



THE CITY OF SAN DIEGO

Report to the Planning Commission

DATE ISSUED: NOVEMBER 13, 2025 REPORT NO. PC-25-049

HEARING DATE: NOVEMBER 20, 2025

SUBJECT: 4577 LA JOLLA VILLAGE DRIVE, PROCESS FOUR DECISION

PROJECT NUMBER: [PRJ-1132219](#)

OWNER/APPLICANT: SI UTC PROPERTY OWNER LLC/ PETER SPENCER

SUMMARY

Issue: Should the Planning Commission approve a Tentative Map to subdivide one (1) lot into ten (10) lots for a 12.88-acre site located at 4577 & 4589 La Jolla Village Drive within the Employment Mixed-Use (EMX-3) Zone within the [University Community Plan Area](#)?

Proposed Actions:

1. APPROVE Tentative Map Number PMT-3346875.

Fiscal Considerations: No fiscal impact. All costs associated with the processing of the application will be paid by the applicant.

Housing Impact Statement: No homes are currently proposed. The Tentative Map proposal to subdivide one (1) lot into ten (10) lots and does not include any physical development at this time.

Code Enforcement Impact: None.

Community Planning Group Recommendation: On July 8, 2025, the University Community Group voted 8-0-0, to recommend approval of the project with one recommendation to consider the architecture, scale, and views from any new building on the old Sears Tire Center ("Parcel 9") overlooking the adjacent single-family homes in Vista La Jolla. (Attachment 8).

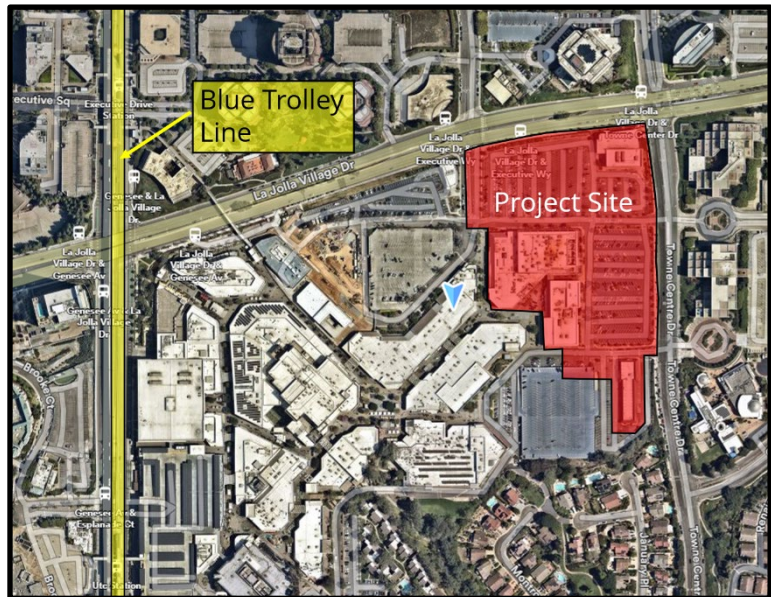
Environmental Impact: A California Environmental Quality Act (CEQA) Guideline Section 15162 Consistency Evaluation (Attachment 6) was conducted against the previously adopted Blueprint SD Initiative, Hillcrest Focused Plan Amendment and University Community Plan Update Program Environmental Impact Report (EIR) SCH No. 2021070359, and the evaluation concluded no additional environmental document is required. This activity is within the scope of the program approved earlier, and the program EIR adequately describes the activity for the purposes of CEQA.

BACKGROUND.

Location: The 12.88-acre site is located at 4577 and 4589 La Jolla Village Drive. The project site is bordered by La Jolla Village Drive to the North, Towne Centre Drive to the east, Nobel Drive to the south, and Genesee Avenue to the west. The area is located between Interstate 5 which is 0.75 miles to the west, and Interstate 805 which is 1.25 miles to the east.

Community Plan: The project site is in the University Community Plan area and is designated as Urban Employment Village High-3 (0-218 dwelling units per acre, FAR up to 7.0) This land use designation allows for high intensity, mixed-use development consisting of commercial, residential, office, and retail connected by pedestrian pathways and public spaces.

Zoning: The project site is in the Employment Mixed-Use (EMX-3) Zone, a Sustainable Development Area, the Airport Land Use Compatibility (MCAS Miramar) Overlay Zone, the ALUCP Airport Influence Area (MCAS Miramar - Review Area 1,2), a Transit Priority Area, the Community Plan Implementation Overlay Zone (CPIOZ-A), in a Paleontological Sensitivity Area (Moderate), and in a Very High Fire Hazard Severity Zone.



Mobility: Approximately one-quarter of a mile from the project site, along Genesee Avenue, is the Blue Line Trolley. The University Town Center (UTC) station has two platforms connecting to pedestrian paths of travel along the west side Genesee Avenue. The University Community Plan identifies Class IV – Cycle Tracks (one way) along Genesee Avenue, La Jolla Village Drive and Noble Drive.

Existing Use: The 12.88-acre project site was developed as part of the Westfield UTC shopping center. The project site is currently developed with large commercial retail centers oriented towards expansive parking lots built for automobile transit.

Adjacent Uses: The project site is adjacent to regional commercial uses to the north, east and west and residential uses to the south.

Project Site History

The project site was originally developed as the University Towne Center in 1977. Unibail-Rodamco-Westfield (URW) purchased approximately 75% of the existing shopping center in 1998, excluding the Sears property, which is the location of the proposed project. As part of the Sears bankruptcy

the property assets were transferred to Seritage Growth Properties, a spin-off of the Sears entity. The two ownership groups continue to own the two parts of the Westfield UTC Shopping Center. The project is governed by a Private Reciprocal Easement Agreement (REA), that is recorded against title. This agreement addresses utilities, parking, development, operations and all other issues related to owning and operating a joint owned facility.

DISCUSSION

The project proposes a Tentative Map (Attachment 5) to subdivide one lot into ten lots. No physical development is proposed with this project. The proposed subdivision will allow any future development on the project site to conform to the updated Community Plan and Land Development Code (LDC). The updated Community Plan, adopted via Resolution R-315733 on August 7, 2024, and the LDC, updated through Ordinance O-21870 on September 17, 2024, envision the project site with “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.” (Community Plan pg. 36) Both the Community Plan and LDC require non-residential development and employment centers as the primary use, with the EMX base zone stating that both non-residential or residential development can be the secondary use, but if the secondary use is non-residential development, it must be a different non-residential use than the primary use.

In addition, the project site is in a Community Plan Implementation Overlay Zone (CPIOZ-A). The CPIOZ requires a minimum lot size of 25,000 square feet to implement a public space amenity (see pg. 189 of the Community Plan). The current project site, at over 400,000 square feet, would be required to add a minimum of six public space amenities, should it develop on the existing single lot. By subdividing the property into ten lots, dependent upon the size of the lots, there was potential that a lower number of public space amenities would be required than if the lots were not subdivided. To address this concern, the project designed each lot to be over the minimum 25,000 square feet, equating to the ten lots requiring a minimum of eleven public space amenities, which exceeds the six required for the existing project site without the subdivision.

Lastly, the project is conditioned to dedicate an additional twelve (12) feet along both La Jolla Village Drive and Towne Centre Drive (Conditions No. 17, 18). The dedications are a requirement for the street classifications, which identify La Jolla Village Drive as a 6-lane Major Arterial, and Towne Centre Drive as a 4-lane Major. Pursuant to the 2017 San Diego Street Design Manual, Chapter 5, both classifications require a 22' parkway with a non-contiguous sidewalk. The 22' parkway also corresponds to the Community Plan's pedestrian infrastructure treatment, designed to strengthen the existing pedestrian network and encourage more trips to be made by foot within the University Community. The condition will ensure that Priority # 5 (Pg. 30) of the Community Plan is met: “Make Walking a Desirable Option: Many people live in walking distance to daily destinations within the community but choose to drive when visiting. With more comfortable paths of travel, walking can be more appealing. This is achieved by wider sidewalks and better buffering between street automobile traffic and pedestrian zones.”

In conclusion, the proposed project is in line with the vision, stated policies, goals and objectives of the Community Plan, and will require any future development to meet applicable zoning and development regulations of the Land Development Code. The project is close to transit and will help San Diego meet the General Plan, City of Villages Strategy, that focuses growth on pedestrian-friendly mixed-use activity centers that are connected to the regional transit system. The General Plan identifies the area as a possible Urban Village Center that is characterized by a cluster of more intensive employment, residential, regional and subregional commercial uses that maximize walkability and support transit. These Centers play a key role in supporting the vitality of broader Subregional Employment Areas and the city by improving jobs-housing balance and providing services and amenities for community members, employees, and visitors alike. In addition, the General Plan identifies the area as high on the Village Climate Goal Propensity Map (Figure LU-1), where future growth could occur and be supported by convenient and affordable opportunities to walk/roll, bike and ride transit to conduct daily activities, including work, school, shopping, and play. For these reasons, the proposed project to subdivide the current single lot with a commercial/retail center that incorporates automobile transit parking lots as the primary mode, into ten lots, where the vision of the Community and General Plan to encourage transit use can be achieved, is beneficial to the surrounding area and the city at large.

Permits Required

- A Tentative Map per [SDMC section 125.0410 \(a\)\(1\)](#) for any subdivision of land creating five or more parcels

Community Plan Analysis:

The overarching framework for growth in the General Plan is the City of Villages Strategy. The City of Villages Strategy envisions mixed-use villages located throughout the city that are connected by high-quality transit. The University Community Plan (Community Plan) further refines the General Plan vision for the area. The Community Plan has a goal of creating community-centered urban villages. Figure 3: Planned Land Uses identifies the subject site as Urban Employment Village High-3 (0-218 du/ac, FAR up to 7.0). The subject site is also near the UTC Transit Station, which provides bus and light rail transit service, and multiple bus stops are located along La Jolla Village Drive.

The Tentative Map proposal would subdivide one (1) approximately 12.88-acre lot into ten (10) lots that generally range in size from 25,028 sq. ft. (approximately 0.575 acres) to 138,956 sq. ft. (approximately 3.190 acres). No physical development is proposed, and future development would be subject to the requirements of the Land Development Code and EMX-3 zone.

The Community Plan encourages transit-oriented development (TOD) design practices that support walking and transit use, offer convenient access to neighborhood resources, and promote reduced greenhouse gas emissions (GHGs) (Policy 2.1.A). The subject site is also within the University Towne Centre Design District. The vision for this area includes, “orienting buildings towards transit, breaking down large blocks with internal streets and paseos, and creating well-designed public spaces” (p. 86). While no physical development is currently proposed, the proposal would provide a parcelization pattern that breaks down a large 12-acre lot into a range of smaller lots that better support walkability.

Additionally, the proposal would increase the number of required public space amenities as subsequent development occurs, discussed below.

