



UNIVERSITY COMMUNITY PLAN UPDATE

CHOOSE YOUR FUTURE! SUMMARY REPORT

February 2022
DRAFT

The City of
**SAN
DIEGO** 



**Report Prepared by the Planning Department for the
University Community Plan Update**

(February 2022)

Project Contact

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CITY OF SAN DIEGO
NORTH UNIVERSITY
COMMUNITY BRANCH

TAKE THE
SURVEY
GET A
TOTE BAG!

PLAN
UNIVERSITY
YOUR OPINION
COUNTS

TAKE THE
SURVEY
GET A
COOKIE!

 Planning

1 Introduction & Overview

1.1 INTRODUCTION

The City of San Diego is in the process of updating the University Community Plan. 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.

1.2 COMMUNITY PLAN PURPOSE AND PROCESS

Community plans also 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 play a key role in helping the City to meet its Climate Action Plan (CAP) targets to reduce greenhouse gas emissions by planning for an urban form conducive to alternative modes of transportation.

The current University Community Plan was originally adopted in 1987 and has undergone several amendments to address changing conditions.

The Community Plan Update (CPU) will:

- Establish an updated vision and key objectives that align with community priorities;
- Analyze current land use designations and changes in demographics;
- Evaluate demand for housing and development while accounting for climate change and environmental impacts;
- Factor in the extension of the Blue Line Trolley service to University and other transit connections; and
- Ensure that Community Plan policies and recommendations remain consistent with the General Plan, citywide, and regional policies.

For more information on the CPU, please visit www.PlanUniversity.org

1.3 REPORT OVERVIEW

The basis of this report is to provide a summary of outreach conducted in coordination with, and the subsequent results of, the Choose Your Future! engagement platform. The following sections are provided within this report:

SECTION 2: OUTREACH SUMMARY

This section provides an overview of the outreach and engagement conducted through this effort, including an overview of the types of outreach and materials utilized.

SECTION 3: ENGAGEMENT PLATFORM

This section summarizes the online engagement platform, *Choose Your Future!*, and provides examples of the information provided therein.

SECTION 4: FOCUS AREAS OF CHANGE

This section presents the five focus areas of change and the two-to-three land use options provided within the online engagement platform.

SECTION 5: RESULTS SUMMARY

This section details the results from the online engagement platform, including respondent demographic information and overall results of the focus area land use options.

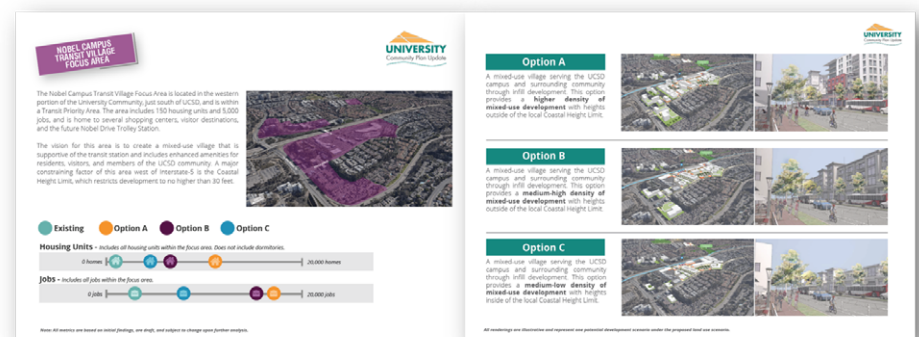


Figure 1: Paper version of the Choose Your Future! engagement platform

2 Outreach Summary

2.1 OVERVIEW

Throughout the months of September, October, and November 2021, the University Community Plan Update project team conducted extensive community outreach and engagement in coordination with the launch of the interactive, online engagement platform, [Choose Your Future!](#)

From October 1st, 2021 to November 8th, 2021, this non-scientific, online survey was live on the Plan University project website (www.PlanUniversity.org) and provided an opportunity for stakeholders to select options for land uses in five focus areas of the University Community, as identified through the CPU process.

The goal of this effort was to receive representative feedback from the University Community on proposed land use options within five primary areas of change (focus areas). Through this engagement process, over 2,600 respondents completed the survey.

Furthermore, the University CPU Project Team conducted over 23 tabling events, 6 days of canvassing, 30 office hours, two virtual workshops, two virtual open houses, and five newsletter distributions resulting in over 22,500 homes reached through this effort.

This section of the report provides an overview of the extensive outreach conducted by the project team which led to increased representation and feedback as compared to previous engagement efforts.

**MAKE
YOUR
OPINION
COUNT**

 PlanUniversity.org/engage



**WE WANT
YOUR
FEEDBACK**

 PlanUniversity.org/engage



**CHOOSE THE
FUTURE OF
UNIVERSITY
CITY**

 PlanUniversity.org/engage



**SHARE YOUR
FEEDBACK
GET A
TOTE BAG!**



*Scan
Here!* →



 PlanUniversity.org/engage



**SHARE YOUR
FEEDBACK
GET A
COOKIE!**



2.2 STUDENT ART CONTEST

In early 2021, the University CPU project team hosted a Student Art Contest where students at all eight schools across the University Community Plan Area (CPA) were asked to submit artwork that reflected what the University Community meant to them.

More than 40 students from Curie, Doyle, and Spreckles Elementary, Mission Bay Montessori, and University City High submitted their artwork and two winners were selected to have their artwork printed on University CPU project totebags. Six additional winners were chosen to have their artwork printed on University CPU project stickers. All items were included in the in-person community outreach conducted in October 2021.

Thank you to all of the student artists that shared what University meant to you!



Figure 3: Student Art Contest runners-up, artwork on stickers

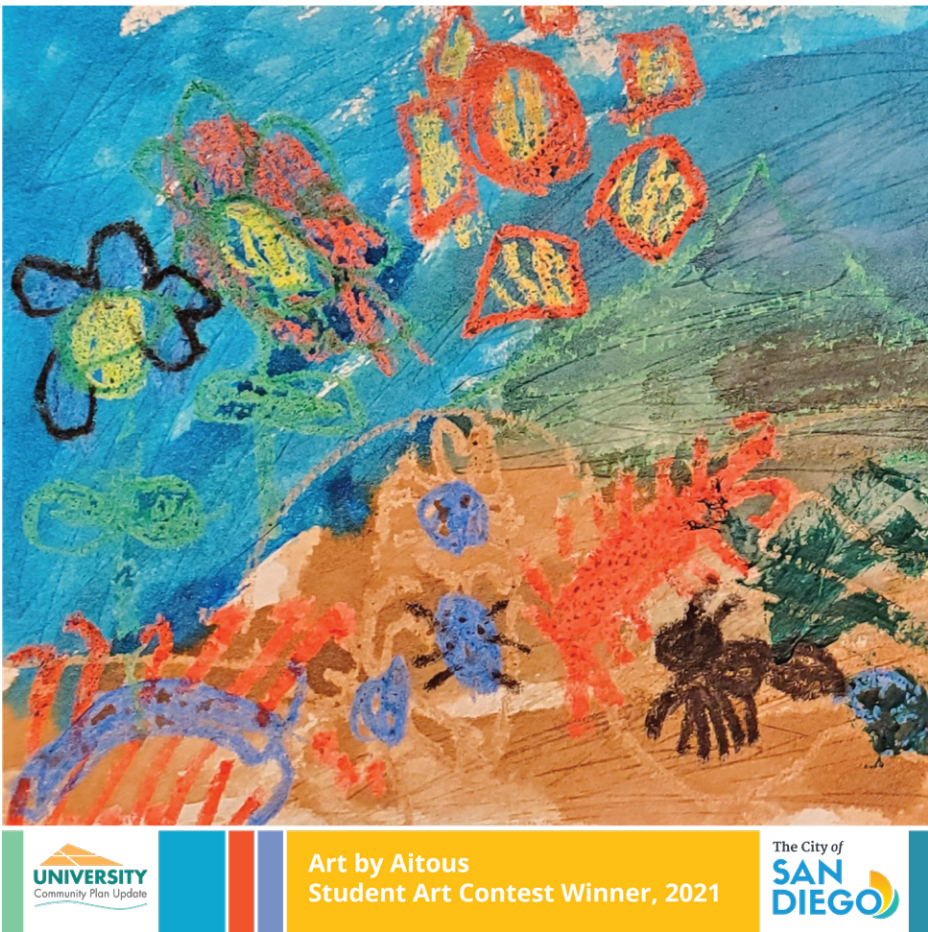


Figure 4: Student Art Contest Winner, 2021, Art by Aitous

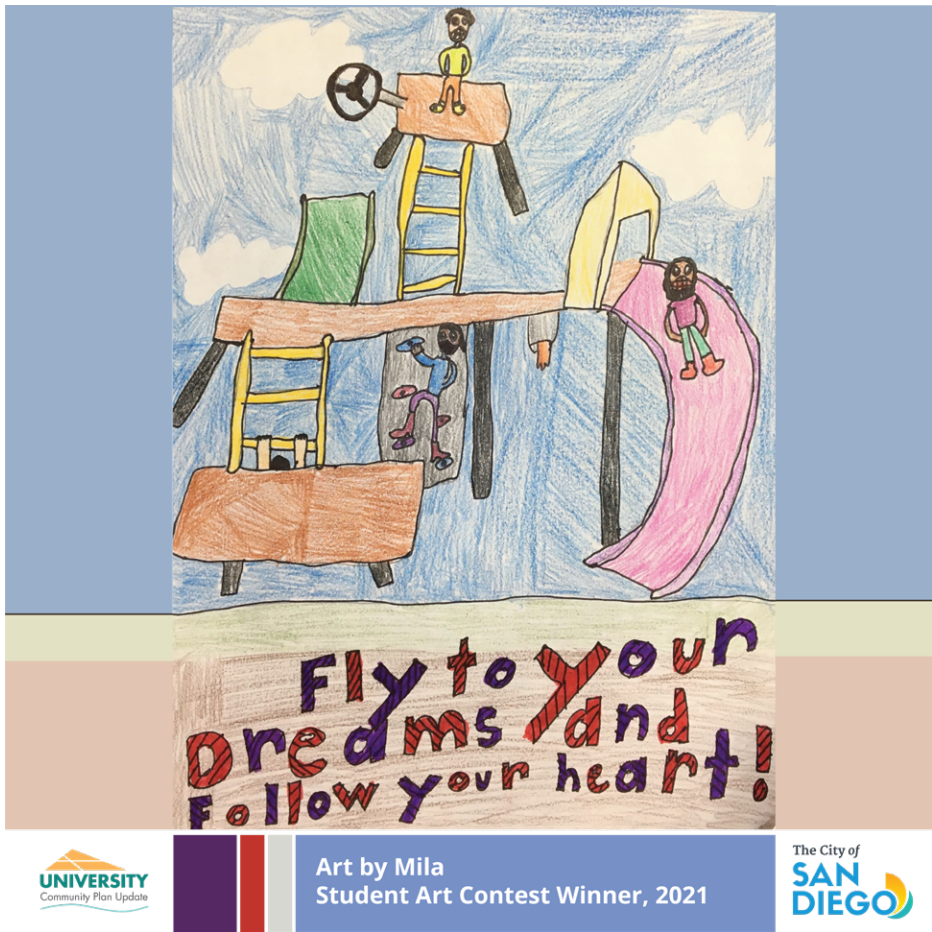
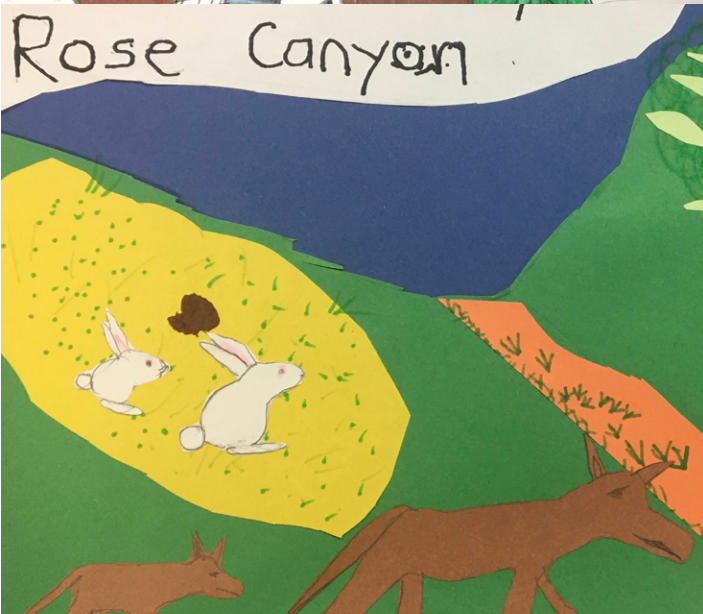


Figure 5: Student Art Contest Winner, 2021, Art by Mila

Figure 6: Student Art Submissions



2.3 CANVASSING

During the month of October 2021, the University CPU project team conducted six days of door-to-door canvassing with doorhangers, shown in Figure 8. Doorhangers alerted residents to the ongoing outreach efforts for the University CPU, including the *Choose Your Future!* engagement platform and the two virtual open houses. Canvassing the University Community allowed the project team to reach residents who weren't yet aware of the planning effort currently underway.

To reach as many homes as possible, the project team also worked with property managers and homeowners' associations to distribute materials to residents in their preferred medium. Where doorhangers were not the preferred method, digital flyers were sent directly to residents from their property managers on behalf of the CPU.



Figure 7: Several Doors Canvassed



Figure 8: Your Opinion Counts Doorhangers

2.4 BUS SHELTER ADVERTISING

The University Community is served by several MTS bus routes, including the SuperLoop Rapid, which circulates throughout the Community and is one of the most utilized bus routes within the City of San Diego. To reach transit commuters, the project team utilized transit station advertising at the following four transit stations:

- Nobel Drive & La Jolla Village Square
- Lebon Drive & Palmilla Drive
- Executive Drive & Executive Way
- Towne Centre Drive & Nobel Drive



Figure 9: Bus Shelter Advertisement in the Community

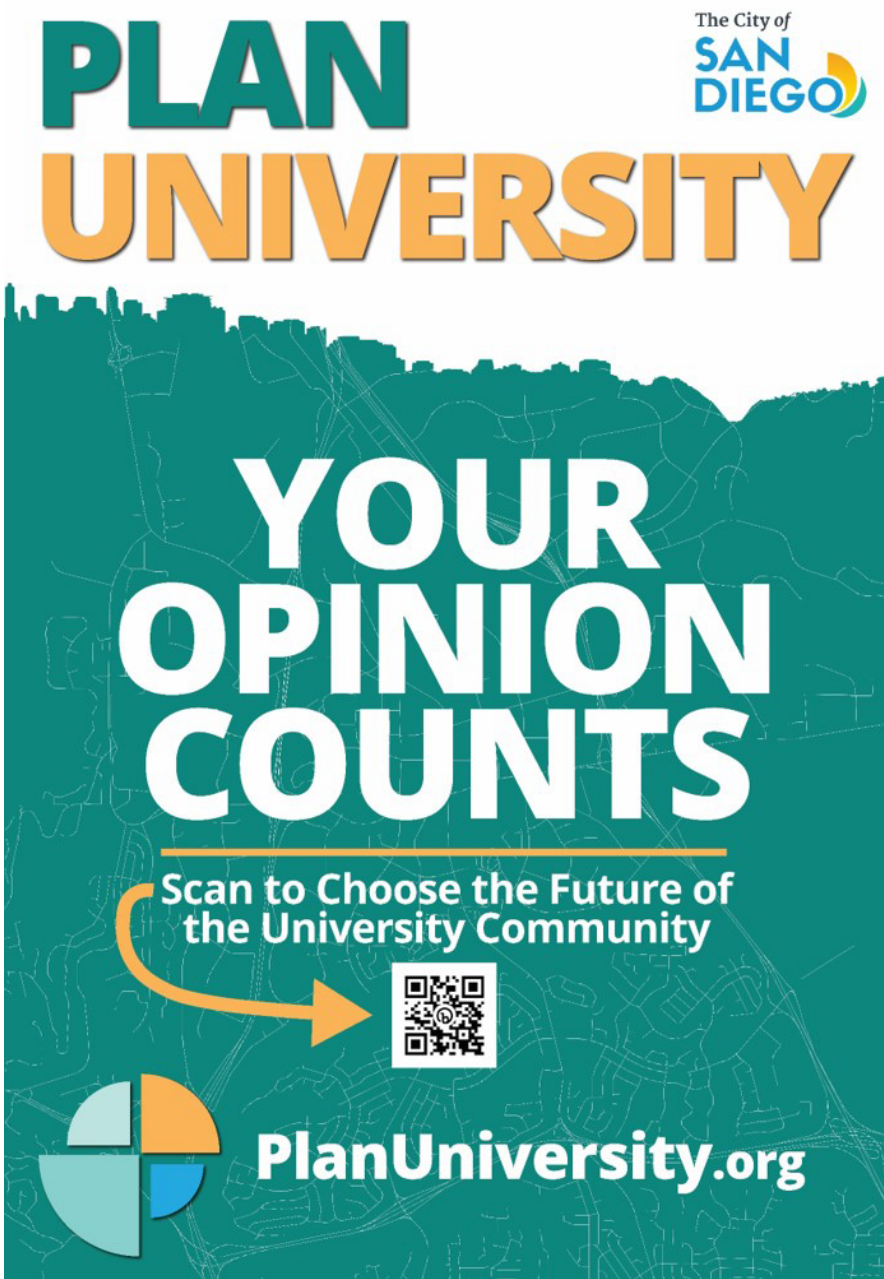


Figure 10: Bus Shelter Advertisement

2.5 COMMUNITY TABLING

Throughout the month of October, the project team conducted more than 20 tabling events within the University Community. These in-person events allowed the project team to meet and engage with University residents, employees, and visitors. Those interested in learning more about the University CPU and wanting to provide their feedback could talk to the project team and take the survey on the spot. To facilitate this effort, a paper version of the survey was utilized. This option allowed more interaction and engagement with survey-takers, many of whom had questions throughout the process.

During the tabling events, student art contest project totebags and stickers were provided to survey respondents, along with an individually wrapped cookie of their choice. After over 12 months of virtual engagement, this in-person effort was a welcome opportunity for the University Community to engage in the process.

The following is a sample of locations where the project team tabled during the month of October:

- October 12th: Tabled at Doyle Recreation Center
- October 12th: Tabled at University Community Library
- October 13th: Tabled at Nobel Athletic Fields
- October 14th: Tabled at University Community Library
- October 14th: Tabled at Westfield UTC Mall
- October 16th: Tabled at North University Community Library
- October 16th: Tabled at Westfield UTC Mall
- October 18th: Tabled at GradLabs
- October 18th: Tabled at Standley Recreation Center
- October 19th: Tabled at GradLabs
- October 21st: Tabled at South University Community Library
- October 22nd: Tabled at Westfield UTC
- October 23rd: Tabled at North University Community Library
- October 27th: Tabled at Nobel Athletic Fields
- October 29th: Tabled at Westfield UTC
- October 29th: Tabled at La Jolla Crossroads
- October 30th: Tabled at Doyle Recreation Center
- October 30th: Tabled at North University Community Library



Figure 11: Choose Your Future! Paper Survey

Figure 12: University CPU team tabling in Community



2.6 SURVEY DROPBOXES

While the online engagement platform was the primary location to submit feedback via the online survey, the project team recognized that not all residents have access to, or use, the internet. Therefore, to encourage broad and representative feedback, paper copies of the survey were located at five locations within the University Community for the duration of the online engagement platform.

Survey dropboxes, business cards, and flyers were also included at each location to bring awareness to the planning effort. Several residents used this option to submit their survey responses, which were then recorded by the project team and included in the final results.



Figure 14: Survey dropbox



Figure 13: (Clockwise from top left) Nobel Athletic Area, Doyle Recreation Center, Standley Recreation Center, North University Community Library, University Community Library

please return this form to submit your responses

Choose the option that is CLOSEST to your vision for the area:

North Torrey Pines Employment Center Focus Area
Option: A ☐ B ☐

Campus Point & Towne Centre Employment Village Focus Area
Option: A ☐ B ☐ C ☐

UTC Transit Village Focus Area
Option: A ☐ B ☐ C ☐

Nobel Campus Village Focus Area
Option: A ☐ B ☐ C ☐

Governor Community Village Focus Area
Option: A ☐ B ☐

Tell us about your vision for the areas... (what would you keep? what would you change?)

Which of the following describes your connection to the University Community? (select all that apply)

- ☐ Resident
- ☐ Employee
- ☐ Property Owner
- ☐ Business Owner
- ☐ College/University Student
- ☐ High School Student
- ☐ Other: _____

What is your age?

- ☐ 17 or younger
- ☐ 18-29 years
- ☐ 30-39 years
- ☐ 40-49 years
- ☐ 50-59 years
- ☐ 60-69 years
- ☐ 70-79 years
- ☐ 80 and older

What is your zipcode? _____

How long have you lived or worked in the University Community?

- ☐ more than 20 years
- ☐ 16 to 20 years
- ☐ 11 to 15 years
- ☐ 6 to 10 years
- ☐ 1 to 5 years
- ☐ I do not live or work in University

Which of the following best describes your race or ethnicity? (select all that apply)

- ☐ White
- ☐ Black or African American
- ☐ Native American or Alaska Native
- ☐ Asian
- ☐ Middle Eastern or North African
- ☐ Native Hawaiian
- ☐ Hispanic, Latino, or Spanish origin
- ☐ Self-identify: _____

Figure 15: Paper survey form

2.7 SOCIAL MEDIA

A social media engagement strategy was also employed through this process in an effort to reach online and digital users. The social media campaign included advertisements to users within the University Community zip code areas on Facebook and Instagram platforms.

