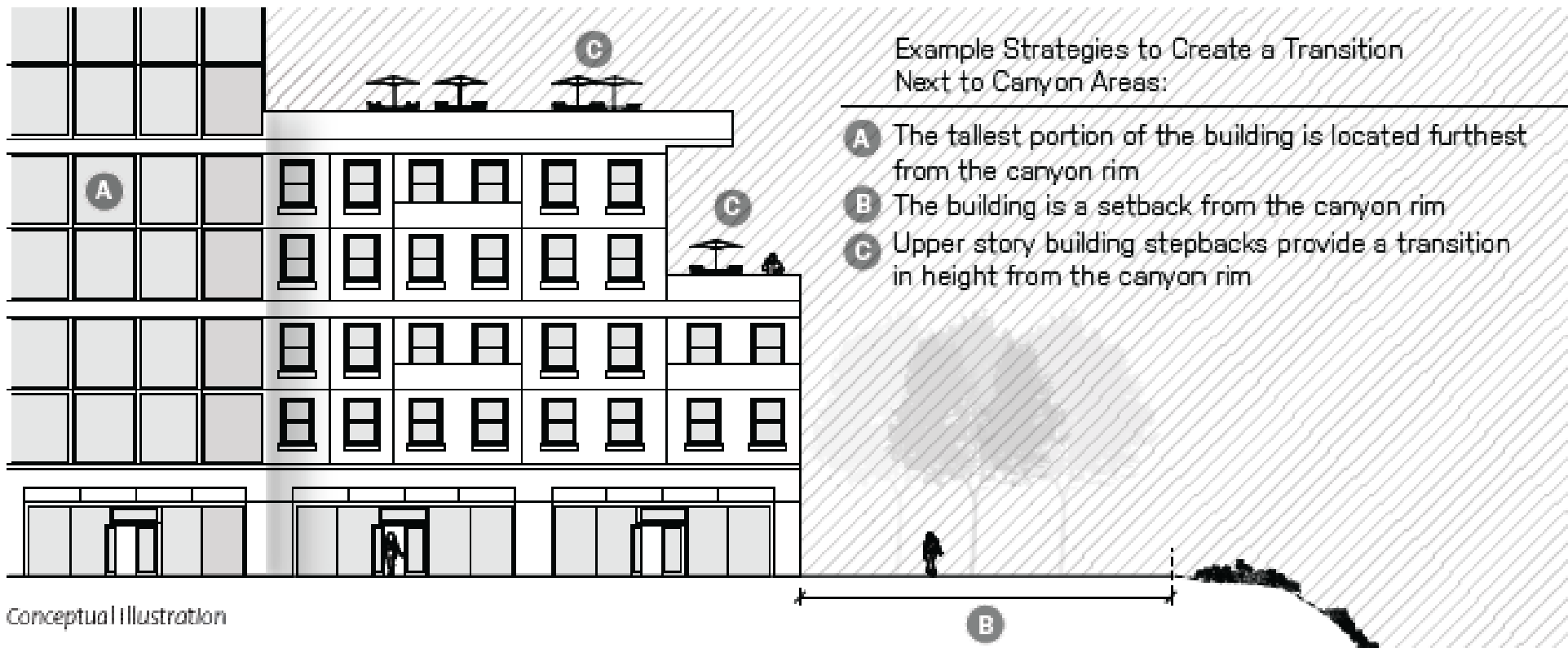


Figure 8:
Tall Building Mass and Scale Example

Figure 11:
Canyon-Adjacent Building Design Example





Plazas



Promenades



Platforms



Paseos

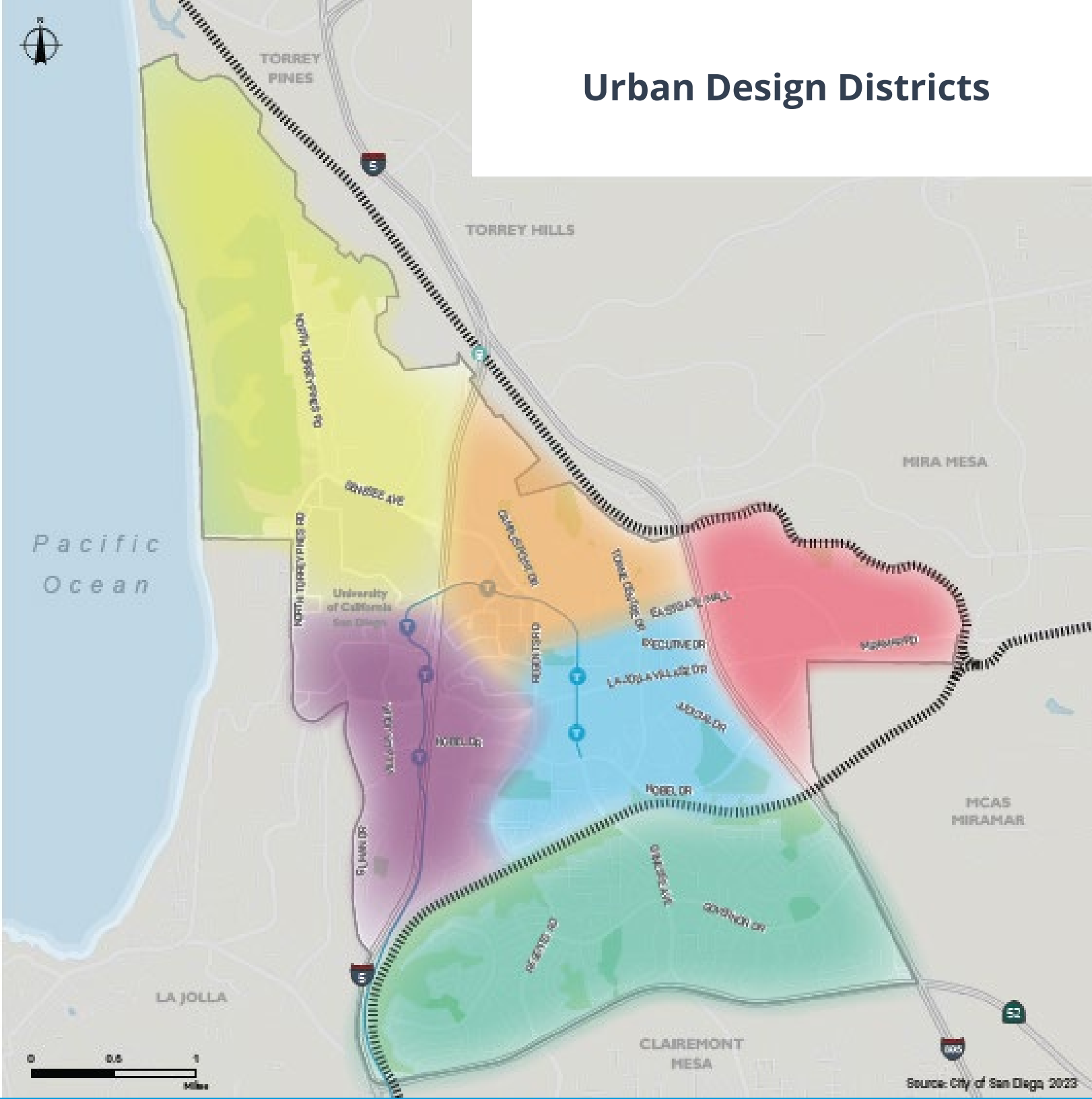



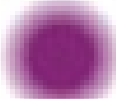




Podiums

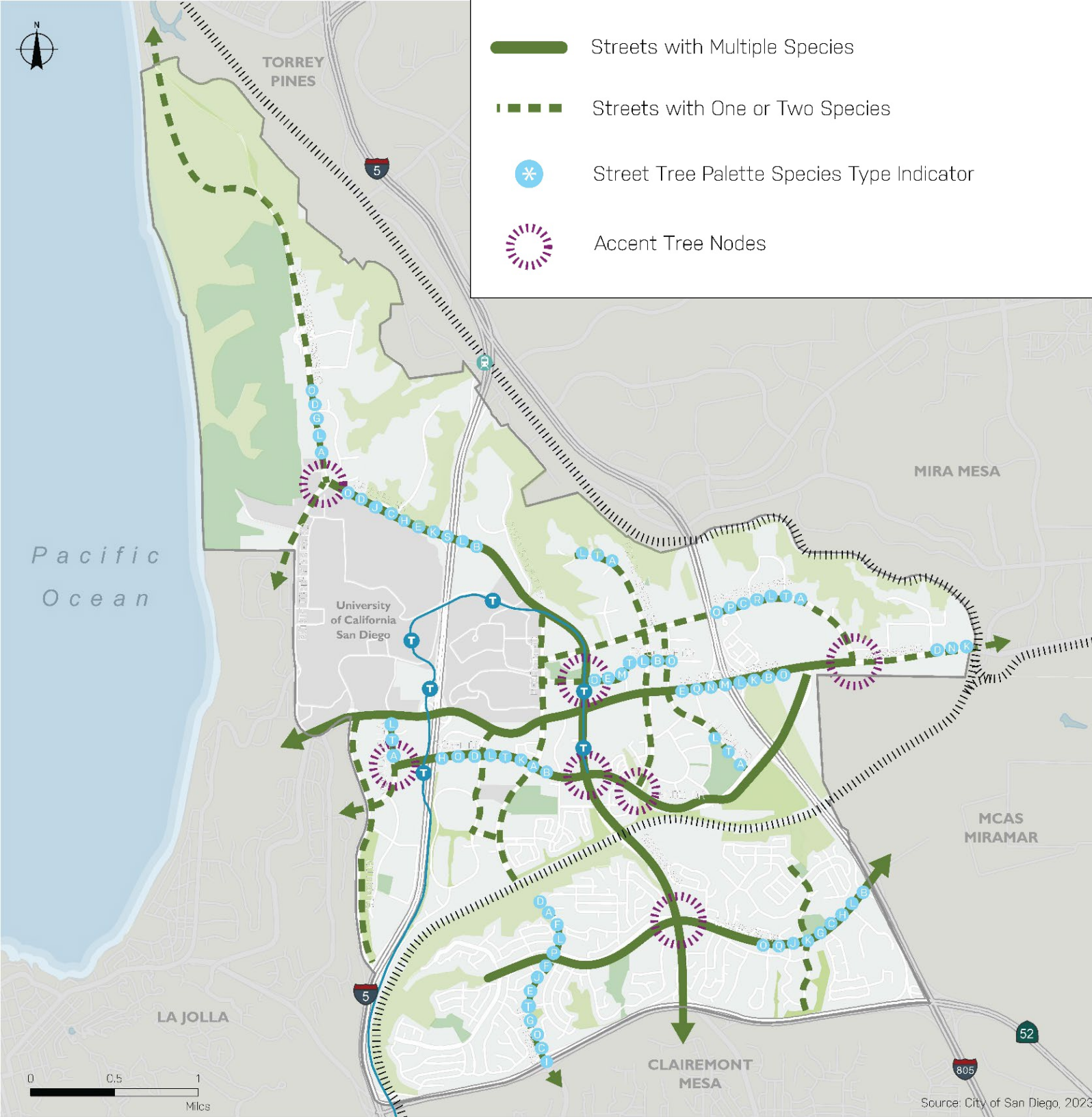
Executive Drive Promenade



Urban Design Districts



-  North Torrey Pines
-  Nobel/Campus
-  South University
-  University Town Centre
-  Miramar
-  Campus Point & Towne Centre



Urban Forestry & Street Tree Plan

- Provide shade and define public realm
- Support climate goals
- Primary, secondary, and accent trees