The subject site is located within the Community Plan Implementation Overlay Zone (CPIOZ), which includes Supplemental Development Regulations (SDRs) of the University Community Plan that are designed to provide community benefits in exchange for increased development intensity. These regulations play a key role in delivering public spaces, affordable housing, community-serving retail, and other priorities as development occurs. Subsequent development would be subject to compliance review under SDR-A.1, which requires that projects on premises that are at least 25,000 square feet provide a minimum number of public space amenities as specified in Table 2 of the University Community Plan. Projects on premises that range from 25,000 to 100,000 square feet are required to incorporate a minimum of one public space amenity; projects on premises that range from 100,000 square feet to 200,000 square feet are required to incorporate a minimum of two public space amenities; projects on premises that range from 200,000 square feet to 400,000 square feet are required to provide a minimum of 3 public space amenities; and projects on premises that are equal to or greater than 400,000 square feet are required to provide a minimum of 6 public space amenities.

The existing lot in its current, unsubdivided state is at least 400,000 square feet and subsequent development would be required to provide a minimum of 6 public space amenities. As a result of the Tentative Map proposal, however, subsequent development would be required to provide a minimum of 11 public space amenities. Nine (9) lots would be between 25,000 square feet to 100,000 square feet and each be required to provide one public space amenity. The remaining tenth lot would be between 100,000 square feet to less than 200,000 square feet and would be required to provide a minimum of two public space amenities. As a result of the proposed subdivision, the minimum required public space amenities would increase from 6 to 11 and is consistent with Community Plan goals to provide public benefits.

The Tentative Map proposal supports the City of Villages Strategy of the General Plan as well as Community Plan goals to provide a more walkable block pattern and public spaces, especially in areas served by transit.

STAFF RECOMMENDATION:

Staff has reviewed the proposed project and determined that the project is in conformance with the policies and regulations of the Land Development Code, General Plan and the Community Plan. Staff recommends that the Planning Commission recommend approval of the project as proposed.

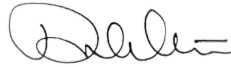
ALTERNATIVES

1. Recommend City Council APPROVE Tentative Map No. PMT-3346875 with modifications if the findings required to approve the project can be affirmed.
2. Recommend City Council DENY Tentative Map No. PMT-3346875 if the findings required to approve the project cannot be affirmed.

Respectfully submitted,



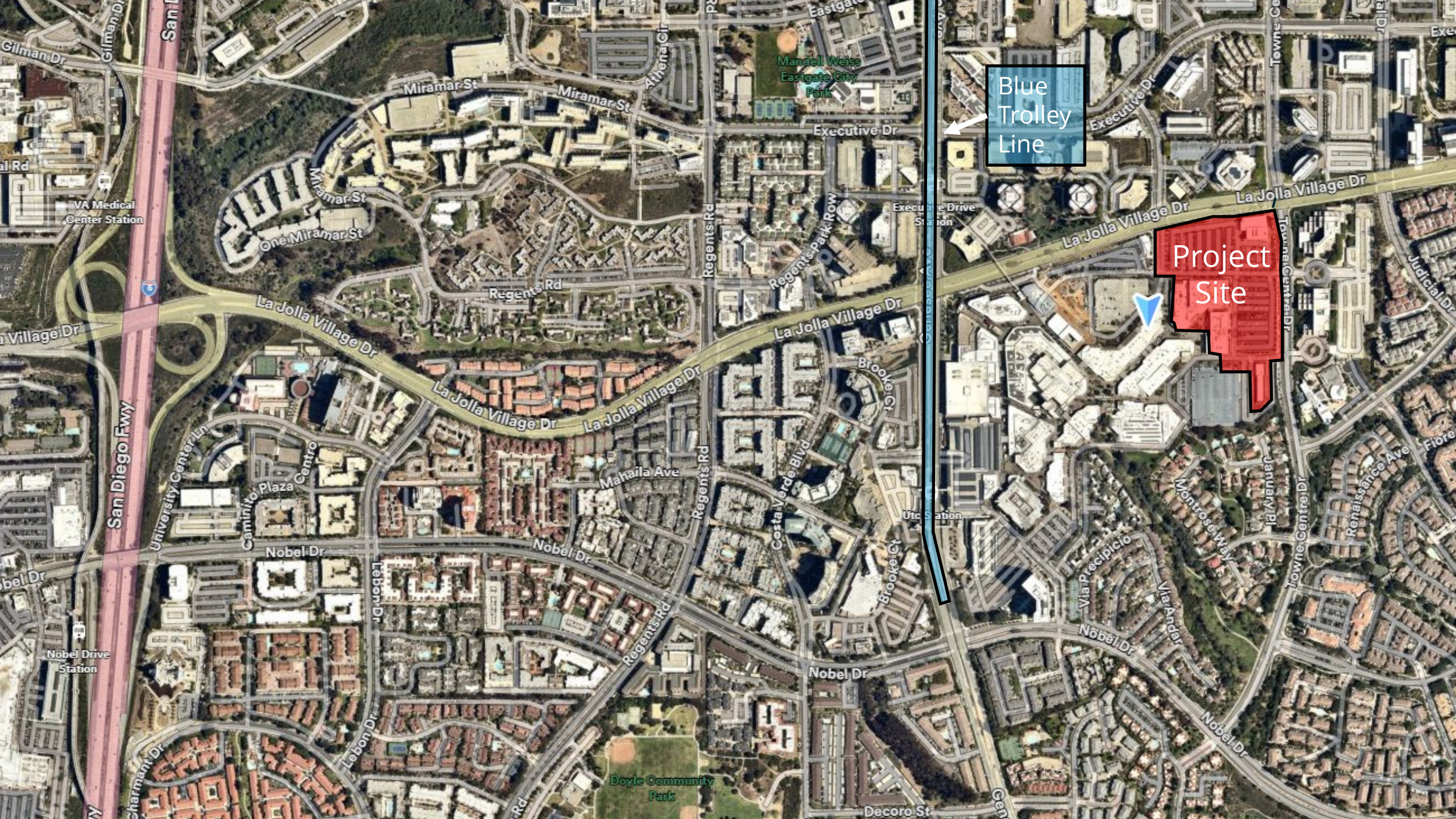
Michael Prinz
Assistant Deputy Director
Development Services Department



Robin MacCartee
Development Project Manager
Development Services Department

Attachments:

1. Aerial Photograph
2. Community Plan Land Use Map
3. Draft Tentative Map Conditions
4. Draft Tentative Map Resolution with Findings
5. Draft Tentative Map Exhibit
6. 15162 Environmental Evaluation
7. Ownership Disclosure Statement
8. Community Planning Group Recommendation



Blue
Trolley
Line

Project
Site

ATTACHMENT 2



- Source: City of San Diego, 2020

Note: FAR = Floor Area Ratio, the relationship between a building's total usable floor area and the total area of the lot on which the building stands.

PLANNING COMMISSION
CONDITIONS FOR TENTATIVE MAP NO. PMT-3346875

4577 LA JOLLA VILLAGE DRIVE - PROJECT NO. PRJ-1132219

ADOPTED BY RESOLUTION NO. R-_____ ON NOVEMBER 20, 2025

GENERAL

1. This Tentative Map will expire 3 Years from decision date on November 20, 2028.
2. Compliance with all of the following conditions shall be completed and/or assured, to the satisfaction of the City Engineer, prior to the recordation of the Final Map, unless otherwise noted.
3. Prior to the expiration of the Tentative Map, a Final Map to subdivide the 12.62-acre property into 10 lots shall be recorded in the San Diego County Recorder's Office.
4. The Subdivider shall defend, indemnify, and hold the City (including its agents, officers, and employees [together, "Indemnified Parties"]) harmless from any claim, action, or proceeding, against the City and/or any Indemnified Parties to attack, set aside, void, or annul City's approval of this project, which action is brought within the time period provided for in Government Code section 66499.37. City shall promptly notify Subdivider of any claim, action, or proceeding and shall cooperate fully in the defense. If City fails to promptly notify Subdivider of any claim, action, or proceeding, or if City fails to cooperate fully in the defense, Subdivider shall not thereafter be responsible to defend, indemnify, or hold City and/or any Indemnified Parties harmless. City may participate in the defense of any claim, action, or proceeding if City both bears its own attorney's fees and costs, City defends the action in good faith, and Subdivider is not required to pay or perform any settlement unless such settlement is approved by the Subdivider.

ENGINEERING

5. The following conditions of the Tentative Map Resolution must be satisfied or assured by the subdivider prior to the recording of the Final Map.
6. The Subdivider shall, by permit and bond, assure the reconstruction of existing curb ramps, at the southwest corner of La Jolla Village Drive and Towne Centre Drive, the southeast corner of La Jolla Village Drive and Executive Way and at the Towne Centre Drive private entrance, with City Standard Directional Curb Ramps with Detectible Warning Tiles, in accordance with Exhibit 'A', to the satisfaction of the City Engineer.
7. The Subdivider shall assure the existing walls encroaching in the La Jolla Village Drive and Towne Centre Drive public right-of-way will be reduced to a maximum 3-feet in height, in accordance with Exhibit 'A', to the satisfaction of the City Engineer.

8. The Subdivider shall obtain an Encroachment Maintenance Removal Agreement for the existing three-foot retaining walls, landscape, and irrigation in the La Jolla Village Dr and Towne Centre Drive Right-of-Way, satisfactory to the City Engineer.
9. The Subdivider shall ensure that all onsite utilities serving the subdivision shall be undergrounded with the appropriate permits. The subdivider shall provide written confirmation from applicable utility providers that the conversion has taken place, or provide other means to assure the undergrounding, to the satisfaction of the City Engineer.
10. The Subdivider shall, by permit and bond, assure the installation and upgrade of all streetlights adjacent to the site on La Jolla Village Dr and Towne Centre Drive in accordance with the City of San Diego Street Design Manual-Street Light Standards and Council Policy 200-18, to the satisfaction of the City Engineer.
11. The Subdivider shall record a Declaration of Covenants and Reservation of Easements for a cross-lot Drainage Easement for the 10 lots currently held by the same owner, to the satisfaction of the City Engineer. The Declaration of Covenants and Reservation of Easements shall state: Since the Drainage Easement agreement is a private and not a public issue, The City of San Diego is not responsible for any dispute that might arise in the future between the private parties.

MAPPING

12. Prior to the recordation of the Final Map, taxes must be paid or bonded for this property pursuant to section 66492 of the Subdivision Map Act. A current original tax certificate, recorded in the office of the San Diego County Recorder, must be provided to satisfy this condition.

Please note if tax bond is required as indicated in the tax certificate, please make sure that it is paid or posted, and submit evidence (e.g., filed bond letter or receipt from Clerk of the Board) indicating the required tax bond amount has been paid or bonded.

13. The Final Map shall be based on field survey and all lot corners must be marked with durable survey monuments pursuant to Section 144.0311(d) of the City of San Diego Land Development Codes and Subdivision Map Act Section 66495.

All survey monuments shall be set prior to the recordation of the Final Map, unless the setting of monuments is deemed impractical due to the proposed improvements and/or grading associated with the project, in which case, delayed monumentation may be applied on the Final Map in accordance with Section 144.0130 of the City of San Diego Land Development Codes.

14. All subdivision maps in the City of San Diego are required to be tied to the California Coordinate System of 1983 (CCS83), Zone 6 pursuant to section 8801 through 8819 of the California Public Resources Code.

