



THE CITY OF SAN DIEGO

Report to the Planning Commission

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HEARING DATE: September 29, 2022

SUBJECT: University Community Plan Update Workshop

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

SUMMARY

This is a second workshop for the Planning Commission to provide input on the University Community Plan Update. No action is required on the part of the Planning Commission at this time. The Planning Commission has expressed a desire to have workshops during the community plan update process, where Commissioners could share their ideas and priorities for community plan updates. A previous workshop was held with the Planning Commission on February 28, 2019, to solicit input on where growth should be focused, identifying recreation opportunities, and enhancing mobility. This workshop is meant to serve as a venue for discussions on the University Community Plan Update (CPU) and for the Commission to provide further input on the draft land use scenarios developed based on the City's housing, climate and equity goals, and input from the Department's public outreach efforts, as well as high-level concepts related to urban design and mobility.

BACKGROUND

The University Community is in the north-central portion of San Diego, about 10 miles north of Downtown. University is connected to the region via Interstate 5 (I-5), Interstate 805 (I-805), and State Route 52 (SR-52). The Blue Line Trolley was recently completed, which connects University to the Santa Fe Depot in Downtown San Diego. University's shopping, corporate headquarters, research and development facilities, medical centers, outdoor recreational amenities, and the University of California San Diego (UCSD) attract visitors from across the region.

The University Community Planning Area (Planning Area) encompasses approximately 8,700 acres (Attachment 1). It is bounded by Los Peñasquitos Lagoon and the edge of the east-facing slopes of Sorrento Valley on the north; Marine Corps Air Station (MCAS) Miramar and I-805 on the east; SR-52 on the south; and I-5, Gilman Drive, North Torrey Pines Road, La Jolla Farms, and the Pacific Ocean on the west. Neighboring communities include Torrey Pines, Mira Mesa, Clairemont Mesa, and La Jolla. The Planning Area contains two State-controlled properties—UCSD and Torrey Pines State Reserve—which lie outside the planning and land use jurisdiction of the City.

Why is the University Community Plan being updated?

The University Community Plan was adopted in 1987. Since then, the City has adopted the General Plan Update and the Climate Action Plan. Since 2008, as part of the implementation of the General Plan City of Villages Strategy, the City has updated 14 community plans and three specific plans that are served by current and planned high frequency transit service. The City is also in the process of updating four other community plans in addition to the University Community Plan.

The recently opened Mid-Coast Trolley Extension connects the region's two largest employment centers: Downtown and University communities. To leverage the region's \$2 billion investment in this Trolley extension, land use updates in University Community to ensure its success are critical. The areas adjacent to the Blue Line Trolley stations have a strong potential for future opportunities for homes and jobs consistent with the General Plan's City of Villages Strategy and helping to meet the Climate Action Plan's goal to reduce greenhouse gas emissions. The updated community plan will also establish community-specific goals and policies to address more sustainable land use, mobility, urban design, and infrastructure needs.

Housing & Demographics

Population

As of 2020, the San Diego Associate of Government (SANDAG) estimated that 63,079 people were living in a household within the University Community. Figure 1 shows there was a 19 percent increase from the 53,852 people living in the community in 2010 based on SANDAG estimates. SANDAG estimates an additional 11,432 live in group quarters (such as dorms at UCSD) in comparison to the 8,881 who lived in group quarters in 2010.

Housing

In 2020, the community had approximately 26,992 homes. Figure 1 also shows that between 2010 and 2020, the community added 2,162 homes, a nine percent increase from the previous 24,830 homes. The community had a rate of 2.43 persons per household in 2020, where there were 2.17 in 2010.

Income

In 2020, the median household income adjusted for inflation (2010) was \$70,816. Figure 1 shows there was a 15 percent increase from the \$61,357 median household income adjusted for inflation (2010) in 2010 based on SANDAG estimates.

Figure 1: University Housing and Population between 2010 and 2020

Year	Population in Traditional Households	Group Quarters Population	Homes	Persons per Household	Income
2010	53,852	8,881	24,830	2.17	\$61,357
2020	63,079	11,432	26,992	2.43	\$70,816
<i>Change</i>	<i>17%</i>	<i>29%</i>	<i>9%</i>	<i>12%</i>	<i>15%</i>

SANDAG 2020 Housing and Population Estimates

Affordable Housing

The University Community currently has 360 affordable homes that have entered a deed-restriction with the San Diego Housing Commission.

Mobility

Existing Transit

The San Diego Trolley services the community with five stations: Nobel Drive, VA Medical Centers, UCSD Campus, UCSD Medical Center, Executive Drive, and UTC. University is a major destination for local and regional bus service servicing the UTC transit center, UCSD, and the medical centers. The Super Loop (routes 201, 202, and 204) provides high frequency local service connecting the residential areas to UCSD, UTC and employment areas in the northern portion of the community. Prior to the pandemic, in January 2020, the Super Loop service had a weekday ridership of approximately 9,200 trips. Routes 974, 978 and 979 connect the Sorrento Valley Coaster Station to employment areas in the University Community. The area is also served by several bus routes including: 30, 31, 41, 60, 105, 237, and 921.

Planned Transit

SANDAG is exploring several transportation projects for the University Community for the 2021 Regional Transportation Plan, which focuses on '5 Big Moves': 'Next OS' enabling technology, 'Complete Corridors' multimodal roads, 'Transit Leap' fast and flexible transit services, 'Mobility Hub' connection points, and 'Flexible Fleets' first and last mile options. Given that the community is a subregional employment area, much of University is considered a 'Mobility Hub,' which makes it a priority for high-quality transit investment and a wide variety of travel options that connect people to their destinations within the mobility hub and to other mobility hubs throughout the region.

SANDAG is exploring 'Complete Corridors' that support multiple modes of transportation along the major community thoroughfares. The Regional Bike Network is planned through the community along some of these future 'Complete Corridors,' including segments of North Torrey Pines Road, Gilman Drive, and Judicial Drive, and within Rose Canyon. Future transit in the community will also include a 'higher-speed' (more than 100 mph) regional commuter rail, with a planned stop at the UTC Transit Center. In addition, SANDAG is exploring Next-Generation Rapid Bus (with 10-minute frequencies) along several future 'Complete Corridors,' including segments of Torrey Pines Road, Gilman Drive, La Jolla Village Drive, Villa La Jolla Drive, Nobel Drive, Regents Road, Genesee Avenue, Judicial Drive and Executive Drive.

Public Facilities

Library

University currently has two branch locations of the San Diego Public Library. The University Community Library is located on Governor Drive in the southern part of the Planning Area, and North University Community Library is located on Judicial Drive in the central part of the Planning Area.

Schools

There are six public schools at the kindergarten through twelfth grade levels in the Planning Area, including: Curie, Doyle, and Spreckels Elementary Schools (K-5), and Standley Middle School (6-8), University City High School (9-12), and Preuss Charter School (6-12). There are also three private

schools in the Planning Area including Mission Bay Montessori Academy (K-6), La Jolla Country Day School (K-12), and Torah High School of San Diego (9-12).

Fire and Rescue Services

San Diego Fire-Rescue Department Station 35 is located at 4285 Eastgate Mall and Station 50 is located at the intersection of Nobel Drive and Shoreline Drive. The community is also served by Station 41 (located at 4914 Carroll Canyon Road), Station 9 (located at 7870 Ardath Lane), and Station 27 (5064 Clairemont Drive). UCSD is contributing land and funding for a future [Torrey Pines Fire Station](#) on the east side of North Torrey Pines Road at Northpoint Driveway.

Police Services

The Northern Division of the San Diego Police Department is stationed at 4275 Eastgate Mall. The UCSD Police Department is located at 9500 Gilman Drive.

Parks and Recreation

University has approximately 93.1 acres of population-based parks and joint-use parks. The University Community has three community parks (50.0 acres), four neighborhood parks (23.3 acres) and two mini-parks (1.3 acres). The City has joint-use agreements with several schools in the Planning Area, including Doyle Elementary School, Spreckels Elementary School, and Stanley Middle School for use of school parks (18.5 acres). The community also has approximately 1,716 acres of resource-based parks which includes the Torrey Pines, State park, City park and golf course. University has several recreational facilities, including Doyle Recreation Center, Standley Recreation Center, Nobel Athletic Center, Torrey Pines Golf Course, and Swanson Pool.

Open Space

Natural open space areas in the University Community include the Torrey Pines State Reserve in the northwest portion of the Planning Area, alongside the Pacific Ocean, Rose Canyon, an open space canyon, that divides the northern and southern portions of the community, and Roselle Canyon near Campus Point in the northern area of the community, and the open space slopes of Sorrento Valley.

University of California San Diego

UCSD is a major presence in the University community and occupies over 900 acres. UCSD had a total enrolment of 39,576 students which includes 31,842 undergraduate students, 6,938 graduate students, and 796 medical students for the 2020-21 academic year. At total current capacity, UCSD has approximately 18,000 student beds on campus. UCSD also has more than 15,000 faculty and staff.

Long-Range Development Plan

The [2018 Campus Long-Range Development Plan](#) (LRDP) guides the physical growth and development of the UCSD campus. Some of the major key principles of the plan include:

- Provide an efficient yet flexible plan that describes preferred land uses and projects future space needs of up to 8.9 million net new gross square floor area of University growth that is responsive to the needs of the campus and can serve as the basis for future decisions concerning land use and capital projects.
- Respond to projected demands for student enrollment, consistent with the Master Plan for Higher Education in California to accommodate 42,400 students by the 2035-36 academic year, or until a new LRDP is approved by the Regents, by providing the capability to expand

academic and non-academic programs that support the University of California mission and its commitment to excellence in teaching, research and public service.

UCSD Student Housing Projects

To help address the need for on-campus student housing, the UCSD is the process of constructing or has recently completed the following projects:

- The North Torrey Pines Living and Learning Neighborhood was completed in the fall of 2020 and provides housing for 2,000 students.
- The Theatre District Living and Learning Neighborhood is under construction and will provide 2,000 new student beds by the fall of 2023.
- The Pepper Canyon West Living and Learning Neighborhood is under construction and will provide more than 1,300 single-occupancy rooms to transfer and upper-division undergraduate students by the fall of 2024 near the central campus Trolley Station.
- The Ridge Walk North Living and Learning Neighborhood project will provide 2,000 new student beds by the fall of 2025.

Overlay Zones in the University Community Planning Area that Limit Development

Community Plan Implementation Overlay Zone

The Land Use and Development Intensity Element of the adopted University Community Plan establishes development intensity related to the capacity of the roadway system. The community is divided into 101 Subareas. Each Subarea is allocated intensity of development by land use in terms of square footage, number of residential units, or both, and how many Average Daily Trips (ADTs) the land use would generate as shown in a Land Use and Development Intensity Table (Attachment 2). The Land Use and Development Intensity Table is currently implemented in accordance with the Community Plan Implementation Overlay Zone – Type B (CPIOZ-B), which provides supplemental development regulations that are tailored to specific sites within the community plan.

Coastal Height Limit Overlay Zone

The University Community Area, west of Interstate-5, is currently restricted by the Coastal Height Limit Overlay Zone (Attachment 3). The purpose of the Coastal Height Limit Overlay Zone is to provide a supplemental height limit for specific coastal areas as enacted by the voters of the City of San Diego. Within the Coastal Height Limit Overlay Zone, the construction of new structures cannot currently exceed 30 feet above finished grade, although the underlying zones would otherwise allow for additional height.

Airport Land Use Compatibility Overlay Zone

Areas within the University Community Area are regulated by the Airport Land Use Compatibility Overlay Zone (Attachment 4). The purpose of the Airport Land Use Compatibility Overlay Zone is to implement the [MCAS Miramar Airport Land Use Compatibility Plan](#) (ALUCP). The intent of the supplemental regulations is to ensure that new development located within an airport influence area is compatible with respect to airport-related noise, safety, airspace protection, and aircraft overflight areas. The Safety Zones are split between the Transition Zone and Accident Potential Zones (APZs) 1 and 2. Within the APZs, the ALUCP constrains non-residential uses by intensity (25 people per acre for APZ 1 and 50 people per acre for APZ 2) and limits residential to extremely low density. The overlay zone implements the people per acre restrictions by limiting floor area ratio (FAR) per use type. The

Transition Zone, primary limits residential uses to 60 dwelling units per acre and the occupancy of large assemble uses.

Residential Capacity of the Current University Community Plan

The Planning Department completed a detailed analysis of the buildout of the adopted University Community Plan and prepared the [Adopted Land Use Buildout Report](#) in 2020. The University Community has the capacity for approximately 655 additional homes based on the adopted community plan or 1,430 homes based on the adopted zoning. This discrepancy is based in the limitations the adopted University Community Plan places on development through the Land Use and Development Intensity Element implemented through the CPIOZ.

Key Objectives of the University Community Plan

The updated community plan will replace the existing average daily trip-based Land Use and Development Intensity approach with an updated land use strategy centered around meeting the City's Climate Action Plan goals to reduce vehicle miles traveled and greenhouse gas emissions. The community plan will also include detailed community-specific policies and regulations for mobility, urban design, parks, open space, historic preservation, and public facilities consistent with the General Plan.

Vision

A diverse and dynamic community with renowned higher education, healthcare, scientific research and technology institutions and businesses connected through a robust multi-modal transportation network to a vibrant mixed-use urban core and varied residential neighborhoods, which protects its unique natural habitat and canyon systems.

Guiding Principles

- **Renowned Institutions.** The development of institutions that provide world leading research, higher education and healthcare which contribute to the built environment and support the economic growth and attractiveness of the community.
- **A Vibrant Mixed-Use Urban Core.** A land use pattern that focuses growth into a vibrant urban core which contains regional transit connections and a distinct range of uses, character, streetscapes, places, urban form and building design as a leader in sustainability.
- **A Diversified Inventory of Homes.** An inventory of homes that contains a broad range of housing types and costs to accommodate a variety of age groups, household sizes and compositions, tenure patterns and income levels.
- **A Center of Economic Activity.** An employment center with scientific research, technology and office uses that provide jobs in proximity to residential, retail and visitor serving uses connected by transit that supports the economic viability and attractiveness of the community.

- **A Complete Mobility System.** A mobility system that provides multi-modal options and a complete network for travel within the community and connectivity to the region, enhancing economic growth, livability and sustainability.
- **A sustainable community integrated with its natural environment, open space and recreational areas.** Preservation of open space, watershed protection and improvement, restoration of habitat, enhancement of species diversity, improvement of population based parks and recreation areas, and provision of connections for wildlife and people contribute to community character, enhance quality of life and preserve unique natural resources.

Status of the Community Plan Update

University Community Plan Update Subcommittee

The University CPU Subcommittee (CPUS) was formed in January 2019 and has hosted 35 public meetings (in-person and online) to discuss:

- Existing conditions, community issues and priorities, future vision and guiding principles, mobility networks, public facilities options, parks and recreation analysis, and urban design concepts.
- Preliminary goals related Mobility, Open Space & Conservation, Economic Prosperity, and Public Facilities and Safety.
- Urban Design concepts and Mobility Corridor concepts.
- Land use scenarios, build out estimates and development incentives.
- The Blueprint SD and guidance for meeting Citywide CAP goals.

Online Engagement (2019)

A non-scientific online community survey was undertaken from May 22 through June 29, 2019, focused on identifying community priorities and recommendations for mobility, housing, nonresidential development, and parks and public spaces within the University Community. The survey was promoted through various sources: The Planning Department CPU website, University CPU website, an email notice distributed to community members subscribed to the CPU interest list, meetings of the University Community Planning Group (UCPG) and CPUS, social media advertisements, and an ad placed in the University City Community Association *University News* Newsletter. In addition to check-the-box, and prioritization/ ranking questions, the survey included several interactive mapping questions. The survey received 1,607 responses. An [Online Survey Report](#) was prepared to summarize the results, with a detailed [Appendix](#).

The survey focused on identifying community priorities and recommendations for mobility, housing, nonresidential development, and parks and public spaces within the Planning Area. The input collected in this survey was used to help shape the Vision and Guiding Principles.

Other Technical Studies

- [*Community Atlas*](#): The University Community Atlas serves as the existing conditions document of the CPU.
- [*Mobility Existing Conditions Report*](#): This report details the mobility existing conditions for the University Community Plan Area.
- [*Proposed Mobility Networks*](#): These boards depict the proposed mobility networks as of 2022. Updated networks posted upon completion.
- [*Draft Mobility Corridor Concepts*](#): These concept sheets identify the proposed corridor concepts for the top 10 corridors in the community as of 2022.
- [*Adopted Plan \(1987\) Land Use Buildout Report*](#): This analysis provides an overview of the remaining development intensity within the Adopted Community Plan.
- [*Subregional Employment Area Profile*](#): This draft report provides an overview of the trends and employment demand within the subregional employment area.
- [*Market Demand Analysis*](#): This analysis provides an overview of the projected need for commercial and non-residential square feet.
- [*Air Quality Analysis*](#): This report summarizes the air quality conditions of the area.
- [*Biological Resources Report*](#): This report summarizes the biological resources within the area.
- [*Geotechnical and Geologic Hazard Evaluation*](#): This report identifies geotechnical and geologic hazards within the area.
- [*Hydrology and Water Quality Report*](#): This report describes the hydrology, existing storm drainage, and storm water quality conditions of the area.
- [*Noise Analysis*](#): This report summarizes the noise conditions of the area.
- [*Water and Wastewater Technical Study*](#): This report provides a high-level assessment of the water distribution and wastewater collection systems of the area.

Community Plan Amendments in Process

Four community plan amendments have been initiated by the Planning Commission within the University Community and are currently in process.

- A community plan amendment was initiated on July 20, 2017, for 9393 Towne Centre Drive (ARE Podium 93) and proposes approximately 525,000 square feet for research and development use and 80,000 square feet for secondary office and retail use.
- The second community plan amendment was initiated on June 27, 2019, for the vacant parcel at the northwest quadrant of La Jolla Village Drive and the southbound Interstate 805 off-ramp (I-805 & LJVD). The amendment proposes to designate the former Caltrans Right-of-Way for visitor commercial uses.
- The third community plan amendment was initiated on December 12, 2019, for a 2.53-acre site located at 4380 La Jolla Village Drive. The amendment proposes to increase the development intensity of office use from 35,000 square feet to 155,000 square feet.
- The fourth community plan amendment was initiated on August 27, 2020 for a 32.42-acre site at the end of Towne Centre Drive (9855 Towne Centre Drive). The amendment proposes to increase the development intensity of scientific research from 400,000 square feet to 1,000,000 square feet.

DISCUSSION

Where are potential changes focused in the community?

Staff identified five Focus Areas within the University Community that have the opportunity for additional homes and jobs over the next 30 years. These areas were selected based on their location near existing Trolley Stations and existing and planned bus transit stops. The Focus Areas are either fully or partially located within a Transit Priority Area (TPA), which also includes the three new Mid-Coast Trolley stations.

Staff also conducted an analysis of vacant or low floor area ratio parcels and cross-referenced properties with a low assessed value ratio to determine which sites within the community have the most propensity to redevelop under existing conditions. This analysis was presented to the University Community Plan Update Subcommittee for community input and review. After analysis and discussion, staff with input from the University Community Plan Update Subcommittee identified the five areas in as Focus Areas of the CPU (Attachment 6). The vision for each Focus Area is as follows:

- Focus Area 1: An employment center with the opportunity for place-making, employee amenities, and increased connectivity.
- Focus Area 2: An employment center with opportunity for employee amenities, increased connectivity to transit (trolley stations), and increased residential density or residential mixed use along Genesee Avenue.
- Focus Area 3: An employment mixed-use area (transit-oriented development) with the greatest increase in density. Defined by enhanced public realm and access to transit. Reduction in superblocks and surface parking through infill development.
- Focus Area 4: An employment mixed use area and creation of a “Main Street” feel throughout existing shopping center development. Infill development within shopping centers. Development oriented to the Nobel Transit Center. Increased connectivity between east (higher density mixed use) and west (lower density mixed-use) portions of Focus Area.
- Focus Area 5: A lower density mixed-use area with infill development in the business center (no residential) and shopping centers (possibility for residential).

The industrial area located east of I-805 is not identified as a Focus Areas due to being highly constrained from MCAS Miramar ALUCP - Accident Potential Zone 1 and is not likely to change significantly in use or intensity.

What Community Outreach was Completed to Collect Input on the Focus Areas?

Throughout September, October, and November 2021, staff conducted extensive community outreach and engagement in coordination with the launch of the interactive, online engagement platform, Choose Your Future! From October 1, 2021 to November 8, 2021, this non-scientific, online survey was live on the Plan University project website (www.PlanUniversity.org) and provided an opportunity for people to select options for land uses in five Focus Areas of the University Community, as identified through the CPU process. The goal of this effort was to receive feedback from the University Community on proposed land use options within five primary areas of change (Focus

Areas). Through this engagement process, over 2,600 respondents completed the survey. An additional 4,500 respondents began the survey but did not complete it.

Furthermore, the staff conducted over 23 tabling events, 6 days of canvassing, 30 office hours, two virtual workshops, two virtual open houses, and five newsletter distributions resulting in over 22,500 homes reached through this effort. This extensive outreach conducted by staff which led to increased representation and feedback as compared to previous engagement efforts. However, the Planning Department did receive comments that the survey did not provide a “no change” option and that number of respondents was too low to represent existing residents.

In early 2021, the University CPU project team also hosted a student art contest where students at all eight schools across the University Community were asked to submit artwork that reflected what the University Community meant to them. More than 40 students from Curie, Doyle, and Spreckels Elementary, Mission Bay Montessori, and University City High submitted their artwork and two winners were selected to have their artwork printed on University CPU project tote bags. Six additional winners were chosen to have their artwork printed on University CPU project stickers. All items were included as giveaways during the in-person community outreach conducted in October 2021.

To document these efforts and the results, the project team created the [Choose Your Future! Outreach Summary](#). This report outlines the in-person and virtual outreach activities and results from the Online Engagement Platform.

How was the Community Input Used to Inform the Land Use Scenarios?

The online engagement platform identified that the people who completed the survey were generally more supportive of the highest densities presented. In addition, visualizations that demonstrated a compact urban form with a pedestrian-orientation were preferred to the campus-like design that exists on many sites today. Figure 2 provides a detailed breakdown of the selection of participants for each Focus Area. Please note that all participants did not select an option for some or all the Focus Areas.

Figure 2: University Community Plan OCET Results Summary

Choice of option that is CLOSEST to participant vision for North Torrey Pines Employment Center (1)

Option A: Stronger Streetwall	1007		60%
Option B: Campus Style Development	665		40%
Grand Total	1672		100%

Choice of option that is CLOSEST to participant vision for Campus Point & Town Centre Employment Village (2)

Option A: Focus on Adding More Homes over Jobs	869		50%
Option B: Balanced Addition of Homes and Jobs	459		27%
Option C: Focus Adding More Jobs the Homes	403		23%
Grand Total	1731		100%

Choice of option that is CLOSEST to participant vision for UTC Transit Village (3)

Option A: Urban Transit Village - Higher Density	932		50%
Option B: Urban Transit Village - Medium Density	396		21%
Option C: Urban Transit Village - Lower Density	533		29%
Grand Total	1861		100%

Choice of option that is CLOSEST to participant vision for Nobel Campus Transit Village (4)

Option A: Urban Transit Village - Higher Density	937		50%
Option B: Community Transit Village - Medium Density	405		22%
Option C: Neighborhood Transit Village - Lower Density	520		28%
Grand Total	1862		100%

Choice of option that is CLOSEST to participant vision for Governor Community Village (5)

Option A: Community Village - Medium Density	1170		60%
Option B: Neighborhood Village - Lower Density	791		40%
Grand Total	1961		100%

The Planning Department created two land use scenarios, which incorporated feedback collected from the Online Engagement Platform. The proposed land use scenarios were presented at a subsequent University Community Plan Update Subcommittee meeting. Many of the people that attended the Subcommittee meetings expressed opposition to the densities presented. The land use scenarios also included a proposal to allow townhouse development predominantly along and adjacent to Governor Drive in the southern area of the University community to reflect the recent state legislation (also adopted locally by the City Council in February 2022) allowing for additional homes on single-family lots. In response to community input, the Planning Department revised the draft land use scenarios (Attachment 7) to remove the proposed townhome areas in May of 2022 since additional homes are already otherwise allowed under state and City regulations.

In response to the additional number of people who had not been previously involved with the community plan update process after the release of the draft land use scenarios, the Planning Department held an in-person community open house to provide greater context to the development of the land use scenarios. At the open house, City staff and consultants presented a collection of display boards that addressed the Focus Areas, Mobility, and Draft Scenarios (Attachment 8) and answered community questions.

What is the University Community Smart Growth Concept Study?

The Planning Department received a Smart Growth Incentive Program Grant from SANDAG to fund the creation of a University Community Smart Growth Concept Study in support of the Community Plan Update. The study provides an urban design framework for the Focus Areas and sample of the urban design figures, illustrations and concepts developed for the Community Plan Update. The University Community Smart Growth Concept Study describes the elements and key recommendations for achieving high-quality design in Focus Areas (Attachment 5). The diagrams are intended to be incorporated into the Draft University Community Plan Update. As part of the Community Plan Update, the diagrams will provide guidance for future development with the purpose of ensuring that new development contributes to the community plan's vision. The urban design framework aims to be prescriptive enough to address design in five Focus Areas, but flexible enough to allow for creativity, innovation, and community input in design and planning.

How does the Preliminary Analysis from Blueprint SD help to inform the Land Use Scenarios?

Blueprint SD will provide a framework to plan for future homes and jobs in a climate-friendly way that also addresses the City's housing, infrastructure, conservation, and equity goals. Specifically, Blueprint SD will identify a land use strategy and complementary mobility policies to support GHG emissions reductions. It is a focused effort to refresh the Citywide General Plan land use strategy to revise and add new policies, discussion, and figures to reflect the 2021 Regional Transportation Plan and the 2022 Climate Action Plan.

The Planning Department has been working on an update to the General Plan Village Propensity Map as part of Blueprint SD. The updated Village Propensity Map will identify areas with the greatest transit competitiveness (also known as transit propensity) and areas where new home opportunities will have the greatest benefits in order to guide and align future community planning efforts with Climate Action Plan mode share goals. City staff has been working with a consultant team to prepare an updated map that incorporates additional GIS data analysis such as transit competitive areas based on the SANDAG 2050 regional transportation network and model. Using regional transportation modeling data, the updated map is intended to identify areas where additional homes and jobs across the City could have the best opportunities to increase transit, bicycle, and walk mode share. Refer to the [Report to Planning Commission for the Blueprint SD Workshop](#) that was presented to the Planning Commission on September 22, 2022.

The draft analysis conducted as part of Blueprint SD shows that much of the University Planning Area contains one of the highest propensities in the City residential and commercial mixed-use (Attachment 9). This is not surprising, especially given the recent multi-billion dollar investment in the Trolley extension. The northern section of University, particularly adjacent to the UTC Trolley Station (and radiating outwards included the other Trolley Stations) would greatly benefit from additional development to meet the CAP goals. The areas identified for additional development within the draft Scenarios 1 and 2 are generally consistent with the draft analysis, which supports much of the work that has been done to date. However, this analysis also offers an opportunity to refine the draft scenarios to better match the areas where density increases will most likely lead to VMT reductions

and meeting CAP mode share goals. This information in addition to Planning Commission and community input will be used to revise the scenarios for further consideration.

What are the key urban design policy topics, ideas, and features associated with the proposed concepts?