Social media was also utilized to post and share from the City of San Diego's Facebook, Twitter, and LinkedIn accounts. These postings were then shared by community partners and stakeholders, leading to increased awareness by those that follow the City of San Diego and other community partner media sites.



City of San Diego
26,749 followers
1mo • 



Have you seen our posters? University City and area residents, employees and stakeholders, we want you to "Choose Your Future!"

This month, the City released an interactive survey that will inform the University Community Plan Update. This update will guide the development and growth of the area for decades to come.

The survey asks questions about land-use options for 5 focus areas. You can explore the details, imagery and impact outcomes for each option and then provide their thoughts and preferred options. Videos also give more information on each focus area. Take the survey here: planuniversity.org/engage

Learn more about the update, open houses and other community engagement events here: planuniversity.org/



City of San Diego
@CityofSanDiego



Calling all University City and area residents! Help guide the development and growth of the area for decades to come by taking this interactive survey: planuniversity.org/engage



12:16 PM · 10/14/21 · Sprout Social



Figure 16: Social media outreach examples

2.8 PARTNER OUTREACH

Community partnerships are necessary to facilitate representative feedback in any community planning process. The success of this effort could not have been possible without the engagement from residents and community partners such as the University City Community Association, Councilmember Joe LaCava and staff, the Asian Business Association of San Diego, the University of California San Diego, San Diego Unified School District faculty and staff, residential property managers and associations, and several community leaders.

With the assistance of community partners, the project team was able to share the online engagement platform far and wide across the University Community.

UNIVERSITY CITY COMMUNITY ASSOCIATION (UCCA)

UNIVERSITY CITY NEWS

Navigation bar with links: HOME, FACEBOOK, ADVERTISING, CONTACT US, LOCAL INFORMATION, HISTORY AND ALBUMS, JOIN UCCA, BUY LOCAL, NEWSLETTER, UC CELEBRATION 4TH OF JULY, SUMMER CONCERTS IN STANDLEY PARK, SUMMER MOVIES IN THE PARK

Media Release: City of San Diego Asks University City Residents and Business Owners to Provide Input on Future Development

October 14, 2021 UCCA City of San Diego, UCPG - Planning Group, UCPU - Community Plan Update, University City News UCCA



Share / Save

Feedback from the Interactive Survey will help guide neighborhood growth for the next 30 years. From the San Diego Communications Office: The City of San Diego is asking University City community and surrounding-area residents, employees, business owners and other stakeholders to give their opinions through an interactive survey that will guide the development and growth of the area for decades to come.

The City launched the survey at https://www.planuniversity.org/engage this month as part of the University Community Plan Update (CPU) process. The CPU will eventually replace the community plan approved in 1987 and seeks to promote growth by adding density through infill development, balancing jobs and housing, and meeting climate action goals. The plan will also provide the framework to support trolley lines, bus and bike lanes, create the capacity for different housing options, and support existing industry and job sectors.

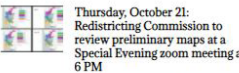


SEARCH

SEARCH BY CATEGORY

Select Category

EVENTS AND MEETINGS



October 19, 2021

Figure 17: University City Community Association Website

October 2021 universitycitynews.org

Growth and Development Reality Check

The reality is that growth and development in University City have nearly never stopped. Changes are taking place today and will continue into the future. The attached image depicts the 5 land use focus areas as suggested by the City Planning Department and the University City community plan update subcommittee (UCPU). You can be part of the new development and growth in University City by joining UCPU (so you can vote in their elections) and by attending the Planning Group and Community Plan Update meetings.

- Become a voting member of the University Community Planning Group (UCPG) by completing the membership application available on pages 26-31 of the University (UCPU) bylaws at sandiego.gov/planning/communitycitybylaws
- UCPU: sandiego.gov/planning/communitycitybylaws
- UCPU: planuniversity.org/

University Community Plan Update (CPU)

Choose Your Community!

By Katie Witherspoon, Senior Planner City of San Diego

The City of San Diego is currently in the process of updating the University Community Plan, which was last updated in 1987. The updated Community Plan will provide direction for the long-term development of the community, including concepts for land use, urban design, parks, mobility jobs and housing. Through this process, the University CPU planning team has held over 30 meetings with the University Community Plan Update Subcommittee to seek guidance on these concepts and ideas for the plan update. Recently, this process included the creation of land use options that will guide the use and mix of development within the University Community.

Now is your opportunity to review these land use options and make your voice heard! The planning team has launched the University Online Engagement Platform: Choose Your Community, which presents two to three options for change within five focus areas. To provide your input, visit <https://planuniversity.org/> or scan the QR code. If you would prefer a paper copy of this survey, please email or call Katie Witherspoon at kathie@sanidgo.gov or 619.256.8107.

The engagement platform will remain open from October 1 to October 31. The University CPU Update Team will be out in the community during the month of October and will also host two Virtual Open Houses. For more information on our outreach efforts, please visit www.planuniversity.org/engage.

PLAN UNIVERSITY

YOUR OPINION COUNTS

Scan to provide your input and choose the future of the University Community

[PlanUniversity.org](https://planuniversity.org)

San Diego USD

University Community Plan Update Survey!

PLAN UNIVERSITY

The City of San Diego is currently updating the University Community Plan. Now is the time to make your voice heard and choose the future of the University. To access the survey, scan below or check out <https://planuniversity.org/engage>.

YOUR OPINION COUNTS

Scan Here!

The survey will be open until October 31st. Please call 619-236-6817 with questions regarding the Plan Update.

[PlanUniversity.org/engage](https://planuniversity.org/engage)

San Diego Unified School District

Plan © 2021

Sent from Curie Elementary, Doyle Elementary, Serrano Elementary, Standley Middle, University City High School

Tweet

Bloom California @BloomCA

@CityofSanDiego's land use policies have a big impact on our life science hub. The city has launched an online platform to collect input on future development in this area. Make your voice heard by 10/31: bit.ly/3k7IFH3

5:58 PM · Oct 14, 2021 · Twitter Web App

2 Retweets 3 Likes

Choose Your Community Online Platform: University Community Plan Update

Now is your chance to give input on the plan. Open through October 31.

Bloom California

Councilmember Joe LaCava @JoeLaCavaD1

Yesterday #TeamLaCava went door-to-door in UC, reminding residents to submit their feedback on the CPU by 10/31. Last updated 30 yrs ago, the UC CPU is the blueprint for long-term development, including parks, mobility, jobs, and housing. @UCCA_SD

bit.ly/uc_cpu

1:48 PM · Oct 29, 2021 from San Diego, CA · Twitter for iPhone

Figure 18: Sample of outreach from community partners

Figure 19: Tabling at GradLabs



2.9 OTHER OUTREACH EFFORTS

In addition to the outreach activities previously described in this report, the project team conducted several other outreach efforts with the goal of gaining broad and representative feedback.

These additional efforts included outreach through the University CPU project newsletter, project flyers distributed around the Community, press and media releases to increase awareness, a robust project website to serve as a homepage for all efforts, project videos to convey complex information verbally and visually, Peachjar flyer distribution to parents and guardians of University Community students, and several virtual events including two virtual open houses utilizing an interactive digital platform.

PROJECT NEWSLETTER

Over the course of the online engagement platform being live, the project team sent five newsletters to the University CPU interested participant’s distribution list. This list includes just under 2,000 interested stakeholders.

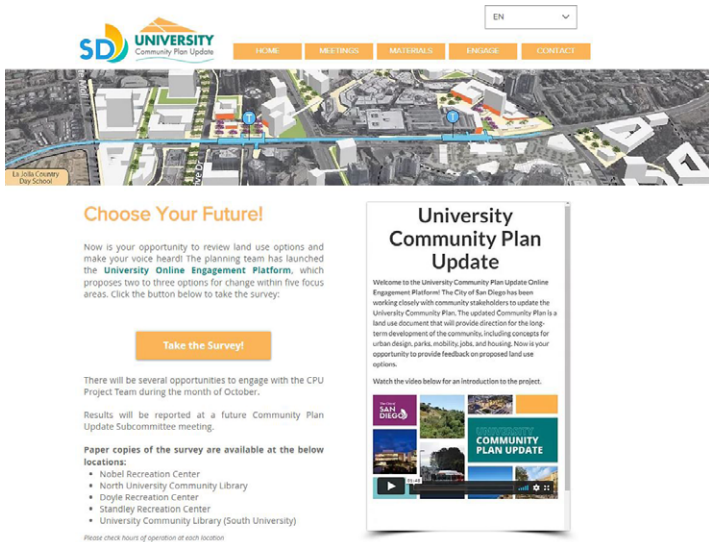


THE UNIVERSITY CPU
ONLINE ENGAGEMENT PLATFORM
IS NOW LIVE!

The City of San Diego is currently in the process of updating the University Community Plan, which was last updated in 1987. The updated Community Plan will provide direction for the long-term development of the community, including concepts for land use, urban design, parks, mobility, jobs, and housing.

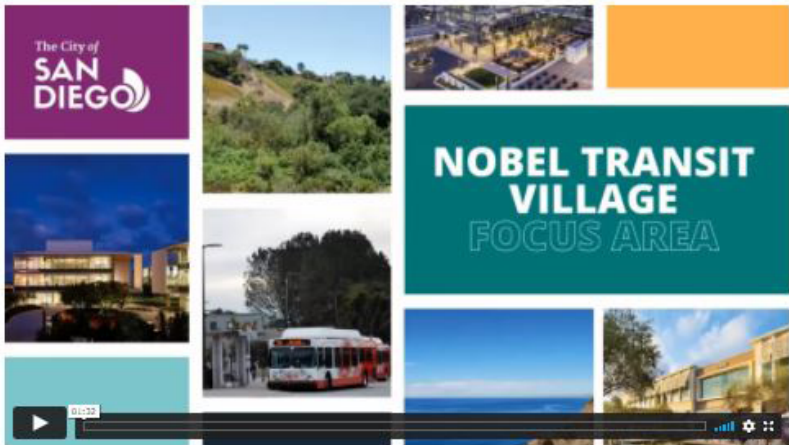
PROJECT WEBSITE

The online engagement platform was accessible through the project webpage, www.PlanUniversity.org. At this website, those interested in the project could not only find the platform, but could also find an outreach and engagement calendar which listed all activities for the month of October and how they could engage in the process.



PROJECT VIDEOS

The project team produced six videos for the outreach effort, including one overview video and five focus area specific videos. This effort allowed survey respondents to learn important information about the University CPA and the planning process, including the opportunity to hear directly from the project team about the vision for each focus area. The inclusion of videos helped the project team reach visual and auditory learners alike.



PROJECT FLYERS

Project flyers were distributed around the University Community, including locations such as the Rose Canyon Open Space Park trailhead located in South University.



MEDIA RELEASE

Along with social media outreach and engagement, the project team worked with the Department of Communications to publish a press release for media distribution. This effort helped garner further awareness of the planning process.

MEDIA RELEASE



FOR IMMEDIATE RELEASE
Thursday, Oct. 14, 2021

City of San Diego Asks University City Residents and Business Owners to Provide Input on Future Development

FEEDBACK FROM INTERACTIVE SURVEY WILL HELP GUIDE NEIGHBORHOOD GROWTH FOR NEXT 30 YEARS

SAN DIEGO – The City of San Diego is asking University City community and surrounding-area residents, employees and other stakeholders to give their opinions through an interactive survey that will guide the development and growth of the area for decades to come.

The City launched [the survey](#) this month as part of the [University Community Plan Update](#) (CPU) process. The CPU will eventually replace the community plan approved in 1987 and seeks to promote growth by adding density through infill development, balancing jobs and housing, and meeting climate action goals. The plan will also provide the framework to support trolley lines, bus and bike lanes, create the capacity for different housing options, and support existing industry and job sectors.

The survey features questions regarding desired land-use options in five focus areas, all with the vision of supporting mixed uses such as housing and businesses. Community members can explore details, imagery and impact outcomes for each option and provide their recommendations and preferred options. Videos also give more information on each focus area.

PEACHJAR

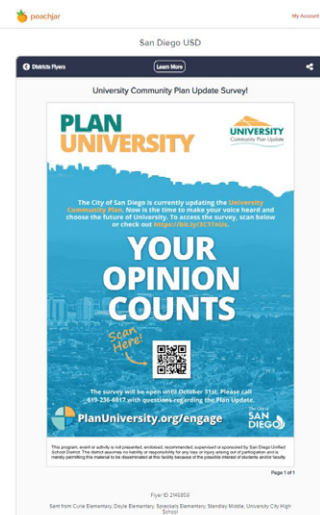
Another important method of outreach was utilizing San Diego Unified School District's Peachjar platform, which sends digital flyers to all registered parents and guardians. This effort resulted in a reach of over 5,000 deliveries of the project flyer, shown below.

Performance



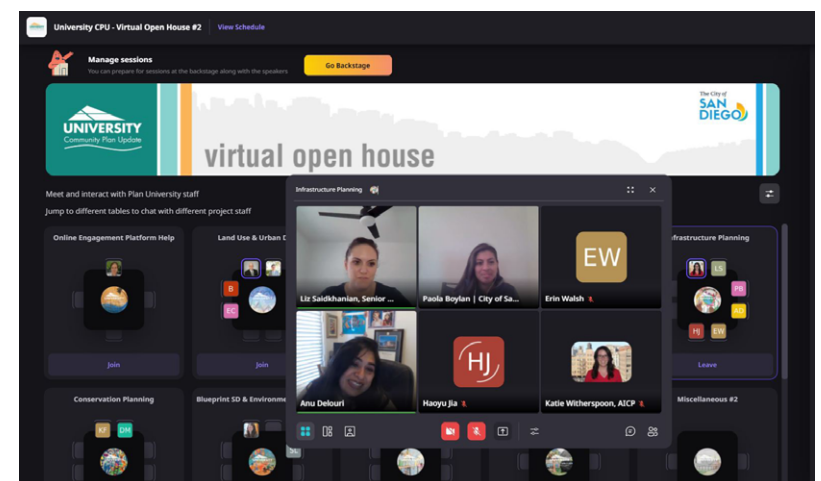
Distribution

| Name | Approval | Flyer Status |
|-----------------------------|----------|--------------|
| San Diego USD | | |
| Doyle Elementary | Approved | Expired |
| University City High School | Approved | Expired |
| Spencerville Elementary | Approved | Expired |
| Standley Middle | Approved | Expired |
| Curie Elementary | Approved | Expired |



VIRTUAL OPEN HOUSE

The project team also hosted two virtual open houses and two project workshops, coupled with multiple meetings and presentations to interested stakeholders. The virtual open houses included project discipline tables such as land use, urban design, mobility, environmental, public realm, public space, and conservation planning. Participants were able to stop by anytime during the open house and speak directly with the project team.



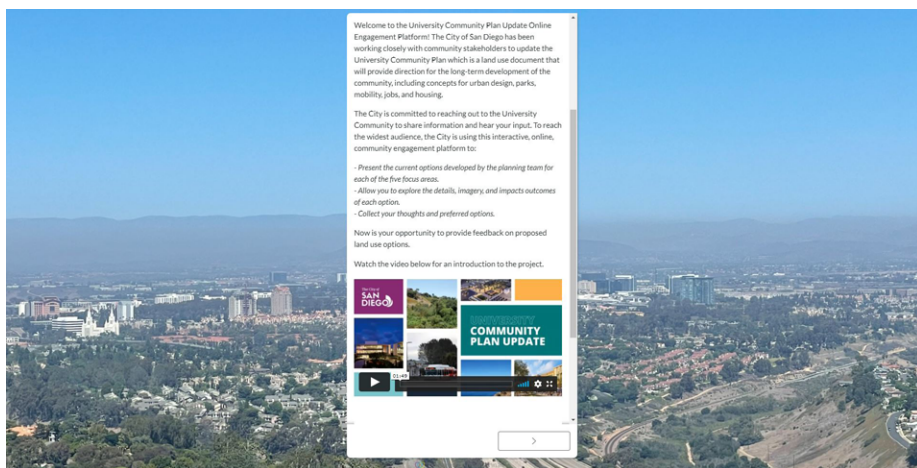
3 Engagement Platform

3.1 OVERVIEW

Throughout the engagement process, the primary location to collect feedback was through the online engagement platform, *Choose Your Future!* This platform presented land use options developed by the project team for each of the five focus areas, allowed respondents to explore details, imagery, and impact outcomes of each option, and collected feedback on preferred options. The platform was also intended to be used interchangeably between a desktop computer or cellular phone with ease. A brief overview of the platform is as follows:

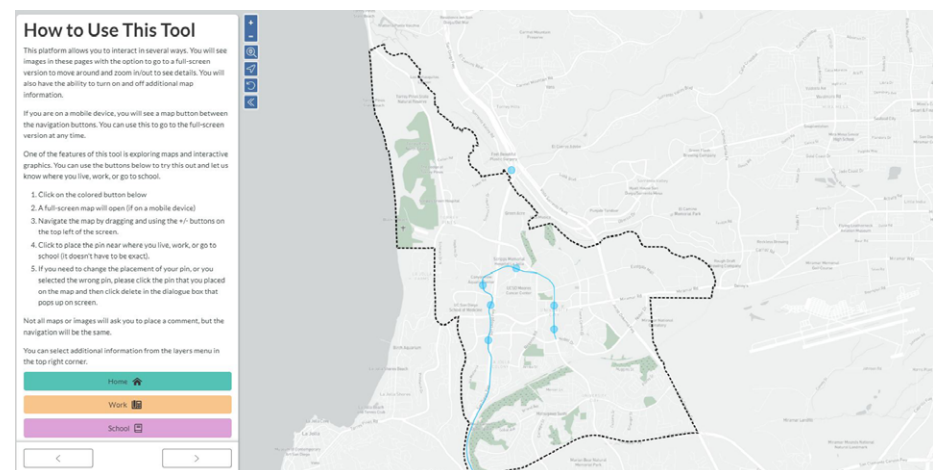
INTRODUCTORY INFORMATION

The platform provided introductory information and an overview video of the planning process and Community Plan Area.



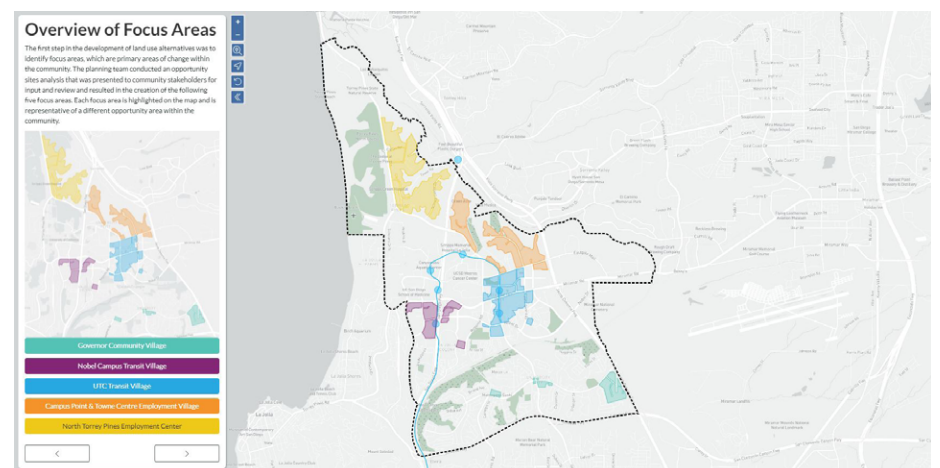
HOW TO USE THIS TOOL

The platform asked respondents to place a pin near where they live, work, or go to school. Most respondents utilized this feature, but demographic information at the end of the survey also identified respondents' connection to the University Community and zip code.



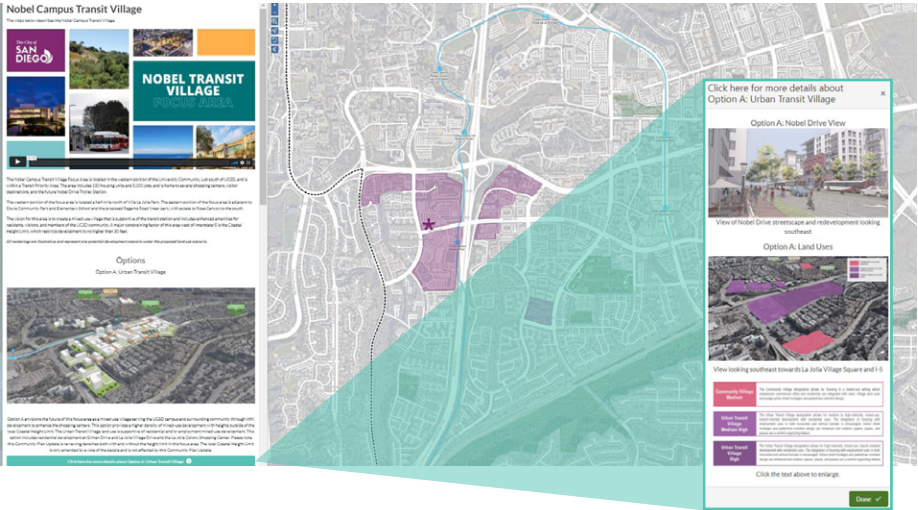
OVERVIEW OF FOCUS AREAS

The platform provided an overview of all five focus areas. Within the map-based platform, respondents could also toggle on and off the following layers, where applicable: Coastal Height Limit, Proposed Bike Lanes, MCAS Miramar Airport Overlay Zones, Focus Areas, and Transit Priority Areas. Respondents were also able to zoom in and out on the platform to see an aerial map.