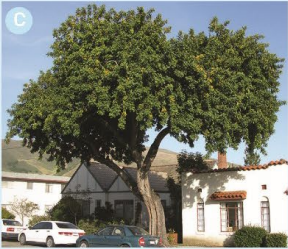
Street Tree Palette



A
Arbutus marina
Strawberry Tree



B
Cassia leptophylla
Gold Medallion



C
Ceratonia siliqua
Carob



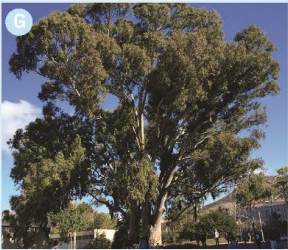
D
Corymbia citidora
Lemon Scented Gum



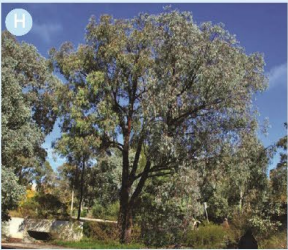
E
Erythrina caffra
Coral Tree



F
Erythrina humana
Natal Coral Tree



G
Eucalyptus camadulensis
Red River Gum



H
Eucalyptus sideroxylon
Pink-Flowering Ironbark



I
Ficus microcarpa
Indian Laurel Fig



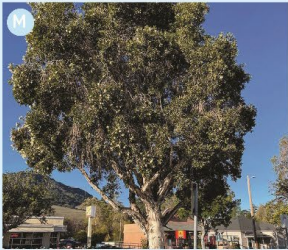
J
Fraxinus uhdei
Evergreen Ash



K
Jacaranda mimosifolia
Jacaranda



L
Lophostemon confertus
Brisbane Box



M
Melaleuca quinquenervia
Paperbark Tree



N
Metrosideros excelsus
New Zealand Christmas Tree



O
Pinus canariensis
Canary Island Pine



P
Platanus racemosa
California Sycamore



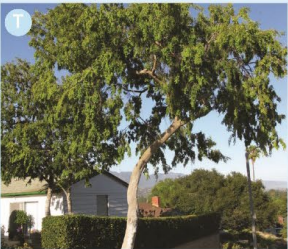
Q
Podocarpus gracilior
Fern Pine



R
Syagrus romanzoffianum
Queen Palm



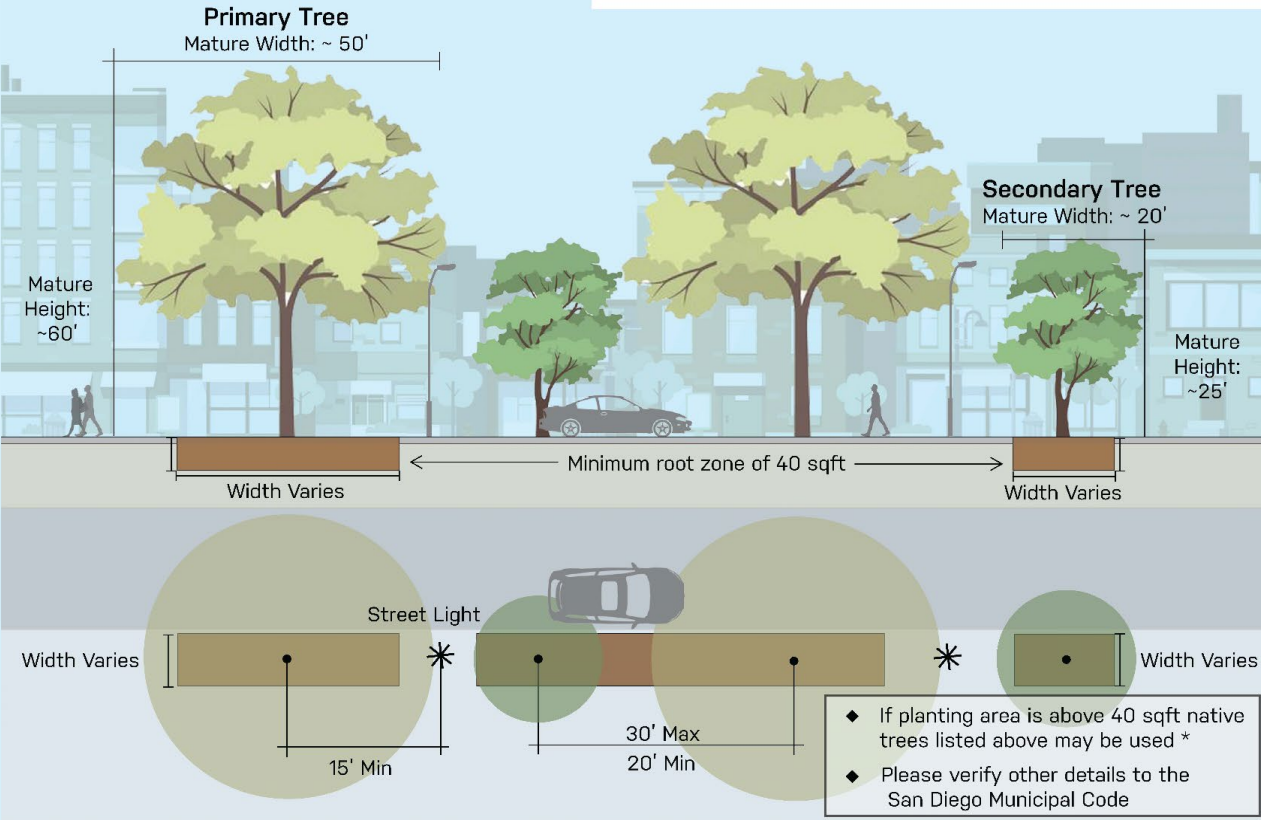
S
Tristaniopsis laurina
Water gum



T
Ulmus parvifolia
Chinese Elm

Primary and Secondary Tree Guidance

Figure 14:
Street Tree Guide



Optional Native Trees



+
Quercus agrifolia
Coast Live Oak



+
Quercus tomentella
Island Oak



+
Pinus torreyana
Torrey Pine



+
Fraxinus velutina
Arizona Ash



+
Cercis occidentalis
Western Redbud



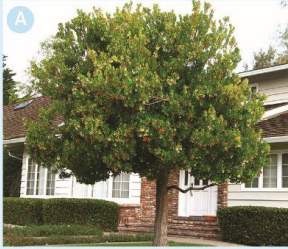
+
Prunus ilicifolia spp. Lyonii
Catalina Cherry



+
Cercidium x desert willow
Desert Museum

1) On a project-by-project basis, these California native trees may be considered if ample planting area is provided. Replacements should follow the guidance above for use as either primary or secondary trees.

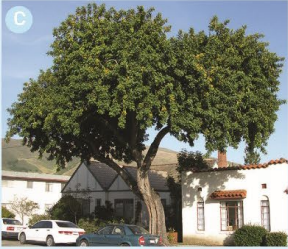
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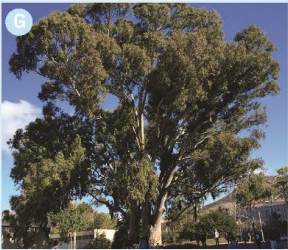
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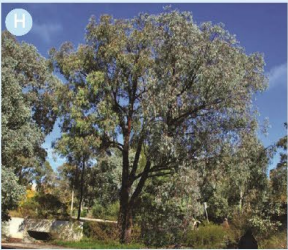
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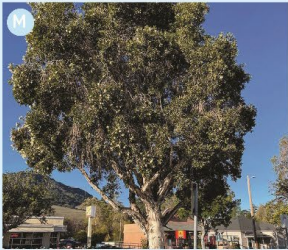
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Jacaranda mimosifolia
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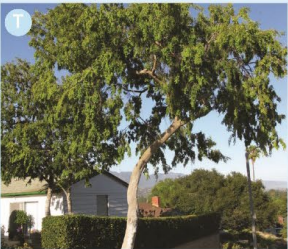
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Podocarpus gracilior
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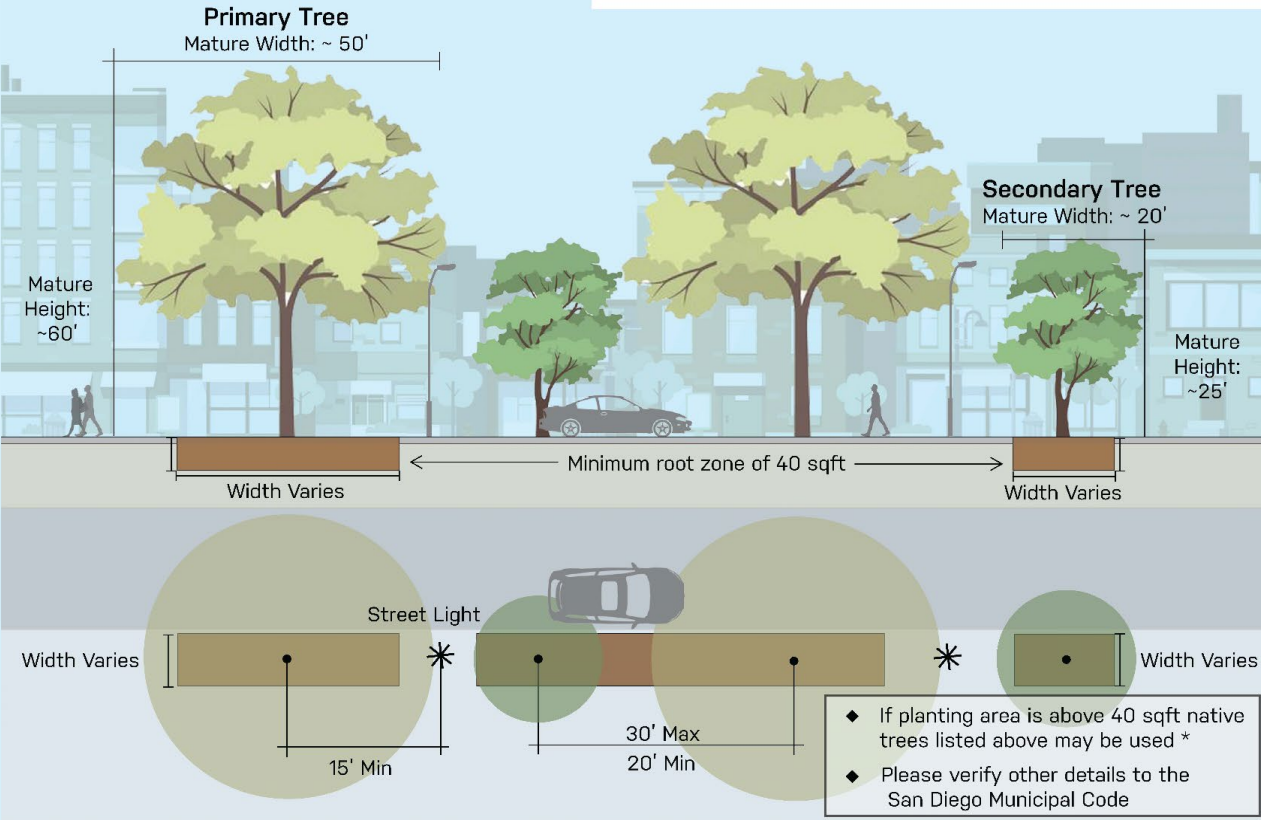
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Water gum



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Chinese Elm

Primary and Secondary Tree Guidance

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Optional Native Trees



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Cercidium x desert willow
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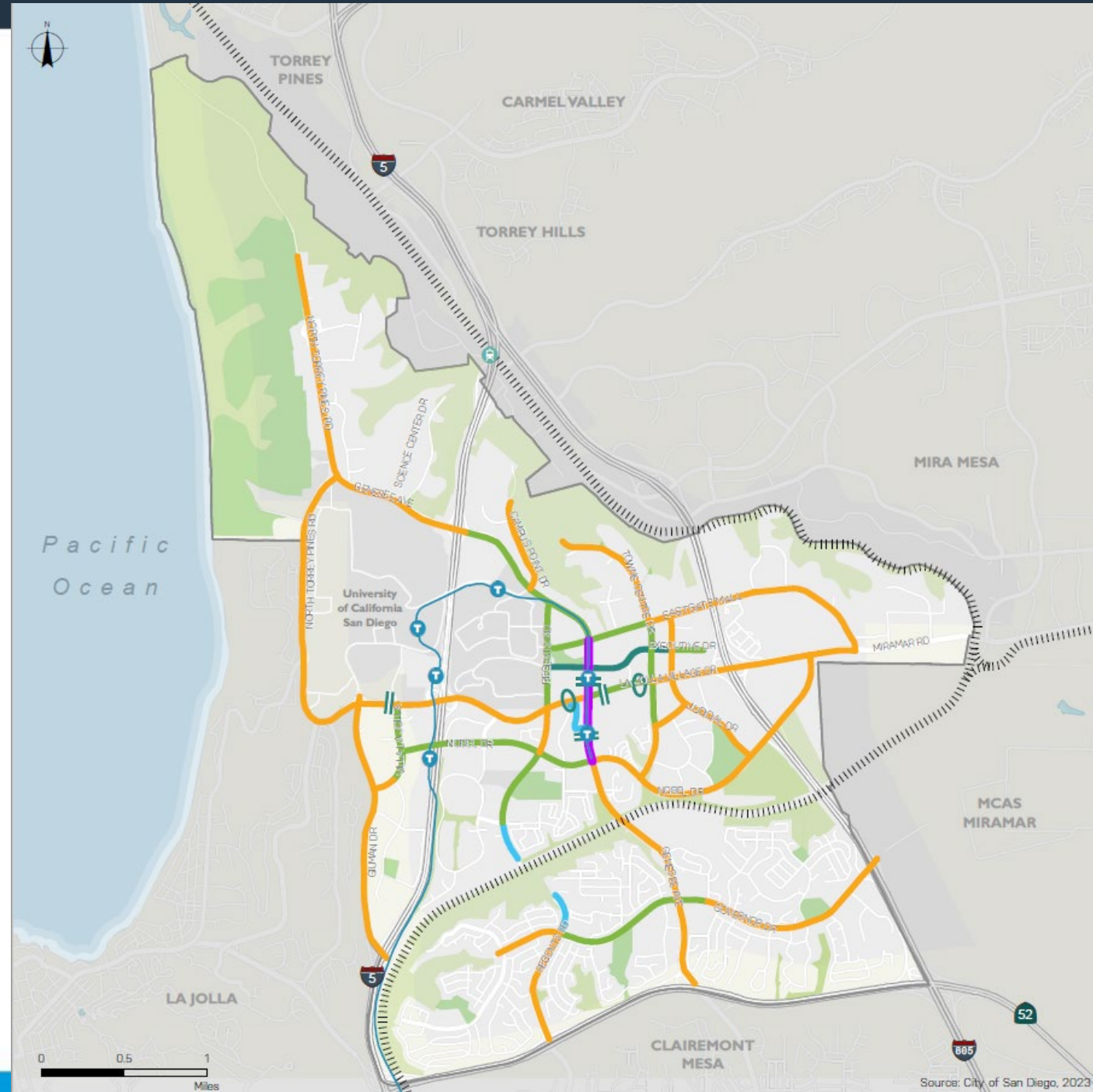
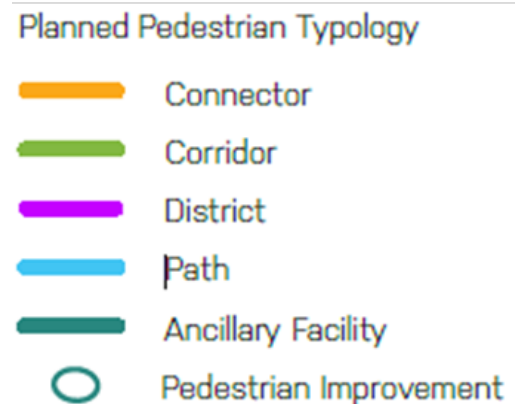