The Final Map shall:

1. Use the California Coordinate System for its "Basis of Bearings" and express all measured and calculated bearing values in terms of said system. The angle of grid divergence from a true meridian (theta or mapping angle) and the north point of said map shall appear on each sheet thereof. Establishment of said Basis of Bearings may be by use of existing Horizontal Control stations or astronomic observations.
 2. Show two measured ties from the boundary of the map to existing Horizontal Control stations having California Coordinate values of First Order accuracy. These tie lines to the existing control shall be shown in relation to the California Coordinate System (i.e., grid bearings and grid distances). All other distances shown on the map are to be shown as ground distances. A combined factor for conversion of grid-to-ground shall be shown on the map.
15. All proposed easements and right-of-way dedications within the boundary of the Tentative Map shall be granted on the proposed Final Map with the exception of any required Covenant of Easements which shall be granted by deed.

TRANSPORTATION

16. Prior to the recordation of the first final map, the Subdivider shall assure, by permit and bond, the installation and maintenance of two Bus Stops Slabs at the two existing bus stops along the project frontages at La Jolla Village Drive and Towne Centre Drive to meet current City and accessibility standards, satisfactory to the City Engineer.

Information only: Additional improvements may include, but are not limited to, a bus shelter, seating, lighting, and other amenities as required, in coordination with Metropolitan Transit System (MTS).

17. Prior to recordation of the first final map, the Subdivider shall dedicate 12 feet of right-of-way along the project's frontage on La Jolla Village Drive and assure, by permit and bond, the construction of a 22-foot parkway with a minimum 6-foot non-contiguous sidewalk satisfactory to the City Engineer. These improvements shall be completed and operational prior to first occupancy of any redevelopment project.
18. Prior to recordation of the first final map, the Subdivider shall dedicate 12 feet of right-of-way along the project's frontage on Towne Centre Drive and assure, by permit and bond, the construction of a 22-foot parkway with a minimum 6-foot non-contiguous sidewalk

satisfactory to the City Engineer. These improvements shall be completed and operational prior to first occupancy of any redevelopment project.

19. Prior to issuance of the first building permit, the Subdivider shall record a Joint Use Driveway/Mutual Access Agreement (DS-3248) in favor of all 10 lots, to the satisfaction of the City Engineer.

INFORMATION:

- The approval of this Tentative Map by the Planning Commission of the City of San Diego does not authorize the subdivider to violate any Federal, State, or City laws, ordinances, regulations, or policies including but not limited to, the Federal Endangered Species Act of 1973 and any amendments thereto (16 USC § 1531 et seq.).
- If the Subdivider makes any request for new water and sewer facilities (including services, fire hydrants, and laterals), the Subdivider shall design and construct such facilities in accordance with established criteria in the most current editions of the City of San Diego water and sewer design guides and City regulations, standards and practices pertaining thereto. Off-site improvements may be required to provide adequate and acceptable levels of service and will be determined at final engineering.
- Subsequent applications related to this Tentative Map will be subject to fees and charges based on the rate and calculation method in effect at the time of payment.
- Any party on whom fees, dedications, reservations, or other exactions have been imposed as conditions of approval of the Tentative Map, may protest the imposition within ninety days of the approval of this Tentative Map by filing a written protest with the San Diego City Clerk pursuant to Government Code sections 66020 and/or 66021.
- Where in the course of development of private property, public facilities are damaged or removed, the Subdivider shall at no cost to the City, obtain the required permits for work in the public right-of-way, and repair or replace the public facility to the satisfaction of the City Engineer (San Diego Municipal Code § 142.0607).

Internal Order No. 11004543

ATTACHMENT 4

(R-20[Reso Code])

RESOLUTION NUMBER R-_____

DATE OF FINAL PASSAGE _____

A RESOLUTION OF THE PLANNING COMMISSION OF THE
CITY OF SAN DIEGO APPROVING TENTATIVE MAP NO.
PMT-3346875 FOR THE 4577 LA JOLLA VILLAGE DRIVE
PROJECT NO. PRJ-1132219

RECITALS

The Planning Commission of the City of San Diego adopts this Resolution based on the following:

A. SI UTC PROPERTY OWNER LLC, a Delaware limited liability company, submitted an application to the City of San Diego for a Tentative Map to convert 1 lot into 10 lots (as described in and by reference to the approved Exhibits “A” and corresponding conditions of approval), for the 4577 La Jolla Village Drive project (Project).

B. The 12.88-acre site is located at located at 4577 and 4589 La Jolla Village Drive, also known as Assessor’s Parcel Numbers, 345-090-1500, 345-090-1008, and 345-090-1900, within the University Community Plan in the in the Employment Mixed-Use (EMX-3) Zone, a Sustainable Development Area, the Airport Land Use Compatibility (MCAS Miramar) Overlay Zone, the ALUCP Airport Influence Area (MCAS Miramar - Review Area 1,2), a Transit Priority Area, the Community Plan Implementation Overlay Zone (CPIOZ) Type A, in a Paleontological Sensitivity Area (High), and in a Very High Fire Hazard Severity Zone in the University Community Plan area. The project site is legally described as:

PARCEL 1 OF PARCEL MAP NO. 6481, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, FILED IN THE OFFICE OF THE COUNTY RECORDER

ATTACHMENT 4

(R-20[Reso Code])

OF SAN DIEGO COUNTY, OCTOBER 27, 1977, AS FILE NO. 77-444609 OF OFFICIAL RECORDS.

C. On November 20, 2025, the Planning Commission of the City of San Diego considered Tentative Map No. PMT-3346875 and voted to approve the project pursuant to Resolution **No. XXX-PC.**

ACTION ITEMS

Be it resolved by the Planning Commission of the City of San Diego:

1. The Planning Commission adopts the following findings with respect to Tentative Map No. PMT-3346875:

A. TENTATIVE MAP – San Diego Municipal Code (SDMC) Section 125.0440

1. The proposed subdivision and its design or improvement are consistent with the policies, goals, and objectives of the applicable land use plan.

The project proposes a Tentative Map to convert one existing lot into ten lots. The project does not propose any physical development. By converting the existing lot into ten lots, any future development will be required to adhere to the use regulations of the University Community Plan (Community Plan) including the policies, goals and objectives.

The project site is located at the intersection of La Jolla Village Drive and Towne Centre Drive in the University plan area. The site is approximately one-quarter of a mile east of the San Diego Metropolitan transit station at University Towne Center (UTC), on Genesee Avenue. The project site is currently developed with large commercial retail centers that orient towards expansive surface parking lots. The current commercial centers lack street frontages and pedestrian oriented designs.

The Community Plan identifies the project site as Urban Employment Village High-3, with a 0-218 du/ac, and a FAR up to 7.0. The land use designation “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 Employment Villages, employment (non-residential) would be the primary use.”

The Community Plan's Vision and Land Use Framework (pg. 19) provides several goals that correlate to the proposed project:

- Encourage transit-oriented, mixed-use development centered around the Trolley stations and other major transit stops with high frequency service.
 - The project site is one-quarter of a mile east of the Blue Trolley Line and has two bus stops along the street frontage. The current project site is developed with large commercial retail centers oriented towards expansive parking lots built for automobile transit. By converting one lot into ten lots, the smaller lots will better align with the updated Community Plan which envisions mixed-use development, active street frontages and pedestrian-oriented designs where parking is minimized and fully integrated within buildings to encourage transit use as noted in the Urban Employment Village High-3 land use designation description.
- Establish a series of walkable, mixed-use urban villages across the University Community that support the housing and employment needs of the community and region.
 - The current project site is developed with large commercial retail centers oriented towards expansive parking lots built for automobile transit. By converting one lot into ten lots, the smaller lots will better align with the updated Community Plan which envisions mixed-use development, active street frontages and pedestrian-oriented designs as noted in the Urban Employment Village High-3 land use designation description. The land use designation requires non-residential as the primary use, with non-residential or residential development as the secondary use, so long as if the secondary use is non-residential development, it must be a different non-residential use than the primary use. Both uses would support the housing and employment needs of the community and region. By incorporating more lots into the current single lot, the opportunity for more non-residential and residential (mixed uses) is achievable.
- Revitalize shopping centers into mixed-use areas that provide quality neighborhood amenities alongside multi-family housing stock, while continuing to provide local goods and services.
 - The project site is currently a shopping center. By converting one lot into ten lots, the smaller lots will better align with Community Plan which envisions mixed-use development, active street frontages and pedestrian-oriented designs as noted in the Urban Employment Village

High-3 land use designation description. The land use designation requires non-residential as the primary use, with non-residential or residential development as the secondary use, so long as if the secondary use is non-residential development, it must be a different non-residential use than the primary use. By incorporating more lots into the current single lot, the opportunity for more non-residential and residential (mixed uses) is achievable.

- Promote a land use pattern that seeks to reduce per capita greenhouse gas emissions and vehicle miles traveled.
 - The current project site is developed with large commercial retail centers oriented towards expansive parking lots built for automobile transit. By converting one lot into ten lots, the smaller lots will better align with the updated Community Plan which envisions parking fully integrated within buildings to encourage walking, biking and transit use. The new land use pattern within the updated Community Plan will seek to reduce per capita greenhouse gas emissions and vehicle miles traveled. By removing the expansive parking lots and incorporating more lots into the current single lot, the opportunity for more transit-oriented design is achievable. Furthermore, the new lots will be required to incorporate wider parkways that correlate to the Community Plan's pedestrian infrastructure treatment, designed to strengthen the existing pedestrian network and encourage more trips to be made by foot within the University Community.

In addition to meeting stated visions of the Community Plan, the project also has been conditioned to dedicate an additional twelve (12) feet along both La Jolla Village Drive and Towne Centre Drive, to achieve a 22-foot parkway with a non-contiguous sidewalk (Conditions No. 17 & 18). The wider parkway correlates to the Community Plan's pedestrian infrastructure treatment, designed to strengthen the existing pedestrian network and encourage more trips to be made by foot within the University Community. Figure 18 of the Community Plan (pg. 106) identifies both La Jolla Village Drive and Towne Centre Drive as a "Corridor" pedestrian infrastructure type that support businesses and shopping districts with moderate pedestrian activity levels. The condition will ensure that Priority # 5 (Pg. 30) of the Community Plan is met: "Make Walking a Desirable Option: Many people live in walking distance to daily destinations within the community but choose to drive when visiting. With more comfortable paths of travel, walking can be more appealing. This is achieved by wider sidewalks and better buffering between street automobile traffic and pedestrian zones."

Lastly, the project site is in a Community Plan Implementation Overlay Zone (CPIOZ) Type A. The CPIOZ implements a public space amenity requirement which is triggered by a minimum lot size of 25,000 square feet (see pg. 189 of the

Community Plan). The current project site, at over 400,000 square feet, would be required to add a minimum of six public space amenities. By subdividing the property into ten lots, there was a potential concern that a lower number of public space amenities would be required than if the lots were not subdivided. To address this concern, the project designed the proposed lots so each lot would be over the minimum 25,000 square feet, equating to the ten lots requiring a minimum of eleven public space amenities, which exceeds the minimum of the six required for the existing project site.