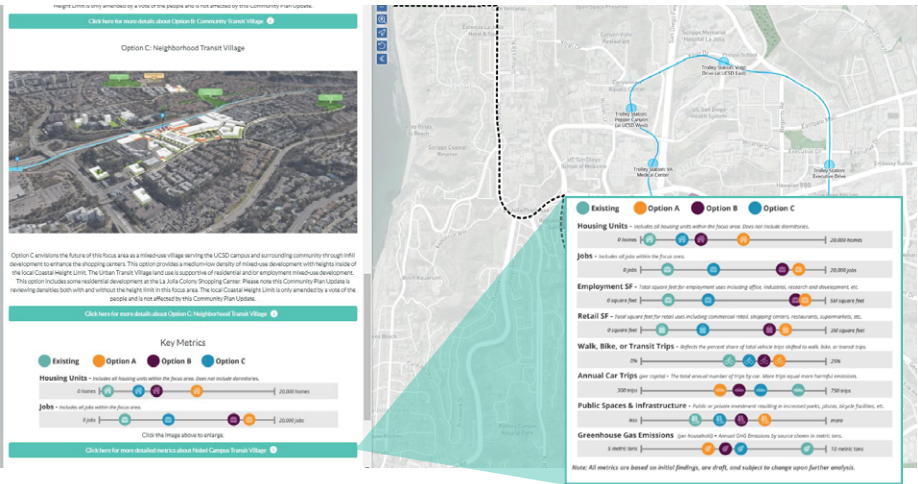


FIVE FOCUS AREA PAGES

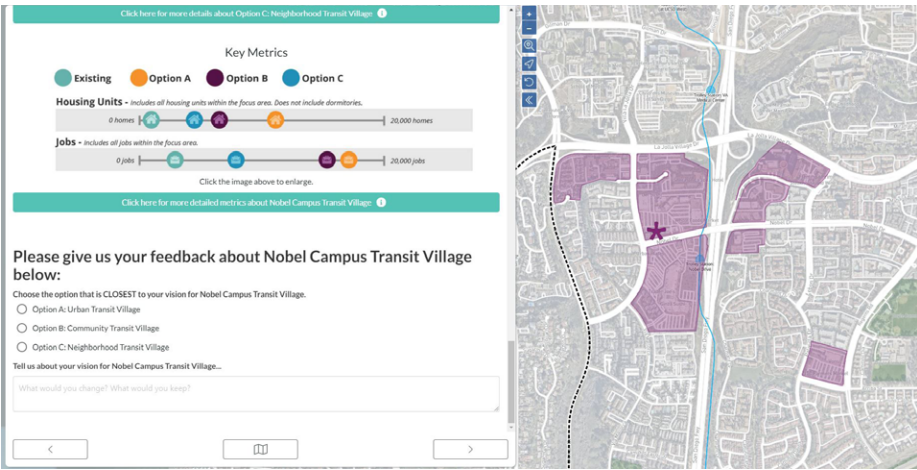
There were five focus area pages within the platform. Within each focus area page, an overview video and two to three options were provided along imagery and renderings of potential build-out under each scenario, which were accessible by clicking on the green bar as shown below.



Furthermore, each focus area page also provided draft metrics associated with the proposed options, which included information regarding number of added housing units, jobs, employment square feet, and additional environmental and mobility impact metrics.

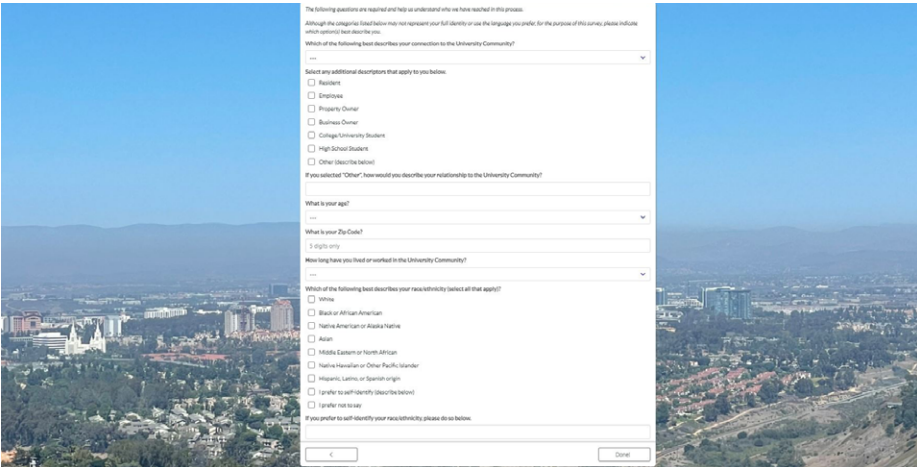


Following the information provided, each focus area page asked respondents to give their feedback regarding the focus area in question. Three options were provided, but respondents were not required to select an option and could instead write their vision for the focus area in the provided text box.



RESPONDENT DEMOGRAPHIC QUESTIONS

The final page of the online engagement platform included demographic questions relating to race, ethnicity, age, zip code, connection to the University Community (resident, employee, student, etc.), and how long the respondent has lived or worked in the community. Respondents could select 'I prefer to self-identify' or 'I prefer not to say.'



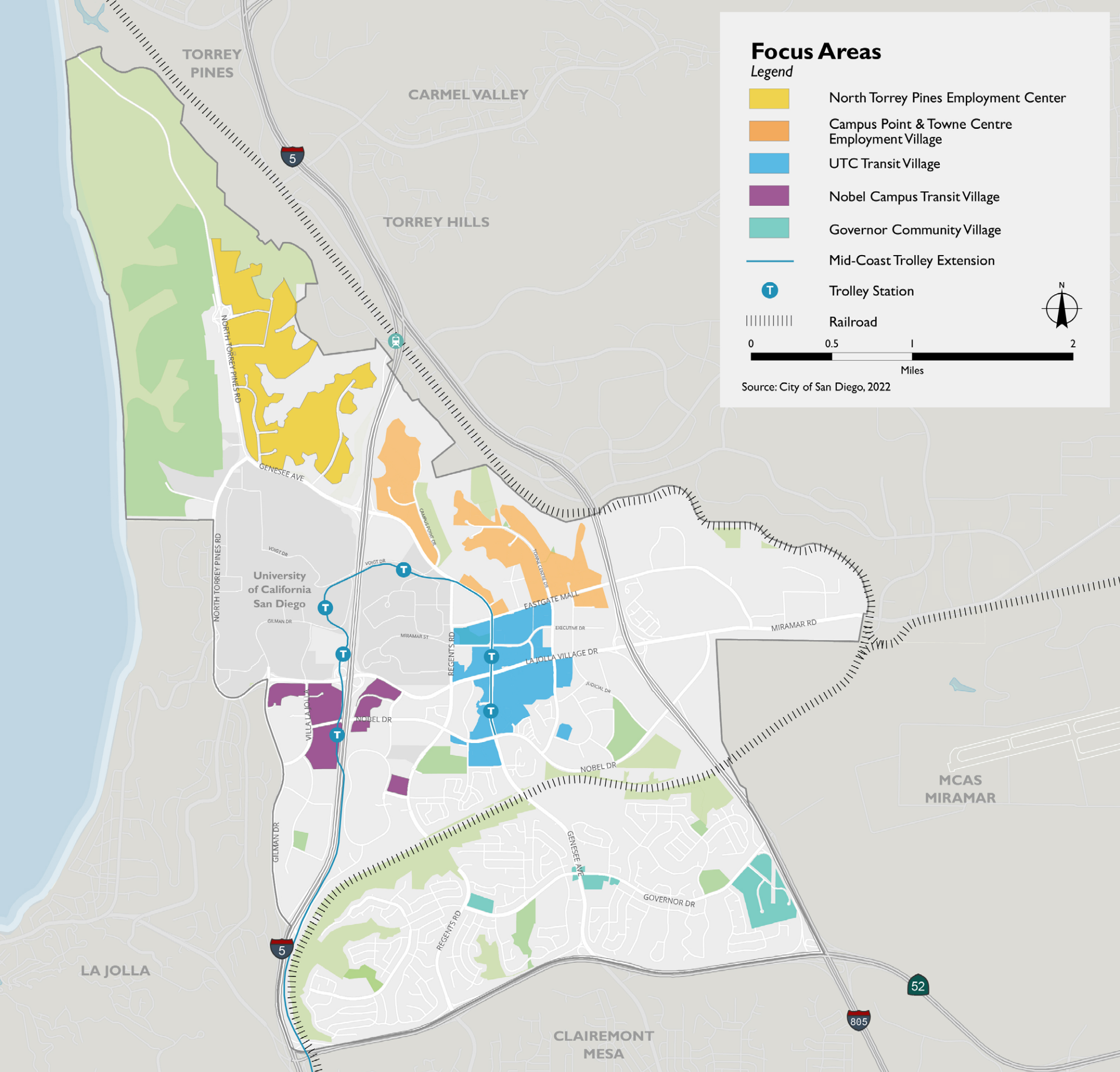
4 Focus Areas of Change

4.1 OVERVIEW

The first step in the development of land use alternatives was to identify focus areas, which are primary areas of change within the community. The planning team conducted an opportunity sites analysis that was presented to community stakeholders for input and review and resulted in the creation of the five focus areas shown in Figure 21. Each focus area highlighted on the map is representative of a different opportunity area within the community. These focus areas include:

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

Figure 20: University CPU
Focus Areas



Focus Areas

Legend

- North Torrey Pines Employment Center
- Campus Point & Towne Centre Employment Village
- UTC Transit Village
- Nobel Campus Transit Village
- Governor Community Village
- Mid-Coast Trolley Extension
- T Trolley Station
- Railroad

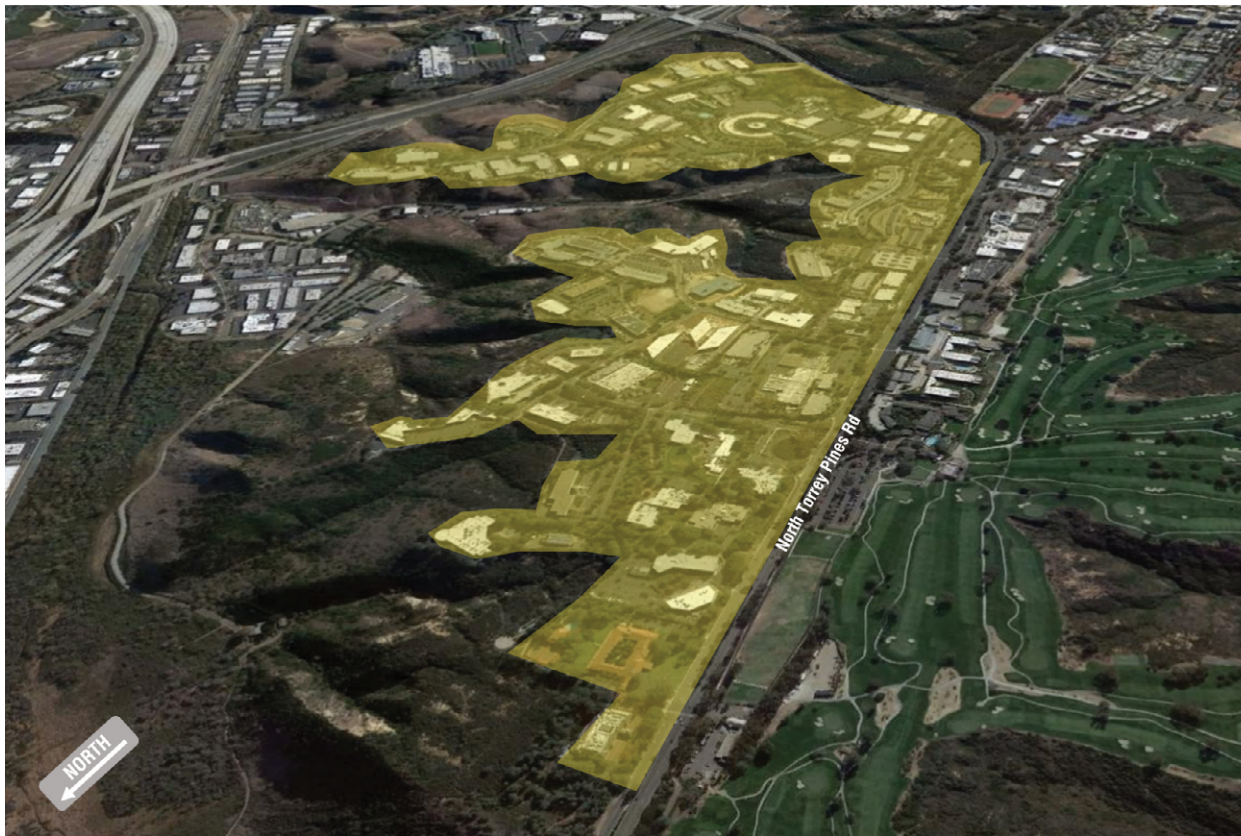


Source: City of San Diego, 2022

NORTH TORREY PINES EMPLOYMENT CENTER

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

The vision for this area is to enhance the employment center through placemaking, employee amenities, and increased connectivity. This area is significantly constrained with development limited by the Coastal Height Limit, which restricts development to no higher than 30 feet, and the MCAS Miramar Accident Potential and Transition Zones, which limit density to 50 and 300 persons per acre, respectively.



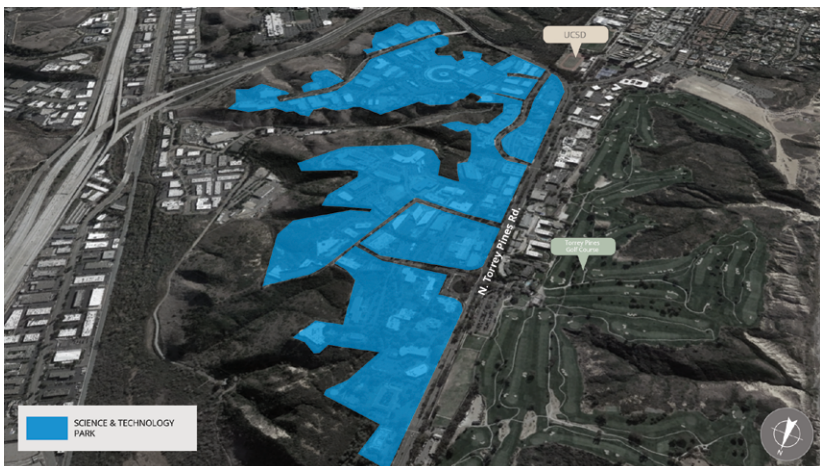
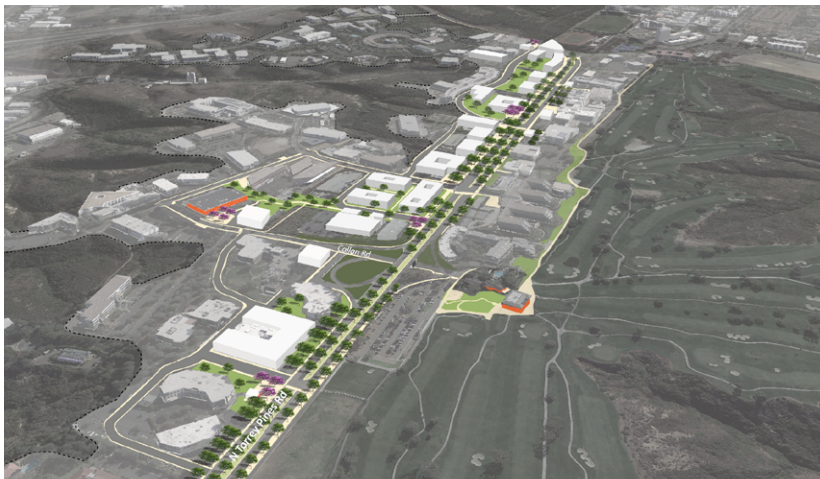
Note: All metrics are based on initial findings, are draft, and subject to change upon further analysis.

Option A

The North Torrey Pines area is to remain a **prime employment center**. Through this option, urban design guidelines would encourage the orientation of development towards North Torrey Pines Road and **connections between campuses to facilitate shared amenity use.**

Total Jobs: 7,500

Total Homes: 0

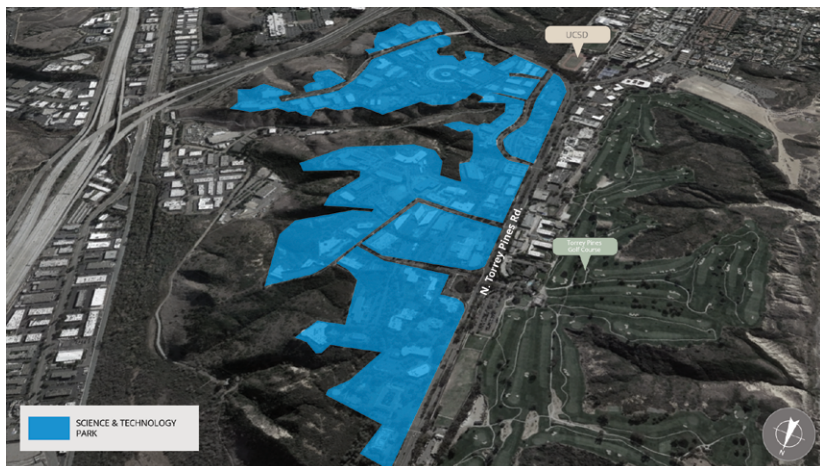
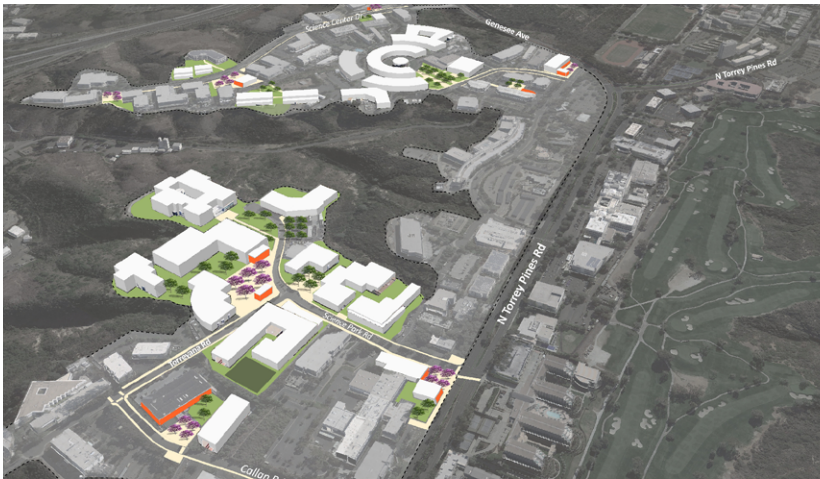


Option B

The North Torrey Pines area is to remain a **prime employment center**. Through this option, urban design guidelines would encourage the development of **campus-oriented typologies with internal, employee-serving amenities.**

Total Jobs: 7,500

Total Homes: 0

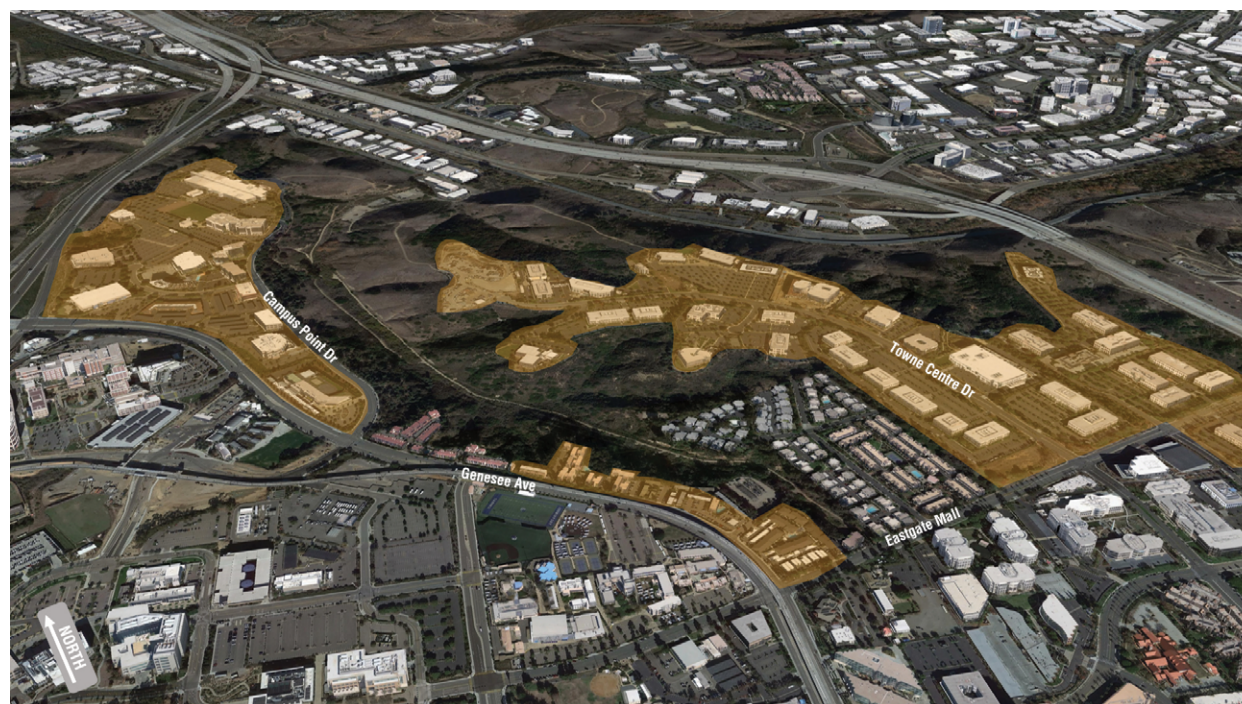


CAMPUS POINT & TOWNE CENTRE EMPLOYMENT VILLAGE

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

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

The vision for this area is to support the employment center while also creating an opportunity for increased access to transit and the inclusion of residential mixed-use to create an employment village. The primary constraints within this area are the MCAS Miramar Accident Potential Zone and Transition Zone.