Mobility

Mobility

Pedestrian Network Map

- Executive Drive Promenade



Mobility

Recommended Bicycle Network

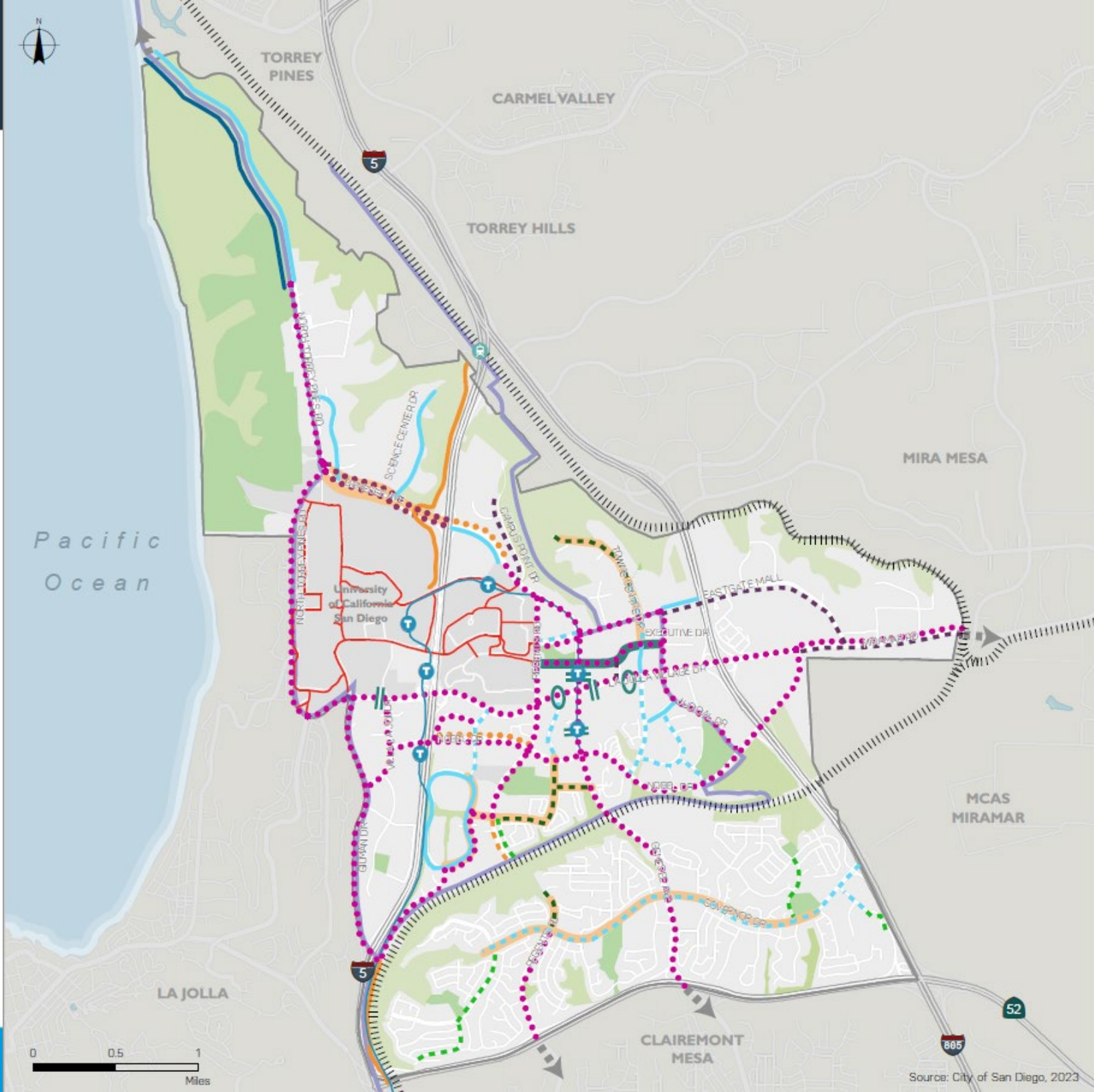
- Increase in planned protected bicycle facilities

Existing Facilities to Remain

- Class I - Bicycle Trail / Multi-Use Path
- Class II - Standard/Buffered Bicycle Lane
- Class II - (One-Way, Two Lanes)

Planned Improvements

- Class I - One-Way Multi-Use Path
- Class I - Two-Way Bicycle Trail / Multi-Use Path
- Class II - Standard/Buffered Bicycle Lane
- Class III - Bicycle Route
- Class III - Bicycle Boulevard
- Class IV - Cycle Track (One-Way)
- Class IV - Cycle Track (One-Way, Two Lanes)
- Class IV - Cycle Track (Two-Way)



Mobility

Planned Transit and Potential Transit Improvements Maps

- Support Regional Transit Investments
- First and Last Mile Connections
- Transit Competitiveness



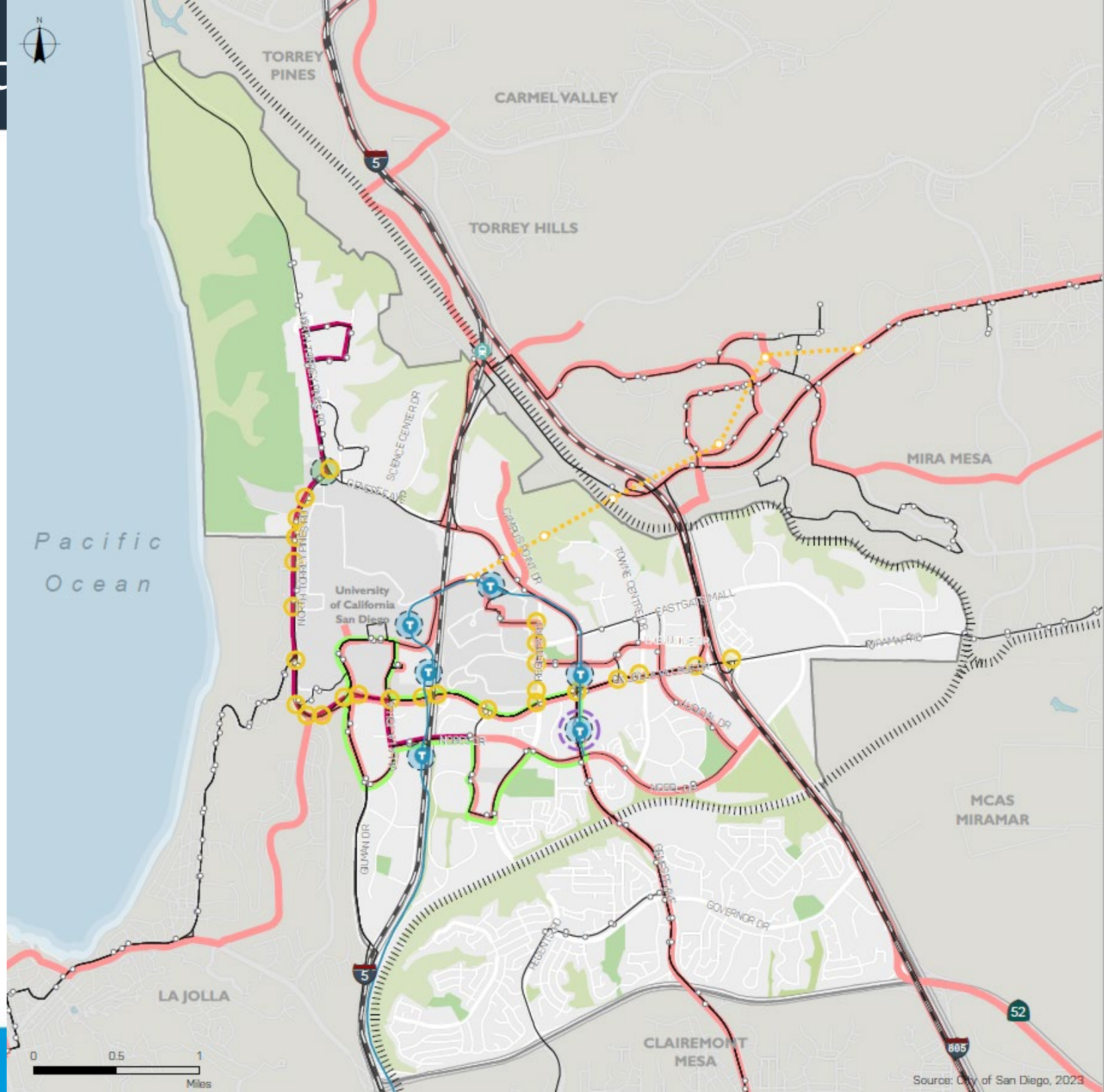
Mobility

Planned Regional Transit Network

- SANDAG's Regional Plan
- UCSD's Long Range Development Plan

Planned Improvements - as currently reflected in the RTP

- Managed Lanes
- Adaptive Signal Timing/Transit Signal Priority
- Next Gen Rapid
- SANDAG Proposed Aerial Skyway Alignment/Skyway Stop
- Rapid Route 870
- Planned Mobility Hub
- Future Purple Line Station










Mobility

Potential Transit Improvements Network

- Flexible Lanes
- SMART Corridors

Potential Improvements

-  Aerial Skyway Alignment Options/Skyway Stops
-  Proposed Coaster Station Relocation
-  Micromobility Hub
-  Bus On Shoulder
-  Flexible Lane
-  Adaptive Signal Timing/Transit Signal Priority
-  SMART Corridor



Mobility

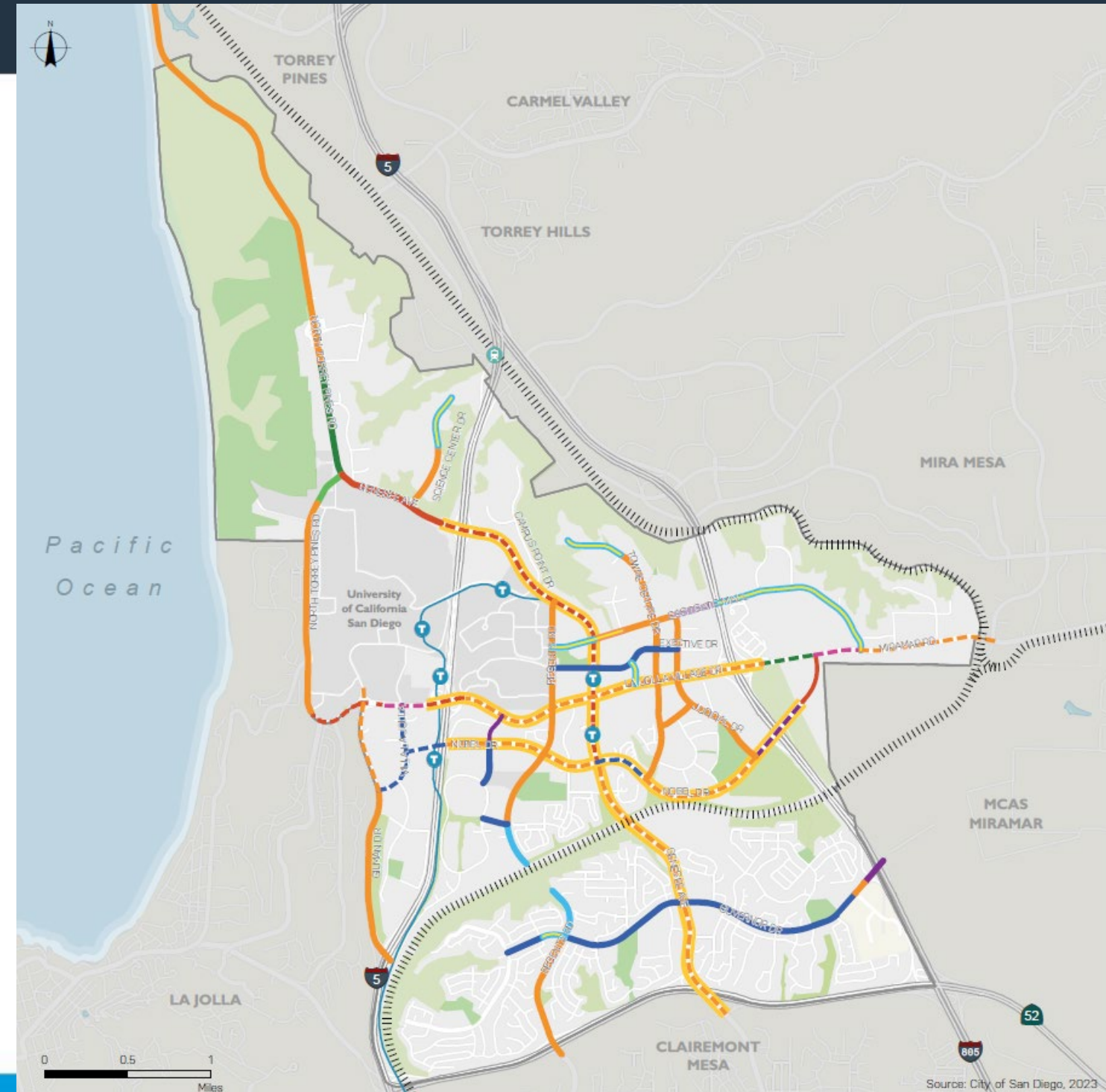
Planned Vehicular Network

- Complete Streets Approach
- Emergency vehicles can use flexible lanes

Planned Street Classification Network



*TWLTL: Two-Way Left Turn Lane



Source: City of San Diego, 2023

An aerial perspective of a city street intersection. The street has multiple lanes, including a red-paved transit lane with two white buses. There are green-paved bike lanes on both sides of the transit lane, with white 'Bike' and 'Bike Lane' markings. Pedestrian crosswalks with white stripes and yellow bollards are visible. People are walking on the sidewalks, and cars are parked along the street. The scene is set in an urban environment with modern buildings and trees.

Mobility Analysis

Mobility Analysis

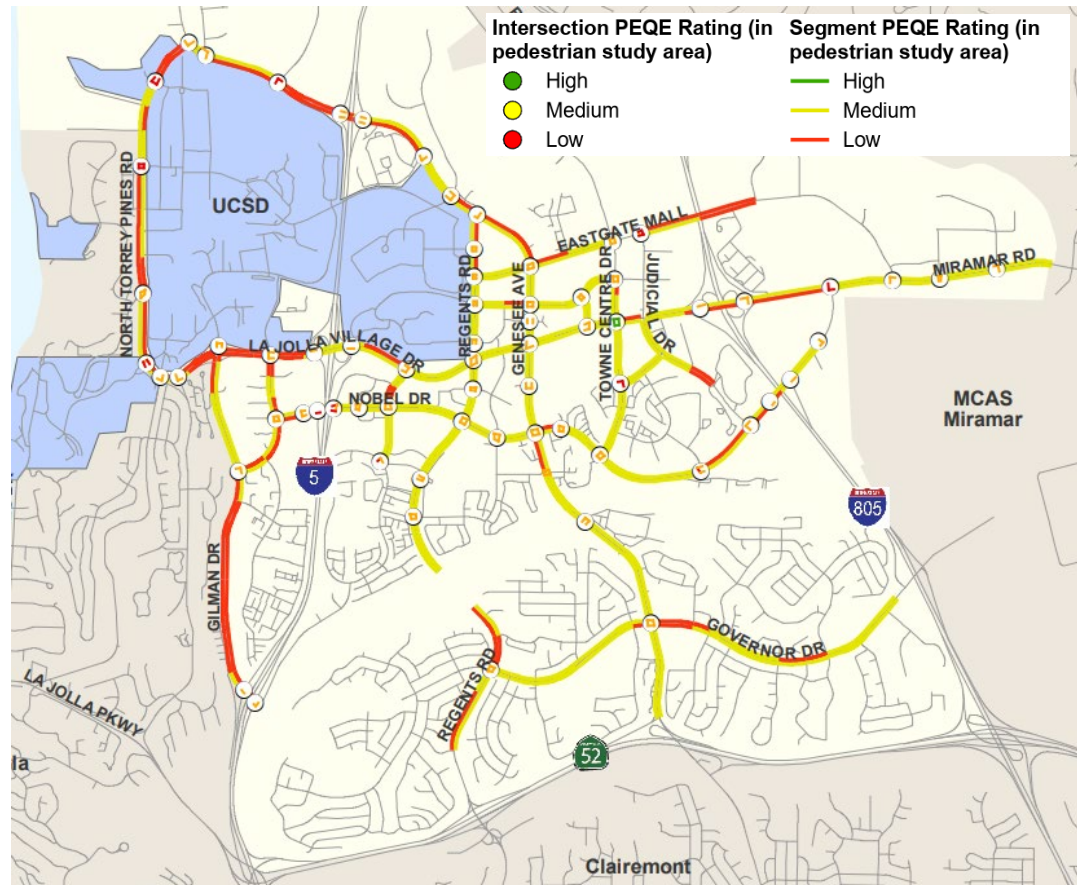
Pedestrian Environmental Quality Evaluation (PEQE)