The proposed project will bring future development of the site into alignment with the updated Community Plan and allow the project site to meet the stated policies, goals and objectives. Therefore, the proposed subdivision and its design or improvement are consistent with the policies, goals, and objectives of the applicable land use plan.

2. The proposed subdivision complies with the applicable zoning and development regulations of the Land Development Code, including any allowable deviations pursuant to the Land Development Code.

The project proposes a Tentative Map to convert one existing lot into ten lots. The project does not propose any physical development. The project does not propose any deviations. By converting the existing lot into ten lots, any future development will be required to adhere to the zoning and development regulations of the Land Development Code (LDC).

The current zoning for the project site is Employment Mixed-Use (EMX-3). The purpose of the EMX zone is to provide a mix of uses with a focus on non-residential uses with opportunities for residential development. Non-residential development shall be the primary use. The secondary use can be non-residential or residential development. If the secondary use is non-residential development, it must be a different non-residential use than the primary use. Any future development to the proposed ten lots will be subject to the zoning and regulations of the zone. Therefore, any future development of the proposed subdivision will comply with the applicable zoning and development regulations of the LDC.

In addition to the future development zoning of the lots, the project is conditioned to dedicate an additional twelve (12) feet along both La Jolla Village Drive and Towne Centre Drive (Conditions No. 17 and 18). The dedications are a requirement for the street classifications, which identify La Jolla Village Drive as a 6-lane Major Arterial, and Towne Centre Drive as a 4-lane Major. Pursuant to the 2017 San Diego Street Design Manual, Chapter 5, both classifications require a 22-foot parkway with a non-contiguous sidewalk. The project has also been conditioned to reconstruct curb ramps (Condition 6) at the southwest corner of La Jolla Village Drive and Towne Centre Drive, the southeast corner of La Jolla Village Drive and Executive Way and at the Towne Centre Drive private entrance, with City Standard Directional Curb Ramps with Detectible Warning

Tiles. These conditions, along with others required in the Tentative Map, will bring the project site up to the current regulations of the LDC.

By converting the existing lot into ten lots, any future development of the project site will be subject to the zoning and development regulations of the LDC. Furthermore, the existing project site has been conditioned to meet the current regulations of the LDC. Therefore, the proposed subdivision complies with the applicable zoning and development regulations of the LDC, including any allowable deviations pursuant to the land development code

3. The site is physically suitable for the type and density of development.

The project proposes a Tentative Map to convert one existing lot into ten lots on the existing 12.88-acre site. The project does not propose any physical development. The new lot sizes are in conformance with the zone and have been adjusted to meet the applicable (CPIOZ) Type A public space amenity requirements. Any future development will be required to meet the applicable regulations, ensuring site conditions and density are in compliance with the zone. Any future development intensity that the project would be governed by was factored in as part of the Community Plan update, making it suitable for the area. Lastly, a component of the Tentative Map is a geological review of the project site, which found no significant impacts constraining the project site. Therefore, the site is physically suitable for the type and density of development.

4. The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

The infill project site is located in a developed urban area. The project site is currently built out with commercial/retail structures and parking lots. No physical development is proposed as part of this project. Future development at the site would be required to comply with the LDC regulations and construction permit requirements. The site is in a developed, urban neighborhood with no Environmental Sensitive Lands (ESL) or Multi-Habitat Planning Area (MHPA) lands located on or adjacent to the site. Therefore, the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

5. The design of the subdivision or the type of improvement will not be detrimental to the public health, safety, and welfare.

The project site is currently built out with commercial/retail structures and parking lots. No additional physical development is proposed. The project is required to implement public improvements through the Tentative Map conditions. These improvements, as identified below, will contribute to the public health, safety and welfare. Prior to issuance of the first building permits for the

improvements, the subdivider will be required to be in compliance with all building, electrical, mechanical, plumbing, and fire code requirements, and the subdivider shall be required to obtain grading and public improvement permits. The subdivider will be required to follow industry standard best management practices for both preconstruction, construction and post construction conformance. Compliance with these regulations during and after construction will be enforced through building inspections completed by the City's building inspectors.

As stated, the project contains Tentative Map conditions required to be complied with that will provide several improvements to benefit the public health, safety, and welfare, including the following:

Condition No. 6 - to assure the reconstruction of existing curb ramps, at the southwest corner of La Jolla Village Drive and Towne Centre Drive, the southeast corner of La Jolla Village Drive and Executive Way and at the Towne Centre Drive private entrance, with City Standard Directional Curb Ramps with Detectable Warning Tiles.

Condition No. 10 – to assure the installation and upgrade of all streetlights adjacent to the site on La Jolla Village Dr and Towne Centre Drive in accordance with the City of San Diego Street Design Manual-Street Light Standards and Council Policy 200-18.

Condition No. 16 – the installation and maintenance of two Bus Stops Slabs at the two existing bus stops along the project frontages at La Jolla Village Drive and Towne Centre Drive to meet current City and accessibility standards, satisfactory to the City Engineer.

For these reasons the proposed project will not be detrimental to the public health, safety, and welfare.

6. The design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.

The project does not propose the inclusion of any new easements, the amendment of, nor the vacation of any existing easements. The project is conditioned (Condition No. 19) to record a Joint Use Driveway/Mutual Access Agreement (DS-3248) in favor of all 10 lots, to the satisfaction of the City Engineer. Therefore, the design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.

7. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities.

The project site is currently built out with commercial/retail structures and parking lots. No additional physical development is proposed. Future development at the site would be required to comply with the LDC regulations and construction permit requirements, including California Code of Regulations Title 24 Standards. The project is located in a developed urban neighborhood, and the underlying zone provides the opportunity through building materials, site orientation, architectural treatments, placements, and selection of plant materials to provide, to the extent feasible, for future passive or natural heating and cooling opportunities. Therefore, the design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities.

8. The decision maker has considered the effects of the proposed subdivision on the housing needs of the region and that those needs are balanced against the needs for public services and the available fiscal and environmental resources.

The project proposes a Tentative Map to convert one existing lot into ten lots. The project does not propose any physical development. By converting the existing lot into ten lots, any future development will be required to adhere to the use regulations of the Community Plan and LDC including the zoning, development regulations, policies, goals and objectives of those documents. Both the Community Plan, through the Urban Employment Village High-3 land use type, and the LDC, through the EMX zone, envision the project site as a mix of uses with a focus on non-residential uses with opportunities for residential development.

The updated Community Plan, adopted via Resolution R-315733 on August 7, 2024, and the LDC, updated through Ordinance O-21870 on September 17, 2024, considered the effects of the proposed subdivision on the housing needs of the region and that those needs are balanced against the needs for public services and the available fiscal and environmental resources.

2. The above findings are supported by the minutes, maps, and exhibits, all of which are incorporated by this reference.

3. Based on these findings adopted by the Planning Commission, Tentative Map No. PMT-3346875 is granted to SI UTC PROPERTY OWNER LLC, Subdivider, subject to the attached conditions which are made a part of this Resolution by this reference.

ATTACHMENT 4

(R-20[Reso Code])

4. Upon satisfaction of the condition described in this Resolution, as determined by the City Engineer, the Development Services Department shall provide a copy of this Resolution with attached exhibits to the City Clerk under seal.

LEGEND

EX. SUBDIVISION BOUNDARY	---
EX. EASEMENT LINE	---
EX. STREET CENTERLINE	---
PROPERTY LINE/TM BOUNDARY	---
PROP. SETBACK LINE	---
EX. STORM DRAIN	---
EX. SEWER	---
EX. RECYCLED WATER LINE	---
EX. WATER LINE	---
EX. FIRE SERVICE	---
EX. GAS LINE	---
EX. BUILDING	---
PROP. STREET LIGHT	*
EX. RED CURB NO PARKING	---

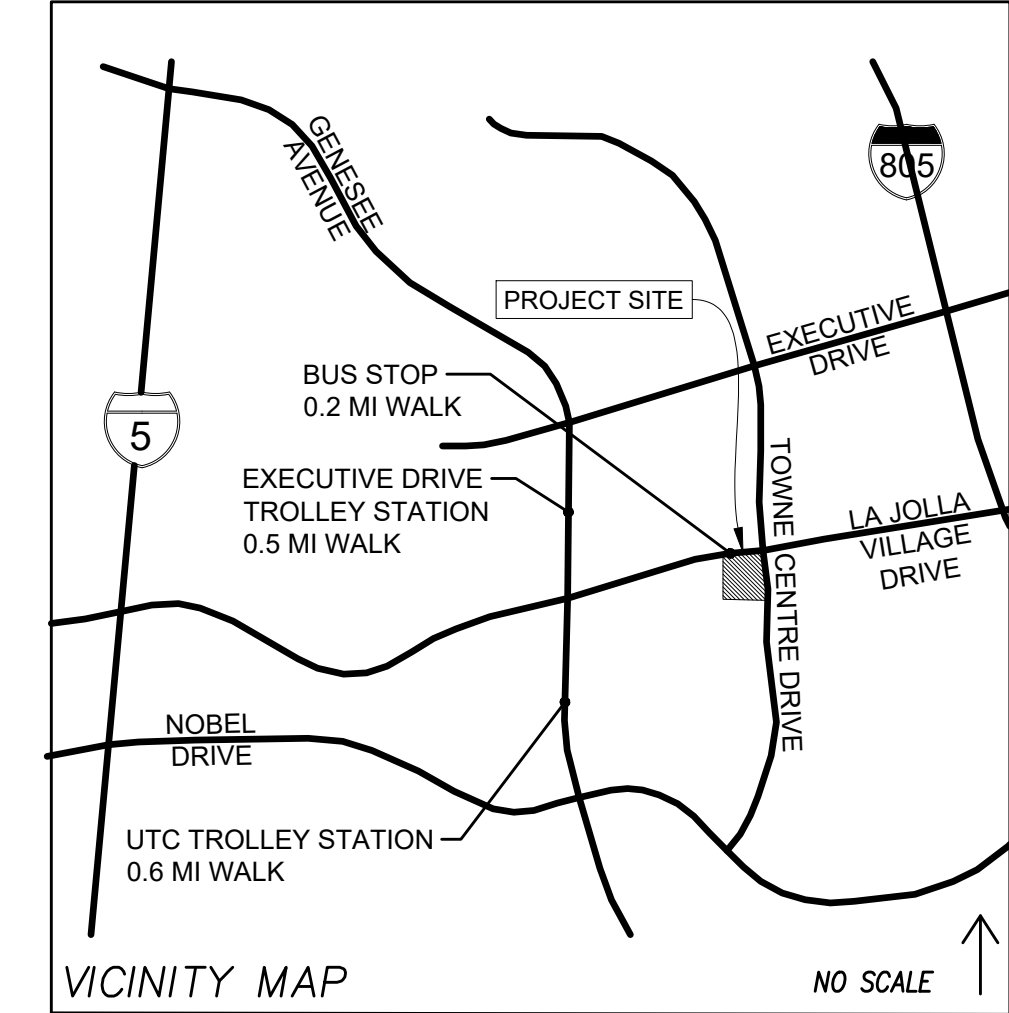
10'X10' VISIBILITY TRIANGLES AT PRIVATE DRIVEWAYS.
25'X25' VISIBILITY TRIANGLE AT SW CORNER OF LJV D AND TCD

