



EXISTING CONDITIONS

COMMUNITY ATLAS

September 2018

Prepared for

The City of
SAN DIEGO

by

DYETT & BHATIA
Urban and Regional Planners

September 2018

Prepared for

The City of
SAN DIEGO

by

DYETT & BHATIA

Urban and Regional Planners

with

Kimley»Horn



Image Credit: UC San Diego Publications

CONTENTS

1. Introduction & Overview 1

 1.1 Introduction 1

 1.2 Community Plan Purpose and Process..... 2

 1.3 Regional Location and Planning Boundaries..... 2

 1.4 Demographic Overview..... 4

 1.5 Existing Plans and Regulatory Framework 6

2. Land Use & Development..... 14

 2.1 Existing Land Use 14

 2.2 Existing Density and Intensity 16

 2.3 Preliminary Inventory of Vacant/Significantly Underutilized Sites 20

 2.4 Public Facilities..... 22

3. Economic Setting..... 24

 3.1 Employment Base 24

 3.2 Commercial Base..... 25

 3.3 Labor Force Commute..... 26

4. Urban Form 28

 4.1 Land Form and Natural Features..... 28

 4.2 Block and Lots..... 28

 4.3 Buildings..... 30

5. Mobility 32

 5.1 Streets..... 32

 5.2 Transit 34

 5.3 Pedestrian Network..... 38

 5.4 Bicycle Network..... 42

6. Natural Environment & Open Space..... 46

 6.1 Topography 46

 6.2 Biological Resources 48

 6.3 Hydrology and Flooding 52

 6.4 Storm Water Infrastructure 54

 6.5 Urban Forest..... 56

 6.6 Parks, Recreation and Open Space..... 58

7. Environmental Hazards & Community Health 60

 7.1 Aviation Noise and Safety 60

 7.2 Air Quality 62

 7.3 Community Health..... 64

FIGURES

Figure 1-1: Regional Location 3

Figure 1-2: Planning Area..... 5

Figure 1-3: Community Plan Designated Land Uses..... 7

Figure 1-4: Community Specific and Master Plans 9

Figure 1-5: Current Zoning..... 11

Figure 2-1: Existing Land Use 15

Figure 2-2: Residential Density 17

Figure 2-3: Non-Residential FAR Ranges 19

Figure 2-4: Preliminary Inventory of Vacant/Significantly Underutilized Sites 21

Figure 2-5: Schools and Public Facilities 23

Figure 3-1: Labor Force Commute 27

Figure 4-1: Block Patterns..... 29

Figure 5-1: Vehicle Needs..... 33

Figure 5-2: Existing Transit Routes and Access 35

Figure 5-3: Existing and Planned Trolley Lines 37

Figure 5-4: Transit Needs..... 39

Figure 5-5: Pedestrian Opportunities and Constraints..... 41

Figure 5-6: Existing and Planned Bicycle Facilities 43

Figure 5-7: Bicycle Needs..... 45

Figure 6-1: Topography and Natural Features 47

Figure 6-2: Vernal Pools 49

Figure 6-3: Vegetation and Multi-Habitat Planning Areas 50

Figure 6-4: Potential Areas of Occurrence of Special Status Species..... 51

Figure 6-5: Hydrology and Flooding..... 53

Figure 6-6: Storm Water Infrastructure System..... 55

Figure 6-7: Tree Canopy Coverage 57

Figure 6-8: Parks, Recreation Facilities, and Open Space 59

Figure 7-1: Airport Influence Area 61

Figure 7-2: Noise Contours 63

Figure 7-3: Access to Parks, Community Facilities, and Transit 65

CHARTS

Chart 1-1: Age Groups, University and San Diego 4

Chart 1-2: Household Income, University and San Diego 4

Chart 1-3: Ethnicity in University 4

Chart 2-1: Existing Land Use..... 14

Chart 3-1: Job Sectors in University 24

TABLES

Table 2-1: Existing Land Use 14

Table 2-2: School Enrollment..... 22

Table 3-1: UCSD Employee Commute Distances, 2015 26

Table 5-1: Transit Modeshare Comparison..... 34

Table 5-2: Bicycle Modeshare Comparison 42

Table 6-1: Parks in the Planning Area..... 58

This page intentionally left blank.

1. Introduction & Overview

1.1 INTRODUCTION

This report provides information on existing conditions in the University Community Planning Area and serves as a baseline for the update of the Community Plan. The focus of this report is on mappable resources that will frame choices for the long-term physical development of the Planning Area. This report provides information on conditions that existed as of 2018. The information contained within this document is meant to be used as a helpful resource and was based upon the best available data at the time and should be used for informational purposes only. This Community Atlas will be used as a basis for:

- Facilitating community input on planning issues, priorities, and visions for the future;
- Evaluating policy issues and options, and preparing alternative land use and transportation concepts;
- Formulating policies and implementation actions for the updated community plan; and
- Creating the environmental setting portion of the Environmental Impact Report for the Community Plan.



1.2 COMMUNITY PLAN PURPOSE AND PROCESS

1.2.1 GENERAL PLAN CONTEXT

The City of San Diego General Plan, adopted in 2008, sets out a long-range vision and policy framework for how the City should plan for projected growth and development, provide public services, and maintain the qualities that define San Diego over the next 20 to 30 years. It emphasizes sustainability, with policies addressing transit and land use coordination; climate change; healthy, walkable communities; green buildings; clean technology; resource conservation and management; and urban forestry. In addition, the General Plan includes protections for key industrial lands; strategies for providing urban parks; “toolboxes” to implement mobility strategies; and policies designed to further the preservation of San Diego’s historical and cultural resources. The Plan was structured to work in concert with the City’s community plans.

The General Plan incorporates the City of Villages strategy, which was adopted as a part of the Strategic Framework Element in 2002. The City of Villages strategy focuses growth into pedestrian-friendly, mixed-use villages that are linked to the transit system. The breadth of housing types, affordability, and urban design of each village is tailored to the characteristics of its surrounding community, yet all villages are characterized by inviting, accessible, and attractive streets and public spaces. The strategy draws upon the character and strengths of San Diego’s natural environment, distinctive neighborhoods, commercial centers, institutions, and employment centers that together form the city as a whole.

1.2.2 COMMUNITY PLAN CONTEXT

Community plans work in concert with the City’s General Plan to guide growth and development in San Diego’s 52 community planning areas. Community plans describe the community’s vision and identify strategies for enhancing existing assets and managing change. They establish goals and policies, implement strategies, and inform local decision-making and investment. Community plans provide parcel-level land use designations to be implemented through corresponding zoning and tailored policies that address issues of importance to the community. Community plans also play a key role in helping the City to meet its Climate Action Plan (CAP) targets by planning for an urban form conducive to alternative modes of transportation.

1.2.3 COMMUNITY PLAN UPDATE PURPOSE

The current University Community Plan provides a detailed framework to guide development in University. Originally adopted in 1987, the Plan has undergone numerous amendments to address changing conditions. The Community Plan update seeks to bring the plan up-to-date by:

- Analyzing current land use, changes in demographics, demand for housing and development, and environmental characteristics;
- Factoring the extension of Blue Line Trolley service to University into Community Plan goals and policies;
- Working with community members and stakeholders to establish a vision and objectives for the Plan update;
- Evaluating the “fit” of current Community Plan policies to achieve community goals and regulatory requirements; and
- Ensuring that policies and recommendations remain in harmony with the General Plan and citywide policies, as well as regional policies.

This update process will result in a new Community Plan.

1.3 REGIONAL LOCATION AND PLANNING BOUNDARIES

1.3.1 REGIONAL LOCATION

As shown in Figure 1-1, the University community is located 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 will connect University to the Santa Fe Depot in Downtown San Diego when service begins in 2021. University’s shopping, corporate headquarters, research and development facilities, outdoor recreational amenities, and the University of California San Diego (UCSD) attract visitors from across the region.



The updated University Community Plan will guide growth and development of the University Community.



One of the Blue Line Trolley extension’s nine new stations will be constructed at Nobel Drive, as shown in the rendering above.

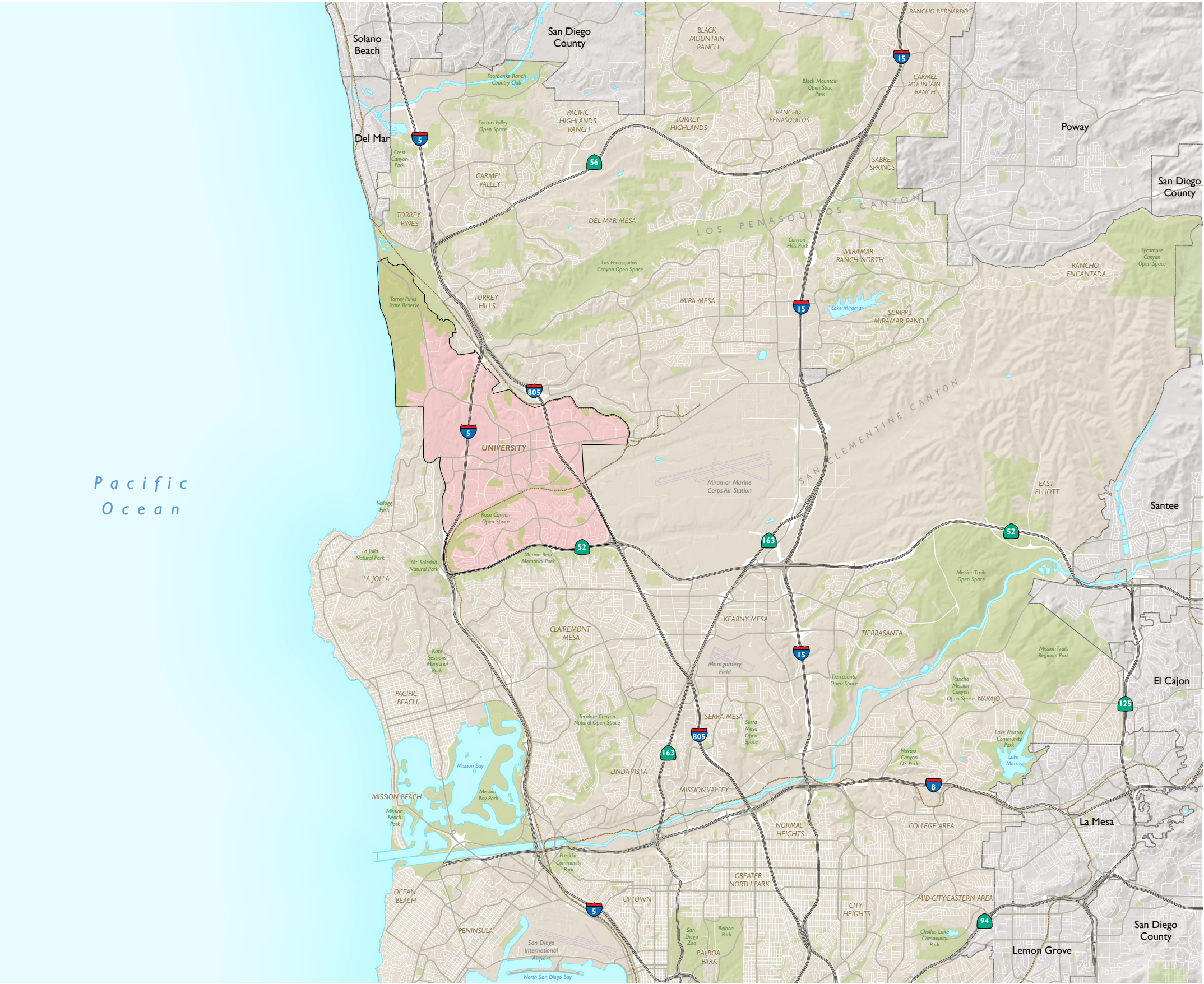
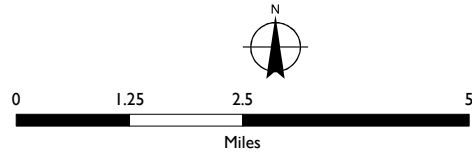


Figure I-1
UNIVERSITY COMMUNITY PLAN UPDATE
Regional Location

- University Community Plan Boundary
- City of San Diego
- Parks and Open Space
- Water Features
- Municipal Boundaries
- Freeways
- Major Roads
- Railroads



Source: City of San Diego, 2018; SANDAG, 2018; Dyett & Bhatia, 2018.

1.3.2 PLANNING AREA

The University Community Planning Area (Planning Area), as shown in Figure 1-2, encompasses approximately 8,700 acres. It is bounded by Los Peñasquitos Lagoon and the edge of the east-facing slopes of Sorrento Valley on the north; the tracks of the Atchison, Topeka, and Santa Fe Railroad, 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 zoning jurisdiction of the City.

1.4 DEMOGRAPHIC OVERVIEW

1.4.1 POPULATION

The total population of University in 2016 was nearly 69,400 residents, according to the San Diego Association of Governments (SANDAG). The population of University has increased by over sixty percent since 1987, when according to the 1987 Community Plan Traffic Forecast Survey, the population of University was 42,870. As Chart 1-1 shows, as of 2016, people aged 20 to 29 years represented the highest proportion of people in University, and comprised about 26 percent of the population. Additionally, a larger percentage of people between the ages of 10 to 19 and 30 to 39 lived in University compared to the City of San Diego as a whole. As of 2016, the median age in University was 29.7 years, while citywide the median age was 35.2.

According to SANDAG, as of 2016, about 17 percent of residents lived in group quarters housing, compared to about 4 percent in the city as a whole. Per SANDAG, group quarters housing refers to housing in military barracks, dormitories, prisons, senior facilities, and other types of group facilities. The difference in the percentage of people living in group quarter housing between University and San Diego may be attributable to the presence of UCSD, where many students live in dormitories. As of 2016, the average household size in University was 2.35 persons per household, while in San Diego it was 2.67.

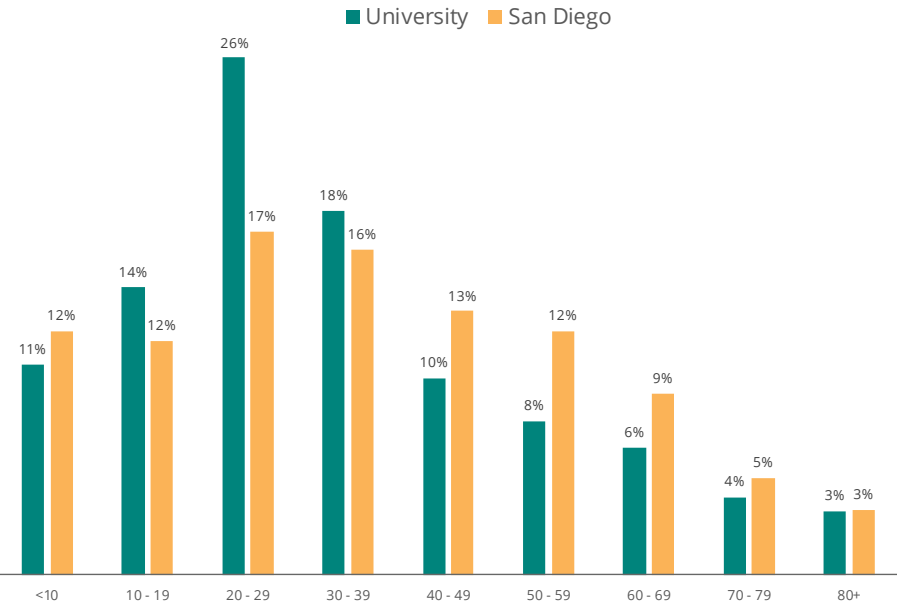
1.4.2 INCOME

The median household income in University was about \$67,200 in 2016. As shown in Chart 1-2, the percentage of people in each household income group were similar to San Diego as a whole. The largest income group in University was comprised of households earning less than \$15,000 per year. University and the City of San Diego had about the same percentage of people making less than \$60,000 per year (46 percent in University, 47 percent in San Diego) and more than \$60,000 per year (54 percent in University and 53 percent in San Diego).

1.4.3 INCOME

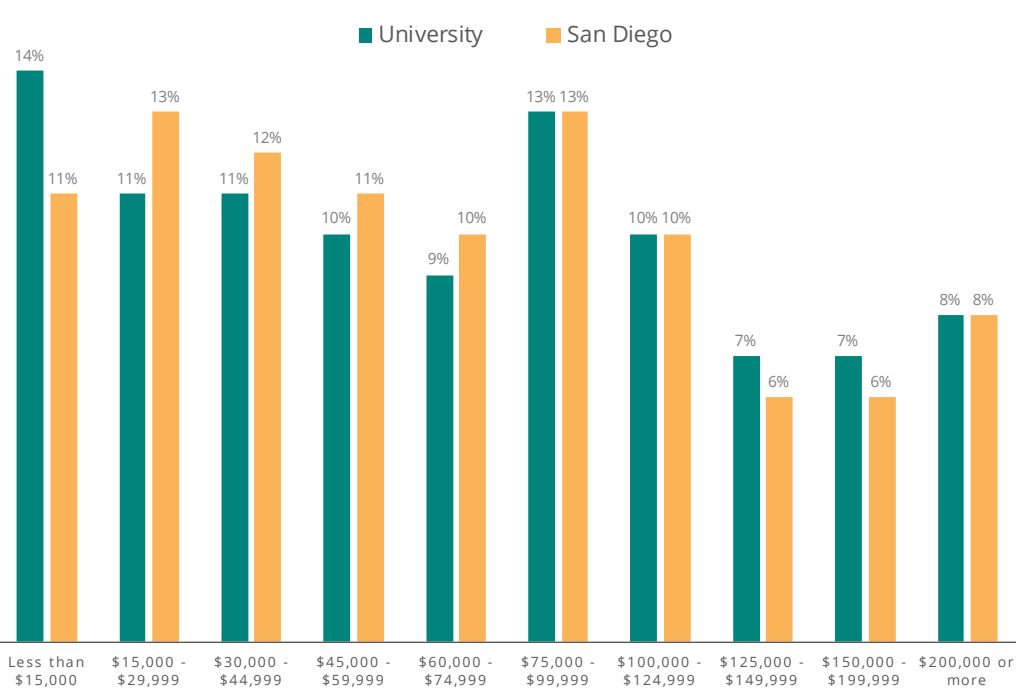
As shown in Chart 1-3, as of 2016, University’s population was primarily Non-Hispanic white. Non-Hispanic whites constituted 47 percent of the population, Asian & Pacific Islanders constituted 30 percent, Hispanics (any race) constituted 17 percent, all other races constituted 4 percent, and Blacks constituted 2 percent.

Chart 1-1: Age Groups, University and San Diego



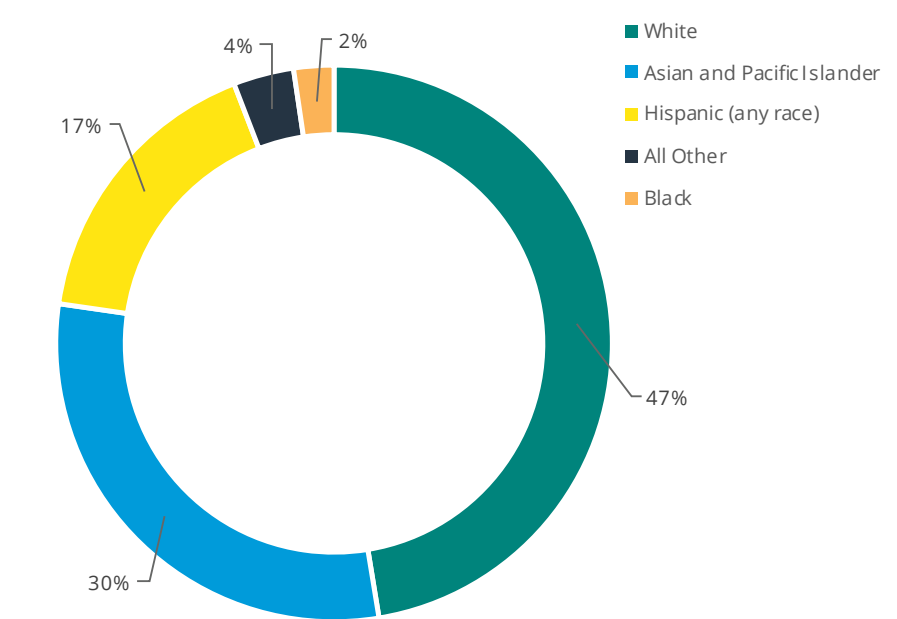
Source: SANDAG, 2016

Chart 1-2: Household Income, University and San Diego



Source: SANDAG, 2016

Chart 1-3: Ethnicity in University



Source: SANDAG, 2016

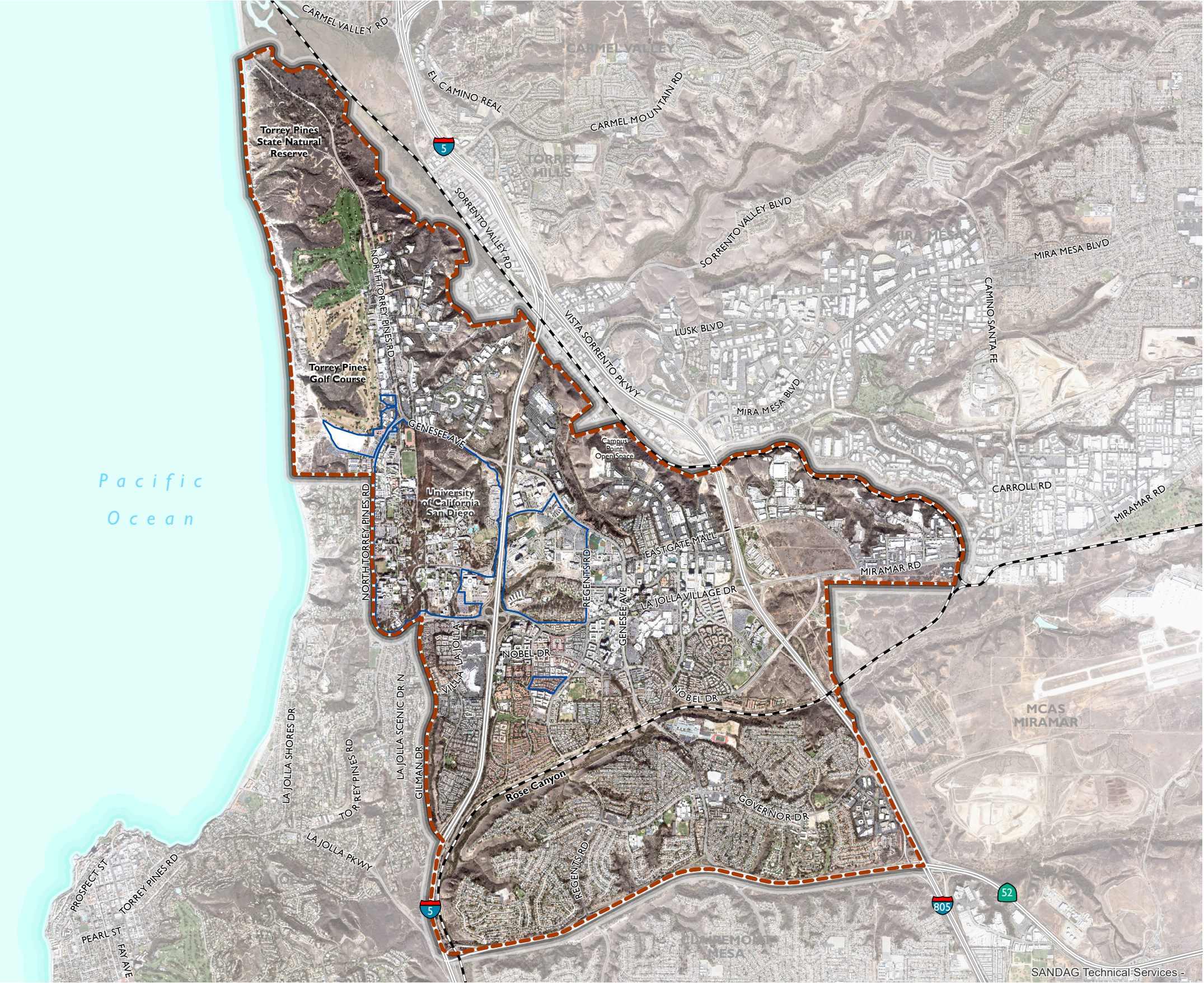
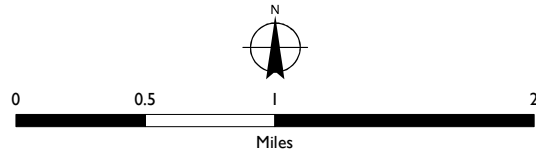


Figure 1-2
UNIVERSITY COMMUNITY PLAN UPDATE
Planning Area

- Freeway
- Railroad
- UCSD Campus
- Community Plan Boundary



Source: City of San Diego, 2018; SANDAG, 2018; Dyett & Bhatia, 2018.

1.5 EXISTING PLANS AND REGULATORY FRAMEWORK

Much of the organizational framework of the existing Community Plan comes from the several related documents which establish planning and development controls within the community. The Community Plan is not an isolated document; rather, it represents a refinement of citywide goals contained in the City's General Plan and earlier community plans. The Community Plan can be thought of as one volume in a library of pertinent documents which includes the General Plan, the North University City Public Facilities Financing Plan and Facilities Benefit Assessment, the South University City Summary List and Impact Fee, the Airport Land Use Compatibility Plan (ALUCP) for Marine Corps Air Station (MCAS) Miramar, the UCSD Long-Range Development Plan, the North Coast Corridor Public Works Plan/Transportation and Resource Enhancement Program (NCC PWP/TREP), and the University Community Plan Environmental Impact Report.

1.5.1 UNIVERSITY COMMUNITY PLAN (1987)

The current University Community Plan was originally adopted in 1987. The Community Plan identifies several key issues, goals, and implementation actions for the University community. These include improving the transportation system; relating development intensity to the capacity of the transportation system; encouraging mixed-use development on large sites to offer environments for living, working, shopping, and related activities; guiding urban form and physical development that protects and is responsive to the physical environment of University; and encouraging the development of neighborhood facilities and services that fulfill the daily needs of local residents.

The land use map shown in Figure 1-3 illustrates the existing land use designations within the current University Community Plan. As shown in Figure 1-3, a significant portion of the Planning Area, particularly the southern part of the Planning Area, is designated as residential. Parks, golf courses, and open spaces occupy a significant portion of the northern and central portions of the Planning Area. Neighborhood Commercial, Regional Commercial, Visitor Commercial, and Community Commercial uses are distributed along major corridors. Other designations, including Business Park, Scientific Research, and Restricted Industrial are clustered in the north and eastern parts of the Planning Area.

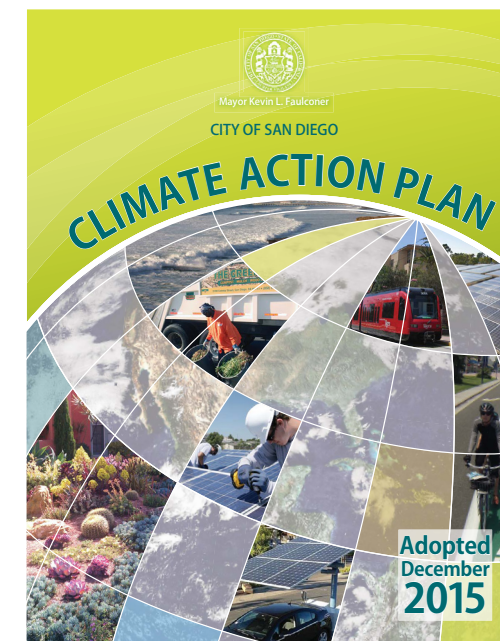
1.5.2 CLIMATE ACTION PLAN

The City of San Diego adopted the Climate Action Plan (CAP) in December 2015. The CAP calls for eliminating half of all greenhouse gas emissions in the city and aims for all electricity used in the city to be from renewable sources by 2035. The policies contained in the CAP will benefit San Diego's environment and economy, promote active transportation and rapid transit systems, improve public health and air quality, conserve water, more efficiently use existing resources, increase clean energy production, improve quality of life, and save taxpayer money.

The CAP prioritizes the implementation of the General Plan's Mobility Element and the City Villages Strategy in Transit Priority Areas (TPA)s to increase housing, jobs, and the use of transit. A TPA is an area within one-half mile of a major transit stop that is existing or planned.



