



THE CITY OF SAN DIEGO

## Report to the Planning Commission

DATE ISSUED: May 4, 2023 REPORT NO. PC-23-019  
HEARING DATE: May 11, 2023  
SUBJECT: Towne Centre View – Process Five  
PROJECT NO.: [624751](#)  
REFERENCE: [Planning Commission Report No. PC-20-050](#)  
OWNER/APPLICANT: BRE-BMR Towne Centre Science Park LLC

### SUMMARY

Issue: Should the Planning Commission recommend to the City Council approval of an Amendment to the General Plan, University Community Plan, Planned Development Permit, Site Development Permit, Neighborhood Development Permit, Coastal Development Permit, Vesting Tentative Map, Public Right-of-Way Vacation and Easement Vacation for the development of an approximately one million-square-foot scientific research and development campus on a 33.5-acre site located at the western terminus of Towne Centre Drive, north of Westerra Court?

### Staff Recommendations

1. Recommend the City Council certify Environmental Impact Report SCH No. 2021040044, adopt the CEQA Findings, and adopt the Mitigation, Monitoring and Reporting Program; and
2. Recommend the City Council approve General Plan and Community Plan Amendment No. 2607746; Planned Development Permit No. 2607763 (amending Planned Industrial Development Permit No. 99-7756); Site Development Permit No. 2237939 (amending Site Development Permit No. 2758); Neighborhood Development Permit No. 2582527; Coastal Development Permit No. 2237940 (amending Coastal Development Permit No. 117798); Vesting Tentative Map No. 2507560; Public Right-of-Way Vacation No. 2507558; and Easement Vacation No. 2508994.

Community Planning Group Recommendation: On March 14, 2023, the University Community Planning Group recommended on a vote of 11-1 with 2 abstentions to recommend approval of the Towne Centre View Project No 624751 without conditions (Attachment 10).

Environmental Review: On March 10, 2023, the Development Services Department (DSD) completed Environmental Impact Report SCH No. 2021040044 for the Project in accordance with the State of California Environmental Quality Act (CEQA) Guidelines. A Mitigation, Monitoring and Reporting Program has been prepared and will be implemented that will reduce the potential impacts to below a level of significance.

Fiscal Impact Statement: All costs associated with the processing of this Project are recovered through a deposit account funded by the Applicant.

Housing Impact Statement: The Project is located in Industrial and Prime Industrial Lands, which does not allow residential units. The Project does not include residential dwelling units.

## BACKGROUND

The Project site within the University Community Plan area at the northern terminus of Towne Centre Drive, generally between I-5 to the west and I-805 to the east. The Project site encompasses 33.5 acres and is currently associated with the following addresses: 9855/9865/9875/9885 Towne Centre Drive. The Project site is designated as Industrial and Prime Industrial Lands in the General Plan, and Scientific Research in the University Community Plan. The Project site is located at the end of the Eastgate Technology Park (although not a part), a former area of Pueblo Lands that was developed by the City of San Diego in the early 1980s to support the growth of technology industries emerging from the University of California at San Diego (UCSD).

The Project is located within the IP-1-1 (Industrial) and RS-1-14 and RS-1-7 (Residential) zones. The Project is within the Community Plan Implementation Overlay Zone (CPIOZ) Type A as well as, Fire Brush Zones, Very High Fire Severity Zone, Parking Impact Overlay Zone, Prime Industrial Lands, Transit Priority Area. The project is also located in the Airport Land Use Compatibility Overlay Zone (ALUCOZ) which implements the Marine Corps Air Station (MCAS) Miramar Airport Land Use Compatibility Plan (ALUCP). The northern portion of the project site is in the Coastal Overlay Zone (non-appealable).

The eastern portion of the Project site (approximately 11.3 acres) is currently developed with three scientific research buildings (previously entitled under Planned Industrial Permit (PID) 96-7756) owned by the Applicant, with approximately 192,365 square feet (sf) of building area and a 7,370-sf covered courtyard surrounded by surface parking. The western portion of the Project site is entitled for 190,000 sf of research and development (R&D) uses (pursuant to Coastal Development Permit (CDP) No. 117798 and Site Development Permit No. 2758, PTS #1591) and was most recently used as the construction staging area for the Blue Line Trolley Extension. Prior to its use as a construction staging area, the western portion of the Project site was rough graded with building pad sites to support the previously approved development, and drainage infrastructure was installed. The Project site is located on a graded mesa, and much of the proposed development area is covered by

fill material. There are existing retaining walls on-site that surround the existing developed area in the eastern portion of the Project site and the recently completed construction staging area in the western portion of the Project site.

## DISCUSSION

### Project Description

The Project involves demolition of the existing buildings and associated facilities on the 33.5-acre site to accommodate development/redevelopment of the 26.5-acre southern portion of the Project site with a new five-building Research and Development (R&D) campus.