The City staff and consultants have identified urban design recommendations in line with the mobility recommendations to help transform the University Community into a more walkable transit-oriented community. The Community Plan Update will address the need for future development to contribute to building public spaces and greater pedestrian and bicycle connectivity. The Planning Department will be considering the use of CPIOZ with ministerial supplemental development regulations for including public space as well as incentives for providing public space and related mobility improvements. The following are the key ideas for each of the Focus Areas:

1. North Torrey Pines Employment Center
 - Cluster all new development
 - Activate the entrances to each cluster with a small plaza
 - Create a “micro” mobility hub for each cluster to provide better access to transit
 - Use employee amenities as an opportunity for placemaking
 - Provide quality outdoor and public spaces between buildings
 - Connect to the natural landscape with a perimeter network of continuous trails, outlooks, and paths
 - Focus massing and develop/maintain a continuous street wall on North Torrey Pines Road

2. Campus Point & Towne Centre Employment Village
 - Continue to promote a campus like environment in a clustered format
 - Create active entrances to each cluster and enhance entrances with small plazas
 - Encourage better connectivity between clusters and high-quality transit through “micro” mobility hubs
 - Add placemaking through employee amenities
 - Provide quality outdoor public spaces between buildings
 - Connect to the natural landscape with a perimeter network of continuous trails and paths
 - Focus massing and street wall on Genesee Avenue & Eastgate Mall

3. UTC Transit Village / University Core
 - Build up the street edge on La Jolla Village Drive, Genesee Avenue, and Executive Drive
 - Reinforce the existing mall promenade that runs diagonally north-south across the center
 - Locate most of the new housing near existing residential development
 - Wrap parking structures to minimize their impact on the community
 - Provide both large and small community gathering spaces internal to the blocks

- Activate the transit station with a plaza and mobility hub that opens to UTC, Costa Verde, and Executive Drive
 - Establish a local pedestrian circulation “loop”
 - Establish a promenade on Executive Drive
 - Break down superblocks with pedestrian and bicycle mobility connections
4. Nobel Campus Transit Village
- Build up the street edge on Nobel Drive and Villa La Jolla Drive
 - Establish a “Main Street” that runs north-south across the center
 - Locate housing near existing residential development
 - Wrap parking structures
 - Provide public spaces, both large and small
 - Activate the transit station with a plaza and mobility hub
 - Provide a stronger connection between the Trolley station and the Super Loop stop
5. Governor Community Village
- Build up the street edges on Governor Drive
 - Establish a “Main Street” that runs east-west across the center and to the library.
 - Provide housing near in mixed-use buildings with ground floor retail
 - Internalize parking within all new development
 - Provide public space with seating areas next to retail establishments
 - Activate the transit stop with a plaza and “micro” mobility hub

What are the key mobility policy topics, ideas, and features associated with the proposed concepts?

City staff and consultants have developed a series of mobility recommendations to help improve mobility within the University Community, while helping to meet the CAP mode-share goals. The focus of these recommendations is to implement both flexible lanes and separated bicycle lanes on most major roadways while protecting the overall function of the mobility system. The potential corridor-wide improvements in the [Draft Mobility Corridor Concepts](#) are provided below:

- *Nobel Drive*: General corridor cross section to include on both sides of the street separated bikeways with buffer, one flexible lane with two general travel lanes.
- *North Torrey Pines Road*: General corridor cross section to include on both sides of the street separated bikeways with buffer with two general travel lanes.
- *Villa La Jolla Drive*: General corridor cross section to include on both sides of the street separated bikeways with buffer, one flexible lane with one general travel lane.
- *Eastgate Mall*: General corridor cross section to include a center left turn lane with two general travel lanes on both sides of the street and separated bikeways with buffer.
- *La Jolla Village Drive*: General corridor cross section to include on both sides of the street separated bikeways with buffer, one flexible lane with two general travel lanes.
- *Genesee Avenue*: General corridor cross section to include on both sides of the street separated bikeways with buffer, one flexible lane with two general travel lanes.

- *Executive Drive*: Public promenade on the north side of the street with one general travel lane in each direction.
- *Governor Drive*: General corridor cross section to include on both sides of the street a parking lane, separated bikeways with buffer, and one general travel lane.
- *Towne Centre Drive*: General corridor cross section to include on both sides of the street separated bikeways with buffer with two general travel lanes.
- *Regents Road*: General corridor cross section to include on both sides of the street separated bikeways with buffer with two general travel lanes.

What are the key recreation and public space policy topics, ideas, and features with the proposed concepts?

Within the updated University Community Plan there will be an updated Parks and Recreation section that will be consistent with the Parks Master Plan, including a review and addition of potential additional recreational value to existing parks. The Updated Community Plan will address the opportunities for new parks facilities such as the integration of a linear park on Executive Drive, the conversion of excess right-of-way along Regents Road (North and South of Rose Canyon) and Governor Drive, and opportunities for future open space trails and canyon overlooks. The updated Community Plan will also address the integration of new community-serving parks and park amenities as part of future residential and mixed-use developments.

What are the key policy topics and ideas for open space and conservation?

As part of the Community Plan Update, Planning staff has been in discussions regarding potential to dedicate City owned property within the University Community as open space (Attachment 10). Most of these properties along Rose Canyon (including the former Regent Roads right-of-way) or in the northern portion of the community near Campus Point Drive and Towne Center Drive are only designated as open space. A few portions of the properties near Campus Point Drive and Towne Center Drive are designated as industrial but are not feasible to develop due to topography and environmental constraints. These properties would also be fully designated Open Space and included as 100 percent conserved MHPA as part of the Community Plan Update. City staff are still reviewing potential conflicts for the potential designation of property controlled by the Public Utilities Department (referred to as Dinosaur Park).

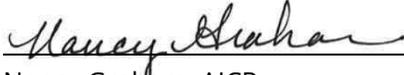
What are the Next Steps in the Update to the University Community Plan?

Planning Department staff presented the information developed as part of the University Community Smart Growth Concept Study as well as the initial Blueprint SD analysis results for the University Community Planning Area to the University Community Plan Update Subcommittee at their September 20, 2022 meeting to collect community feedback. Staff will incorporate input from the Planning Commission and the community to revise the land use scenarios for additional input and then prepare a Community Discussion Draft Community Plan by the end of 2022. Staff will also consider additional land use scenarios as part of the environmental analysis. Based on input collected on the Discussion Draft, staff will prepare a revised draft Community Plan and begin environmental analysis. A draft plan is anticipated to be brought back for consideration for adoption in Summer/Fall 2023

CONCLUSION

The Planning Department seeks Planning Commission feedback on the information presented today as well as all project work that has been developed throughout the update process to help guide the preparation of the Discussion Draft Community Plan. Documents pertaining to the Community Plan Update process are available on the project website: www.PlanUniversity.org.

Respectfully submitted,



Nancy Graham, AICP
Development Project Manager
Planning Department



Tait Galloway
Deputy Director
Planning Department

Attachments:

1. University Community Planning Area
2. Land Use and Development Intensity Map and Table
3. Coastal Height Limit Overlay Zone
4. Airport Safety Zones
5. University Community Smart Growth Concept Study
6. Focus Areas
7. University CPU Proposed Land Use Scenarios
8. Boards from Community Open House (May 2022)
9. Initial Blueprint SD Analysis Results for the University Community Planning Area
10. Potential Open Space Dedication Areas



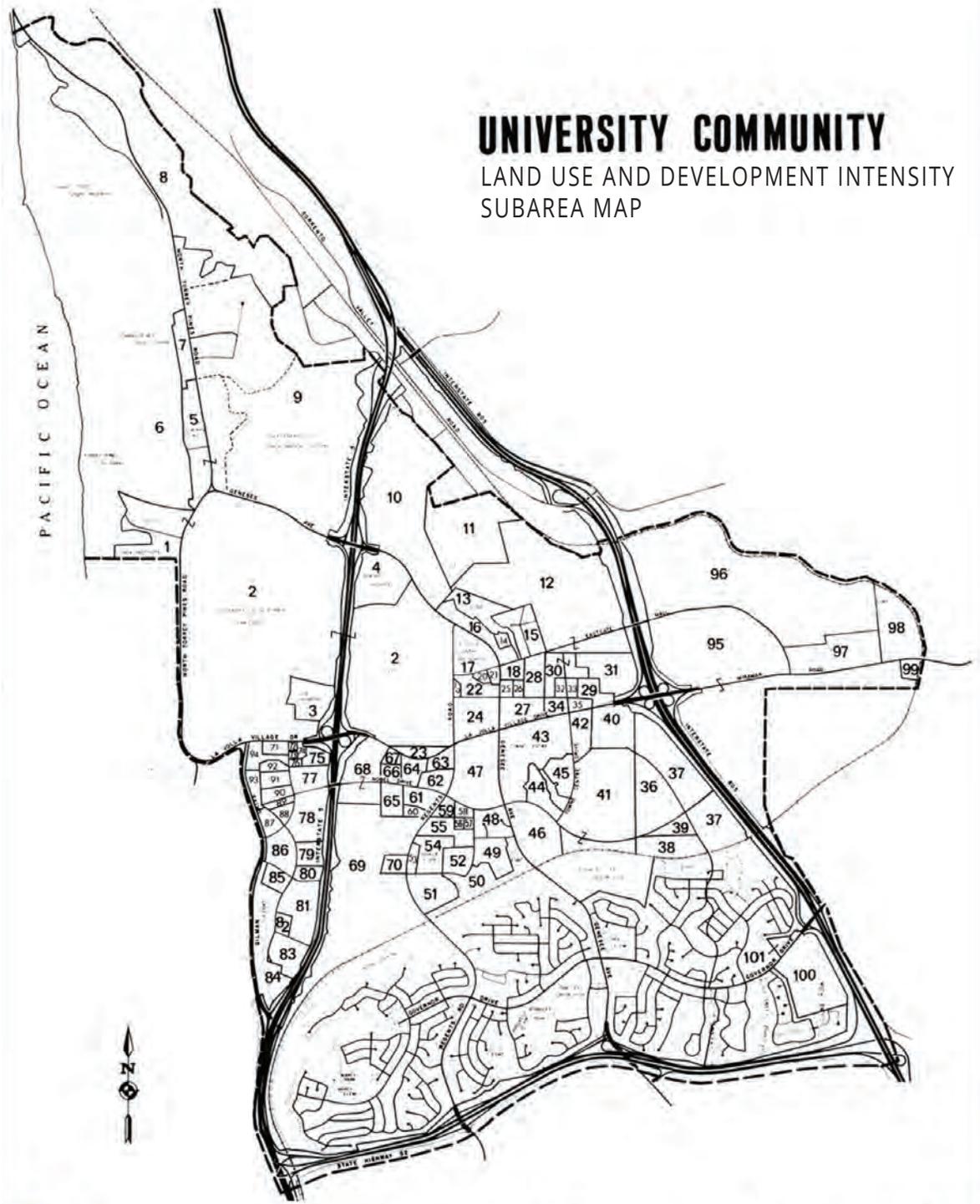


Table 1: Land Use and Development Intensity Table

Subarea	Parcels	Name	Gross Acres	Land Use and Development Intensity
1	7	Salk Institute	26.88	500,000 SF - Scientific Research
2	13	UCSD	918.00	UCSD Long Range Development Plan (110,000 ADT)
3	3	VA Hospital	29.95	725 Beds
4	12	Scripps Memorial Hospital Medical Offices	41.38	682 Beds 31,500 SF - Scientific Research 793,580 SF - Medical Office
5	4	Scripps Clinic	25.17	320 Beds 567,000 SF - Scientific Research 404,000 SF - Medical Office 52,000 SF - Aerobics Center
6	22	Torrey Pines Golf Course/ City Park/State Reserve	728.05 (1)	
7	2	Sheraton Hotel Lodge at Torrey Pines	11.38 6.00 (1)	400 Rooms - Hotel 175 Rooms - Hotel
8	2	Torrey Pines State Reserve	233.92	
9	94	Chevron Scallop Nuclear (Gentry) Torrey Pines Science Park Signal/Hutton Torrey Pines Business and Research Park La Jolla Cancer Research State Park	303.60 56.41 145.74 25.79 15.89 4.87 14.25	20,000 SF/AC - Scientific Research (2) Existing or approved development, Exceptions: Spin Physics - 550,000 SF Lot 10B (2.7 AC) - 15,500 SF/AC 23,000 SF/AC (2) Scientific Research Open Space
10	18	Campus Point	158.78	Existing or approved development, Exceptions: Alexandria (10290-10300) Campus Point Drive and SAIC – 30,000 SF/AC (3) and Lot 7 (3.6 AC) -18,000 SF/AC -Scientific Research 25.00 Open Space
11	10	Private Ownership City Ownership	55.93 47.48	18,000 SF/AC - Scientific Research (4) (Development intensity transferred from Subarea 37 for all of Subarea 11)
12	35	Eastgate Technology Park (PID) (4a) (4b)	218.50	2,472,025 SF - Scientific Research
13	1	Open Space Easement	26.00	
14	1	Utility/SDGE	2.89	
15	6	Condominiums	25.26	365 DU
16	47	Apartments/Condominiums	17.95	481 DU (PRD required)
17	1	La Jolla Country Day School	23.98	School (5)
18	2	Churches	6.16	2 Institutions (5)
19	1	Pacific Telephone	1.66	22,480 SF
20	-	Fire/Police	3.20	23,400 SF
21	1	La Jolla Eastgate Office Park	1.97	46,000 SF
22	3	Neighborhood Park Jewish Community Center (CUP)	10.49	92,700 SF
23	3	La Jolla Village Tennis Club Condominiums	7.64	120 DU
24	10	Regents Park (PCD)	27.46	360 Rooms - Hotel 574 DU 30,200 SF - Neighborhood Commercial 754,000 SF - Office
25	1	La Jolla Bank and Trust	3.63	156,000 SF - Office
26	1	Park Plaza (PCD)	3.07	69,764 SF - Office

Subarea	Parcels	Name	Gross Acres	Land Use and Development Intensity
27	12	The Plaza (PCD)	16.85	841,300 SF - Office 8,700 SF - Restaurant
28	2	Chancellor Park	16.61	542,000 SF - Office
29	6	Goodwin/Smith, etc. (6,7) (PCD) (La Jolla Commons)	16.85	11.85 AC - Commercial 1,000,000 SF Office
	-	La Jolla Centre III(7a) (PDP)	5.00	340,000 SF - Business Park
30	10	Nexus Specific Plan	22.50	Specific Plan
31	8	Private Ownership	23.79	20,000 SF/AC - Scientific Research
	-	Biomed Innovation Center	7.07	35,500 SF/AC - Scientific Research
32	2	Devonshire Woods (PRD)	3.98	95 DU
33	1	La Jolla Centre II (PCD)	4.67	133,750 SF - Office 4,500 SF - Retail 3,500 SF - Athletic Facility
34	2	Embassy Suites (PCD)	4.90	335 Suites - Hotel 4,400 SF - Restaurant
35	1	La Jolla Centre I (PCD) (7b)	3.17	143,400 SF - Office
36	5	Neighborhood Park		
37	16	City Ownership Alexandria (PDP) Open Space	56.5 42.60 2.75	18,000 SF/AC - Scientific Research 8,657 ADT- Scientific Research
38	9	Towne Centre Apartments (PRD)	23.79	256 DU
39	-	City Ownership	7 - 8	30 DU/AC
40	9	La Jolla Crossroads(8)	33.80	33.8 AC - Residential, 1,809 DU
41	51	Renaissance La Jolla (PDR & PCD) Open Space Easement	112.96 15.06	2,500 DU 50,000 SF - Neighborhood Commercial
42	3	La Jolla Gateway (PCD)7c	14.17	396,305 SF - Office
	-	Congregation Beth Israel 7c		2,165SF - Chapel 62,931 SF - Sanctuary/Temple School
43	8	University Towne Centre	75.35	1,811,409 SF - Regional Commercial GLA 300 DU(9)
44	6	Vista La Jolla/University Pines	12.26	257 DU
45	57	Vista La Jolla	14.84	56 DU
46	17	Nobel Terrace (PRD)	41.05	716 DU
47	17	Costa Verde Specific Plan (8)	54.00	178,000 SF - Neighborhood/Community Commercial 2740 DU
48	6	La Jolla Highlands Torrey Heights La Jolla Pines Village Green	17.42	474 DU
49	3	Genesee Highlands Unit 2	17.87	246 DU
50	7	Genesee Highlands Unit 3 Open Space Easement	8.61 13.60	211 DU
51	7	Genesee Highlands Unit 4	26.02	340 DU
52	10	Playmor Terrace	11.89	168 DU
53	1	Genesee Highlands Unit 6	4.78	72 DU
54	2	Doyle Elementary School School Expansion	12.73 5.88	1000 Students

Subarea	Parcels	Name	Gross Acres	Land Use and Development Intensity
55	3	Doyle Community Park	12.63 2.97 4.29	
56	1		2.50	50 DU
57	1		2.11	139 DU
58	1	Genesee Highlands Unit 1 Whispering Pines	2.06	60 DU
59	1	Lincoln La Jolla	4.54	251 DU(11)
60	4	The Pines (PRD)	5.72	248 DU
61	1	(PRD)	10.08	368 DU
62	4	La Jolla Village Park (PRD)	12.00	333 DU
63	2	La Jolla Village Park (PRD)		(included in 62)
64	2	Fredericks La Jolla Village Park (PRD)	6.83	302 DU
65	2	La Jolla International Gardens (PRD)	11.43	774 DU
66	5	La Jolla Garden Villas (PRD)	4.08	277 DU
67	1	La Jolla Apartments (11a)	4.70	232 DU
68	12	University Center/Aventine	37.59	400 Rooms - Hotel 40,500 SF - Retail 550,000 - Office 685 DU
69	402	La Jolla Colony	158.50	3,594 DU
70	5	La Jolla Colony	7.02	72,645 SF - Neighborhood Commercial
71	2	La Jolla Professional Center	6.78	168,383 SF - Office/Bank 21,533 SF - Restaurant
72	1	Gas Station	1.06	4,900 SF
73	2		1.00	3,400 SF - Bank 25,674 SF - Office
74	1		2.00	97,689 SF - Office
75	2	La Jolla Village Inn	7.89	400 Rooms - Hotel
76	2	Neighborhood Commercial (PCD)	1.50	16,570 SF - Neighborhood Commercial 3,500 SF - Bank
77	8	Ralphs Shopping Center (PCD)	15.46	150,000 SF - Community Commercial
78	10	La Jolla Village Square (PCD) Residential	27.47 2.83	1,002,000 SF - Regional Commercial 108 DU
79	13	Cape La Jolla	12.10	(included in 78) Regional Commercial/52 DU
80	1	The Woodlands	6.60	125 DU
81	14	Woodlands/West/East Bluff/La Jolla Park Villas	34.09	679 DU
82	1	Villa La Jolla Neighborhood Park	5.60	
83	5	La Jolla Village Townhomes	23.21	291 DU
84	3	La Jolla Village Townhomes Open Space	17.18 31.45	106 DU
85	1	La Jolla Village	6.84	204 DU
86	7	Villa La Jolla	18.29	548 DU

Subarea	Parcels	Name	Gross Acres	Land Use and Development Intensity
87	1	J.W. Jones	10.85	456 DU
88	1	Villas Mallorca	7.04	136 DU
89	1	Villas Mallorca Phase II		(included in 88)
90	3	Woodlands North	5.93	120 DU
91	3	Cambridge	5.24	112 DU
92	4	Boardwalk La Jolla	8.35	216 DU
93	2	Broadmoor	10.37	156 DU
94	1	The Residence Inn	8.50	288 Suites - Hotel
95	12	Miramar Marine Corps Air Station	176.31	
96	62		305.35	Restricted Industrial
97	18		43.22	Restricted Industrial
98	19		41.20	Restricted Industrial
99	1	Longpre Auto Sales	6.47	33,650 SF - Auto Sales
100	19	Governor Park	55.00	913,728 SF - Office
101	1	City Ownership Private Ownership	.82 15.00	15,250 SF/AC - Office Institutional Use (School, Church, etc.)

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

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

(3) SAIC shall be required to mitigate its peak-hour trip generation rate to a level equal to or less than that which would be generated by a project of 18,000 SF/AC. Alexandria shall be required to mitigate its peak-hour trip generation rate to a level equal to or less than that which would be generated by a project of 20,000 SF/AC. Mitigation shall be achieved through a Transportation System management (TSM) program to be approved by the City Council.

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

(4a) ADT's from Irvine Company owned parcels 343-122-40-43, 45-52, & 60-64 Subarea 12 (PID) 90-0892) have been shifted to La Jolla Centre III Subarea 29 APN 345-012-10.

(4b) 7,635 square feet is transferred from Eastgate Acres PID 96-7756 in Subarea 11 to Lot 6A in Subarea 12. 18,878 square feet is being transferred to Lot 6A from within PID 90-0892. In addition to transfers, the project on Lot 6A shall implement Transportation Demand Management (TDM) measures targeting a reduction in project trips during peak hours.

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

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

(7) ADT was transferred from Regents Park to La Jolla Commons (Goodwin/Smith PCD). Up to 100-400 hotel rooms may be developed in place or in combination with office square footage in accordance with the La Jolla Commons PDP. Residential use may be developed in place of or in combination with hotel and/or office use subsequent to amending the La Jolla Commons PDP and additional environmental review.

(7a) ADT's from Irvine Company owned parcels 343-122-40-43, 45-52, & 60-64, Subarea 12 (PID 90-0892); 345-012-09, Subarea 35 (PCD 83-0131); 345-011-15, 16-, & 23, Subarea 42 (PCD 82-0707); and 345-120-17, Subarea 67 (PRD 96-0638) have been shifted to La Jolla Centre III Subarea 29, APN 345-012-10.

(7b) ADT's from Irvine Company owned parcel 345-012-09, Subarea 35 (PCD 83-0131) have been shifted to La Jolla Centre III Subarea 29, APN 345-012-10.

(7c) ADT's from Irvine Company owned parcels 345-011-15 & 16 Subarea 42 (PCD 82-0707) have been shifted to La Jolla Centre III Subarea 29, APN 345-012-10. Congregation Beth Israel not a part of ADT Shift.

(8) After 558 ADT transferred from Subarea 47 to Subarea 40, La Jolla Crossroads, and 987 ADT transferred from Subarea 47 to Subarea 37, Alexandria, 1,615 unused ADT remain with Costa Verde Specific Plan Area.

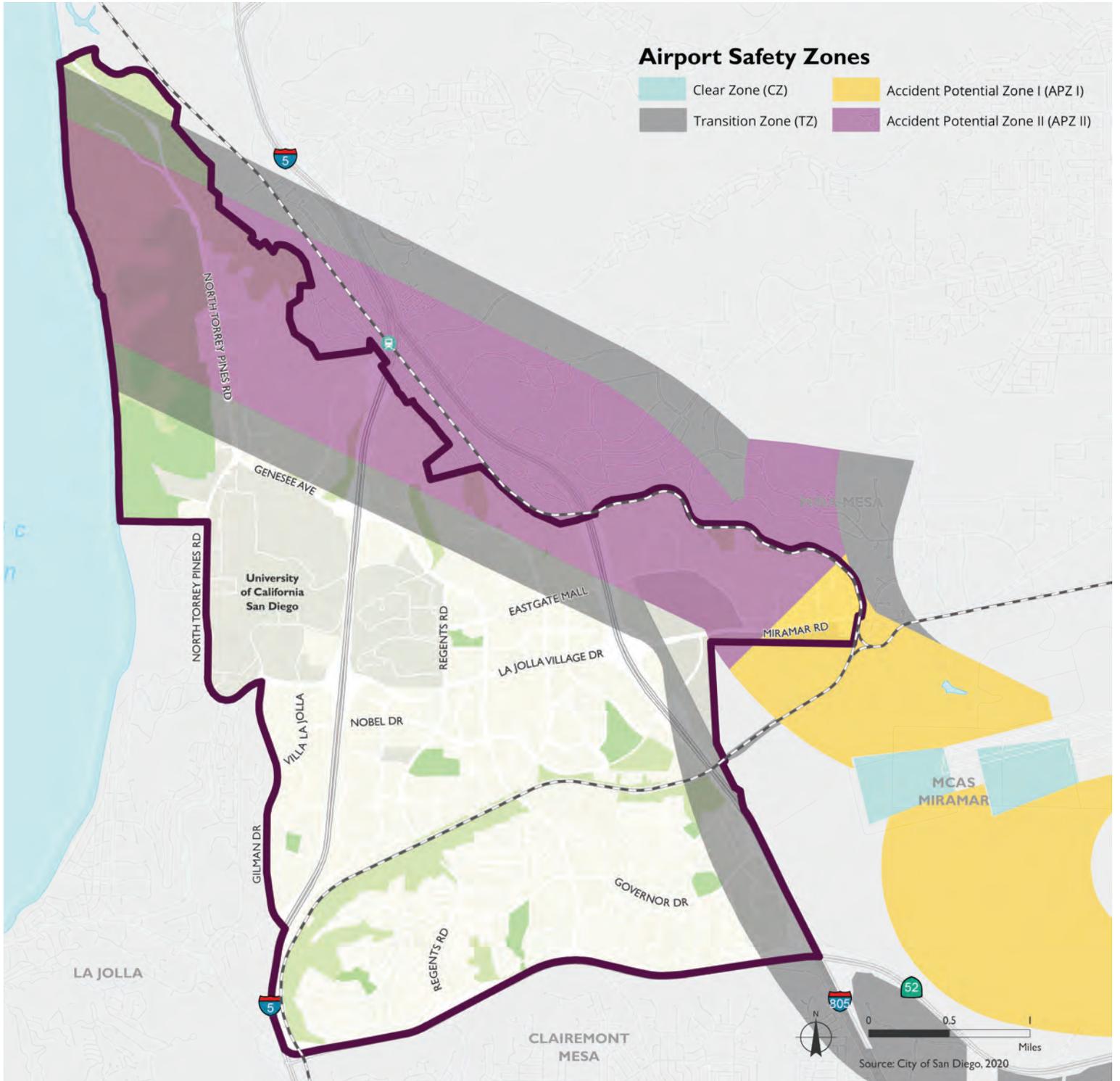
(9) This property is subject to an approved Master Planned Development Permit (MPDP), which permits adjustment to the levels of retail and residential development (up to 300 units) within the intensity envelope for the property defined by the MPDP.

(10) This property is subject to an approved Planned Development Permit (PDP), which allows adjustment to square footage for uses permitted in the IP-1-1 zone so long as maximum trip generation does not exceed 8,657 ADT.

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

(11a) ADT's from Irvine Company owned parcel 345-120-17, Subarea 67 (PRD 96-0638) have been shifted to La Jolla Centre III Subarea 29, APN 345-012-10.