The existing University Community Plan plans for a comprehensive trail network that provides connections and buffers between different land uses.



The City of San Diego's Climate Action Plan was adopted December 2015.

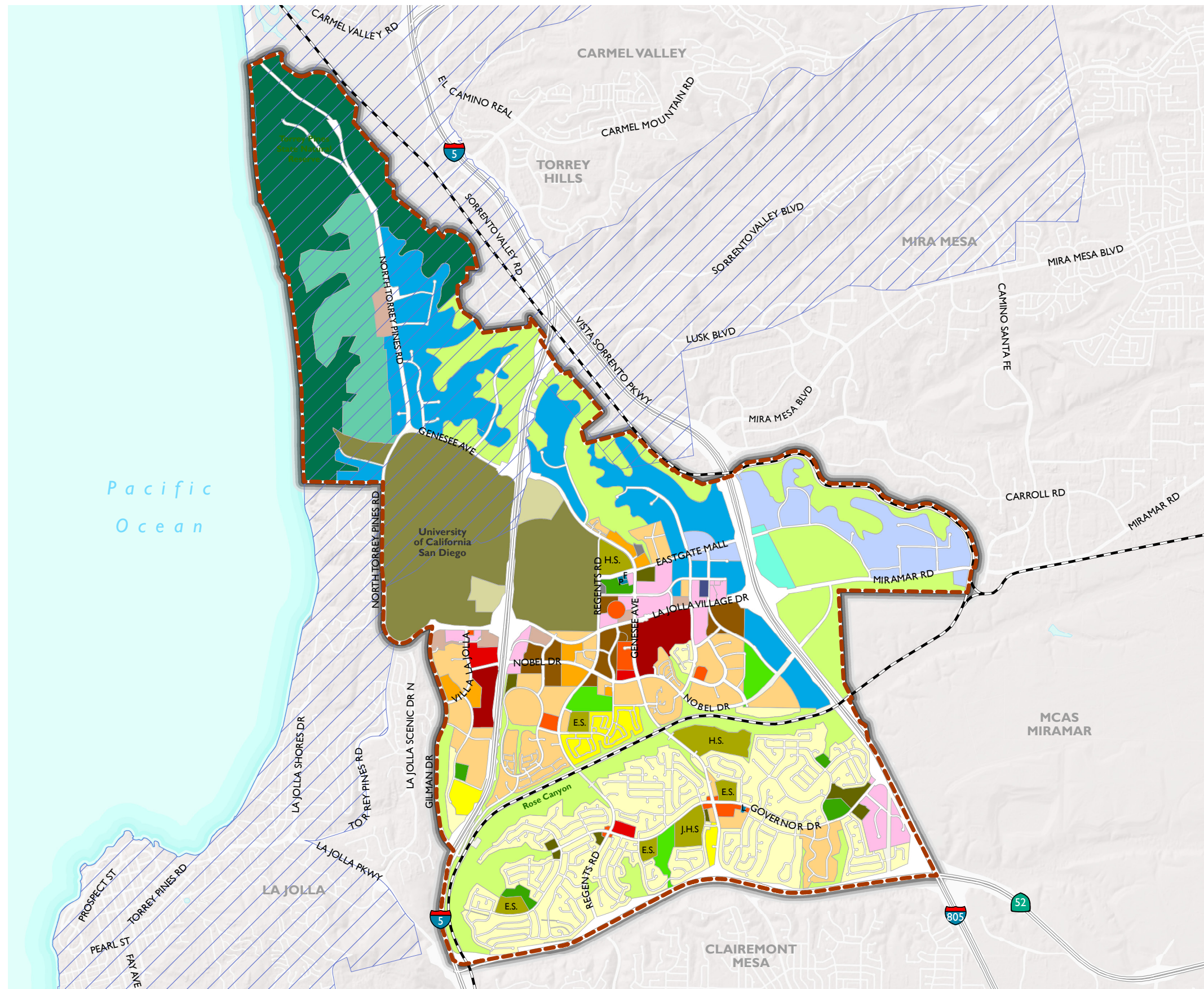
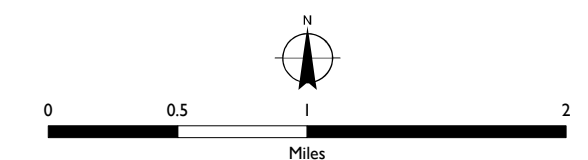


Figure 1-3
UNIVERSITY COMMUNITY PLAN UPDATE
**Community Plan Designated
Land Uses**



Source: City of San Diego, 2018; SANDAG, 2018; Dyett & Bhatia, 2018.

1.5.3 COMMUNITY SPECIFIC AND MASTER PLANS

1.5.3.1 NEXUS TECHNOLOGY CENTRE SPECIFIC PLAN

The project, shown on Figure 1-4, is located within the University Community Planning Area, on the south side of Eastgate Mall between I-5 and I-805. Adjacent uses are generally described as office, hotel, and retail to the south with residential to the northwest across Eastgate Mall and industrial/scientific research to the west and northeast.

The project incorporates industrial and scientific research uses in a campus environment. The buildings are low scale, similar in style, and symmetrically arranged around a formal plaza. The project represents a transition between the dense high-rise office towers, hotel, and regional commercial uses to the south and southeast, and the lower scale residential, industrial and scientific research uses to the north and northeast.

1.5.3.2 COSTA VERDE SPECIFIC PLAN

As shown on Figure 1-4, the site is bounded on the north and east by existing arterial roads (La Jolla Village and Genesee); on the south by Nobel Drive; and on the west by Regents Road. The project site consists of approximately 58 acres (53 net buildable acres after dedication of major perimeter roads), bounded by a mixture of existing residential, commercial and office land uses.

The development program for the site consists of an urbanized mixture of residential and commercial uses. The residential portion of the project comprises most of the site area and provides 2,740 dwelling units. The buildings will be designed to maximize the urban character of the site, while allowing for diversity in building form and materials. The retail/commercial component will be developed with a blend of neighborhood and community-serving retail tenants, including a major food market, a food court with outdoor dining areas, specialty and service retail shops and restaurants. The commercial site is located in the southeasterly project area, with freestanding restaurant/commercial uses clustered along the frontages of Genesee Avenue and Nobel Drive.

In 2015, the City of San Diego Planning Commission initiated an amendment to the University Community Plan and the Costa Verde Specific Plan to increase the development intensity of neighborhood and community commercial uses and allow a hotel use on approximately 14 acres of the 53 net buildable acres. The amendment is under review as of the printing of this Community Atlas.

1.5.4 OTHER PLANS AND PROGRAMS

1.5.4.1 AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP) MARINE CORPS AIR STATION (MCAS) MIRAMAR (2008)

The Airport Land Use Commission for San Diego County adopted the ALUCP for MCAS Miramar in 2008 to establish land use compatibility policies and development criteria for new development within the Airport Influence Area, the planning boundaries of the ALUCP. The intention of the ALUCP is to ensure the airport is surrounded by compatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airport. The policies and criteria contained in the ALUCP are addressed in the General Plan (Land Use and Community Planning Element and Noise Element) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone within Chapter 13 of the San Diego Municipal Code. For more information about airport noise and safety, see Section 7.1.

1.5.4.2 UNIVERSITY OF CALIFORNIA SAN DIEGO 2004 LONG-RANGE DEVELOPMENT PLAN (LRDP)

The UCSD 2004 Long-Range Development Plan (LRDP) is an important document in the Community Plan “library,” because the University of California San Diego (UCSD) plays a major role in the development of the community. The LRDP provides a general land use plan to guide the physical development of the campus. Based upon academic and student life goals, the LRDP identifies development objectives, delineates campus land uses, and estimates the new building space needed to support program expansion.

According to the Draft 2018 Update, enrollment at UCSD is expected to increase by 10,000 students by the year 2035. Additional students will require more housing, courses, faculty, staff, and facilities. The update is anticipated to be complete by 2018 and will have a planning horizon of 2035. The 2018 LRDP update will create a living-learning campus through mixed-use development, enhanced public spaces, expanded services, and additional on-campus housing.



The residential component of the Costa Verde project consists of towers (shown above) and low-rise garden-style apartments.



Enrollment at UCSD is expected to increase by 10,000 students by the year 2035.

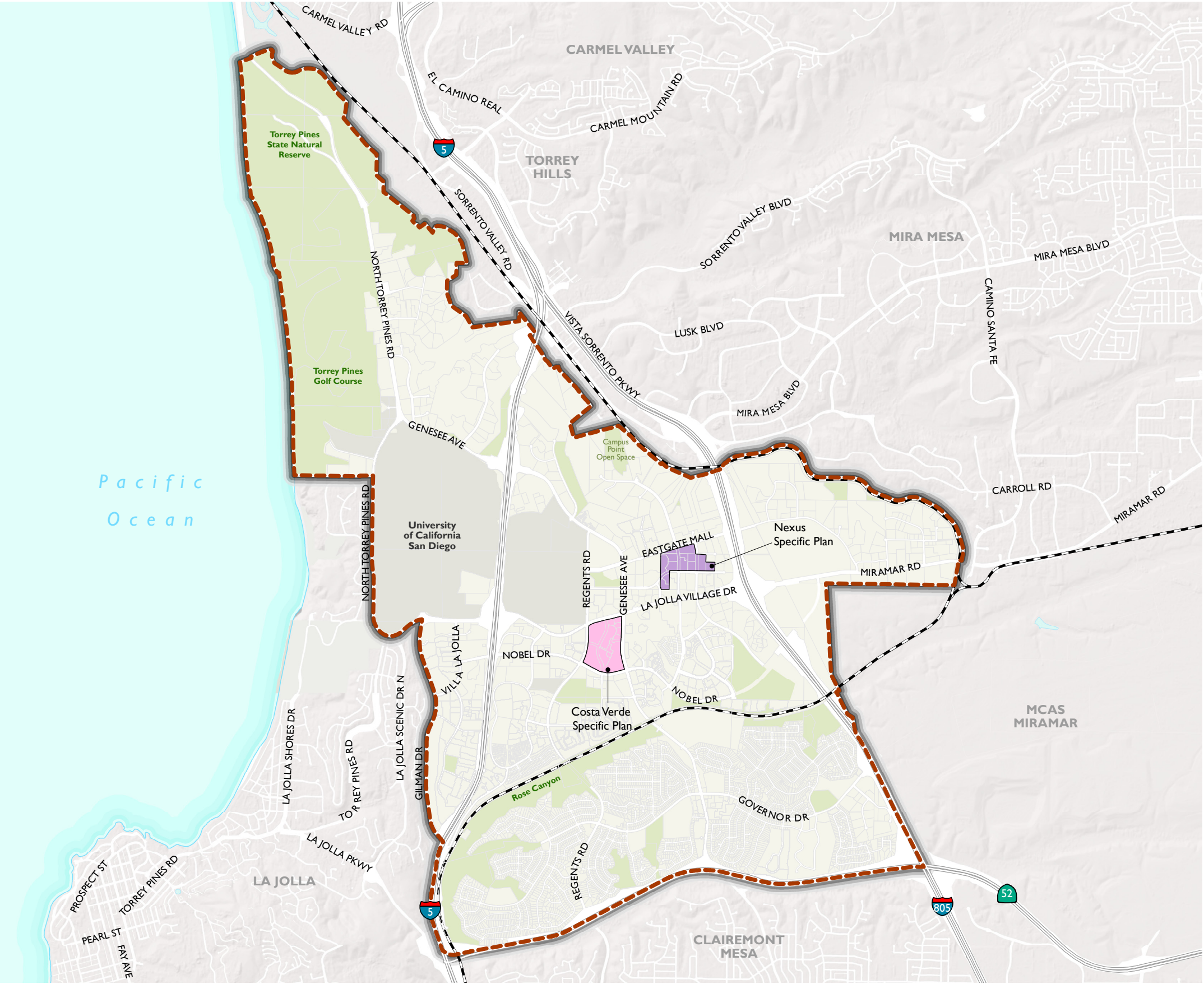
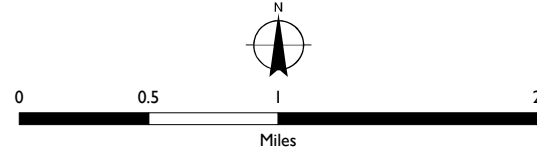


Figure 1-4
UNIVERSITY COMMUNITY PLAN UPDATE
**Community Specific and
Master Plans**

- Nexus Specific Plan
- Costa Verde Specific Plan
- UCSD Campus
- City Parks and Open Space
- Freeway
- Railroad
- Community Plan Boundary



Source: City of San Diego, 2018; SANDAG, 2018; Dyett & Bhatia, 2018.

1.5.4.3 NORTH COAST CORRIDOR PUBLIC WORKS PLAN/TRANSPORTATION AND RESOURCE ENHANCEMENT PROGRAM (NCC PWP/TREP) (2014)

The approval of the NCC PWP/TREP by the California Coastal Commission in 2014 amended the City's Local Coastal Program. The NCC PWP/TREP authorizes the development, operation, and maintenance of specific rail, highway, transit, bicycle, pedestrian, community and resource enhancement projects. The NCC PWP/TREP also requires that subsequent regulatory reviews of projects encompassed by the NCC PWP/TREP be processed under the framework and guidance provided within the NCC PWP/TREP. Implementing the NCC PWP/TREP required amendments to the Coastal Land Use Maps contained within the University Community Plan to include NCC PWP/TREP overlay layers. The Local Coastal Program North Coast Corridor Project Overlay Improvements Map identifies those specific rail, highway, transit, bicycle, pedestrian, community, and resource enhancement projects envisioned to occur within the jurisdictional boundaries of the University Community Plan pursuant to the NCC PWP/TREP. To the extent any other provisions of the community plan conflict with the NCC PWP/TREP, the provisions of the NCC PWP/TREP prevail.

1.5.4.4 MULTIPLE SPECIES CONSERVATION PROGRAM SUBAREA PLAN (MSCP) AND VERNAL POOL HABITAT CONSERVATION PLAN (VPHCP) (2017)

The City of San Diego VPHCP provides a framework to protect, enhance, and restore vernal pool resources within the city, while improving and streamlining the environmental permitting process for impacts to associated threatened and endangered species. The VPHCP provides coverage for threatened and endangered vernal pool species that do not as of 2017 have federal coverage under the City of San Diego's MSCP. The VPHCP is compatible with the MSCP and expands upon the City's existing Multi-Habitat Planning Area to conserve additional lands with vernal pool resources. The VPHCP-protected species include the following seven threatened and endangered species:

- Otay Mesa mint (*Pogogyne nudiuscula*, PONU)
- San Diego Mesa mint (*Pogogyne abramsii*, POAB)
- Spreading navarretia (*Navarretia fossalis*, NAFO)
- San Diego button-celery (*Eryngium aristulatum* var. *parishii*, ERAR)
- California Orcutt grass (*Orcuttia californica*, ORCA)
- Riverside fairy shrimp (*Streptocephalus woottoni*, RFS)
- San Diego fairy shrimp (*Branchinecta sandiegonensis*, SDFS)

As of 2018, the City is processing community plan amendments for affected communities concurrently with the VPHCP to add maps of vernal pools and ensure consistency with the VPHCP. Within University, the largest concentration of vernal pools occur south of Nobel Drive, west of I-805 and south of Miramar Road, east of I-805. See Figure 6-3 for vegetation and Multi-Habitat Planning Area mapping.

1.5.5 ZONING

Zoning is a key tool used to implement community plan land uses. Land Development Code (LDC) provisions within the Municipal Code stipulate permitted uses, intensity of development, and site and architectural design requirements. Existing zoning designations in University are mapped in Figure 1-5. Overlay zones apply special supplemental regulations in addition to the regulations of base zones.

1.5.5.1 COASTAL HEIGHT LIMIT OVERLAY ZONE (CHLOZ)

The purpose of the CHLOZ is to provide a supplemental height limit for specific coastal areas as enacted by the voters of the City of San Diego. Building height in excess of 30 feet is not permitted in the Coastal Height Limit Overlay Zone in University.

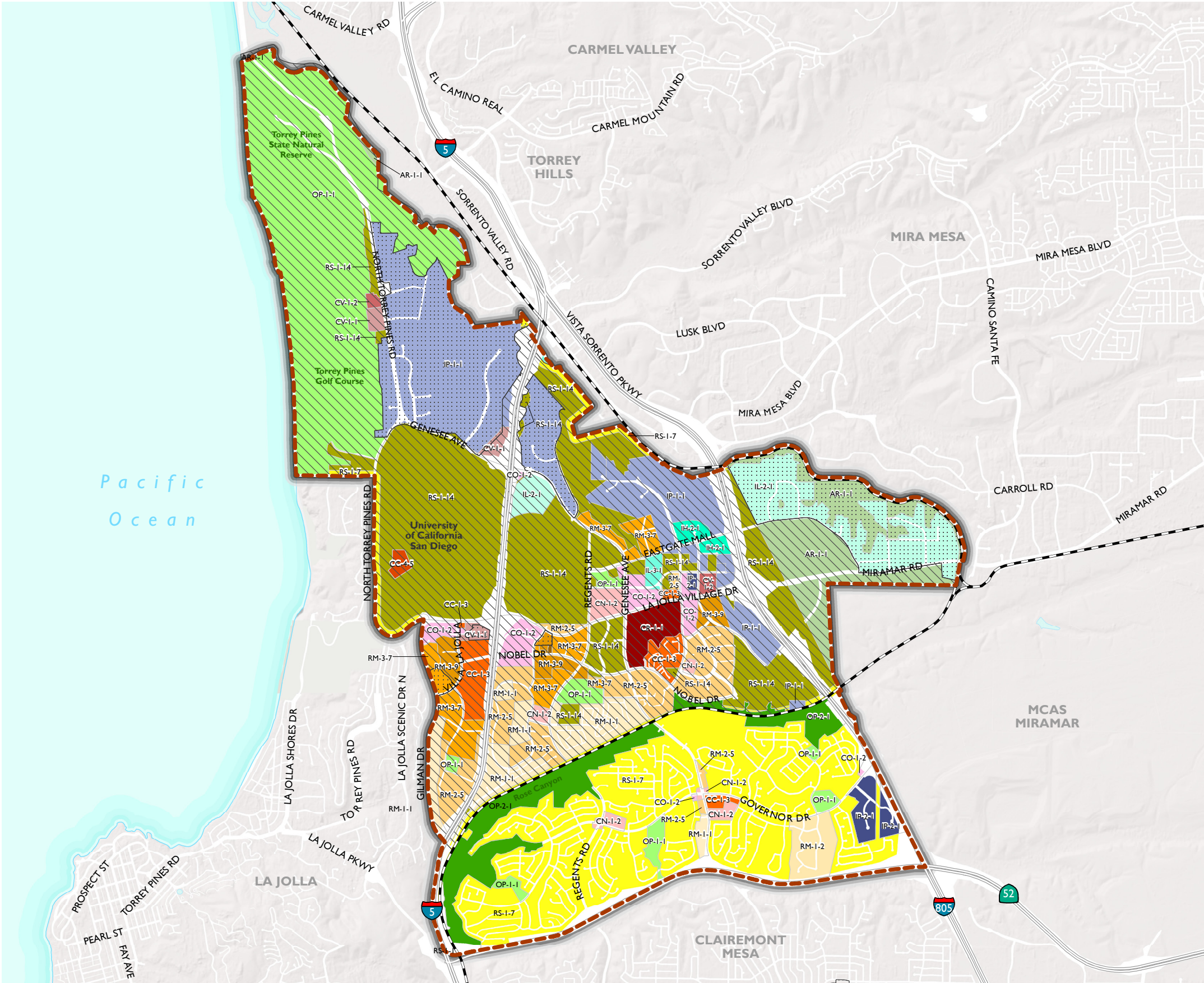
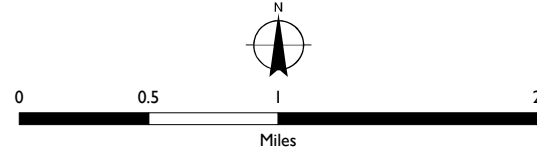


Figure 1-5
UNIVERSITY COMMUNITY PLAN UPDATE
Current Zoning

- AR-1-1 Agriculture-Residential Zone
- RS-1-1 Residential--Single Unit Zone
- RS-1-7 Residential--Single Unit Zone
- RS-1-8 Residential--Single Unit Zone
- RS-1-14 Residential--Single Unit Zone
- RM-1-1 Residential--Multiple Unit Zone
- RM-1-2 Residential--Multiple Unit Zone
- RM-2-5 Residential--Multiple Unit Zone
- RM-3-7 Residential--Multiple Unit Zone
- RM-3-9 Residential--Multiple Unit Zone
- RM-4-10 Residential--Multiple Unit Zone
- CN-1-2 Commercial-Neighborhood Zone
- CO-1-2 Commercial-Office Zone
- CC-1-3 Commercial-Community Zone
- CC-4-5 Commercial-Community Zone
- CV-1-1 Commercial-Visitor Zone
- CV-1-2 Commercial-Visitor Zone
- CR-1-1 Commercial-Regional Zone
- IP-1-1 Industrial-Park Zone
- IP-2-1 Industrial-Park Zone
- IL-2-1 Industrial-Light Zone
- IL-3-1 Industrial-Light Zone
- IH-2-1 Industrial-Heavy Zone
- OP-1-1 Open Space-Park Zone
- OP-2-1 Open Space-Park Zone
- CPIOZ-A
- CPIOZ-B
- Community Plan Boundary



Source: City of San Diego, 2018; SANDAG, 2018; Dyett & Bhatia, 2018.

1.5.5.2 COMMUNITY PLAN IMPLEMENTATION OVERLAY ZONE (CPIOZ)

The purpose of the Community Plan Implementation Overlay Zone, shown in Figure 1-5, is to provide supplemental development regulations that are tailored to specific sites within community plan areas of the city. In University, CPIOZ is the major implementation tool for the Development Intensity Element. There are two types of CPIOZ zones. CPIOZ A – Ministerial Review is applied over the northern portion of the community (all property north of the railroad tracks). The purpose of the overlay zone is to limit uses and development intensity to the levels specified in the Community Plan Land Use and Development Intensity Table. CPIOZ B – Discretionary Review is applied to sites where zoning is consistent with the land use designation in the Plan, but where special design considerations apply. The sites identified for application of CPIOZ B are those where the development regulations of the existing zone are not adequate to ensure that new development is consistent with the goals, objectives and proposals of the Community Plan or compatible with surrounding development. Discretionary review of these sites ensures that development is consistent with guidelines contained in the Urban Design Element of the Community Plan and MCAS Miramar restrictions, that adequate pedestrian circulation is provided, and that the architecture, grading, lot coverage, height, bulk and orientation of buildings is compatible with surrounding development.

CPIOZ B is applied to:

- Scripps Clinic (Subarea 5)
- Torrey Pines Mesa (Subarea 9)
- Campus Point (Subarea 10)
- Catholic Diocese (Subarea 67)
- La Jolla Village Inn (Subarea 75)
- J.W. Jones (Subarea 86)
- Restricted Industrial (Subareas 96, 97, 98 and 99)



Development at Scripps Clinic is subject to discretionary design review.

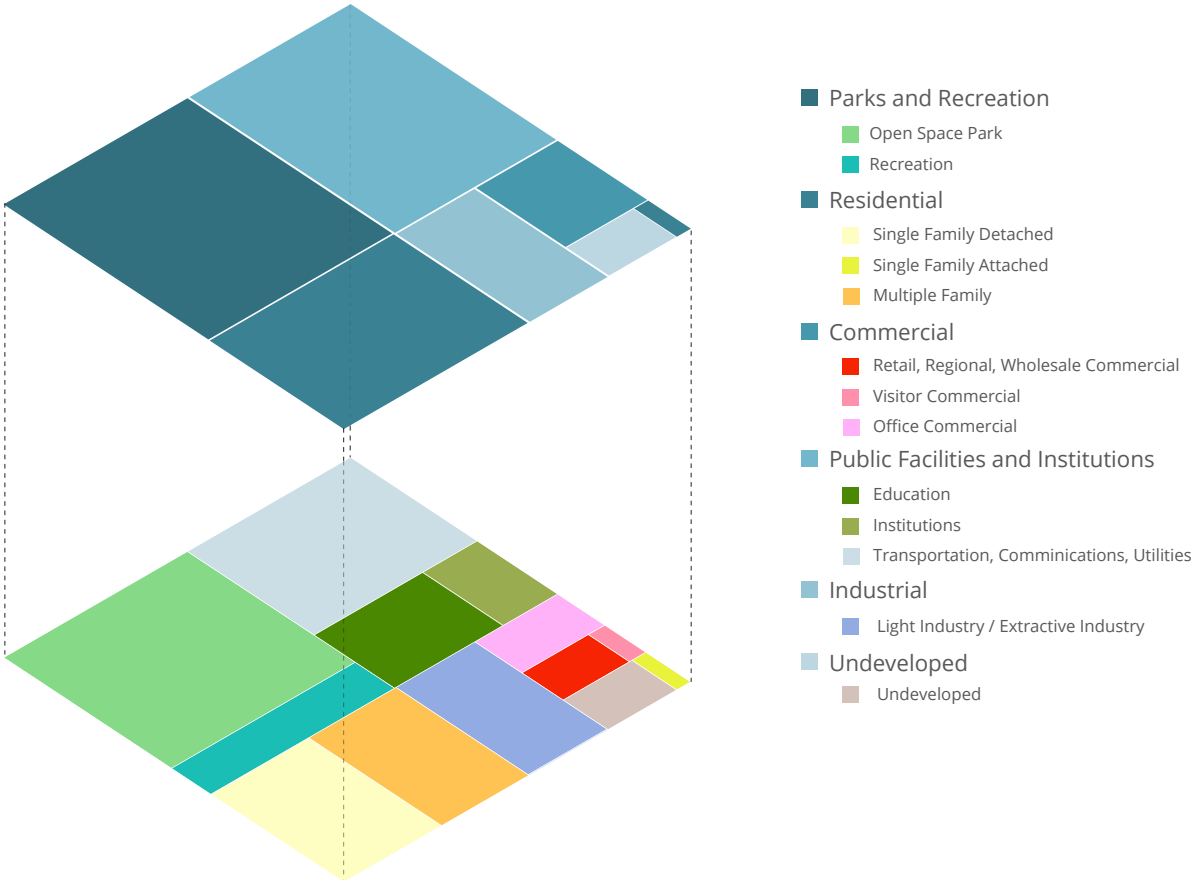
This page intentionally left blank.

2. Land Use and Development

2.1 EXISTING LAND USE

There are approximately 8,700 acres in University. Figure 2-1 shows the distribution of existing land use as of 2018, Table 2-1 totals existing land uses in acres and by percent of land area, and Chart 2-1 represents the percentages in Table 2-1 by general land use category (top square) and sub-category (bottom square). Parks and open spaces are dominant elements throughout the community, with concentrations in the northern and central portions of the Planning Area, and account for 32 percent of current land use. Public facilities and institutional land uses—which are comprised of public buildings, schools, government buildings, transportation uses, and utilities—account for 29 percent of land use. Not including transportation, communications, and utilities, public facilities and institutional land uses account for 11 percent of the Planning Area. Most institutional land use is clustered around the campus of UCSD. Residential land uses—including single-family and multifamily housing—account for 21 percent of land uses. Commercial land uses, which most commonly feature retail, hotels, and offices, account for only 6 percent of land use. Most retail and regional retail is located along major roadways. Light industrial occupies 9 percent of land in the Planning Area, and is most often clustered together in office and industrial parks. About 3 percent of land in the Planning Area is undeveloped, meaning that most of the Planning Area is built out.