#### *Buildings*

The proposed R&D campus would include five buildings (Buildings A through E), which would have an estimated gross floor area (GFA) of approximately one million square feet. The buildings would range in size from 5,924 sf of GFA (Building E) to 294,066 sf of GFA (Building B). Building E would be two levels, Building D would be five levels, and Buildings A-C would be six levels. The area of development is relatively flat, with base elevations ranging from 330 to 360 feet above mean sea level (AMSL). The maximum building heights would range between 107.3 feet to 131.5 feet above grade.

#### *Parking*

The Project would provide the majority of parking underground and in a parking garage in the eastern portion of the Project site (six above-grade levels and one partial below-grade level). Approximately 2,500 automobile parking spaces would be provided onsite.

#### *Access*

The existing terminus of Towne Centre Drive within the Project site would be vacated and developed as part of the Project site. The intersection of Towne Centre Drive and Westerra Court would provide a turnaround to accommodate vehicular and emergency access.

#### *Landscaping*

Native and drought-resistant landscaping would be planted throughout the proposed development area and would be irrigated with reclaimed water from the City's North City Water Reclamation Plant.

#### *Amenities*

Onsite amenities would be provided for employees and guests, including recreational fields, sport courts, a gym, walking paths, outdoor meeting areas, canyon overlooks, convenience retail, and eating establishments.

#### *Transportation Demand Management*

To reduce vehicle travel, the Project would include a transportation demand management (TDM) program (discussed below), which would include an employee shuttle service to the UTC Transit Center to provide connectivity to the Mid-Coast Trolley, Superloop Rapid, and other local and

regional transit services within the University Community. In addition, an onsite transit concierge will coordinate the TDM program and encourage the use of alternative transportation through marketing and communication. The existing contiguous sidewalk along the north side of Towne Centre Drive would be replaced with a noncontiguous sidewalk, and onsite pedestrian paths would connect to the new sidewalk. Short and long-term bicycle locker spaces, repair stations, micro-mobility areas, and changing/shower facilities would also be provided onsite as well as subsidized transit passes for employees.

#### Coastal Overlay Zone

The undeveloped 7.0-acre parcel in the northern portion of the Project site is within the Multiple Habitat Planning Area and is in the non-appealable area of the Coastal Overlay Zone. The undeveloped parcel would remain as conserved open space. The Project would subdivide the portion of the Project site in the Coastal Overlay Zone from the area where buildings would be constructed. Landscaping, a fire access road, walking paths, and recreational facilities (such as a field and basketball court) will be provided within the portion of the site that was previously disturbed which are defined by existing retaining walls within the Coastal Overlay Zone. The project is not proposing to construct buildings within the Coastal Overlay Zone.

#### Multiple Habitat Planning Area

A portion of the area surrounding the development footprint of the Project site is located within the Multiple Habitat Planning Area (MHPA). The Project is surrounded by MHPA open space, which was dedicated to the City as part of previous development and entitlement of the site. The Project site has been previously graded and includes previously installed retaining walls that define the Project site area. The Project will not encroach into the MHPA. The Project will be conditioned to comply with the City of San Diego Multiple Species Conservation Plan (MSCP) Land Use Adjacency Guidelines (LUAG).

#### Airport Land Use Compatibility Overlay Zone

The ALUCOZ implements the adopted ALUCP for MCAS Miramar to ensure that new development located within the airport influence area is compatible with respect to airport-related noise, safety, airspace protection, and aircraft overflight. The site is outside of the 60 dB CNEL noise contours for MCAS Miramar. The Project site is bisected by the Transition Zone and Accident Potential Zone 2 (APZ 2), which limits future developments to lower intensities and will be subject to overflight of aircraft. The Transition Zone does not place limitations on commercial and industrial uses. The ALUCP maximum intensity limit of non-residential uses within the APZ 2 is 50 people per acre. The ALUCOZ implements this limitation with floor area ratio. Research and development uses within the APZ 2 are limited to a floor area ratio (FAR) of 0.34. While the Project does not exceed the limits for people per acre intensity within the APZ 2, and also does not exceed the FAR limit. The ALUCP allows an applicant to demonstrate with an alternative calculation that a development can exceed the FAR limit without exceeding the total number of people allowed. As required by the ALUCOZ, the Project is processing a Neighborhood Development Permit in accordance with SDMC

126.0402(l) to allow for an alternative calculation to be used within the ALUCP on the people per acre basis to provide flexibility in the ultimate square footage used within the APZ 2.

Projects that include a Community Plan Amendment within the ALUCOZ require a Site Development Permit as part of the process to obtain a consistency determination from the Airport Land Use Commission. The San Diego County Regional Airport Authority acting as the Airport Land Use Commission determined the Project to be consistent with the ALUCP for MCAS Miramar on February 11, 2022. The applicant has obtained a No Hazard to Air Navigation letter issued by the Federal Aviation Administration for the building height of the Project as required by the ALUCOZ. The Project is consistent with ALUCP compatibility requirements.