URBAN DESIGN FRAMEWORK

September 2022

Prepared for



by



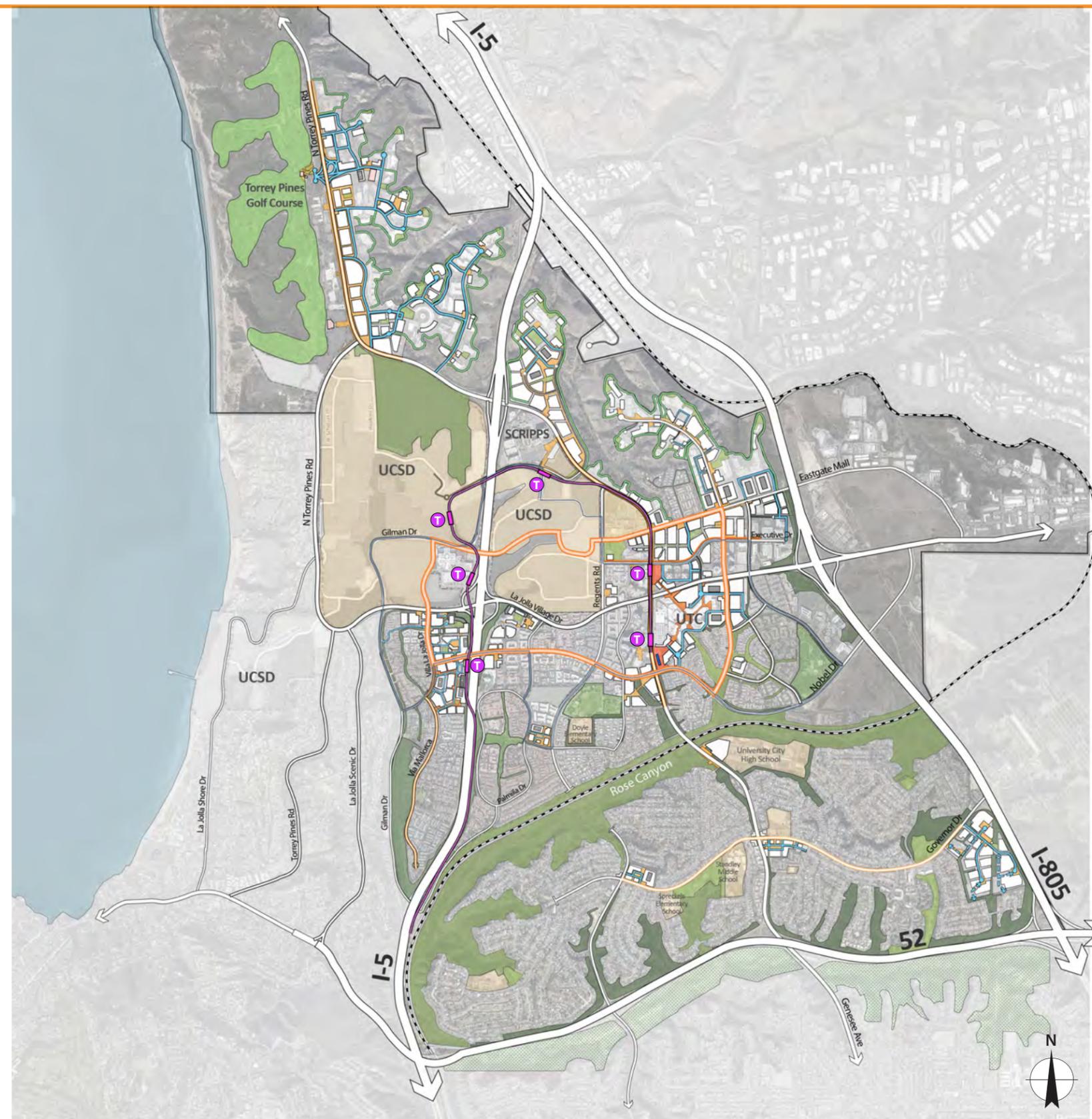
INTRODUCTION

To fulfill a vision for the University Community to transform into a more walkable, transit-oriented community, future development will need to contribute to building a vibrant public realm and greater pedestrian and bicycle connectivity throughout the neighborhoods of the community.

This brief urban design framework document describes the fundamental elements and key recommendations needed for achieving high-quality design in the built environment of the community. The diagrams contained herein are intended to be folded into the updated Draft University Community Plan. Once the plan is approved, they will provide guidance for future development in the community and assist project applicants during the project design phase as well as planning staff and decision makers in the project review and approval process, with the purpose of ensuring that new development contributes to the community vision. This Urban Design Framework aims to be prescriptive enough to address design in five focus areas of the University community, but flexible enough to allow for creativity and innovation in design and planning.

The University community is at a crossroads. A once-in-a-generation opportunity exists to transform the community from an auto-dominated area with private enclaves into a transit-oriented, connected, and walkable environment centered around placemaking experiences. This can be achieved by:

- **Shaping Places**
- **Embracing Streets**
- **Understanding Context**
- **Supporting Human Comfort**
- **Making Connections**



SITE ANALYSIS - *Key Opportunities*

From a University Car Era

- + Designed for Movement NOT Placemaking
- + Transportation Infrastructure Divides more than it Connects
- + Topography Divides more than it Accentuates

Genesee Ave.



La Jolla Village Dr.



Nobel Dr.



To a University Transit Era

- + Connects all the Big Players but Misses Several Key Areas
- + Should Connect Neighborhoods NOT Divide them
- + Potential to Catalyze Development and Placemaking
- + Potential to transform La Jolla Village Dr into an Urban Boulevard and Nobel Drive into a Neighborhood Connector

UTC Mall & Costa Verde Center



Pepper Canyon



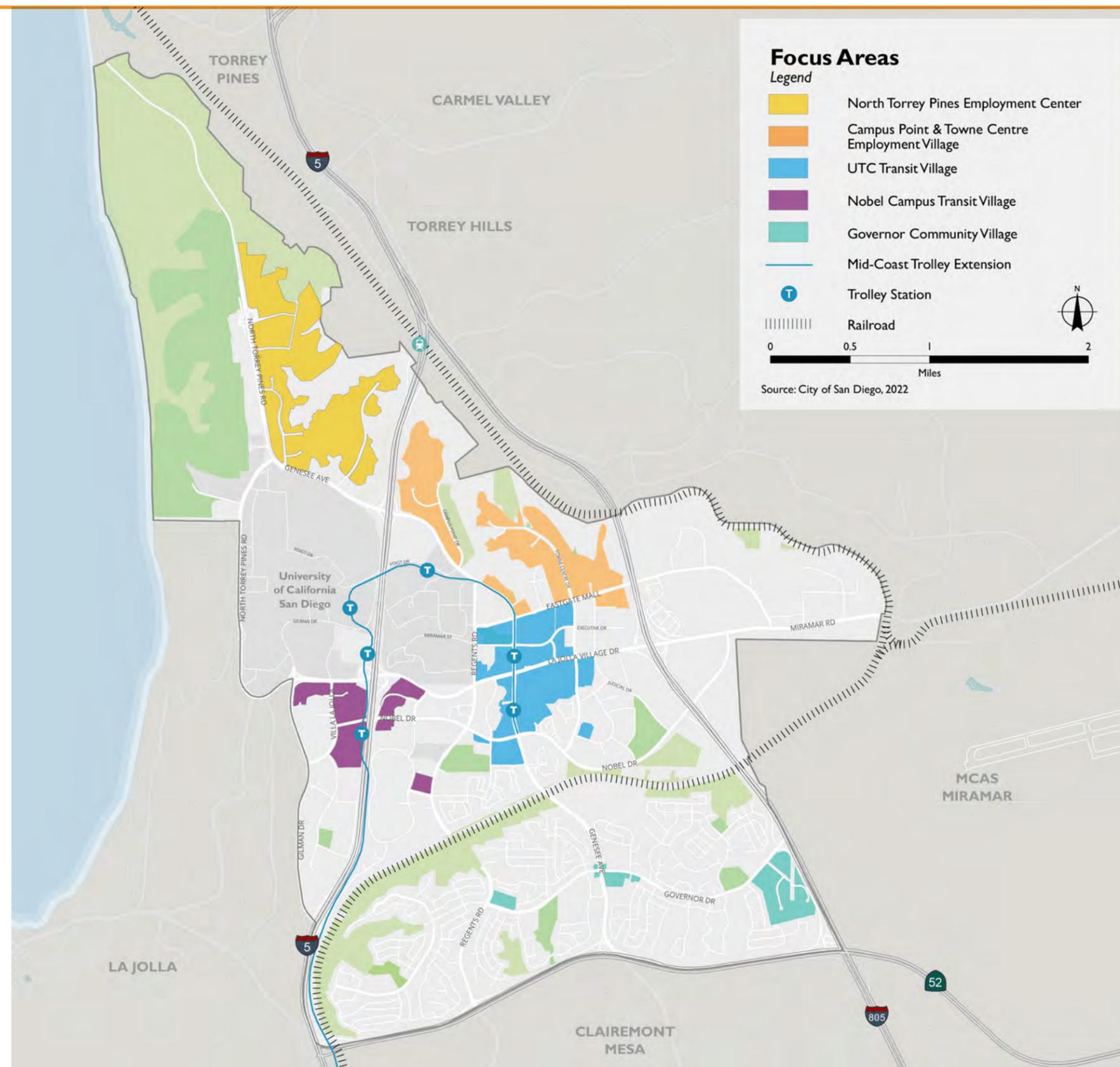
La Jolla Village Square



Focus Areas - Overview

The first step in the development of land use alternatives was to identify focus areas, which are primary areas of change within the community. The planning team conducted an opportunity sites analysis that was presented to community stakeholders for input and review and resulted in the creation of the five focus areas shown in the map to the right. Each focus area highlighted on the map is representative of a different opportunity area within the community. These focus areas include:

- **North Torrey Pines Employment Center:** An employment center with the opportunity for place-making, employee amenities, and increased connectivity.
- **Campus Point & Towne Centre Employment Village:** An employment center with opportunity for employee amenities, increased connectivity to transit (trolley stations), and increased residential density or residential mixed use Along Genesee Avenue.
- **UTC Transit Village:** An employment mixed use area (transit-oriented development) with the greatest increase in density. Defined by enhanced public realm and access to transit. Reduction in superblocks and surface parking through infill development.
- **Nobel Campus Transit Village:** An employment mixed use area and creation of a “Main Street” feel throughout existing shopping center development. Infill development within shopping centers. Development oriented to the Nobel Transit Center. Increased Connectivity between east (higher density mixed use) and west (lower density mixed use) portions of Focus Area.
- **Governor Community Village:** A lower density mixed use area with infill development in the business center (no residential) and shopping centers (possibility for residential).



ENLARGED FOCUS AREA 1 - North Torrey Pines Employment Center

The North Torrey Pines Employment Center Focus Area is located in the northern portion of the University Community. The area is a prime employment center with over 5,000 jobs primarily in the healthcare, life sciences, and biotechnology industry. The area is located just east of the Torrey Pines Golf Course and Scripps, and just north of UCSD and the Salk Institute. The area is located within a Transit Priority Area and is accessible by bus.

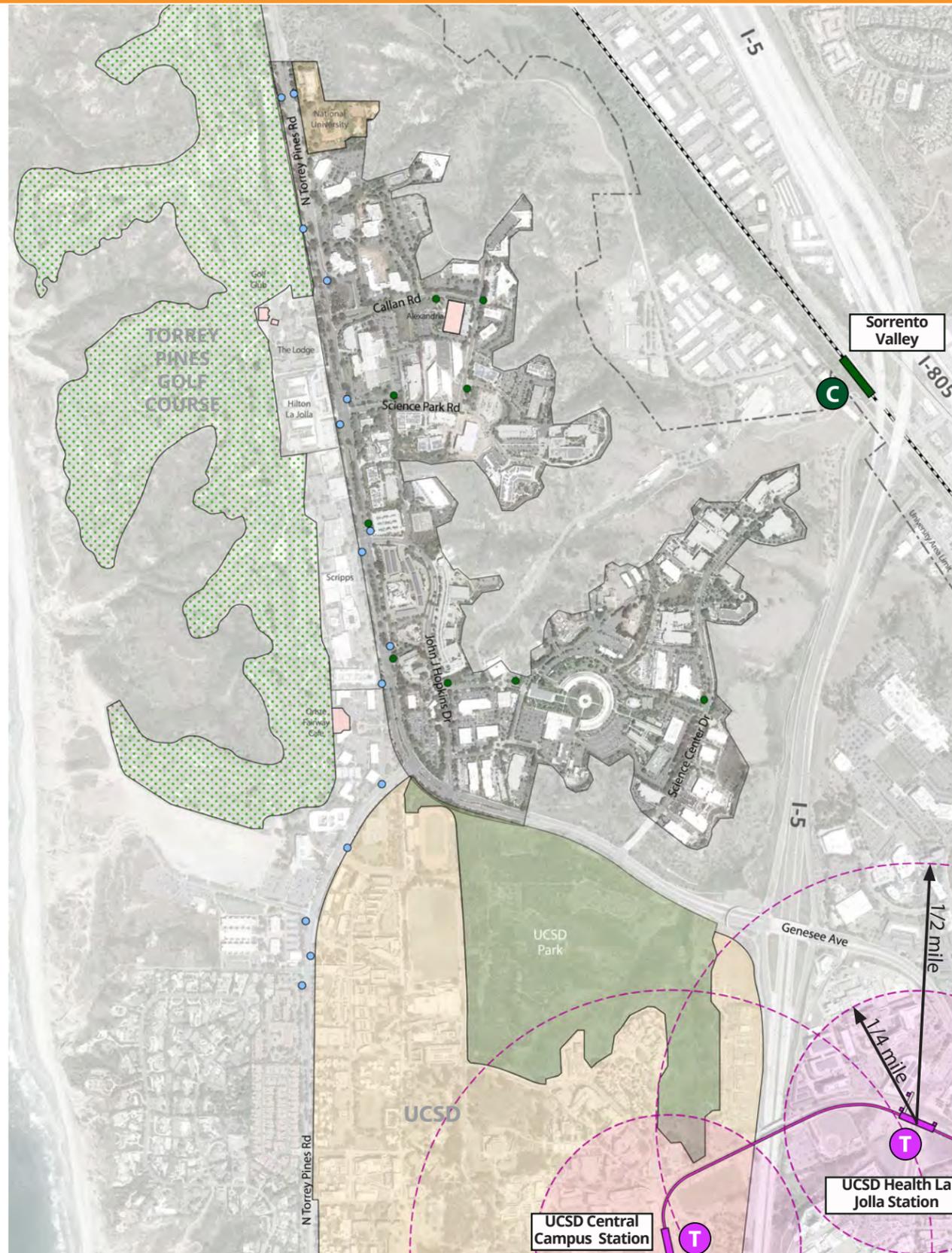
This area is significantly constrained with development limited by the Coastal Height Limit, which restricts development to no higher than 30 feet, and the MCAS Miramar Accident Potential and Transition Zones, which limit density to 50 and 300 persons per acre, respectively

Key Components of the Area

- + Outside of 1/4 mile access to Blue Line Light Rail Stations
- + Cul-de-sac development, Automobile Centered
- + Large-Format 2-3 Story Buildings w/ Surface Parking Lots and Inactive Exterior Environments
- + Emerging commercial and retail uses
- + A Distinct Canyon Edge

Main Opportunities

- + Intensify the area (convert large surface parking lots and underdeveloped parcels)
- + Enhance North Torrey Pines Rd.
- + Provide connection to the new Trolley Stations
- + Improve connection to Sorrento Valley Station
- + Highlight proximity to the Canyon (views, buffers, and transitions)
- + Improve East-West connections (from the Canyon to the Golf Course)



Note: All renderings, illustrations, and maps depict planning concepts and are not representative of any finalized or approved plans for development

ENLARGED FOCUS AREA 1 - North Torrey Pines Employment Center

The vision for this area is to enhance the employment center through placemaking, employee amenities, and increased connectivity.

Key Ideas

- + Cluster all new development
- + Activate the entrances to each cluster with a small plaza
- + Create a “micro” mobility hub for each cluster to provide better access to transit
- + Use employee amenities as an opportunity for placemaking
- + Maintain some surface parking lots, but design quality outdoor spaces between lots and buildings
- + Connect to the natural landscape with a perimeter network of continuous trails, outlooks, and paths
- + Focus massing and develop/maintain a continuous street wall on North Torrey Pines Road

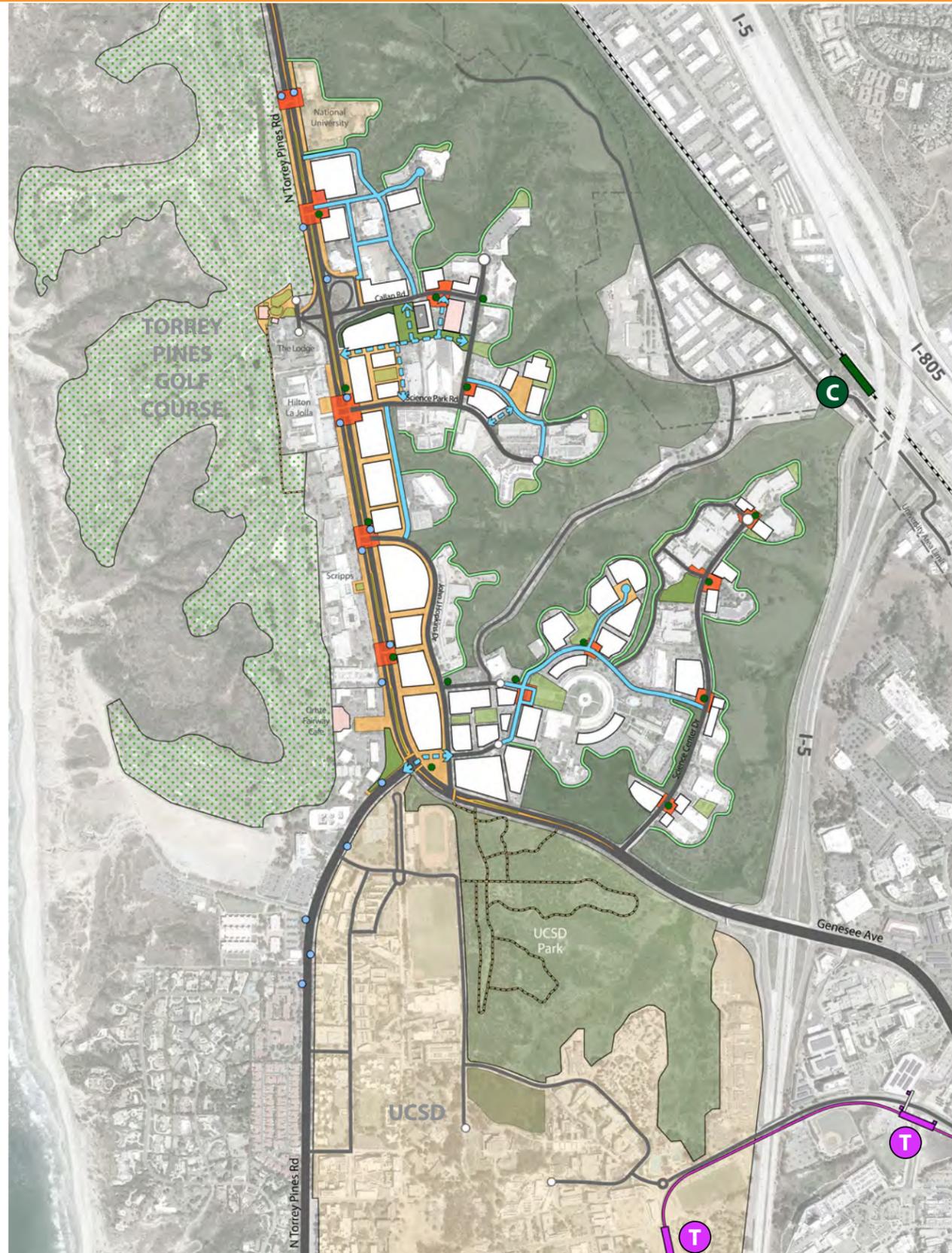
Commuter Plaza / “Micro” Mobility Hub



Urban Parkway



Active Edge to the Canyon

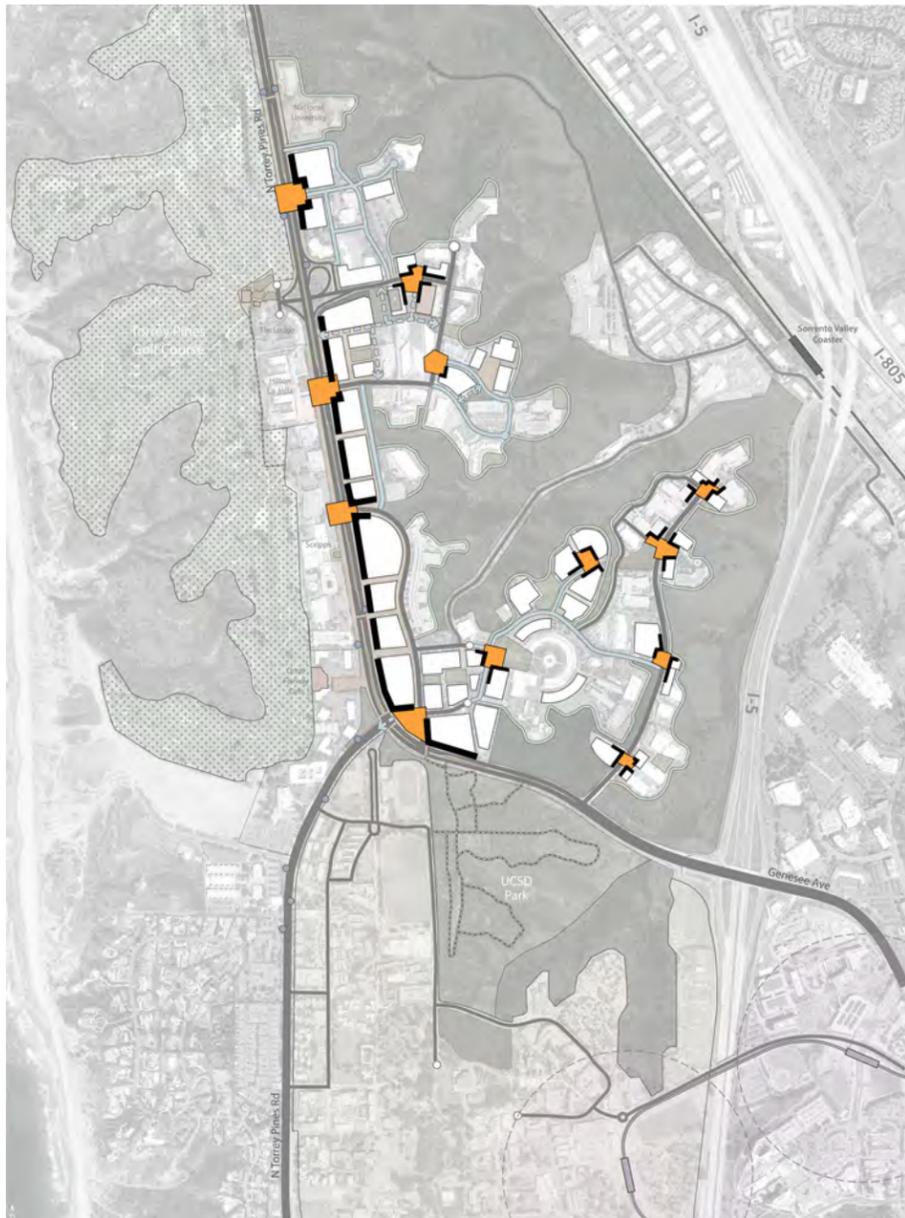


Legend

- ↔ Existing Main Circulation
- ↔ Proposed New Circulation
- Schools
- Transit Plaza / Mobility Hub
- Main Public Realm
- Pocket Park
- Canyon Open Space
- Buffer / Change of Grade
- Development Concept Area
- Canyon Edge
- Bus Stop
- Torrey Pines Coaster Connection Bus Stop
- Ⓣ Trolley Station
- Ⓒ Coaster Station

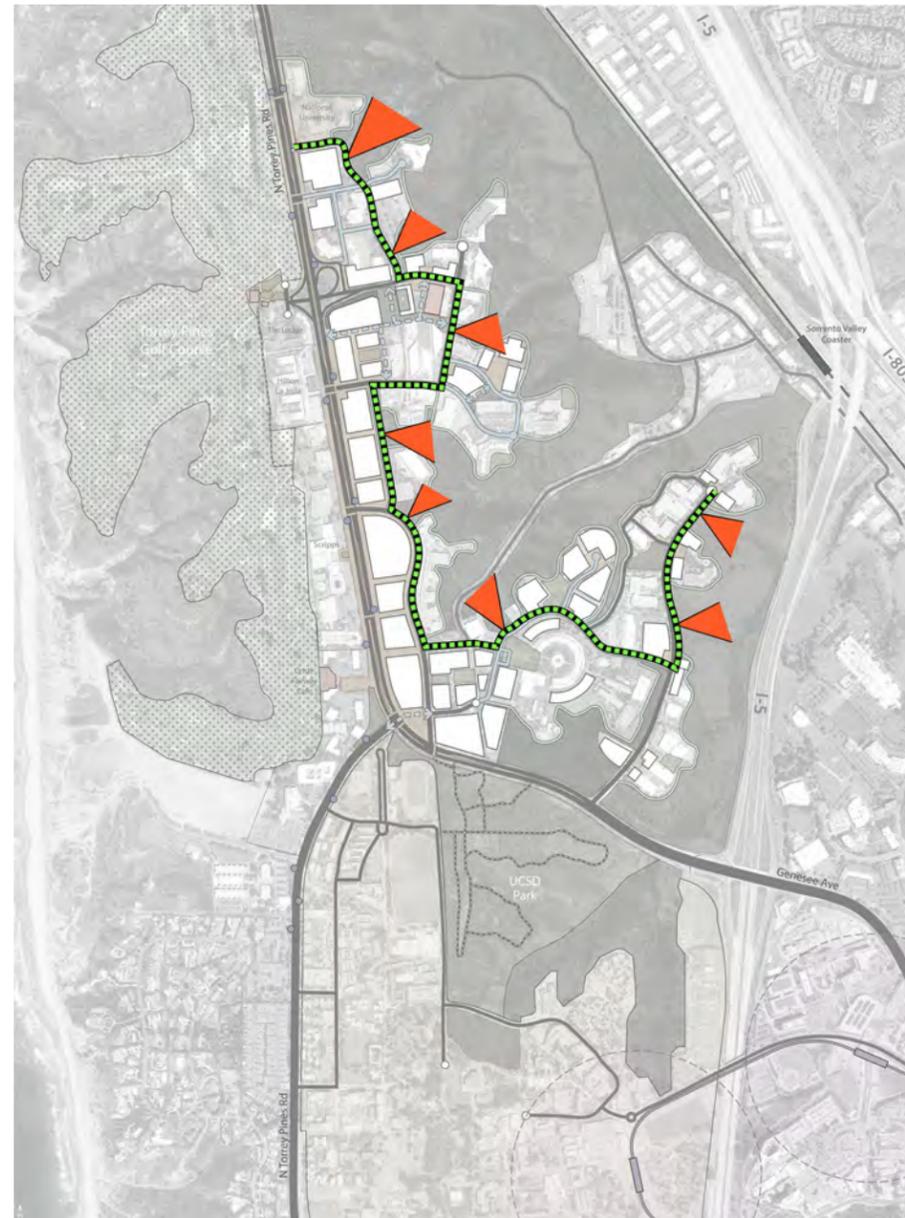


ENLARGED FOCUS AREA 1 - North Torrey Pines Employment Center



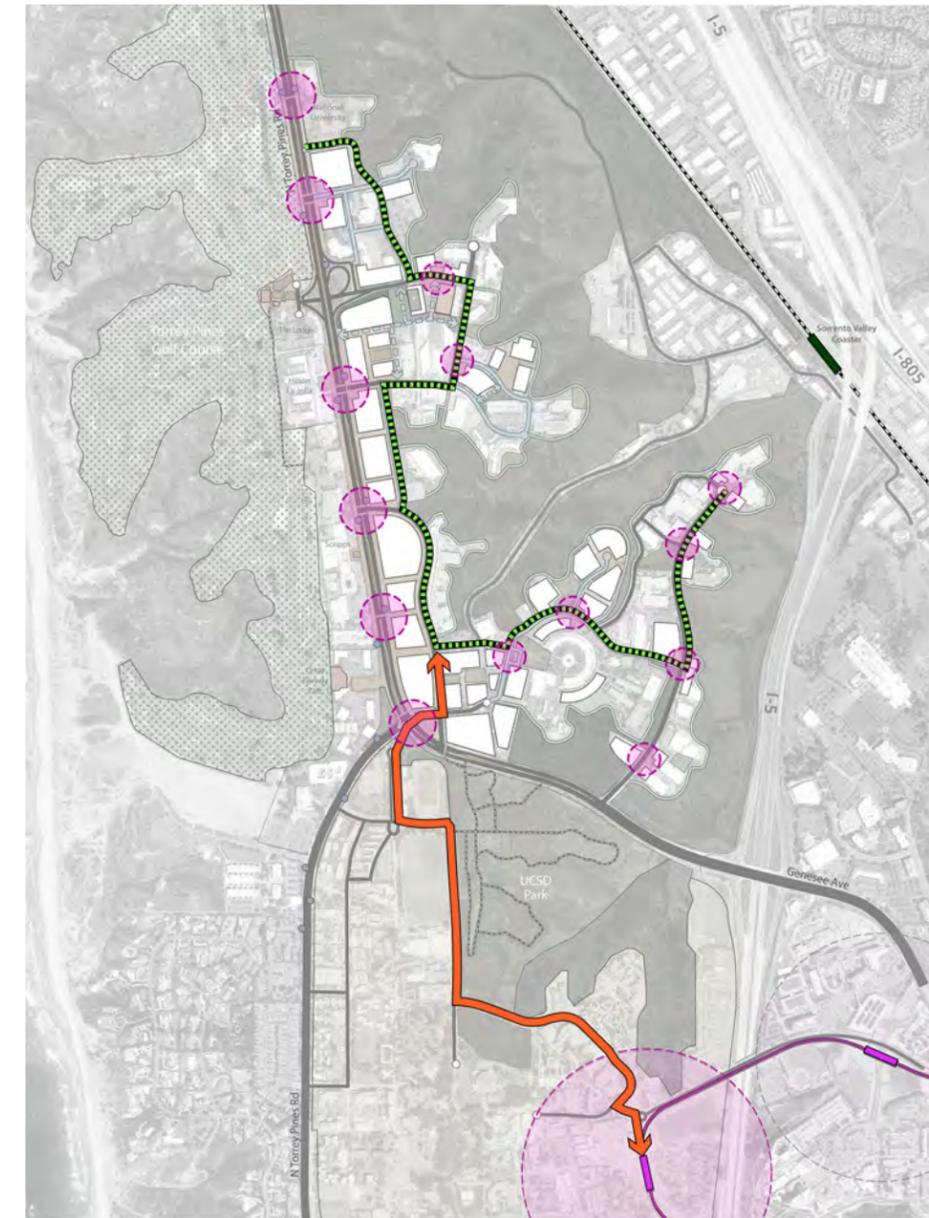
Growth Opportunities

- + Street Wall on North Torrey Pines Rd.
- + Cluster development focused on placemaking opportunities



Community Opportunities:

- + Canyon Multi-Use Trail Connecting John Jay Hopkins Dr to Science Center Dr.
- + Canyon Multi-Use Trail will connect the Clusters to each other and allow a safe circulation with Canyon Views



Mobility Opportunities:

- + “Micro” Mobility Hub connection to the Transit Stations (Trolley and Coaster Train Station)
- + Potential for a Multi Use Trail Canyon Amenity that connects the “Micro” Mobility Hubs
- + Potential Bike Lane Connection toward UCSD Central Station through UCSD Campus

ENLARGED FOCUS AREA 2 - Campus Point & Towne Centre Employment Village

The Campus Point & Towne Centre Employment Village Focus Area is located just north of the core of the community, along Campus Point Drive and Towne Centre Drive, and is a prime employment center with over 12,000 jobs and just over 250 housing units along Genesee Avenue.