MONUMENT LEGEND

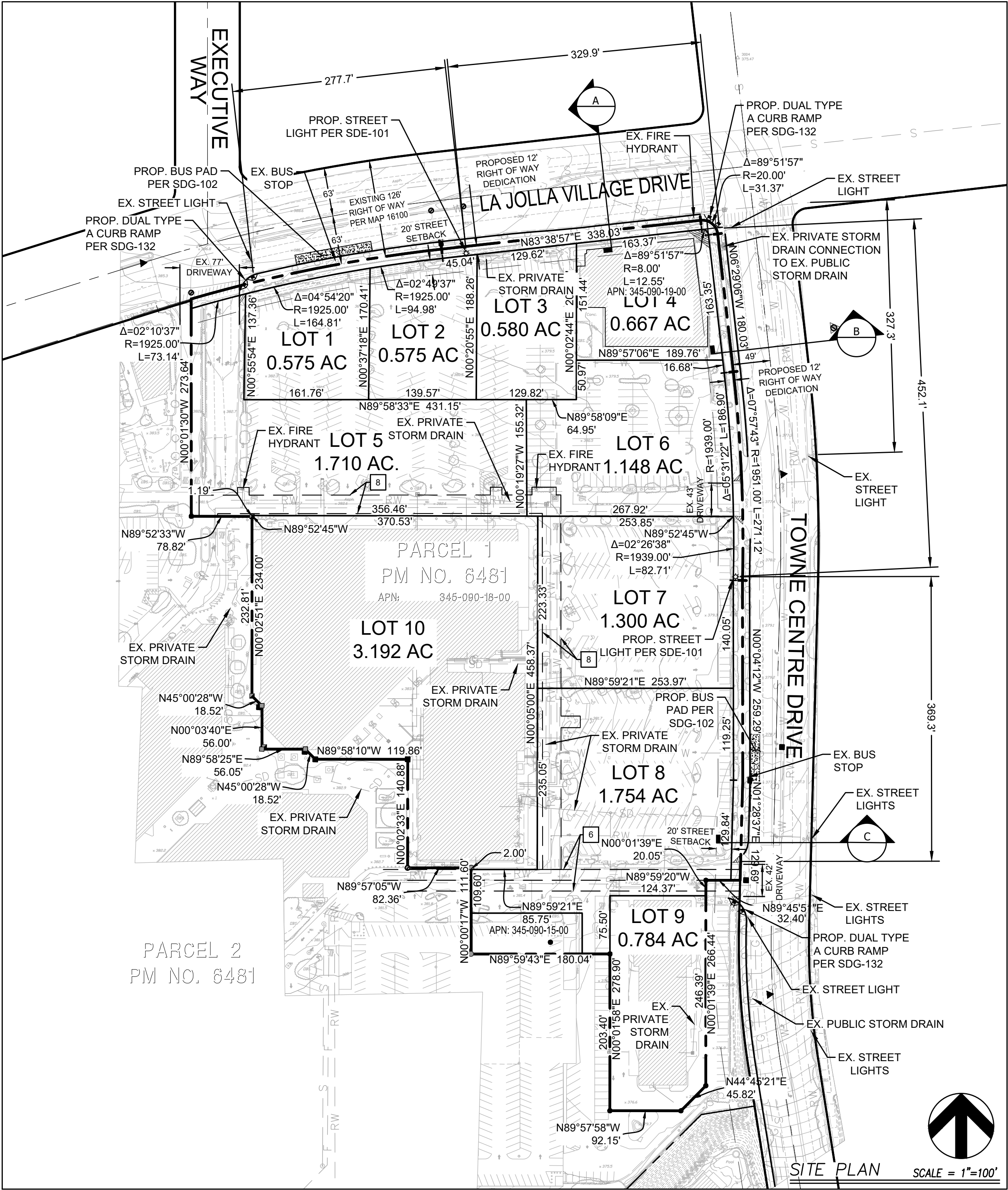
- FOUND WELL MONUMENT WITH DISC STAMPED "RCE 9416" PER MAP 8332, PM 6481, MAP 16100, & CR 43491, UNLESS OTHERWISE NOTED.
- FOUND LEAD W/DISC STAMPED "LS 8012" PER CR 43491, UNLESS OTHERWISE NOTED.
- FOUND LEAD W/DISC STAMPED "LS 7185" NO RECORD, ACCEPTED AS CORNER, UNLESS OTHERWISE NOTED.
- FOUND 3/4" IRON PIPE, OPEN, ACCEPTED AS ORIGINAL MONUMENT MARKED "RCE 9416" AS SET PER PM 6481, UNLESS OTHERWISE NOTED. ALSO SEE MAP 16100 & CR 43491
- FOUND LEAD W/DISC STAMPED "LS 7185" NO RECORD, SHOWN HEREON AS TIES TO CL BC OF LA JOLLA VILLAGE DRIVE, UNLESS OTHERWISE NOTED
- SET 3/4" X18" IRON PIPE W/DISC "LS 7443" AT CORNER
- SET LEAD W/DISC "LS 7443" IN CONCRETE AT TRUE CORNER.

POST-PARCELIZATION DATA

LOT #	AREA (SF)	AREA (AC.)
1	25028	0.575
2	25048	0.575
3	25264	0.580
4	29033	0.667
5	74476	1.710
6	50010	1.148
7	56622	1.300
8	74400	1.708
9	33977	0.780
10	138956	3.190
TOTAL AREA:	532814	12.232
IRREVOCABLE OFFER TO DEDICATE:	14884	0.34



DISCRETIONARY PERMIT FOR:
SERITAGE UTC MALL
TENTATIVE MAP NO. 3346875



SCOPE OF WORK

PROPOSED TENTATIVE MAP TO SPLIT LOT INTO 10 PARCELS

SITE ADDRESS

4577 & 4589 LA JOLLA VILLAGE DRIVE
SAN DIEGO, CALIFORNIA 92122

APN

345-090-15-00 (AFFECTS PORTION OF THE LAND)
345-090-18-00 (AFFECTS PORTION OF THE LAND)
345-090-19-00 (AFFECTS PORTION OF THE LAND)

LEGAL DESCRIPTION

PARCEL 1 OF PARCEL MAP NO. 6481, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, OCTOBER 27, 1977 AS FILE NO. 77-444609 OF OFFICIAL RECORDS.

LOT SIZE

549,509 SQUARE FOOTAGE / 12.62 ACREAGE

ZONING INFORMATION

EXISTING ZONING: EMX-3
MAXIMUM STREET SIDE SETBACK: 20 FT.
MAXIMUM FLOOR AREA RATIO: 7.0
MINIMUM LOT AREA: 20,000 SF

DEVELOPMENT NOTES

- THIS IS A TENTATIVE MAP TO DIVIDE A PREVIOUSLY-APPROVED PROJECT. SITE IS SUBJECT TO PRIOR DISCRETIONARY PERMITS.

NEIGHBORHOOD DEVELOPMENT PERMIT NO. 2545536, SERITAGE NDP PROJECT NO. 680247, AMENDMENT TO MASTER DEVELOPMENT PERMIT NO. 4103
- NUMBER OF EXISTING LOTS = 3
NUMBER OF PROPOSED LOTS = 10
ALL PROPERTY CORNERS WILL BE SET AND FINAL MAP WILL BE FILED. A DETAILED PROCEDURE OF SURVEY WILL BE SHOWN ON THE FINAL MAP.

SETBACK NOTES

THE MAXIMUM FRONT AND STREET SIDE SETBACK APPLIES TO 60 PERCENT OF ONE STREET OR FRONT SIDE FRONTAGE FOR EACH BUILDING ALONG THE STREET OR FRONT SIDE. THE REMAINING 40 PERCENT IS NOT REQUIRED TO OBSERVE THE MAXIMUM SETBACK AND MAY BE LOCATED FARTHER FROM THE PROPERTY LINE. EXCEPTIONS TO THE MAXIMUM FRONT AND STREET SIDE SETBACKS CAN BE MADE FOR DEVELOPMENT THAT INCLUDES A PUBLIC PLAZA, PASEO, LINEAR PARK, OR OUTDOOR EATING ESTABLISHMENT WHERE THE EXISTING GRADE SLOPES 20 PERCENT OR MORE, WHERE THE DEVELOPMENT IS ADJOINING A FREEWAY, OR FOR PHASED PROJECTS WHERE A FUTURE PHASE IS DEMONSTRATED TO IMPLEMENT THE REQUIRED MAXIMUM SETBACK.

COORDINATE INDEX

THE COMBINED GRID FACTOR AT G.P.S. STATION 133 IS 0.9999884
EL=356.05 (NAVD88)

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS MAP IS THE CALIFORNIA COORDINATE SYSTEM, CCS83, ZONE 6, EPOCH 1991.35 AND IS DETERMINED BY G.P.S. MEASUREMENTS TAKEN ON SEPTEMBER 19, 2022 AND WERE ESTABLISHED FROM G.P.S. STATION 720 PER RECORD OF SURVEY 14492.

THE BEARING FROM G.P.S. STATION 133 AND G.P.S. STATION 720 IS: NORTH 22°14'37" WEST

BENCHMARK

THE BENCHMARK USED FOR THIS SURVEY IS A FOUND BRASS PLUG AT THE SOUTHWEST CORNER OF TOWNE CENTRE DRIVE AND EXCALIBUR WAY AS PUBLISHED IN THE CITY OF SAN DIEGO VERTICAL CONTROL BENCH BOOK, OCTOBER 2011.

ELEVATION: 293.354' (MEAN SEA LEVEL)

SURVEYORS CERTIFICATE

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE PROFESSIONAL LAND SURVEYOR'S ACT AT THE REQUEST OF JON ARENZ P.E., COFFMAN ENGINEERS, INC., SEPTEMBER 19, 2022.

MIGUEL A. MARTINEZ, P.L.S. 7443
LIC. EXP. 06/30/26



PROJECT NO.: PRJ- 1132219 TM
NO: PMT-3346875
NAD83 COORDINATES: 1898-6265
LAMBERT COORDINATES: 258-1705

OWNER

SI UTC PROPERTY OWNER, LLC
500 FIFTH AVENUE, SUITE 1530,
NEW YORK, NY 10110

EASEMENTS

AN EASEMENT FOR GENERAL UTILITY AND INCIDENTAL PURPOSES, DEDICATED TO THE CITY OF SAN DIEGO PER DOCUMENT RECORDED MAY 02, 1977 AS INSTRUMENT NO. 77-164518, O.R.

AN EASEMENT FOR GENERAL UTILITIES, ACCESS EASEMENT AND INCIDENTAL PURPOSES, DEDICATED TO THE CITY OF SAN DIEGO PER DOCUMENT RECORDED JUNE 22, 2007 AS INSTRUMENT NO. 2007-0422387, OR.