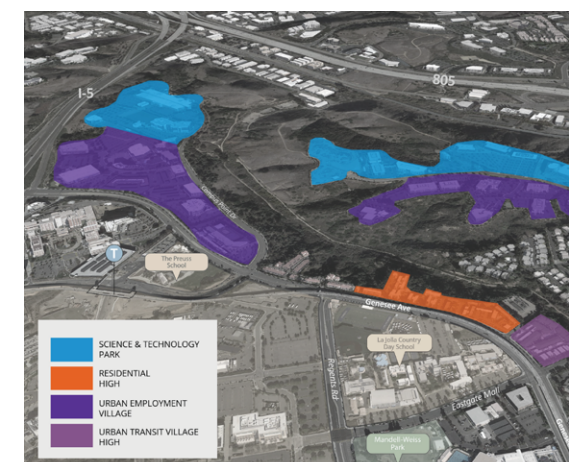
Note: All metrics are based on initial findings, are draft, and subject to change upon further analysis.

Option A

Mixed-use development along **Drive and Towne Centre Drive** Employment Village, this area is primarily employment-serving, but **housing and other employment amenities near jobs.**

Total Jobs: 17,500

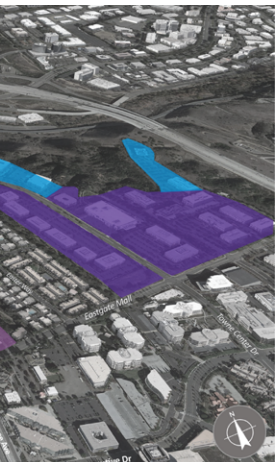
Total



Option A

Campus Point **Drive**. As an Urban **Employment Village**, this area would remain primarily employment-serving, but would **locate** **employee-serving** **amenities near jobs**.

Homes: 8,500

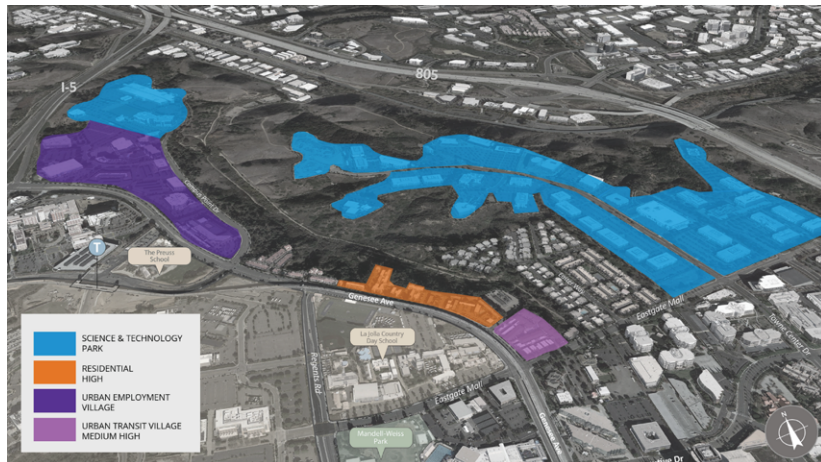


Option B

Mixed-use along **Campus Point Drive**, which is closest to the Voigt Drive Trolley Station. As an Urban Employment Village, this area would remain primarily employment-serving, but would **locate** **housing** and **other** **employee-serving** **amenities near jobs**.

Total Jobs: 22,500

Total Homes: 3,500

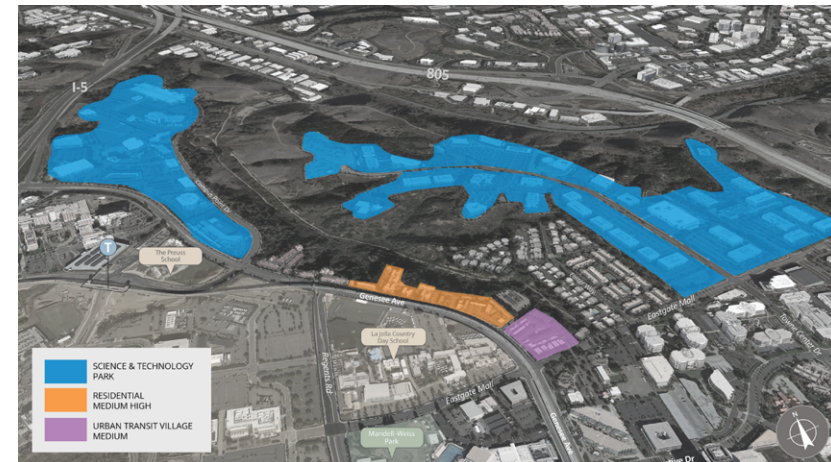


Option C

Campus Point Drive and Towne Centre Drive to remain employment-serving uses with **no** **collocation of housing with jobs**.

Total Jobs: 25,000

Total Homes: 1,000

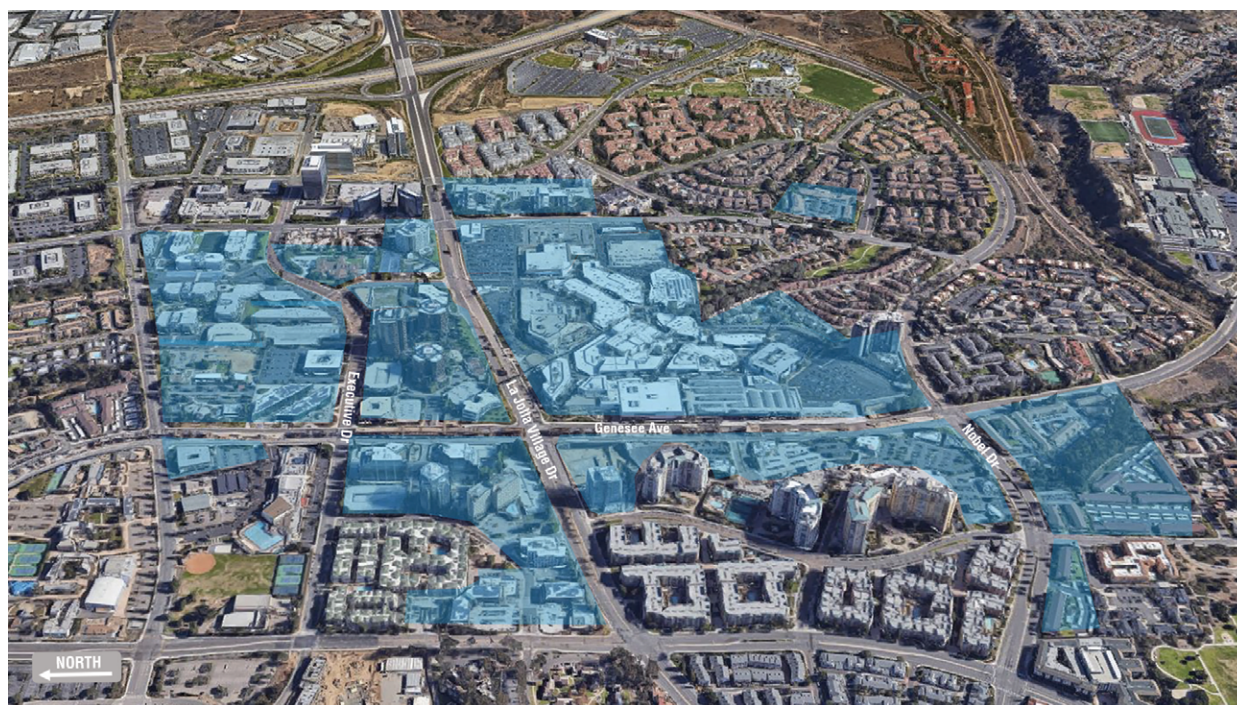


UTC TRANSIT VILLAGE

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

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

The vision for this area is to create a high-density, mixed-use transit village that is supportive of jobs, housing, and the creation of a pedestrian-oriented transit district. The primary constraint within this focus area is the Federal Aviation Administration height notification requirement.



Note: All metrics are based on initial findings, are draft, and subject to change upon further analysis.

Option A

A **mixed-use, pedestrian-oriented environment** that is well-served by transit infrastructure, and public amenities provides the **highest density development** with both jobs and housing.

Total Jobs: 50,000

Total Housing: 12,000



Option B

oriented urban
d by transit, bike
ties. This option
of mixed-use
housing.

A mixed-use, pedestrian-oriented urban environment that is well-served by transit, bike infrastructure, and public amenities. This option provides a high density of mixed-use development with both jobs and housing.

mes: 35,000

Total Jobs: 40,000 Total Homes: 25,000



Option C

A mixed-use, pedestrian-oriented urban environment that is well-served by transit, bike infrastructure, and public amenities. This option provides a medium-high density of mixed-use development with both jobs and housing.

Total Jobs: 40,000 Total Homes: 14,000



NOBEL CAMPUS TRANSIT VILLAGE

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

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

The vision for this area is to create a mixed-use village that is supportive of the transit station and includes enhanced amenities for residents, visitors, and members of the UCSD community. A major constraining factor of this area west of Interstate-5 is the Coastal Height Limit, which restricts development to no higher than 30 feet.



Note: All metrics are based on initial findings, are draft, and subject to change upon further analysis.

Option A

A mixed-use village serving the University Community and surrounding community through its transit station. This option provides a **high mixed-use development** with high density within the local Coastal Height Limit.

Total Jobs: 19,000

Total



Option A

UCSD campus and surrounding community through infill development. This option provides a **low density of mixed-use development** with heights outside of the local Coastal Height Limit.

Homes: 11,000



Option B

A mixed-use village serving the UCSD campus and surrounding community through infill development. This option provides a **medium-high density of mixed-use development** with heights outside of the local Coastal Height Limit.

Total Jobs: 18,000

Total Homes: 6,000



Option C

A mixed-use village serving the UCSD campus and surrounding community through infill development. This option provides a **medium-low density of mixed-use development** with heights inside of the local Coastal Height Limit.

Total Jobs: 9,000

Total Homes: 3,500



GOVERNOR COMMUNITY VILLAGE

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

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

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



Note: All metrics are based on initial findings, are draft, and subject to change upon further analysis.

Option A

Option A envisions infill development within the shopping centers to include **medium-density, mixed-use residential**.

Total Jobs: 2,000

Total Homes: 1,000



Vons Shopping Center



Sprouts Shopping Center



Option B

Option B envisions infill development within the shopping centers to include **medium to low-density mixed-use residential**.

Total Jobs: 1,000

Total Homes: 750



Von's Shopping Center



Sprouts Shopping Center



5 Results Summary

5.1 INTRODUCTION

Community engagement is a fundamental part of the community planning process. It's an exciting opportunity for residents, employees, and visitors of the area to give feedback on ways their community can be more connected, sustainable, and economically vibrant.

Through this engagement process, many University Community residents, employees, students, and visitors submitted their feedback on the proposed land use options and over 2,600 respondents completed the *Choose Your Future!* survey.

Page 36 of this report provides an outreach results summary and illustrates the number of respondents and their age, race and ethnicity, connection to the community, and zip code.

Furthermore, as has been discussed previously in this report, the University CPU Project Team conducted over 23 tabling events, 6 days of canvassing, 30 office hours, two virtual workshops, two virtual open houses, and five newsletter distributions resulting in over 22,500 homes reached through this effort.

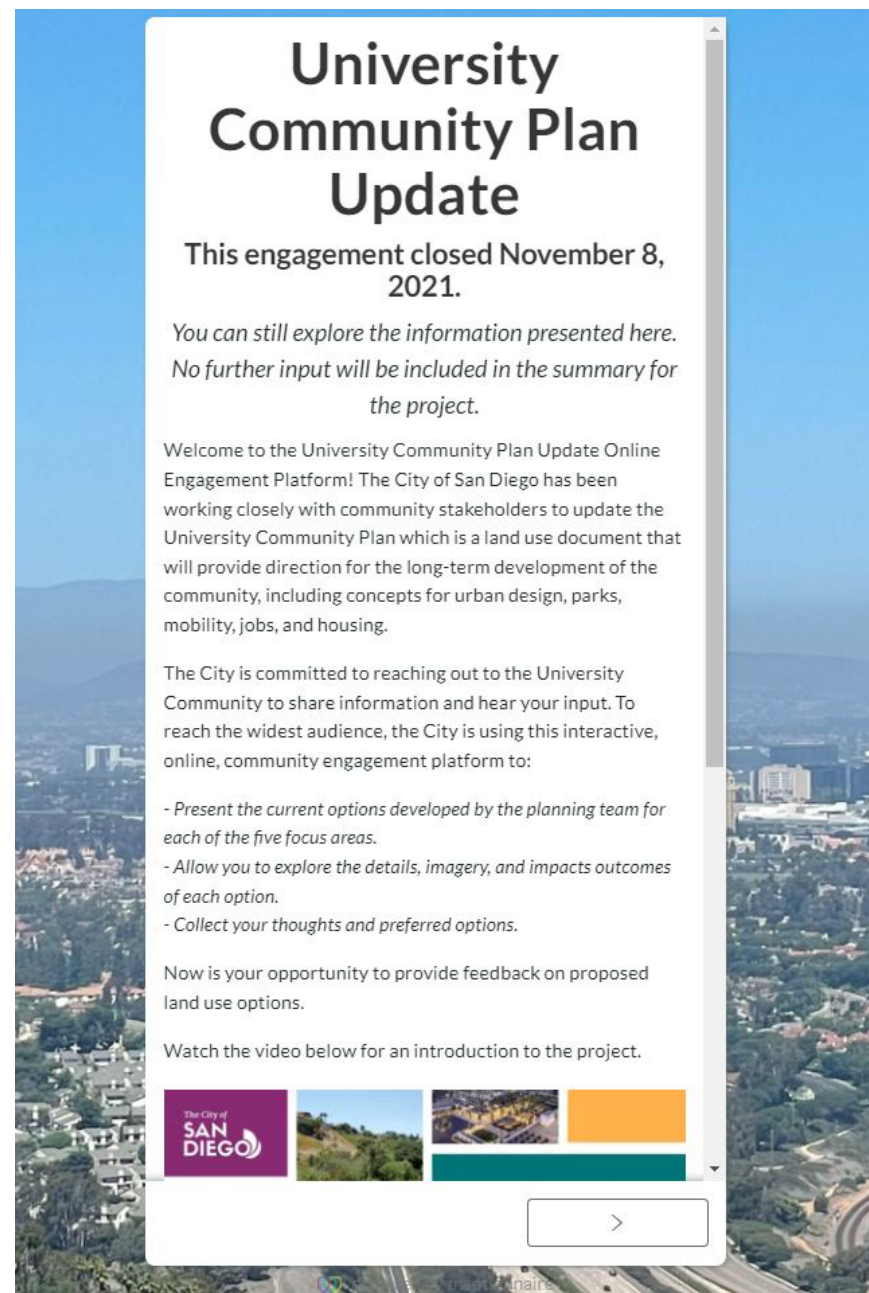


Figure 21: Choose Your Future! Homepage

Figure 22: Tabling at Doyle Community Park



Planning

OUTREACH RESULTS SUMMARY

This outreach results summary provides an overview of the results of the in-person outreach and *Choose Your Future!* platform. Detailed information for each focus area and response summary follows within the next pages of the this report.

Workshops
2

Open Houses
2

Newsletters
5

Canvassing Days
6

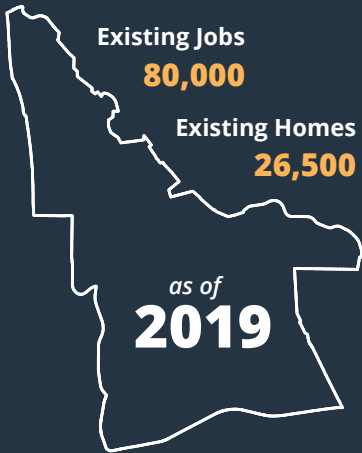
Tabling Events
23+

Office Hours
30+

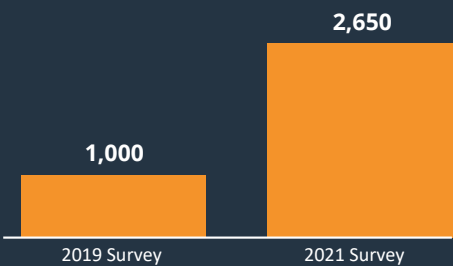
Tabling Hours
46+

Homes Reached Through Canvassing & Partner Outreach
22,500+

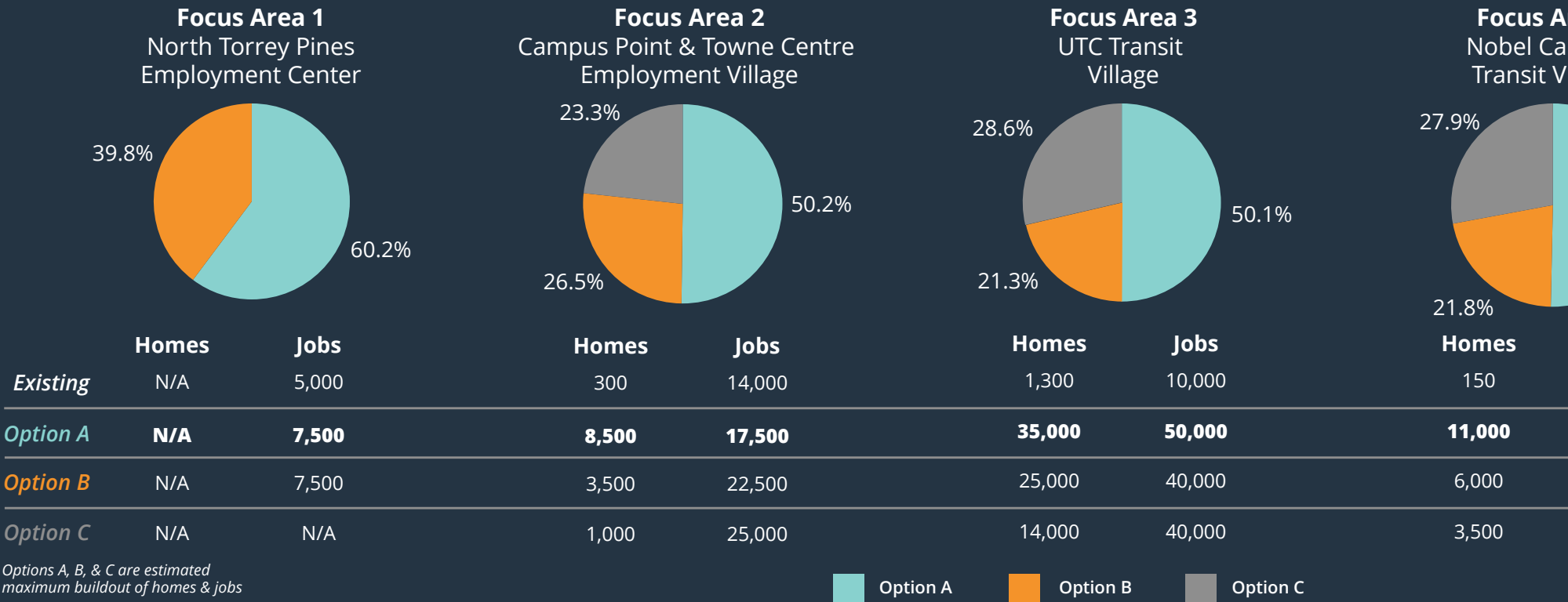
University Community



Total Responses



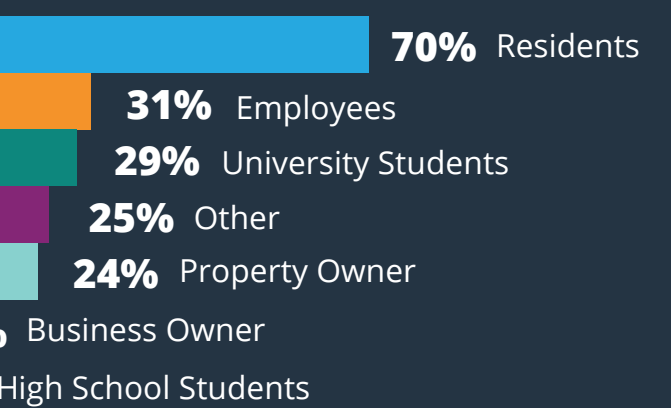
Survey Results Summary



Options A, B, & C are estimated
maximum buildout of homes & jobs

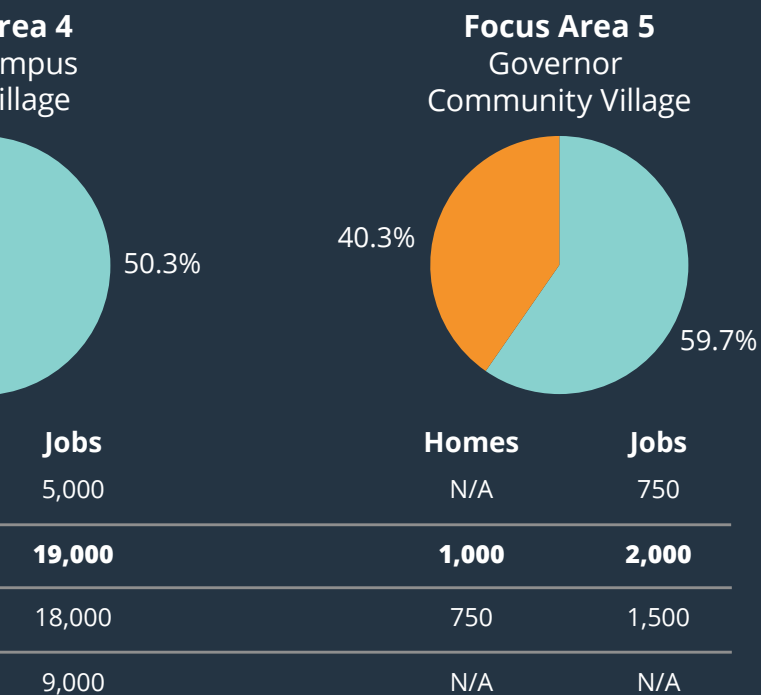
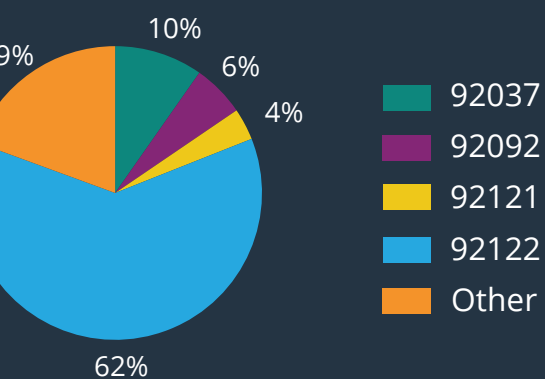