The area also includes Eastgate Mini Park #1 and #2 and is located just north of the Mandell-Weiss Eastgate City Park. The area is located within a Transit Priority Area and is accessible by transit, including the future Voigt Drive Trolley Station and bus stops along Eastgate Mall.

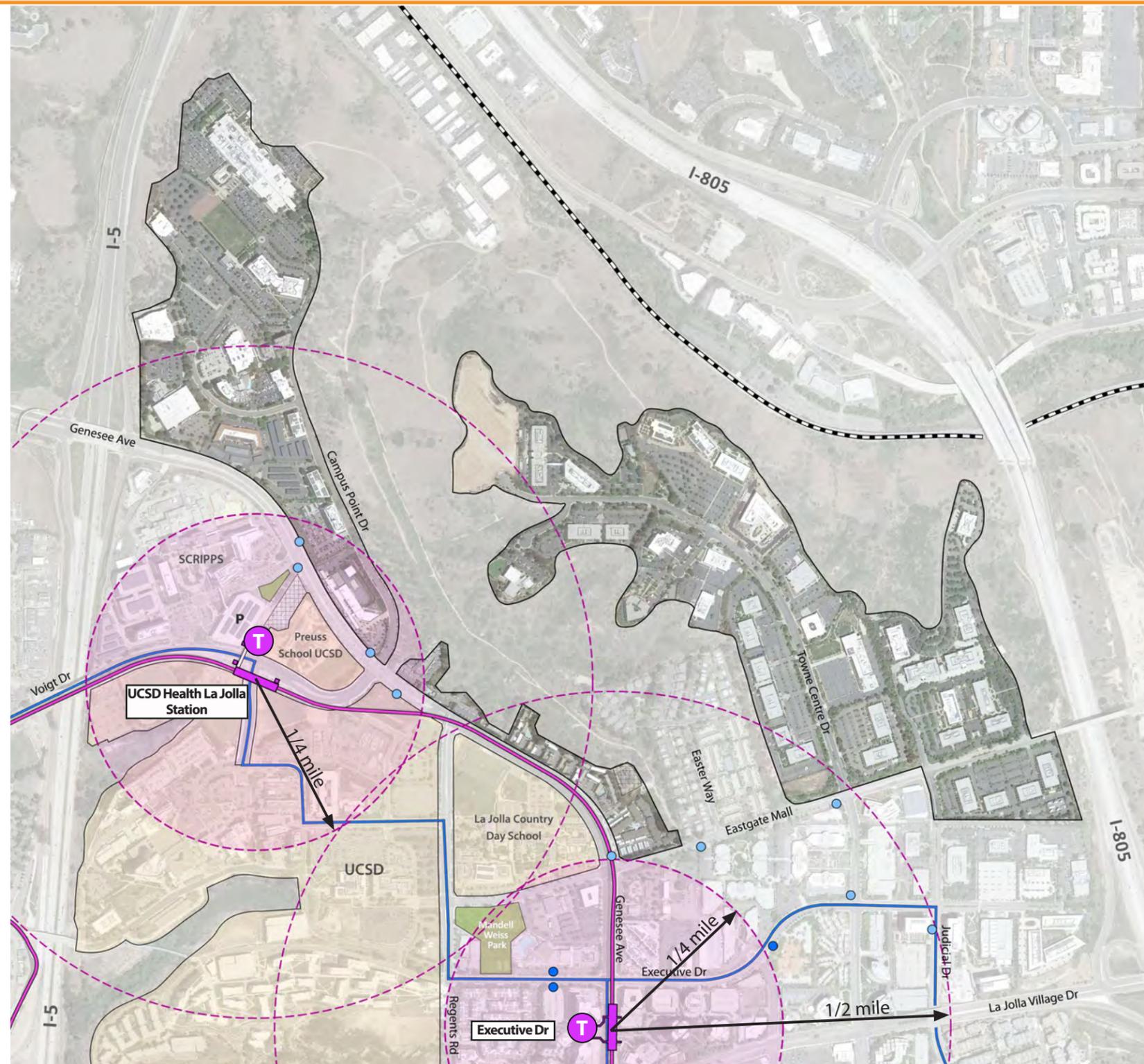
The primary constraints within this area are the MCAS Miramar Accident Potential Zone and Transition Zone.

Key Components of the Area

- + Proximity to the 1/4 mile access to Blue Line Light Rail Station
- + Cul-de-sac development areas, Automobile Centered
- + Large-Format 1-2 Story Buildings w/ Surface Parking Lots and Inactive Exterior Environments
- + Single Use, Drive-in; Drive-out
- + Limited Residential uses
- + Canyon Edge

Main Opportunities

- + Intensify well-accessed parcels, under-developed lots, surface parking
- + Reorganize the fingers as clusters providing an improved working environment (Canyon Edge activation, transportation, outdoor space, small scale service and retail)
- + Greater Intensity along Eastgate Mall, large scale parking structure and Commuter Hub
- + Add Residential along the Canyon while preserving views
- + Limit parking in Residential areas within a TPA



Legend	Schools	Focus Area	Super Loop Bus Stop	Trolley Station
	Community Park and Green Space	Super Loop Bus	Bus Stop	

ENLARGED FOCUS AREA 2 - Campus Point & Towne Centre Employment Village

The vision for this area is to support the employment center while also creating an opportunity for increased access to transit and the inclusion of residential mixed-use to create an employment village.

Key Ideas

- + Continue to promote a campus like environment in a clustered format
- + Create active entrances to each cluster and enhance entrances with small plazas
- + Encourage better connectivity between clusters and high-quality transit through “micro” mobility hubs
- + Add placemaking through employee amenities
- + Design quality outdoor spaces between lots and buildings if surface parking is maintained
- + Connect to the natural landscape with a perimeter network of continuous trails and paths
- + Focus massing and street wall on Genesee Avenue & Eastgate Mall

Commuter Plaza / “Micro” Mobility Hub



Employee Amenities



Cluster Organization



Legend

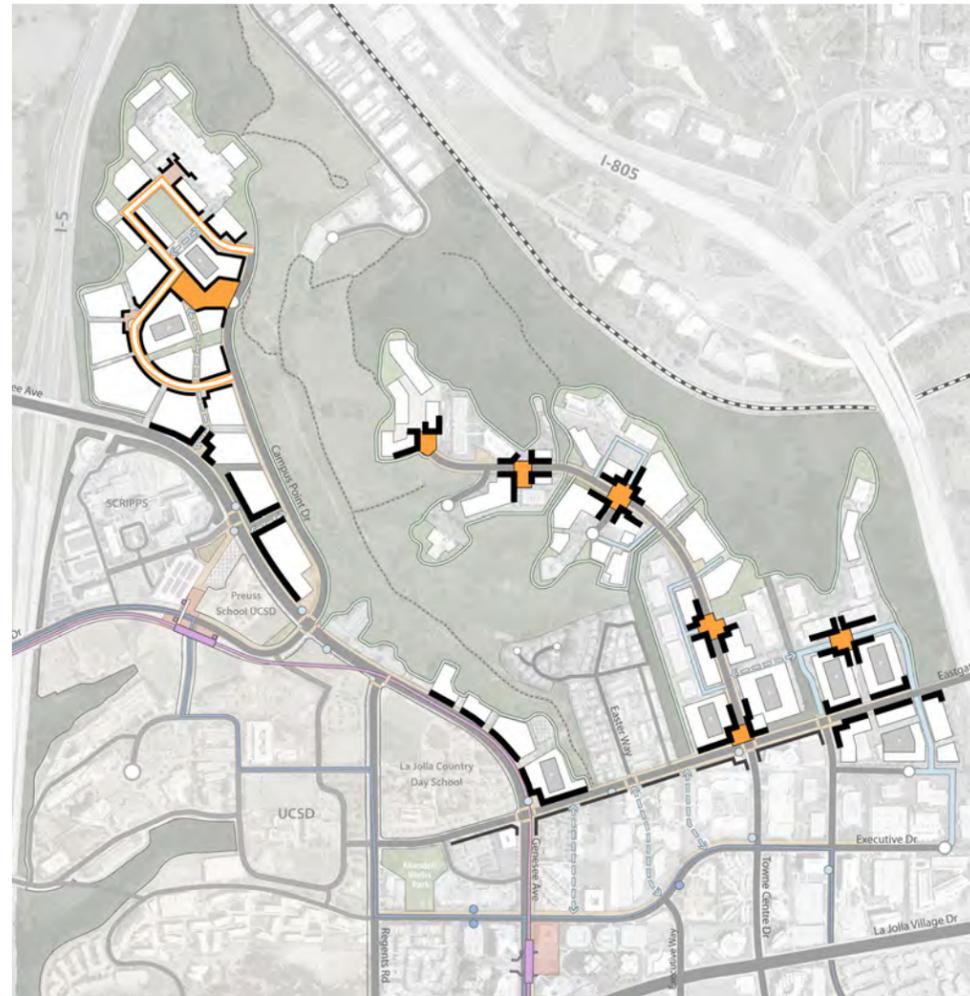
Existing Main Circulation	Schools	Canyon Open Space	Development Concept Area	Canyon Edge
Proposed New Circulation	Transit Plaza / Mobility Hub	Buffer / Change of Grade	Super Loop Bus	Potential Trail Opportunity
Potential Connection	Main Public Realm	Community Park and Green Space	Super Loop Bus Stop	Bus Stop

Note: All renderings, illustrations, and maps depict planning concepts and are not representative of any finalized or approved plans for development

visit planuniversity.org for more information

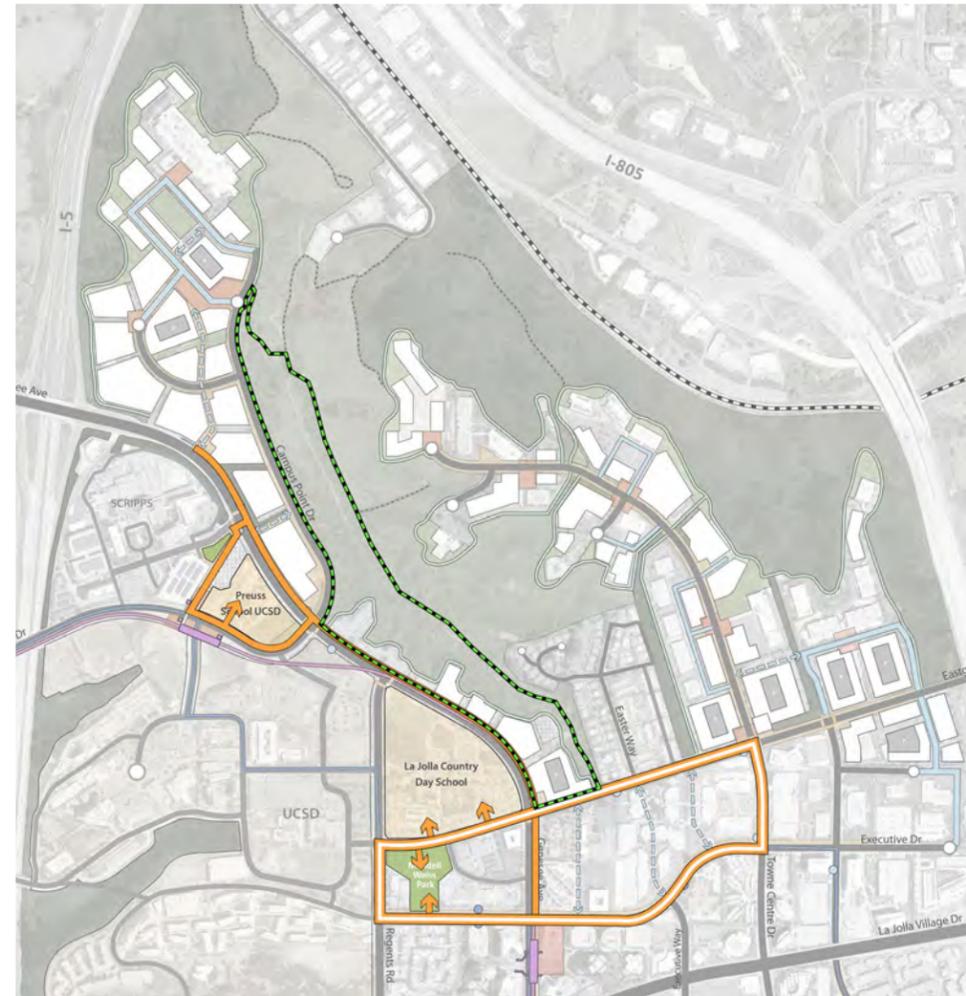
DRAFT FOR REVIEW ONLY p. 9

ENLARGED FOCUS AREA 2 - Campus Point & Towne Centre Employment Village



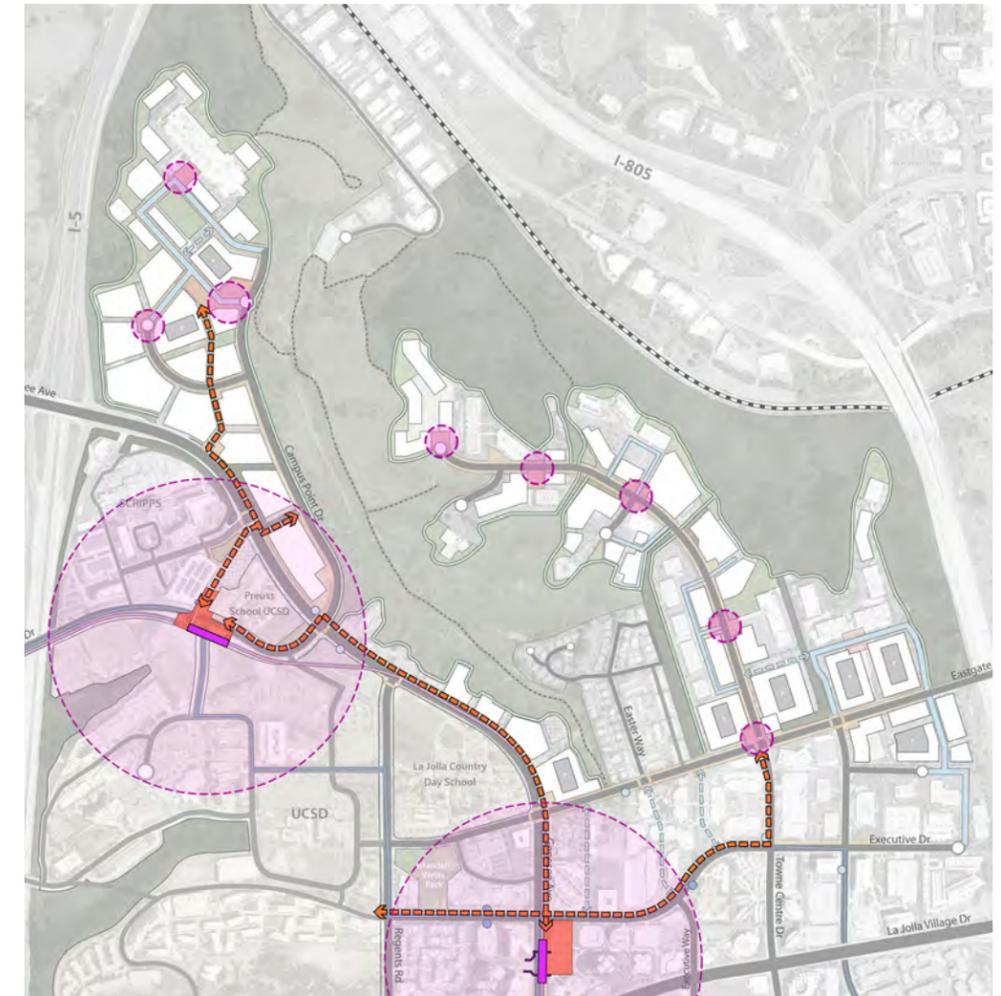
Growth Opportunities

- + Street Wall on Genesee Ave. and Eastgate Mall
- + Clustered development focused on placemaking opportunities



Community Opportunities:

- + Genesee Ave. and Eastgate Mall as improved pedestrian environments connected to main amenities (schools, parks and transit)
- + "Health Loop" - approx. 3 miles



Mobility Opportunities:

- + "Micro"Mobility Hub connection to the Transit Stations
- + Paseos and improved sidewalks / street experience toward transit

Note: All renderings, illustrations, and maps depict planning concepts and are not representative of any finalized or approved plans for development

ENLARGED FOCUS AREA 3 - UTC Transit Village / University Core

The UTC Transit Village Focus Area is located in the core of the University Community and is within a Transit Priority Area. The area is accessible by transit including the Executive Drive Trolley Station and the UTC Trolley Station located at the UTC Transit Center. The area includes over 1,200 housing units and 10,000 jobs and is home to large employers, visitor destinations, and regional destinations, including the UTC Mall.

The area also includes Mandell-Weiss Eastgate City Park; is adjacent to Doyle Elementary School and Community Park; and is just north of University City High School and Nobel Athletic Area and Library.

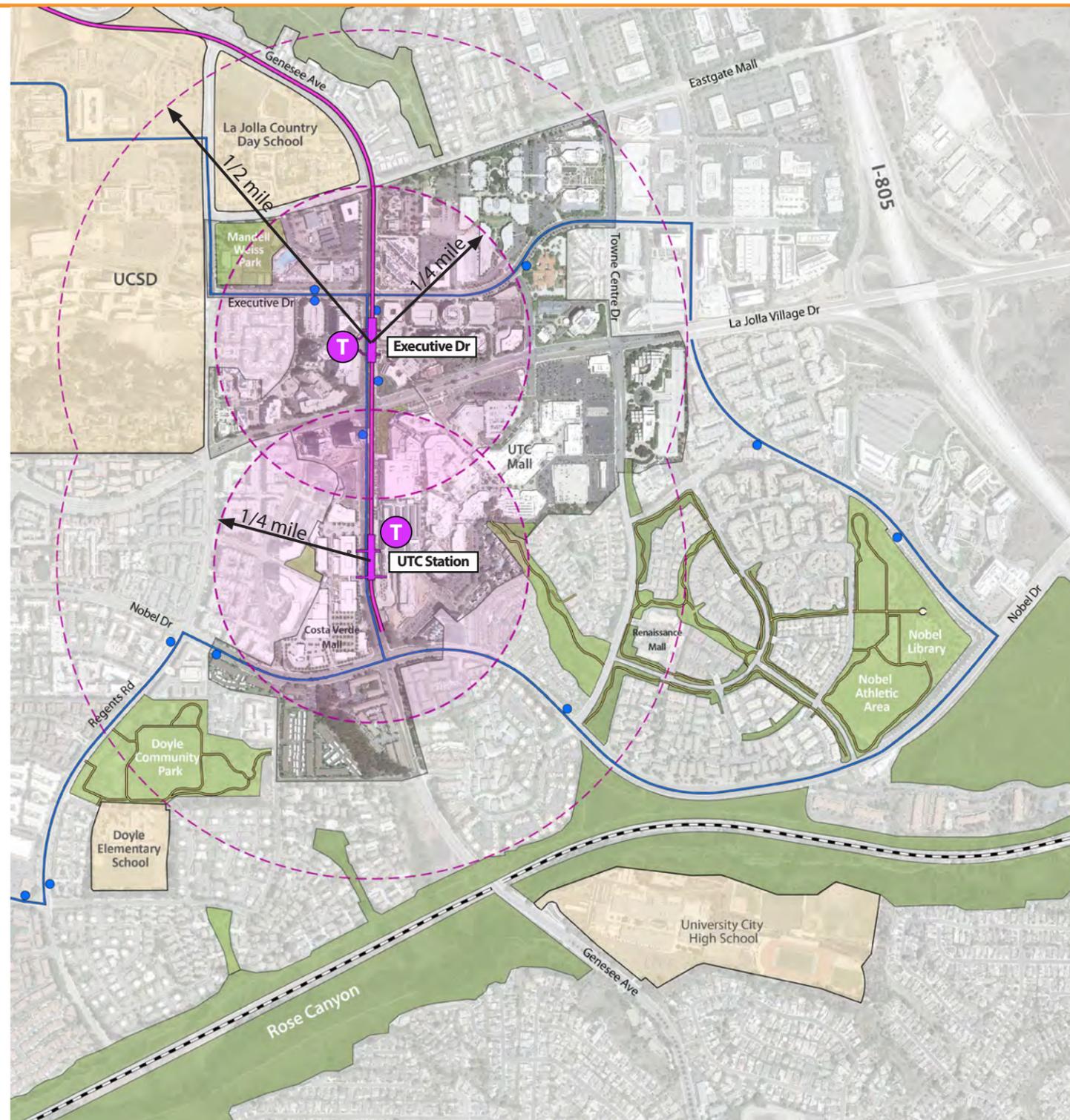
The primary constraint within this focus area is the Federal Aviation Administration height notification requirement

Key Components of the Area

- + 2 Blue Line Light Rail Transit Stations and 1 Transit Hub (Trolley station & Bus Station)
- + Mix of commercial, offices and residential
- + Super Blocks
- + Automobile Centered
- + No engagement with Public Realm. No Public Realm(?)

Main Opportunities

- + Intensify under-developed parcels
- + Buffer and setback on La Jolla Village Dr. and Nobel Dr.
- + Establish a more walkable environment and greater connectivity
- + Major public space around the Multi-Modal Station toward residential neighborhoods South of Nobel Dr.



Legend

- | | | | | |
|--------------------------------|-------------------|-----------------------|---------------------|-----------------|
| Schools | Canyon Open Space | Existing Trail - Path | Super Loop Bus Stop | Trolley Station |
| Community Park and Green Space | Focus Area | Super Loop Bus | | |

ENLARGED FOCUS AREA 3 - UTC Transit Village / University Core

The vision for this area is to create a high-density, mixed-use transit village that is supportive of jobs, housing, and the creation of a pedestrian-oriented transit district.