Chart 2-1: Existing Land Use



Source: City of San Diego, 2018; SANDAG, 2018

Table 2-1: Existing Land Use

Land Use	Acres	Percent
Residential	1,860	21%
Single-Family Detached	956	11%
Single-Family Attached	47	1%
Multiple Family	857	10%
Commercial	539	6%
Retail, Regional, Wholesale Commercial	201	2%
Visitor Commercial	50	1%
Office Commercial	288	3%
Industrial	773	9%
Light Industry	768	9%
Extractive Industry	5	0%
Parks and Recreation	2,793	32%
Open Space Park	2,266	26%
Recreation	527	6%
Public Facilities and Institutions	2,484	29%
Education	642	7%
Institutions	321	4%
Transportation, Communication, Utilities	1,521	18%
Undeveloped	226	3%
Total	8,675	100%

Note: Numbers may not add due to rounding.
Source: City of San Diego, 2018; SANDAG 2018

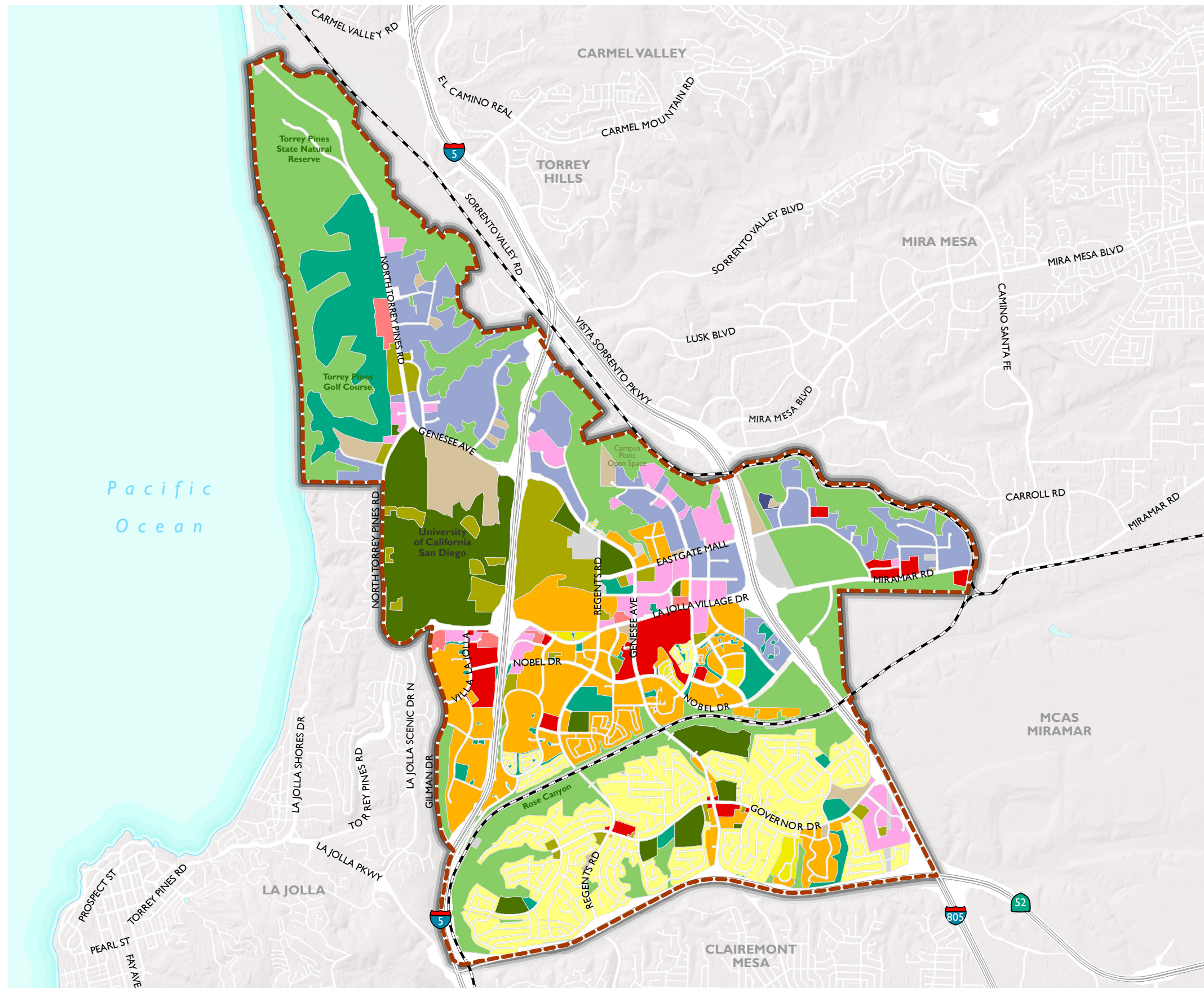


Figure 2-1
UNIVERSITY COMMUNITY PLAN UPDATE
Existing Land Use

Residential

- Single Family Detached
- Single Family Attached
- Multiple Family

Commercial

- Retail, Regional, Wholesale Commercial
- Visitor Commercial
- Office Commercial

Industrial

- Light Industry
- Extractive Industry

Parks and Recreation

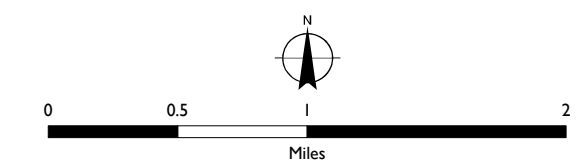
- Open Space Park
- Recreation

Public Facilities and Institutions

- Education
- Institutions
- Transportation, Communications, Utilities

Undeveloped

- Vacant/Undeveloped
- Freeway
- Railroad
- Community Plan Boundary



Source: City of San Diego, 2018; SANDAG, 2018; Dyett & Bhatia, 2018.

2.2 EXISTING DENSITY AND INTENSITY

2.2.1 EXISTING RESIDENTIAL DENSITY

The density of existing residential development in University is shown in Figure 2-2. Residential density is expressed as the number of housing units per acre (dwelling units/acre, or du/ac). As reflected in this analysis, residential density is calculated for developed land, not including public rights-of-way.

The average residential density in University is approximately 6.8 dwelling units per acre. This average residential density is low compared to more built-up areas of the city, as single-family homes are the predominant housing type in the community. In addition to single-family homes, University's housing includes townhomes and multiplex apartment and condominium complexes. Most single-family homes are located south of Rose Canyon, while most multi-family housing is north of Rose Canyon. As a result, the south side of Rose Canyon has significantly lower residential density than the north side.



High-rise and mid-rise apartments are located at the center of the Golden Triangle, catering to various communities.



Spanish-style communities with garden casitas are common in University.



Townhomes are a popular multifamily housing option.

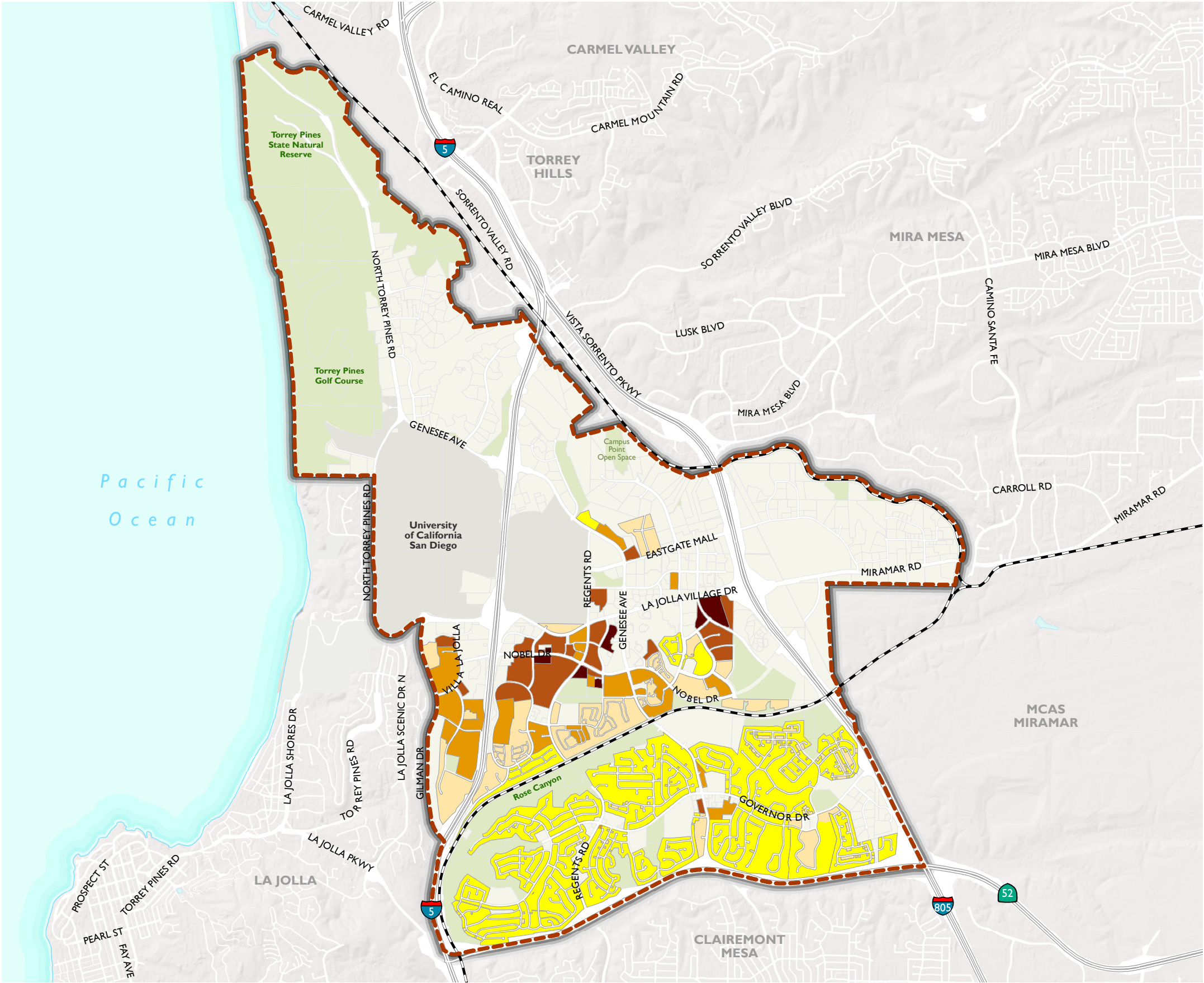
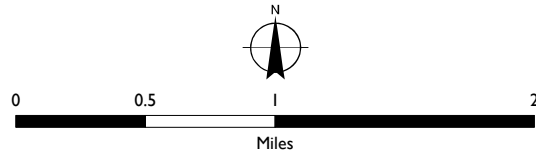
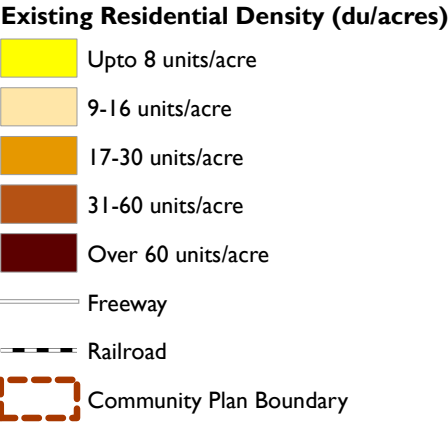


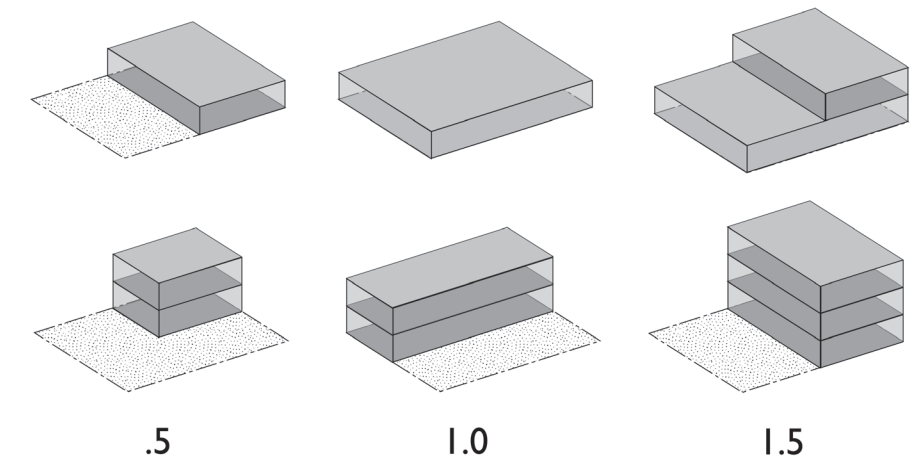
Figure 2-2
UNIVERSITY COMMUNITY PLAN UPDATE
Residential Density



Source: City of San Diego, 2018; SANDAG, 2018; Dyett & Bhatia, 2018.

2.2.2 EXISTING NON-RESIDENTIAL INTENSITY

The intensity of non-residential development (office, commercial, and industrial) in University is shown in Figure 2-3. Development intensity is expressed as Floor Area Ratio (FAR), which refers to the ratio between a building's total floor area and the total area (excluding any area devoted to parking) of the site. For instance, a one-story building occupying half of a parcel has an FAR of 0.5; a two-story building occupying the same half of a parcel has an FAR of 1.0. Overall, non-residential buildings in University have a median FAR of 0.33. This median non-residential intensity is similar to nearby communities; the median non-residential intensity of buildings is 0.44 in Mira Mesa and 0.37 in Clairemont Mesa.



FAR is the ratio of a building's total floor area to the total area of the site. As shown above, a one-story building occupying half of a parcel has an FAR of 0.5, as does a two-story building occupying one-fourth of that same parcel.



This six-story office building at 3180 University Avenue, with 39,435 ft² building floor area on a 21,000 ft² parcel, has an FAR of 1.9.



This ten-story business center at 9255 Towne Centre Drive, with 148,278 ft² building floor area on a 171,626 ft² parcel, has an FAR of



This fifteen-story business center at 4655 Executive Drive, with 350,000 ft² building floor area on a 252,648 ft² parcel, has an FAR of 1.4.

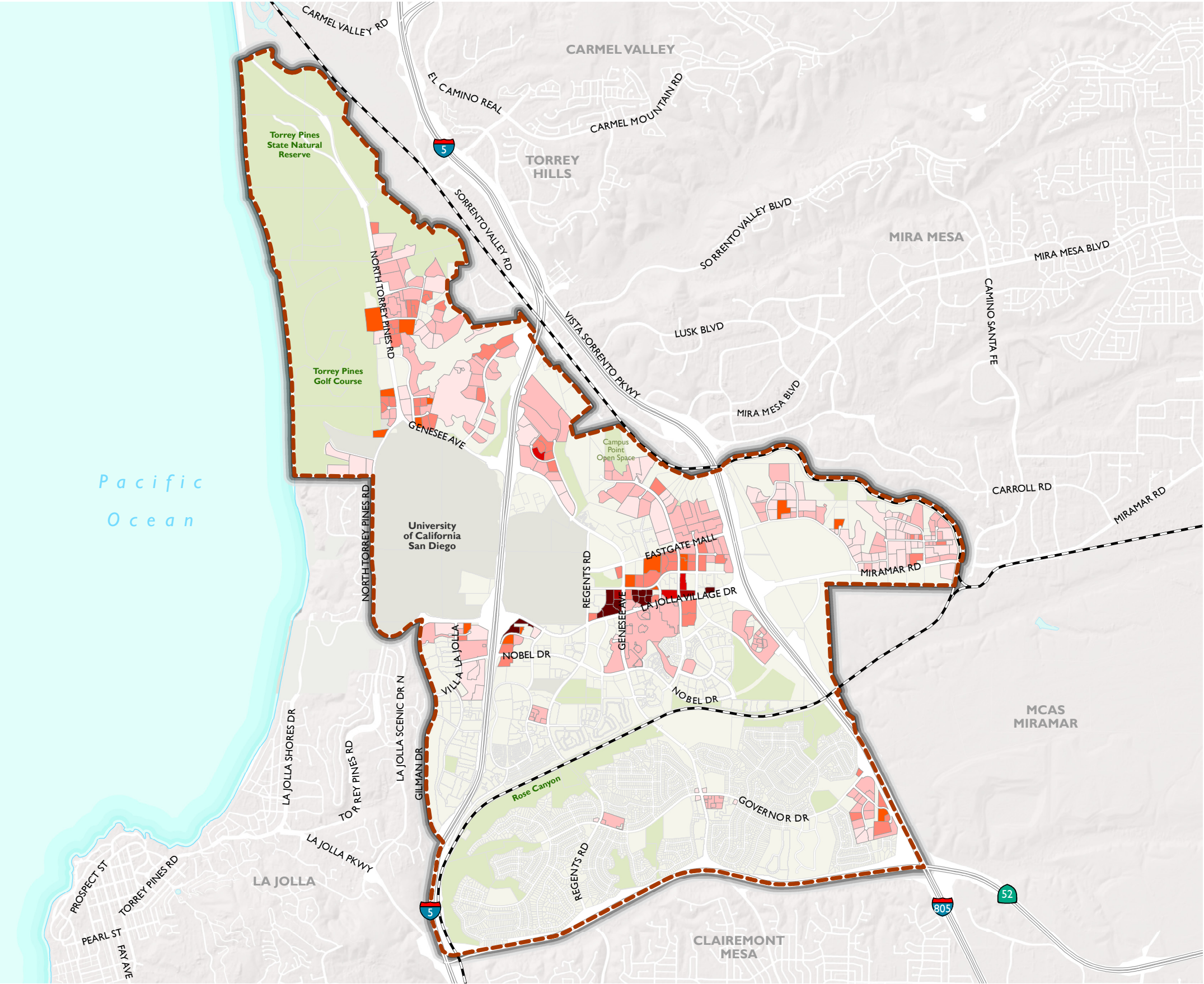
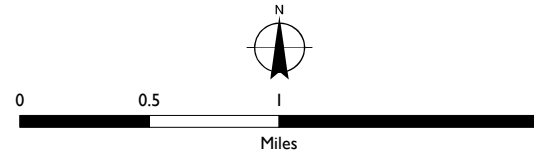
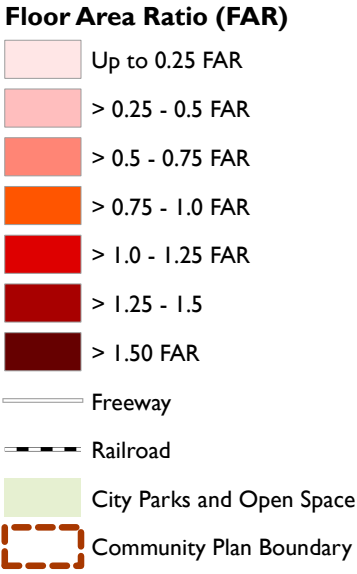


Figure 2-3
UNIVERSITY COMMUNITY PLAN UPDATE
Non-Residential FAR Ranges



Source: City of San Diego, 2018; SANDAG, 2018; Dyett & Bhatia, 2018.

2.3 PRELIMINARY INVENTORY OF VACANT/SIGNIFICANTLY UNDERUTILIZED SITES

Vacant and significantly underutilized sites may have greater potential for land use or intensity change over the long term. Figure 2-4 depicts vacant or undeveloped land (not including park and open space); commercial, office, and industrial sites where the ratio of building value to land value is less than 1.5; and sites with low intensity uses.

The following method was used to determine the preliminary inventory of vacant and significantly underutilized sites:

- **Vacant Sites.** Sites that contain no development were considered for redevelopment.
- **Non-UCSD Sites.** Sites on the UCSD campus were excluded from this analysis.
- **Assessed Building Value/Land Value.** The assessed building value was compared to the land value for each site. This assessed value ratio (building value/land value) indicates whether a site is being used to its full potential. Building values that are less than their land values indicate that there is potential for redevelopment. Building values that exceed land values indicate that redevelopment is unlikely and inappropriate. Sites where the assessed value ratio was less than 1.5 were identified as having greater potential for redevelopment or expansion.
- **Building Intensity.** Sites with low intensity uses, which may indicate a potential for intensification in the future, were identified. This may mean that buildings are small compared to the overall site (e.g., low in height, small in size, or contain large surface parking lots or unused land). The ratio of building floor area to overall site area—the FAR value—provides a metric. Sites with FAR values of 0.5 or less were identified as having greater potential for redevelopment or expansion.

In total, this analysis identifies 1,200 acres, or 14 percent of University as vacant and significantly underutilized.

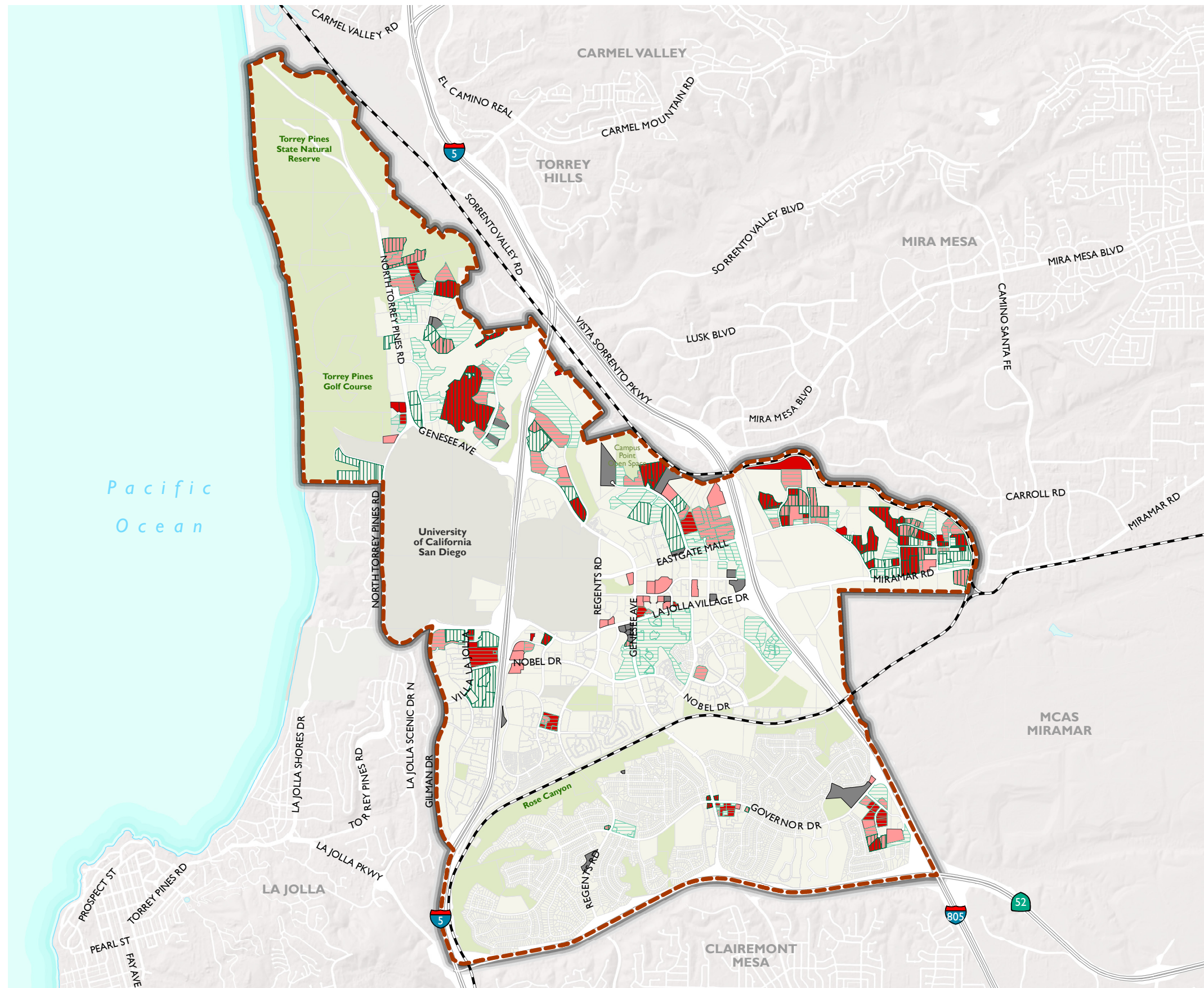


Figure 2-4
UNIVERSITY COMMUNITY PLAN UPDATE
**Preliminary Inventory of
Vacant/Significantly
Underutilized Sites**

Opportunity Sites

Vacant

Vacant/Undeveloped Properties

Underutilized

Low Assessed Value Ratio (<0.75)

Medium Assessed Value Ratio (0.75 - 1.5)

Low Floor Area Ratio (<0.25 FAR)

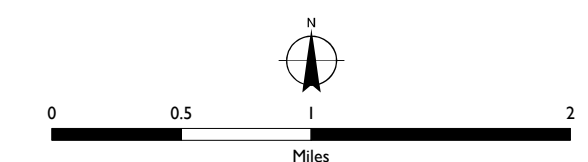
Medium Floor Area Ratio (0.25-0.5 FAR)

Freeway

Railroad

City Parks and Open Space

Community Plan Boundary



Source: City of San Diego, 2018; SANDAG, 2018; Dyett & Bhatia, 2018.

2.4 PUBLIC FACILITIES

Figure 2-5 depicts community services and facilities that support a healthy community in University. University 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. There are six public schools at the kindergarten through twelfth grade levels in the Planning Area, as listed in Table 2-2. There are also three private schools in the Planning Area. UCSD is a major presence in the University community, and occupies over 900 acres. As of 2017, UCSD enrolled more than 33,000 students and had 15,000 faculty and staff. About 13,000 students, graduate and undergraduate, lived on campus.

Police and fire facilities are also shown on Figure 2-5. San Diego Fire-Rescue Department Station 35 is the only fire station in the Planning Area, therefore providing the fastest emergency response times for most parts of University. It is located at 4285 Eastgate Mall. It serves almost the entire Planning Area, with the exception of portions of the northern part of the Planning Area that are served by Station 41 (located at 4914 Carroll Canyon Road), portions of the southern and eastern parts of the Planning Area that are served by Station 9 (located at 7870 Ardath Lane), and portions of the southern part of the Planning Area that are served by Station 27 (5064 Clairemont Drive). The Northern Division of the San Diego Police Department is stationed at 4275 Eastgate Mall. The Northern Division encompasses 41 square miles and serves a population of about 225,000 people. The UCSD Police Department is located at 9500 Gilman Drive.



The Northern Division of the San Diego Police Department is stationed in the Planning Area at 4275 Eastgate Mall.



Standley Middle School is the only middle school in the Planning Area.