### Required Approvals

Due to process consolidation, all actions are processed as a Process Five, these permits are consolidated for processing per [SDMC Section 112.0103](#). Development of the Project requires:

- General Plan Amendment – A Process 5 General Plan Amendment (GPA) is required because the proposed Community Plan Amendment also amends the General Plan.
- Community Plan Amendment – A Process 5 Community Plan Amendment (CPA) consistent with San Diego Municipal Code (SDMC) Section 122.0101 is required to amend the development intensity table of the University Community Plan to increase the allowed intensity on the Project site from 18,000 square-feet per acre to a total of 1 million square-feet for the site. There is no change to the Scientific Research land use designation or community plan policies. The Planning Commission approved the initiation of the community plan amendment on August 27, 2020.
- Planned Development Permit (PDP) – A PDP Process 4 is required in accordance with SDMC Sections 126.0602(a)(1) and 126.0602(b)(1) for the following:
  - Deviations from the development regulations of the IP-1-1 zone (described on page 11 below); and
  - Amend the existing Planned Industrial Development Permit No. 96-7756.
- Site Development Permit (SDP) – A SDP is required for the following:
  - A Process 5 SDP is required in accordance with SDMC Section 126.0502 (e)(4) for development within the Airport Land Use Compatibility Overlay Zone proposing development that includes a land use plan approval. On February 11, 2022, the Airport Land Use Commission determined that the Project consistent with the ALUCP for MCAS Miramar;

- Industrial development per SDMC Section 126.0502(a)(4) on a premises with the presence of Environmentally Sensitive Lands (biological resources and steep slopes) per SDMC Section 143.0110;
  - To develop within the Community Plan Implementation Overlay Zones, Type “A”; and
  - An amendment to the existing SDP No. 2758.
- Neighborhood Development Permit (NDP) – A Process 2 NDP is required in accordance with SDMC Section 126.0402(l) for non-residential development where an alternative method of calculation is requested to demonstrate compliance with maximum intensity (people per acre) in the Airport Land Use Compatibility Overlay Zone.
  - Coastal Development Permit (CDP) – A Process 2 CDP in accordance with SDMC Section 126.0702(a) for subdivision, grading and landscape activities, as the Project is in the non-appealable area of the Coastal Overlay Zone, and, although no vertical development is proposed in the Coastal Zone, these activities are considered development; and to amend the existing CDP No. 117798.
  - Vesting Tentative Map (VTM) – A Process 5 Vesting Tentative Map in accordance with SDMC Section 125.0410 and 125.0430 to reconfigure the existing parcels to accommodate the proposed development, and for a Vesting Tentative Map that includes the vacation of public rights-of-way or abandonment of public service easements.
  - Public Right-of-Way Vacation - This Process 5 vacation is requested pursuant to SDMC Section 125.0910 and as incorporated into the Vesting Tentative Map to vacate and sell portions of an existing public street to the applicant. Both the applicant and the City are underlying fee owners, and the vacation cannot be summarily granted because the right-of-way does not lie within one ownership.
  - Easement Vacation – This Process 5 easement vacation is requested pursuant to SDMC Section 125.1010 for the vacation of public service easements and other easements.

## General Plan/Community Plan and Land Use Analysis

### General Plan

The Project site is designated “Industrial Employment” and “Open Space,” in the General Plan. The portion of the site designated as “Open Space” is the northern approximately 7.0-acre open space parcel that would remain undeveloped and is part of the City’s MHPA preserve. The Industrial Employment designation allows for scientific research, product development and testing, engineering, and any other basic research functions leading to new product development, with limited light manufacturing. Allowed office uses are limited to corporate headquarters, unless the office use is accessory to the primary use or provides direct support for scientific research uses. The

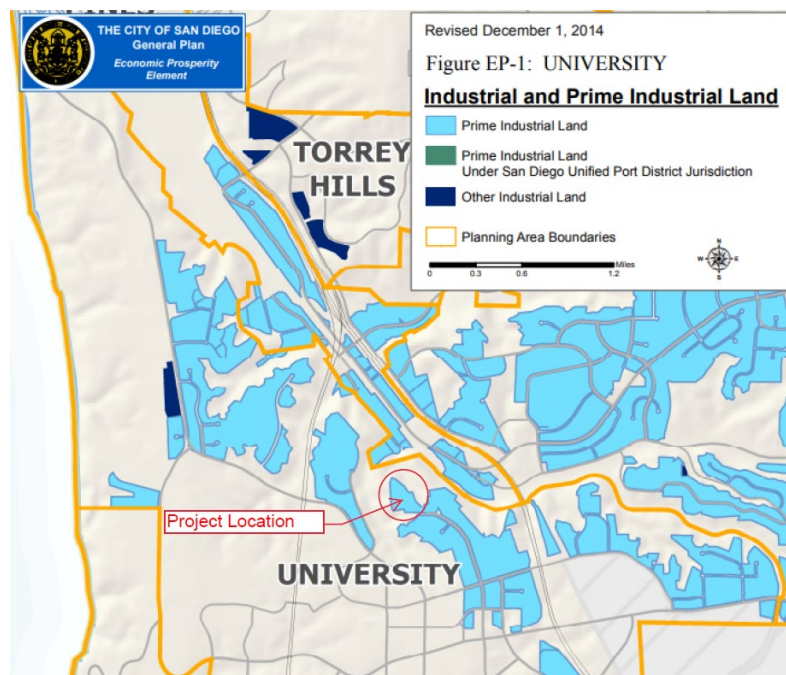
Project proposes a 1 million square foot research and development campus and is therefore consistent with the General Plan land use designation.