Resident Connection to the Community*

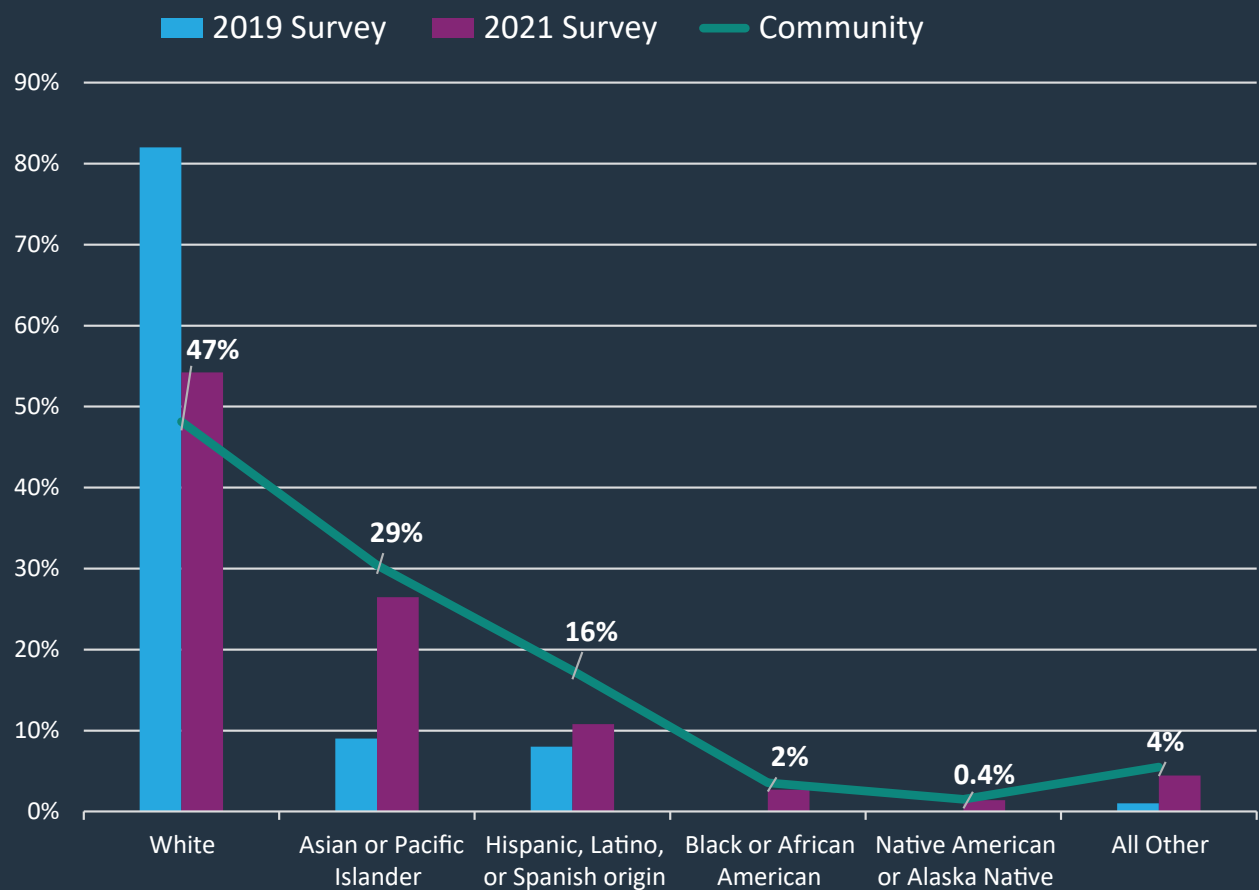


*Residents could choose more than one option; results will not add up to 100%

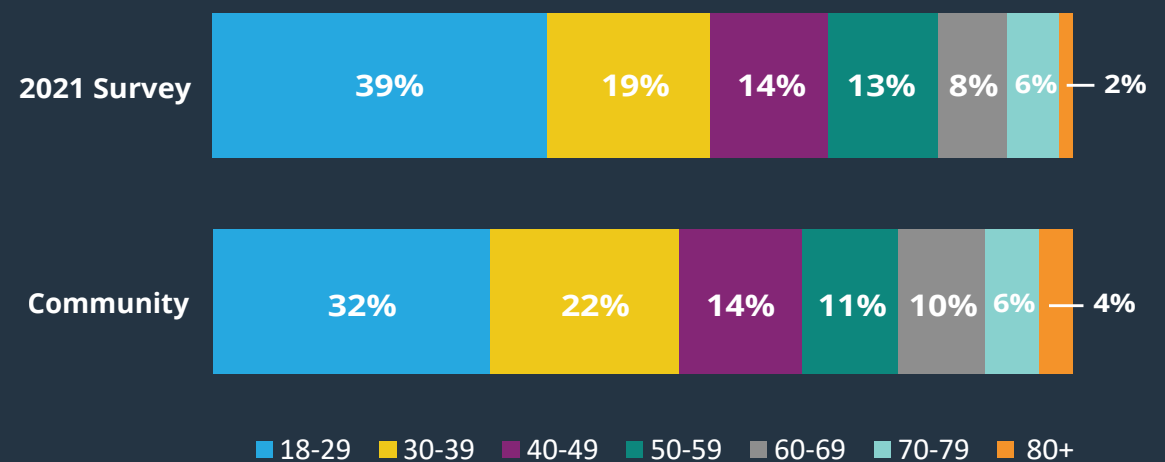
Resident Zip Code



Respondent Race & Ethnicity



Respondent Age



5.2 RESPONDENTS: HOME

Respondents were asked to place pins on the map, indicating where they lived in the University Community Plan Area. Over 1,500 pins were placed on the map. Figure 23 illustrates the location of these pins and Figure 24 illustrates the intensity of response rate by location.

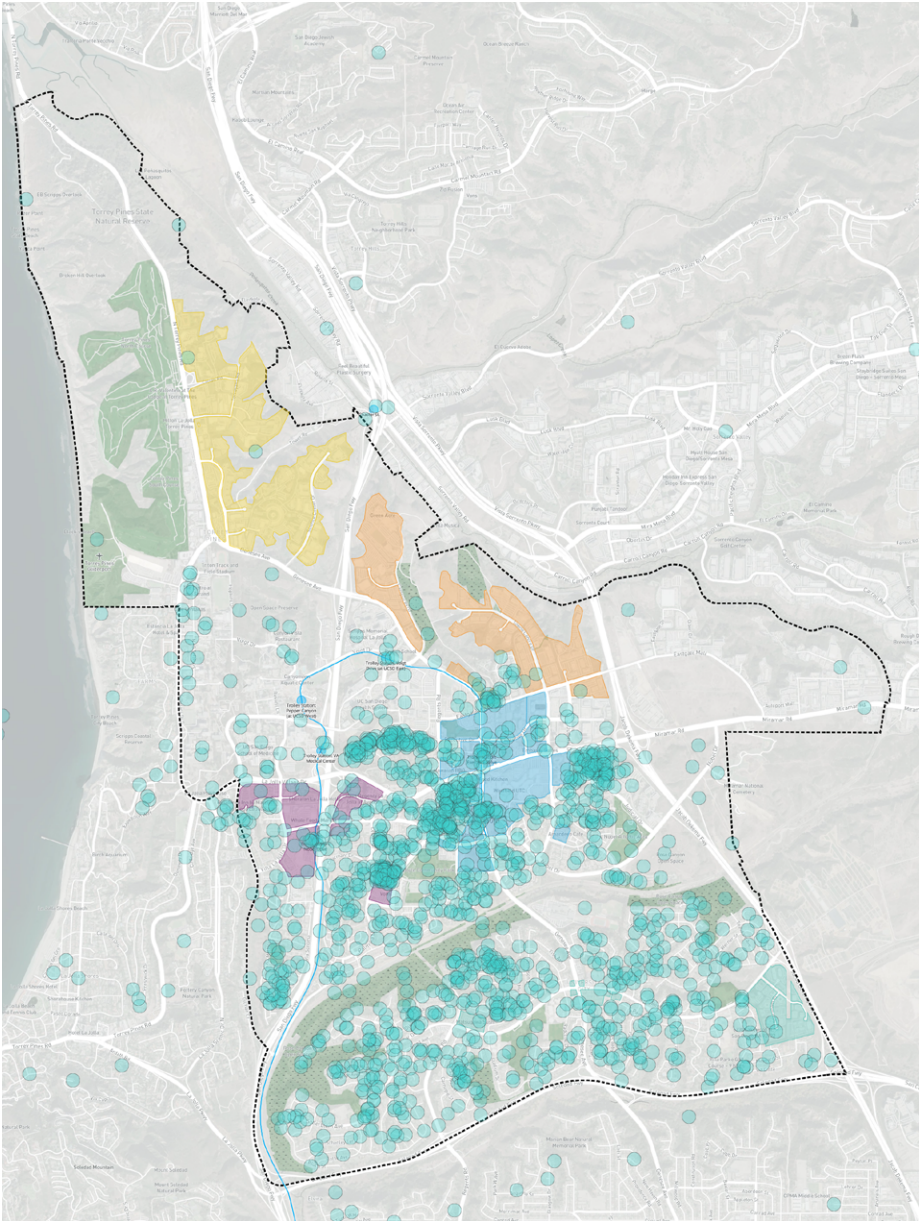


Figure 23: Respondent Home Location Pins

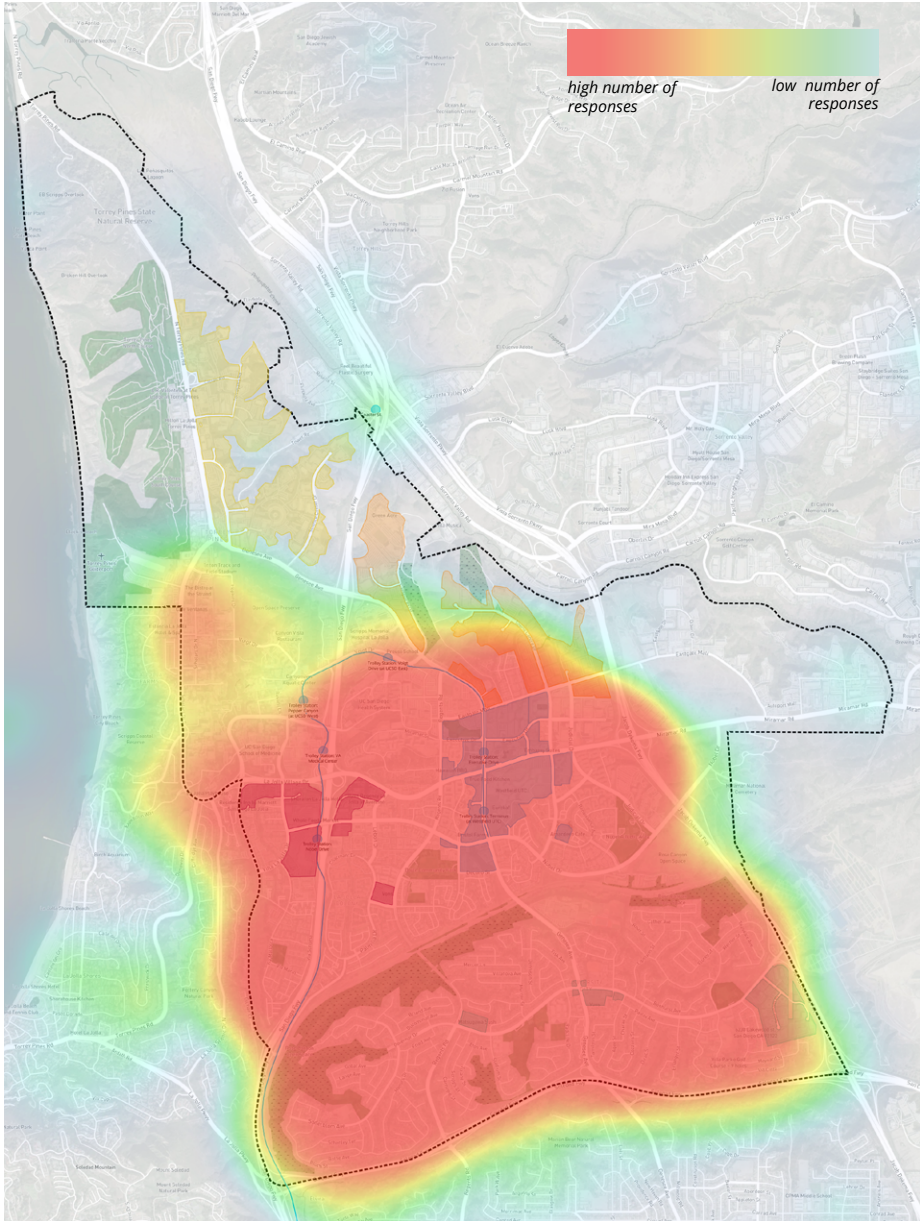


Figure 24: Intensity of Response Rate (Home)

5.3 RESPONDENTS: WORK

Respondents were asked to place pins on the map, indicating where they worked in the University Community Plan Area. Over 924 pins were placed on the map. Figure 25 illustrates the location of these pins and Figure 26 illustrates the intensity of response rate by location.

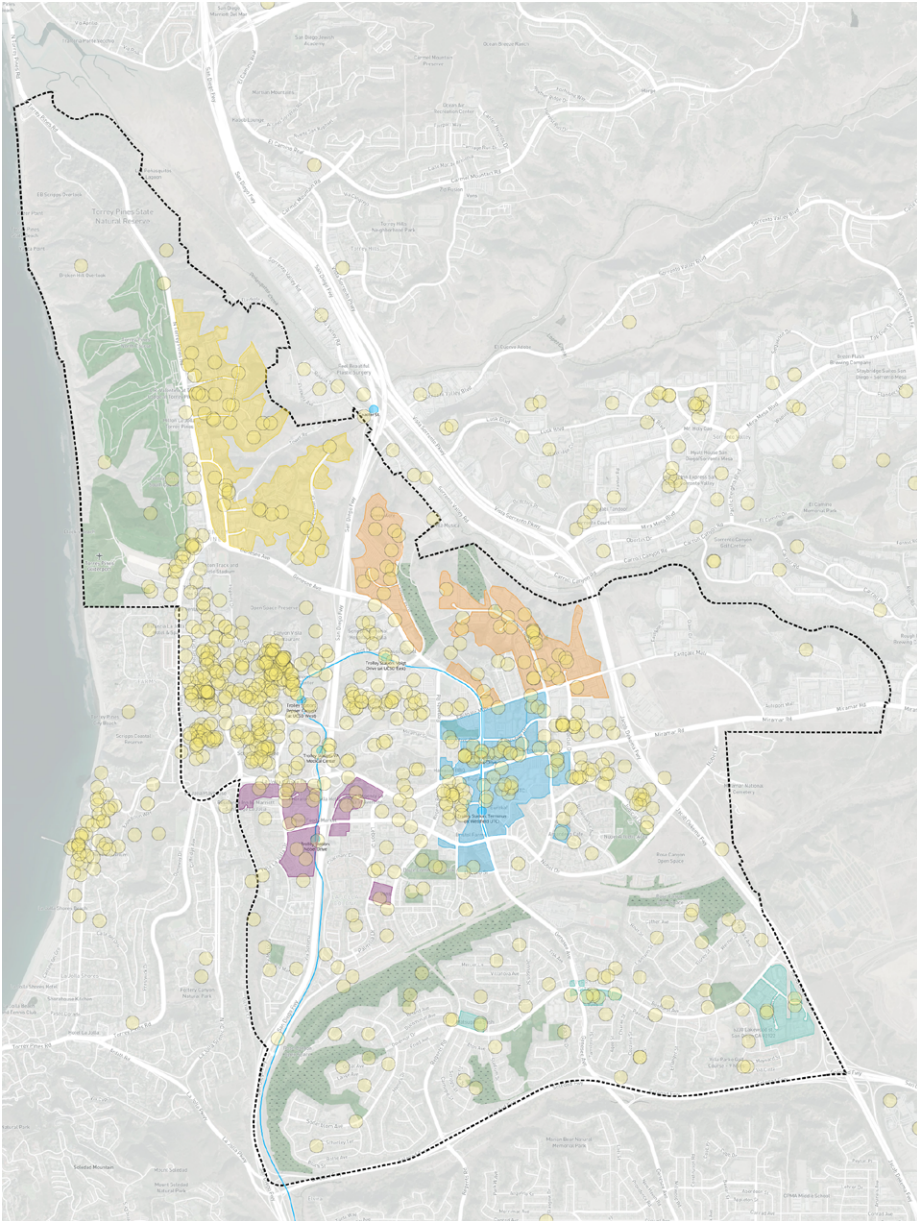


Figure 25: Respondent Work Location Pins

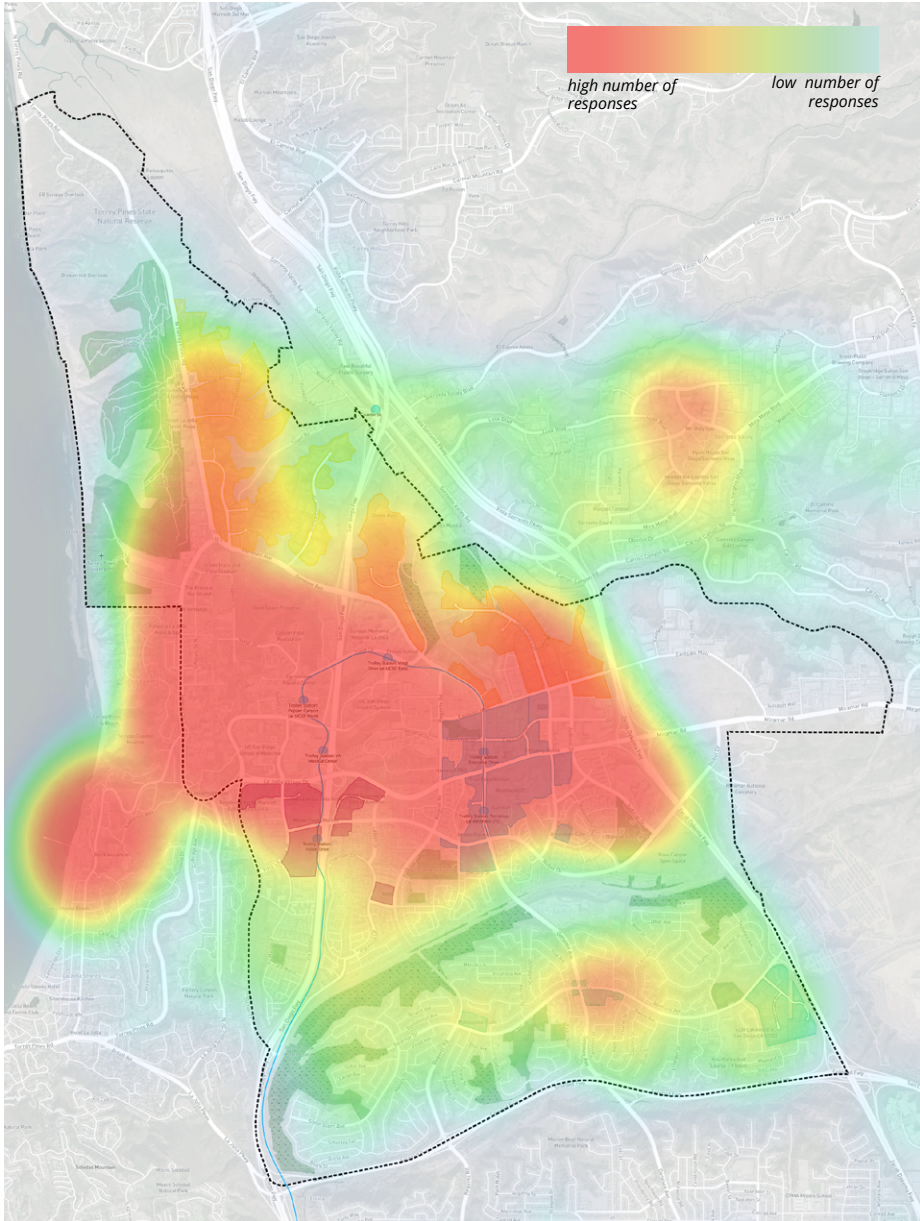


Figure 26: Intensity of Response Rate (Work)

5.4 RESPONDENTS: SCHOOL

Respondents were asked to place pins on the map, indicating where they go to school in the University Community Plan Area. Over 550 pins were placed on the map. Figure 27 illustrates the location of these pins and Figure 28 illustrates the intensity of response rate by location.