Table 2-2: School Enrollment (K-12)

School	Total Enrollment
Public Schools	5,686
Elementary Schools (K-5)	1,955
Curie Elementary	590
Doyle Elementary	708
Spreckels Elementary	657
Middle Schools (6-8)	1,038
Standley Middle School	1,038
High Schools (9-12)	1,872
University City High School	1,872
Charter Schools (9-12)	821
Preuss Charter School	821
Private Schools	1,326
Mission Bay Montessori Academy (K-6)	204
La Jolla Country Day School (K-12)	1,083
Torah High School of San Diego (9-12)	39
Total	7,012

Source: San Diego Unified School District, 2018; California Department of Education 2016-2017 Private School Affidavit, 2017; City of San Diego, 2018

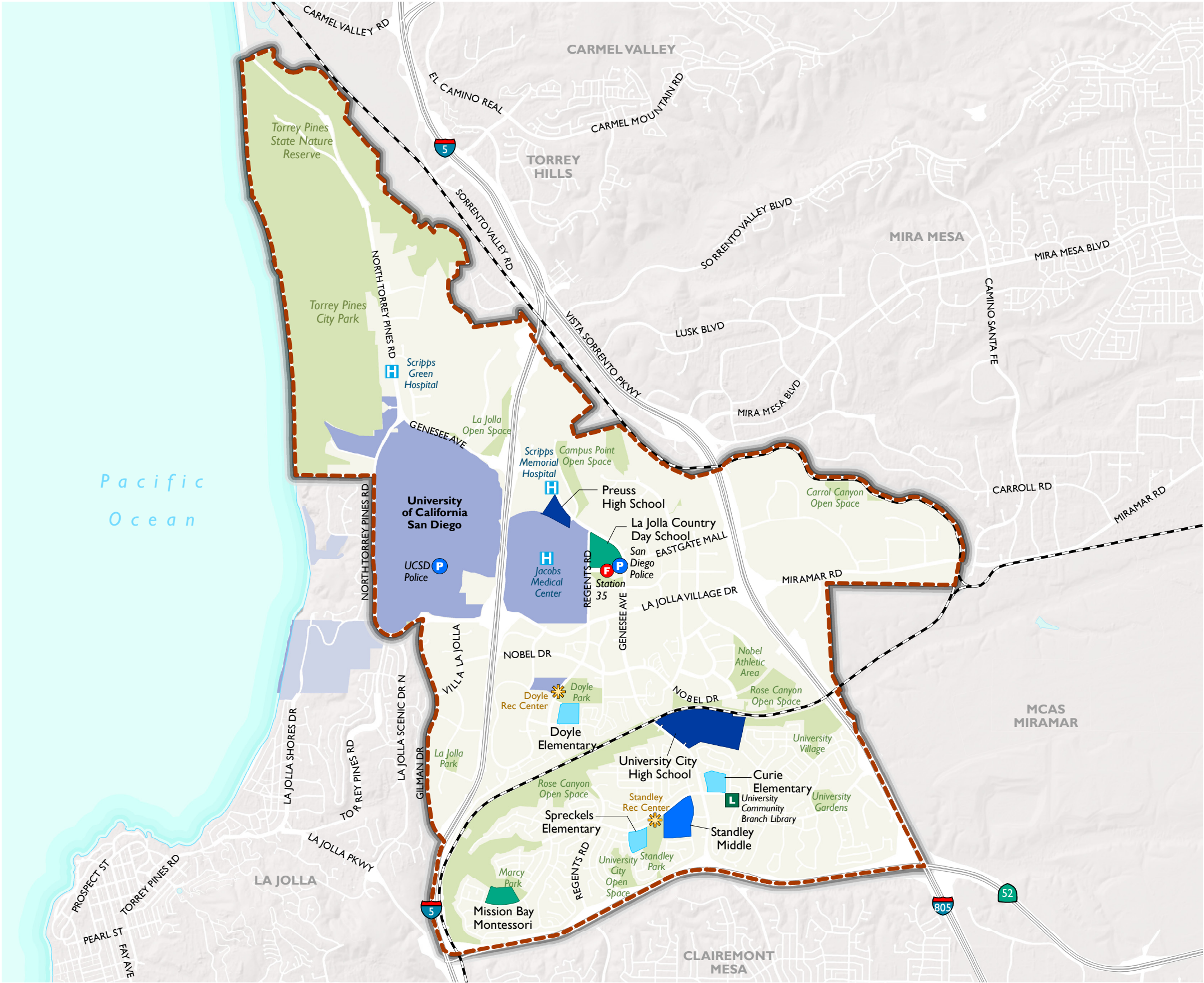
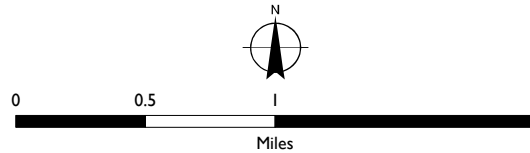


Figure 2-5
UNIVERSITY COMMUNITY PLAN UPDATE
Schools and Public Facilities

- Police Station
- Fire Station
- Library
- Hospitals
- Recreation Centers
- Public Elementary Schools
- Public Middle Schools
- Public High Schools
- Private Schools
- UCSD Campus
- City Parks and Open Space
- Freeway
- Railroad
- Community Plan Boundary



Source: City of San Diego, 2018; SANDAG, 2018; Dyett & Bhatia, 2018.

3. Economic Setting

3.1 EMPLOYMENT BASE

University occupies only 4 percent of San Diego’s land area, yet companies within University provide about 12.3 percent of private jobs within San Diego.¹ The 3,300 businesses that exist in University employ about 92,000 people.² As shown on Chart 3-1, about 70 percent of jobs in University are within the Educational Services; Professional, Scientific, and Tech Services; Healthcare and Social Assistance; Finance and Insurance; and Accommodation and Food Service sectors.

Most Educational Service jobs are provided by UCSD, which employs 15,200 faculty and staff.³ Two-thirds of this staff work on West Campus, located west of I-5. The rest work at the Veterans Affairs San Diego Healthcare System Hospital, the Scripps Institute of Oceanography, La Jolla Professional Center, and East Campus (east of I-5). According to the 2018 draft UCSD Long Range Development Plan, UCSD anticipates increasing its faculty and staff by about 7,000 people by 2035.

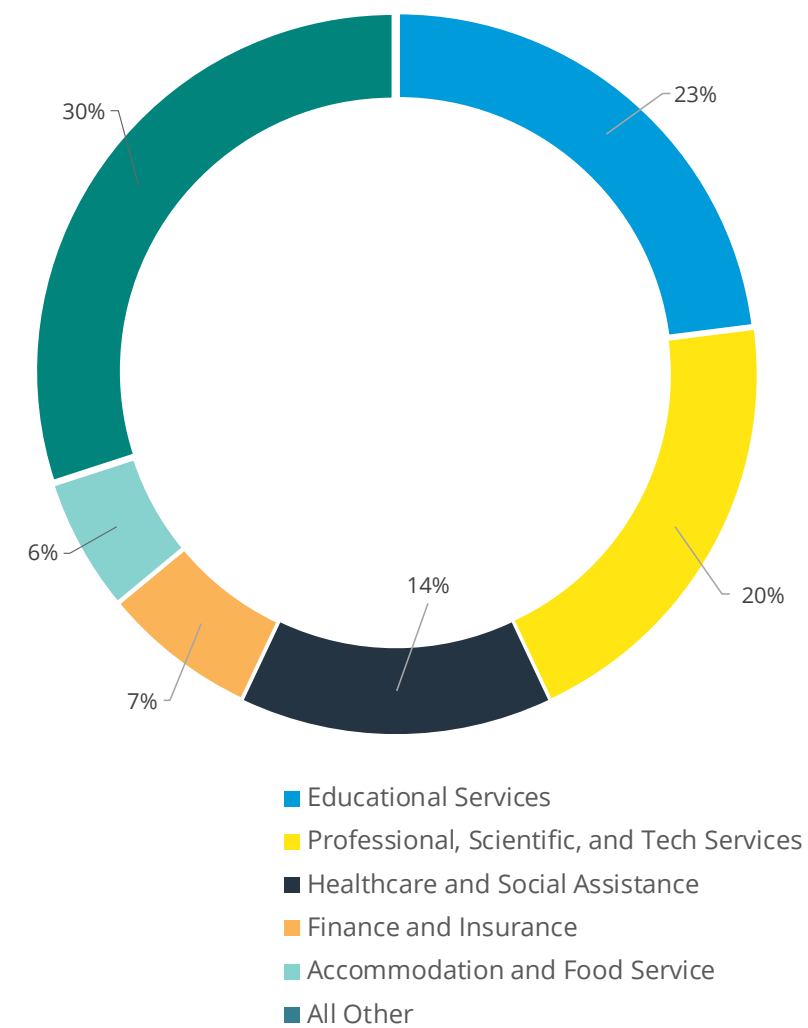
According to SANDAG, University has a strong presence of jobs in the following industry clusters:

- Aerospace, Navigation, and Maritime Technologies
- Biomedical Devices and Products
- Biotechnology and Pharmaceuticals
- Entertainment and Hospitality
- Information and Communications Technologies
- Publishing and Marketing

Traded industry clusters are groups of interrelated export-oriented industries. Some of the clusters, including the Biomedical Devices and Products cluster and the Communications cluster, rely heavily on partnerships and collaboration with local universities.⁴ The presence of UCSD therefore contributes significantly to the growth of industry clusters in University.

Per SANDAG, The Biotechnology and Pharmaceuticals cluster is one of the fastest growing cluster industries in San Diego and University.⁵ In fiscal year 2018, the 52nd Congressional District, which includes most of University, received approximately \$294 million in funding from the National Institutes of Health (NIH). Organizations that received the largest NIH funding in district included UCSD and the La Jolla Institute for Allergy and Immunology, with \$242 million and \$22 million respectively.⁶

Chart 3-1: Job Sectors in University



Source: U.S. Census Bureau, 2015

¹ ESRI Community Analyst, 2018
² Ibid
³ UCSD, 2015
⁴ SANDAG Traded Industry Clusters in the San Diego Region, 2016
⁵ Ibid
⁶ National Institutes of Health (NIH) Research Portfolio Online Reporting Tools (RePORT), 2018

3.2 COMMERCIAL BASE

University generated approximately \$12.9 million in sales tax revenue in 2016 and \$12.7 million in 2017.⁷ Most of the sales tax was likely generated from University's retail centers, shown on Figure 2-1 in the Retail, Regional, and Wholesale Commercial land use category. Westfield UTC is a major source of sales tax revenue, and features department stores, restaurants, and small-format retail in an open-air shopping mall setting. Other retail centers include strip commercial centers, such as La Jolla Village Square (Villa La Jolla Drive and Nobel Drive), the Shops (Villa La Jolla Drive and Nobel Drive), La Jolla Colony (Arriba Street and Regents Road), Costa Verde (Nobel Drive and Genessee Avenue), and University Square (Governor Drive and Genessee Avenue).



Outdoor shopping center Westfield UTC includes chain retailers, a movie theater, and an ice skating rink.

⁷ MuniServices, 2018

3.3 LABOR FORCE COMMUTE

93 percent of workers commute into University for employment.⁸ Out of the 7 percent of people who live and work in University, most live in the area north of Rose Canyon and south of La Jolla Village Drive. Figure 3-1 depicts the origins of commuters who travel to University for work. As shown in the Figure, the top five origin census tracts for in-commuters were as follows:

- 83.33 – Carmel Valley, Torrey Hills
- 170.30 – 4S Ranch, Rancho Bernardo, Black Mountain Ranch
- 215 – Carmel Valley, Pacific Highland Ranch
- 83.29 – Carmel Valley
- 83.35 – Torrey Highlands

UCSD draws employees from across the region. According to Table 3-1, however, about one-quarter of employees travel less than 5 miles to work, suggesting that many UCSD employees live in University or nearby communities.

Table 3-1: UCSD Employee Commute Distances, 2015

Commute Distance	Number of Employees	Percent
Less than 5 miles	3,700	24%
5 to 10 miles	4,800	32%
10 to 15 miles	3,400	22%
15 to 20 miles	1,800	12%
20 to 25 miles	1,200	8%
25 to 30 miles	100	1%
30 or more miles	200	1%
Total	15,200	100

Source: UCSD, 2015

⁸ U.S. Census Bureau (OnTheMap), 2015

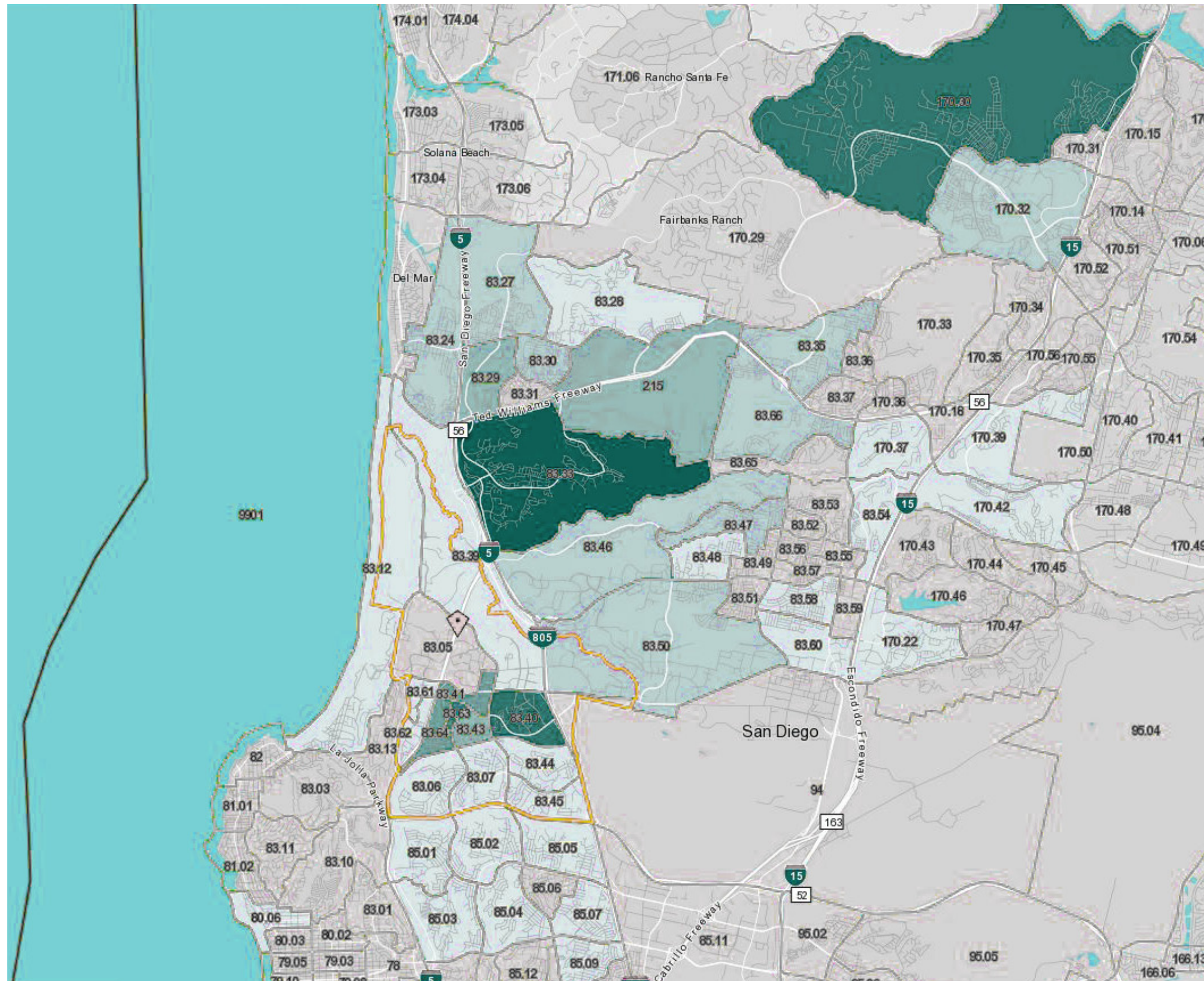
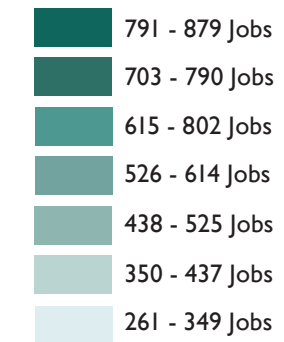


Figure 3-1
UNIVERSITY COMMUNITY PLAN UPDATE
Labor Force Commute



Source: U.S. Census Bureau (OnTheMap), 2015

4. Urban Form

4.1 LAND FORM AND NATURAL FEATURES

Steep undeveloped slopes in the northern, central, and southern areas of University are defining features of the community. The predominant topographic feature in University is the gently rolling mesa separated by canyons and hillsides. Although these landforms impede connectivity throughout the community, they provide recreational opportunities for residents and contribute to a sense of place. Topography and natural features are shown in Figure 6-1.

4.2 BLOCKS AND LOTS

As shown in Figure 4-1, there are generally four types of block and lot patterns in University.



Roadways conform with the terrain of University.



Prominent hillsides are visible from I-805.



Large lots enable institutional uses to coexist with the natural environment.

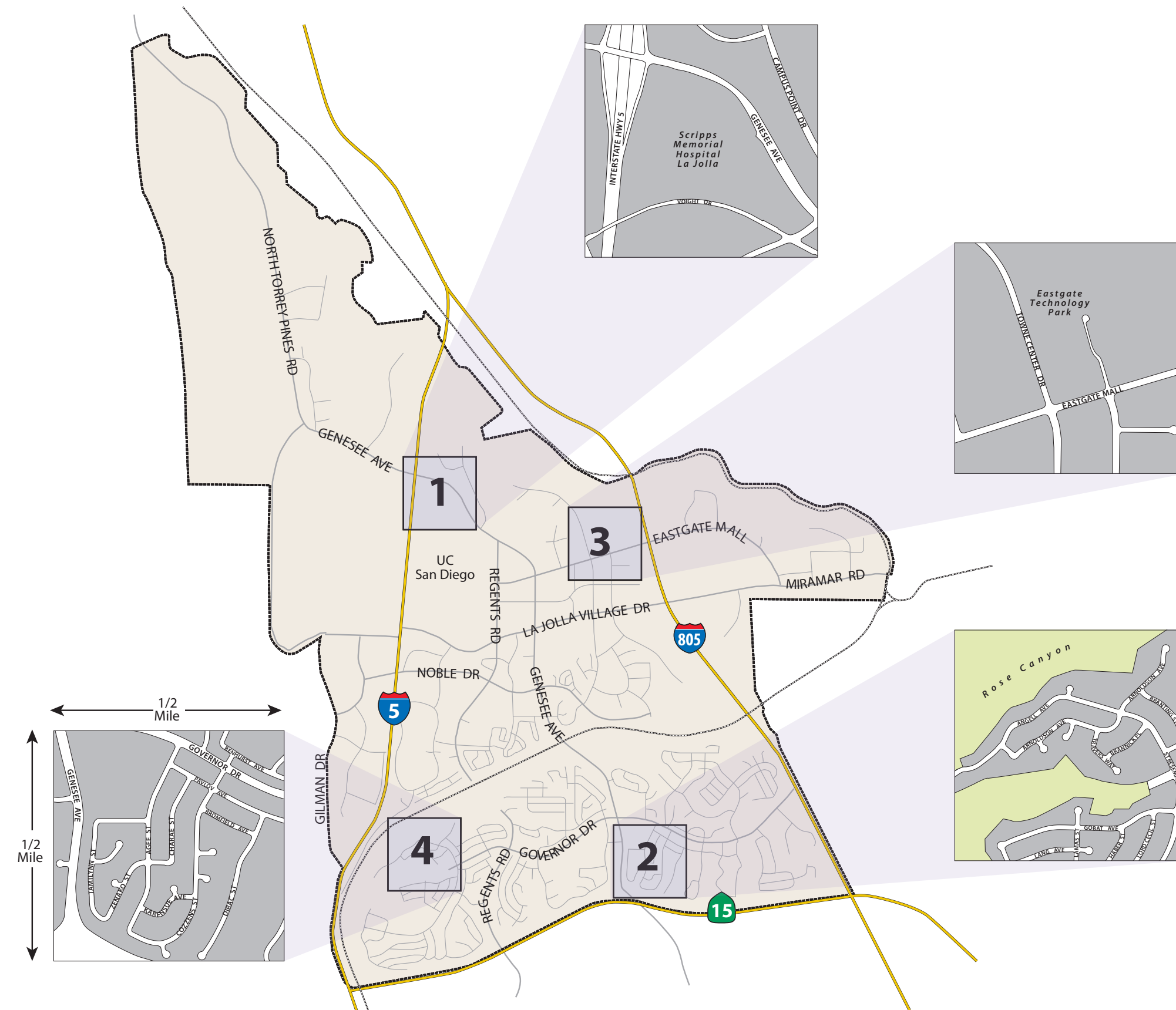


Figure 4-1

UNIVERSITY COMMUNITY PLAN UPDATE Block Patterns

1. Super Blocks

Super blocks are larger than traditional city blocks and are primarily associated with institutional, educational, recreational, and corporate use rather than residential use. Intended for large-scale auto-oriented uses, super blocks offer limited interconnectivity to surrounding blocks. They typically have multiple means of entrance and egress, and have surface parking lots as central features. Examples of super blocks are Westfield UTC, Scripps Memorial Hospital La Jolla, Thornton Pavilion Hospital, and the UCSD campus.

2. Residential Curvilinear Blocks

Residential curvilinear neighborhood blocks contain multi-family, single-family, and duplex dwellings. They typically have curving streets, dead-ends, cul-de-sacs, and limited connectivity to major streets. Residential curvilinear blocks are typically found in flat portions of the Planning Area.

3. Industrial Blocks

Industrial blocks are large in scale and are typically associated with manufacturing facilities and business parks. Examples can be found in Torrey Pines Mesa, Campus Point, and Eastgate Technology Park.

4. Canyon Rim Blocks

Canyon Rim blocks are located within single-family neighborhoods along the rims of the canyon systems throughout University. They typically have organic and irregular shapes that contour with the topography. Examples of this block type can be found along the northern and southern rim of Rose Canyon.

4.3 BUILDINGS

4.3.1 RESIDENTIAL

Residential buildings in University are diverse in their design and layout. While single-family detached housing is the predominant building type, the community offers a range of multi-family building types, including duplexes and apartments.

- Duplexes/townhomes typically provide parking in the rear. Parking may be accessed from an alley. They are typically one- to two-stories high and dwelling units share common walls.
- Apartments are two- or three-story walk-up buildings with a combination of surface and tuck-under garage parking. Dwelling units are stacked with shared stairs, elevators, and walkways. Apartment complexes typically provide common open space and amenities, such as a pool, gymnasium, community lounge, and playground.

4.3.2 COMMERCIAL RETAIL

Retail use in University is represented by three predominant building types:

- Strip commercial centers are characterized by “big box” buildings set back behind surface parking lots. The shopping centers just west of I-5 on the north and south side of La Jolla Village drive are examples of strip commercial centers.
- Shopping malls are characterized by anchor stores (such as large department stores) and internal circulation. Westfield’s UTC Shopping Towne is an example of an open-air shopping mall.
- Small-scale retail centers are focused along transportation corridors. Signage is a key component of these buildings, as well as colors and forms designed to attract the attention of fast-moving traffic. Examples of small-scale retail can be found in South University along Governor Drive at Regents Road, at Towne Centre Drive and Renaissance Avenue, and at Regents Road and Regents Park Row.

4.3.3 OFFICE

Office buildings are distributed throughout the community. They are predominantly low to mid-rise, with several high-rise buildings located along the La Jolla Village Drive corridor.

4.3.4 INDUSTRIAL/RESEARCH AND DEVELOPMENT

Industrial uses in University consist of research and development facilities; laboratories; and storage, warehouse, and distribution centers. Most storage, warehousing, and distribution uses are located east of I-805, north of Miramar Road. Storage, warehousing, and distribution facilities are most often surrounded by access drives and have large building footprints and flat roofs. Research and development facilities are most often located in industrial parks. They are typically one- to three-stories, set back far from the street, and surrounded by large surface parking lots. The Salk Institute for Biological Studies, designed by Louis Kahn, is perhaps the best-known research and development facility in University. The Institute, renowned for its blend of functional and contemplative modernist design, is listed on the California State Register of Historic Places.

4.3.5 INSTITUTIONAL

Institutional uses consist of schools, public buildings, and hospitals. There are four hospitals in University, including the Veterans Affairs San Diego Healthcare System Hospital, Scripps Green Hospital, Scripps Memorial Hospital La Jolla, and Jacobs Medical Center. Hospitals are located in campus settings, with mid-rise (up to ten stories) hospital buildings clustered together on super blocks.

UCSD has the largest institutional presence in University. The campus primarily consists of modern architecture, with many buildings designed in the 1960s and 1970s. A number of buildings are in the concrete brutalist style, including the Geisel Library and the Mandeville Center for the Arts. UCSD buildings are most typically located on superblocks, and are connected to each other via paths, malls, and green spaces.



University contains a mixture of building styles, including, clockwise from top left, retail commercial, institutional, office, and research and development. Salk Institute photo credit: Salk Institute for Biological Studies.

5. Mobility

5.1 STREETS

Streets and freeways comprise the framework of University's transportation system and play a major role in shaping the form of the community. In addition, congestion and collisions on the street system can have a major impact on the quality of life within the community. Freeways, roadway segments, and intersections that suffer from congestion and high frequency of collisions are shown in Figure 5-1.

5.1.1 FREEWAYS

The three freeways that serve University are I-5, I-805, and SR-52. These freeways are utilized by residents and employees traveling into and out of University, as well as by people making pass-through regional trips. In general, segments that suffer from congestion are those that move traffic towards University in the morning and away from University in the afternoon.

5.1.2 ARTERIALS

Although University is readily accessible by freeway, travel to specific points within the community by means of the surface street system can be difficult during peak hours. In the AM and midday peak periods, congestion occurs on the freeways as workers living in other communities travel to jobs in University, while in the PM peak period the surface street system backs up. Evening congestion is due to University commuters entering and leaving freeways via arterial streets, plus motorists entering the community to patronize restaurants, bars, shops, and theaters after work.

These high vehicular traffic volumes result in a number of roadway segments experiencing congestion in at least one peak period. In particular, the north-south link of Genesee Avenue and the east-west links of La Jolla Village Drive and Eastgate mall experience the most congestion.

5.1.3 INTERSECTIONS

Almost a third of the study area intersections in University (26 out of 79) are currently experiencing congestion during one or more peak periods. During the AM peak period, Regents Road experiences delay at the SR-52 interchange, while Miramar Road experiences delay during the PM peak periods. Intersections that experience congestion during both AM and PM peak periods include:

- Genesee Avenue at I-5 SB Ramps, Eastgate Mall, Governor Drive and SR-52 EB Ramps
- Governor Drive at I-805 NB ramps
- La Jolla Village Drive at Villa La Jolla Drive, Regents Road, and Towne Centre Drive

5.1.4 VEHICLE COLLISIONS

In addition to high levels of congestion, several intersections in University have a high number of vehicle collisions, defined as 15 or more collisions during a five-year period. These include:

- Six intersections along La Jolla Village Drive at Villa La Jolla Drive, Lebon Drive, Regents Road, Genesee Avenue, Executive Way, and Towne Centre Drive
- Three intersections along Genesee Avenue at Eastgate Mall, Nobel Drive, and Governor Drive
- One intersection along Miramar Road at Eastgate Mall
- Two intersections along Nobel Drive at I-5 NB Off Ramp and Regents Road



I-5 and I-805 intersect at Sorrento Valley, marking the northern point of the Golden Triangle.



Vehicles stop at a signalized intersection.

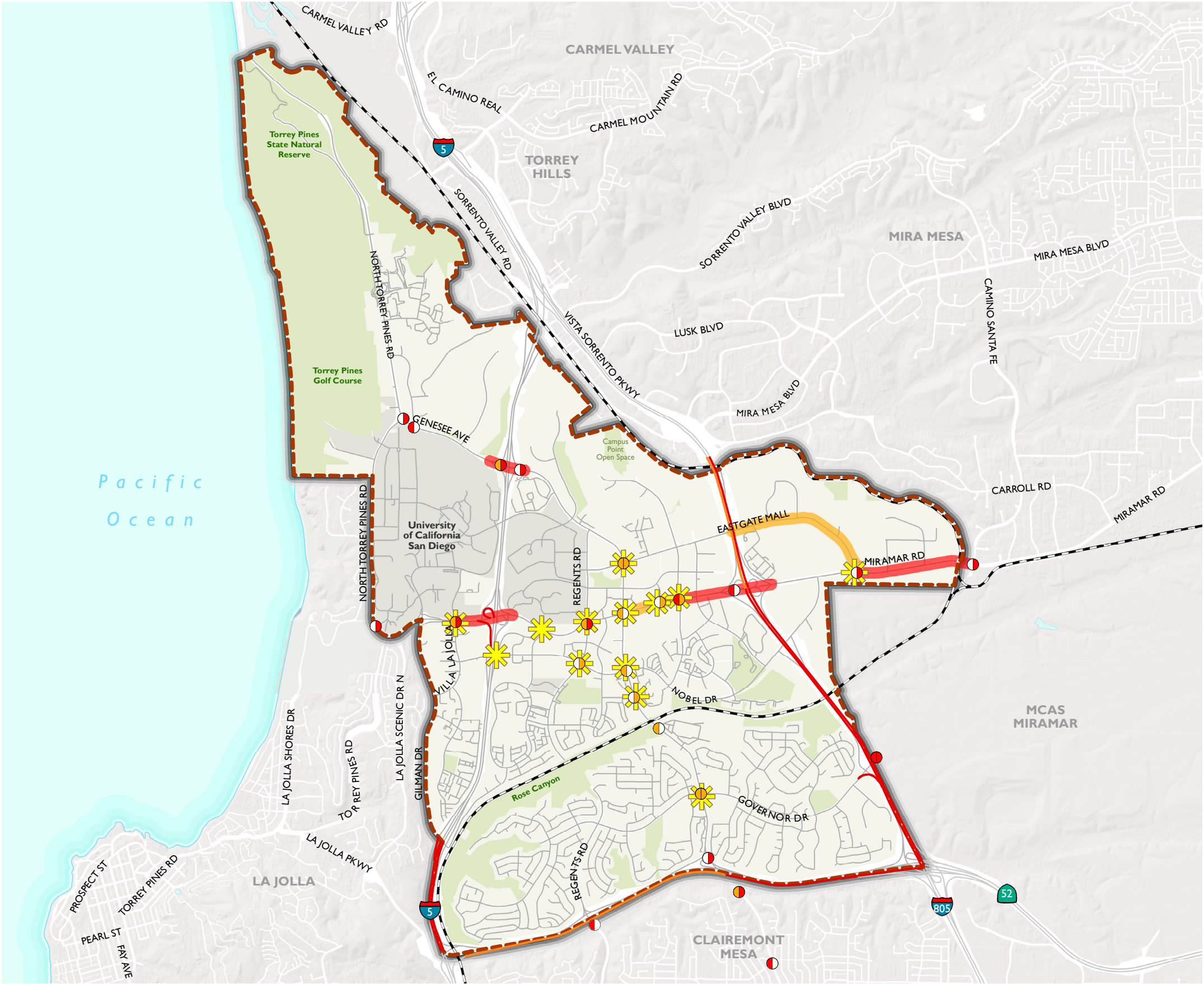
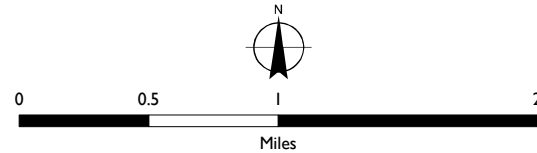


Figure 5-1
UNIVERSITY COMMUNITY PLAN UPDATE
Vehicle Needs

- Congested Intersections**
- AM LOS
 - PM LOS
 - LOS E
 - LOS F
- Congested Freeways**
- Freeway LOS E
 - Freeway LOS F
- Congested Roadways**
- LOS E
 - LOS F
- 15 or more Vehicular Collisions
- Railroad
- UCSD Campus
- City Parks and Open Space
- Community Plan Boundary



Source: City of San Diego, 2018; SANDAG, 2018; Dyett & Bhatia, 2018.