EXISTING UNDERGROUND UTILITIES

WATER, SEWER, STORM DRAIN, TELECOMMUNICATION, ELECTRICAL
NOTE:
THERE ARE NO EXISTING OVERHEAD POWER LINES ON THE PROPERTY

SOURCE OF TOPOGRAPHY

ALTA LAND SURVEYING, INC.
9517 GROSSMONT SUMMIT DRIVE
LA MESA, CA 91941
TEL: (619) 823-2582
DATE FLOWN JULY 22, 2024

MAPPING NOTE:

A FINAL MAP SHALL BE FILED AT THE COUNTY RECORDER'S OFFICE PRIOR TO THE EXPIRATION OF THE TENTATIVE MAP(WAIVER) IF APPROVED. A DETAILED PROCEDURE OF SURVEY SHALL BE SHOWN ON THE FINAL MAP AND ALL PROPERTY CORNERS SHALL BE MARKED WITH DURABLE SURVEY MONUMENTS.

LANDSCAPE MAINTENANCE NOTE:

ALL REQUIRED LANDSCAPE AREAS, INCLUDING IN THE RIGHT-OF-WAY SHALL BE MAINTAINED BY OWNER. THE LANDSCAPE AREAS SHALL BE MAINTAINED FREE OF DEBRIS AND LITTER, AND ALL PLANT MATERIAL SHALL BE MAINTAINED IN A HEALTHY GROWING CONDITION CONSISTENT WITH THE CITY OF SAN DIEGO LANDSCAPE REGULATIONS AND STANDARDS

DRAINAGE NOTE:

- PRIVATE STORM DRAIN SYSTEM CONVEYS RUNOFF EAST TO THE CITY PUBLIC STORM DRAIN, CONNECTING AT TOWNE CENTRE DR.
- THE SUBDIVIDER SHALL RECORD A DECLARATION OF COVENANTS AND RESERVATION OF EASEMENTS FOR A CROSS LOT DRAINAGE EASEMENT FOR THE TWO PROJECT SITES CURRENTLY HELD BY THE SAME OWNER THE DECLARATION OF COVENANTS AND RESERVATION OF EASEMENTS SHALL STATE: SINCE THE DRAINAGE EASEMENT AGREEMENT IS A PRIVATE AND NOT A PUBLIC ISSUE, THE CITY OF SAN DIEGO IS NOT RESPONSIBLE FOR ANY DISPUTE THAT MIGHT ARISE IN THE FUTURE BETWEEN THE PRIVATE PARTIES.

TRAFFIC NOTE:

UPGRADED CURB RAMPS TO BE TO THE SATISFACTION OF THE CITY ENGINEER.

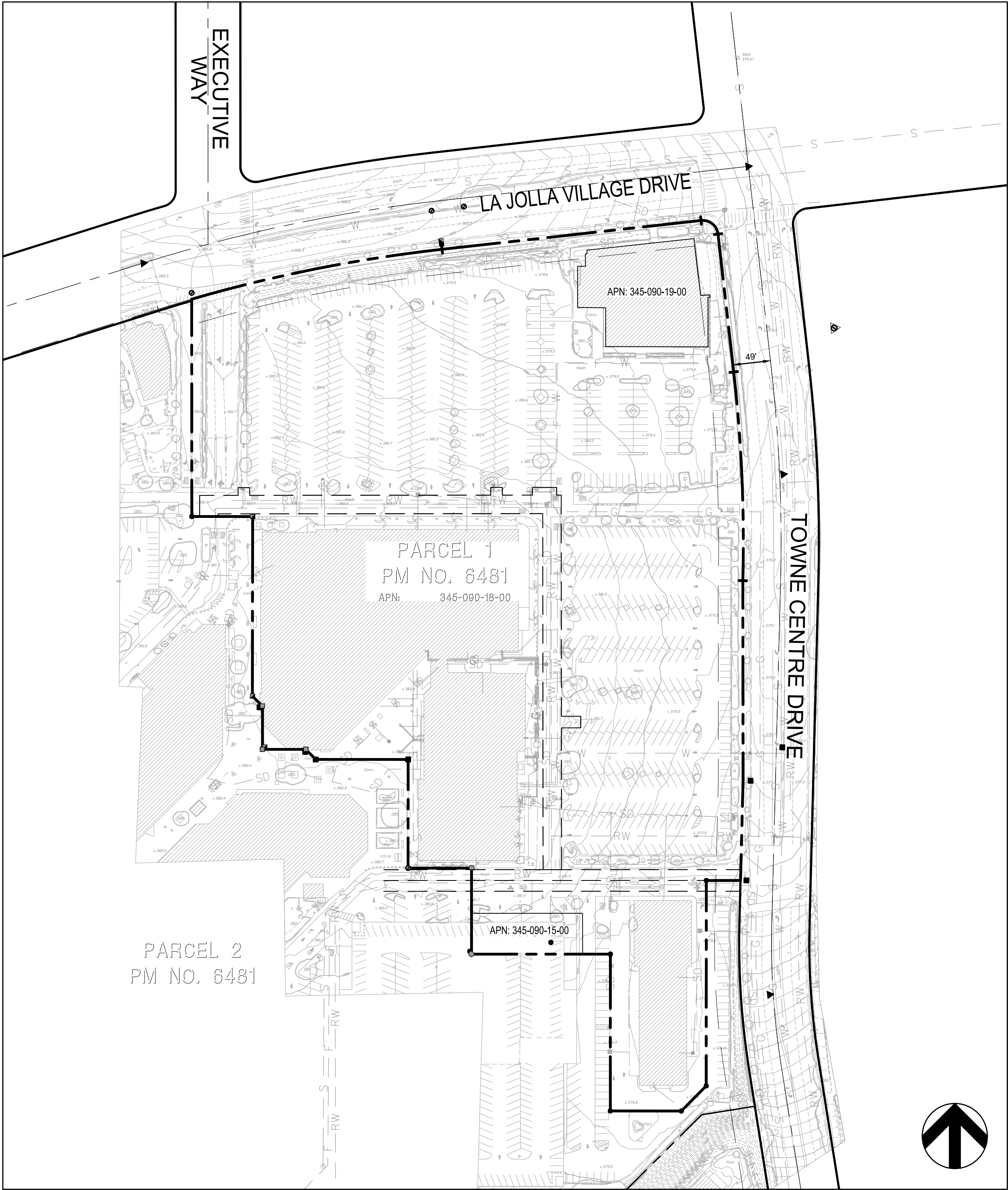
VISIBILITY NOTE:

NO OBSTRUCTION, INCLUDING SOLID WALLS, IN THE VISIBILITY AREA SHALL EXCEED 3 FEET IN HEIGHT. PER SDMC SECTION 142.0409 (B)(2), PLANT MATERIAL, OTHER THAN TREES, LOCATED WITHIN VISIBILITY AREAS OR THE ADJACENT PUBLIC RIGHT-OF-WAY SHALL NOT EXCEED 36 INCHES IN HEIGHT, MEASURED FROM THE LOWEST GRADE ABUTTING THE PLANT MATERIAL TO THE TOP OF THE PLANT MATERIAL.

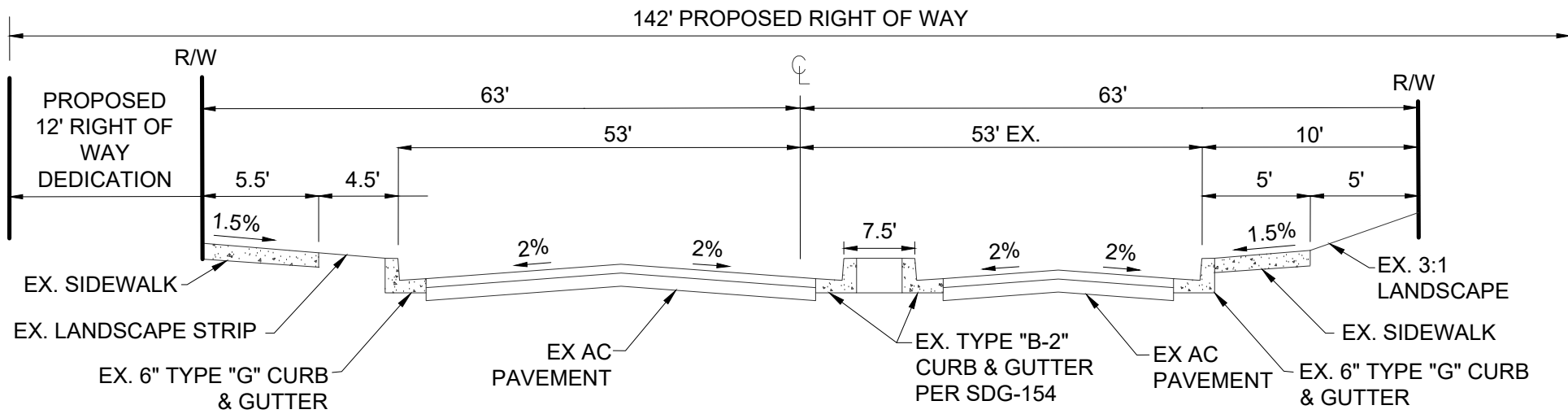
JONATHAN ARENZ, P.E.

REVISIONS TABLE			
NO.	DATE	REVISION / ISSUE	
1	03.08.23	ORIGINAL DRAWING PREPARATION DATE	
2	06.23.25	REVISION 1	
3	08.22.25	REVISION 2	
COVER SHEET - DISCRETIONARY PERMIT:			
SERITAGE UTC MALL			
ADDRESS: 4577 & 4589 LA JOLLA VILLAGE DRIVE SAN DIEGO, CALIFORNIA 92122			
DEVELOPMENT SERVICES DEPARTMENT SHEET 1 OF 1 SHEETS		PROJECT NO. _____ SHEET TITLE: TENTATIVE MAP	

DISCRETIONARY PERMIT FOR:
SERITAGE UTC MALL
TENTATIVE MAP NO. 3346875

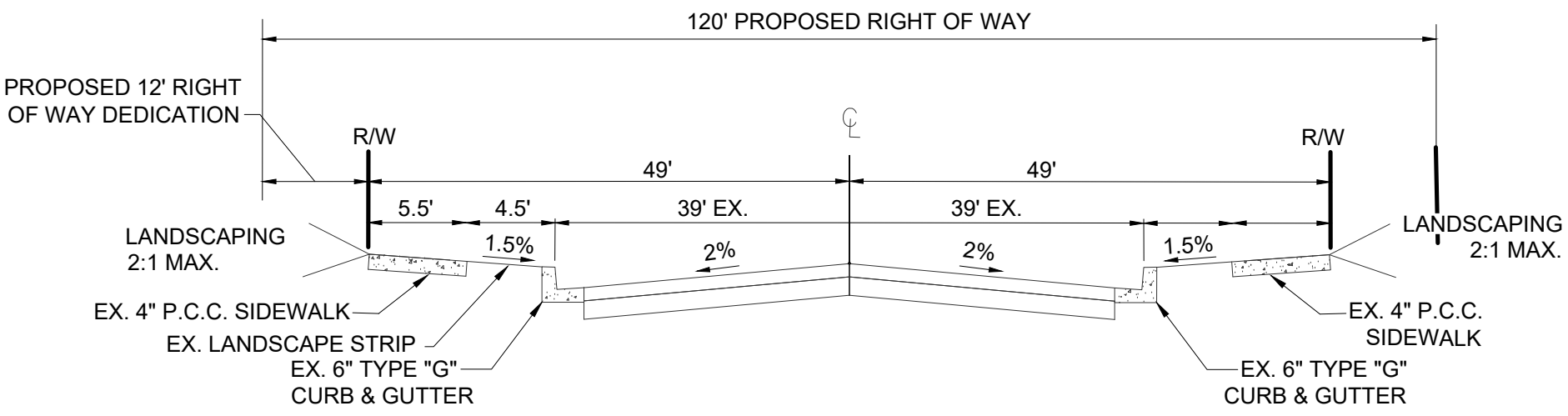


EXISTING APN MAP SCALE = 1"=100'