PEQE Segment Results

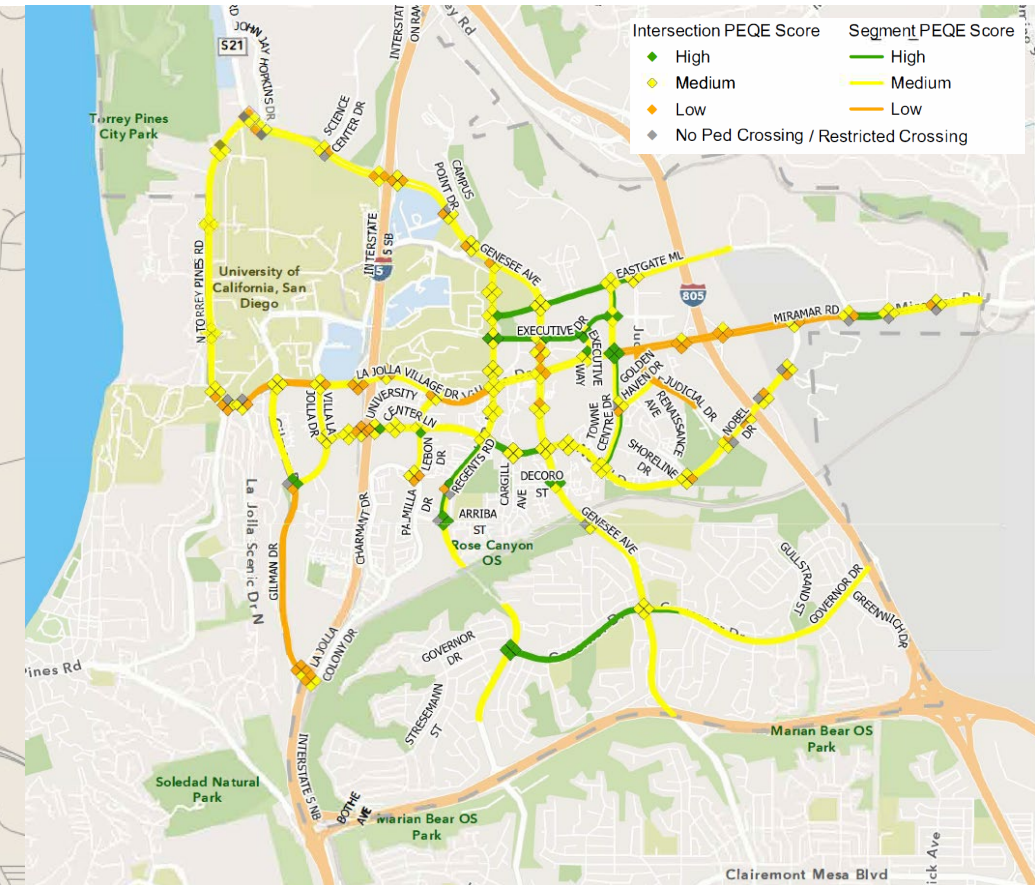
- Increased medium and high by 18%

PEQE Intersection Results

- Increased high by 12%



Existing



Proposed Plan

Mobility Analysis

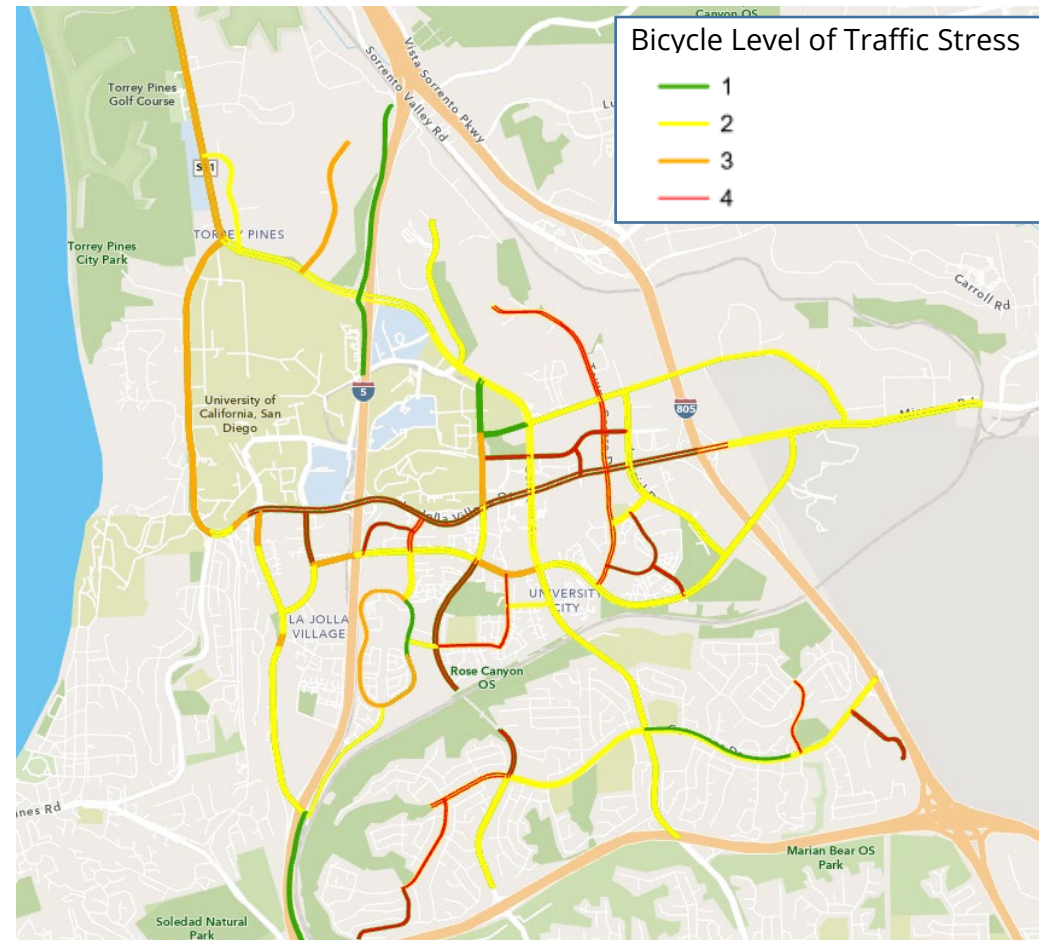
Bicycle Level of Traffic Stress (BLTS)