5.2 TRANSIT

The City of Villages strategy supports expansion of the transit system by calling for villages, employment centers, and other higher-intensity uses to be located in areas that can be served by high quality transit services. This will allow more people to live and work within walking distance of transit.

University is relatively well-served by transit, with most of the community within a quarter-mile of a transit stop, as shown in Figure 5-2. The highest public transit ridership levels in University are found at the Gilman Drive Transit Center (Gilman Drive/Myers Drive) and the UTC Transit Center. These stops are served by SuperLoop Routes 201 and 202, which have significant levels of ridership in the area. Table 5-1 presents the transit commute mode share comparison. University has a mode share nearly two times that of the City of San Diego and over two times that of San Diego County. This is likely due to the relatively high levels of transit service in the area and transit-supportive land use patterns.

Table 5-1: Transit Commute Mode Share Comparison

	University	City of San Diego	San Diego County
Total Transit Commutes	2,708	6,256	10,027
Total Workers	35,740	668,643	1,503,987
Transit Commute Mode Share	7.6%	4.0%	3.0%

Source: American Community Survey, 2015

The planned light-rail transit (extension of the Mid-Coast Trolley into University) will provide increased levels of transit service through primary employment areas in University. As shown in Figure 5-3, the Mid-Coast Trolley extension will connect University with the rest of the Trolley network, providing convenient access to Mission Valley, Downtown, East County, and South County. There will be six stops within University, including at Nobel Drive/I-5, the Veterans Affairs Medical Center, Pepper Canyon (at UCSD West), Voigt Drive (at UCSD East), Executive Drive/Genessee Avenue, and Westfied UTC. The extension of the Mid-Coast Trolley is expected to attract 20,000 new transit riders per day. Service is anticipated to begin in 2021.

University residents and visitors may also be able to use aerial cableway (“Skyway”) service in the future. In 2017, SANDAG published the Sorrento Valley Skyway Feasibility Study, which analyzed the potential ridership, required technology, possible constraints, and costs associated with developing an aerial cableway that would connect the Mid-Coast Trolley line in University to the Sorrento Valley and Sorrento Mesa employment areas. The Skyway would improve transit connections between Sorrento Valley/Sorrento Mesa and University, where hilly topography hinders convenient transportation connections. It is estimated that the Skyway would attract nearly 1.1 million riders annually. As of 2018, there are no plans underway to construct the Skyway.



As of 2018, the Mid-Coast Trolley infrastructure is under construction in University.



SANDAG studied the feasibility of connecting University and Sorrento Valley/Sorrento Mesa via an aerial cableway. Photo credit: Doppelmayr

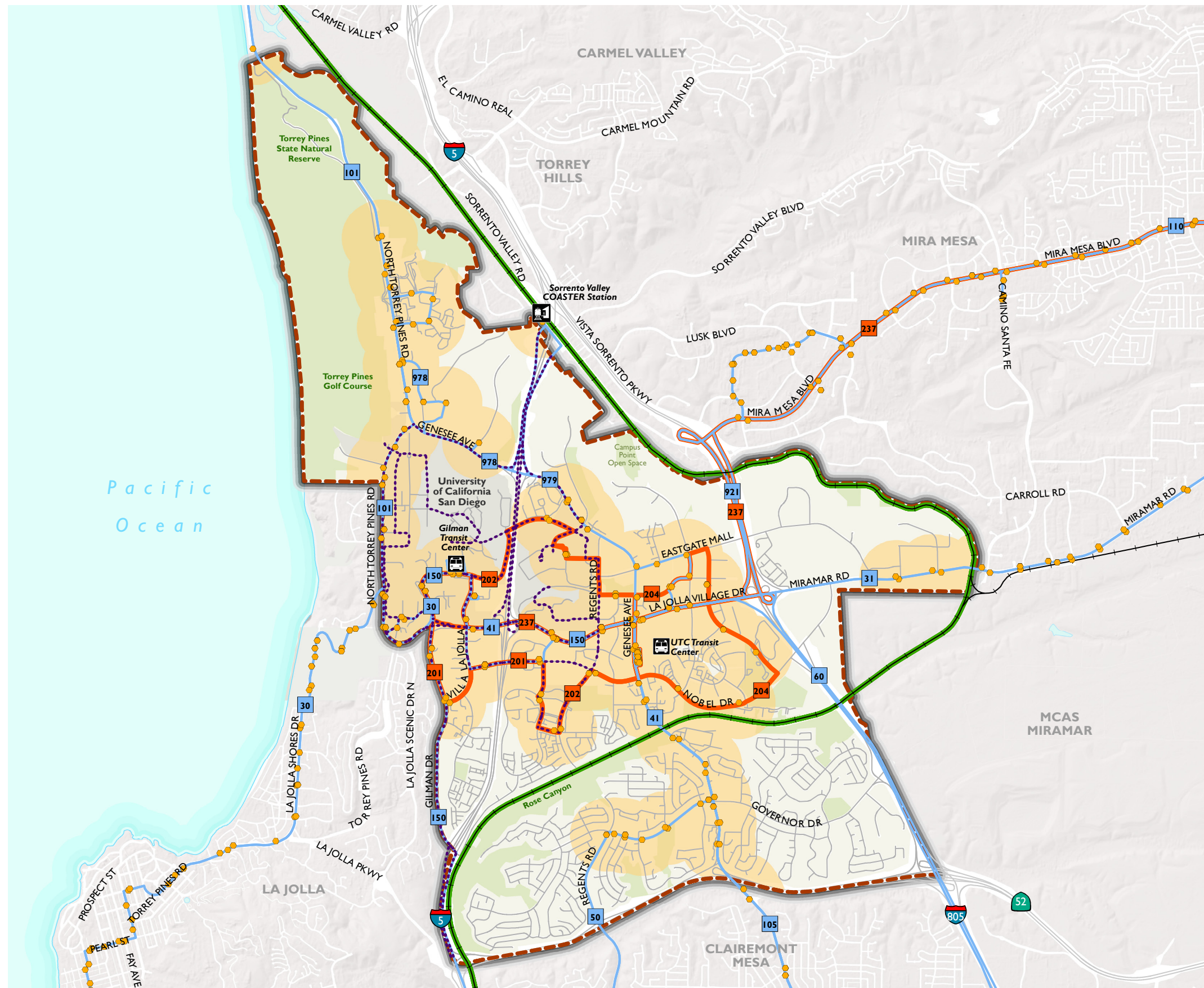












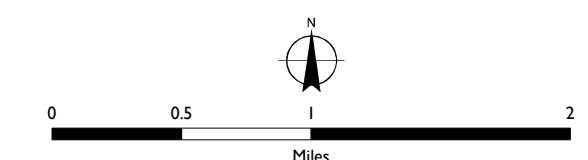


Figure 5-2
UNIVERSITY COMMUNITY PLAN UPDATE
**Existing Transit Routes
and Access**

-  AMTRAK Station
-  Major Transit Center
-  Transit Stops
-  UCSD Transit Routes
-  Local Routes
-  Rapid Routes
-  COASTER Rail
-  Railroad
-  Transit Stops Quarter Mile Service Radius
-  UCSD Campus
-  City Parks and Open Space
-  Community Plan Boundary



Source: City of San Diego, 2018; SANDAG, 2018; Dyett & Bhatia, 2018.

5.2.1 CONNECTIVITY

There are 14 Metropolitan Transit Service (MTS) routes that serve the University community, as listed below. The combination of the MTS, NCTD, and UCSD bus routes cover most of the community and provide connections to transfer stations and COASTER/AMTRAK stations that allow users to access other bus routes, trolley lines and regional services.

- MTS Route 30: Downtown – UTC/VA Medical Center
- MTS Routes 31 and 921: UTC – Mira Mesa
- MTS Route 41: Fashion Valley – UCSD/VA Medical Center
- MTS Route 50: Downtown - UTC Express
- MTS Route 150: Downtown – UTC/ VA Hospital Express
- MTS Route 60: Euclid Transit Center – UTC
- NCTD Route 101: Oceanside – VA/UCSD
- MTS Route 105: Old Town – UTC
- MTS SuperLoop 201/202: UTC Transit Center – UCSD
- MTS SuperLoop 204: UTC East Loop
- MTS Rapid Route 237: Rancho Bernardo – UCSD
- MTS Coaster Connection Route 978: Torrey Pines
- MTS Coaster Connection Route 979: North University Community

5.2.2 ACCESS LIMITATIONS

Future transit needs in University primarily stem from access limitations due to transit network gaps or poor services in terms of on-time performance, safety issues near transit stations, and connectivity issues.

To access the transit system, passengers in the community must walk or bike to a transit stop. High-stress and missing connections in the bicycle and pedestrian networks limit the areas accessible by transit and depress ridership. First-mile and last-mile connections are important in attracting higher transit ridership.

Transit opportunities and constraints are mapped in Figure 5-4.

5.2.3 SAFETY

In addition to access, high numbers of bicycle and pedestrian collisions near a transit stop may affect transit ridership as perceived safety issues may deter an employee or resident to use transit. During a five year collision analysis period, twelve intersections near transit stops were reported as experiencing three or more bicycle and/or pedestrian involved collisions in the community, including:

- Six intersections along La Jolla Village Drive at Villa La Jolla Drive, Lebon Drive, Regents Road, Genesee Avenue, Executive Way, and Towne Centre Drive
- Two intersections along Genesee Avenue at Executive Drive and Governor Drive
- Nobel Drive and Regents Road
- Charmant Drive/Palmilla Drive and Lebon Drive
- John Jay Hopkins Drive and North Torrey Pines Road
- Gilman Drive & Villa La Jolla Drive



A bus stop for SuperLoop Route 201 provides real-time arrival information.

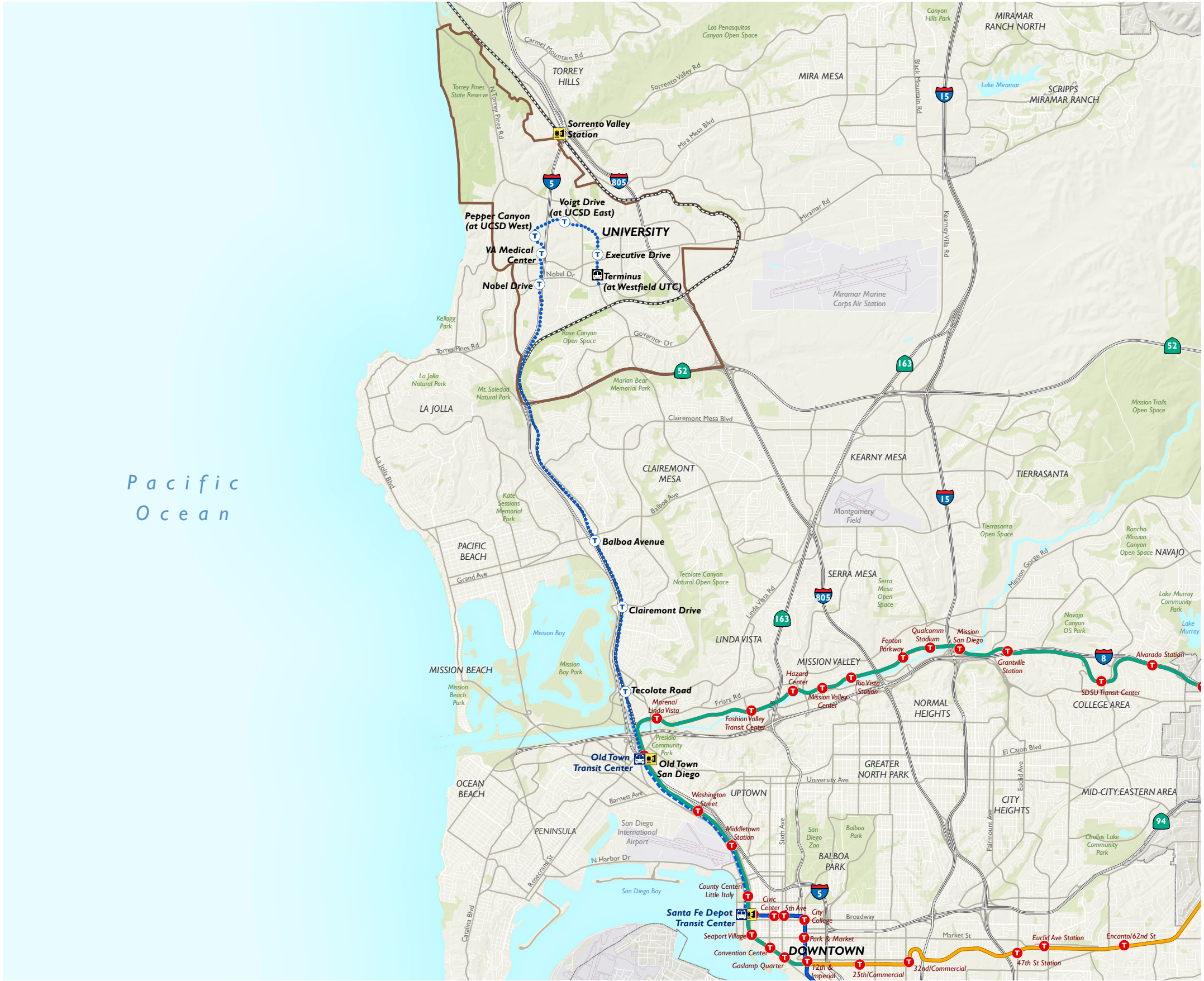
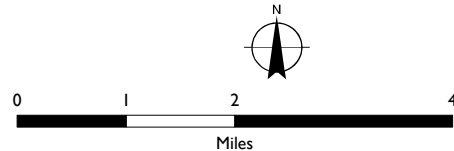


Figure 5-3
UNIVERSITY COMMUNITY PLAN UPDATE
**Existing and Planned
Trolley Lines**

- Trolley - Green Line
- Trolley - Blue Line
- Trolley - Orange Line
- Coaster Line
- Existing Trolley Station
- Transit Center
- COASTER Station
- Planned Trolley**
- Trolley - Future Blue Line Extension
- Trolley - Future Blue Line Service on Existing Tracks
- Future Trolley Station
- Transit Center with a Future Trolley Station
- Freeways
- Major Roads
- University Community Plan Boundary
- City of San Diego
- Parks and Open Space
- Water Features



Source: City of San Diego, 2018; SANDAG, 2018; Dyett & Bhatia, 2018.

5.3 PEDESTRIAN NETWORK

The pedestrian environment affects everyone, whether walking to transit, a store, school, or simply walking from a parked car to a building. Most people prefer walking in places where there are sidewalks shaded with trees, lighting, interesting buildings or scenery to look at, other people outside, neighborhood destinations, and a feeling of safety. Pedestrian improvements in areas with land uses that promote pedestrian activities can encourage walking as a means of transportation and recreation. Land use and street design recommendations that benefit pedestrians contribute to the overall quality and vitality of neighborhoods.

Pedestrian needs identified in University include locations with high pedestrian collisions, sidewalk connectivity issues, high existing pedestrian activity, and high pedestrian priority as reported by the updated City of San Diego's Pedestrian Priority Model. Figure 5-5 depicts these needs.

5.3.1 SAFETY

Pedestrian comfort while traveling along segments is highly influenced by right-of-way width, vehicular traffic volumes and speed, and adequate separation from vehicles. Pedestrian comfort and safety at intersections is influenced by lighting, crosswalk visibility, crossing distance, and traffic control measures. Additionally, personal safety and comfort considerations, such as planters, public seating, presence of illegal graffiti, and sidewalk cleanliness reinforce quality of the facility. Together, these factors play a major role in determining a person's willingness to make a trip by walking.

The central portion of University, between I-5 and I-805, exhibits the highest number of pedestrian collisions in the community. In particular, there are six intersections with high pedestrian collisions (defined as three or more collisions in a five-year period) including:

- Four intersections along La Jolla Village Drive at Executive Way, Genesee Avenue, Towne Centre Drive, and Lebon Drive
- Genesee Avenue and Governor Drive
- Regents Road and Nobel Drive

5.3.2 SIDEWALK CONNECTIVITY

Connectivity is an important feature to consider for increasing walking activity levels across a community. A disconnected pedestrian network discourages active trip-making. Furthermore, a discontinuous network with low-quality or unsafe segments may cause a potential active traveler to choose driving. Understanding barriers to connectivity, such as low-quality or missing sidewalk, is important for guiding long-range planning recommendations.

Pedestrian facilities are largely provided throughout University, but distances between points of interest can be long. Specifically, Rose Canyon, I-805, I-5, and SR-52 act as barriers for pedestrian connectivity through the community. There are pedestrian bridges at certain locations that provide important pedestrian connections, but otherwise the community's pedestrian travel is challenging with the wide street configurations. Central areas within the community along Regents Road and Genesee Avenue provide high pedestrian connectivity; however, the outer areas are not well served due to freeway interchange constraints.



The Torrey Trail offers scenic views of University.



A pedestrian walks along a contiguous sidewalk.

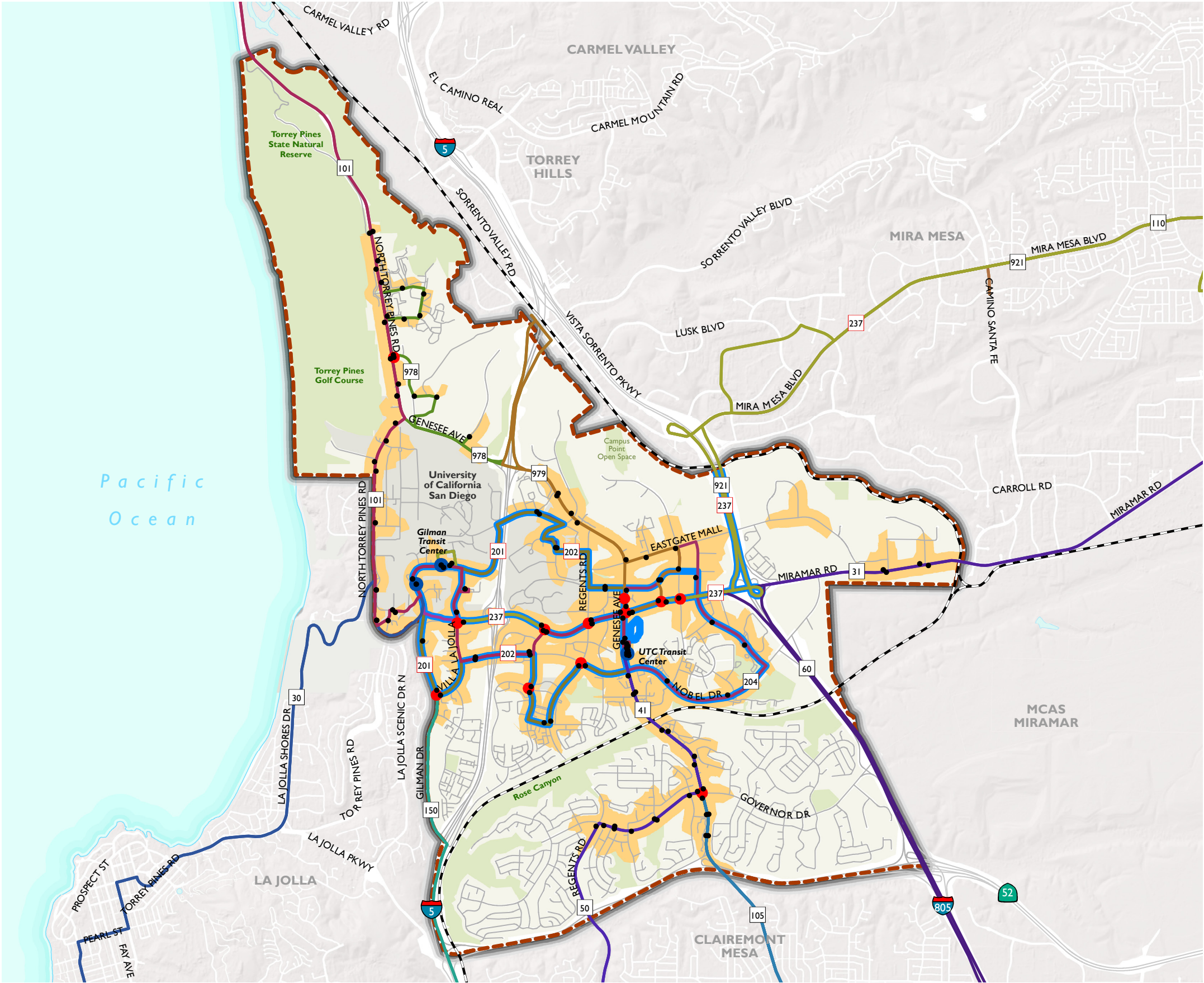


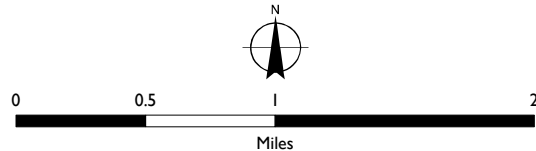
Figure 5-4
UNIVERSITY COMMUNITY PLAN UPDATE
Transit Needs

- High Pedestrian and Bicycle Collisions (3 or more near transit stop)
- Major Transit Stops
- Transit Stops
- Quarter Mile Walkshed
- Routes with 15-Minute Peak Headways or Better

Average Weekday Ridership

- 1 - 50
- 51 - 100
- 101 - 200
- 201 - 500
- Greater than 500

- Railroad
- UCSD Campus
- City Parks and Open Space
- Community Plan Boundary



Source: City of San Diego, 2018; SANDAG, 2018; Dyett & Bhatia, 2018.

5.3.3 PEDESTRIAN ACTIVITY

Pedestrian demand is highest in the denser, central part of the community. Demand is closely correlated with the commercial (both retail and office space uses) core of the community. The areas of highest demand also have the best-connected street grid and are less impacted by the topographic and freeway barriers that affect the southern and northern ends of the community. Demand is predictably lower in areas that are largely residential, including areas to the west of Regents Road, south of Rose Canyon, and east of Genesee Avenue.

5.3.4 PEDESTRIAN PRIORITY MODEL

Pedestrian Priority Areas are determined using the City of San Diego's Pedestrian Priority Model. The model evaluates community characteristics including demographic data, traffic volumes and speed, pedestrian collisions, presence of street lighting, location of transit stations, and land uses such as residential, employment, shopping, schools, and parks. The model uses these factors to determine the areas where pedestrian demand is likely to be high and improvements may be most beneficial. In University, the highest priority is placed in the central portion of the community, including UCSD and major transit corridors such as North Torrey Pines Road, La Jolla Village Drive, and Genesee Avenue. These areas and others are shown on Figure 5-5, Pedestrian Opportunities and Constraints.



Recreational facilities near the intersection of Governor Drive and Mercer Street attract pedestrians.



The UCSD campus is a high-priority area for pedestrian improvements.

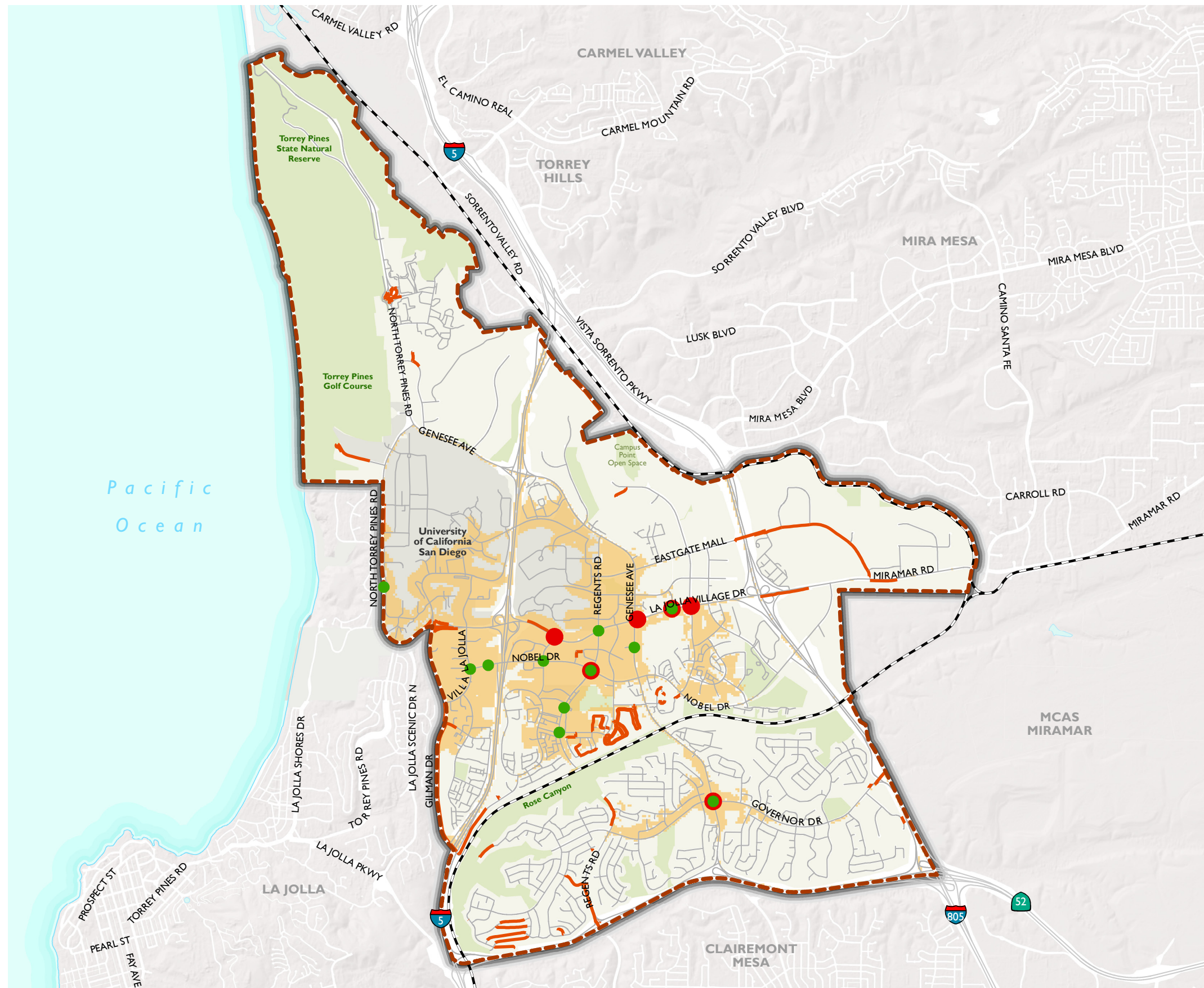
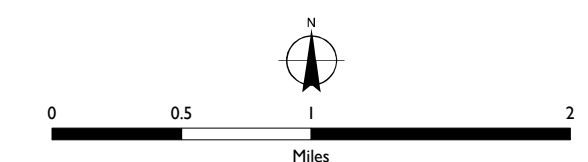


Figure 5-5
UNIVERSITY COMMUNITY PLAN UPDATE
**Pedestrian Opportunities
and Constraints**

- High Pedestrian Volumes (Greater than 100 during any Peak Hour)
- Most Frequent Pedestrian Collision Locations (3 or more in a 5-year period)
- Missing
- High Pedestrian Demand
- Railroad
- UCSD Campus
- City Parks and Open Space
- Community Plan Boundary



Source: City of San Diego, 2018; SANDAG, 2018; Dyett & Bhatia, 2018.