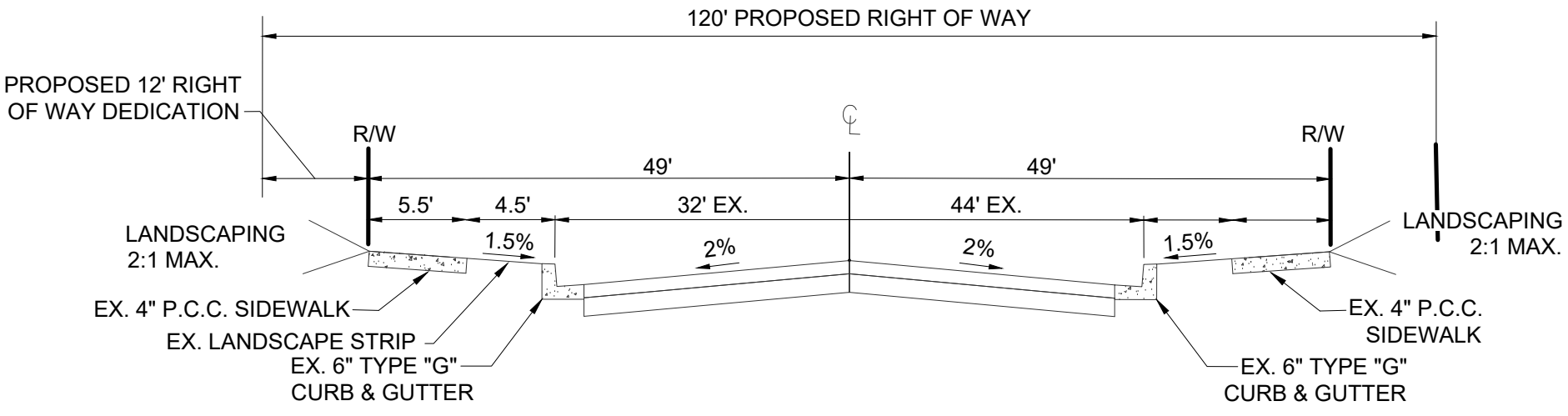
LA JOLLA VILLAGE DR
SECTION A-A

NO SCALE
6-LANE MAJOR ARTERIAL
142' ROW / 98' CURB TO CURB / 22' PARKWAY
PROPOSED ROW = 12'
ANY PRIVATE IMPROVEMENTS WITHIN CITY
RIGHT OF WAY WILL REQUIRE AN EMRA



TOWNE CENTRE DR
SECTION B-B

NO SCALE
4-LANE MAJOR ARTERIAL
120' ROW / 76' CURB TO CURB / 22' PARKWAY
PROPOSED ROW = 12'
ANY PRIVATE IMPROVEMENTS WITHIN CITY
RIGHT OF WAY WILL REQUIRE AN EMRA



TOWNE CENTRE DR
SECTION C-C

NO SCALE
4-LANE MAJOR ARTERIAL
120' ROW / 76' CURB TO CURB / 22' PARKWAY
PROPOSED ROW = 12'
ANY PRIVATE IMPROVEMENTS WITHIN CITY
RIGHT OF WAY WILL REQUIRE AN EMRA

Jonathan Arenz
JONATHAN ARENZ, P.E.



REVISIONS TABLE		
NO.	DATE	REVISION / ISSUE
1	03.08.23	ORIGINAL DRAWING PREPARATION DATE
2	06.23.25	REVISION 1
3	08.22.25	REVISION 2

DETAILS AND CROSS SECTIONS		
SERITAGE UTC MALL		
ADDRESS: 4577 & 4589 LA JOLLA VILLAGE DRIVE SAN DIEGO, CALIFORNIA 92122		
DEVELOPMENT SERVICES DEPARTMENT SHEET 2 OF 2 SHEETS		
The City of SAN DIEGO 		PROJECT NO. _____ SHEET TITLE: TENTATIVE MAP

PROJECT NO.: PRJ- 1132219 TM
NO: PMT-3346875
NAD83 COORDINATES: 1898-6265
LAMBERT COORDINATES: 258-1705



THE CITY OF SAN DIEGO

M E M O R A N D U M

DATE: September 30, 2025

TO: Environmental/Project File
Development Services Department

FROM: Kelli Rasmus, Associate Planner, Development Services Department

SUBJECT: 4577 La Jolla Village Drive (Project No. PRJ-1132219)
California Environmental Quality Act – Section 15162 Evaluation

The Development Services Department (DSD) has completed a California Environmental Quality Act (CEQA) Section 15162 – Subsequent Environmental Impact Report consistency evaluation for the proposed 4577 La Jolla Village Drive project (project). See 14 C.C.R. §15162.

This evaluation was performed to determine if conditions specified in CEQA Guidelines Section 15162 would require the preparation of additional CEQA review for the proposed project. As outlined in the evaluation, DSD has determined that the proposed project is consistent with the original Program Environmental Impact Report for the Blueprint SD Initiative, Hillcrest Focused Plan Amendment, and University Community Plan Update, certified by City Council on July 30, 2024, R-315701 and would not result in new impacts.

BACKGROUND

The University Community Plan Update was approved by the City Council on July 30, 2024. The project site is within the University Community Plan Area, and environmental issues were analyzed within the Blueprint SD Initiative, Hillcrest Focused Plan Amendment, and University Community Plan Update Program Environmental Impact Report (EIR) (SCH# 2021070359), certified by City Council on July 30, 2024, R-315701. The University CPU is a comprehensive update to the existing University Community Plan and Local Coastal Program. The University Community Plan updated the land use plan and zoning for the community plan area to help achieve the desired vision and objectives for the community.

The Program EIR determined that the project could result in significant and unavoidable impacts on Aesthetics, Air Quality, Biological Resources, Cultural Resources, Noise, Hydrology, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire. All other impacts analyzed in the PEIR were found to be less than or not significant.

PROJECT DESCRIPTION

The project proposes a Tentative Map located at 4577 and 4589 La Jolla Village Drive. The tentative map would divide an existing 12.88-acre single lot within the approximately 35-acre Westfield University Town Center Shopping Mall, consisting of existing commercial and retail uses and adjacent parking lots, into 10 individual parcels of varying sizes. No new development is proposed. The 12.88-acre site is located within the Employment Mixed-Use (EMX-3) Base Zone. Overlay Zones include Airport Land Use Compatibility (MCAS Miramar) Overlay Zone, ALUCP Airport Influence Area (MCAS Miramar - Review Area 2), Transit Priority Area, the Community Plan Implementation Overlay Zone, and Parking Standards Transit Priority Area. The site is designated Urban Village High-3 within the University Community Plan area.

CEQA 15162 CONSISTENCY EVALUATION

DSD reviewed the proposed Project and conducted a 15162 consistency evaluation with the previously certified Blueprint SD Initiative, Hillcrest Focused Plan Amendment, and University Community Plan Update Program Environmental Impact Report (PEIR). The project proposes a Tentative Map to divide an existing parcel into 10 parcels of varying sizes. The Tentative Map is a mapping action on a developed site, and no physical changes would occur. There is no new development proposed with this action.

The project site is developed with existing commercial and retail uses and associated paved parking and does not contain any significant biological resources, historic structures or any known archaeological resources. Since the project is not proposing any development on the site no new significant effects would occur, nor would there be a substantial increase in the severity of previously identified significant effects in any of the issue areas or mitigation requirements beyond those identified in the previously certified PEIR. Therefore, no mitigation measures from the PEIR mitigation framework mitigation monitoring and reporting program are applicable to this project because the project does not propose new development.

This evaluation substantiates the conclusions that support a determination that no subsequent document is required.

CONCLUSION

Overall, implementing the proposed project would not result in any significant direct, indirect or cumulative impacts beyond those disclosed in the previously certified PEIR.

Section 15162 of the CEQA Guidelines states:

When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant

environmental effects or a substantial increase in the severity of previously identified significant effects;

- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Based upon a review of the current project, none of the situations described in Section 15162 of the State CEQA Guidelines apply. No changes in circumstances have occurred, and no new information of substantial importance has manifested, which would result in new significant or substantially increased adverse impacts because of the project. This evaluation, therefore, supports the use of the previously certified Blueprint SD Initiative, Hillcrest Focused Plan Amendment, and University Community Plan Update Program Environmental Impact Report (SCH# 2021070359) under CEQA Guidelines Section 15162, in that the environmental document adequately covers the proposed project.

