

FUTURE CONDITIONS

SANDAG's Series 8 model used 2015 for the forecast year. For the University model, the land uses and the roadway network within the University community were modified and expanded to include buildout conditions.

The land use maps for the University community produced by SANDAG and the 2015 land use listing for each TAZ were given to the Long Range Planning staff for the University community who confirmed and updated them to reflect the buildout of the community (See Appendix C).

The SANDAG 2015 roadway network attributes were compared to existing data and the University community circulation element roadway network and were modified to reflect buildout conditions. **Figure 9** shows the Circulation Element for the University community adopted on January 16, 1990.

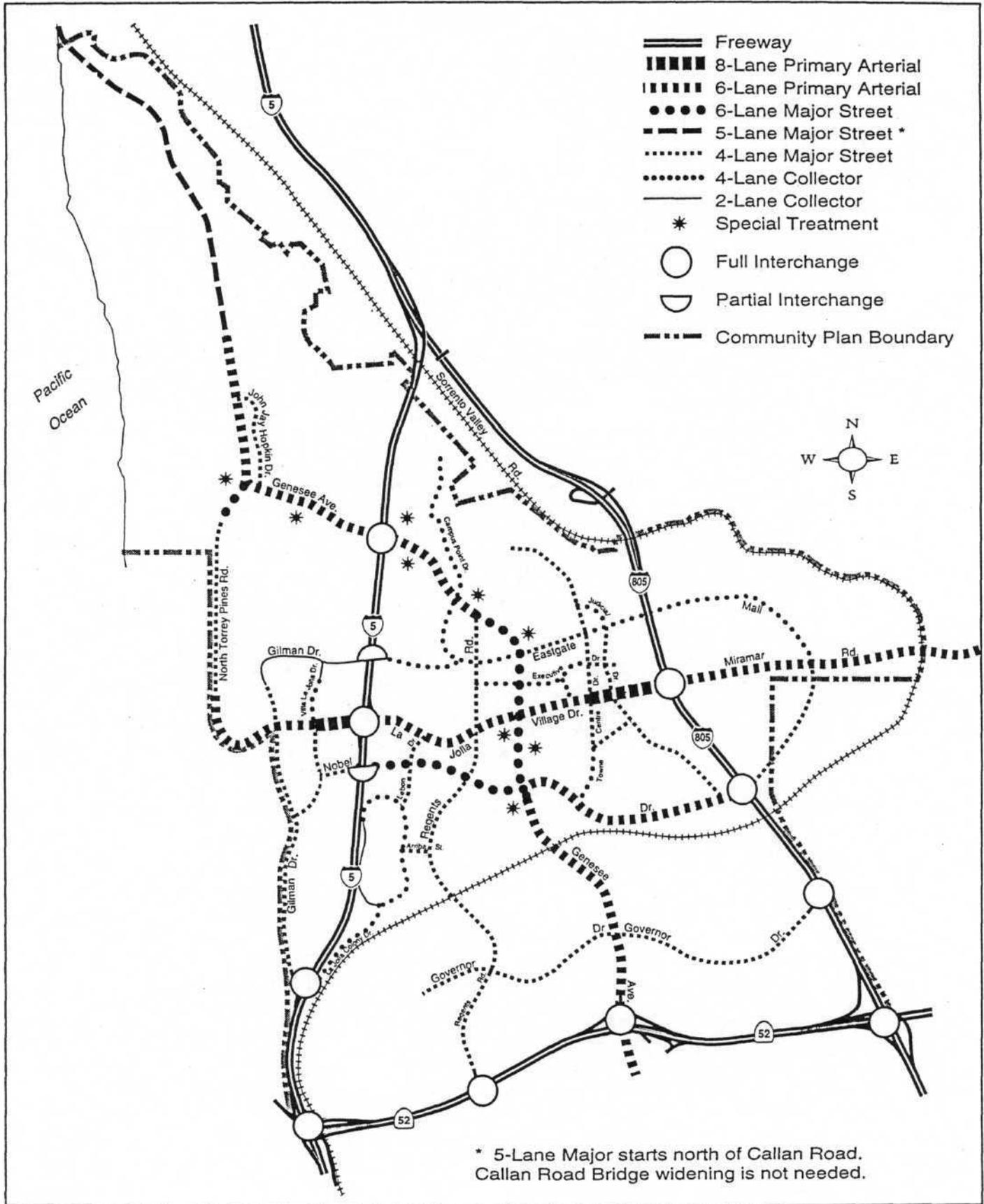
Alternatives Studied

Four alternatives were initially chosen to test the need for one or both of the two CIP projects. **Table 5** shows the different combinations of the Genesee Avenue widening and the Regents Road Bridge that made up Alternatives 1-4.

Alternative 1 nearly represents the adopted circulation element for University with the exception of the full interchanges at I-5/SR-52 and I-805/Nobel Drive. Alternative 3 represents the "no build" condition for the two CIP projects. In Alternative 2, Genesee Avenue widening was "in" but the Regents Road Bridge was "out". In Alternative 4, Genesee Avenue widening was "out" but the Regents Road Bridge was "in".

After an initial review by the community planning group, some additional alternatives were proposed to test the amount of traffic reduction that would be realized from a decrease in community development. The four network alternatives were combined with a 20 percent reduction in generated trips for undeveloped parcels that did not have active development permits. **Table 6** shows the descriptions of Alternatives 5-8.

The development levels within the University community are shown in **Table 7**. This table shows that the community was 82 percent builtout in 1995, leaving 18 percent yet to be developed. Of that 18 percent, parcels representing 12 percent of buildout trips had active development permits. This left only 6 percent of the buildout trips coming from parcels that did not already have a level of development approved by the City.