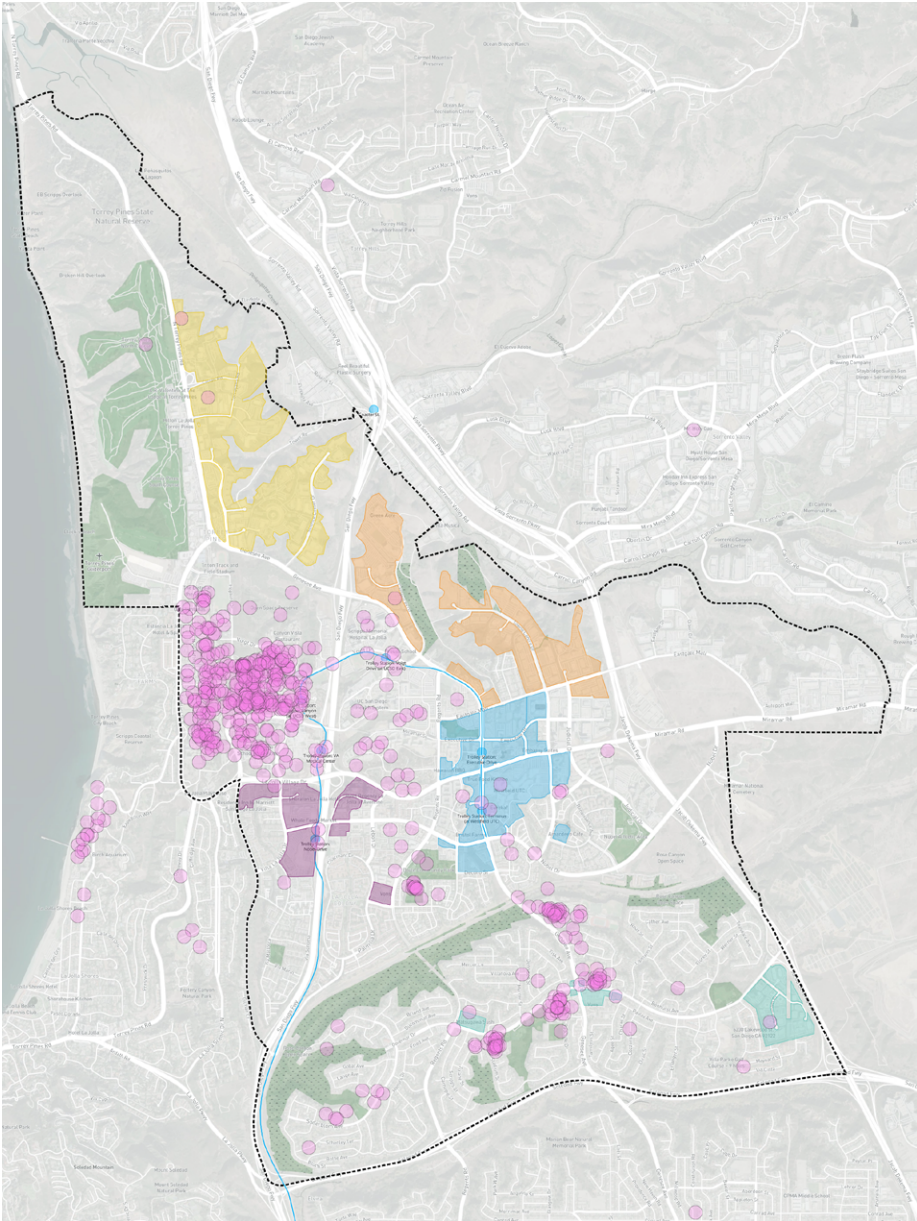


Figure 27: Respondent School Location Pins

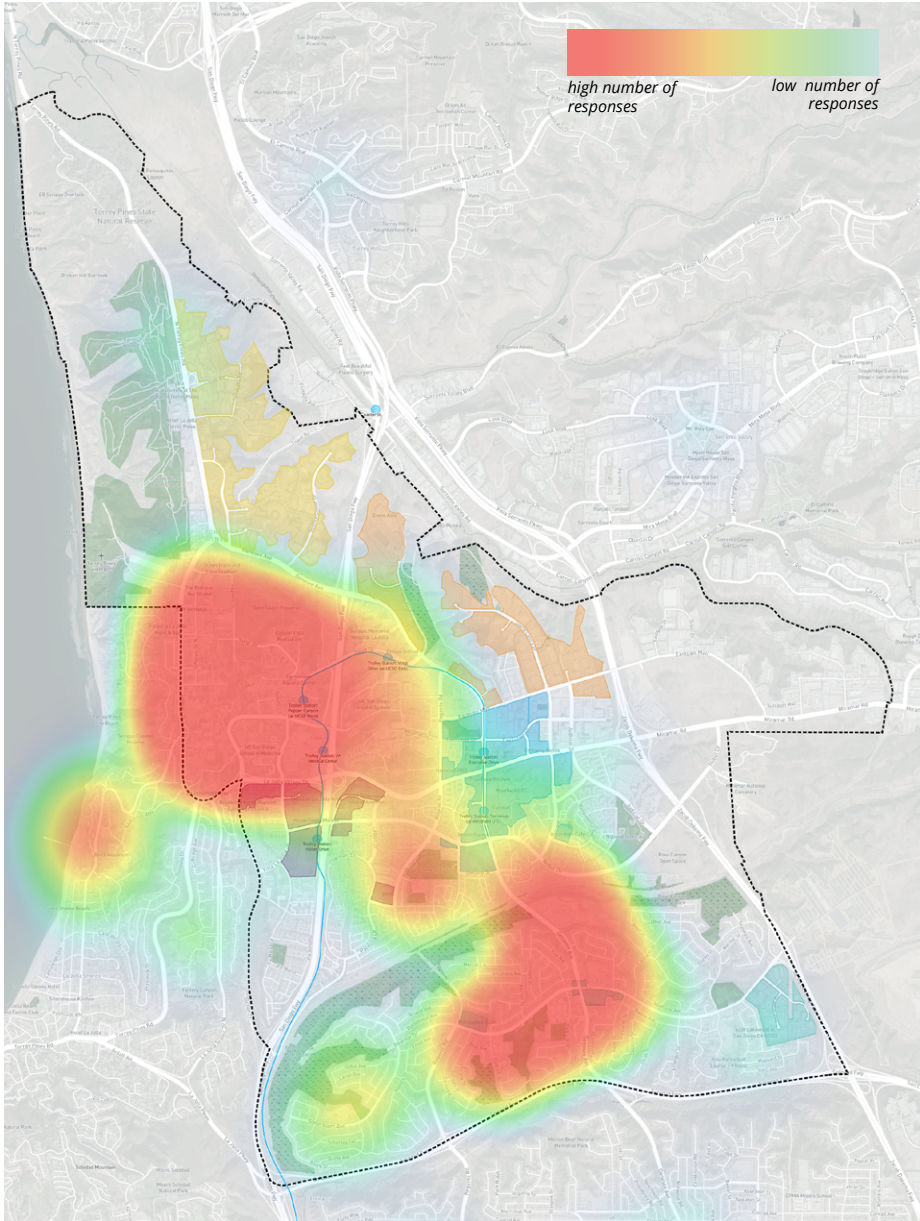


Figure 28: Intensity of Response Rate (School)

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5.5 RESULTS: NORTH TORREY PINES EMPLOYMENT CENTER

The North Torrey Pines Employment Center Focus Area is located in the northernmost portion of the University Community and primarily serves as an employment center.

5.6.1 RESULTS BY OPTION CHOICE

The results of the Engagement Platform indicate a preference for Option A: Science and Technology. Although both options result in similar buildout of jobs and square feet, the options differed in design guidelines which illustrate the type of growth preferred in the area. As mentioned previously, due to existing constraints, this area is not a candidate for additional housing.

Respondents were asked the following question, but were not required to make a selection. Instead, respondents could share

more about their vision for the Focus Area in the box provided. Comment themes are reported on page 44. Further details about each option choice are listed on page 24.

QUESTION POSED: PLEASE GIVE US YOUR FEEDBACK ABOUT NORTH TORREY PINES EMPLOYMENT CENTER BELOW:

Choose the option that is CLOSEST to your vision for North Torrey Pines Employment Center

- Option A: Science & Technology Park
- Option B: Science & Technology Park

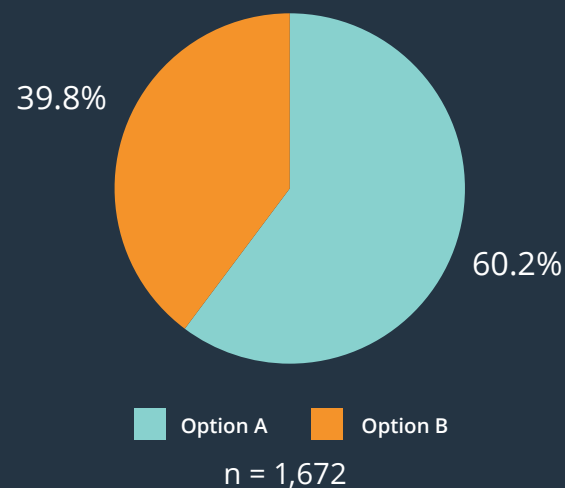
Tell us about your vision for North Torrey Pines Employment Center... (What would you change? What would you keep?)



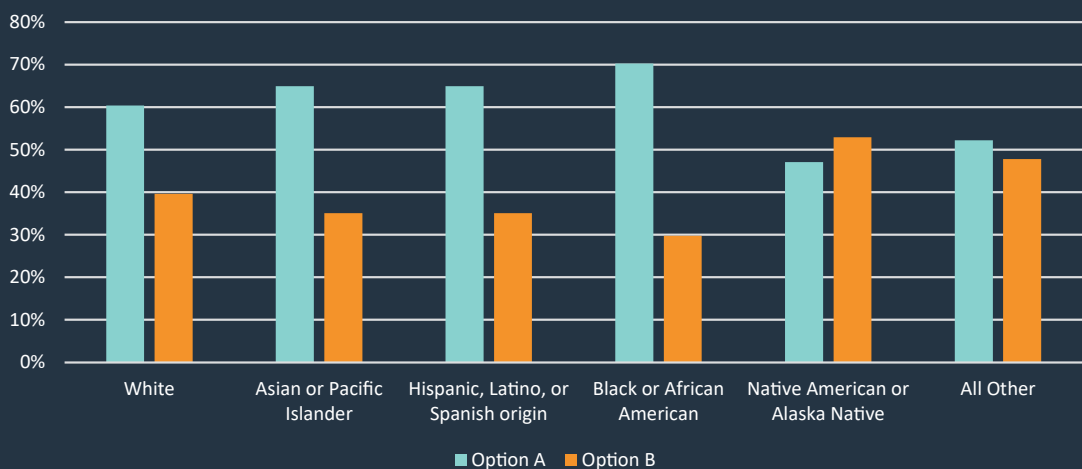
Renderings are for illustrative purposes ONLY and do not constitute a development project.

Figure 29: Buildout Model Rendering of Option A

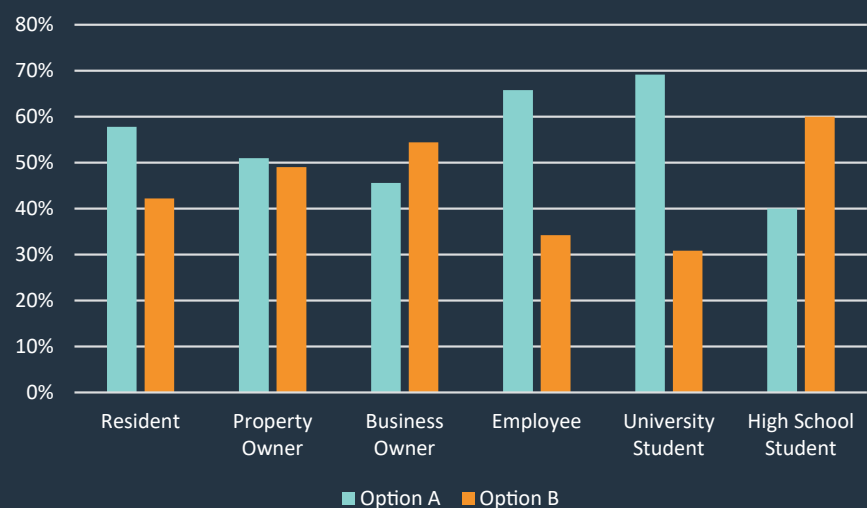
Overall Results by Option Choice



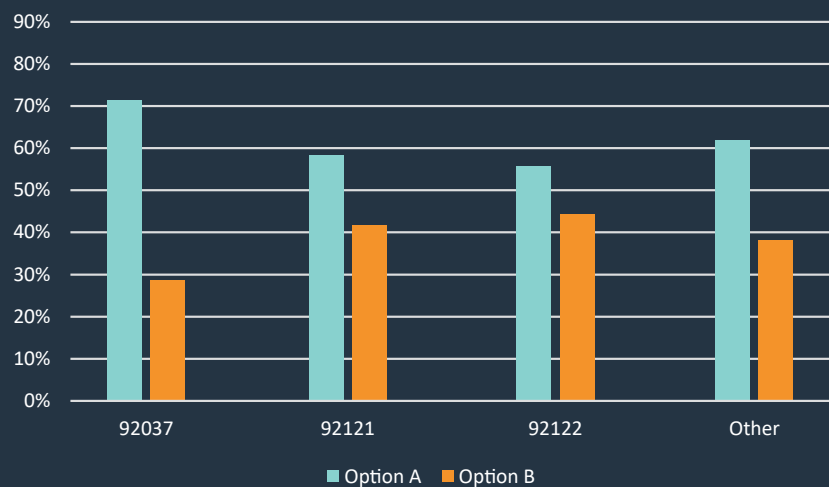
Results by Respondent Race & Ethnicity



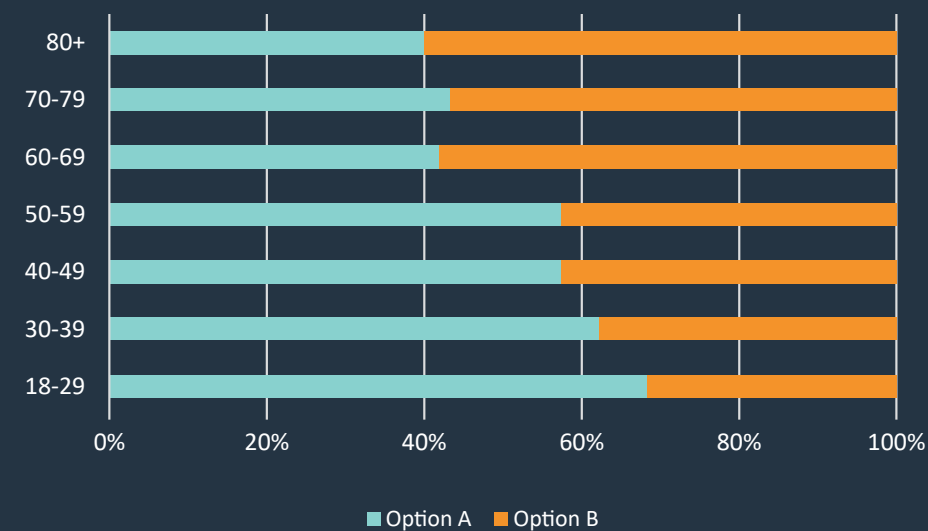
Results by Respondent Connection to Community



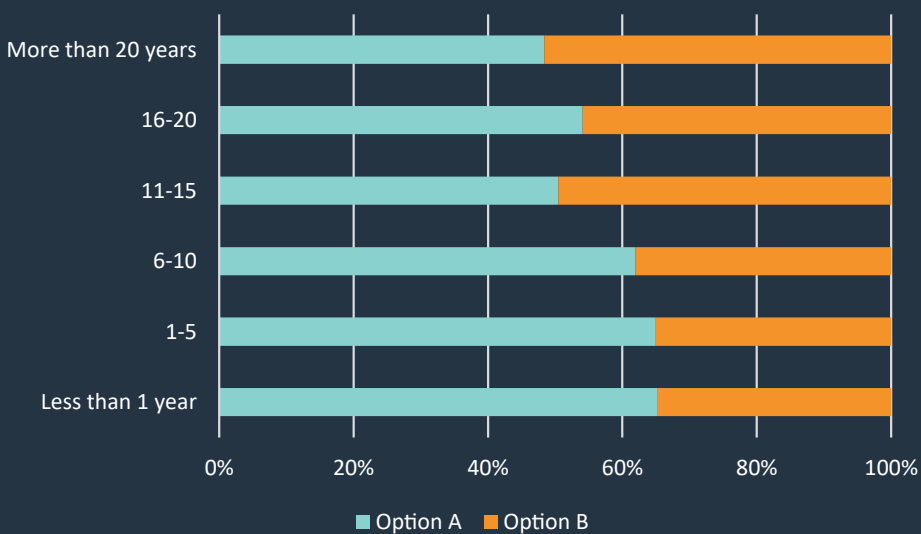
Results by Respondent Zip Code



Results by Respondent Age



Results by Respondent Time Living or Working in Community



5.6.2 COMMENT THEMES: NORTH TORREY PINES
EMPLOYMENT CENTER

A diverse number of opinions regarding the future of the North Torrey Pines Employment Center were also shared through a total of 219 written comments. Key themes from these comments follow.



LAND USE

- Generally, the North Torrey Pines Employment Center provides a logical extension of the campus-like environment from UC San Diego and neighboring research facilities. (17 comments)
- Increasing the mix of uses and nearby housing opportunities, especially for students and employees, is an important priority. (25 comments)
- Several individuals were opposed to any change to the area or expressed a desire to keep changes as minimal as possible. (35 comments)



URBAN DESIGN

- Development should be set back from open space areas and minimize disturbances to nearby canyons. (18 comments)
- Building heights should be kept low due to the flight path Transition Zone and proximity to the Torrey Pines State Reserve. (5 comments)



MOBILITY & ACCESS

- Traffic congestion is a key concern, especially during peak commute periods. (21 comments)
- Bicycle, pedestrian, and transit connectivity is an important priority. There is a desire for improved facilities especially along Torrey Pines Road. (19 comments)



INFRASTRUCTURE, PARKS, OPEN SPACE, & AMENITIES

- Shared and employee-serving amenities are important to reduce vehicle trips and create a lively experience of the area. Desired amenities include dining, retail, fitness facilities, green spaces, and trails. (39 comments)

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5.6 RESULTS: CAMPUS POINT & TOWNE CENTRE EMPLOYMENT VILLAGE

The Campus Point & Towne Centre Village Focus Area is primarily employment serving with some residential along Genesee Avenue.

5.6.1 RESULTS BY OPTION CHOICE

The Results of the Engagement Platform indicate a preference for Option A: Science and Technology + Urban Employment Village. This option includes collocation of jobs and housing at both Campus Point Drive and Towne Centre Drive, with greater inclusion of employee-serving amenities.

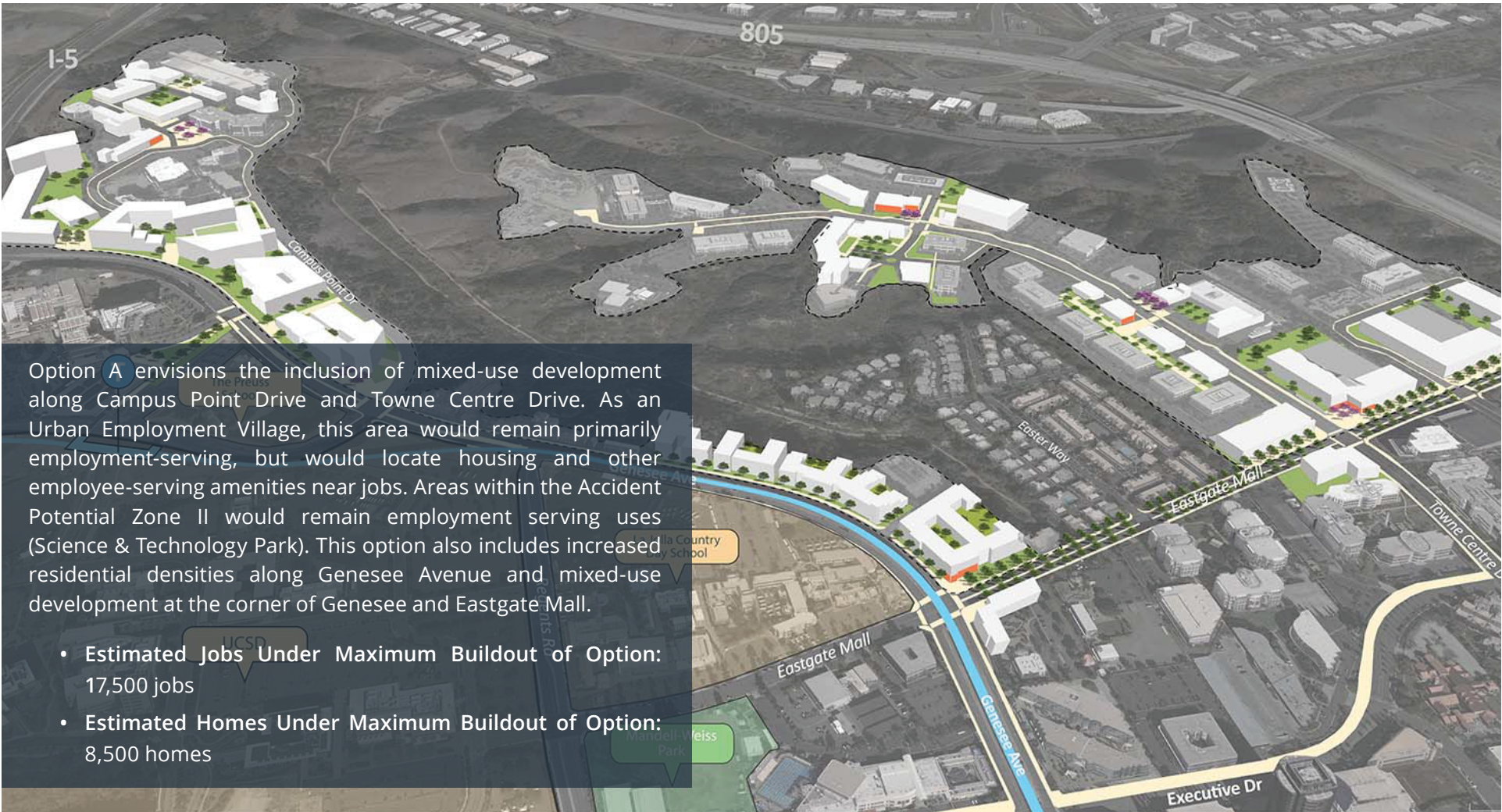
Respondents were asked the following question, but were not required to make a selection. Instead, respondents could share more about their vision for the Focus Area in the box provided. Comment themes are reported on page 48. Further details about each option choice are listed on page 26.