Bicycle Level of Traffic Stress

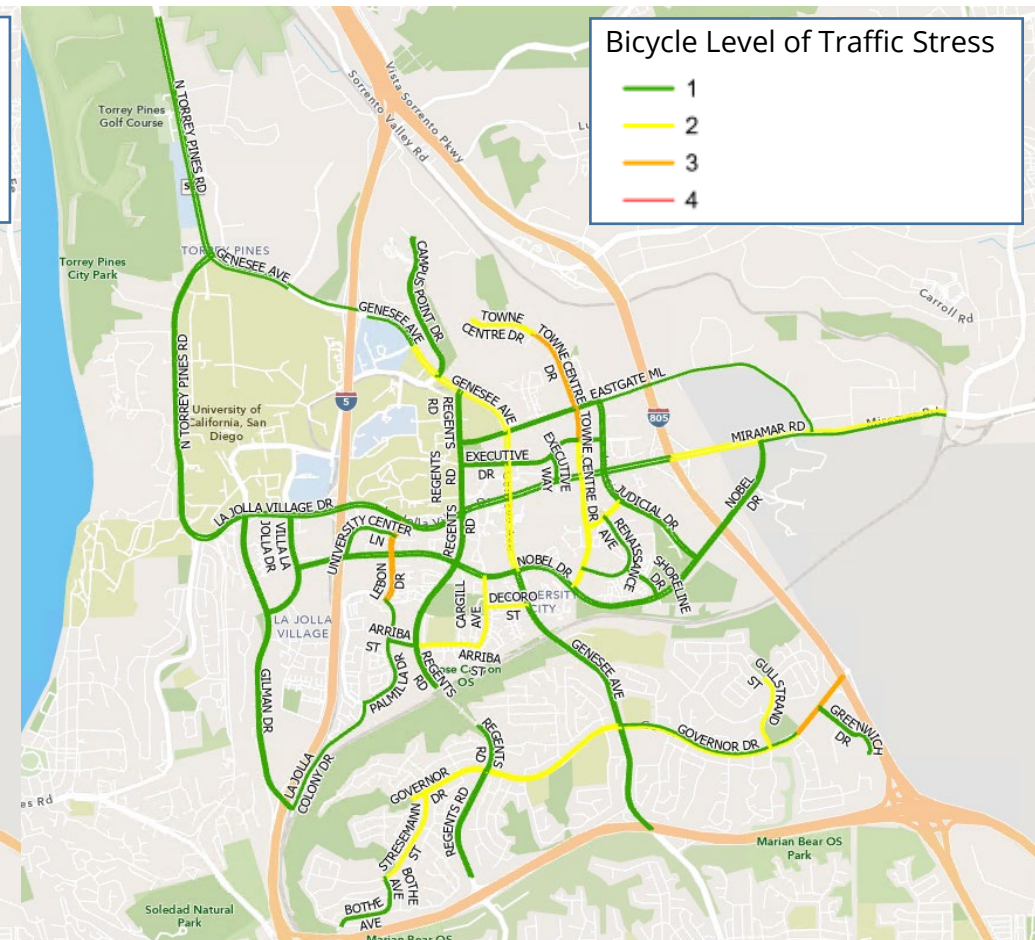
- Increased LTS 1 and LTS 2 by 95%

Bicycle Facilities

- Increase the amount of protected bicycle facilities by approximately 50 miles



Existing

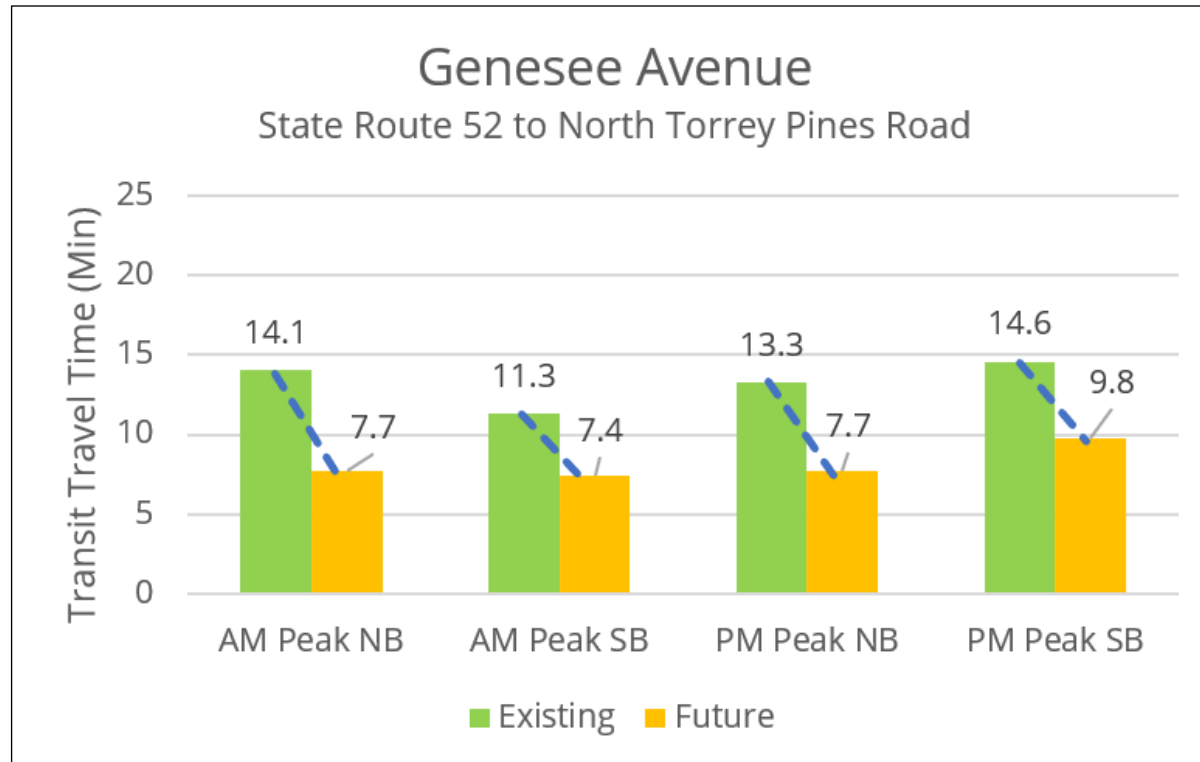


Proposed Plan

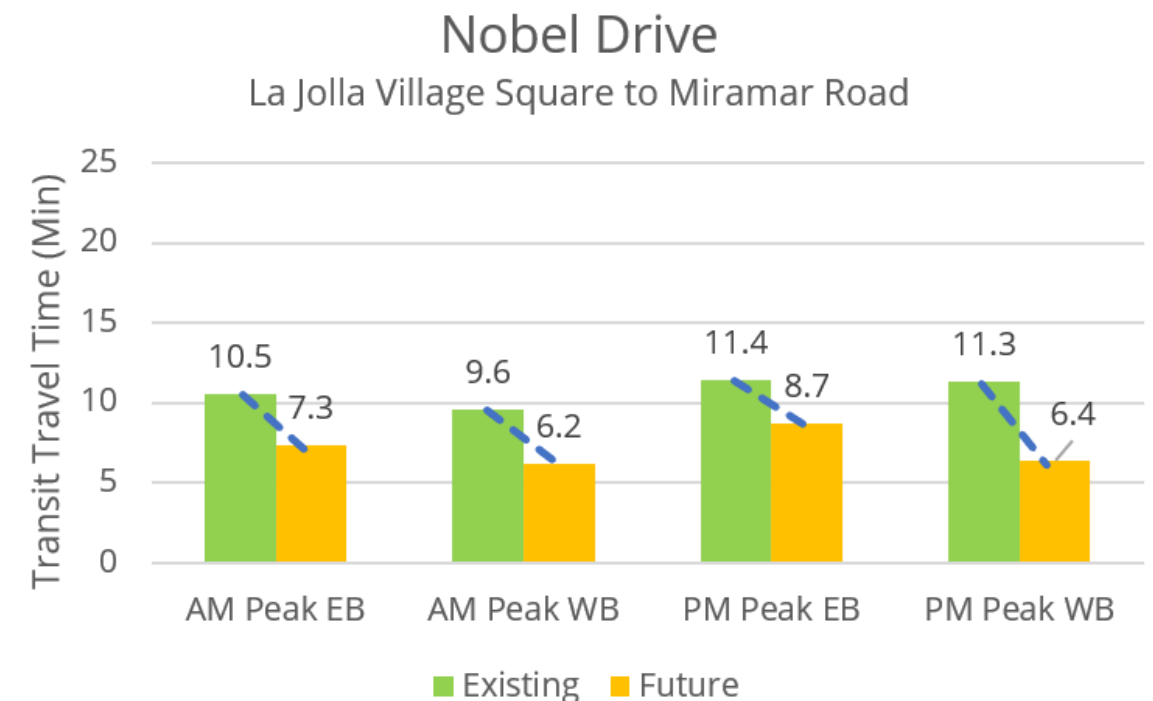
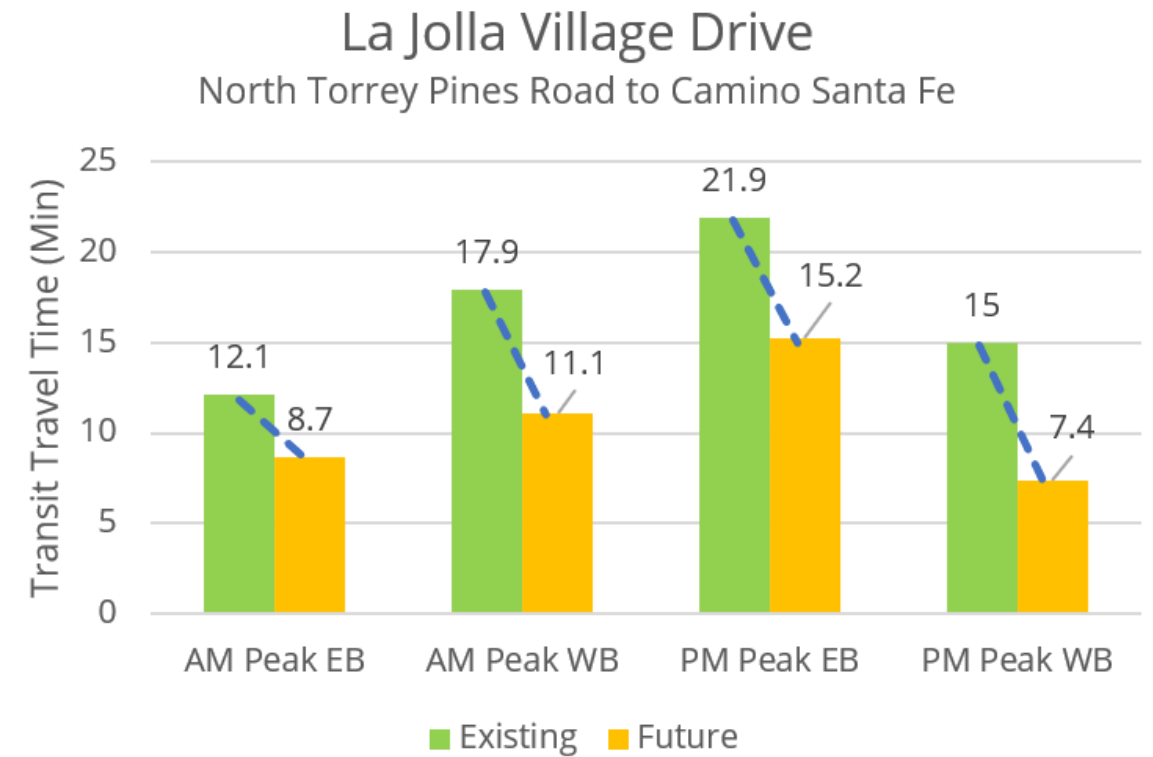
Mobility Analysis

Transit Travel Times

- Reduced transit travel times



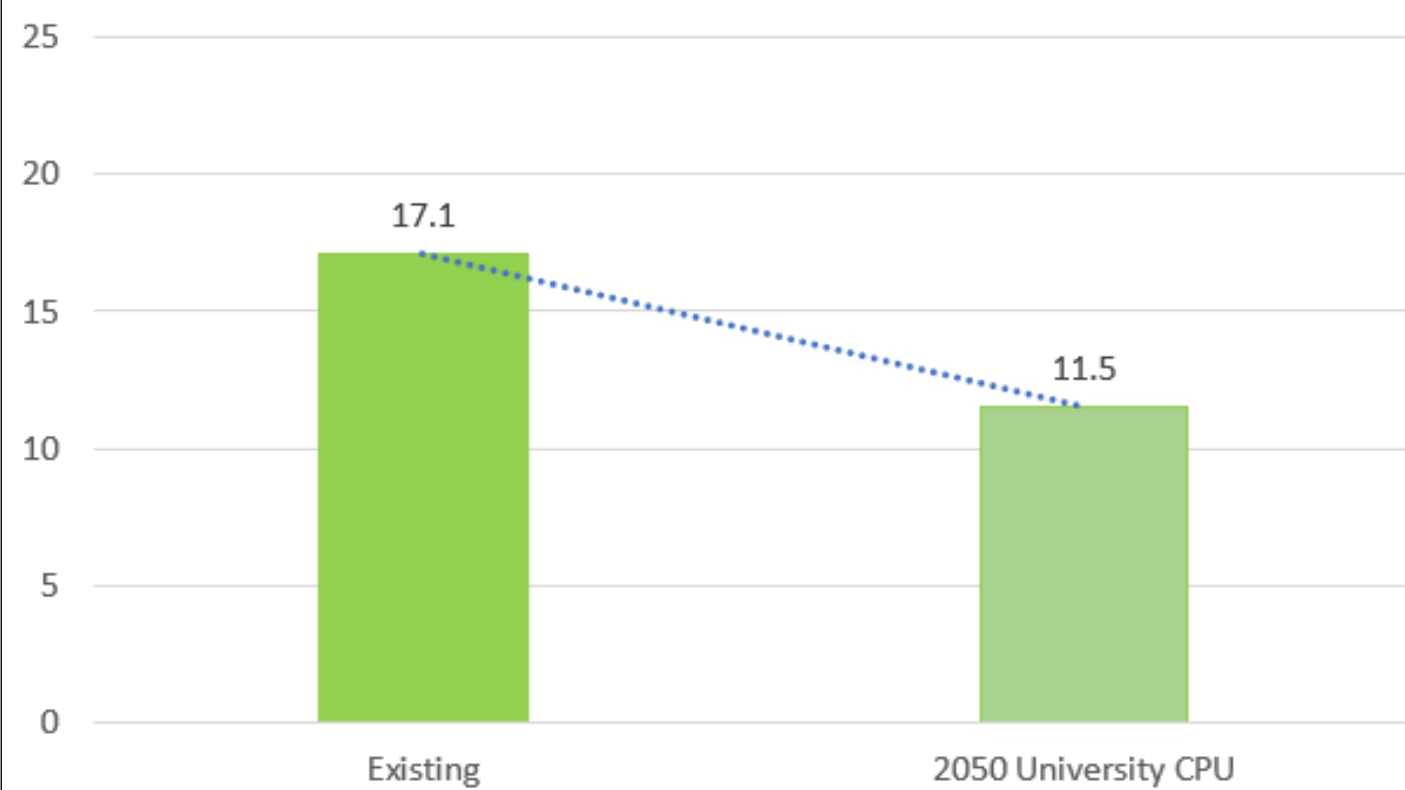
Note: The travel times are reported from the Appendix E and F Horizon Year Synchro Arterial Reports for vehicles and transit, respectively.



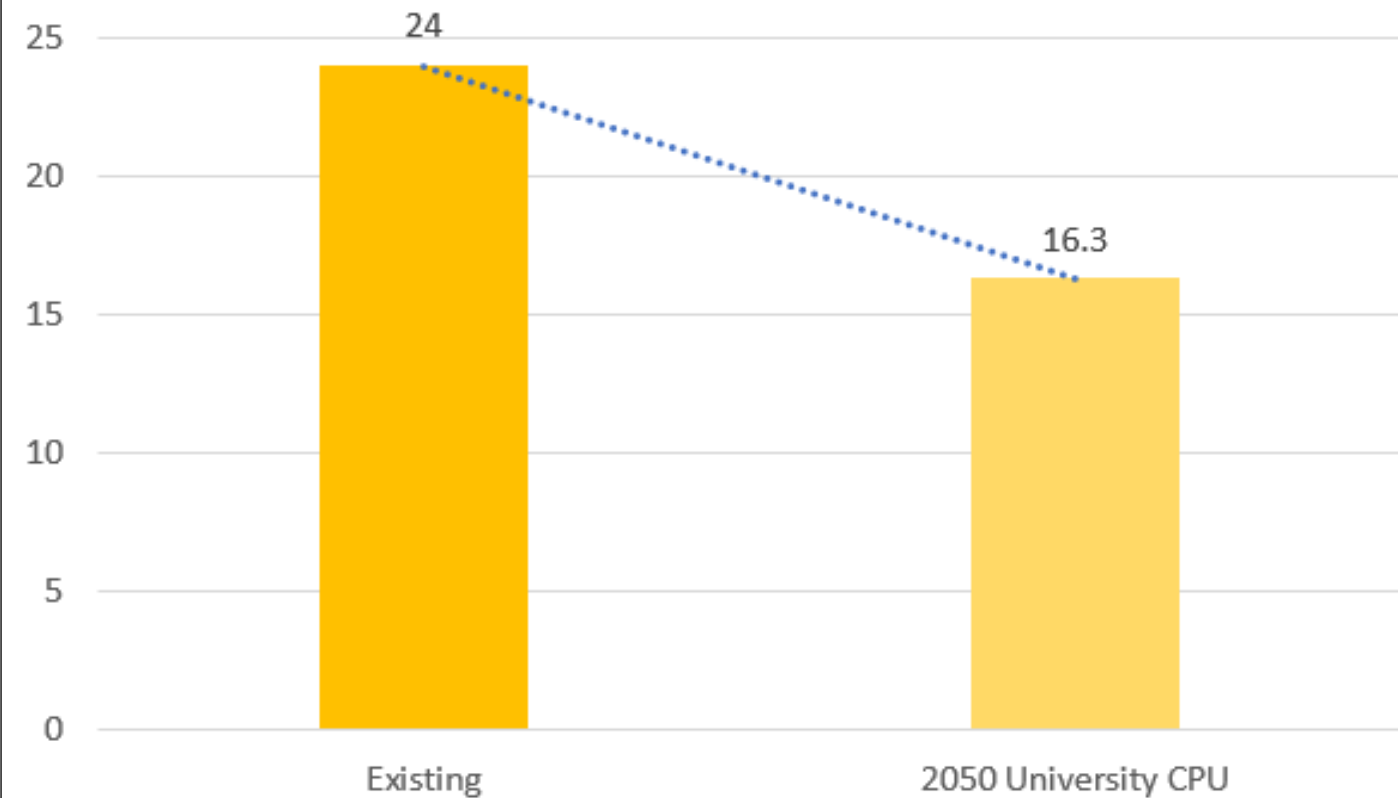
Mobility Analysis

Vehicle Miles Traveled (VMT)

VMT Per Capita (Residents)

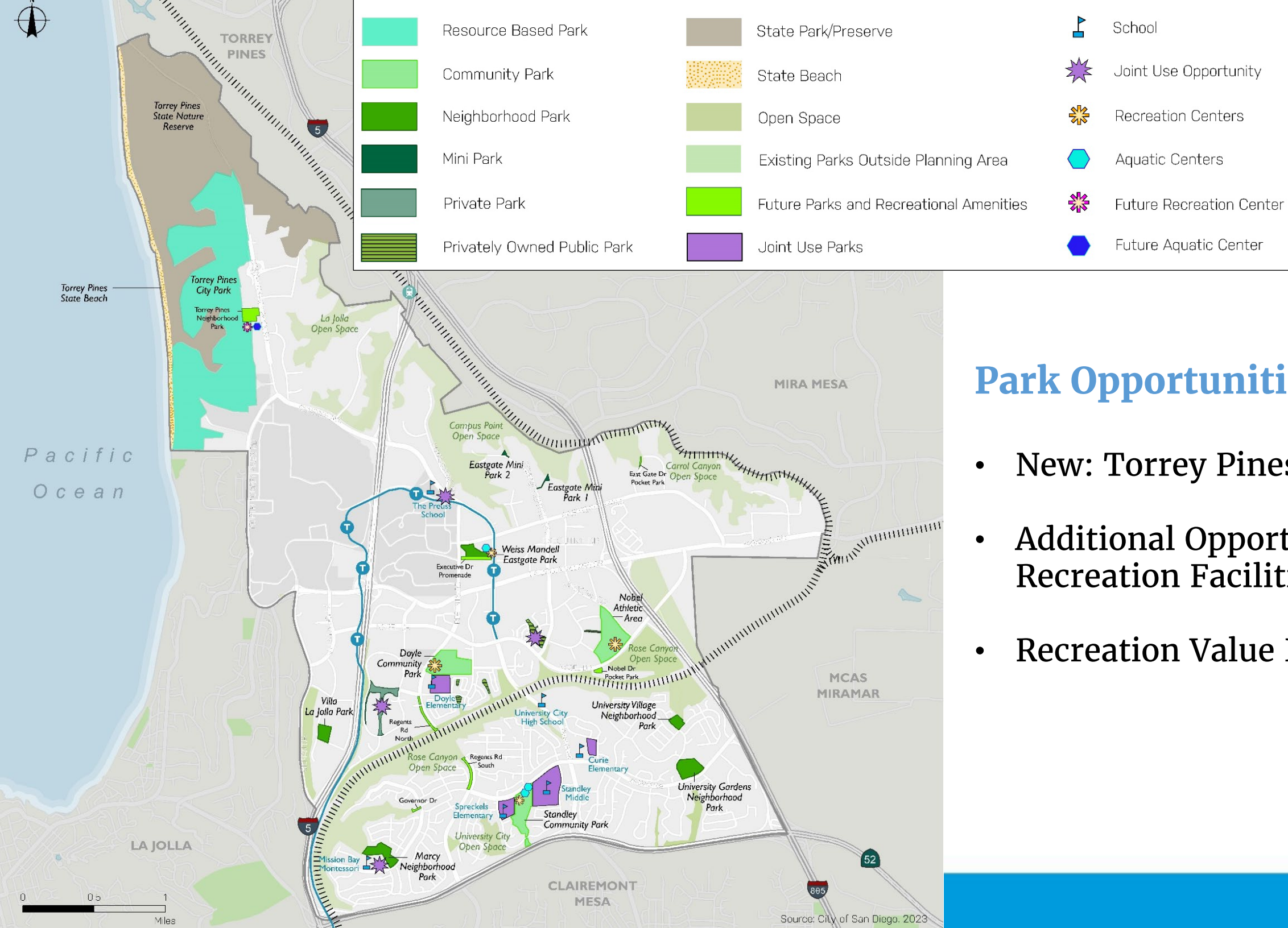


VMT Per Employee (Employment)