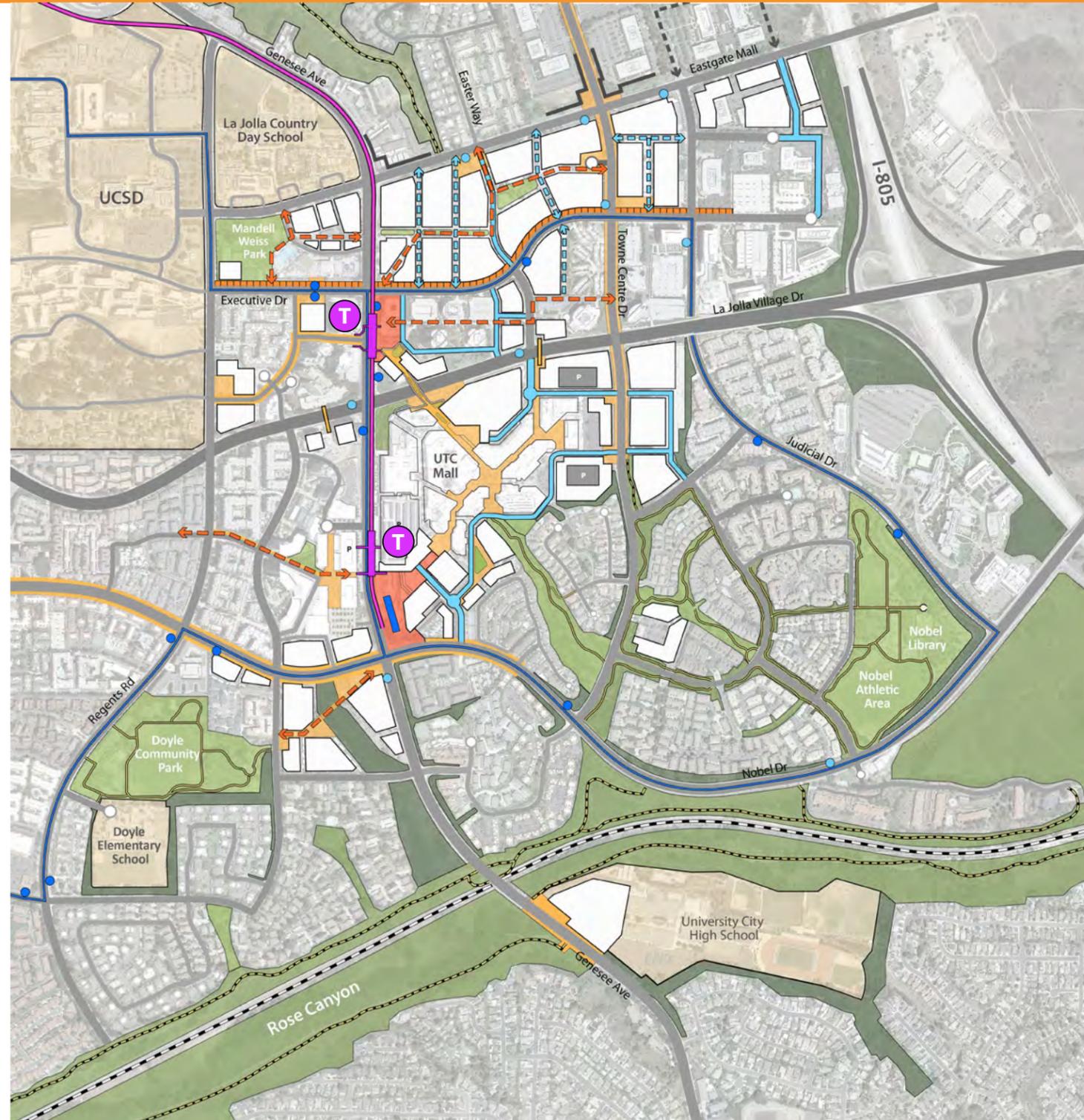
Key Ideas

- + Build up the street edge on La Jolla Village Drive, Genesee Avenue, and Executive Drive
- + Reinforce the existing mall promenade that runs diagonally north-south across the center
- + Locate most of the new housing near existing residential development
- + Wrap parking structures to minimize their impact on the community
- + Provide both large and small community gathering spaces internal to the blocks
- + Activate the transit station with a plaza and mobility hub that opens to the UTC mall, Costa Verde complex, and Executive Drive
- + Establish a local circulation "loop"
- + Establish a promenade on Executive Drive
- + Break down superblocks with circulation connections

Urban Avenue



Urban Office Park w/ Internal Pedestrian Connection



Legend

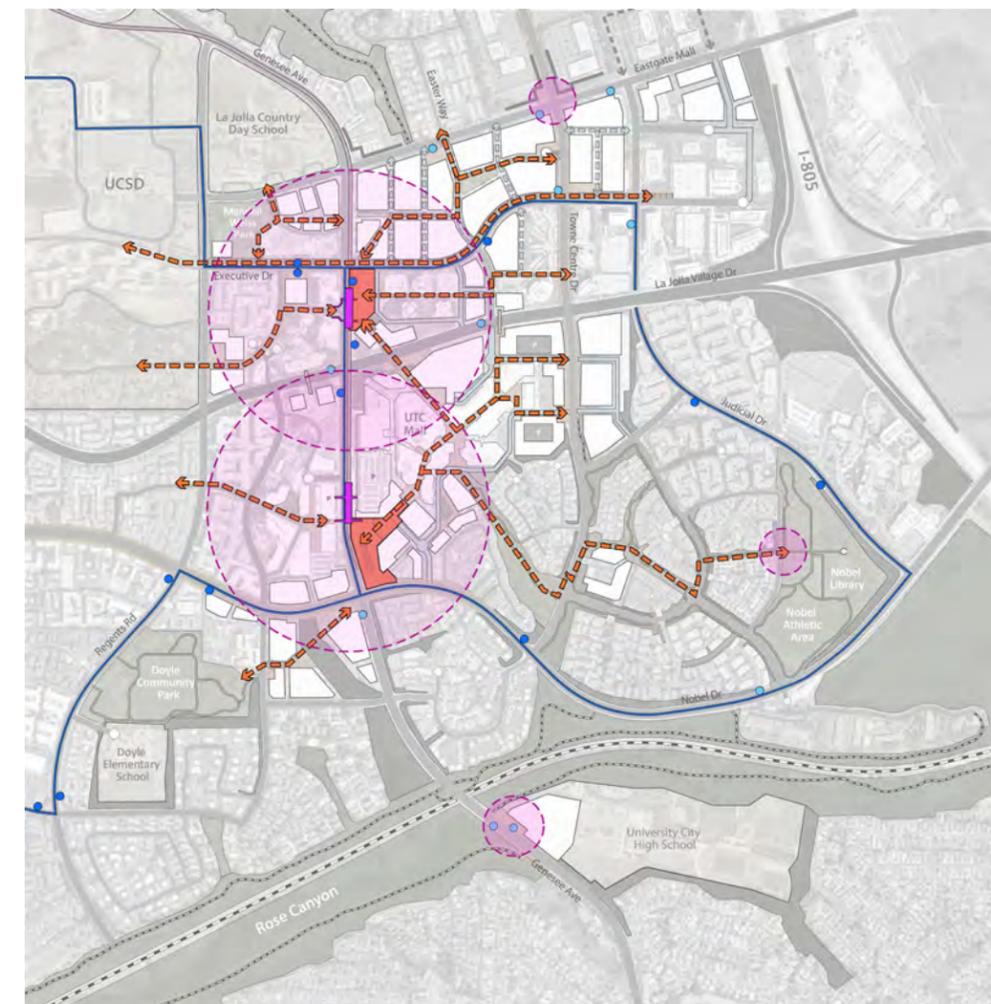
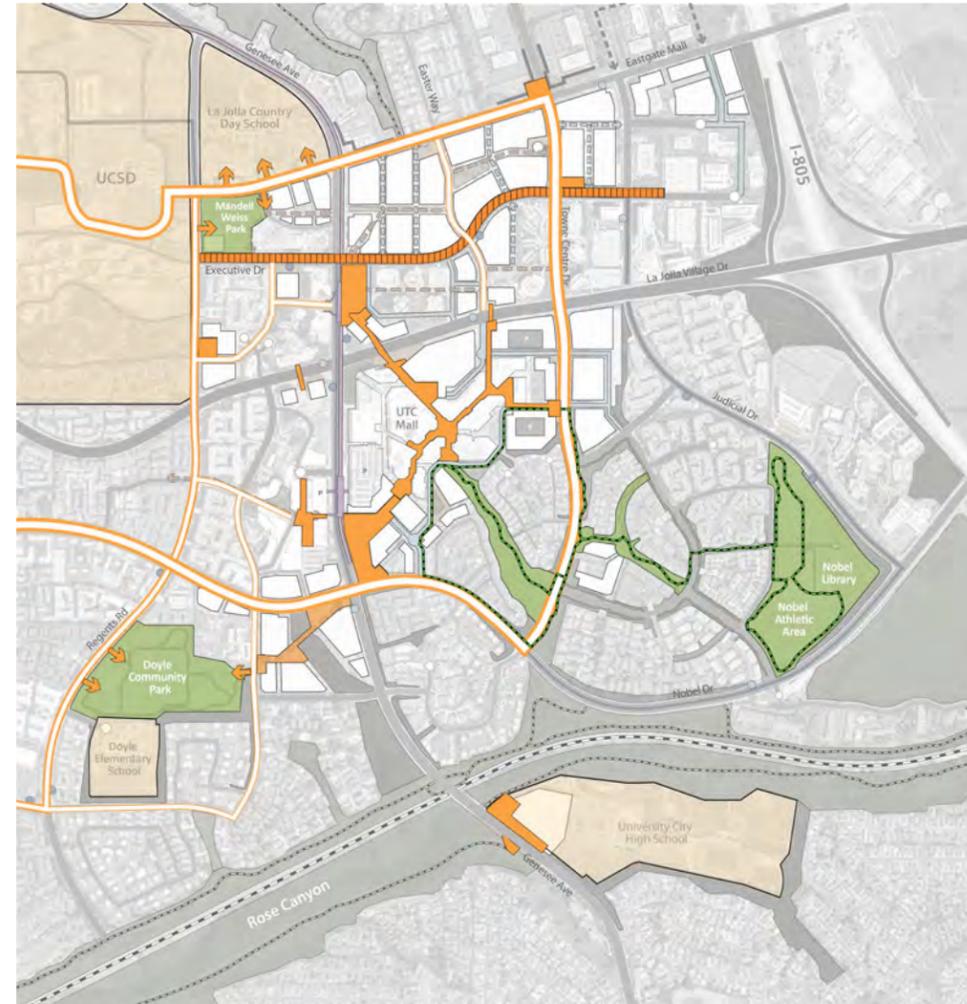
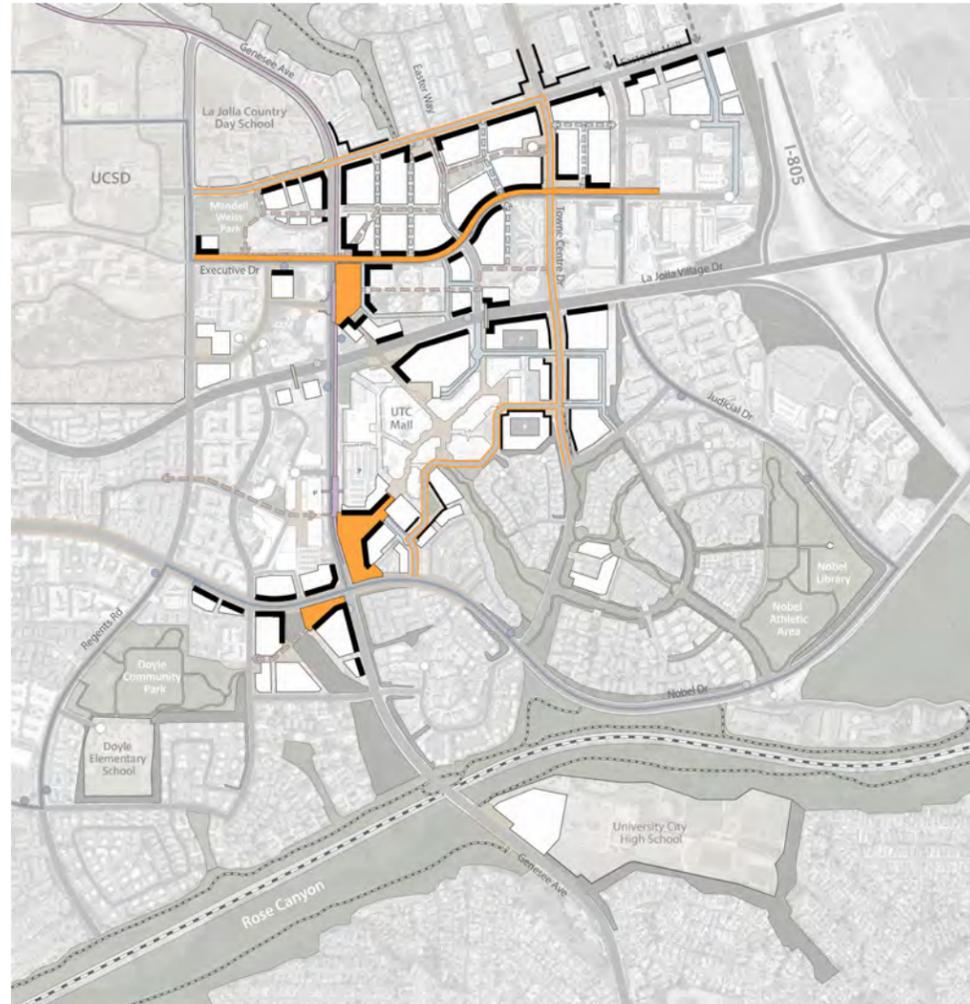
- | | | | | |
|---|------------------------------|--------------------------------|--------------------------|-----------------------------|
| Critical Connection Within Transit Area | Schools | Canyon Open Space | Development Concept Area | Existing Trail - Path |
| Proposed New Circulation | Transit Plaza / Mobility Hub | Buffer / Change of Grade | Super Loop Bus | Potential Trail Opportunity |
| Potential Connection | Main Public Realm | Community Park and Green Space | Super Loop Bus Stop | Bus Stop |

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ENLARGED FOCUS AREA 3 - UTC Transit Village / University Core



Growth Opportunities

- + Street Wall and intense development on Eastgate Mall, Executive Dr., La Jolla Village Dr., Genesee Ave., and Nobel Dr.
- + Executive Drive Promenade and UTC Mall lead to transit stations

Community Opportunities:

- + Neighborhood Loop with enhanced streetscape on Eastgate Mall, Towne Centre Dr., Nobel Dr., and Regents Rd.
- + Placemaking and public realm connections through superblock development and to existing paseos and parks

Mobility Opportunities:

- + “Micro” Mobility Hub connection to the Transit Stations with transit plazas at each station
- + Increased and improved internal circulation connecting the neighborhood and community resources to the transit stations

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ENLARGED FOCUS AREA 4 - Nobel Campus Transit Village

The Nobel Campus Transit Village Focus Area is located in the western portion of the University Community, just south of UCSD, and is within a Transit Priority Area. The area includes 150 housing units and 5,000 jobs, and is home to several shopping centers, visitor destinations, and the future Nobel Drive Trolley Station.

The western portion of the focus area is located a half-mile north of Villa La Jolla Park. The eastern portion of the focus area is adjacent to Doyle Community Park and Elementary School and the proposed Regents Road linear park, with access to Rose Canyon to the south.

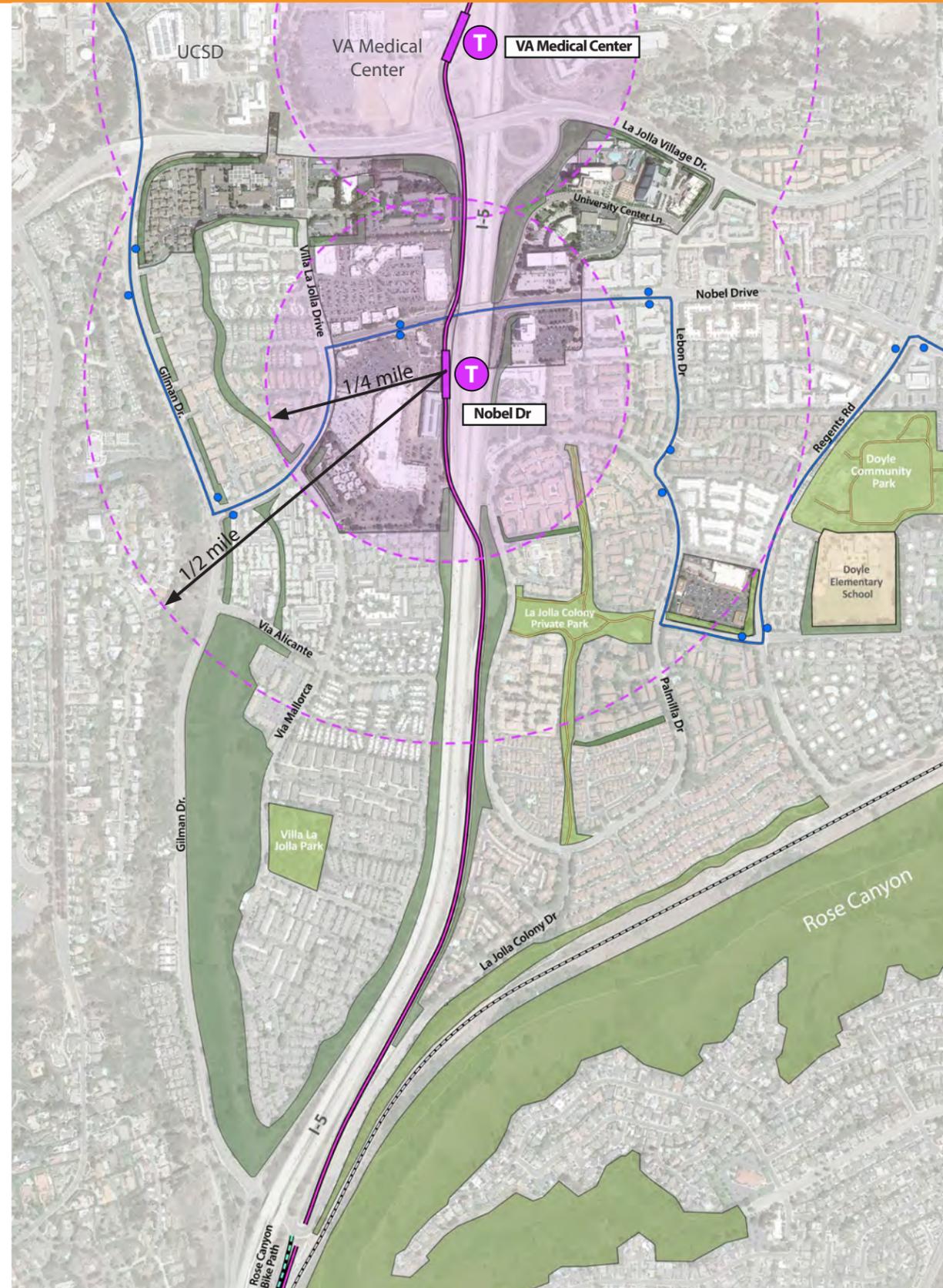
A major constraining factor of this area west of Interstate-5 is the Coastal Height Limit, which restricts development to no higher than 30 feet.

Key Components of the Area

- + 2 Blue Line Light Rail Transit Stations within 1/2 mile
- + Mix of commercial, services and residential
- + Interchange with I-5, Automobile Centered, Speed effect exiting the Highway
- + Drive-in; Drive-out to the commercial areas
- + Large Residential Neighborhoods outside of 1/4 mile to Transit

Main Opportunities

- + Focus primarily on the surrounding neighborhood instead of traffic flow from I-5
- + Develop a vibrant core around the Transit Station (mix of services, retail, entertainment)
- + Connect Residential Areas South of Nobel Dr. on both side of the Highway (Commuter Hub, Small Scale Mobility Hub)
- + Redevelop La Jolla Village Dr. as an Urban Avenue
- + Redevelop Nobel Dr. as a Neighborhood Connector
- + Add Residential along La Jolla Village Dr.



Note: All renderings, illustrations, and maps depict planning concepts and are not representative of any finalized or approved plans for development

ENLARGED FOCUS AREA 4 - Nobel Campus Transit Village

The vision for this area is to create a mixed-use village that is supportive of the transit station and includes enhanced amenities for residents, visitors, and members of the UCSD community.

Key Ideas

- + Build up the street edge on Nobel Drive and Villa La Jolla Drive
- + Establish a "Main Street" that runs north-south across the center
- + Locate housing near existing residential development
- + Use parking as a buffer to minimize the impact of the freeway
- + Wrap parking structures
- + Provide community gathering spaces, both large and small
- + Activate the transit station with a plaza and mobility hub
- + Provide a stronger connection between the Trolley station and the Super Loop stop

Commuter Plaza / "Micro" Mobility Hub



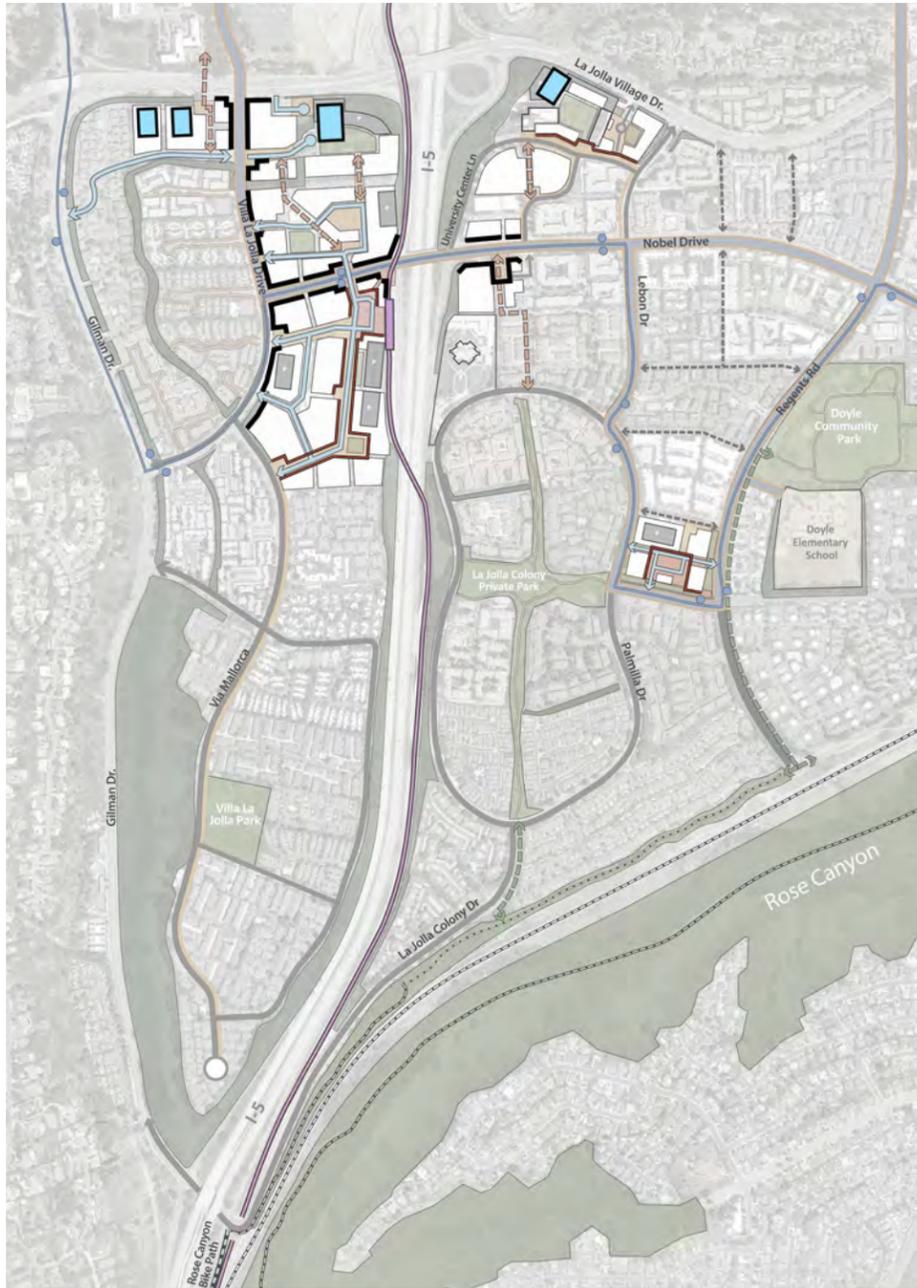
Legend

- Existing Main Circulation
- Proposed New Circulation
- Critical Connection Within Transit Area
- Potential Greenway / Green Loop
- Schools
- Transit Plaza / Mobility Hub
- Main Public Realm
- Community Park & Green Space
- Canyon Open Space
- Buffer / Change of Grade
- Development Concept Area
- Rose Canyon Bike Path
- Existing Trail - Path
- Potential Trail Opportunity
- Super Loop Bus
- Super Loop Bus Stop
- Trolley Station



Note: All renderings, illustrations, and maps depict planning concepts and are not representative of any finalized or approved plans for development

ENLARGED FOCUS AREA 4 - Nobel Campus Transit Village



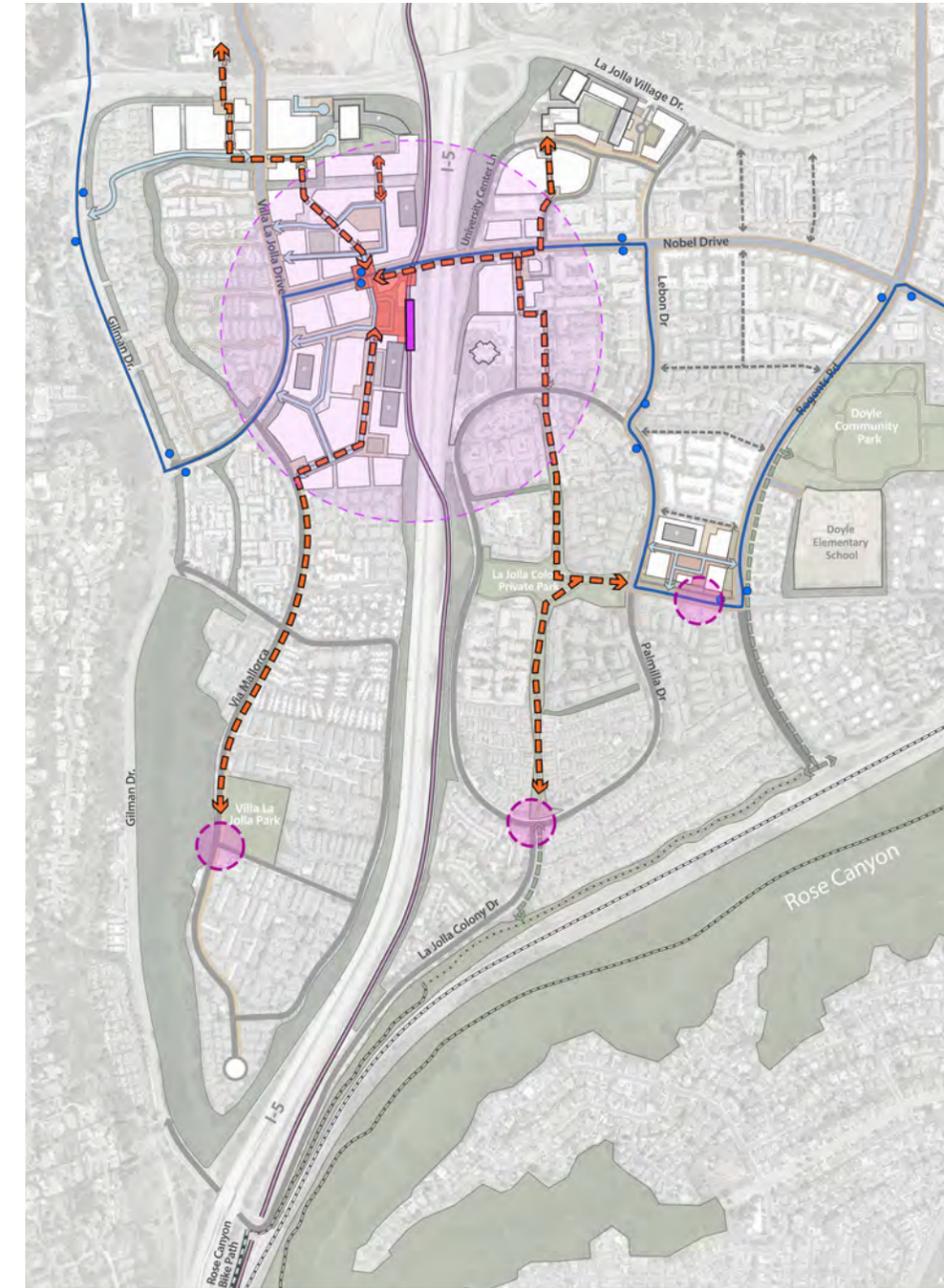
Growth Opportunities

- + Street Wall on Nobel Drive & Villa La Jolla Dr
- + Towers (if allowed) should be located along La Jolla Village Dr.



Community Opportunities:

- + Main Street through the center
- + Community Core Neighborhood Loop
- + "Health Loop" - 2 miles that can connect to the Rose Canyon Bike Path.