QUESTION POSED: PLEASE GIVE US YOUR FEEDBACK ABOUT THE CAMPUS POINT & TOWNE CENTRE EMPLOYMENT VILLAGE BELOW:

Choose the option that is CLOSEST to your vision for Campus Point & Towne Centre Employment Village.

- Option A: Science & Technology Park + Urban Employment Village at Campus Point and Towne Centre
- Option B: Science & Technology Park + Urban Employment Village at Campus Point
- Option C: Science & Technology Park

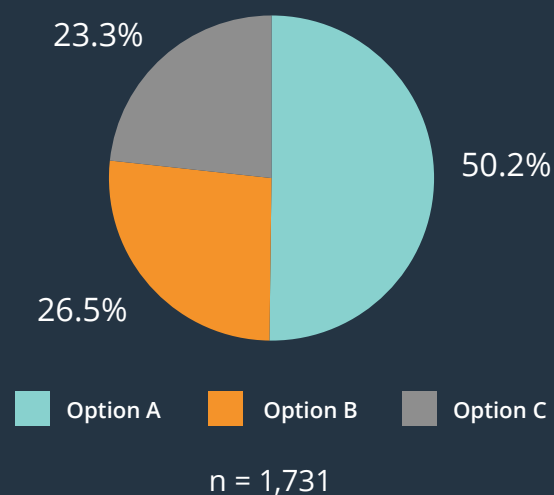
Tell us about your vision for Campus Point & Towne Centre Employment Village... (What would you change? What would you keep?)



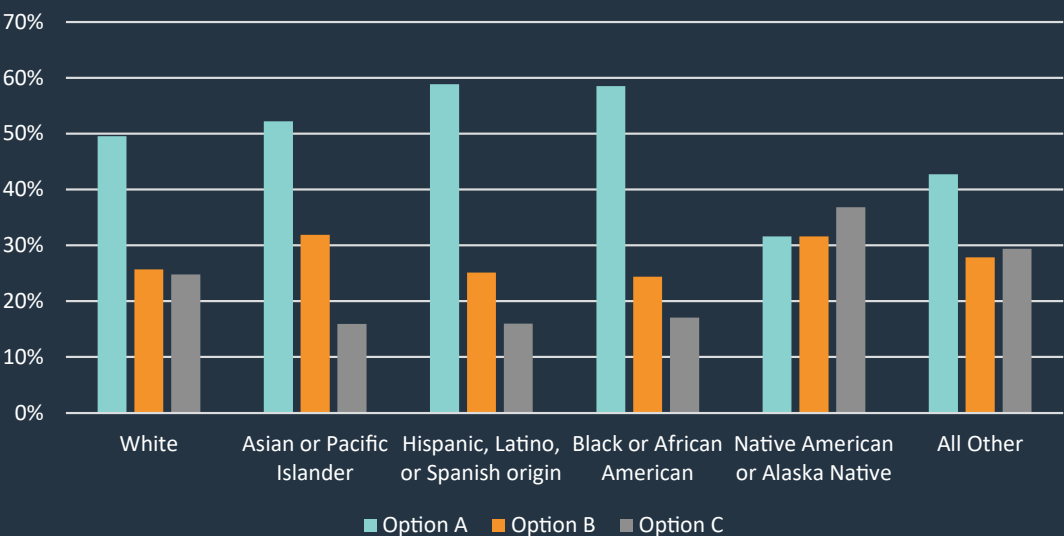
Renderings are for illustrative purposes ONLY and do not constitute a development project.

Figure 30: Buildout Model Rendering of Option A

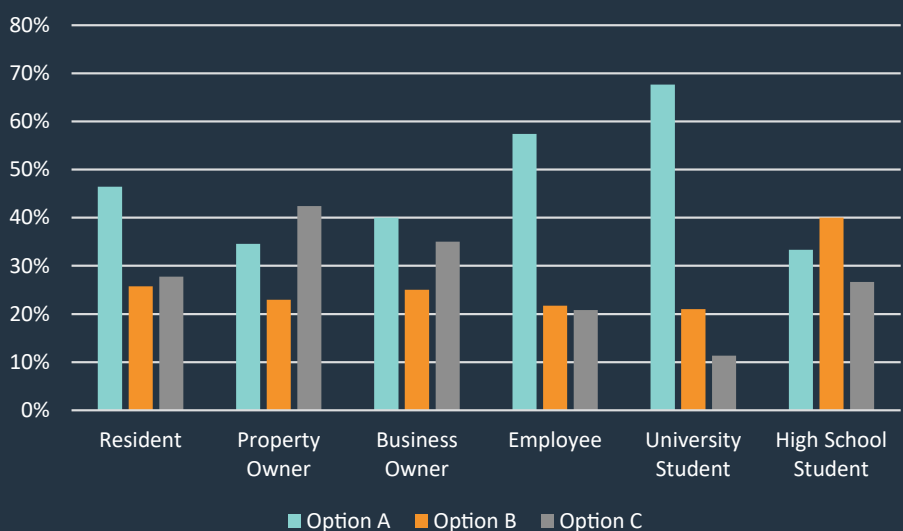
Overall Results by Option Choice



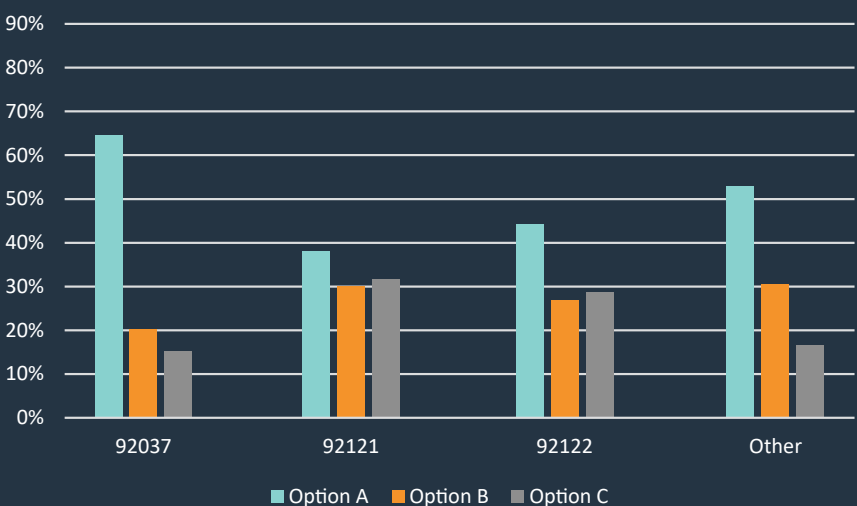
Results by Respondent Race & Ethnicity



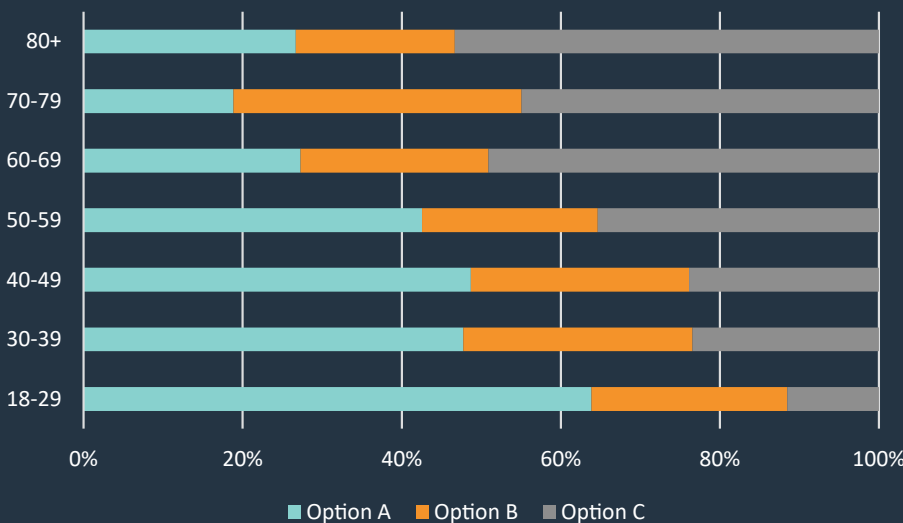
Results by Respondent Connection to Community



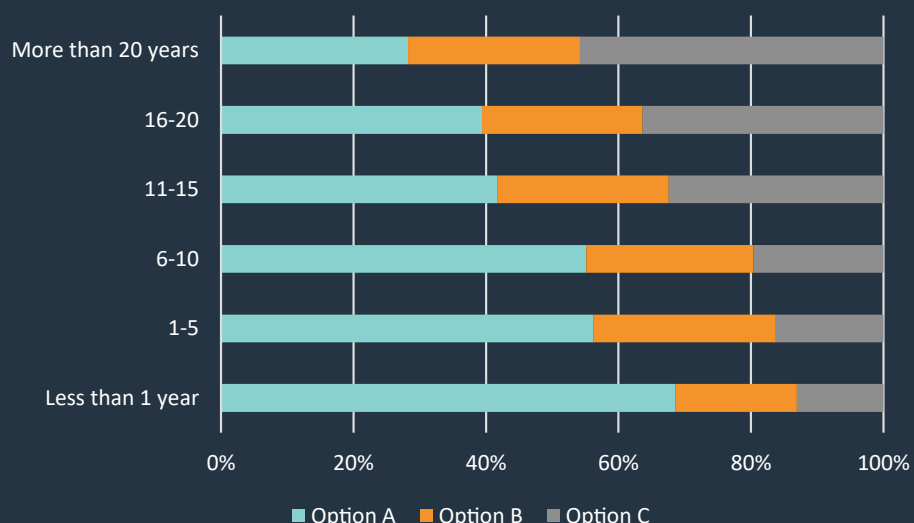
Results by Respondent Zip Code



Results by Respondent Age



Results by Respondent Time Living or Working in Community



5.6.2 COMMENT THEMES: CAMPUS POINT & TOWNE CENTRE EMPLOYMENT VILLAGE

A diverse number of opinions regarding the future of the Campus Point & Town Centre Employment Village were also shared through a total of 265 written comments. Key themes from these comments follow.



LAND USE

- Improving the jobs/housing balance in the area is important. Generally, the colocation of jobs and housing in the Campus Point & Town Centre Employment Village area is a positive change that can reduce commute times, improve traffic congestion, and provide opportunities to work and live near transit. **(43 comments)**
- Increasing the housing supply is a key priority. Additional housing is a positive change that allows more people to live next to high-quality amenities and job opportunities to the overall benefit of the region. **(45 comments)**
- Affordable and inclusive housing options are also important. Units should be available to meet the needs of families, employees, and students. **(30 comments)**
- A mix of uses and services should also be provided to meet daily needs. **(12 comments)**
- Several individuals are opposed to any change to the area or have a desire to keep changes as minimal as possible. **(38 comments)**
- A few individuals expressed concerns regarding the colocation of housing and jobs and the presence of housing in the flight path Transition Zone. **(5 comments** related to co-location concerns; **9 comments** related to flight path/height concerns)



URBAN DESIGN

- Green spaces and street trees should be present throughout the area. **(6 comments)**
- Development should be set back from open space areas and minimize disturbances to nearby canyons. **(17 comments)**



MOBILITY & ACCESS

- Traffic congestion and parking availability are key concerns. [\(35 comments\)](#)
- Bicycle, pedestrian, and transit connectivity is an important priority to alleviate traffic issues and improve safety. [\(18 comments\)](#)
- First mile/last mile improvements are needed to access public transit. New transit facilities should also be considered to support future growth. [\(27 comments\)](#)



INFRASTRUCTURE, PARKS, OPEN SPACE, & AMENITIES

- Adequate infrastructure is important to support the future growth of the area. Of particular interest are parks, schools, and libraries. [\(15 comments\)](#)

5.7 RESULTS: UTC TRANSIT VILLAGE

The UTC Transit Village Focus Area is located within the core of the community and includes employment and residential uses.

5.7.1 RESULTS BY OPTION CHOICE

The Results of the Engagement Platform indicate a preference for Option A: Urban Transit Village. This option allows the highest mixed-use density centered nearest to the Executive Drive Trolley Station and UTC Transit Center. This option also includes increased residential densities throughout the focus area and the concept for a pedestrian promenade along Executive Drive.

Respondents were asked the following question, but were not required to make a selection. Instead, respondents could share more about their vision for the Focus Area in the box provided. Comment themes are reported on page 52. Further details about each option choice are listed on page 28.

QUESTION POSED: PLEASE GIVE US YOUR FEEDBACK ABOUT THE UTC TRANSIT VILLAGE BELOW:

Choose the option that is CLOSEST to your vision for UTC Transit Village.

- Option A: Urban Transit Village
- Option B: Urban Transit Village
- Option C: Urban Transit Village

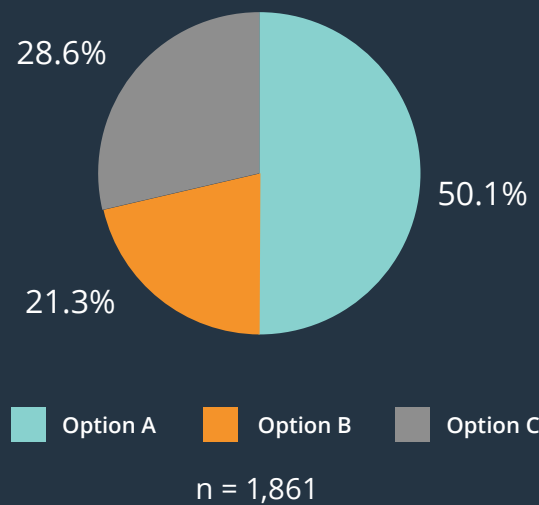
Tell us about your vision for UTC Transit Village... *(What would you change? What would you keep?)*



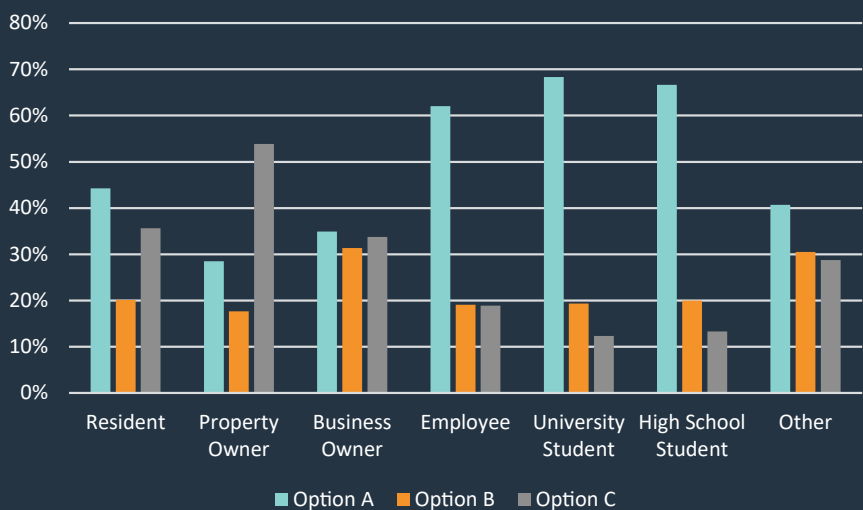
Renderings are for illustrative purposes ONLY and do not constitute a development project.

Figure 31: Buildout Model Rendering of Option A

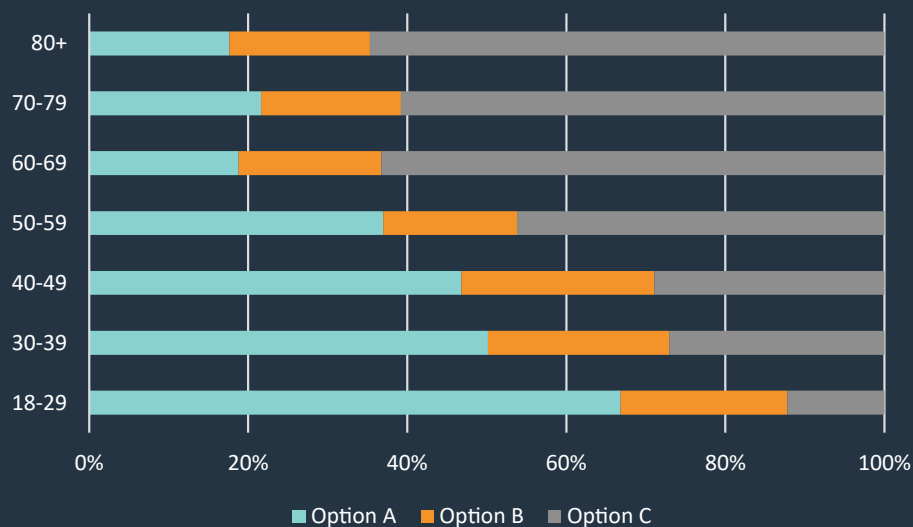
Overall Results by Option Choice



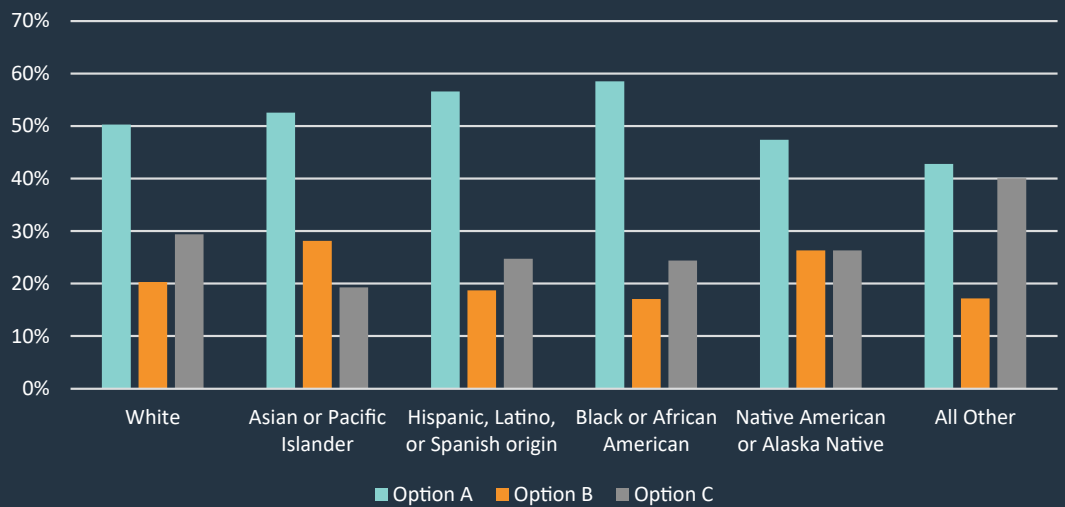
Results by Respondent Connection to Community



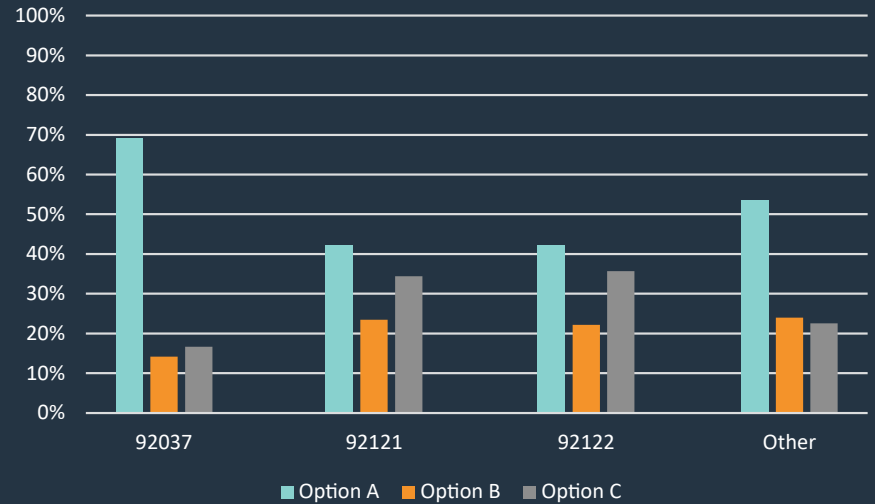
Results by Respondent Age



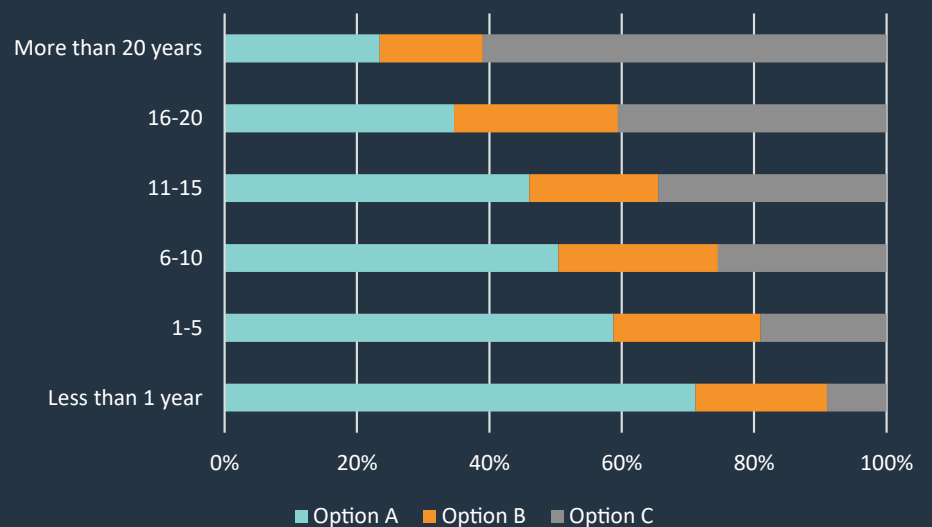
Results by Respondent Race & Ethnicity



Results by Respondent Zip Code



Results by Respondent Time Living or Working in Community



5.7.2 COMMENT THEMES: UTC TRANSIT VILLAGE

A diverse number of opinions regarding the future of the UTC Transit Village were also shared through a total of 371 written comments. Key themes from these comments follow.