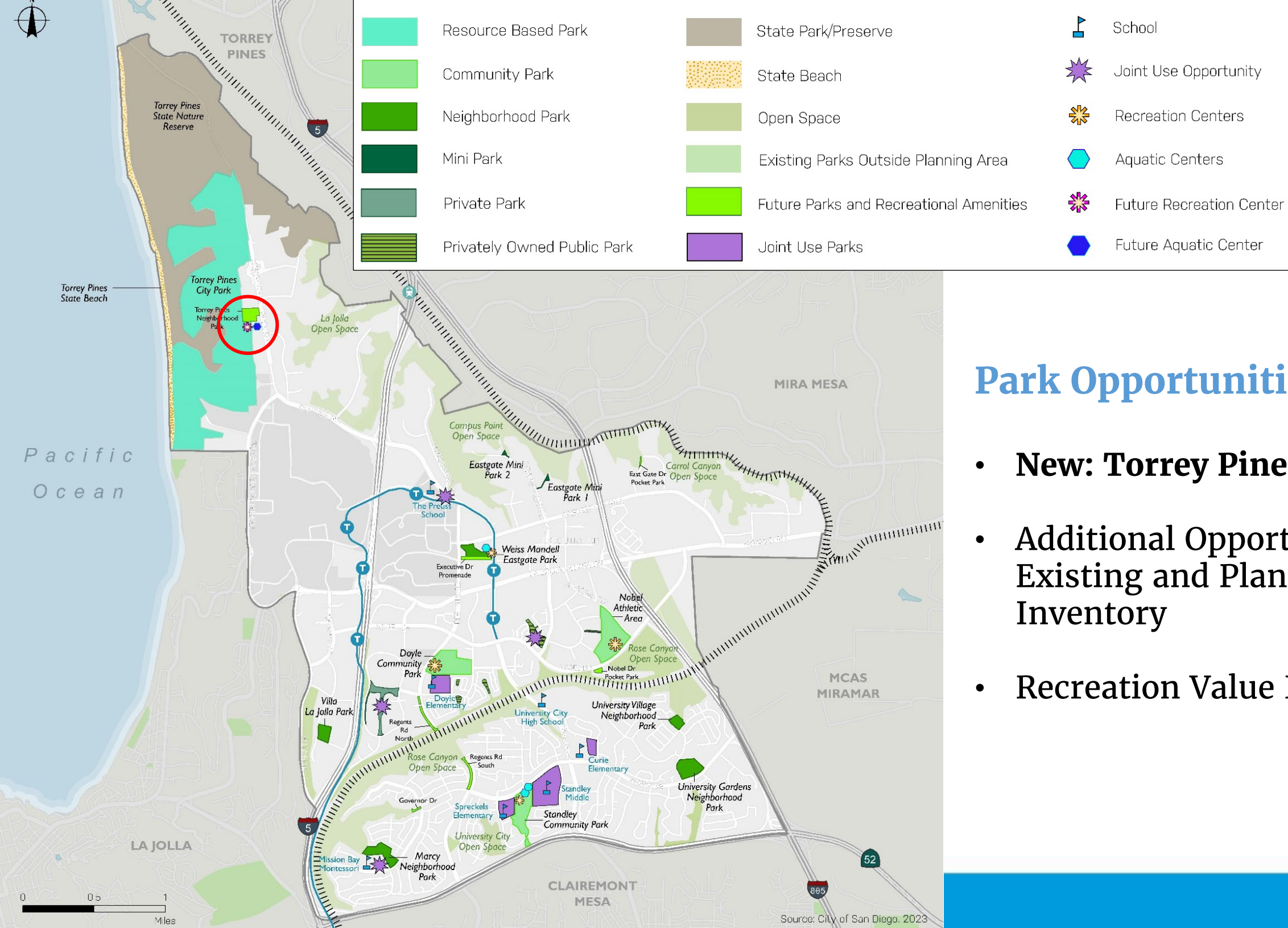


Parks and Recreation



Park Opportunities

- New: Torrey Pines Neighborhood Park
- Additional Opportunities in Parks & Recreation Facilities Inventory
- Recreation Value Points



Park Opportunities

- **New: Torrey Pines Neighborhood Park**
- **Additional Opportunities in the Existing and Planned Facilities Inventory**
- **Recreation Value Points**

Regents Road North Greenway



Existing Condition



Conceptual Illustration

Regents Road South Greenway



Existing Condition



Conceptual Illustration

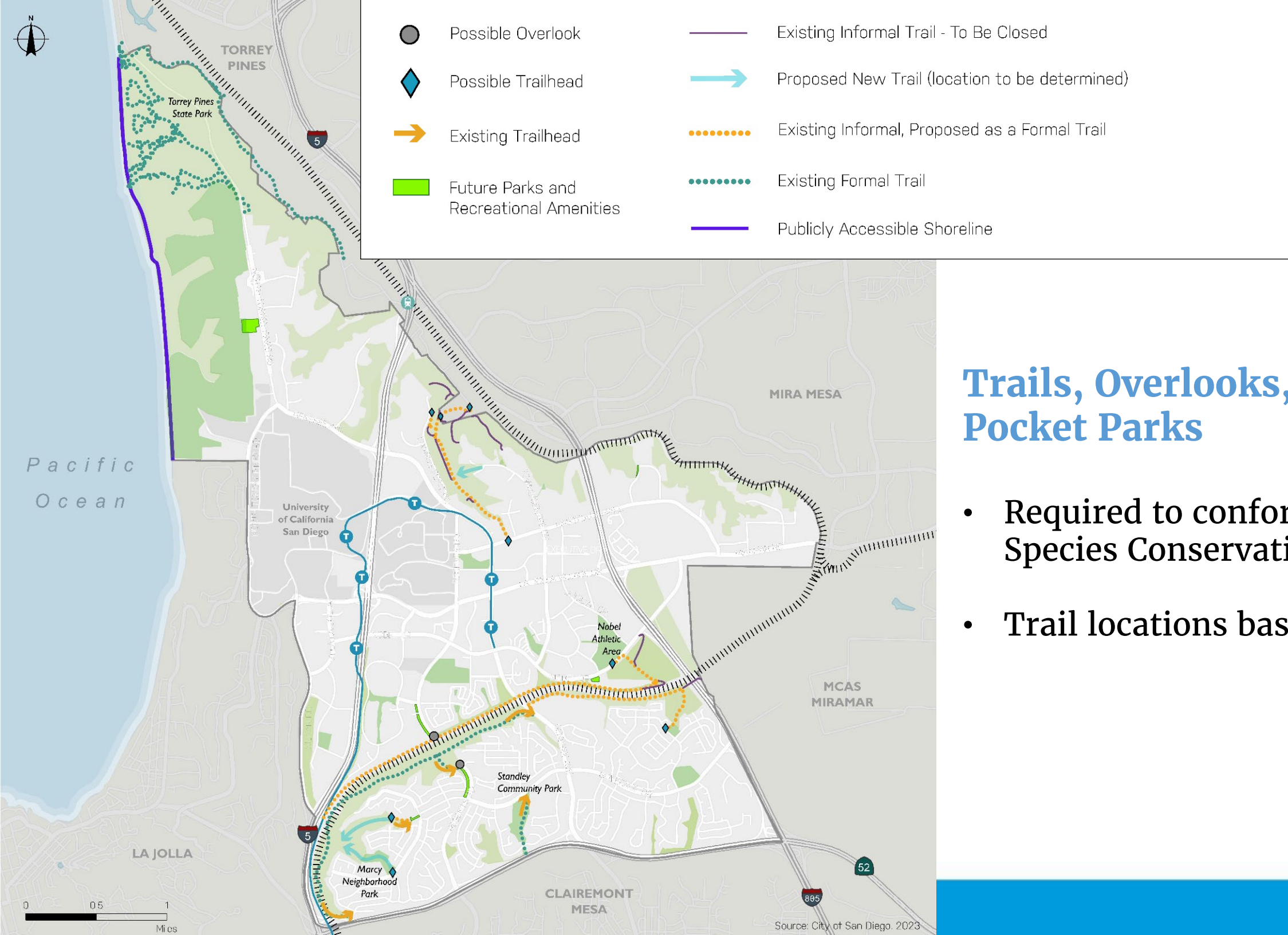
Governor Drive Greenway (West End)



Existing Condition



Conceptual Illustration

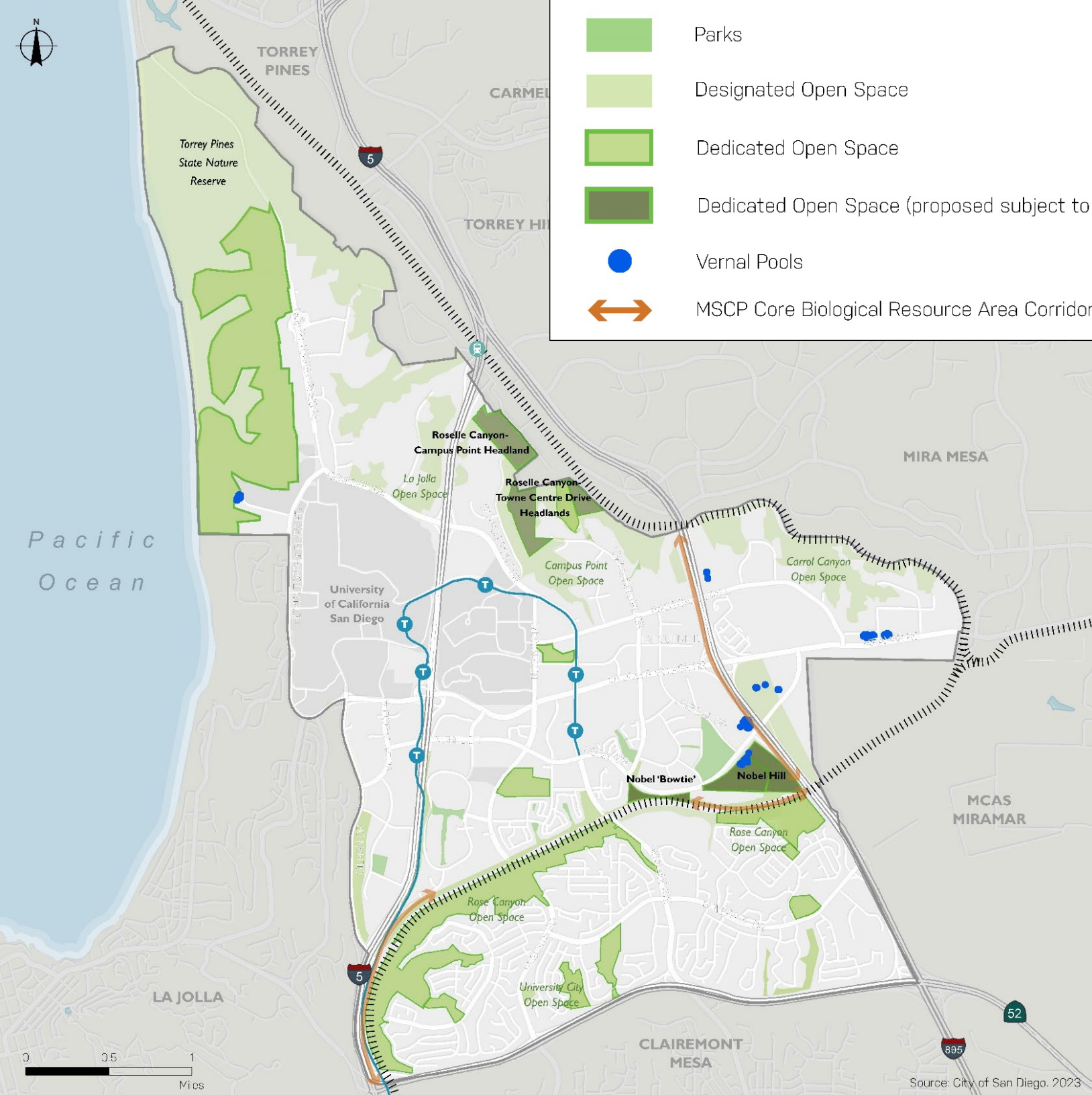


Trails, Overlooks, and Trailhead Pocket Parks

- Required to conform with the Multiple Species Conservation Program (MSCP)
- Trail locations based on future studies