Adopted Circulation Element (January 16, 1990)
University Focused Transportation Study

City of San Diego • Community and Economic Development Dept.
 Transportation Planning Section

figure
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Table 5

UNIVERSITY FOCUSED TRANSPORTATION STUDY
 BUILDOUT MODEL
 NETWORK ALTERNATIVES

	Genesee Avenue	Regents Bridge

Alternative 1	6 lanes	In
Alternative 2	6 lanes	Out
Alternative 3	4 lanes	Out
Alternative 4	4 lanes	In

All alternatives include the extension of Nobel Drive from Judicial Drive to Miramar Road and the I-805/Nobel Drive half-diamond interchange.

Table 6

UNIVERSITY FOCUSED TRANSPORTATION STUDY
 BUILDOUT MODEL
 NETWORK ALTERNATIVES

	Genesee Avenue	Regents Bridge
Alternative 5	6 lanes	In
Alternative 6	6 lanes	Out
Alternative 7	4 lanes	Out
Alternative 8	4 lanes	In

*With 20% Reduction of Trip Generation on
 Undeveloped Parcels Without Active Permits*

All alternatives include the extension of Nobel Drive from Judicial Drive to Miramar Road and the I-805/Nobel Drive half-diamond interchange.

Table 7

Development Levels within the University Community

1995 Vehicle Trip Ends 623,684

Buildout Vehicle Trip Ends 764,444

Percent Builtout in 1995 (Based on Trip Generation) 82 %

Undeveloped Parcels w/o Active Permits

Land Use Type	Intensity	Vehicle Trips	20% Trip Reduction
Industrial	442 KSF	6,188	1,238
Science / Research	3,183 KSF	29,862	5,972
Residential	801 DUs	3,688	738
SR / VC / Office	500 KSF	6,000	1,200
TOTAL		45,738	9,148

Undeveloped Parcels w/o Active Permits Percent of Buildout 6 %

Undeveloped Parcels w/ Active Permits Percent of Buildout 12 %

This 6 percent represented about 45,700 trips in the community. A 20 percent reduction in these trips was about 9,100 trips, which represented less than 2 percent of the 764,444 total buildout traffic for the community.

All the alternatives included the extension of Nobel Drive from Judicial Drive to Miramar Road and the I-805/Nobel Drive half-diamond interchange.