### *Economic Prosperity*

The Project site is within the “Subregional Employment Area”, and specifically within the University/Sorrento Mesa Subregional Employment Area. Subregional Employment Areas are major employment and/or commercial areas within the region containing corporate or multiple-use office, industrial and retail uses, with some adjacent multifamily residential uses. The University Community Plan area is designated by SANDAG as part of the Sorrento Valley Tier 1 employment center – the largest employment center in San Diego County. According to the SANDAG, in 2019, University Community had approximately 75,300 jobs. The Project’s location and proximity to transit make it consistent with General Plan Economic Prosperity Element policies relevant to development in the Subregional Employment Area, which include:

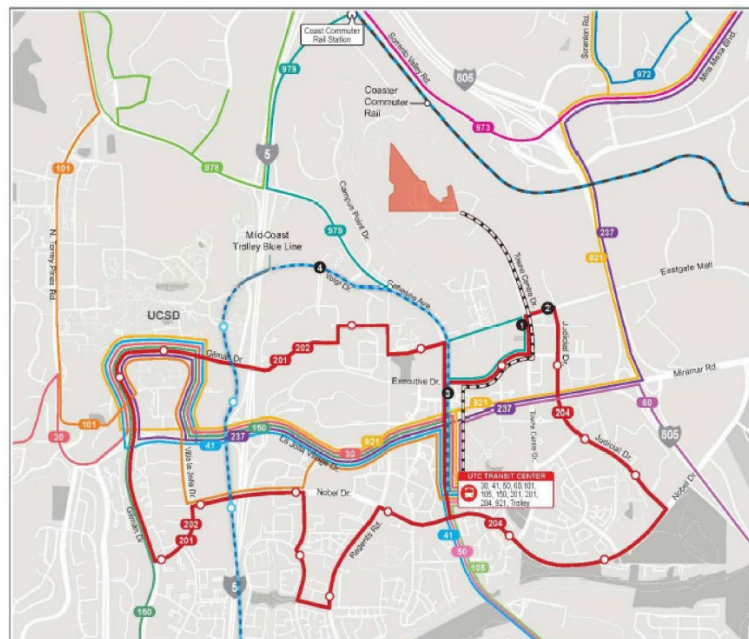
- EP-A.3. Encourage large regional employers to locate and expand in the Regional Center or Subregional Employment Areas;
- EP-A.7. Increase the allowable intensity of employment uses in Subregional Employment Areas and Urban Village Centers where transportation and transit infrastructure exist;
- EP-A.8. Concentrate more intense office development in Subregional Employment Areas and in Urban Villages with transit access; and
- EP-A.9. Efficiently utilize employment lands through increased intensity in “urban villages” and Subregional Employment Areas.

The Economic Prosperity Element of the General Plan designates the Project site as Prime Industrial Lands, which are areas that support export-oriented base sector activities such as warehouse distribution, heavy or light manufacturing, and research and development uses. Residential uses are not permitted. The Project is considered a base sector employment use and is consistent with the land use designation and policies related to the intensification of employment uses in Subregional Employment areas and Prime Industrial Lands.



### Mobility

The University Sub-Regional Employment Center comprises a well-developed local and regional transit network that includes the recently completed Blue Line Trolley extension to the University Community. The completion of the Blue Line Trolley extension is a key link between Downtown, the I-5, east county communities, and the University Community, providing the transit connectivity envisioned in the City of Villages strategy. The Project will be implementing a Transportation Demand Management Program (TDM) which includes subsidized transit passes for employees and employee shuttle to the UTC transit center. The Project's location and proximity to transit make it consistent with General Plan Mobility Element policies relevant to TDM, which include:



#### Legend

- = Project Location
- = Project Shuttle

ID / Route	Walking Distance From Project Site
1 979	0.64 Mile
2 204	0.69 Mile
3	1.10 Miles Mid-Coast Trolley Executive Dr.
4	1.51 Miles Mid-Coast Trolley Voigt Station

MTS Bus Routes	
59	101 520 829 201 Super Loop
41	125 972 309 Rapid
57	150 978 204
52	227 975

- ME-E.2. Maintain and enhance personal mobility options by supporting public and private transportation projects that will facilitate the implementation of TDM strategies.
- ME-E.3. Emphasize the movement of people rather than vehicles.
- ME-E.4. Promote the most efficient use of the City's existing transportation network.

### Conservation

The City of Village strategy to direct growth into areas served by transit is a conservation strategy. The efficient use of urban land reduces the need to develop outlying areas and creates an urban form where transit, walking and bicycling are more realistic alternatives to automobile travel. The Project is redeveloping an existing site within an urban area which is consistent with the General Plan Conservation Element. The Project contains sustainability features that include the use of reclaim water, electric vehicle charging locations, planting of 400 trees, and photovoltaic (PV) energy and battery storage on-site. The Project is also limiting development on land in the Coastal Zone and providing trails and overlook areas. The Project's sustainability features it consistent with General Plan Mobility Element policies, which include:



CE-A.5. Employ sustainable or “green” building techniques for the construction and operation of buildings.