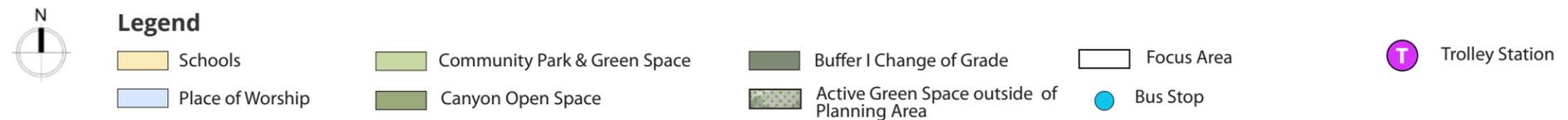
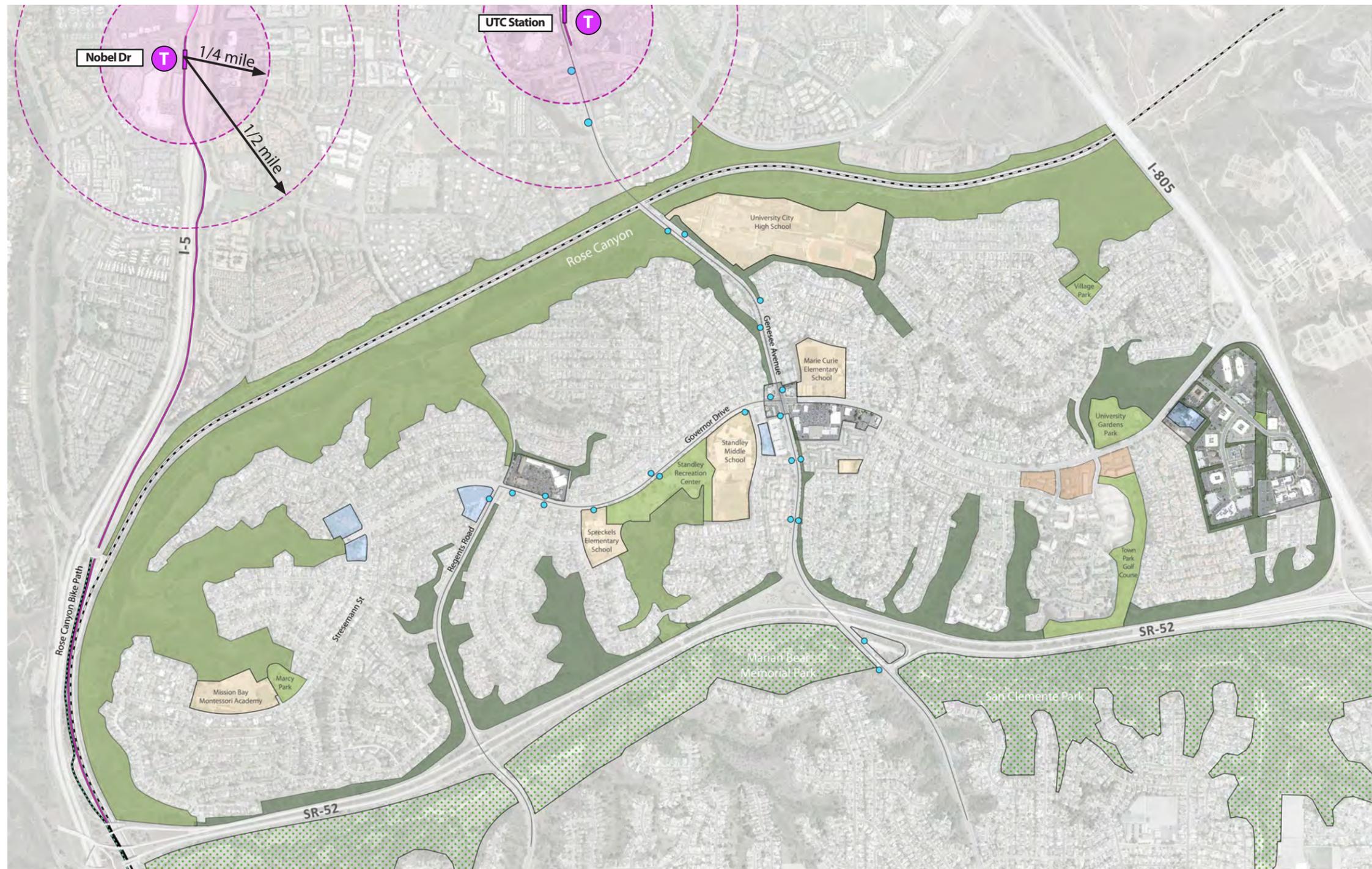
Mobility Opportunities:

- + "Micro" Mobility Hub connection to the Transit Stations
- + Paseos, improved sidewalks and existing trails that connect to transit

ENLARGED FOCUS AREA 5 - Governor Community Village

The Governor Community Village Focus Area is located in the southern portion of the University Community, south of Rose Canyon Open Space Park. The focus area includes two shopping centers: UC Marketplace (Sprouts) to the west and the University Square (Vons) shopping center to the east. The area does not include housing, but does include just over 500 jobs and is accessible by bus.

The area is surrounded by low-density residential; is located near Spreckels and Marie Curie Elementary Schools, Standley Middle School, Standley Park and Recreation Center, the University Community Branch Library; and is just south of University City High School.



Note: All renderings, illustrations, and maps depict planning concepts and are not representative of any finalized or approved plans for development

ENLARGED FOCUS AREA 5 - Governor Community Village

The vision for this focus area is to create a mixed-use community village with infill development within the shopping centers and the inclusion of multi-family residential. The goal is not to replace the existing retail, but to include infill development within the site.

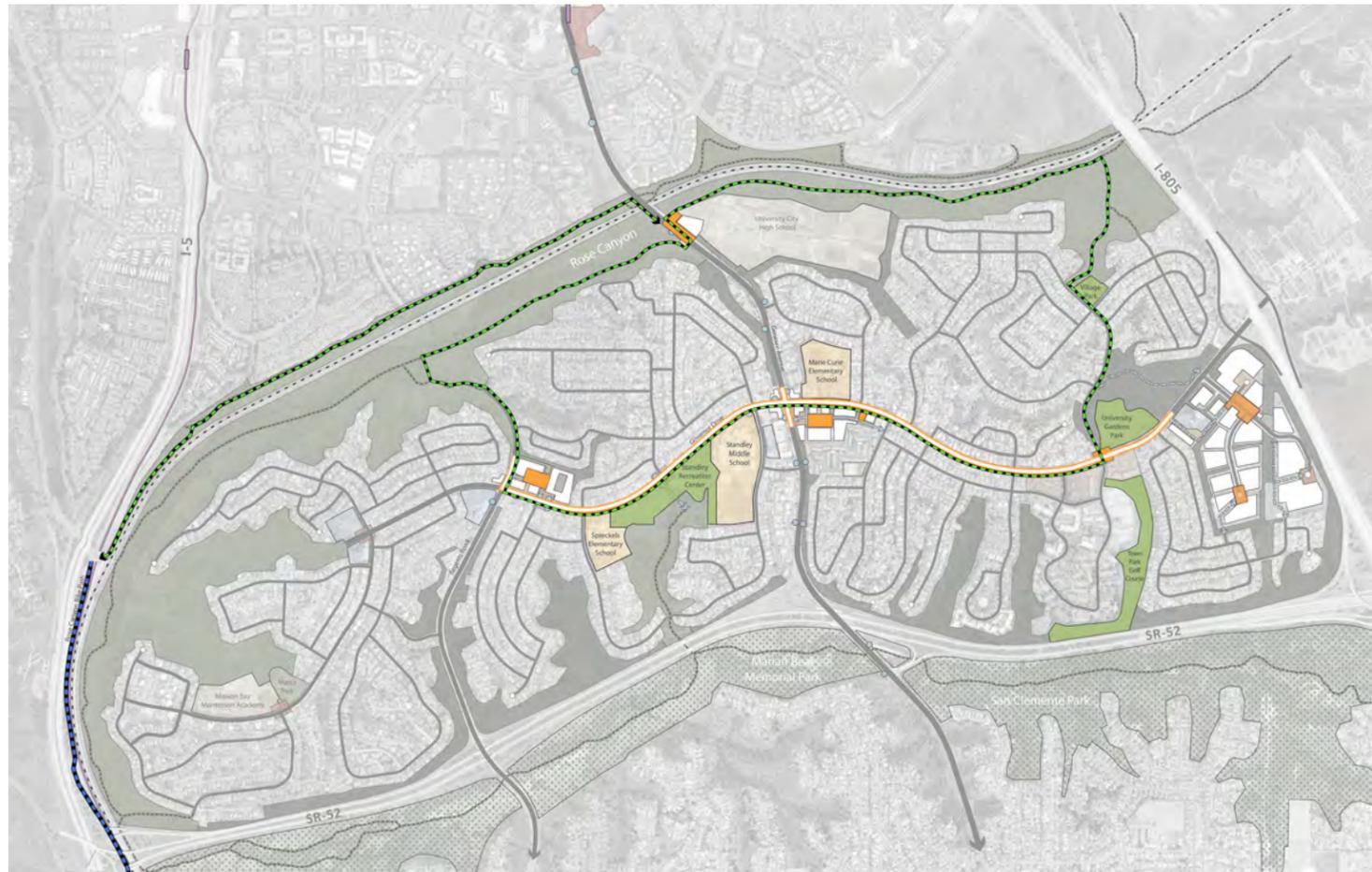
Key Ideas

- + Build up the street edges on Governor Drive
- + Establish a "Main Street" that runs east-west across the center and to the library.
- + Locate housing near existing residential in mixed-use buildings
- + Internalize parking within all new development
- + Provide seating areas next to retail establishments
- + Activate the transit stop with a plaza and "micro" mobility hub



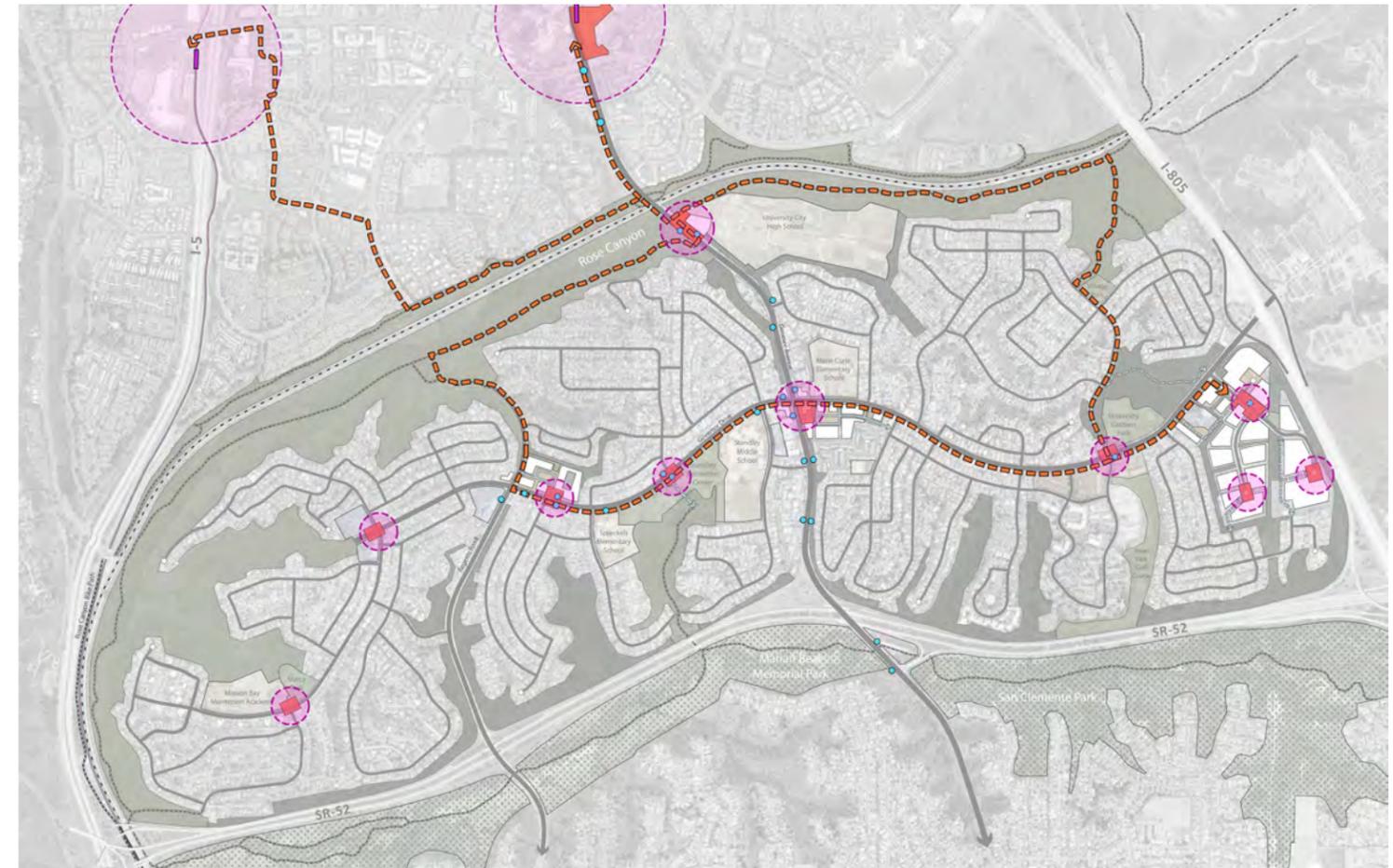
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ENLARGED FOCUS AREA 5 - Governor Community Village



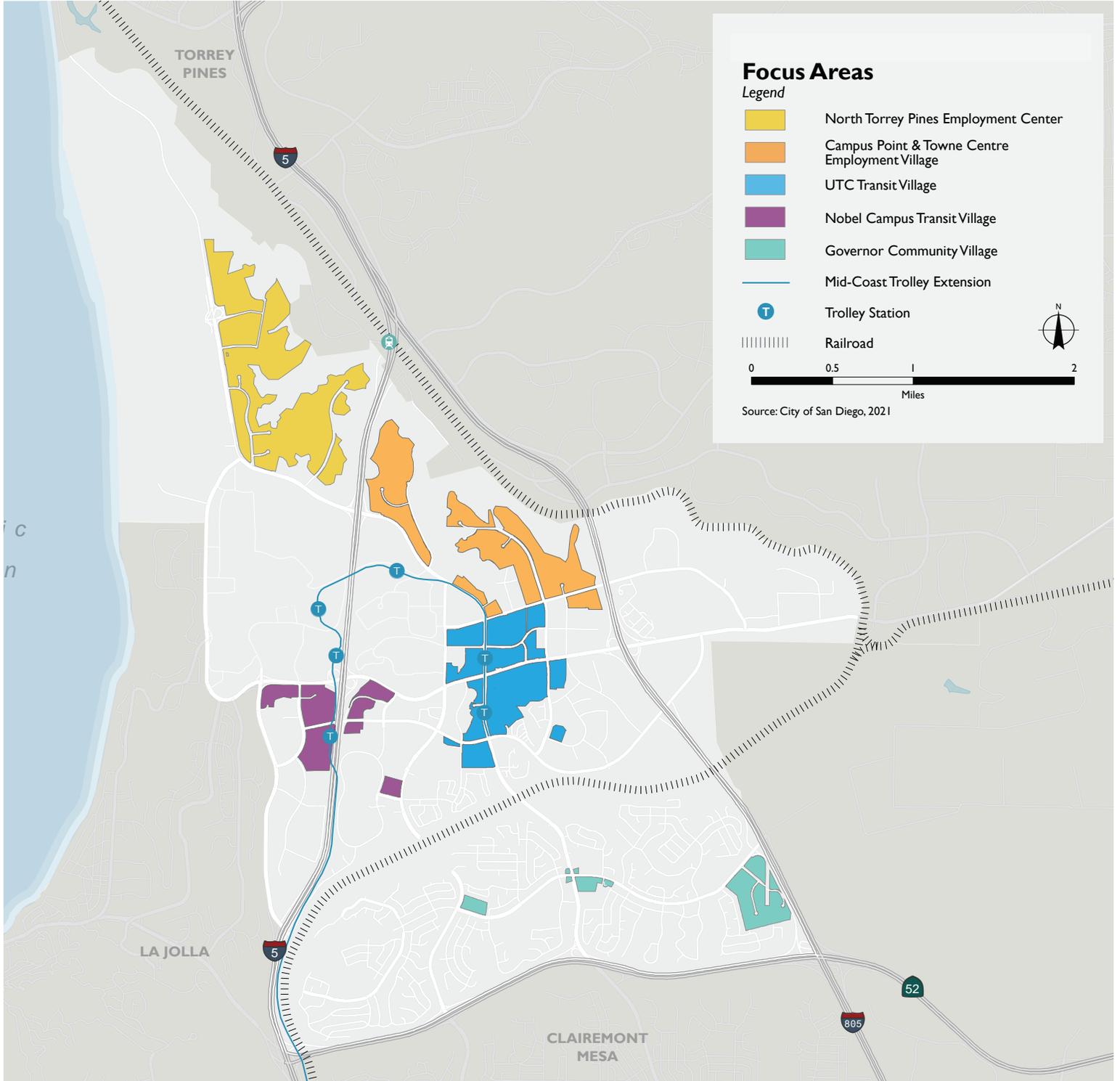
Community Opportunities:

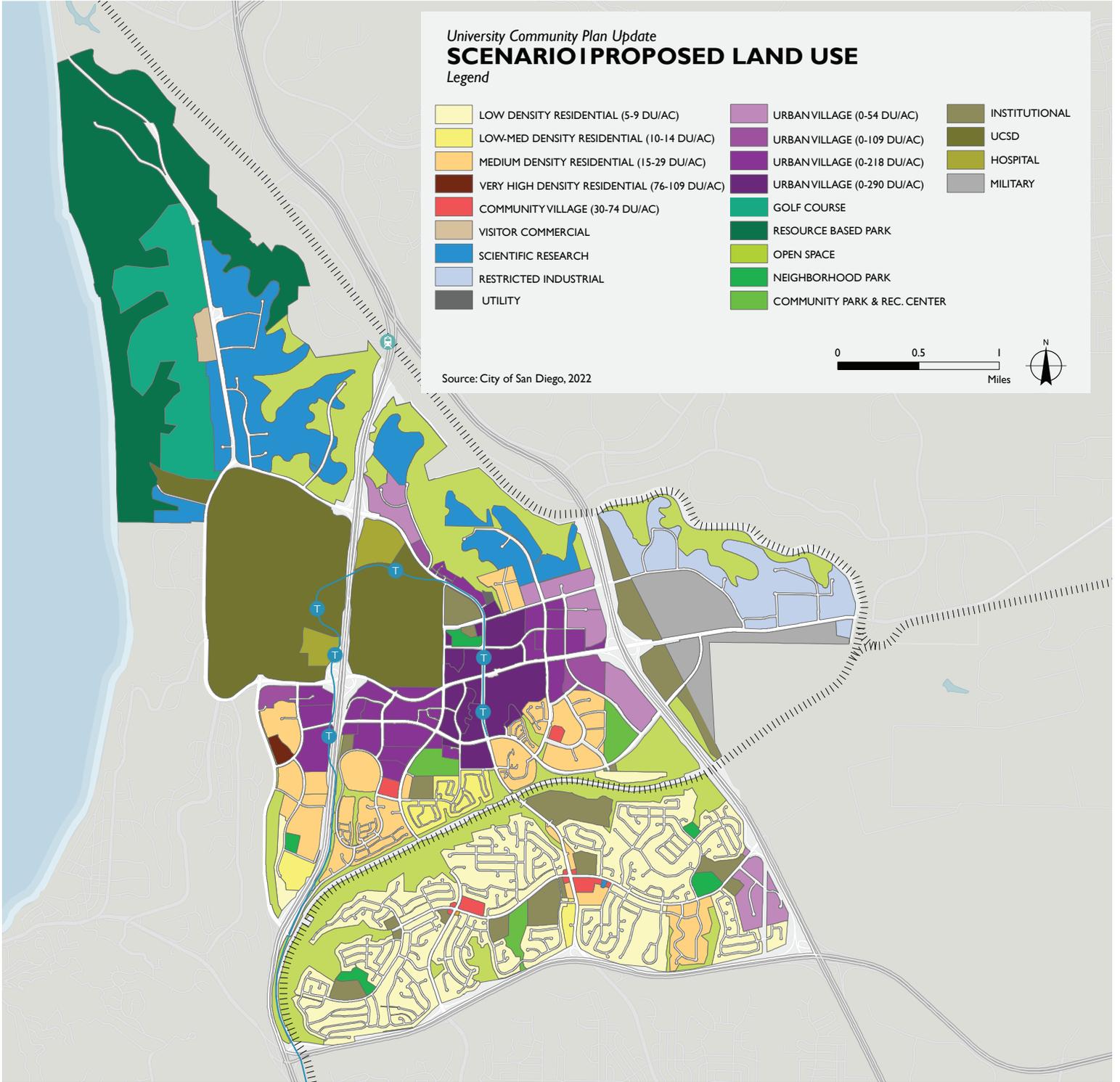
- + Canyon Multi-Use Trail Connecting University High School with Governor Dr.
- + Canyon Multi-Use Trail will connect main amenities with the Rose Canyon Bike Path

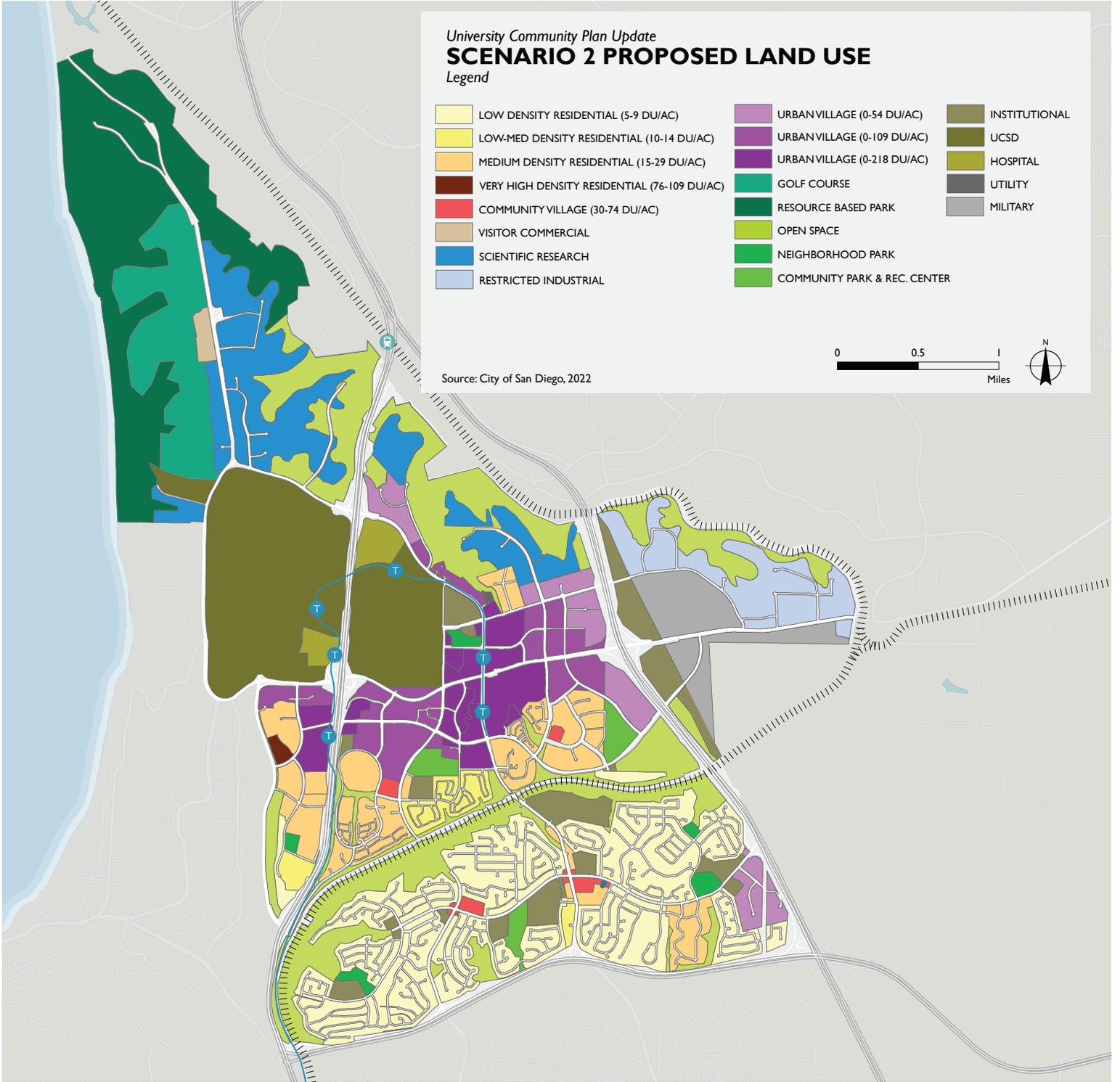


Mobility Opportunities:

- + "Micro" Mobility Hub connection to the Transit Stations
- + Potential for a Multi-Use Trail that connects the "Micro" Mobility Hubs to Transit Stations







PROJECT BACKGROUND

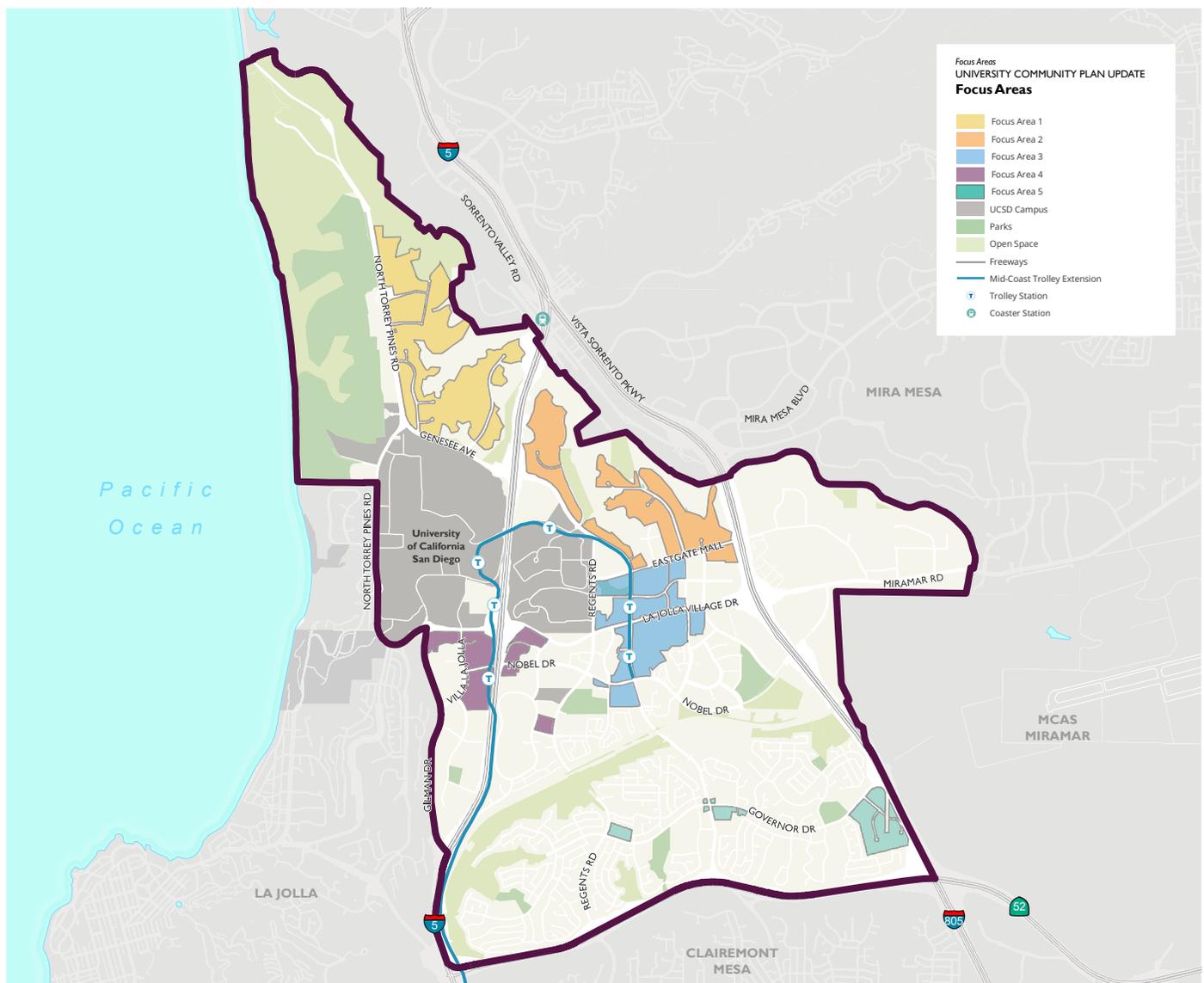
An Introduction to the University Community Plan Update

What is a Community Plan?

University is one of 53 community planning areas in the City of San Diego, each of which is a part of the Land Use Element of the General Plan. Community plans provide more detailed land use designations and site-specific policy recommendations than are practical at the citywide level. Community plan updates work with the General Plan in order to achieve both citywide and community level goals, including guidance of future growth and development. All of the adopted community plans must be consistent with the goals and policies of the General Plan.

Why is the University Community Plan Being Updated?