5.4 BICYCLE NETWORK

Bicycle infrastructure should provide for the safety and comfort of its users, and should provide convenient connections across a community. Safety and comfort are paramount considerations, since by nature, active travelers are more exposed than those inside a vehicle. Unsafe or uncomfortable conditions discourage people from making trips by bike. Network connectivity is also paramount, since safe, comfortable infrastructure will not be useful if destinations cannot be reached. Existing and proposed bicycle facilities are depicted in Figure 5-6.

Table 5-2 presents the bicycle commute mode share comparison. The University community has a mode share over two times that of the City of San Diego and San Diego County. This is likely due to the relatively urban, mixed-use nature of the area.

Table 5-2: Bicycle Commute Mode Share Comparison

	University	City of San Diego	San Diego County
Total Bicycle Commutes	709	6,256	10,027
Total Workers	35,740	668,643	1,503,987
Bicycle Commute Mode Share	2.0%	0.9%	0.7%

Source: American Community Survey, 2015

5.4.1 EXISTING BICYCLE FACILITIES

There are three general classifications of bicycle facilities in University, including:

Class I – Bike Path (also termed shared-use or multi-use paths)

Class I bike paths are paved rights-of-way for exclusive use by bicyclists, pedestrians, and those using non-motorized modes of travel. They are physically separated from vehicular traffic and can be constructed in roadway right-of-way or exclusive right-of-way. The Rose Canyon Bike Path is an example of a Class I bike path in University. It enters University in the southwest portion of the community before ending near the Gilman Drive underpass at I-5.

Class II – Bike Lane

Class II bike lanes are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive or preferential bicycle travel. Bike lanes are one-way facilities on either side of a roadway. East/west bike lane connections can be found on portions of Eastgate Mall, Miramar Road, and Governor Drive, as well as within UCSD’s planning area. Clear and continuous north/south connections through the community are provided by Class II bike lanes on Genesee Avenue and North Torrey Pines Road.

Class III - Bike Route

Class III bike routes provide shared use with motor vehicle traffic within the same travel lane and are frequently marked with sharrows. Designated by signs, Class III bike routes provide continuity to other bike facilities or designate preferred routes through corridors with high demand. There are Class III bike routes in University along Nobel Drive and Regents Road.



Class I - Bike Path



Class II - Bike Lane



Class III - Bike Route

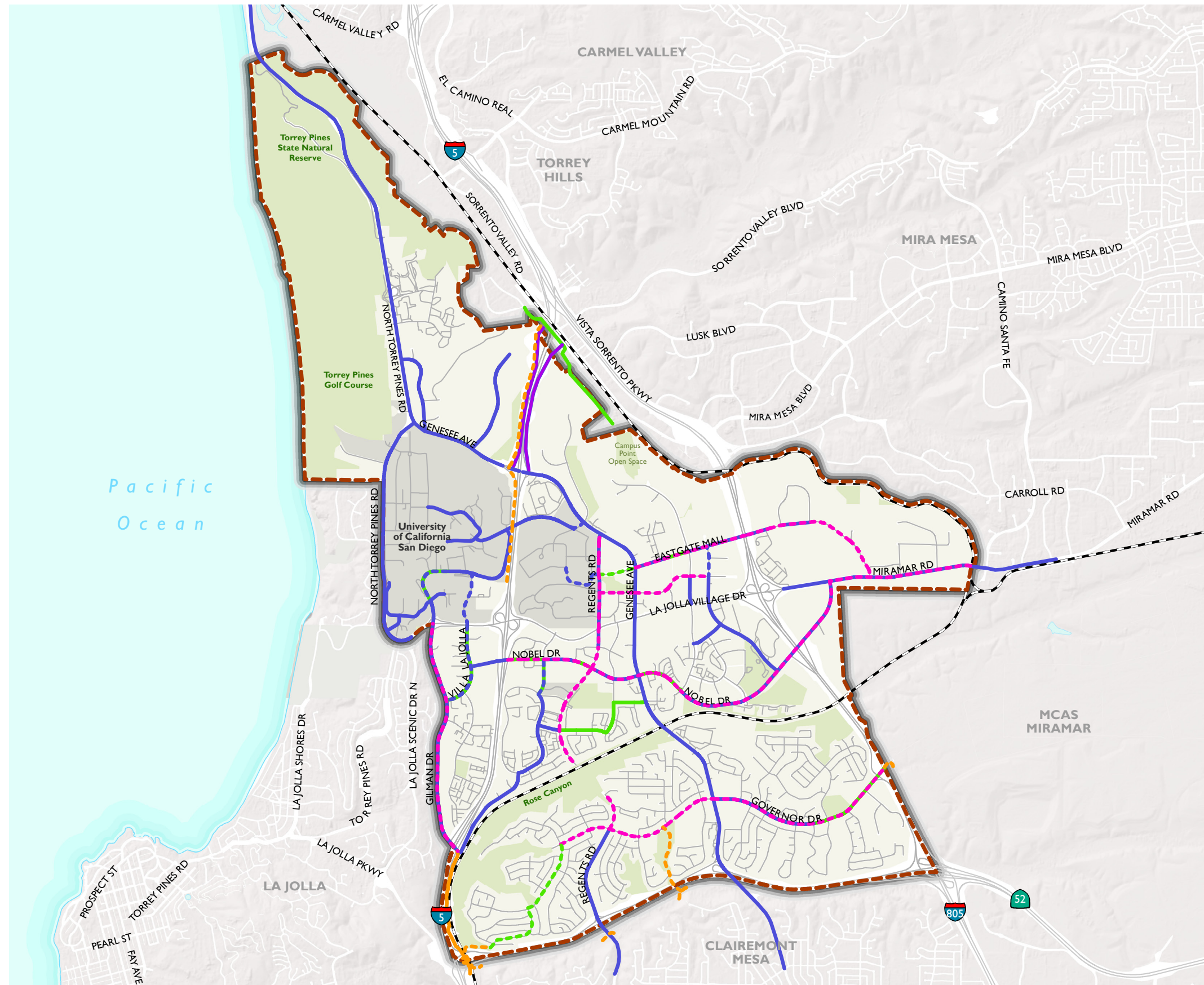


Figure 5-6
UNIVERSITY COMMUNITY PLAN UPDATE
Existing and Planned Bicycle Facilities

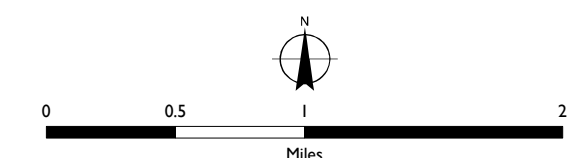
Existing Bicycle Facilities

- Class I - Bike Path
- Class II - Bike Lane
- Class III - Bike Route
- Freeway Shoulder

Planned Bicycle Facilities

- - - Planned Class I
- - - Planned Class II
- - - Planned Class III
- - - Planned Class IV

- Roads
- - - Railroad
- UCSD Campus
- City Parks and Open Space
- Community Plan Boundary



Source: City of San Diego, 2018; SANDAG, 2018; Dyett & Bhatia, 2018.

5.4.2 BICYCLE DEMAND

A number of factors contribute to estimating bicycle demand, including existing bicycle facilities, land uses (residential, employment, shopping, schools, parks/recreation), location of transit stations, and demographic data. Bicycle demand in University is concentrated along major arterials in the community. These roadways are typically lined with commercial land uses and mixed-use development, and therefore provide bicyclists with convenient connections to these types of land uses. Bicycle demand is lowest in the largely residential, lower-density neighborhoods at the periphery of the community, particularly to the south of Rose Canyon. Higher demand is found along the northern portion of the community along North Torrey Pines Road and Regents Road. Fewer bicyclists are found near freeway ramps, except on Gilman Drive, Genesee Avenue and I-5.

5.4.3 BICYCLE NETWORK NEEDS

University's bicycle network requires infrastructure improvements, as shown in Figure 5-7, in order to facilitate bicycle movement across the community. Improvements to the bicycle network—or "needs"—are identified by locations with a high number of bicycle collisions, the amount of stress likely to be experienced by a bicyclist, lack of existing bicycle facilities, and high cycling demand.

5.4.4 SAFETY

Four intersections were reported as experiencing three or more bicycle collisions in a five-year analysis period, including:

- La Jolla Village Drive & Regents Road
- Nobel Drive & Regents Road
- North Torrey Pines Road & John Jay Hopkins Drive
- Villa La Jolla Drive & La Jolla Village Drive

The low number of high bicycle collision locations is probably due to few cyclists feeling comfortable biking in the community, rather than proof that the community has a safe bicycle network.

5.4.5 BICYCLE LEVEL OF STRESS

Bicycle Level of Traffic Stress (LTS) measures the level of comfort a cyclist would experience on a roadway, considering speed of traffic, presence of a physical barrier from traffic, width of bike facility, number of auto travel lanes, and intersection control. This measurement classifies streets and intersections from LTS 1 (suitable for children) through LTS 4 (suitable for riders who are comfortable sharing the road with autos traveling at 35 mph or more).

Bicycle Level of Traffic Stress (LTS) is high (LTS 3 or 4) on all major roadways in the University community. These roadways are nearly all higher speed, high volume arterials with little or no accommodations made for bicyclists.



The availability of bike racks can influence a commuter's decision to bike rather than drive.

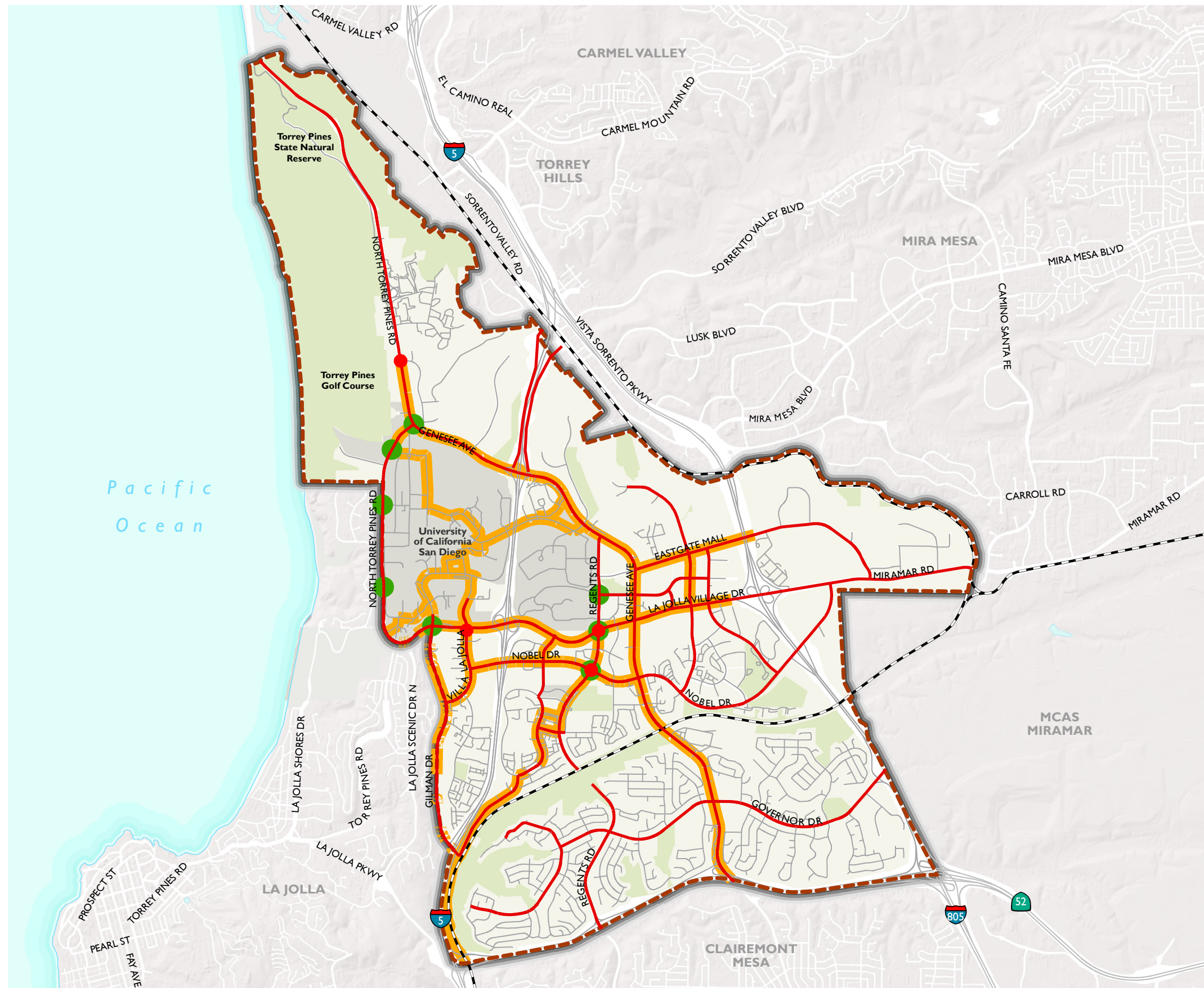
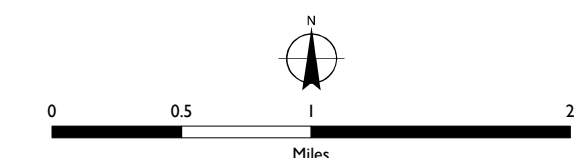


Figure 5-7
UNIVERSITY COMMUNITY PLAN UPDATE
Bicycle Needs

- High Bicycle Collisions (3 or more in a 5-year period)
- High Bicycle Volumes (50 or Greater during any Peak Hour)
- High-Stress Bicycle Facilities (LTS 3 or 4)
- High Bicycle Demand
- Railroad
- UCSD Campus
- City Parks and Open Space
- Community Plan Boundary



Source: City of San Diego, 2018; SANDAG, 2018; Dyett & Bhatia, 2018.

6. Natural Environment & Open Space

6.1 TOPOGRAPHY

Although University is urbanized, environmental conditions affect portions of the community. Rose Canyon traverses the southern part of University, while Torrey Pines State Natural Preserve borders along the northwest portion of the community. Both systems are major scenic features in the community in that they are highly visible from freeways and provide visual relief from the built environment.

University's topography also has value in containing hydrologic and flooding issues in the community. Floodways and flood zones are primarily limited to the canyon areas. The central area of the community is fairly flat; coupled with the smaller block sizes in this area, this creates opportunities for enhanced pedestrian and bicycle connectivity. The Planning Area's topography is depicted in Figure 6-1.



Torrey Pines State Natural Preserve offers scenic views of the Pacific Ocean.



Coastal sage scrub and chaparral cover the hills of Rose Canyon.

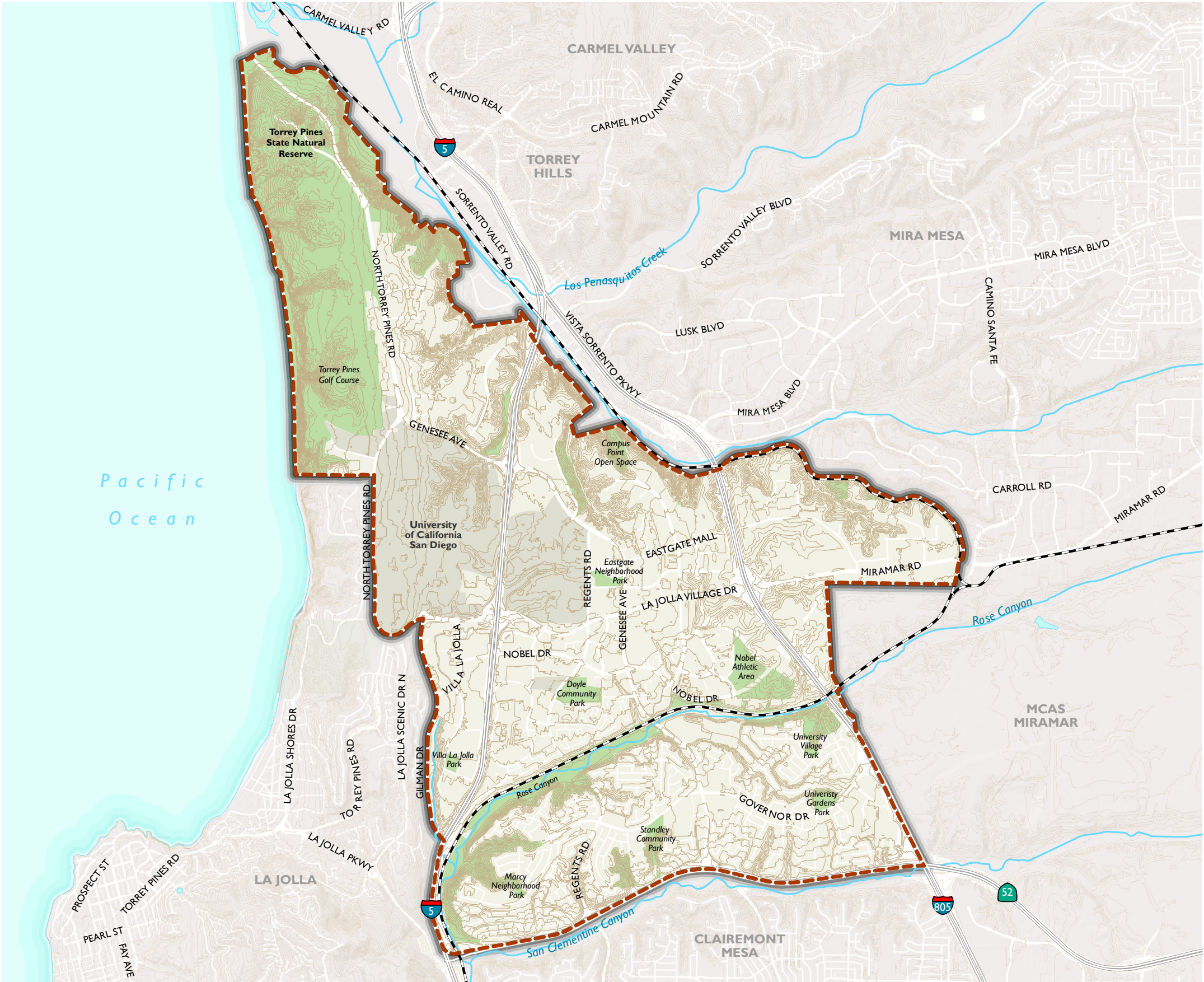
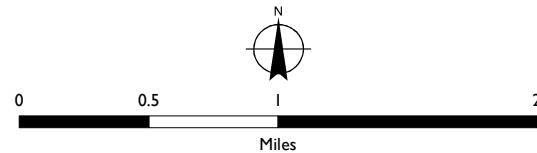


Figure 6-1
UNIVERSITY COMMUNITY PLAN UPDATE
Topography and Natural Features

- 20ft Contours
- River/Stream
- Freeway
- Railroad
- Lakes/Ponds
- UCSD Campus
- City Parks and Open Space
- Community Plan Boundary



Source: City of San Diego, 2018; SANDAG, 2018; Dyett & Bhatia, 2018.

6.2 BIOLOGICAL RESOURCES

6.2.1 VERNAL POOLS

Vernal pools are depressions in the soil that fill with water during the winter rainy season. The pools create unique habitats that contain several rare and endangered plant species. In January 2018, the City adopted a Vernal Pool Habitat Conservation Plan (VPHCP). The VPHCP provides a framework to protect, enhance, and restore vernal pool resources.

The North VPHCP planning unit is generally north of SR-52 and enclosed by city boundaries. Figure 6-2 shows several vernal pools in the eastern portion of University on both sides of I-805 along Nobel Drive and Miramar Road. Vernal pools are located on property owned by the City as well as on properties under private ownership.

6.2.2 MULTI-HABITAT PLANNING AREAS

University contains several Multi-Habitat Planning Areas (MHPA) on the northeast portion of the community and areas closely aligned with Rose Canyon, Torrey Pines State Natural Preserve, and the Torrey Pines Golf Course (see Figure 6-3). The MHPA is the City's planned habitat preserve within the Multiple Species Conservation Program. Regulations permit public access in many areas of the MHPA consistent with species protection and habitat management. Examples include trails (biking, hiking, and/or equestrian uses) and passive recreation. Figure 6-4 identifies potential areas of occurrence of special status species.

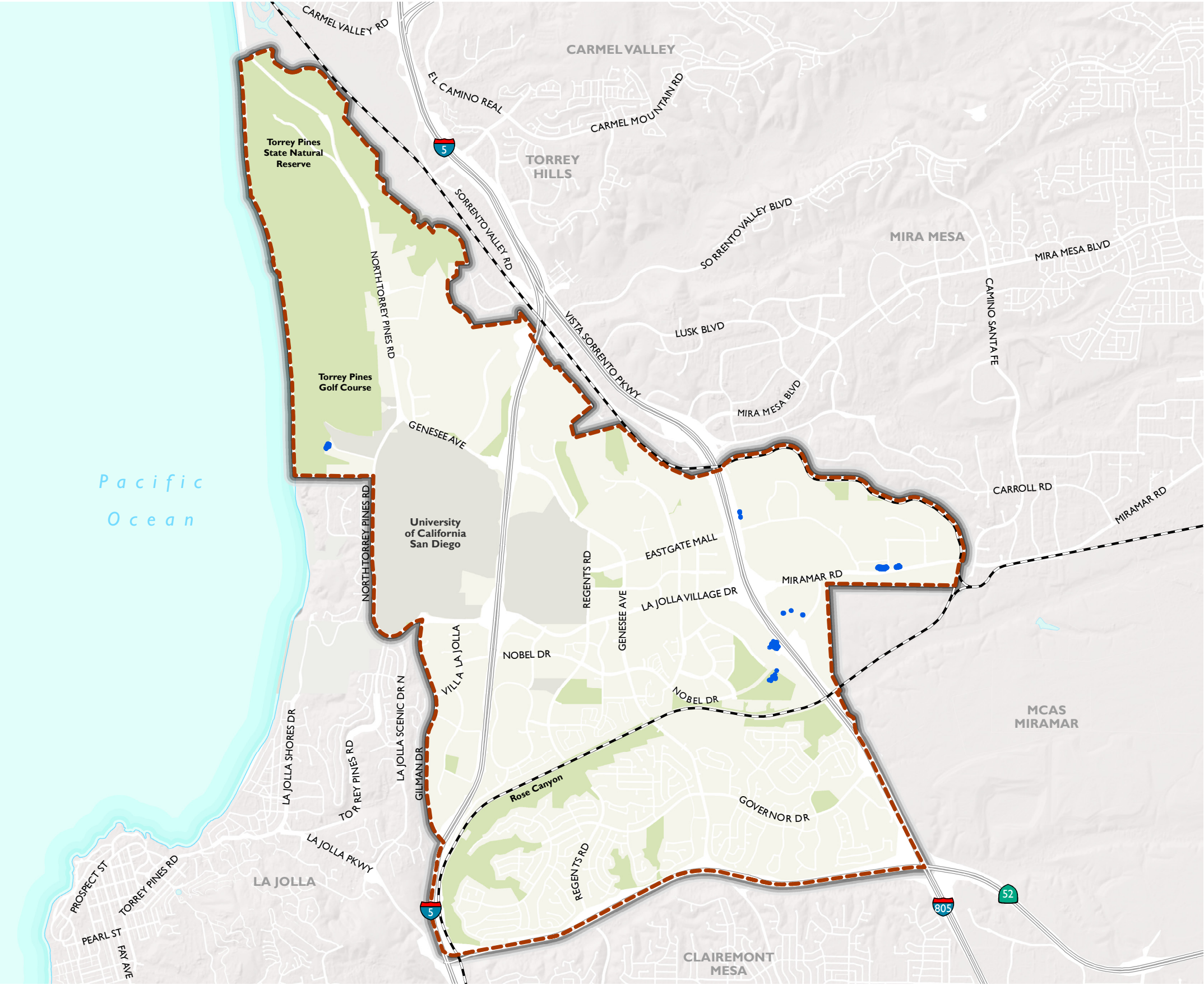
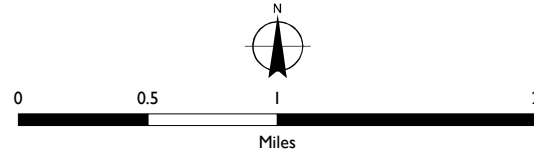


Figure 6-2
UNIVERSITY COMMUNITY PLAN UPDATE
Vernal Pools

- Vernal Pools
- UCSD Campus
- City Parks and Open Space
- Freeway
- Railroad
- Community Plan Boundary



Source: City of San Diego, 2018; SANDAG, 2018; Dyett & Bhatia, 2018.

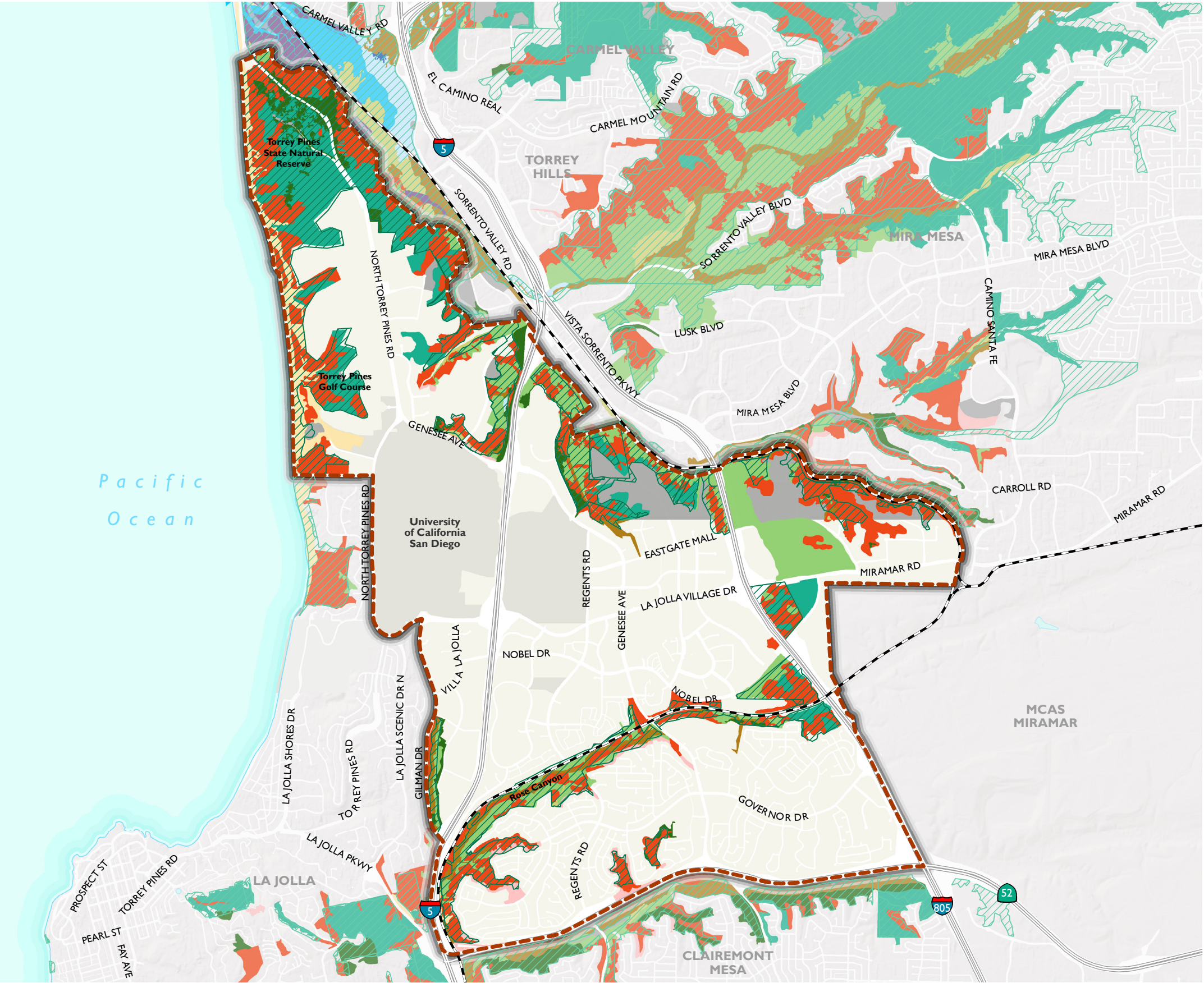
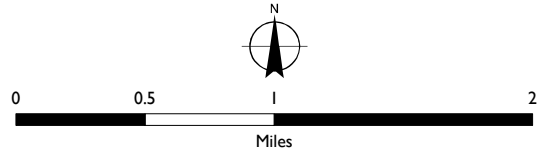


Figure 6-3
UNIVERSITY COMMUNITY PLAN UPDATE
**Vegetation and Multi-Habitat
Planning Areas**

- Agriculture
- Grass/Herb
- Chaparral
- Forest/Woodland
- Riparian Forest
- Riparian Scrub
- Scrub
- Nonnative Vegetation
- Unvegetated
- Open Water
- Freshwater Marsh
- Salt Marsh
- Wetland
- Developed
- Multi-Habitat Planning Area
- UCSD Campus
- Freeway
- Railroad
- Community Plan Boundary



Source: City of San Diego, 2018; SANDAG, 2018; Dyett & Bhatia, 2018.