Kelli Rasmus
Associate Planner

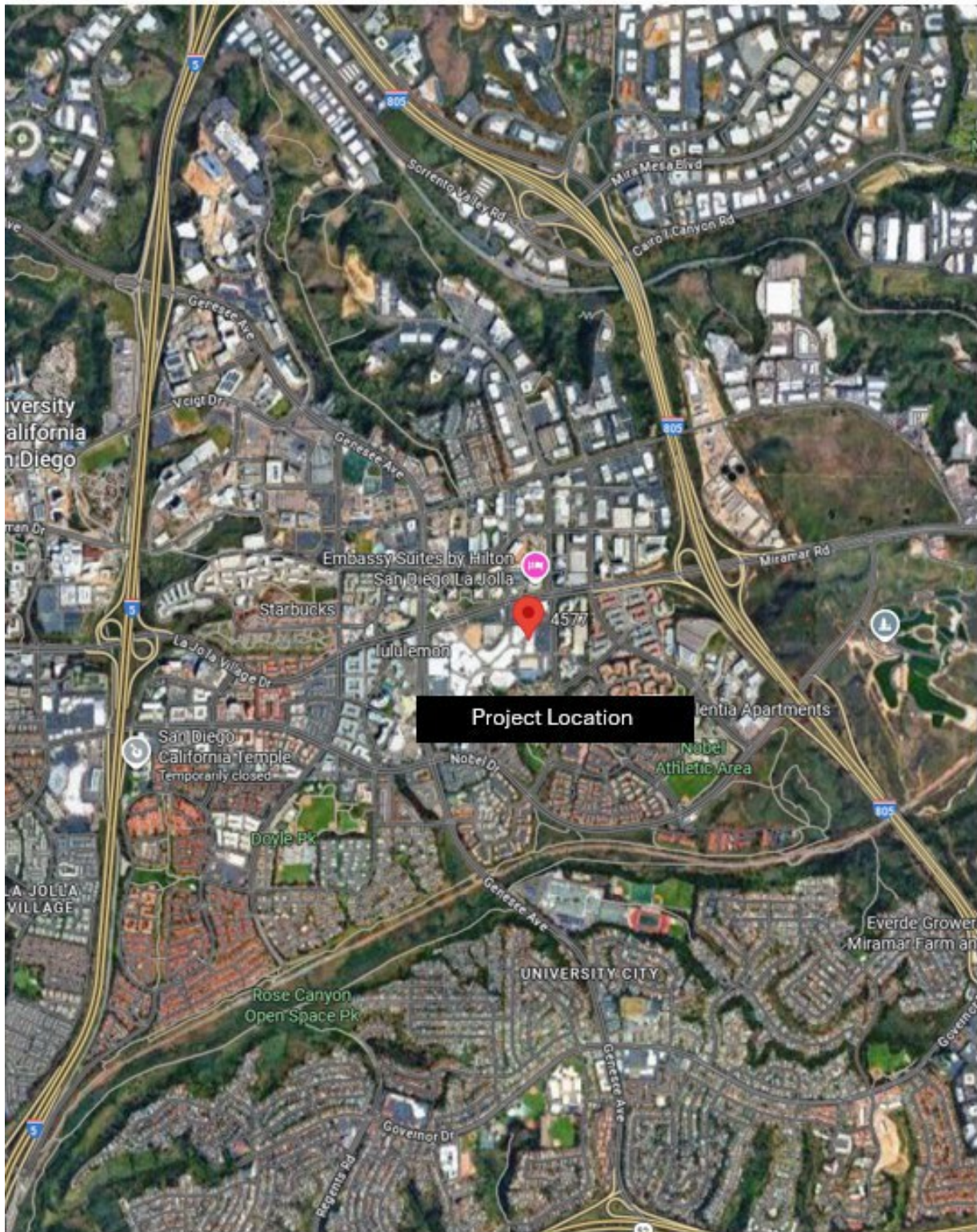
cc: Robin MacCartee, Development Project Manager, Development Services Department

Page 4
Environmental/Project File
September 30, 2025

Attachments:

Figure 1 – Location Map

Figure 2 – Tentative Map

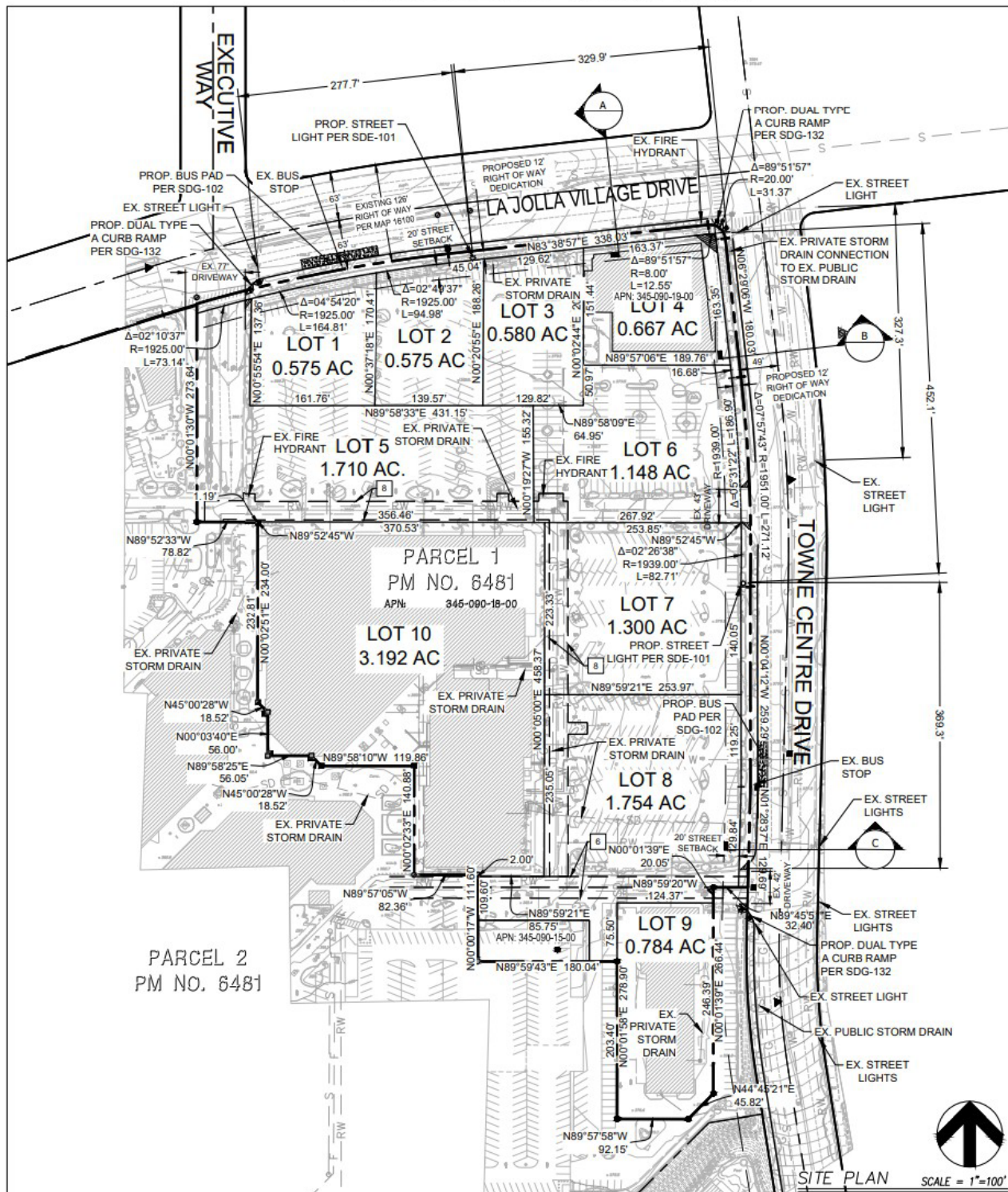


Project Location

4577 La Jolla Village Drive / PRJ-1132219

Development Services Department

TENTATIVE MAP NO. 3346875



FORM

DS-318

July 2024

Ownership Disclosure Statement

Permit/Approval Type: Check the appropriate box for permit/approval and type(s) requested (See [Project Submittal Manual](#)):

☐ **Development Permit:** _____

☒ **Subdivision Approval:** Tentative Parcel Map

☐ **Policy Approval:** _____

Project Title: UTC Seritage **Project No. For City Use Only:** _____

Project Location/Address/Accessor's Parcel Number:

4577 and 4589 La Jolla Village Drive/345-090-15, 18 and 19

Specify Form of Ownership/Legal Status (please check):

☐ Individual ☐ Partnership ☐ Corporation ☒ Limited Liability -or- ☐ General – What State? California

Corporate Identification No.: _____ ☐ Trust - Date of Trust: _____

☐ City of San Diego/Asset Management Department: _____

By signing the Ownership Disclosure Statement, the owner(s) acknowledge that an application for a permit, map or other matter will be filed with the City of San Diego on the subject property with the intent to record an encumbrance against the property. On the second page of this form, please list the owner(s), the applicant(s), and other financially interested persons of the above-referenced property. A financially interested party includes any individual, firm, co-partnership, joint venture, association, social club, fraternal organization, corporation, estate, trust, receiver or syndicate with a financial interest in the application, or:

Important Instructions

1. If the applicant includes a corporation or partnership, include the names, titles, and addresses of all individuals owning more than 10% of the shares.
2. If it's a publicly owned corporation, include the names, titles, and addresses of the corporate officers.
3. If any person is a nonprofit organization or a trust, list the names and addresses of ANY person serving as an officer, director, trustee or beneficiary of the nonprofit organization.
4. The applicant is responsible for notifying the Project Manager of any changes in ownership during the time the application is being processed or considered. Changes in ownership are to be given to the Project Manager at least 30 days prior to any public hearing on the subject property. Failure to provide accurate and current ownership information could result in a delay in the hearing process.
5. A signature is required of at least one of the property owners.
6. Attach additional pages if needed.

Property Owner/Authorized Agent(Per [SDMC 3112.0103](#))

- ☒ Owner ☐ Authorized Agent ☐ Member ☐ Trustee ☐ Tenant/Lessee ☐ Successor Agency
☐ City of San Diego/Asset Management Department*

Name of Individual: **Peter Spencer**On behalf of: **SI UTC Property Owner**Street Address: **236 South Sierra Ave**City: **San Diego**State: **California**Zip: **92024**Phone Number: **(858) 248-7171**Email: **spencer@cruzan.com**

Signature:



Date:

3/18/2025Additional pages attached: ☐ Yes ☐ No

*(Signature within this section not required for City of San Diego/Asset Management Department)

Applicant ☒ **Check if Same as Property Owner/Authorized Agent**(Per [SDMC 3112.0103](#))

- ☐ Owner ☐ Authorized Agent ☐ Member ☐ Trustee ☐ Tenant/Lessee ☐ Successor Agency

Name of Individual:

On behalf of:

Street Address: **236 South Sierra Ave**City: **San Diego**State: **California**Zip: **92024**Phone Number: **(858) 248-7171**Email: **spencer@cruzan.com**

Signature:



Date:

3/18/2025Additional pages attached: ☐ Yes ☐ No**Other Financially Interested Persons** ☒ **Check if N/A**

- ☐ Owner ☐ Authorized Agent ☐ Member ☐ Trustee ☐ Tenant/Lessee ☐ Successor Agency

Name of Individual: **Peter Spencer**

On behalf of:

Street Address: **236 South Sierra Ave**City: **San Diego**State: **California**Zip: **92024**Phone Number: **(858) 248-7171**

Email:

Signature:

Date:

Additional pages attached: ☐ Yes ☐ NoVisit our web site: sandiego.gov/DSD

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DS-318 (07-24)

Page 3	City of San Diego • Information Bulletin 620		August 2018
	City of San Diego Development Services 1222 First Ave., MS-302 San Diego, CA 92101		Community Planning Committee Distribution Form
Project Name: Seritage UTC Tentative Parcel Map		Project Number: PRJ-1132219	
Community: University			
<p>For project scope and contact information (project manager and applicant), log into OpenDSD at https://aca.accela.com/SANDIEGO.</p> <p>Select "Search for Project Status" and input the Project Number to access project information.</p>			
<input type="checkbox"/> Vote to Approve <input type="checkbox"/> Vote to Approve with Conditions Listed Below <input checked="" type="checkbox"/> Vote to Approve with Non-Binding Recommendations Listed Below <input type="checkbox"/> Vote to Deny			Date of Vote: July 08, 2025
# of Members Yes 8	# of Members No 0	# of Members Abstain 0	
Conditions or Recommendations: Seritage Co. should consider the architecture, scale, and views from any new building on the old Sears Tire Center ("Parcel 9") overlooking the adjacent SF homes in Vista La Jolla.			
<input type="checkbox"/> No Action (Please specify, e.g., Need further information, Split vote, Lack of quorum, etc.)			
NAME: Chris Nielsen			
TITLE: Chair		DATE: August 15, 2025	

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DS-5620 (08-18) ONLINE FORM