CE-A.11. Implement sustainable landscape design and maintenance.

q. Implement water conservation measures in site/building design and landscaping.

r. Encourage the use of high efficiency irrigation technology, and recycled site water to reduce the use of potable water for irrigation. Use recycled water to meet the needs of development projects to the maximum extent feasible.

CE-C.8. Protect coastal vistas and overlook areas from obstructions and visual clutter where it would negatively affect the public's reasonable use and enjoyment of the resource.

CE-I.5. Support the installation of photovoltaic panels, and other forms of renewable energy production.

#### University Community Plan

The Project is in the University Community Plan (Community Plan) area. The Community Plan designates the Project site for “Scientific Research” and “Open Space,” which are consistent with the proposed Project land uses. The portion of the site designated as “Open Space” is the northern 7.0-acre open space parcel that would remain undeveloped. The Project site, although not a part, is located at the end of the Eastgate Technology Park, which was City Pueblo Lands set aside by the City to encourage scientific research uses supportive of UCSD. The Community Plan notes a special relationship between the University and the Community, stating that, “The University community is unique because of its proximity to a world-class university specializing in high technology, and scientific research and development. Scientific research uses supportive of UCSD and related scientific uses should be encouraged to develop in this area of the city.” The Project proposes to construct a scientific research campus on the site, and preserve the surrounding open space areas, and is, therefore, consistent with the Community Plan land use designation.

#### *Mobility*

The Community Plan also includes goals to improve accessibility throughout the area by establishing well-defined, multi-modal linkages that support pedestrian activity. The Project proposes to replace the existing sidewalk along the north side of Towne Centre Drive with non-contiguous sidewalk and a series of onsite pedestrian paths that connect to the sidewalk. The transportation demand management program, which includes measures such as providing shuttle service to and from existing transit stops as well as on-site bike amenities, further supports the goal of improving multi-modal access to this site.

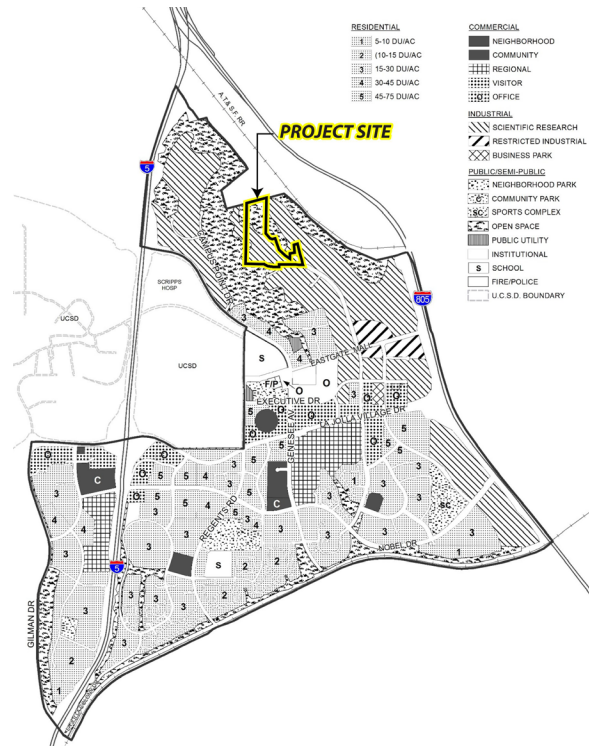
#### *Design*

The Community Plan also seeks to ensure that new development contributes visual amenities that overall enhance the community. The Project includes an architectural style that is consistent across proposed buildings and includes articulation and various design elements that provide visual

diversity and interest. The Project includes a landscape palette of various drought-tolerant canopy and accent trees, accent and ornamental shrubs, groundcovers, and turf to provide a unified theme throughout the site. The configuration and types of proposed street trees along Towne Centre Drive roadway frontage are compatible with existing streetscape landscaping in the community, as well. Additionally, the Project includes a series of walking paths and recreational facilities that allow for visual access and recreation opportunities within proximity to the natural canyon scenery along the northeastern portion of the site. The overall architectural style, landscape palette, and site design are consistent with the goal of enhancing the community's sense of identity and place.

### *Development Intensity*

The University Community Plan includes a Development Intensity Element that allocates residential density and non-residential intensity throughout the Community which is implemented by the Community Plan Implementation Overlay Zone (CPIOZ) Type A. The Project is located within Subarea 11 of the Development Intensity Element. Community Plan Table 2, the Land Use and Development Intensity Table, identifies the allowed development intensity within each subarea, and allocates 18,000 square feet per net acre for areas designated Scientific Research in Subarea 11. The existing development and existing entitlements for the Project site collectively allow for the development of 382,365 sf of building area within the Project site. The Project proposes a Community Plan Amendment to increase the allowed intensity in Subarea 11 to 1,000,000 sf of Scientific Research land uses, which would increase the allowed development intensity by 617,635 sf.