Open Space and Conservation

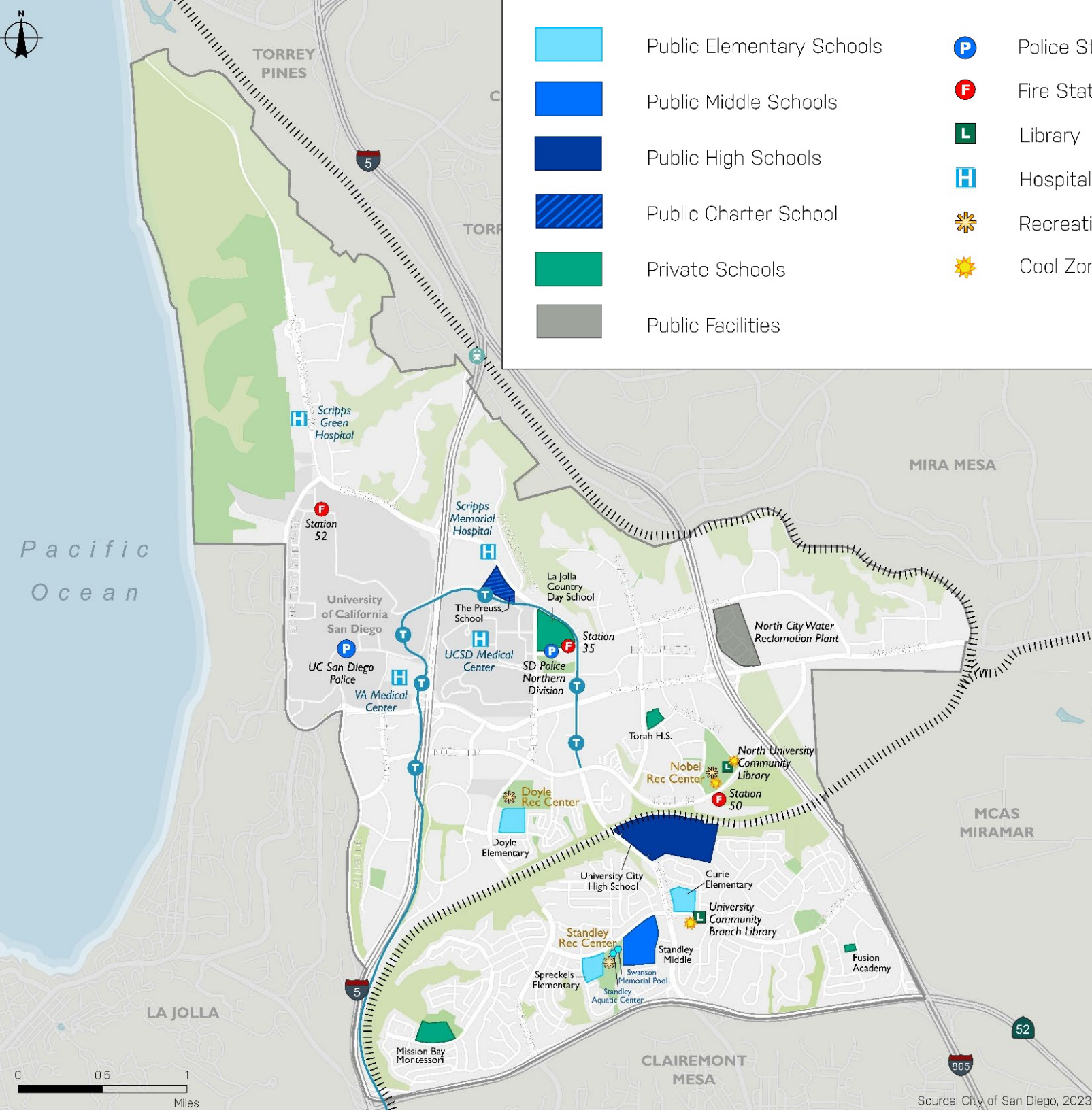


Open Space and Conservation

- Charter 55 dedications to add additional protection
- 130+ acres proposed for dedication

A photograph of a modern, single-story public facility building with a flat roof and large windows. The building is surrounded by greenery, including a large tree on the right and a flagpole on the left. A ramp with metal railings leads to the entrance. The address number '4275' is visible on the building's facade. A white text box with the title 'Public Facilities' is overlaid on the center of the image.

Public Facilities

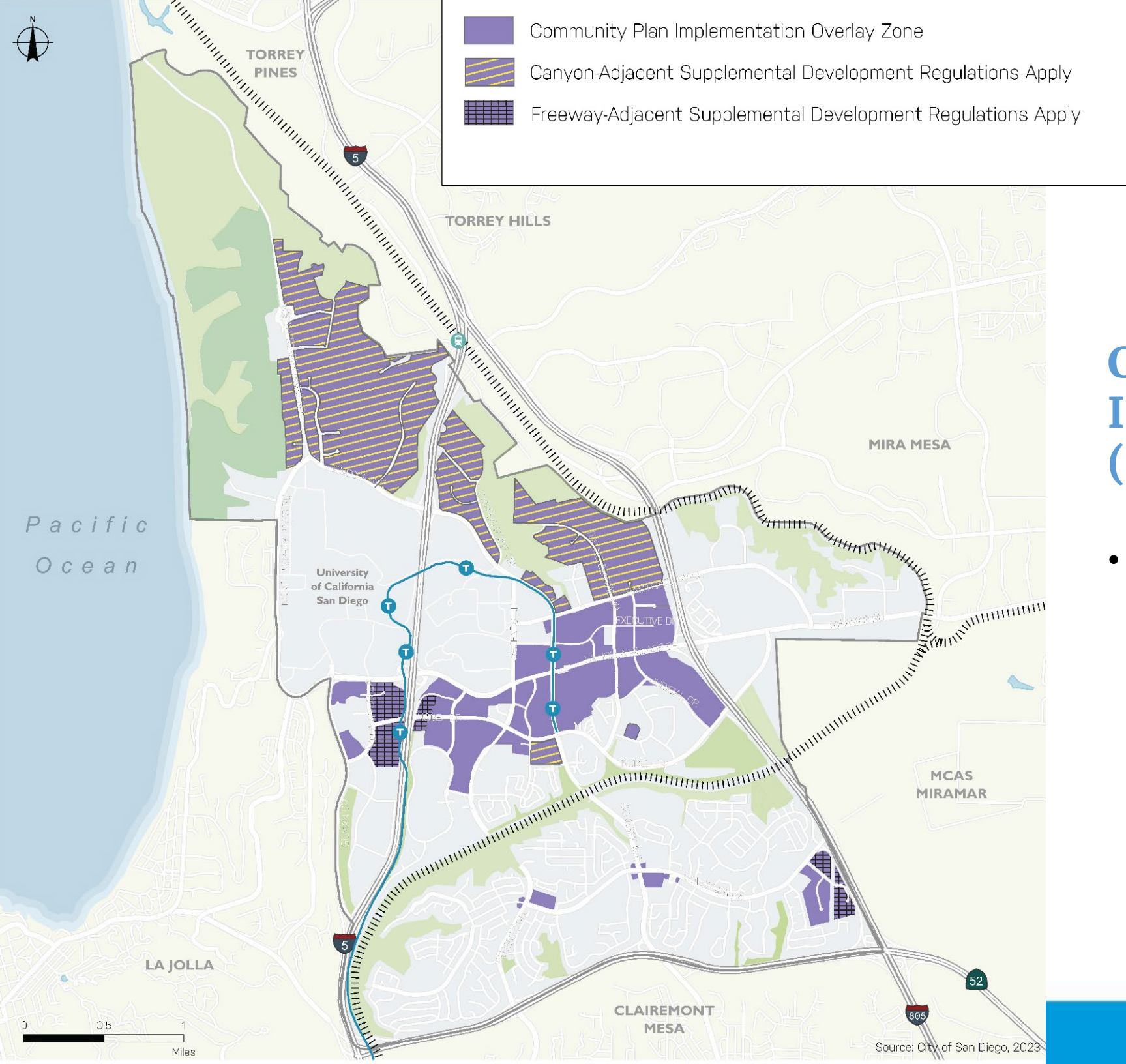


Public, Semi-Public, and Community Facilities

- First Responders: Police and Fire-Rescue Departments
- Schools: San Diego Unified School District

An aerial photograph of San Diego, showing a dense urban landscape with various buildings, including a Marriott hotel, and a large construction site with a yellow crane. The image is slightly hazy, suggesting a distant or elevated perspective.

Implementation



Community Plan Implementation Overlay Zone (CPIOZ)

- Supplemental development requirements based on geography

Supplemental Development Regulations

- Public Spaces
- Pedestrian Connectivity
- Building Transitions
- Parking Structure Screening
- Pedestrian Improvements and Crossings
- Complete Streets
- Community Serving Retail
- Freeway-Adjacent Development
- Affordable Housing

Public Space Requirements

- Development on a premises equal to or greater than 25,000 sq. ft.
- Required to provide public space (plaza, promenade, podium, or platform)
- Must provide amenities based on size
- Must be publicly accessible



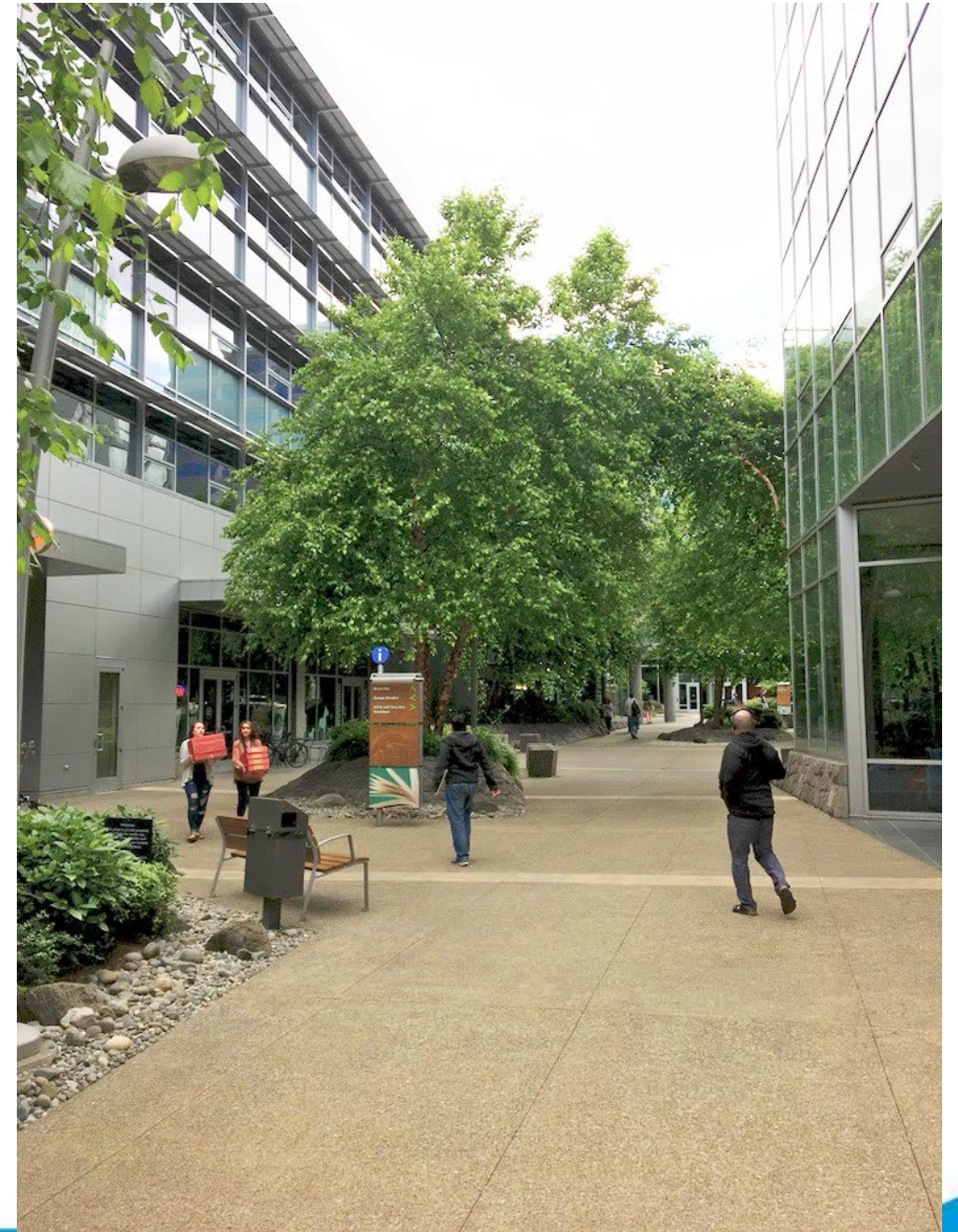
Public Space Requirements (Cont.)

- Development fronting the north side Executive Drive must provide a promenade
- In lieu fee option limited to 25% of required amenities
- Exemptions for projects under 25,000 sq. ft. or following Council Policy 600-33



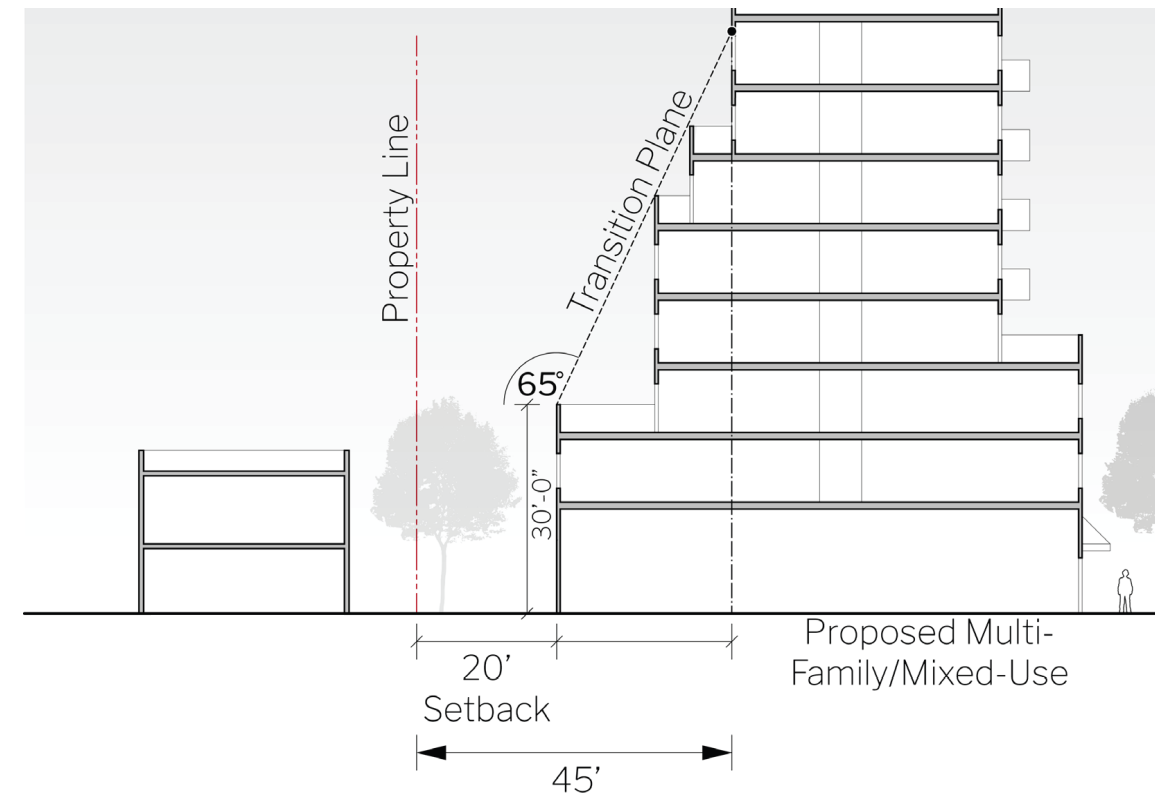
Pedestrian Connectivity

- Development on a premises equal to or greater than 25,000 sq. ft.
- Required to provide pedestrian connection/feature (paseo, pedestrian path, or multi-up path)