The University Community Plan was last updated more than 30 years ago, in 1987. Since that time, population and job growth has led University to become one of the San Diego region's primary superregional employment areas. The updated Community Plan will guide the community over the next 30 years, and will consider current conditions, Citywide goals in the Climate Action Plan and the General Plan, and community specific goals to provide direction for the long-term development of the community. The University Community Plan Update will be a collaborative process with ongoing opportunities for public input. During the update process, Planning Department staff will work with the University community and the public to identify and consider important questions, issues, and opportunities.



PROJECT TIMELINE

Project Schedule including Opportunities for Public Input

The Process

The process to develop the University Community Plan Update will be collaborative and include a number of opportunities for public input. The City will form and meet on a regular basis with the University Community Planning Group's Community Plan Update Subcommittee, public workshops will be conducted, and opportunities to share your input online will be available at key milestones in the planning process. The result of this process will be a new draft Community Plan for University. An Environmental Impact Report will also be prepared to assess the potential environmental impacts of implementing the plan, along with necessary mitigation measures.



Community engagement activities

* The University Community Plan Update Subcommittee is a subcommittee of the University Community Planning Group, which is the City's recognized citizens' group for the University Community. This subcommittee was created specifically for the Community Plan Update in order to provide feedback to the City regarding the process. This subcommittee meets monthly.



MOBILITY CONCEPTS

Street Section Concepts Presented by the Mobility Team in February 2021

Mobility Goals

- A connected and integrated transportation network that puts people first and expands personal mobility to schools, residences, activity centers and employment hubs within the community and throughout the region.
- A balanced, multimodal transportation network that prioritizes safe, accessible, sustainable and attractive travel options for all users.
- Enhanced access to public transit, linkages to community and regional activity centers, and opportunities to increase transit ridership.
- A mobility system that embraces emerging technologies, smart infrastructure, and is aimed at improving mobility options and efficiency of the transportation system.

Mobility Outreach

OPEN HOUSE 2018	250+ Comments
ONLINE SURVEY 2019	2,850+ Pins & Comments
SUBCOMMITTEE 2019	230+ Responses
CORRIDOR SURVEY 2019	225 Comments
MOBILITY NETWORK 2020	100+ Comments

N Torrey Pines Rd - Corridor Concept

GENERAL CORRIDOR CROSS SECTION
Varies By Segment (see page NTP-2)

LENGTH
5 Miles

FUNCTIONAL CLASS
Existing:
4-Lane Major Arterial Genesee Ave to Expedition Wy
5-Lane Major Arterial North community boundary to Science Park Rd
6-Lane Prime Arterial Science Park Rd to Genesee Ave
Adopted:
4-Lane Major Arterial Torrey Pines Scenic Dr to Revelle College Dr
6-Lane Major Arterial Genesee Ave to Torrey Pines Scenic Dr
6-Lane Prime Arterial Revelle College to La Jolla Village Dr

TRAFFIC VOLUMES
20,000 - Science Park Road to UKSD Northpoint Driveway
10,000 - UKSD Northpoint Driveway to Revelle College Drive

COMMUNITY AREA

POTENTIAL CORRIDOR-WIDE IMPROVEMENTS

- **Separated Bikeway:** Improves comfort by reducing traffic stress on cyclists, encourages cycling, and creates connections within the community and to the region

CORRIDOR CRASH SUMMARY

61 TOTAL CRASHES
5% OF COMMUNITY CRASHES

MOST PREDOMINANT VIOLATIONS

1. UNSAFE SPEED	38%
2. IMPROPER TURNING	16%
3. TRAFFIC SIGNALS & SIGNS	10%

CORRIDOR LOCATION

LEGEND

- Typical Cross Sections (see following sheet)
- Focus Area
- Corridor

<p style="text-align: center;">Northern Boundary to NU System Dwy</p> <div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> <p>Proposed</p> </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> <p>Existing</p> </div> <p>Reconfigure existing right-of-way to include:</p> <ul style="list-style-type: none"> • Two general purpose travel lanes southbound • A center raised median • Two-lane oneway buffered bike lanes southbound • Buffered bike lane northbound <p>Roadway Modifications:</p> <ul style="list-style-type: none"> • None <p>Future Redevelopments:</p> <ul style="list-style-type: none"> • None 	<p style="text-align: center;">NU System Dwy to Callan Rd</p> <div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> <p>Proposed</p> </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> <p>Existing</p> </div> <p>Reconfigure existing right-of-way to include:</p> <ul style="list-style-type: none"> • Two general purpose travel lanes southbound • Three general purpose travel lanes northbound • A center raised median • Oneway separated bikeway each way <p>Roadway Modifications:</p> <ul style="list-style-type: none"> • Proposed reconfiguration would reduce the roadway width on the east side • Sidewalk to be constructed at non-intersection on the east side within existing right-of-way <p>Future Redevelopments:</p> <ul style="list-style-type: none"> • Proposed reconfiguration fronts potential redevelopment of Focus Area 3 on the east side
<p style="text-align: center;">Callan Rd to Genesee Ave</p> <div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> <p>Proposed</p> </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> <p>Existing</p> </div> <p>Reconfigure existing right-of-way to include:</p> <ul style="list-style-type: none"> • Three general purpose travel lanes each way • A center raised median • Oneway separated bikeway each way <p>Roadway Modifications:</p> <ul style="list-style-type: none"> • None <p>Future Redevelopments:</p> <ul style="list-style-type: none"> • Proposed reconfiguration fronts potential redevelopment of Focus Area 1 on the east side 	<p style="text-align: center;">Genesee Ave to Torrey Pines Rd</p> <div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> <p>Proposed</p> </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> <p>Existing</p> </div> <p>Reconfigure existing right-of-way to include:</p> <ul style="list-style-type: none"> • Two general purpose travel lanes each way • A center raised median • Oneway separated bikeway each way <p>Roadway Modifications:</p> <ul style="list-style-type: none"> • Sidewalk to be widened and constructed at non-intersection on the west side within future redevelopment <p>Future Redevelopments:</p> <ul style="list-style-type: none"> • Proposed reconfiguration fronts potential redevelopment of UCSD on the east side

MOBILITY CONCEPTS

Street Section Concepts Presented by the Mobility Team in February 2021

Villa La Jolla Drive - Corridor Concept

LENGTH

1 mile

FUNCTIONAL CLASS

Existing:
4 Lane Collector Gilman Dr (South) to Nobel Dr
4 Lane Major Arterial Nobel Dr to VA Medical Center
Adopted:
No modifications from existing

TRAFFIC VOLUMES

7,000 - Gilman Drive (South) to Nobel Drive
20,000 - Nobel Drive to VA Medical Center

POTENTIAL CORRIDOR-WIDE IMPROVEMENTS

- Flexible Lanes:** Dedicated roadway space for any combination of non-single occupancy vehicles, such as transit, autonomous/connected vehicles, or other emerging mobility
- Separated Bikeway:** Improves comfort by reducing traffic stress on cyclists, encourages cycling, and creates connections within the community and to the region

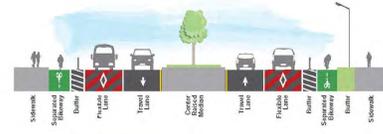


CORRIDOR CRASH SUMMARY

69 TOTAL CRASHES	
6% OF COMMUNITY CRASHES	
MOST PREDOMINANT VIOLATIONS	
1. NOT STATED	28%
2. UNSAFE SPEED	16%
3. AUTO R/W VIOLATION	16%

GENERAL CORRIDOR CROSS SECTION

Varies By Segment (see page VLJ-2)



LEGEND

- Typical Cross Sections (see following sheet)
- Focus Areas
- Corridor

Governor Drive - Corridor Concept

LENGTH

2.5 Miles

FUNCTIONAL CLASS

Existing:
4 Lane Major Arterial Regents Rd to I-805
Adopted:
No modifications from existing

TRAFFIC VOLUMES

20,000 - Regents Rd to I-805 NB Ramps

POTENTIAL CORRIDOR-WIDE IMPROVEMENTS

- Flexible Lanes:** Dedicated roadway space for any combination of non-single occupancy vehicles, such as transit, autonomous/connected vehicles, or other emerging mobility
- Traffic Calming:** Uses physical design to lower speeds and increase safety for all users
- Buffered Bike Lanes:** Provides horizontal separation to bike users to increase safety and comfort

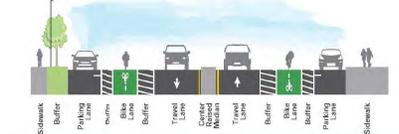


CORRIDOR CRASH SUMMARY

67 CORRIDOR CRASHES	
6% OF COMMUNITY CRASHES	
MOST PREDOMINANT VIOLATIONS	
1. IMPROPER TURNING	25%
2. AUTO R/W VIOLATION	16%
3. UNSAFE SPEED	13%

GENERAL CORRIDOR CROSS SECTION

Varies By Segment (see page GD-2)



LEGEND

- Typical Cross Sections (see following sheet)
- Focus Area
- Corridor

Gilman Drive to Via Mallorca

Proposed:

- Reconfigure existing right-of-way to include:
 - One general purpose travel lane on the north side
 - One general purpose travel lane each way
 - A center raised median
 - One flexible lane each way
 - A center two-way left-turn lane
 - One flexible lane each way
 - Parking/protected bikeway on the north side

Existing:

- None

Roadway Modifications:

- None

Future Redevelopments:

- None

Via Mallorca to La Jolla Village Drive

Proposed:

- Reconfigure existing right-of-way to include:
 - One general purpose travel lane each way
 - One flexible lane each way
 - A center raised median
 - One-way separated bikeway each way

Existing:

- None

Roadway Modifications:

- Sidewalk to be constructed as not contiguous on the east side with future redevelopment

Future Redevelopments:

- Proposed reconfiguration from general redevelopment of Focus Area on the north side

West End to Regents Rd

Proposed:

- Reconfigure existing right-of-way to include:
 - Parking line on both sides
 - One general purpose travel lane each way
 - A center two-way left-turn lane
 - Buffered bike lane each way

Existing:

- None

Roadway Modifications:

- None

Future Redevelopments:

- None

Regents Rd to Genesee Ave

Proposed:

- Reconfigure existing right-of-way to include:
 - Parking lane on both sides
 - One general purpose travel lane each way
 - A center raised median
 - Buffered bike lane each way

Existing:

- None

Roadway Modifications:

- None

Future Redevelopments:

- Proposed reconfiguration from potential redevelopment of Focus Area on the north side

Genesee Ave to Greenwich Dr

Proposed:

- Reconfigure existing right-of-way to include:
 - Parking line on south side
 - One general purpose travel lane each way
 - A center raised median
 - Buffered bike lane each way

Existing:

- None

Roadway Modifications:

- None

Future Redevelopments:

- Proposed reconfiguration from general redevelopment of Focus Area on the south side

Greenwich Dr to I-805 NB Ramps

Proposed:

- Reconfigure existing right-of-way to include:
 - One general purpose travel lane each way
 - One flexible lane each way
 - Buffered bike lane each way

Existing:

- None

Roadway Modifications:

- Proposed reconfiguration would reduce the roadway width on the south side

Future Redevelopments:

- Proposed reconfiguration from potential redevelopment of Focus Area on the south side

MOBILITY CONCEPTS

Street Section Concepts Presented by the Mobility Team in February 2021

Genesee Avenue - Corridor Concept

LENGTH

4 miles

FUNCTIONAL CLASS

Existing:
 4-Lane Major Arterial I-5 SB Ramps to I-5 NB Ramps, La Jolla Village Dr to Esplanade Ct, Nobel Dr to SR-52
 6-Lane Major Arterial Esplanade Ct to Nobel Dr
 6-Lane Prime Arterial N Torrey Pines Rd to I-5 SB Ramps, I-5 NB Ramps to La Jolla Village Dr

Adopted:
 6-Lane Major Arterial Regents Rd to SR-52
 6-Lane Prime Arterial N Torrey Pines Rd to I-5 SB Ramps, I-5 NB Ramps to Regents Rd
 4-Lane Prime Arterial I-5 SB Ramps to I-5 NB Ramps

TRAFFIC VOLUMES

35,000 - N Torrey Pines Rd to I-5 SB Ramps
 50,000 - I-5 SB Ramps to Regents Rd
 31,000 - Regents Rd to SR-52

COMMUNITY AREA



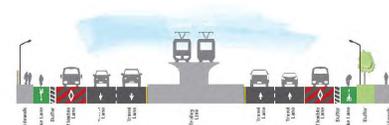
POTENTIAL CORRIDOR-WIDE IMPROVEMENTS

- Flexible Lanes:** Dedicated roadway space for any combination of non-single occupancy vehicles, such as transit, autonomous/converged vehicles, or other emerging mobility.
- Separated Bikeway:** Improves comfort by reducing traffic stress or cyclists, encourages cycling, and creates connections within the community and to the region.



GENERAL CORRIDOR CROSS SECTION

Varies By Segment (see pages GA-2 & GA-3)



LEGEND

- Typical Cross Sections (see following sheets)
- Focus Areas
- Corridor



existing photo

CORRIDOR CRASH SUMMARY

285 TOTAL CRASHES	
24% OF COMMUNITY CRASHES	
MOST PREDOMINANT VIOLATIONS	
1. AUTO R/W VIOLATION	22%
2. UNSAFE SPEED	19%
3. IMPROPER TURNING	14%

N Torrey Pines Rd to I-5 NB Ramps

Proposed

Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- A center raised median
- Bike lane eastbound
- One-way shared use path on the north side

Roadway Modifications:

- Proposed reconfiguration would reduce the roadway width on the north side

Future Redevelopments:

- Proposed reconfiguration for potential redevelopment of Focus Area 1 on the north side

I-5 NB Ramps to Scripps Hospital Dwy

Proposed

Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- A center raised median
- Bike lane eastbound
- One-way shared use path on the north side

Roadway Modifications:

- Proposed reconfiguration would reduce the roadway width on the north side

Future Redevelopments:

- Proposed reconfiguration for potential redevelopment of Focus Area 2 on the north side

Nobel Drive to Centurion Square

Proposed

Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- A center raised median
- One-way separated bikeway each way

Roadway Modifications:

- None

Future Redevelopments:

- None

Centurion Square to Calgary Drive

Proposed

Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- A center raised median
- One-way separated bikeway each way

Roadway Modifications:

- Proposed reconfiguration would reduce the roadway width on the east side
- Redesign to be initiated and constructed as part of future development

Future Redevelopments:

- None

Scripps Hospital Dwy to Regents Road

Proposed

Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- A center raised median
- Buffered bike lane in each way

Roadway Modifications:

- None

Future Redevelopments:

- Proposed reconfiguration for potential redevelopment of Focus Area 2 on the north side

Regents Road to Nobel Drive

Proposed

Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- A center raised median with raised bicycle lane
- Buffered bike lane each way

Roadway Modifications:

- None to be incorporated. This corridor is not constructed as part of future development on the east side with future redevelopment.

Future Redevelopments:

- Proposed reconfiguration for potential redevelopment of Focus Area 2 and 3 on both sides

Calgary Drive to SR-52 Ramps WB Ramps

Proposed

Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- A center raised median
- One-way separated bikeway each way

Roadway Modifications:

- None

Future Redevelopments:

- None

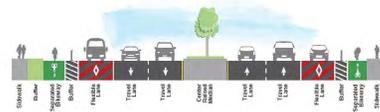
MOBILITY CONCEPTS

Street Section Concepts Presented by the Mobility Team in February 2021

Nobel Drive - Corridor Concept

GENERAL CORRIDOR CROSS SECTION

Varies By Segment (see pages ND-2 & ND-3)



LENGTH
3 miles

FUNCTIONAL CLASS

- Existing:**
- 4-Lane Major Arterial Villa La Jolla Dr to University Center Ln, Genesee Ave to Towne Center Dr and Ave of Flags to La Jolla Village Dr/Miramar Rd
 - 5-Lane Major Arterial Judicial Dr to Ave of Flags
 - 6-Lane Major Arterial University Center Ln to Genesee Ave
 - 6-Lane Prime Arterial from Towne Center Dr to Judicial Dr

Adopted:
No modifications from existing

TRAFFIC VOLUMES

- 28,000 - Villa La Jolla Dr to I-5 NB Off Ramp to University Center Lane
- 22,000 - I-5 NB Off Ramp/University Center Lane to Miramar Road

POTENTIAL CORRIDOR-WIDE IMPROVEMENTS

- Flexible Lanes:** Dedicated roadway space for any combination of non-single occupancy vehicles, such as transit, autonomous/connected vehicles, or other emerging mobility
- Separated Bikeway:** Improves comfort by reducing traffic stress on cyclists, encourages cycling, and creates connections within the community and to the region



LEGEND

- Typical Cross Sections (see following sheets)
- Focus Areas
- Corridor



existing photo



CORRIDOR CRASH SUMMARY

140 TOTAL CRASHES	
12% OF COMMUNITY CRASHES	
MOST PREDOMINANT VIOLATIONS	
1. NOT STATED	21%
2. UNSAFE SPEED	17%
3. IMPROPER TURNING	16%

Villa La Jolla Dr to I-5 NB Ramps (I-805 Overpass)

Proposed

Existing

Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- A center raised median
- One-way separated bikeway eastbound

Roadway Modifications:

- Sidewalk to be widened and constructed as non-contiguous on both sides with future redevelopment

Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Focus Area 4 on both sides.

I-5 NB Ramps to Regents Rd

Proposed

Existing

Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- A center raised median
- One-way separated bikeway eastbound
- One-way shared-use path on the north side

Roadway Modifications:

- Proposed reconfiguration would reduce the roadway width on the north side

Future Redevelopments:

- None

Judicial Dr to I-805 NB Ramps (I-805 Overpass)

Proposed

Existing

Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane westbound
- A center raised median
- Two-way separated bikeway on the north side
- Buffered bike lane eastbound

Roadway Modifications:

- None

Future Redevelopments:

- None

Regents Rd to Genesee Ave (East of Costa Verde Blvd Intersection)

Proposed

Existing

Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- A center raised median
- One-way separated bikeway each way

Roadway Modifications:

- Proposed reconfiguration would require widening on both sides with future redevelopment
- Sidewalk to be widened and constructed as non-contiguous on both sides with future redevelopment

Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Focus Area 3 on both sides.

Genesee Ave to Judicial Dr

Proposed

Existing

Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- A center raised median
- One-way separated bikeway each way

Roadway Modifications:

- None

Future Redevelopments:

- None

I-805 NB Ramps to Miramar Rd

Proposed

Existing

Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- A center raised median
- Two-way shared-use path on the north side
- Bike lane eastbound

Roadway Modifications:

- Proposed reconfiguration would reduce roadway width on the north side
- Sidewalk to be widened on the north side within existing right-of-way

Future Redevelopments:

- None

Note: All renderings, illustrations, and maps depict planning concepts and are not representative of any finalized or approved plans for development

MOBILITY CONCEPTS

Street Section Concepts Presented by the Mobility Team in February 2021

Towne Centre Drive - Corridor Concept

GENERAL CORRIDOR CROSS SECTION

Varies By Segment (see pages TCD-2 & TCD-3)



POTENTIAL CORRIDOR-WIDE IMPROVEMENTS

- **Traffic Calming:** Uses physical design to lower speeds and increase safety for all users
- **Buffered Bike Lanes:** Provides horizontal separation to bike users to increase safety and comfort



LEGEND

- Typical Cross Sections (see following sheets)
- Focus Area
- Corridor



existing photo

LENGTH

4 miles

FUNCTIONAL CLASS

Existing: 4-Lane Major Arterial Northern community boundary to Nobel Dr

Adopted: No modifications from existing

TRAFFIC VOLUMES

20,000 - North Limit to Nobel Dr



CORRIDOR CRASH SUMMARY

62 CORRIDOR CRASHES

5% OF COMMUNITY CRASHES

MOST PREDOMINANT VIOLATIONS

1. IMPROPER TURNING 24%
2. UNSAFE SPEED 19%
3. NOT STATED 15%

North End to 9540 Towne Centre Dr Dwy

Proposed

Existing

Reconfigure existing right-of-way to include:

- Parking lane on each side
- One shared travel lane each way

Roadway Modifications:

- Sidewalk to be constructed as non-contiguous on both sides with future redevelopment

Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Focus Area 2 on both sides

9540 Towne Centre Dr Dwy to Eastgate Mall

Proposed

Existing

Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- Buffered bike lane each way
- A center raised median

Roadway Modifications:

- Sidewalk to be constructed as non-contiguous on both sides with future redevelopment

Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Focus Area 2 on both sides

La Jolla Village Dr to Golden Haven Dr

Proposed

Existing

Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- Buffered bike lane each way
- A center raised median

Roadway Modifications:

- Sidewalk to be constructed as non-contiguous on the east side with future redevelopment

Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Focus Area 3 on both sides

Eastgate Mall to Executive Dr

Proposed

Existing

Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- Buffered bike lane each way
- A center raised median

Roadway Modifications:

- None

Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Focus Area 3 on the west side

Executive Dr to La Jolla Village Dr

Proposed

Existing

Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- Bike lane northbound
- Buffered bike lane southbound
- A center raised median

Roadway Modifications:

- None

Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Focus Area 3 on the west side

Golden Haven Dr to Nobel Dr

Proposed

Existing

Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- Buffered bike lane each way
- A center striped median

Roadway Modifications:

- None

Future Redevelopments:

- None

MOBILITY CONCEPTS

Street Section Concepts Presented by the Mobility Team in February 2021

La Jolla Village Drive - Corridor Concept

GENERAL CORRIDOR CROSS SECTION

Varies By Segment (see pages UJV-2 & UJV-3)



LEGEND

- Typical Cross Sections (see following sheets)
- Focus Area
- Corridor



existing photo

LENGTH

4 miles

FUNCTIONAL CLASS

- Existing:
 - 6 Lane Major Arterial I-5 SB Ramps to Towne Centre Dr, I-805 Bridge to I-805 NB Ramps
 - 6 Lane Prime Arterial Torrey Pines Rd to I-5 SB Ramps, Sategate Mall to Sategate community boundary
 - 7 Lane Major Arterial Towne Centre Dr to I-805 Bridge
 - 8 Lane Major Arterial I-805 NB Ramps to Eastgate Mall
- Adopted:
 - 6 Lane Prime Arterial Torrey Pines Rd to Towne Centre Dr, I-805 SB Ramps to I-805 NB Ramps
 - 8 Lane Prime Arterial Towne Centre Dr to I-805 SB Ramps, I-805 NB Ramps to Eastgate Mall

TRAFFIC VOLUMES

- 45,000 - Swellee College Dr to Towne Centre Dr
- 63,000 - Villa La Jolla Dr to I-5 NB Ramps
- 45,000 - I-5 NB Off Ramps to I-805 SB Ramps

POTENTIAL CORRIDOR-WIDE IMPROVEMENTS

- Flexible Lanes: Dedicated roadway space for any combination of non-single occupancy vehicles, such as transit, autonomous/connected vehicles, or other emerging mobility



COMMUNITY AREA



CORRIDOR CRASH SUMMARY

257 TOTAL CRASHES

21% OF COMMUNITY CRASHES

MOST PREDOMINANT VIOLATIONS

1. UNSAFE SPEED	25%
2. IMPROPER TURNING	16%
3. NOT STATED	16%

N Torrey Pines Rd to I-5 NB Ramps

Proposed

Existing

Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- A center raised median
- Buffered bike lane each way

Roadway Modifications:

- Proposed reconfiguration would reduce the roadway width on both sides

Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Focus Area 4 on the south side

I-5 NB Ramps to Regents Rd

Proposed

Existing

Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- A center raised median
- Buffered bike lane each way

Roadway Modifications:

- None

Future Redevelopments:

- None

Nobel Dr to East Boundary

Proposed

Existing

Reconfigure existing right-of-way to include:

- Three general purpose travel lanes westbound
- Two general purpose travel lanes eastbound
- One flexible lane each way
- A center raised median
- Buffered bike lane westbound
- Two-way separated bikeway on the south side

Roadway Modifications:

- None

Future Redevelopments:

- None

Regents Rd to Towne Centre Dr

Proposed

Existing

Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- A center raised median
- Buffered bike lane each way

Roadway Modifications:

- Sidewalk to be widened and constructed as non-contiguous on both sides with future redevelopment

Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Focus Area 3 on both sides

Towne Centre Dr to Nobel Dr

Proposed

Existing

Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- A center raised median
- Buffered bike lane each way

Roadway Modifications:

- Proposed reconfiguration would reduce the roadway width on both sides

Future Redevelopments:

- None

Note: All renderings, illustrations, and maps depict planning concepts and are not representative of any finalized or approved plans for development

MOBILITY CONCEPTS

Street Section Concepts Presented by the Mobility Team in February 2021

Eastgate Mall - Corridor Concept

GENERAL CORRIDOR CROSS SECTION

Varies By Segment (see pages EM-2 & EM-3)



LEGEND

- Typical Cross Sections (see following sheets)
- Focus Areas
- Corridor

LENGTH

2 miles

FUNCTIONAL CLASS

- Existing:**
- 2-Lane Collector (MLTJ) Regents Rd to Genesee Ave, Eastgate Dr to La Jolla Village Dr/Miramar Rd
 - 4-Lane Collector Genesee Ave to Eastern Wy
 - 4-Lane Major Arterial Eastern Wy to Eastgate Dr
- Adapted:**
- 4-Lane Collector Genesee Ave to Eastern Wy, Eastgate Dr to La Jolla Village Dr/Miramar Rd
 - 4-Lane Major Arterial Eastern Wy to Eastgate Dr

TRAFFIC VOLUMES

6,500 - Regents Rd to Genesee Ave
15,000 - Genesee Ave to Miramar Rd

POTENTIAL CORRIDOR-WIDE IMPROVEMENTS

- Separated Bikeway: Improves comfort by reducing traffic stress on cyclists, encourages cycling, and creates connections within the community and to the region



COMMUNITY AREA



CORRIDOR CRASH SUMMARY

- 61 TOTAL CRASHES
- 5% OF COMMUNITY CRASHES
- MOST PREDOMINANT VIOLATIONS
- 1. AUTO R/W VIOLATION 36%
- 2. IMPROPER TURNING 18%
- 3. UNSAFE SPEED 13%



existing photo

Regents Rd to Genesee Ave

Proposed

Existing

Reconfigure existing right-of-way to include:

- Parking lane on both sides
- One general purpose travel lane each way
- A center two-way left-turn lane
- Buffered bike lane westbound
- Parking protected bikeway eastbound

Roadway Modifications:

- Sidewalk to be widened and constructed as non-contiguous on the south side with future redevelopment

Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Focus Area 3 on the south side

Genesee Ave to Judicial Dr

Proposed

Existing

Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- A center two-way left-turn lane
- Separated bikeway each way

Roadway Modifications:

- Proposed reconfiguration would require widening to the south with future redevelopment
- Sidewalk to be widened on the south side with future redevelopment

Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Focus Area 2 on the north side and 5 on the south side

I-805 Overpass to Miramar Road

Proposed

Existing

Reconfigure existing right-of-way to include:

- One general purpose travel lane each way
- A center two-way left-turn lane
- Two-way separated bikeway on the south/west side

Roadway Modifications:

- None

Future Redevelopments:

- None

Judicial Dr to I-805 Overpass

Proposed

Existing

Reconfigure existing right-of-way to include:

- Two general purpose travel lanes westbound
- One general purpose travel lane eastbound
- A center raised median
- Bike lane westbound
- Two-way separated bikeway on the south side

Roadway Modifications:

- None

Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Focus Area 2 on both sides

I-805 Overpass

Proposed

Existing

Reconfigure existing right-of-way to include:

- One general purpose travel lane each way
- Two-way separated bikeway on the south side

Roadway Modifications:

- None

Future Redevelopments:

- None

NORTH TORREY PINES EMPLOYMENT CENTER

FOCUS AREA 1

CONTEXT

- A prime employment center for healthcare, life sciences, and biotechnology with over 5,000 jobs
- Adjacent to Torrey Pines Golf Course, Scripps, UC San Diego, and the Salk Institute
- Within a Transit Priority Area and accessible by bus
- Within the thirty (30) foot Coastal Height Limit
- Within the MCAS Miramar Accident Potential and Transition Zones, which limit density to 50 and 300 persons per acre (respectively)

VISION

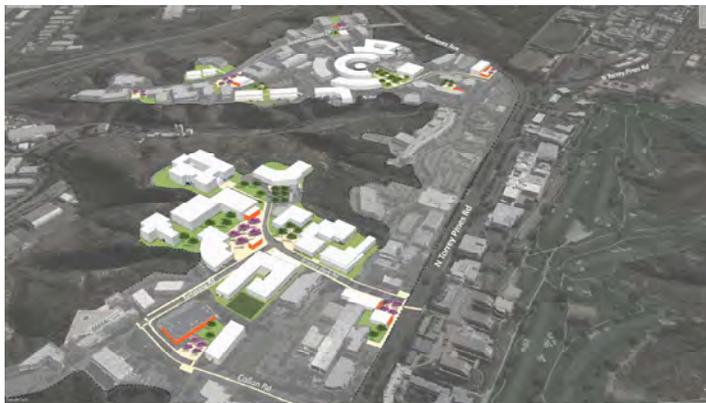
An enhanced employment center through placemaking, employee amenities, and increased connectivity



Bird's Eye View of the Focus Area as it exists today

SCENARIO 1

Prime employment center focused on campus-oriented site design with internal, employee-serving amenities



Conceptual building orientation and site design looking south along N. Torrey Pines Rd.