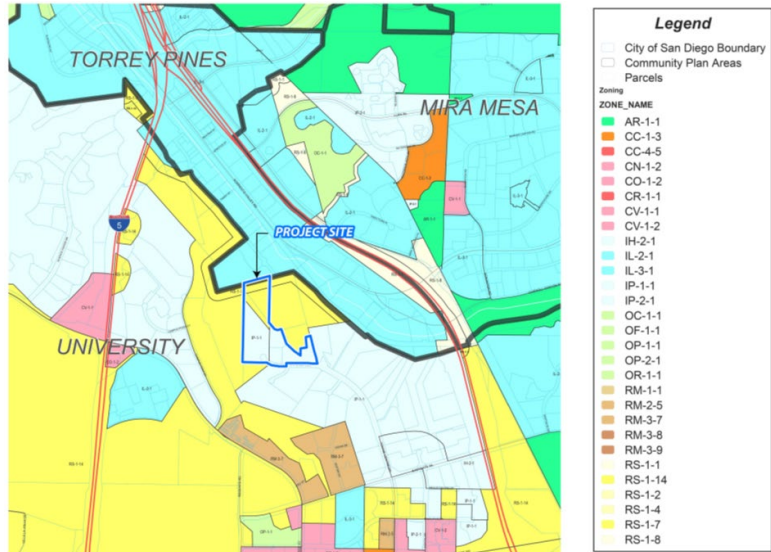
### University Community Plan Update

The University Community is mostly built-out under the existing Development Intensity Element and is currently going through a comprehensive Community Plan Update process. The Community Plan Update includes new and revised policies to encourage additional jobs, housing, and transit improvements throughout the plan area. The Community Plan Update also evaluates the plan area for open space dedications. A [Community Discussion Draft Plan](#) was released on April 4, 2023. The site continues to be designated “Scientific Research” and “Open Space.”

## Zoning

### *IP-1-1 Base Zone*

The southern portion of the Project site (approximately 26.5 acres) is zoned IP-1-1 (Industrial Park). The purpose of the IP zones is to provide high quality science and business park development. The property development standards of the IP-1-1 zone are intended to create a campus-like environment characterized by comprehensive site design, substantial landscaping, and amenities that serve the surrounding development in a manner that preserves the industrial nature of the zone. The IP-1-1 zone allows research and development uses with some limited



manufacturing and, therefore, the Project is consistent with the use regulations of the zone. The IP-1-1 zone allows a Floor Area Ratio (FAR) of 2.0 while the Project proposes an overall FAR of 0.86.

### *RS-1-14 and RS-1-7 Base Zones*

The RS-1-14 and RS-1-7 zones allow for natural resource preservation. The northern portion of the site (approximately 7 acres) is zoned RS-1-14 and RS-1-7 and would remain undeveloped as open space. Two conservation easements have been placed on the site as a part of prior entitlement activities and an additional 3.98 acres of new open space easements will be included as a part of the project to ensure no development occurs on this portion of the Property in the future.

## Proposed Deviations

The Project proposes deviations to the development regulations of the IP-1-1 zone for rear yard setbacks, loading space quantities, driveway width, and retaining wall height, as shown in the table below:

### Proposed Deviations

Project Element	Requirement and Code Reference	Proposed Deviation	Purpose
Rear Setback	50-foot setback abutting residential zone (RS-1-7); Table 131-06C	25-foot rear setback	The IP-1-1 zone requires a 50-foot rear setback from residentially zoned land. The MHPA open space property in the northern portion of the Project site and surrounding the Project is zoned RS-1-7 and RS-1-14, single-family residential zones that were used as a "holding zone" until the area until additional planning was completed. The property zoned single-family cannot be developed into single family homes due to steep slopes, open space easements, and the MHPA open space designation of the property. The Project would only develop the previously disturbed and developed area of the Project site. This deviation is for Building D, where a standard rear building setback of 25 feet would be applied. This is appropriate given that there are no single-family homes present in the MHPA open space and none may be developed in the future.
Loading Space Quantity	Industrial Requirements 0.2 spaces per 10,000 sf of gross floor area;  Table 142-10B (999,386 sf/ 10,000 sf X 0.2 = 20 loading spaces)	10 loading spaces/0.1 spaces per 10,000 sf of gross floor area	The Project is designed and intended as speculative research and development. The intended market does not require the industrial capacity of loading areas. Provided quantity of areas exceeds the office use requirement and in line with the desired market use by providing 3 per building totaling 12 spaces or, 0.12 spaces per 10,000 s.f. gross area.
Driveway Width at Curb Cut at the Main Site Entrance (Towne Centre View/Westerra Court Intersection)	Maximum of 25 feet within parking impact area Table 142-05M	30-foot commercial standard curb cut	The curb cut would be at the intersection of Towne Centre Drive and Westerra Court. Parking is not permitted within intersections; therefore, the curb cut would not impact street parking within the overlay. This is the main entrance to the Project site and a larger curb cut is more suitable for the scale of the proposed development.
Retaining Wall Height	Retaining walls located outside of the required yards shall not exceed 12 feet in height (SDMC Section 142.0340(e)). The height of a retaining wall and associated fencing that border an access to underground parking shall be measured from the street grade (SDMC Section 142.0340(f)(2)).	Maximum exposed retaining wall height of 19 feet at the east loading entry of Building B	The floor-to-floor height of the underground parking garage is 20 feet. The parking garage and loading grade is one foot below the adjacent private drive aisle elevation, creating a maximum wall height of 19 feet (using SDMC exception in Section 142.0340(1)(2) to measure wall height) at the face of building and loading entry.
		Maximum exposed retaining wall height of 14.5 feet to the south of the Building A	In order to provide sufficient area for trucks to access the Building A loading dock, a retaining wall with a maximum exposed height of 14.5 feet is required along the south edge of the loading dock drive aisle.