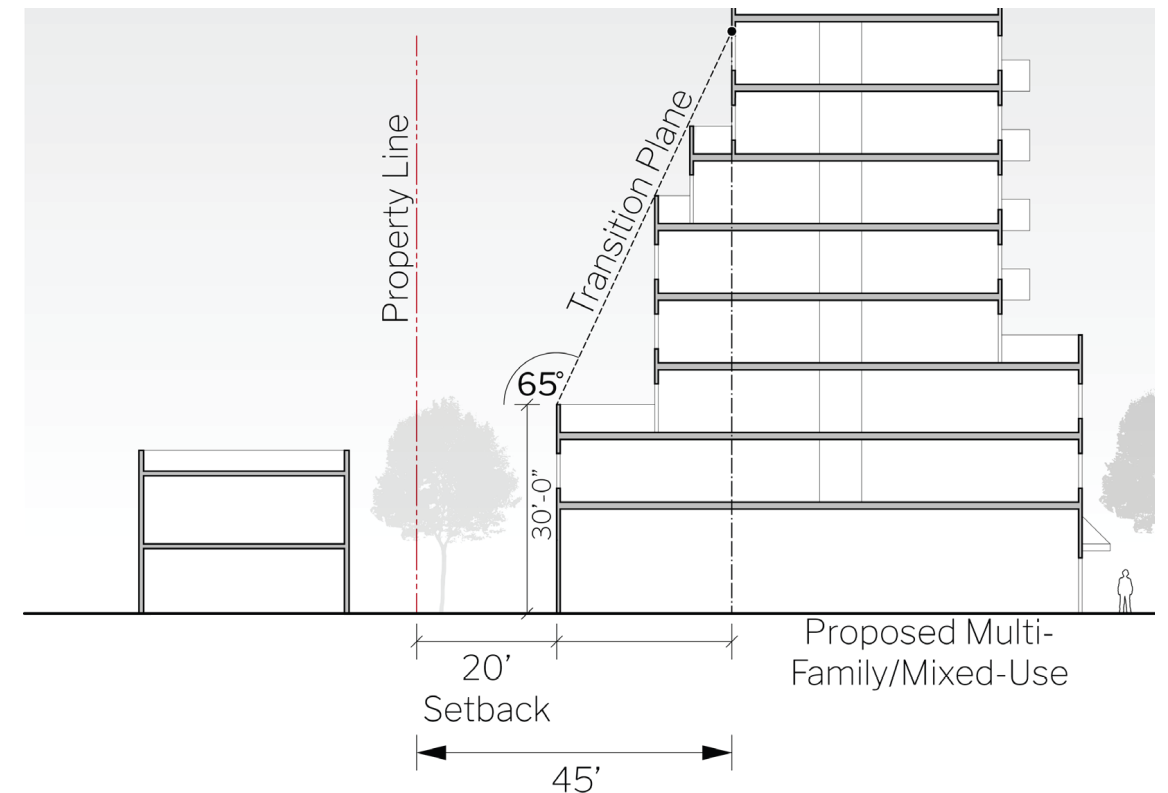
Building Transition – Residential

- Development on a property that meets certain criteria and abuts residential zoned property
- Required to implement a 20-foot setback
- Required to implement a 65-degree angle transition plane



Building Transition – Open Space

- Development that abuts open space zoned property
- Required to implement a 20-foot setback
- Required to implement a 65-degree angle transition plane



Design Regulations

- Parking Structure Screening
- Street Tree Requirements
- Freeway-Adjacent Development



Pedestrian Improvements and Crossings

- Pedestrian path from La Jolla Village Drive to UTC Transit Center
- North-south crossing improvements along La Jolla Village Drive



Complete Streets

- Requires development fronting key streets to allow sufficient right-of-way for bicycle facilities, flexible lanes, and general purpose lanes



Community-Serving Retail

- Community Village sites required to provide community-serving retail
- Required to provide 25% of gross floor area or a minimum of 30,000 sq. ft. depending on size



Affordable Homes Requirement – Feasibility Study

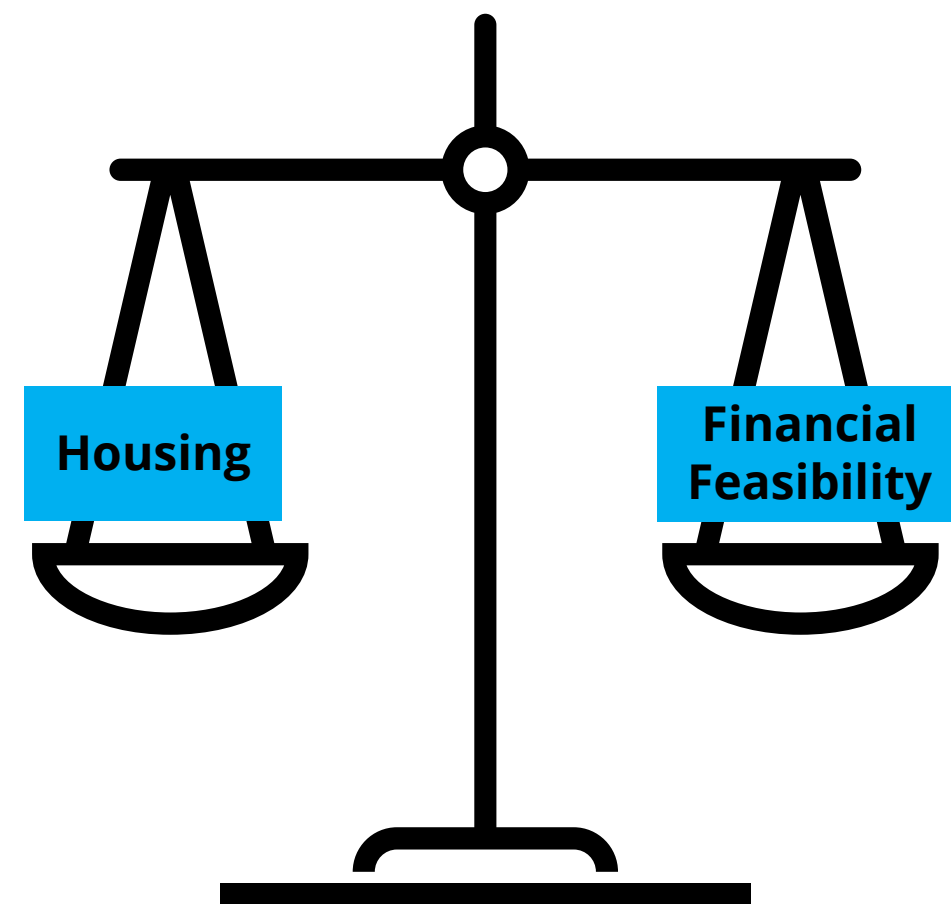
- Study conducted by economic consultant
- Objective: Analyze the financial feasibility of increasing the inclusionary housing requirement within Community Plan Area
- Feasibility Scenarios: Tested range of multi-family rental developments with various affordable unit set-asides (5%-20%) and affordability levels (50%-120% AMI)

Affordable Homes Requirement

- Citywide Inclusionary Homes (10%) on-site or within Sustainable Development Area within University Community

Alternative Compliance Options:

- Citywide Inclusionary Fee + 5% Homes @ 80% AMI
- Citywide Inclusionary Fee + 10% Homes @ 120% AMI
- Pay in-lieu fee @ 180% of Citywide Inclusionary Fee

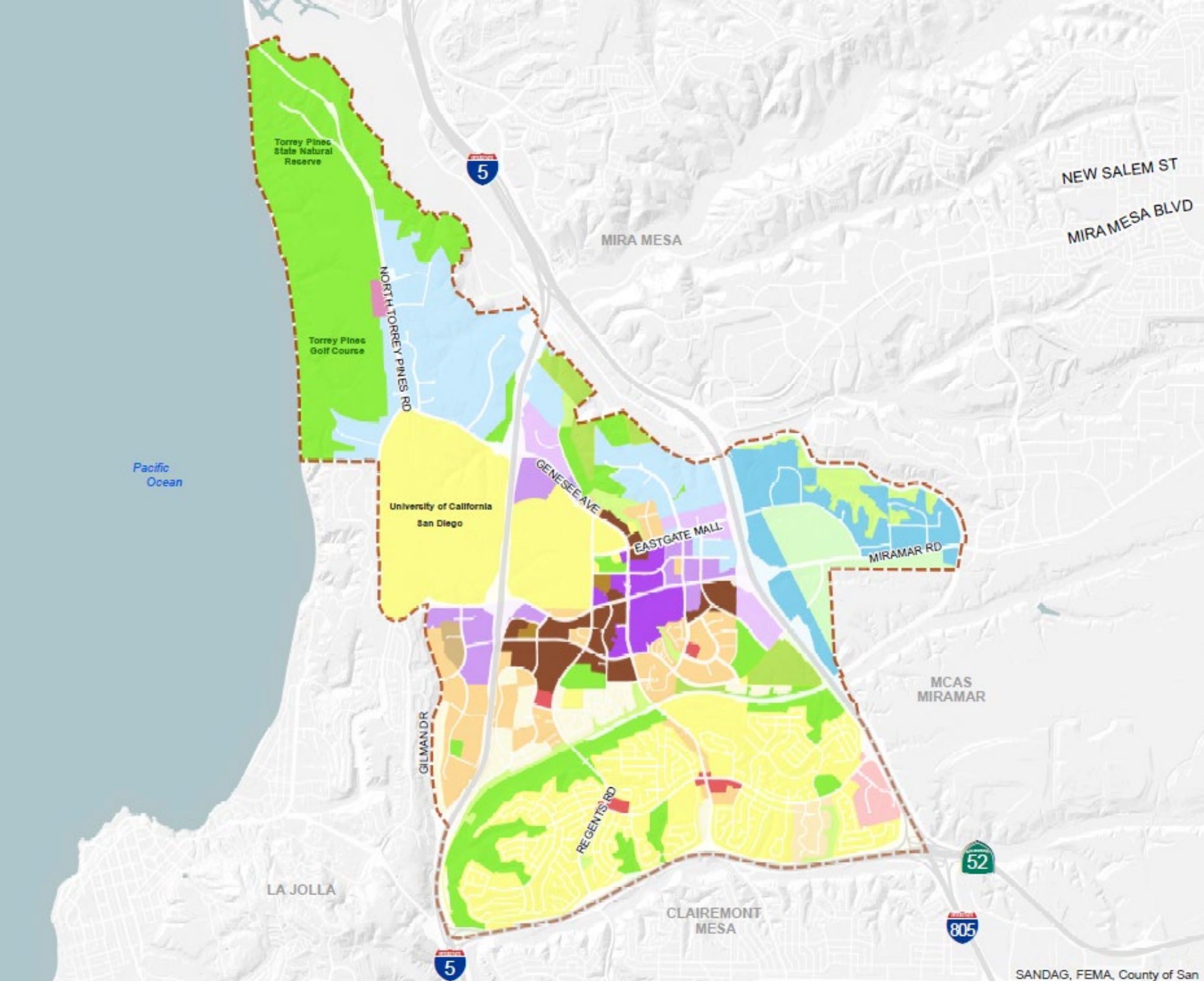




What is the Draft Rezoning Map?

Land Development Code

- Regulates development
- Chapters 11-15 of the San Diego Municipal Code (SDMC)
- Base Zones identify
 - Allowable uses
 - Development standards (height, setbacks, etc.)
- Overlay Zones
 - Supplemental regulations tailored to geographic areas
 - Example: Community Plan Implementation Overlay Zone (CPIOZ)
- Base Zones and CPIOZ implement the Community Plan's vision
- General Regulations address parking, separately regulated uses, and other topics



Proposed Rezone

- AR-1-1
- CC-3-8
- CO-3-3
- CV-1-1
- CV-1-2
- EMX-1
- EMX-2
- EMX-3
- IL-2-1
- IP-1-1
- OC-1-1
- OP-1-1
- OP-2-1
- OR-1-1
- OR-1-2
- RS-1-7
- RM-1-1
- RM-1-2
- RM-2-5
- RM-3-7
- RM-3-9
- RM-4-10
- RMX-1
- RMX-2
- RMX-3

What is the environmental review process?



Draft Program Environmental Impact Report



What is the Environmental Impact Report (EIR)?

- Citywide Program Environmental Impact Report
- Potential mitigation measures
- Future community plan updates could tier from the Citywide Environmental Review, as appropriate



What are topics analyzed in the EIR?

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gases
- Hazards and Hazardous Materials
- Hydrology
- Land Use and Planning
- Noise
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Water Quality
- Wildfire

What An Environmental Impact Report Covers and What It Does Not Cover

What it is	What it isn't
<ul style="list-style-type: none">• An environmental analysis that considers impacts pursuant to the California Environmental Quality Act (CEQA)• Assesses the potential environmental impacts of implementing the plan• Provides mitigation measures for identified environmental impacts• Identifies alternatives to the plan that could lessen impacts	<ul style="list-style-type: none">• A planning document. The EIR does not provide land use or policy guidance for a community• An implementation plan for the Community Plan Update or any other plan, such as the Climate Action Plan• An environmental analysis that considers impacts outside of CEQA. An EIR analyzes the environmental impacts of the project on the environment, and not the environment on the project.

What are next steps?



Key Dates

**March 14,
2024**

Public review
period begins
for second
Draft and EIR

**April 29,
2024**

Public
comments due
for second
Draft and EIR

May 14, 2024

Request for
action, additional
comments, and
recommendation
from the
University
Community
Planning Group

**Summer
2024**

Final Draft, Public
Hearings, &
Adoption
-Planning
Commission
-Land Use and
Housing
Committee
-City Council

Questions?

Submit Comments by April 29, 2024

Draft Plan: PlanUniversity@san Diego.gov

Draft Environmental Impact Report: PlanningCEQA@san Diego.gov

Questions?



Zoom Participants: Use the “Raise Hand” Feature

Submit Comments by April 29, 2024

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Draft Environmental Impact Report: PlanningCEQA@san Diego.gov