Conceptual land use looking south along N. Torrey Pines Rd.



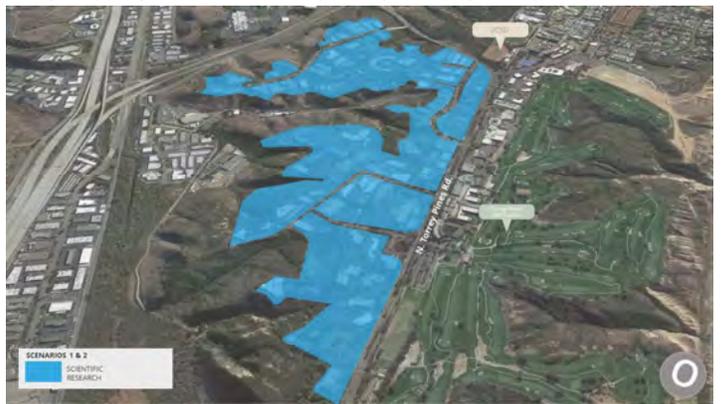
Conceptual illustration of the area showing potential new employment uses and environment

SCENARIO 2

Prime employment center focused on orienting buildings towards N. Torrey Pines Road and greater connections to facilitate shared amenity use



Conceptual building orientation and site design looking south along N. Torrey Pines Rd.



Conceptual land use looking south along N. Torrey Pines Rd.



Conceptual illustration of the area showing potential new employment uses and environment

CAMPUS POINT & TOWNE CENTRE EMPLOYMENT VILLAGE

FOCUS AREA 2

CONTEXT

- A prime employment center with over 15,000 jobs
- Located north of Mandell-Weiss Eastgate City Park and includes Eastgate Mini Park #1 and #2
- Within a Transit Priority Area and accessible by transit, including the UC San Diego Health La Jolla (Voigt Drive) Trolley Station and bus stops along Eastgate Drive
- Within the MCAS Miramar Accident Potential and Transition Zones, which limit density to 50 and 300 persons per acre (respectively)

VISION

An employment village with increased housing opportunities and access to transit



Bird's Eye View of the Focus Area as it exists today

SCENARIO 1

- An Urban Employment Village with mixed-use opportunities along Campus Point Drive and Towne Centre Drive
- Primarily employment-serving but includes some housing and other employee-serving amenities
- Areas within the Accident Potential Zone II remain Science and Technology Park
- Higher-density housing along Genesee Avenue and mixed-use at the corner of Genesee and Eastgate Mall

SCENARIO 2

- Campus Point Drive and Town Center Drive remain employment-serving and have no co-location of housing and jobs
- Medium-density housing along Genesee Avenue and mixed-use at the corner of Genesee and Eastgate Mall



Conceptual building orientation and site design looking north along Genesee Ave. and Eastgate Mall



Conceptual building orientation and site design looking north along Genesee Ave. and Eastgate Mall



Conceptual land use looking north along Genesee Ave. and Eastgate Mall



Conceptual land use looking north along Genesee Ave. and Eastgate Mall



Conceptual illustration of the area showing potential new employment and residential uses



Conceptual illustration of the area showing potential new employment and residential uses

UTC TRANSIT VILLAGE

FOCUS AREA 3

CONTEXT

- The core of the University community and a major destination that includes 1,000 housing units and 10,000 jobs
- Home to large employers, visitor destinations, and regional destinations including the UTC Mall
- Within a Transit Priority Area and accessible by transit, including the Executive Drive Trolley Station, UTC Trolley Station, and multiple bus stops
- Includes the Mandell-Weiss Eastgate City Park and adjacent to Doyle Elementary School and Doyle Community Park
- North of the University City High School and Nobel Athletic Area and Library
- Subject to the Federal Aviation Administration height notification requirement



Bird's Eye View of the Focus Area as it exists today

VISION

A high-density, mixed-use transit village that is supportive of jobs, housing, and a pedestrian-oriented district

SCENARIO 1

- Provides the highest density of mixed-use and integrates both jobs and housing
- Urban Village land use supportive of residential and/or employment mixed-use development
- Some housing within Renaissance Towne Center



Conceptual building orientation and site design looking east along La Jolla Village Dr.



Conceptual land use looking east along La Jolla Village Dr.



Conceptual illustration of Executive Dr. showing a potential pedestrian promenade

SCENARIO 2

- Provides a medium-high density of mixed-use and integrates both jobs and housing
- Urban Village land use supportive of residential and/or employment mixed-use development
- Some housing within Renaissance Towne Center and increased housing along Nobel Drive



Conceptual building orientation and site design looking east along La Jolla Village Dr.



Conceptual land use looking east along La Jolla Village Dr.



Conceptual illustration of Executive Dr.

NOBEL CAMPUS TRANSIT VILLAGE

FOCUS AREA 4

CONTEXT

- A key area in the western portion of the University community that includes 150 housing units and 5,000 jobs
- Home to several shopping centers and visitor destinations
- Located just south of UC San Diego and north of Villa La Jolla Park; adjacent to Doyle Community Park, Doyle Elementary School, and the proposed Regents Road linear park (with access to Rose Canyon) to the south
- Within a Transit Priority Area and accessible by transit, including Nobel Drive Trolley Station and multiple bus stops
- West of Interstate 5 (I-5) is within the thirty (30) foot Coastal Height Limit, which is only amended by a vote of the people



Bird's Eye View of the Focus Area as it exists today

VISION

A mixed-use transit village that includes enhanced amenities for residents, visitors, and members of the UC San Diego community

SCENARIO 1

- A higher density of mixed-use beyond the 30-foot Coastal Height Limit
- Urban Village land use supportive of residential and/or employment mixed-use development
- Housing at Gilman Drive and La Jolla Village Drive and La Jolla Colony Shopping Center



Conceptual building orientation and site design looking southeast along La Jolla Village Dr.



Conceptual land use looking southeast along La Jolla Village Dr.



Conceptual illustration of Nobel Dr. looking east

SCENARIO 2

- A medium-low density of mixed-use with height inside the 30-foot Coastal Height Limit
- Urban Village land use supportive of residential and/or employment mixed-use development
- Some housing at the La Jolla Colony Shopping Center



Conceptual building orientation and site design looking southeast along La Jolla Village Dr.



Conceptual land use looking southeast along La Jolla Village Dr.



Conceptual illustration of Nobel Dr. looking east

GOVERNOR COMMUNITY VILLAGE

FOCUS AREA 5

CONTEXT

- Located in the southern portion of the University Community and south of Rose Canyon Open Space Park.
- Includes two shopping centers: the Sprouts shopping center to the west and the University Square (Vons) shopping center to the east
- Shopping centers include just over 500 jobs and currently do not have any housing

VISION

- A mixed-use community village with more housing opportunities
- Continuation of existing retail and the creation of more opportunities through infill development



Bird's Eye View of the Focus Area showing proposed land use changes

SCENARIO 1

- Medium-density infill development within shopping centers to provide mixed-use and housing



Conceptual land use of University City Marketplace looking north along Regents Rd. and Governor Dr.



Conceptual building orientation and site design of University Square looking south along Genesee Ave. and Governor Dr.



Conceptual illustration of the University Square

SCENARIO 2

- Medium to low-density infill development within shopping centers to provide mixed-use and housing



Conceptual land use of University City Marketplace looking north along Regents Rd. and Governor Dr.



Conceptual building orientation and site design of University Square looking south along Genesee Ave. and Governor Dr.



Conceptual illustration of the University Square

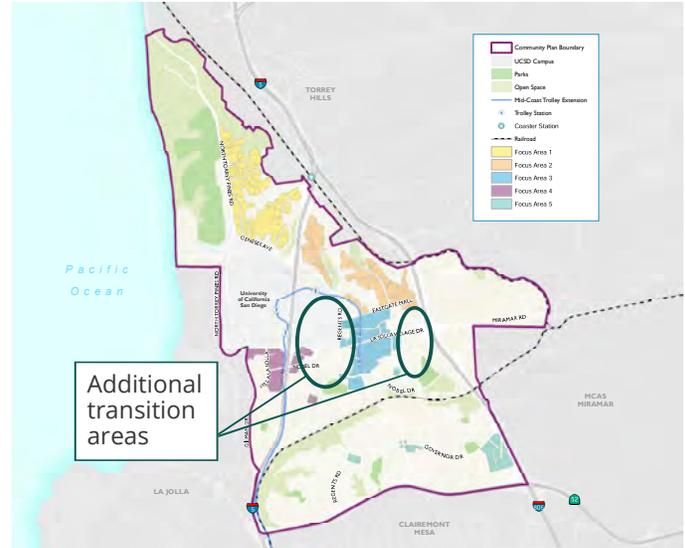
LAND USE SCENARIOS

Putting the Pieces Together

Focus Areas

The focus areas represent the areas of the community that are most likely to change between now and 2050 based on how much existing investment already exists within the community as a whole. However, it is not expected that all sites within the focus areas will change or that all sites will all develop into the maximum allowed capacity on the site.

Beyond the focus areas, other areas of the community are much less likely to change. Some sites, however, serve as important transitions between focus areas. Even though they are less likely to redevelop, a new land use designation with an increased intensity has been applied. In addition, increased development capacity can help promote reinvestment in sites as they begin to age.

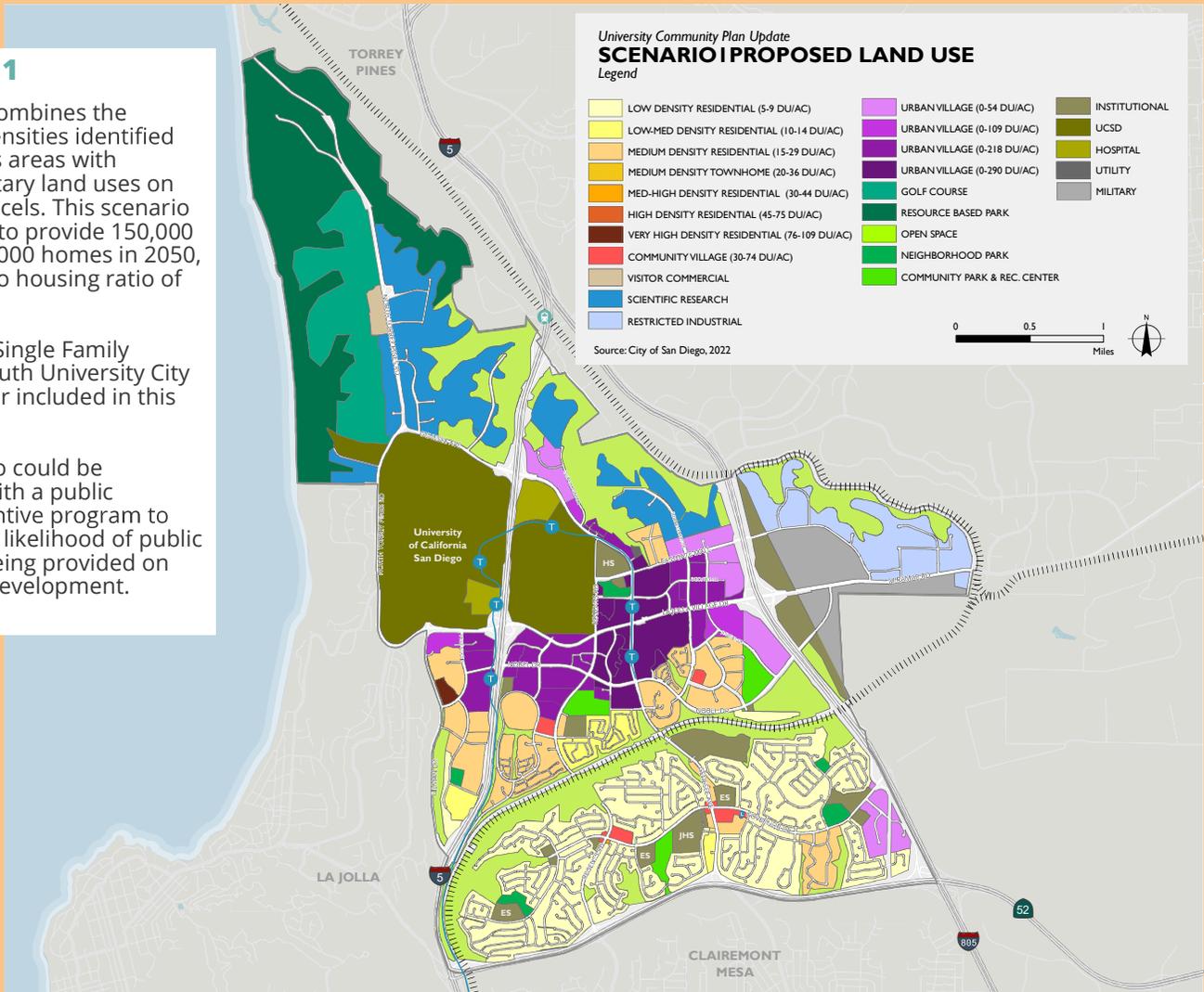


Scenario 1

Scenario 1 combines the greatest intensities identified for the focus areas with complementary land uses on adjacent parcels. This scenario is projected to provide 150,000 jobs and 81,000 homes in 2050, with a jobs to housing ratio of 1.85.

Changes to Single Family homes in South University City are no longer included in this alternative.

This scenario could be combined with a public benefit incentive program to increase the likelihood of public amenities being provided on site with redevelopment.



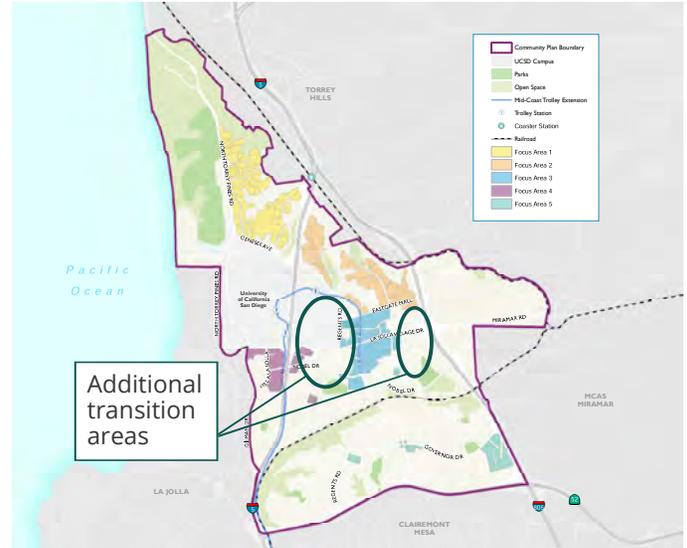
LAND USE SCENARIOS

Putting the Pieces Together

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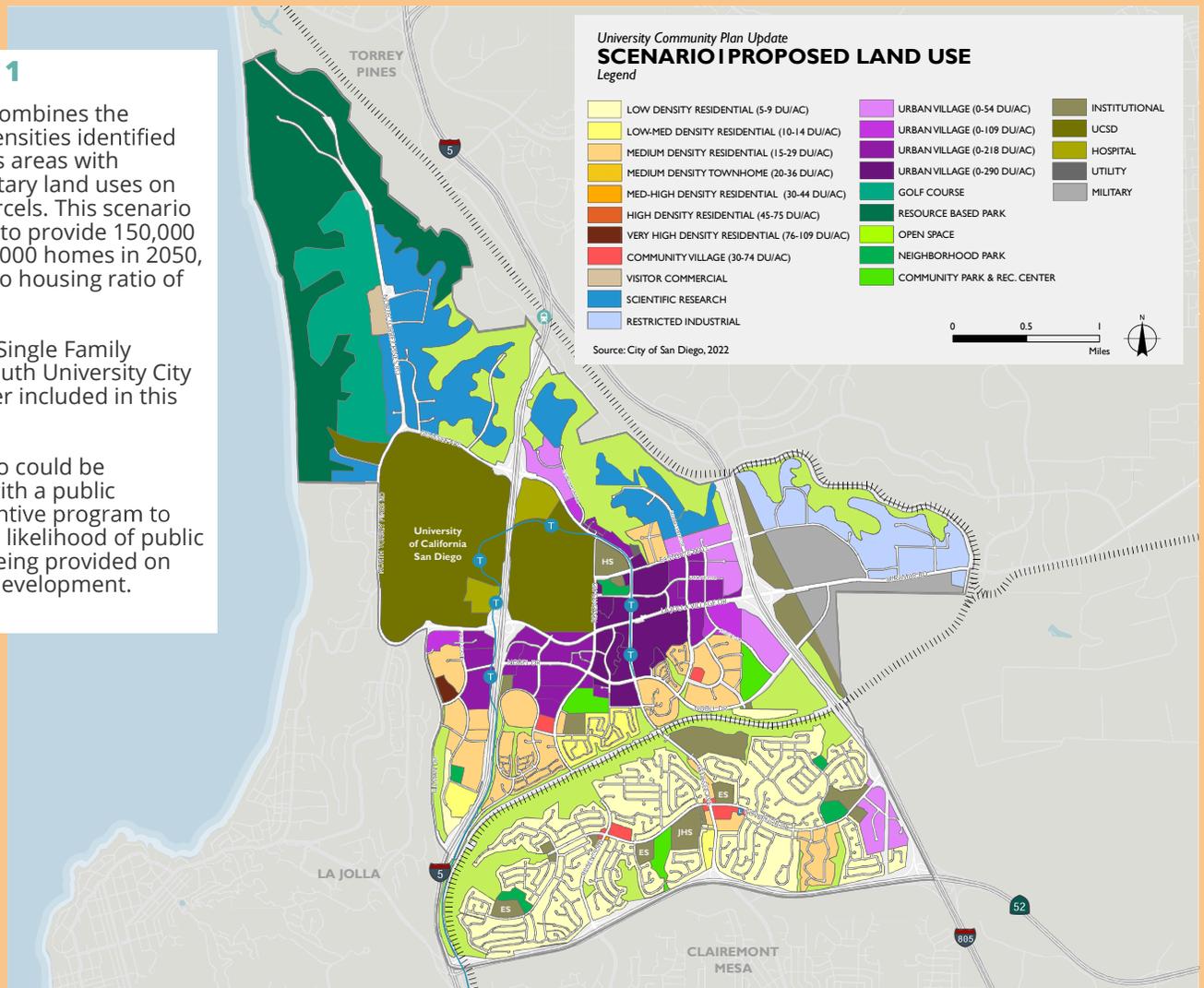


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Scenario 1 combines the greatest intensities identified for the focus areas with complementary land uses on adjacent parcels. This scenario is projected to provide 150,000 jobs and 81,000 homes in 2050, with a jobs to housing ratio of 1.85.

Changes to Single Family homes in South University City are no longer included in this alternative.

This scenario could be combined with a public benefit incentive program to increase the likelihood of public amenities being provided on site with redevelopment.

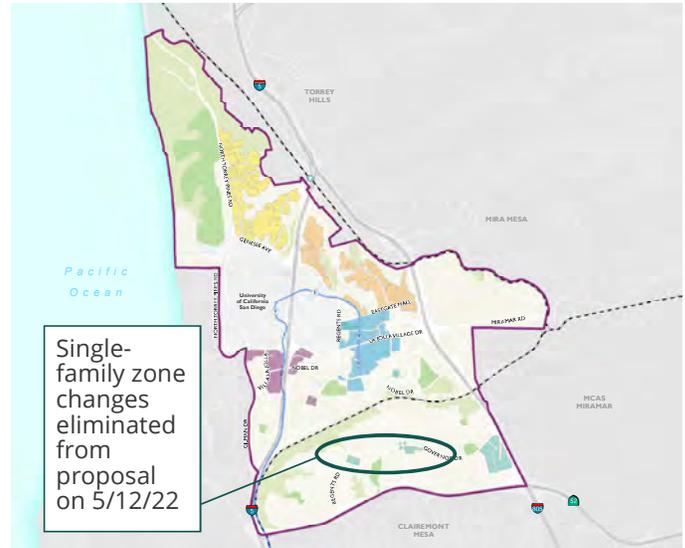


LAND USE SCENARIOS

Putting the Pieces Together

Single-Family Areas in South UC

The change to the single-family zoning was introduced by the City to reflect greater clarity and opportunity to implement the City's recent adoption of Senate Bill 9. The Planning Department, the Mayor, and Councilmember Joe LaCava understand that by and large, the community disagrees. Further, we understand the community believes existing SB 9 regulations better suit your neighborhood than the proposed upzoning. Continued discussion of zoning for South University City detracts from the important conversations and decisions on the remainder of the Plan Update. We will move forward only with the University Community Plan Update land use scenarios focused on North University City and the commercial centers and office uses in South University City. No changes will be included for the residential uses in South University City.

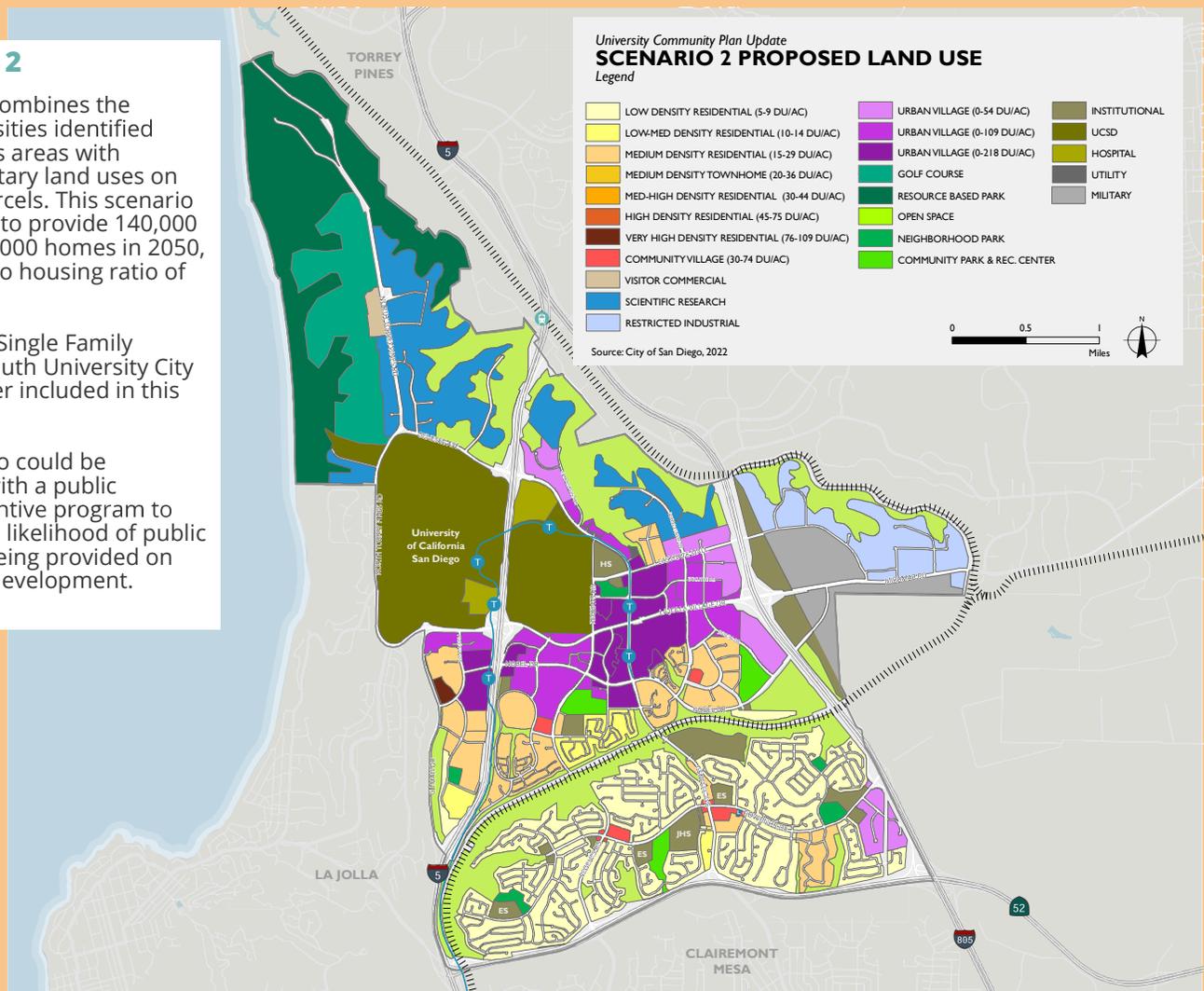


Scenario 2

Scenario 2 combines the lesser intensities identified for the focus areas with complementary land uses on adjacent parcels. This scenario is projected to provide 140,000 jobs and 60,000 homes in 2050, with a jobs to housing ratio of 2.33.

Changes to Single Family homes in South University City are no longer included in this alternative.

This scenario could be combined with a public benefit incentive program to increase the likelihood of public amenities being provided on site with redevelopment.

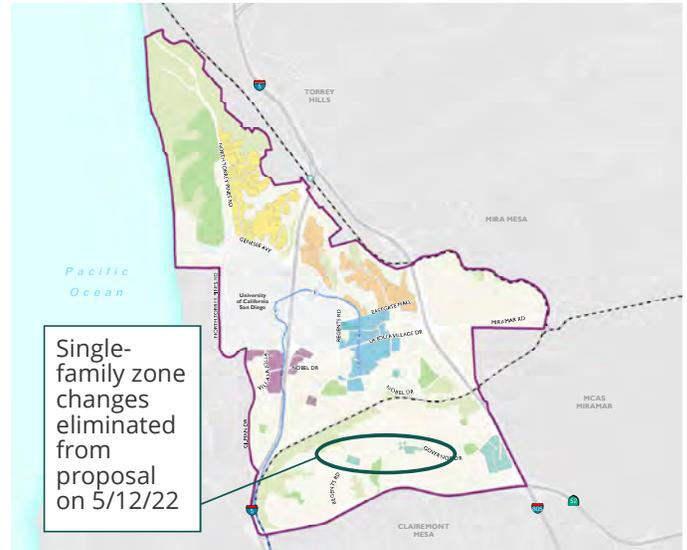


LAND USE SCENARIOS

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Scenario 2

Scenario 2 combines the lesser intensities identified for the focus areas with complementary land uses on adjacent parcels. This scenario is projected to provide 140,000 jobs and 60,000 homes in 2050, with a jobs to housing ratio of 2.33.

Changes to Single Family homes in South University City are no longer included in this alternative.

This scenario could be combined with a public benefit incentive program to increase the likelihood of public amenities being provided on site with redevelopment.