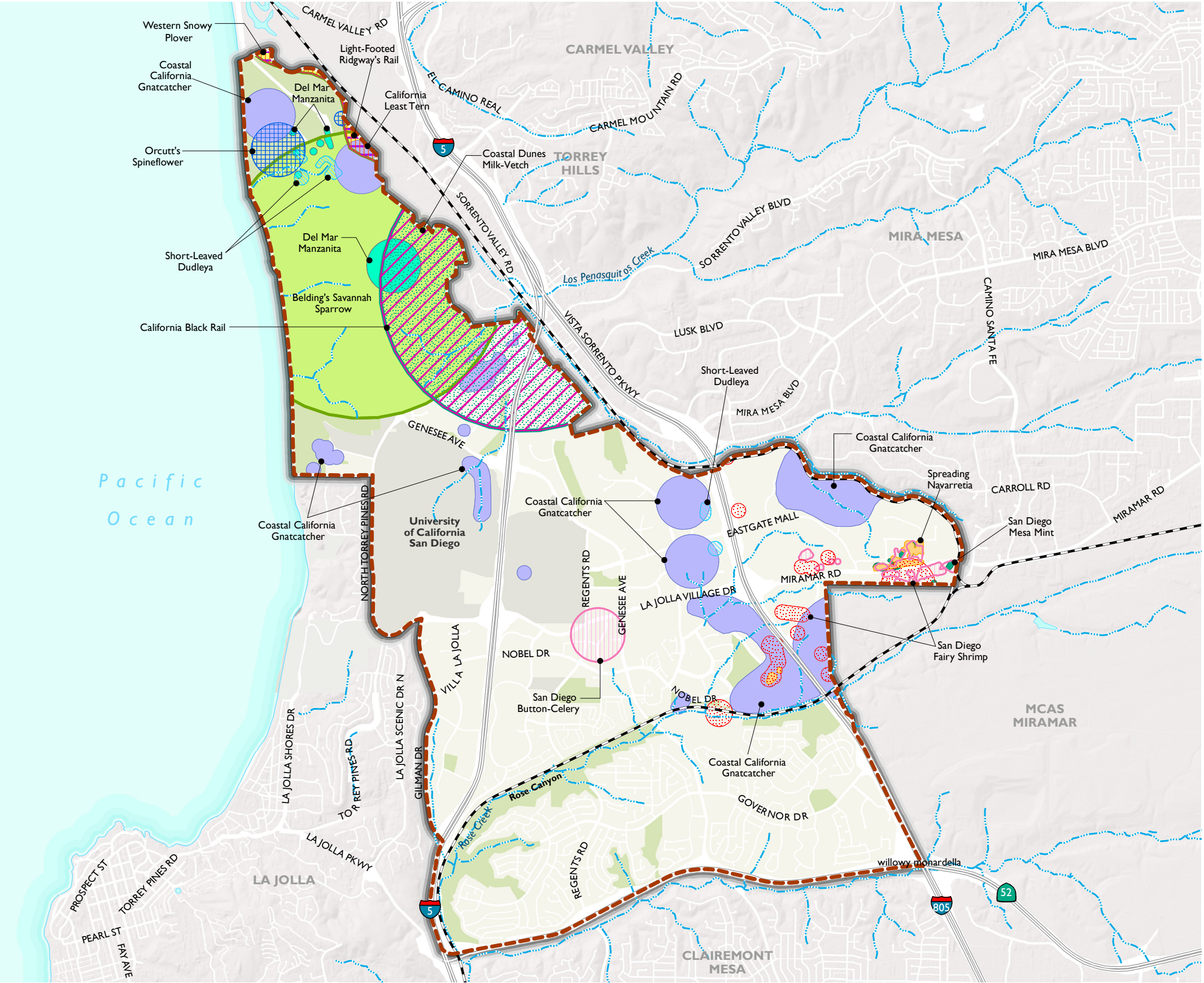


Figure 6-4
UNIVERSITY COMMUNITY PLAN UPDATE
**Potential Areas of Occurrence
of Special Status Species**

Federal and State Threatened Species

- California Black Rail
- Western Snowy Plover
- Spreading Navarretia
- Coastal California Gnatcatcher

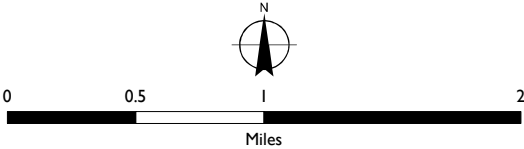
Federal and State Endangered Species

- California Least Tern
- Orcutt's Spineflower
- San Diego Button-Celery
- Coastal Dunes Milk-Vetch
- San Diego Fairy Shrimp
- Short-Leaved Dudleya
- Del Mar Manzanita
- San Diego Mesa Mint
- Light-Footed Ridgway's Rail
- Belding's Savannah Sparrow

- River/Creek/Stream
- Freeway
- Railroad
- UCSD Campus
- City Parks and Open Space
- Community Plan Boundary

Note: Occurrence of other species that are not in the Federal/State Endangered or Threatened list, are not shown in this map.

Disclaimer: Information presented in this map is based on data from CNDDDB version 07/2018. Areas of occurrence on this map represent areas in which known locations of the species listed here have been found as of the date of this version. There may be additional occurrences of additional species within this area which have not yet been surveyed and/or mapped. Lack of information in the CBDDDB about a species or an area can never be used as proof that no special species occur in an area. CNDDDB can be contacted for more information about these occurrences.



Source: California Natural Diversity Database (CNDDDB), Biogeographic Data Branch, Department of Fish and Wildlife, 2018; City of San Diego, 2018; SANGIS/SANDAG, 2018; Dyett & Bhatia, 2018.

6.3 HYDROLOGY AND FLOODING

6.3.1 HYDROLOGY

University is located within the Miramar Hydrologic Area (HA), Miramar Reservoir HA, and Scripps HA of the Los Peñasquitos Hydrologic Unit (HU). The Los Peñasquitos HU drains a highly developed area of San Diego County, which includes Rancho Peñasquitos, Poway, Mira Mesa, La Jolla, University, and Clairemont. The Miramar HA drains to Mission Bay, a saltwater bay that is hydraulically connected to the Pacific Ocean. The Miramar Reservoir HA drains toward Los Peñasquitos Creek, which discharges to the Los Peñasquitos Lagoon in the northern part of the Planning Area, and ultimately the Pacific Ocean. The portion of the Scripps HA within University drains toward the Pacific Ocean. The Miramar HA and Scripps HA are part of the Mission Bay Watershed Management Area, while the Miramar Reservoir HA is part of the Los Peñasquitos Watershed Management Area.

Rose Creek and San Clemente Creek pass through the southern end of the community south of Rose Canyon. Rose Creek generally flows east to west, until it reaches I-5, where it turns southward and runs parallel along the east side of I-5. Rose Creek then converges with San Clemente Creek and discharges into Mission Bay, and ultimately the Pacific Ocean.

6.3.2 FLOODING

The 100-year floodway, 100-year floodplain, and 500-year floodplain for University are delineated by the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate maps and illustrated in Figure 6-5. Portions of the community, including open space along Rose Canyon and University City High School, are located within the 100-year and 500-year floodplains of Rose Creek and San Clemente Creek. However, only a small proportion of the community (184 acres, or 2 percent) is in a 100-year floodway, 100-year flood plain, or 500-year floodplain. Therefore, the community is not highly susceptible to flooding.

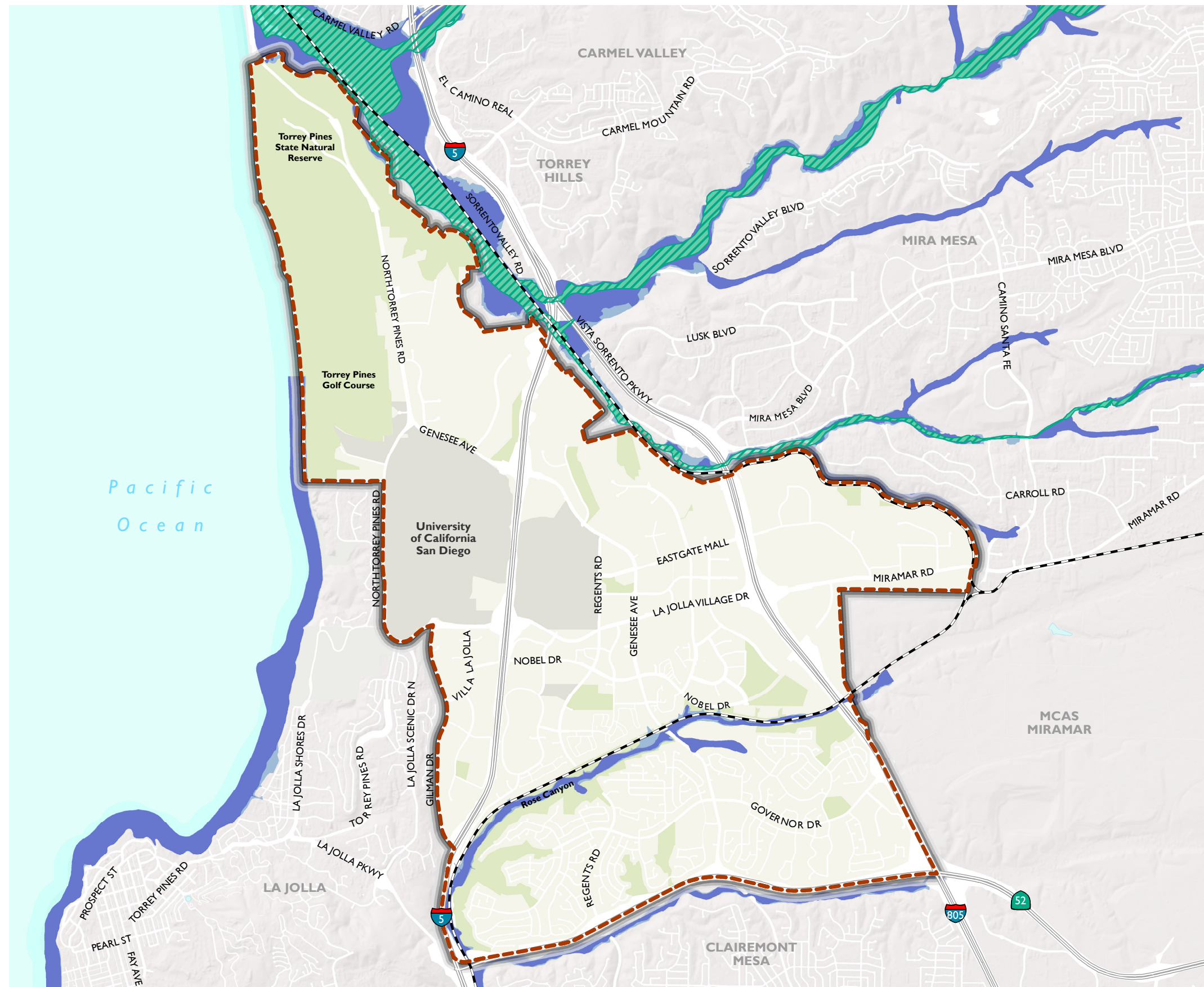
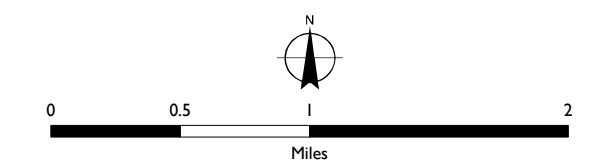


Figure 6-5
UNIVERSITY COMMUNITY PLAN UPDATE
Hydrology and Flooding

- 100 Year Floodway
- 100 Year Flood Plain
- 500 Year Flood Plain
- UCSD Campus
- City Parks and Open Space
- Freeway
- Railroad
- Community Plan Boundary



Source: City of San Diego, 2018; SANDAG, 2018; Dyett & Bhatia, 2018.

6.4 STORM WATER INFRASTRUCTURE

Figure 6-6 illustrates the storm water infrastructure system in University. Storm water in the southern part of the Planning Area is drained into Rose Creek and the San Clemente Creek, where they discharge to Mission Bay and ultimately the Pacific Ocean. Soledad Creek and Los Peñasquitos Creek converge just outside the northern boundary of the Planning Area, and then flow into the Pacific Ocean. Because a significant portion of University is developed and contains impervious surfaces, much of the rainfall in University can be expected to become runoff. University receives storm water from adjacent communities before draining into the Pacific Ocean.

The City of San Diego maintains adequate drainage facilities to facilitate the removal of storm water runoff in an efficient, economic, environmentally, and aesthetically acceptable manner. In order to maintain the storm water system's effectiveness, the City has developed the Master Storm Water System Maintenance Program (Master Program) for storm water channels in neighborhoods across San Diego, including University. The Master Program identifies specific storm water channels and detailed methods for maintaining them. There are eight channels located along Soledad Creek and Los Peñasquitos Creek within or near the northern border of the Planning Area.

Storm water pollution affects human life and aquatic plant and animal life. Oil and grease from parking lots and roads, pesticides, cleaning solvents, and other toxic chemicals can contaminate storm water and be transported into water bodies. The City's Storm Water Pollution Prevention Program identifies actions to reduce pollutants in urban runoff and storm water. These actions include, but are not limited to, public education, employee training, water quality monitoring, source identification, code enforcement, watershed management, and Best Management Practices development/implementation within the City of San Diego's jurisdictional boundaries. The Storm Water Pollution Prevention Program represents the City on storm water and National Pollutant Discharge Elimination System (NPDES) storm water permit issues before the principal permittee, the County Department of Environmental Health and the Regional Water Quality Control Board. Compliance with the permit requirements are tracked and monitored by the Storm Water Pollution Prevention Program and the Regional Water Quality Control Board.

Investment in storm water infrastructure in University and other San Diego communities is needed to successfully plan for future population growth. In recent years, the City has emphasized its commitment to storm water infrastructure funding through multiple initiatives, including preparation of a 5 Year Capital Improvement Plan, commitment of funds to financing infrastructure, and seeking to reduce costs where possible. The City's Fiscal Year 2017 - 2021 Five-Year Capital Infrastructure Planning Outlook outlines an estimated \$4.24 billion capital infrastructure needs exist over the next five fiscal years. An estimated additional \$1.2 billion would be required to meet all of the needs outlined.

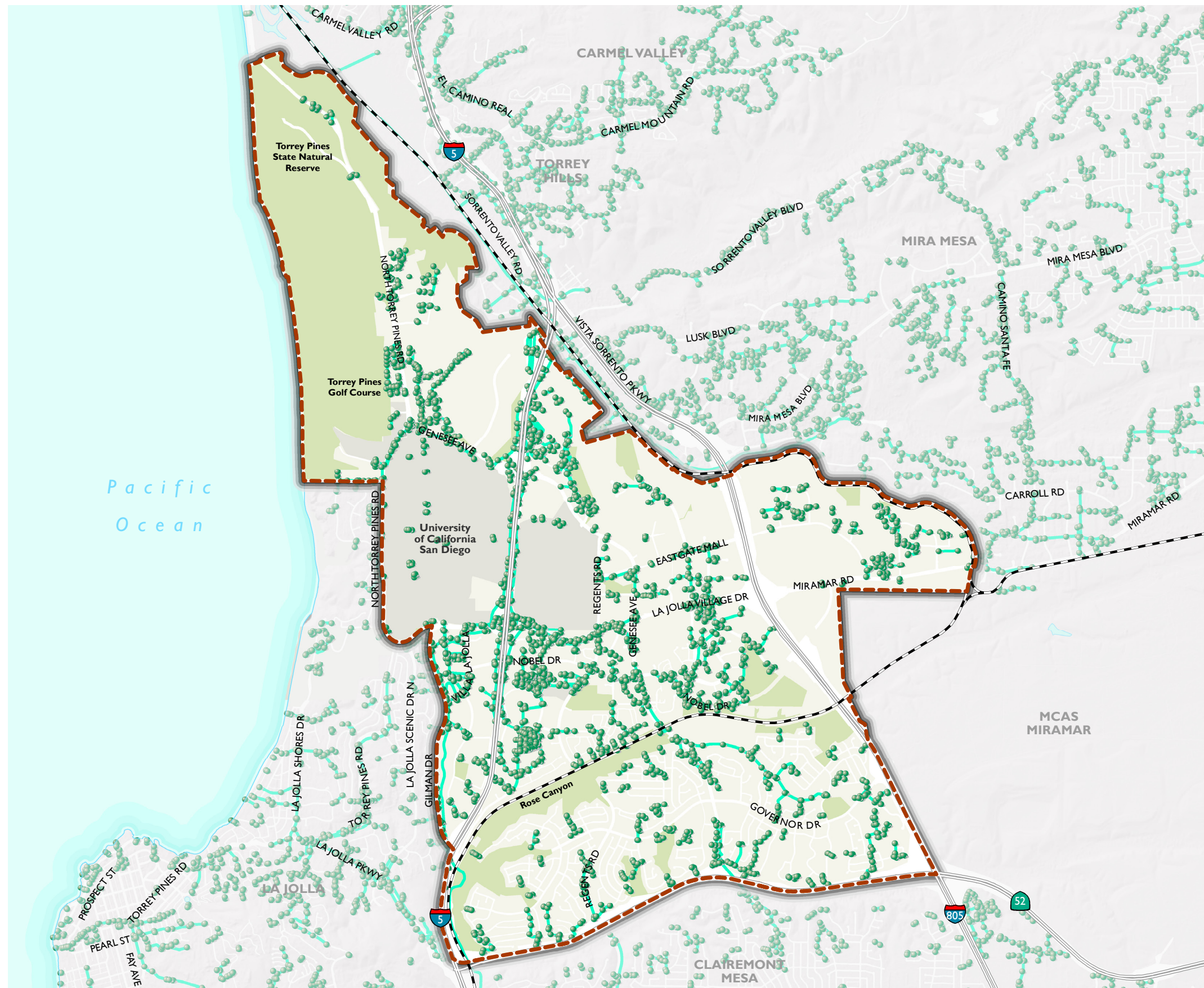
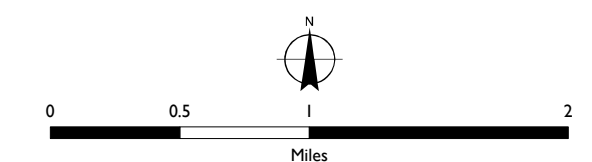


Figure 6-6
UNIVERSITY COMMUNITY PLAN UPDATE
**Storm Water Infrastructure
System**

- Drain Structure
- Drain Conveyance
- UCSD Campus
- City Parks and Open Space
- Freeway
- Railroad
- Community Plan Boundary

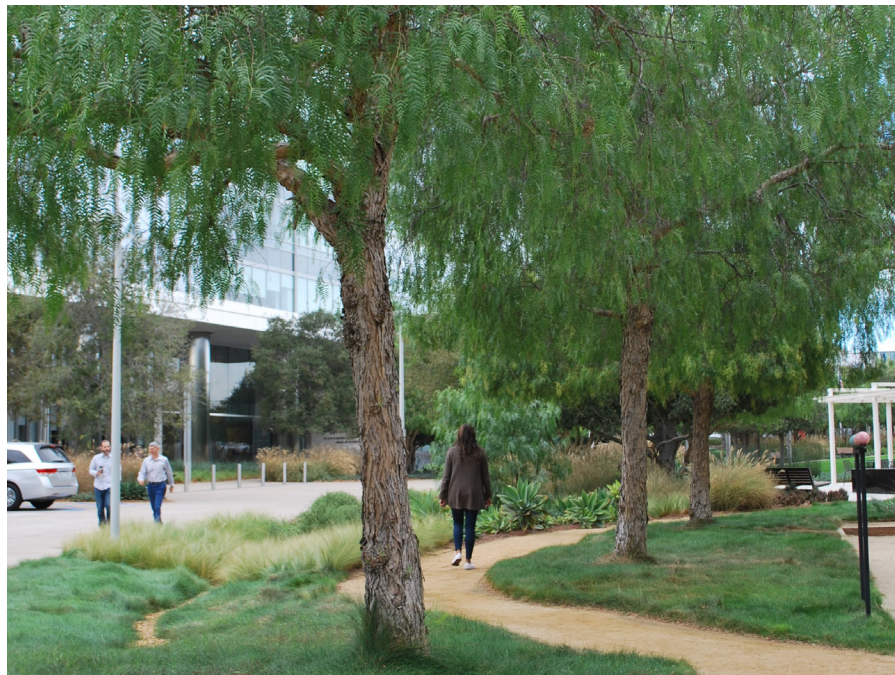


Source: City of San Diego, 2018; SANDAG, 2018; Dyett & Bhatia, 2018.

6.5 URBAN FOREST

Trees provide shade and beauty, support neighborhood identity, and help balance the density of development with greenery. The City's General Plan establishes the importance of urban forestry and calls for development of a sustainable urban forest. The City's Climate Action Plan establishes a specific goal to increase urban tree canopy cover with targets of 15 percent by 2020 and 35 percent by 2035. In 2017, the City Council approved the Urban Forest Management Plan, a document to coordinate the work of multiple City departments and bring together existing policies, guidelines, and actions necessary to preserve, protect, maintain, and plant trees.

Many of the benefits trees provide are correlated with the size and structure of the tree canopy, or the layers of branches, stems, and leaves that cover the ground when viewed from above. An analysis of University based on land cover data derived from 2014 high-resolution aerial imagery and LiDAR found that 17 percent of the community is covered by tree canopy. Figure 6-7 shows the tree coverage in University Community. UCSD, some residential neighborhoods, and Rose Canyon have the greatest density of tree coverage.



Tree canopies relieve pedestrians from heat by providing shade and collecting particulate matter from the atmosphere.



Image Credit: Erik Jepsen/UC San Diego Creative Services and Publications

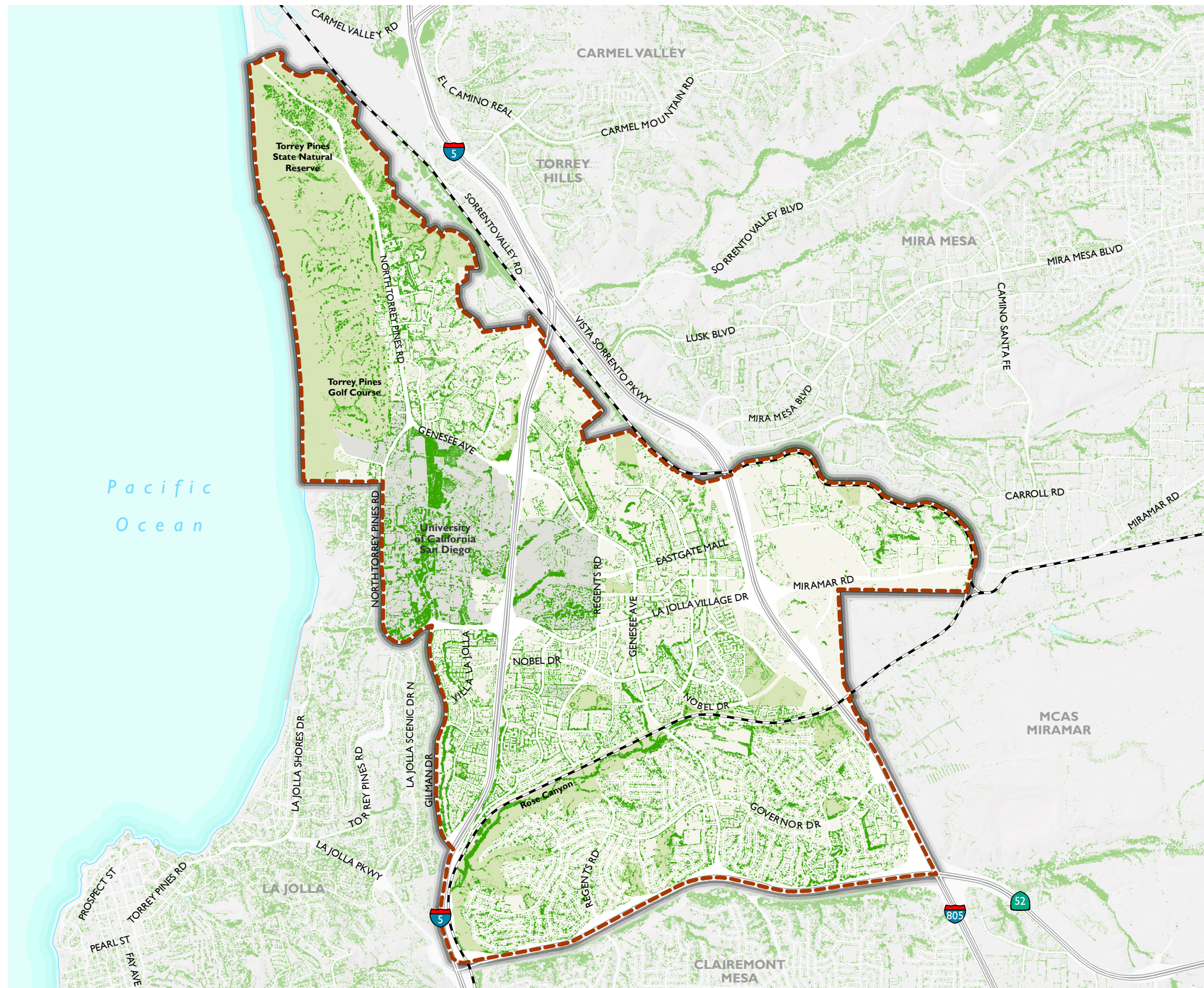
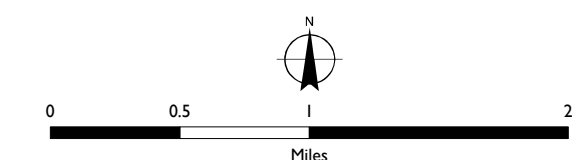


Figure 6-7
UNIVERSITY COMMUNITY PLAN UPDATE
Tree Canopy Coverage

- Tree Canopy (2014)
- UCSD Campus
- City Parks and Open Space
- Freeway
- Railroad
- Community Plan Boundary



Source: City of San Diego, 2018; SANDAG, 2018; Dyett & Bhatia, 2018.

6.6 PARKS, RECREATION AND OPEN SPACE

The City of San Diego has three categories of parks and recreational facilities for residents and visitors: population-based parks, resource-based parks, and open space. They are defined as follows:

- Population-based parks (commonly known as Community, Neighborhood, and Mini Parks), are facilities which provide services in close proximity to residential development and are intended to serve the daily needs of the neighborhood and community. When possible, they adjoin schools to share facilities, and ideally are within walking distance of the residences within their service area. Community Parks are typically at least 13 acres, Neighborhood Parks are typically between 3 and 13 acres, while Mini-Parks are typically between 1 and 3 acres. The City’s park standard for population-based parks is 2.8 acres per 1,000 residents.
- Resource-based parks are located at, or centered on, notable natural or man-made features (beaches, canyons, habitat systems, lakes, historic sites, and cultural facilities) and are intended to serve the citywide population, as well as visitors.
- Open space lands are City-owned lands consisting of canyons, mesas, and other natural landforms. This open space is intended to preserve and protect native plants and animals, while providing public access and enjoyment by the use of hiking, biking, and equestrian trails.