Complete Communities: Mobility Choices

The Project is located in Zone 2 of the Complete Communities: Mobility Choices program. Zone 2 requires that the Project complete five points of Mobility Choices Program improvements. The Project will implement 11.5 points of Mobility Choices Program improvements, as shown in the table below:

<b>Description of Mobility Choices Measure</b>	<b>Points Credited towards Compliance</b>
<ul style="list-style-type: none"><li>• Provide short-term bicycle parking spaces that are available, at least 10% beyond minimum requirements.</li></ul>	1.5
<ul style="list-style-type: none"><li>• Provide an on-site bicycle repair station.</li></ul>	1.5
<ul style="list-style-type: none"><li>• Provide on-site showers/lockers at least 10% beyond the minimum requirement.</li></ul>	2.0
<ul style="list-style-type: none"><li>• Install pedestrian resting area/recreation node on-site, adjacent to the public pedestrian walkway (with signage designating the space is available), to be maintained by the property owner.</li></ul>	2.5
<ul style="list-style-type: none"><li>• Install pedestrian-scale lighting adjacent to public pedestrian walkways along the entire development frontage.</li></ul>	0.5
<ul style="list-style-type: none"><li>• Provide on-site car-share vehicle spaces with designated parking shown on a site plan.</li></ul>	2.0
<ul style="list-style-type: none"><li>• Provide an on-site parking area designated for micro-mobility travel (e.g. bicycles, e-bikes, electric scooters, shared bicycles, and electric pedal-assisted bicycles).</li></ul>	1.5
<b>Total Points for Mobility Choices Compliance</b>	<b>11.5 points</b>

Climate Action Plan:

The Project is consistent with the City's 2015 and 2022 Climate Action Plan (CAP) and will implement requirements in the CAP checklist to reduce greenhouse gas emissions from the Project as well as changes in the Land Development Code and Building Code as part of the 2022 CAP.

The Project has been designed to be electric ready and will be compliant with reach-codes adopted by the City Council. The Project will be compliant with the 2022 Title 24, Section 140.10 requirements for photovoltaic (PV) energy and battery storage on-site. Although the design and capacity of the ultimate photovoltaic system is based on tenant demand and limitations on roof space, initial estimates by the applicant of available space for solar PV are that an approximately 106,000 square

foot solar PV system could be installed on the buildings, which would produce an estimated 2.7 million kilowatt-hours of energy per year.

Other greenhouse gas-reducing features of the building include:

- The use of reclaimed water for outdoor irrigation;
- Electric vehicle charging stations, including the electrical infrastructure necessary to increase charging stations to 150 as demand necessitates;
- Subsidized transit passes for employees;
- Employee shuttle to the Blue Line Trolley and UTC Transit Center;
- On-site car-share vehicles, van-pool programs; and on-site micro-mobility parking (e.g., e-bikes and scooters);
- On site changing facilities, gym, convenience retail and restaurant options;
- Bicycle lockers exceeding code minimum; and
- The planting of approximately 400 trees to increase the urban tree canopy.

#### Environmental Analysis

On March 10, 2023, the Development Services Department completed Environmental Impact Report No. 624751/SCH No. 2021040044 (EIR) for the Project in accordance with the State of California Environmental Quality Act (CEQA) Guidelines. The EIR determined that impacts related to Transportation vehicle miles traveled (VMT) were found to be potentially significant. Following implementation of mitigation measure 5.2-1, however, impacts related to Transportation VMT would be reduced to a level below significance. All other areas of analysis were found to have impacts that would be less than significant pursuant to the CEQA significance thresholds for the City of San Diego. Five comment letters were received during the comment period on the draft EIR, and responses were provided as part of the final EIR.

#### Transportation Analysis

On July 1, 2020, new CEQA Guidelines implementing SB 743 (Section 15064.3), along with the Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts for CEQA went into effect. Guidelines Section 15064.3 and the associated OPR Technical Advisory provide that use of VMT is the preferred CEQA transportation metric, and correspondingly eliminate auto delay/LOS as the metric for assessing significant impacts under CEQA statewide. The City of San Diego prepared the Transportation Study Manual (TSM) (September 2022) for VMT analysis guidance in compliance with SB 743 and Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA.