The Planning Area’s existing parks, recreation facilities and open space areas are shown in Figure 6-8. The City also has joint use agreements with several schools in the Planning Area, including Doyle Elementary School, Spreckles Elementary School, and Standley Middle School for use of school parks. As shown in Table 6-1, University has 93.1 acres of population-based and joint use parks. Based on a 2016 population of approximately 69,400, University currently has a ratio of 1.3 park acres per 1,000 residents, below the City’s target of 2.8 acres per 1,000 residents. However, as University contains about 1,700 acres of resource-based parks, and there are sports fields and recreational facilities on the UCSD campus, the park ratio deficiency is less severe than it may seem.

University has several recreational facilities, including Doyle Recreation Center, Standley Recreation Center, Nobel Athletic Center, Torrey Pines Golf Course, and Swanson Pool. Most natural open space in the Planning Area is concentrated in the Torrey Pines State Reserve in the northwest portion of the Planning Area, alongside the Pacific Ocean. Torrey Pines City Park includes the bluff top and beach (Black’s Beach) west of the Torrey Pines Golf Course. Rose Canyon, an open space canyon, has hiking trails running through natural chaparral and oak woodland habitats.

Table 6-1: Parks in the Planning Area

Facility	Usable Acres
Population-Based Parks	74.6
Community Parks	50.0
Doyle Community Park	18.1
Standley Park	10.8
Nobel Athletic Fields	21.1
Neighborhood Parks	23.3
Marcy Park	4.9
University Gardens	9.6
University Village	3.2
Villa La Jolla	5.6
Mini-Parks	1.3
Eastgate Park #1	0.8
Eastgate Park #2	0.5
Joint Use Parks	18.5
Doyle Elementary School	3.3
Spreckles Elementary School	1.7
Standley Middle School	13.5
Resource-Based Parks	1,716.0
Torrey Pines State Park	1,100.0
Torrey Pines City Park	249.0
Torrey Pines Golf Course	367.0

Source: University Community Plan, 1987

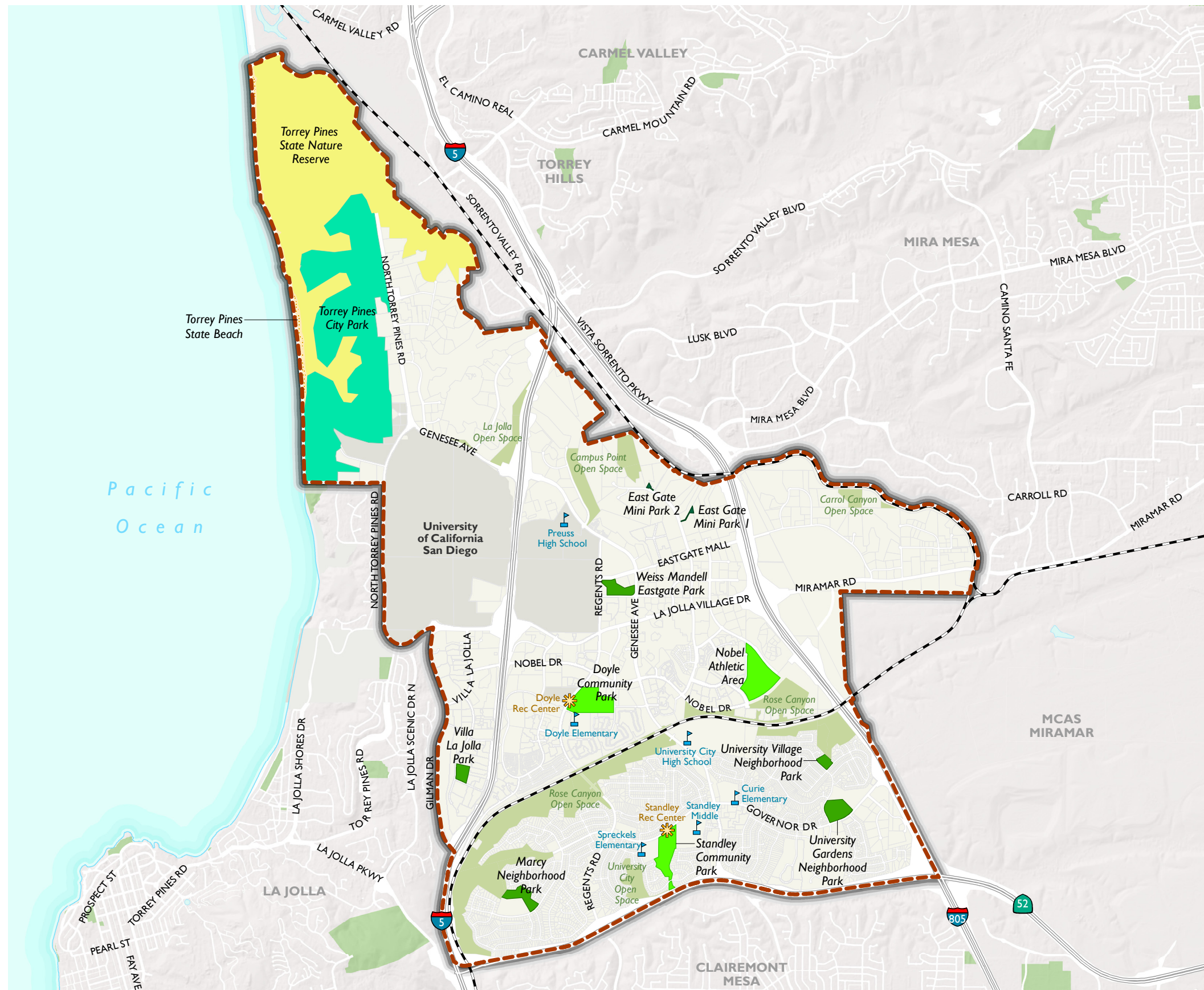
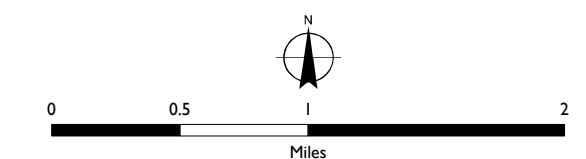
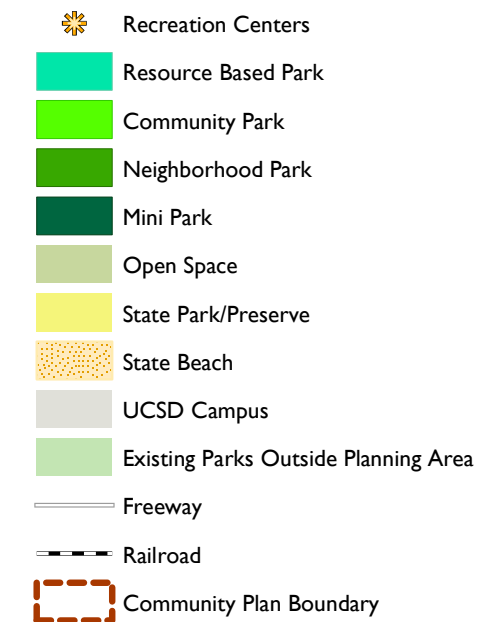


Figure 6-8
UNIVERSITY COMMUNITY PLAN UPDATE
**Parks, Recreation Facilities,
and Open Space**



Source: City of San Diego, 2018; SANDAG, 2018; Dyett & Bhatia, 2018.

7. Environmental Hazards & Community Health

7.1 AVIATION NOISE AND SAFETY

Marine Corps Air Station (MCAS) Miramar and Montgomery-Gibbs Executive Field Municipal Airport create noise and potential safety impacts on surrounding portions of University (see Figure 7-1: Airport Influence Area for areas potentially impacted by proximity to airports). Maintaining compatibility with the airfields protects the safety of aviation operations and reduces exposure to nuisance or hazards for people in the community.

The MCAS Miramar Airport Land Use Compatibility Plan (ALUCP) depicts noise contours based on a forecast of annual aircraft operations within areas commonly overflown by fixed-wing aircraft and helicopters arriving and departing from the MCAS Miramar and Montgomery-Gibbs Executive Field Municipal Airport airfields (See Figure 7-2: Noise Contours). Operations at MCAS Miramar generate noise contours of 60, 65, 70 and 75 decibels (dB) Community Noise Equivalent Level (CNEL) west of the military installation, affecting eastern portions of University. 65 db CNEL is considered a threshold for a generally acceptable level of noise when outdoors. These contours indicate areas where higher than average noise exposure due to aircraft operations could create nuisance in the community, particularly for noise sensitive uses, such as housing, schools, or health care facilities.

Safety zones around the airfield represent areas with a statistically higher risk of an aircraft accident given proximity to the runway. The ALUCP establishes land use compatibility policies to minimize the risk exposure for people on the ground in the event of an aircraft accident. Policies restrict concentrations of people through caps on dwelling units per gross acre or the number of people per gross acre on a sitewide average, set maximum lot coverage, and may prohibit particular types of land uses, such as assembly facilities or the storage of hazardous materials. The zones generally become less restrictive, permitting greater intensity and a wider range of land uses with distance from the airfield. As shown in Figure 7-1, most of University is within an Airport Influence Area (AIA), where there may be greater consideration paid to noise and safety considerations. University also has land categorized as Accident Potential Zone (APZ) I and II and Transition Zone (TZ), which is land situated along the corridor from which planes usually take off and land, where there is greatest potential for accidents.

The MCAS Miramar ALUCP also identifies the Federal Aviation Administration (FAA) Height Notification Boundary and Federal Aviation Regulation Part 77 Airspace Surfaces. University is located within the FAA Height Notification Boundary and the Part 77 Surfaces for MCAS Miramar. Title 14 United States Code (USC) Chapter 1, Subchapter E, Part 77 – Aeronautics and Space – Safe, Efficient Use, and Preservation of the Navigable Airspace (Part 77), establishes requirements for notifying the FAA of certain construction activities and alterations to existing structures, in order to ensure there are no obstructions to navigable airspace. The boundary extends 20,000 feet from the runway. Within the boundary, Part 77 requires that the FAA be notified of any proposed construction or alteration having a height greater than an imaginary surface extending 100 feet outward and 1 foot upward (slope of 100:1) from the runway. Outside the boundary, projects that include construction or alteration exceeding 200 feet in height aboveground level are required to notify the FAA.



Image Credit: Lance Cpl. Clare J. McIntire/MCAS Miramar



MCAS Miramar is located immediately to the east of University. Image Credit: U.S. Geological Survey

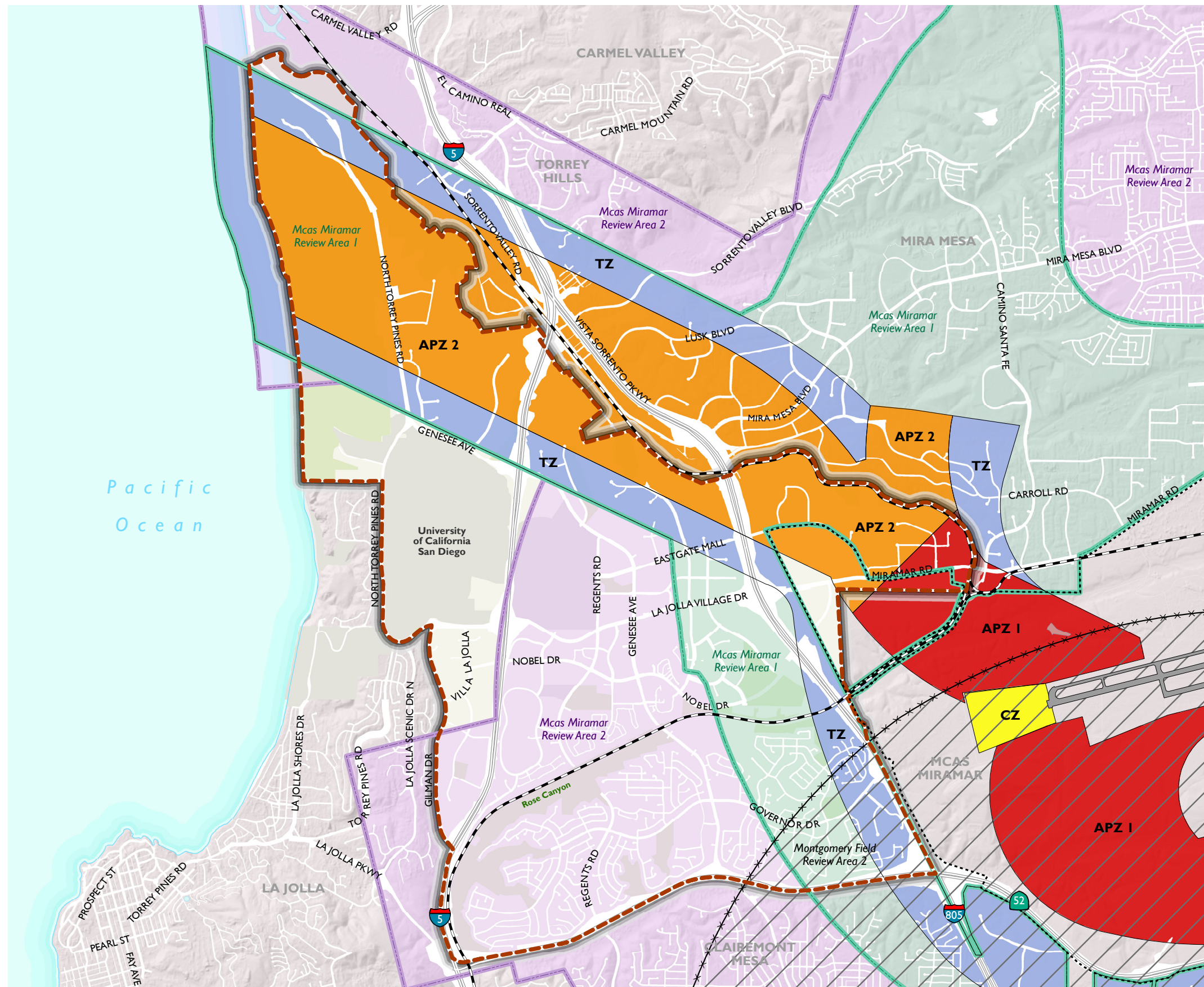


Figure 7-1
UNIVERSITY COMMUNITY PLAN UPDATE
Airport Influence Area

Airport Safety Zones

- Accident Potential Zone 1 (APZ 1)
- Accident Potential Zone 2 (APZ 2)
- Clear Zone (CZ)
- Transition Zone (TZ)

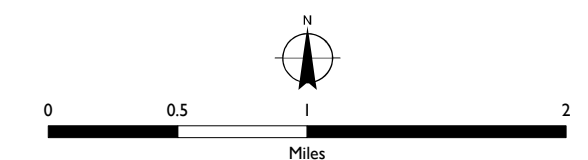
Airport Influence Area

Montgomery Field

- Review Area 2

Mcas Miramar

- Review Area 1
- Review Area 2
- Airport Property
- Runways
- UCSD Campus
- City Parks and Open Space
- Freeway
- Railroad
- Community Plan Boundary



Source: City of San Diego, 2018; SANDAG, 2018; Dyett & Bhatia, 2018.

7.2 AIR QUALITY

Air quality is defined by the concentration of pollutants related to human health. Concentrations of air pollutants are determined by the rate and location of pollutant emissions released by pollution sources, and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, and sunlight. Therefore, ambient air quality conditions within the local air basin are influenced by such natural factors as topography, meteorology, and climate, in addition to the amount of air pollutant emissions released by existing air pollutant sources.

The San Diego Air Basin (SDAB) covers roughly 4,200 square miles and encompasses all of San Diego County. Harmful air contaminants are most likely to occur in areas of population density, heavier traffic patterns, and concentrations of industrial sources, particularly in the western portion of the County. The County is currently in non-attainment at both the federal and State levels for Ozone (8-Hour) and is in non-attainment at the State level for Ozone (1-Hour), PM10, and PM2.5. Attainment indicates that an area complies with the National and/or California Ambient Air Quality Standards. Motor vehicles are San Diego County's leading source of air pollution.

The SDAB has an ambient air quality network of 6 stations that monitor for a wide variety of pollutants, including ozone, fine particulate matter (PM) 2.5 micrometers and less in diameter, particulate matter 10 micrometers and less in diameter, and a number of toxic compounds. The closest station to University is located at 6125A Kearny Villa Road in Kearny Mesa, approximately 3 miles away. Data collected in 2016 indicated ambient air concentrations of PM2.5, PM10, NO2 and 8-hour ozone at the Kearny Mesa Monitoring Station did not exceed the National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS) in 2016.

The San Diego Air Pollution Control District develops strategies and regulations to achieve the pollution emission reductions necessary to meet all health-based standards. Data from monitors throughout the County document the continued downward concentration trends of pollutants. Likely strategies in the community plan update, including a focus on active transportation, transit-oriented development, and healthy community design will reinforce improvements in local and regional air quality.

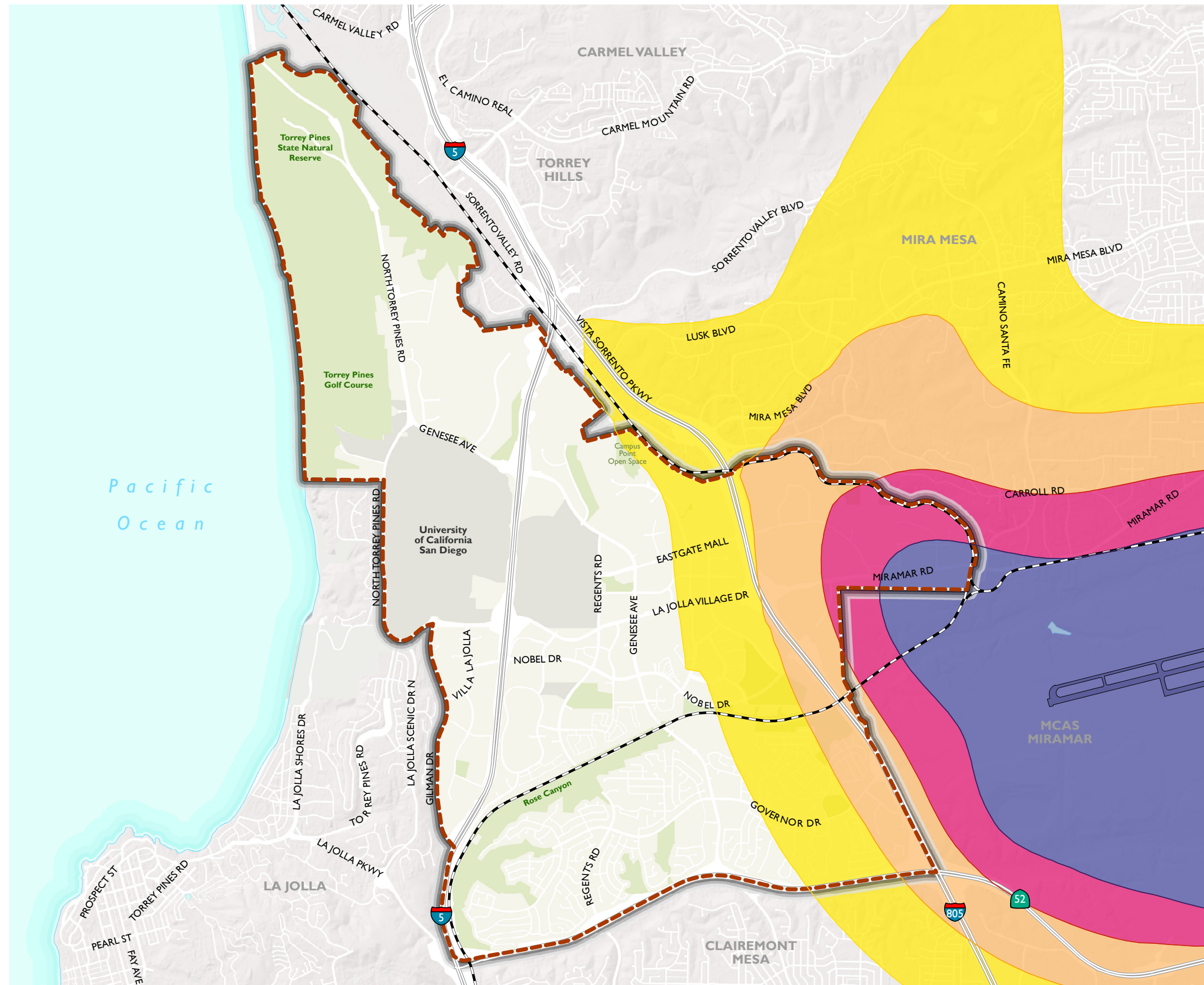
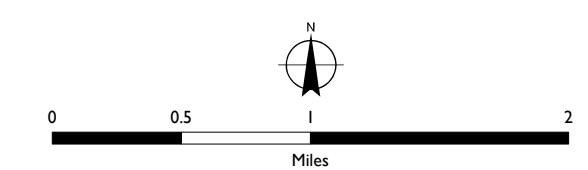
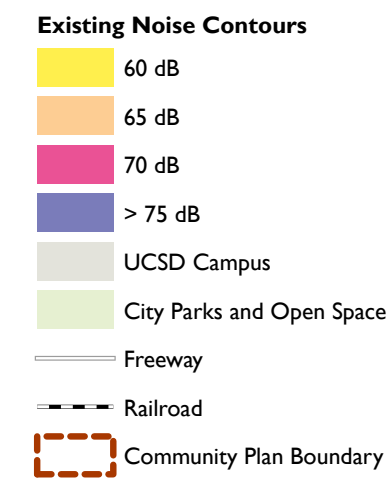


Figure 7-2
UNIVERSITY COMMUNITY PLAN UPDATE
Airport Noise Contours



Source: City of San Diego, 2018; SANDAG, 2018; Dyett & Bhatia, 2018.

7.3 COMMUNITY HEALTH

Healthy community design focuses on creating environments that promote the well-being and health of all residents. Thoughtful design promotes opportunities for healthy behaviors, including outdoor exercise, healthy eating, and the avoidance of health risks. Healthy community design can contribute to people's well-being by:

- Increasing physical activity;
- Reducing injury;
- Increasing access to healthy food;
- Improving air and water quality;
- Decreasing mental health stresses;
- Strengthening the social fabric of a community; and
- Providing fair access to livelihood, education, and other resources.

The physical environment plays a role in shaping behaviors influencing how we live, learn, work, and play. Central to the concept of healthy communities is incorporating opportunities for active living. Active living is a concept that recognizes the connection between physical activity and our surroundings. It seeks ways to make physical activity safe, convenient, and pleasant by creating communities where people want to walk, bike, and become more physically active. Generally, healthy communities make it easy to include physical activity in everyday life, as well as provide access to healthy foods and the outdoors.

Proximity to places with recreational opportunities correlates with higher physical activity levels, which in turn correlate with lower rates of adverse health outcomes associated with poor diet, sedentary lifestyles, and obesity. In addition, convenient access to public transit helps community members bring healthy living into their daily routines. Creating bicycle and pedestrian connections to public transit may encourage people to incorporate exercise into their daily commute and reduce vehicle congestion on roadways.

Figure 7-2 depicts access to parks, community facilities, and transit in University. Most residential areas in the community are within a five or ten minute walking distance to a park. Several parks, including Weiss Mandell Eastgate Park, Doyle Community Park, Nobel Athletic Area, and Standley Community Park are within a five minute walking distance to a bus stop. In general, most University residents have convenient access to parks and community facilities, and therefore more opportunities to engage in active and healthy lifestyles.



Open fields encourage recreational activities that help community members stay physically active.



Mandell Weiss Eastgate City Park is a community park equipped with indoor and outdoor recreational facilities.

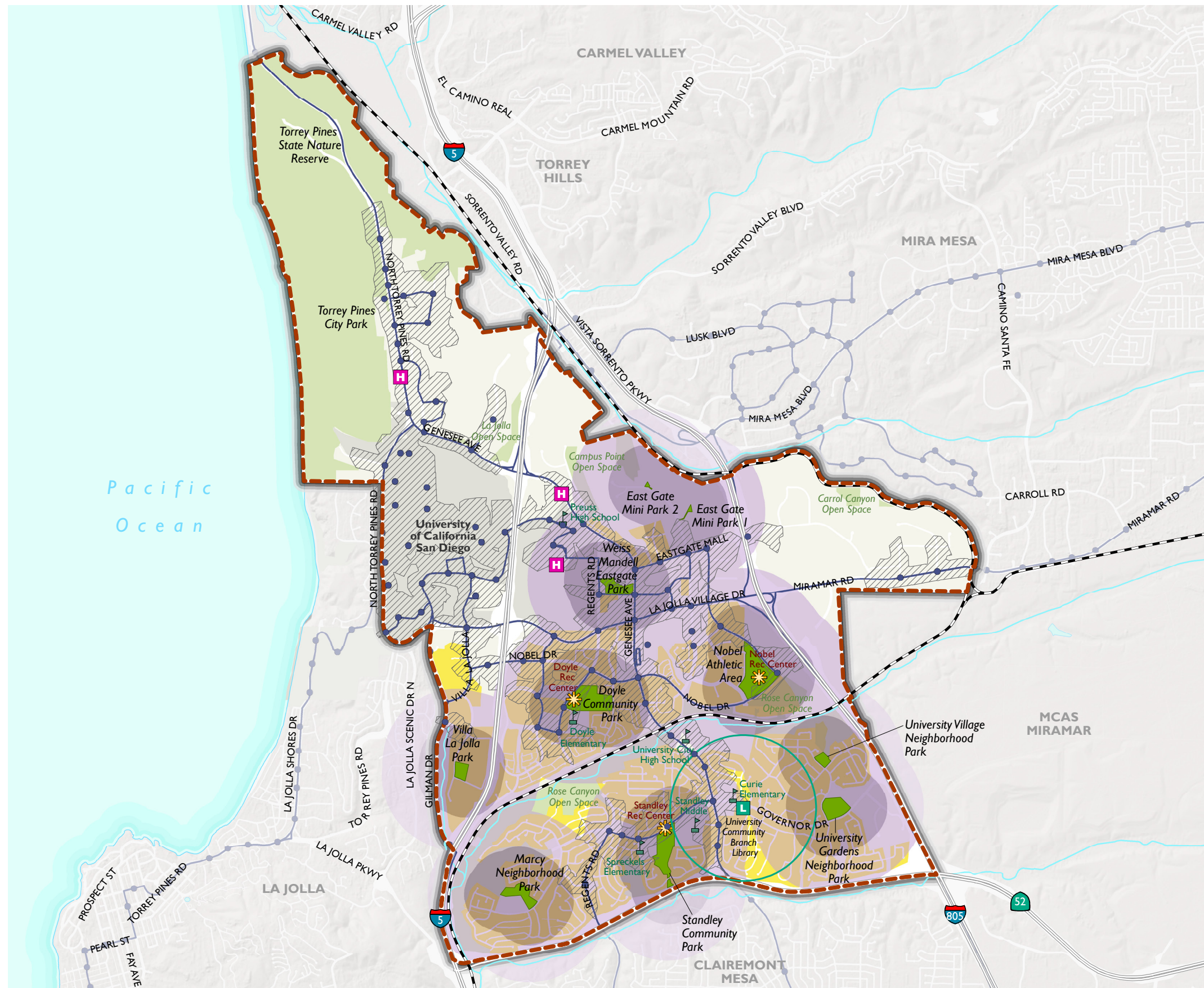
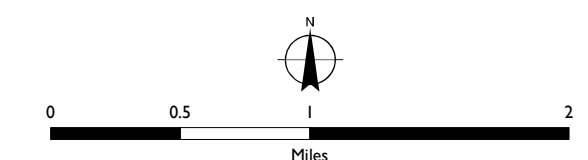


Figure 7-3
UNIVERSITY COMMUNITY PLAN UPDATE
**Access to Parks, Community
Facilities, and Transit**

- Library
- Hospitals
- Public Schools
- Recreation Centers
- Bus Stop
- City Parks
- Open Space
- Library Half Mile Service Radius
- Parks Walkshed**
 - 5 Min Walking Distance (1/4 mile)
 - 10 Min Walking Distance (1/2 mile)
- Transit Accessibility (Walkshed)**
 - 5 min walking distance (1/4 mile) to Bus Stops
 - UCSD Campus
 - Residential
 - Bus Routes
 - Rivers
 - Freeway
 - Railroad
 - Community Plan Boundary



Source: City of San Diego, 2018; SANDAG, 2018; Dyett & Bhatia, 2018.

This page intentionally left blank.



DYETT & BHATIA
Urban and Regional Planners