Table 3 of the TSM establishes that a potentially significant impact will occur for Commercial Employment projects with employee VMT greater than 85% of the regional mean employee VMT. As shown in Figure 3 of the Project Transportation Impact Analysis (TIA), the Project is expected to generate 32.6 employee VMT per employee where the Regional Mean is 25.9 employee VMT per employee. As a result, the Project would generate employee VMT at 125.87% of the regional mean and would be required to reduce employee VMT per employee by 32.47% (22.015 employee VMT per employee) to reduce Project VMT to below a level of significance.

Consistent with the TSM and the Complete Communities: Mobility Choices Program, the Project will implement 11.5 points of VMT reduction measures though only five points are required. In addition, the Project will utilize the California Air Pollution Control Officers Association (CAPCOA) *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* published in December 2021 (CAPCOA 2021) to fully mitigate Project VMT impacts. The Project will implement CAPCOA 2021 measures T-6 and T-12, which will reduce employee VMT by 32.72% and, therefore, mitigate its Transportation VMT impact to less than significant.

Mitigation measure T-6 involves implementation of a Commute Trip Reduction (CTR) Program with mandatory implementation and monitoring, while measure T-12 (Price Workplace Parking) involves charging employees to park on-site, resulting in a reduction in single occupancy commute trips. The CTR Program requires that the Project prove that it has met VMT reduction goals, or the City may impose additional TDM measures and penalties until compliance is reached (see MM 5.2-1). The CTR Program incorporates other mitigation measures from CAPCOA 2021, including the following:

- T-7 – Implement CTR Marketing – the Project would designate a TDM coordinator, who would ensure that CTR materials and policies are implemented and tracked at the Project site. This work would include providing information about the benefits of transit, providing SANDAG iCommute information, ensuring flexible work hour policies are promoted, hosting a bike-to-work day promotional event and transit promotion events, and ensuring facilities committed to this program remain available.
- T-8 – Provide Ridesharing Program – the Project would include tenant participation in the SANDAG iCommute program and encourage ridesharing services as recommended by the program. In addition, the Project would incorporate carpool priority parking to ensure high visibility and convenience for carpool and vanpool users.
- T-9 – Implement Subsidized or Discounted Transit Program (50%) – the Project would initially subsidize transit passes for all employees at 50%.
- T-10 – Provide End-of-Trip Bicycle Facilities – the Project would include a bicycle repair station, lockers, bicycle storage and showers for employees.
- T-11 – Provide Employer-Sponsored Vanpool – Project tenants would be required by their leases to participate in SANDAG's iCommute program, including by providing an employer-sponsored vanpool to promote shared vehicle usage.

In addition, the Project will include a number of VMT reduction measures that are considered supportive and are not quantified for VMT reduction purposes, such as the dedicated employee shuttle that will run at 15-minute headways during peak hours between the UTC Transit Station and the Project, providing access to the robust transit network in the University Community.

### Conclusion

The Project is consistent with the General Plan City of Villages growth strategy by focusing employment growth into the Subregional Employment Centers, which are connected by a high-quality transit network. All Project issues identified through the review process have been resolved in conformance with adopted City Council policies and regulations of the Land Development Code. Staff has provided the draft findings to support approval of the Project and draft conditions of approval. Staff recommends the Planning Commission recommend the City Council approve the Project as proposed.

### ALTERNATIVES

1. RECOMMEND the City Council adopt the Environmental Impact Report No. 624751 (SCH No. 2021040044), adopt Findings and a Mitigation Monitoring and Reporting Program; and approve a resolution for an amendment to the General Plan and University Community Plan No. 2607746; approve Planned Development Permit No. 2607763, Site Development Permit No. 2237939, Neighborhood Development Permit No. 2582527, Coastal Development Permit No. 2237940, Vesting Tentative Map No. 2507560, Public Right-of-Way Vacation No. 2507558, and Easement Vacation No. 2508994 with modifications.
2. DO NOT RECOMMEND the City Council adoption of Environmental Impact Report No. 624751 (SCH No. 2021040044) and adopt a Mitigation Monitoring and Reporting Program; and approve a resolution for an amendment to the General Plan and University Community Plan No. 2607746; approve Planned Development Permit No. 2607763, Site Development Permit No. 2237939, Neighborhood Development Permit No. 2582527, Coastal Development Permit No. 2237940, Vesting Tentative Map No. 2507560, Public Right-of-Way Vacation No. 2507558, and Easement Vacation No. 2508994 if the findings required to approve the project cannot be affirmed.



Respectfully submitted,

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Renee Mezo  
Assistant Deputy Director  
Development Services Department



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Tait Galloway  
Deputy Director  
Planning Department



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Martha Blake  
Development Project Manager  
Development Services Department

Attachments:

1. Aerial Photographs
2. Community Plan Land Use Map
3. Draft Permit with Conditions
4. Draft Permit Resolution with Findings
5. Draft Map Conditions
6. Draft Map Resolution with Findings
7. Draft Environmental Resolution with MMRP (MND or EIR).
8. Ownership Disclosure Statement
9. Draft Community Plan Amendment Documents
10. Community Planning Group Recommendation
11. Copy of Recorded (existing) Permit(s)
12. Project Plans