LAND USE

- The UTC Transit Village area has a variety of resources, including shopping and transit, that make it an ideal location for higher density housing. **(32 comments)**
- Increasing the housing supply is a key priority. Additional housing is a positive change that allows more people to live next to high-quality amenities and job opportunities to the overall benefit of the region. **(102 comments)**
- Affordable and inclusive housing options are also important. Units should be available to meet the needs of families, employees, and students. **(28 comments)**
- The area has existing regional-serving uses. A greater mix of neighborhood-serving uses should also be provided to meet daily needs. **(18 comments)**
- Several individuals are opposed to any change to the area or have a desire to keep changes as minimal as possible. **(48 comments)**



URBAN DESIGN

- Pedestrian promenades, linear greenways, and other green spaces would be positive additions to the area. Landscaping and lighting are also important considerations. **(27 comments)**
- General design suggestions include reducing super blocks, minimizing the visual prominence of surface parking, and creating an active ground floor. **(31 comments)**



MOBILITY & ACCESS

- Traffic congestion and parking availability are key concerns. [\(69 comments\)](#)
- Major roads are currently wide with fast-moving traffic. There is a need for traffic calming. [\(12 comments\)](#)
- Bicycle, pedestrian, and transit connectivity is an important priority to alleviate traffic issues and improve safety. Generally, there is a desire for protected facilities. [\(62 comments\)](#)
- First mile/last mile improvements are needed to access public transit. New transit facilities should also be considered to support future growth. [\(37 comments\)](#)



INFRASTRUCTURE, PARKS, OPEN SPACE, & AMENITIES

- Adequate infrastructure is important to support the future growth of the area. Of particular interest are parks, schools, and libraries. [\(37 comments\)](#)
- Providing open spaces and minimizing disturbances to nearby canyons are also important considerations. [\(5 comments\)](#)

5.8 RESULTS: NOBEL CAMPUS TRANSIT VILLAGE

The Nobel Campus Transit Village Focus Area is located just south of the UCSD campus and includes retail, residential, and commercial.

5.8.1 RESULTS BY OPTION CHOICE

The results of the Engagement Platform indicate a preference for Option A: Urban Transit Village. This option allows the highest mixed-use density centered nearest to the Nobel Drive Trolley Station. Furthermore, this option allows greater mixed-use density east of I-5, north and south of Nobel Drive, and lower-density mixed-use within the Vons Shopping Center along Regents Road.

Respondents were asked the following question, but were not required to make a selection. Instead, respondents could share more about their vision for the Focus Area in the box provided. Comment themes are reported on page 56. Further details about each option choice are listed on page 30.

QUESTION POSED: PLEASE GIVE US YOUR FEEDBACK ABOUT THE NOBEL CAMPUS VILLAGE BELOW:

Choose the option that is CLOSEST to your vision for Nobel Campus Transit Village.

- Option A: Urban Transit Village
- Option B: Community Transit Village
- Option C: Neighborhood Transit Village

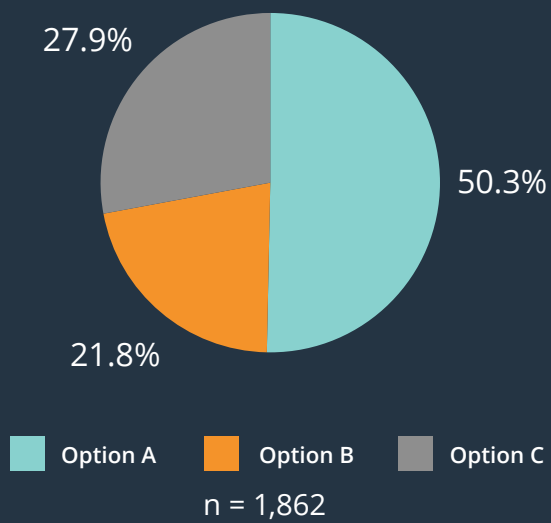
Tell us about your vision for Nobel Campus Transit Village... (What would you change? What would you keep?)



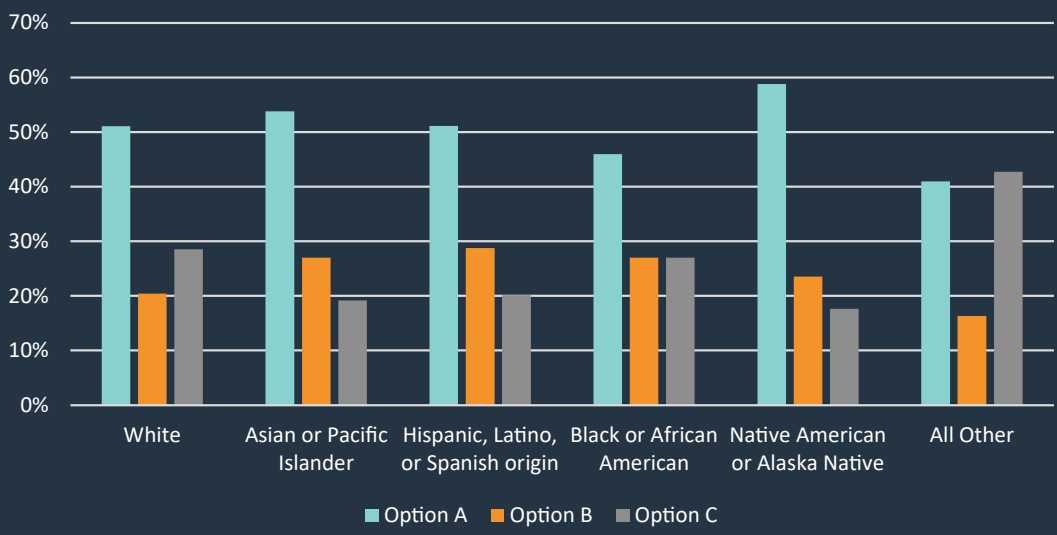
Renderings are for illustrative purposes ONLY and do not constitute a development project.

Figure 32: Buildout Model Rendering of Option A

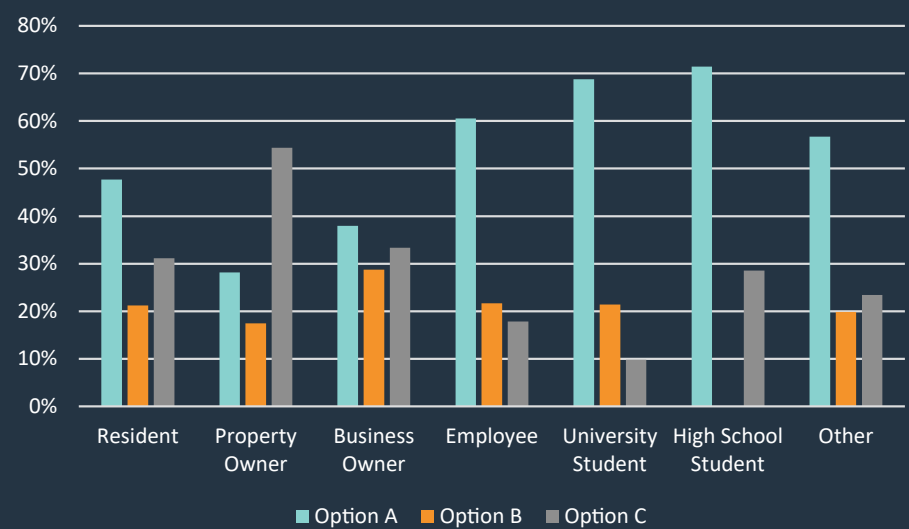
Overall Results by Option Choice



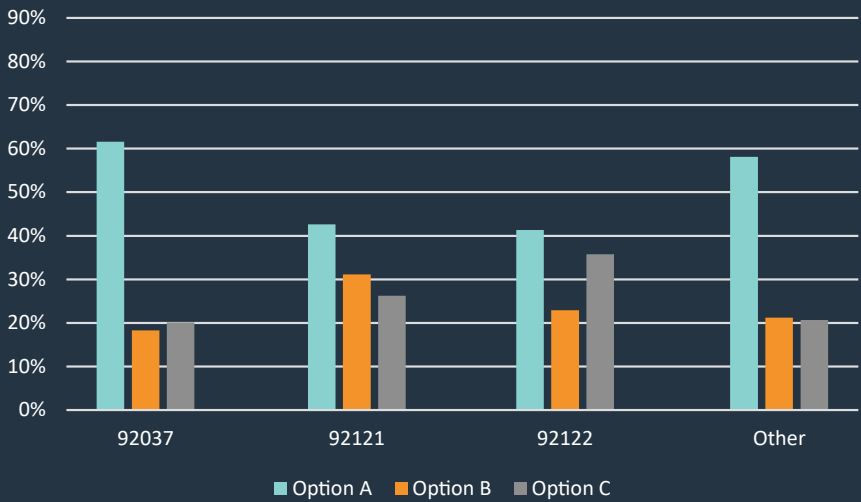
Results by Respondent Race & Ethnicity



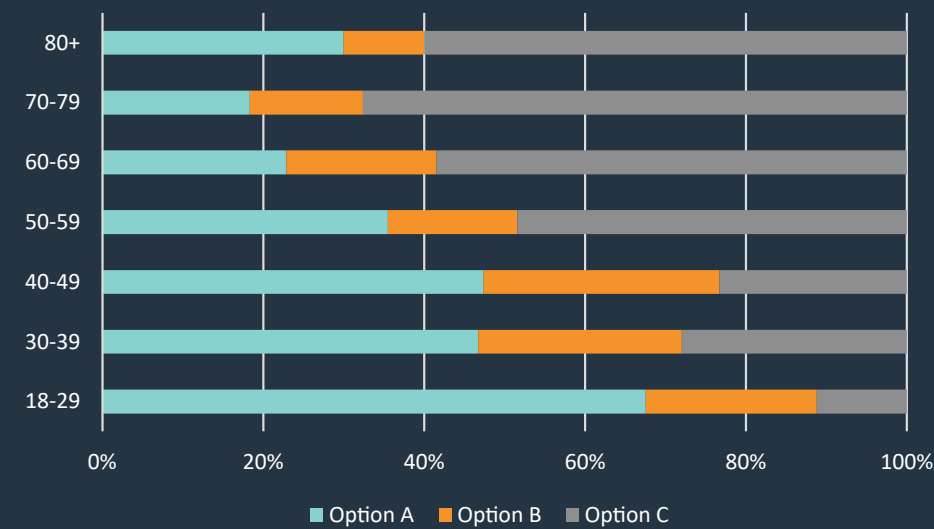
Results by Respondent Connection to Community



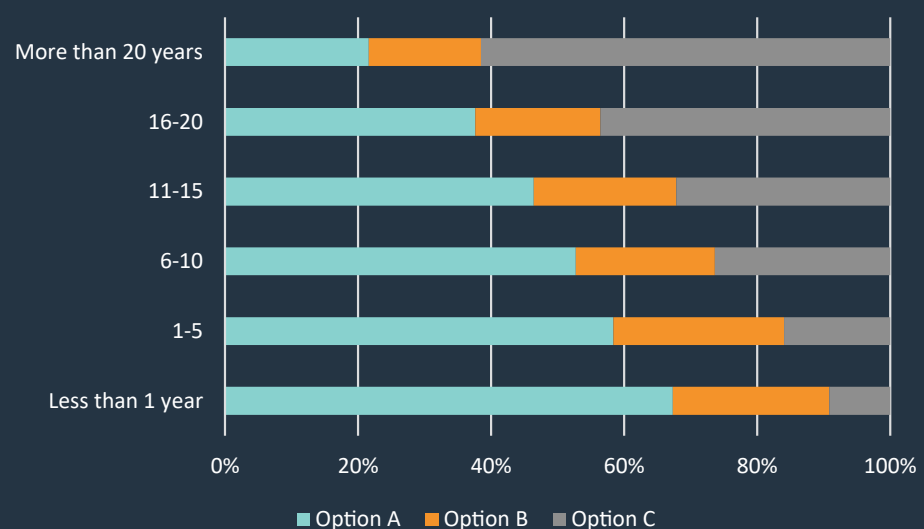
Results by Respondent Zip Code



Results by Respondent Age



Results by Respondent Time Living or Working in Community



5.8.2 COMMENT THEMES: NOBEL CAMPUS TRANSIT VILLAGE

A diverse number of opinions regarding the future of the Nobel Campus Transit Village were also shared through a total of 409 written comments. Key themes from these comments follow.



LAND USE

- The Nobel Campus Transit Village has a variety of resources, including transit access, proximity to UC San Diego, and a variety of retail options, that make the area a prime location for future housing. **(68 comments)**
- Increasing the housing supply is an important priority. Additional housing would be a positive change that would allow more people to live next to high-quality amenities and job opportunities to the overall benefit of the region. **(117 comments)**
- Affordable and inclusive housing options are also important. Units should be available to meet the needs of families, employees, and students. **(52 comments)**
- Several individuals were opposed to any change to the area or expressed a desire to keep changes as minimal as possible. **(44 comments)**



URBAN DESIGN

- General design suggestions include creating a pedestrian-oriented environment with an active ground floor. Green spaces and street trees should be present throughout the area. Landscaping and lighting are important considerations. **(25 comments)**
- Some individuals expressed a desire to maintain the existing Coastal Height Limit. Others expressed acceptance for increased height in the future. **(31 comments** to maintain limit; **20 comments** to increase limit)



MOBILITY & ACCESS

- Traffic congestion and parking availability are key concerns. [\(68 comments\)](#)
- Bicycle, pedestrian, and transit connectivity is an important priority to alleviate traffic issues and improve safety. There is a desire for protected facilities and traffic calming, especially along Nobel Drive, Villa La Jolla Drive, and La Jolla Village Drive. [\(52 comments\)](#)
- First mile/last mile improvements are needed to access public transit. New transit facilities should also be considered to support future growth. [\(30 comments\)](#)



INFRASTRUCTURE, PARKS, OPEN SPACE, & AMENITIES

- Adequate infrastructure is important to support the future growth of the area. Of particular interest are parks, schools, and libraries. [\(41 comments\)](#)
- Providing open spaces and minimizing disturbances to nearby canyons are also important considerations. [\(14 comments\)](#)

5.9 RESULTS: GOVERNOR COMMUNITY VILLAGE

The Governor Community Village Focus Area is located in South University, south of Rose Canyon, and includes two community serving shopping centers and one business park.

5.9.1 RESULTS BY OPTION CHOICE

The results of the Engagement Platform indicate a preference for Option A: Community Village.

Respondents were asked the following question, but were not required to make a selection. Instead, respondents could share more about their vision for the Focus Area in the box provided. Comment themes are reported on page 60. Further details about each option choice are listed on page 32.

QUESTION POSED: PLEASE GIVE US YOUR FEEDBACK ABOUT THE GOVERNOR COMMUNITY VILLAGE BELOW:

Choose the option that is CLOSEST to your vision for Governor Community Village.

- Option A: Community Village
- Option B: Neighborhood Village

Tell us about your vision for Governor Community Village... (What would you change? What would you keep?)



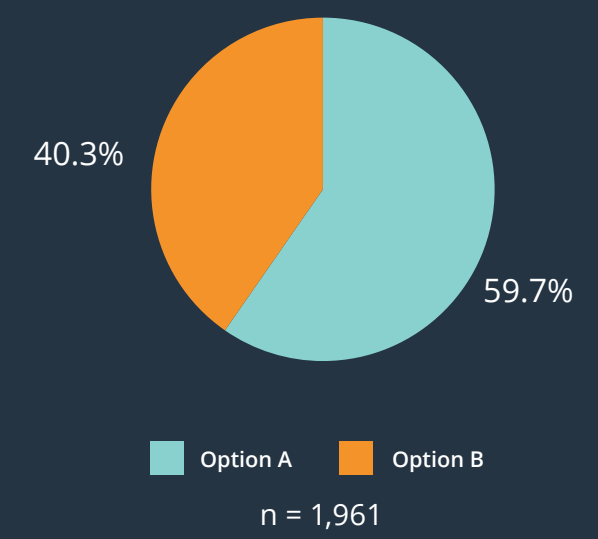
Option A envisions infill development within the shopping centers to include medium-density, mixed-use residential. The renderings below depict both shopping centers identified in this focus area: the Vons shopping center at Governor Drive and Genesee Avenue and the Sprouts shopping center at Governor Drive and Regents Road.

- Estimated Jobs Under Maximum Buildout of Option: 2,000 jobs
- Estimated Homes Under Maximum Buildout of Option: 1,000 homes

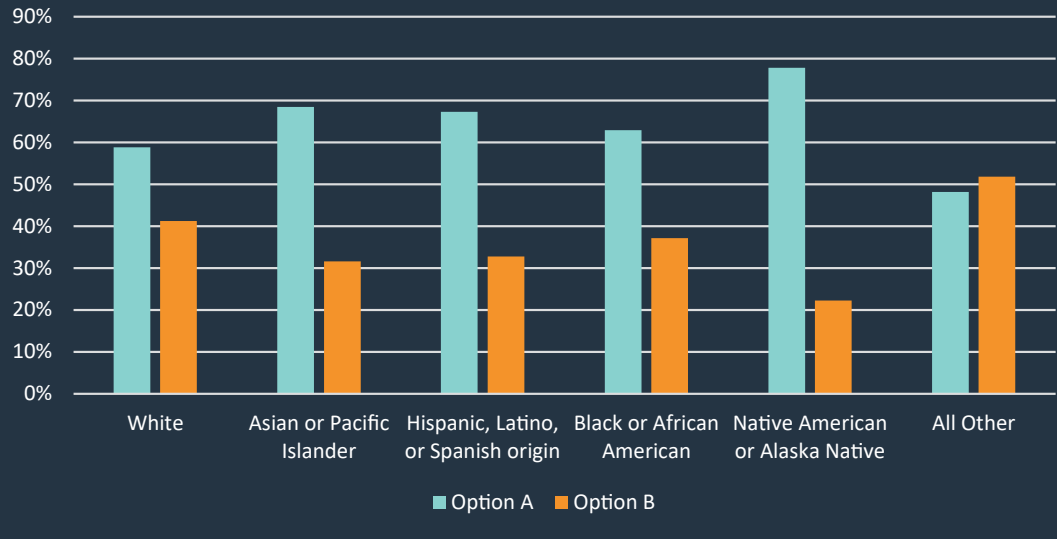
Renderings are for illustrative purposes ONLY and do not constitute a development project.

Figure 33: Buildout Model Rendering of Option A

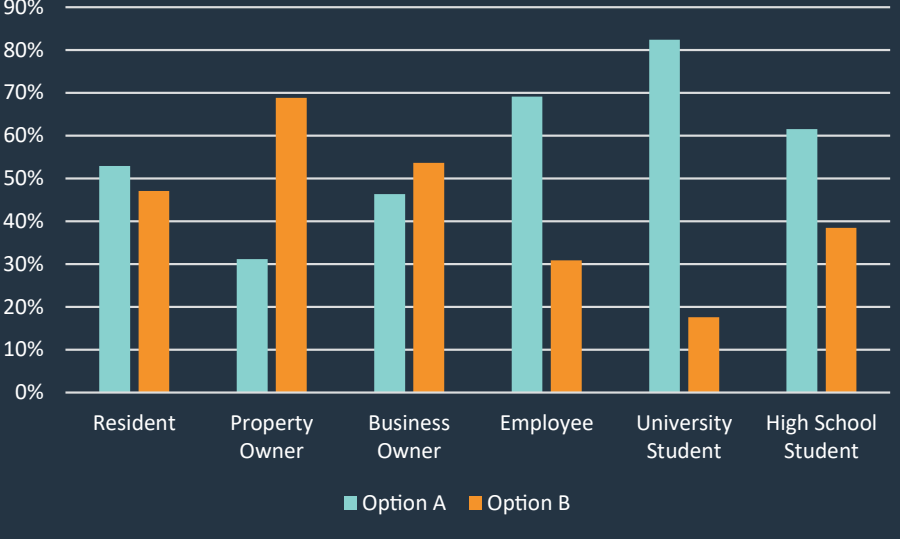
Overall Results by Option Choice



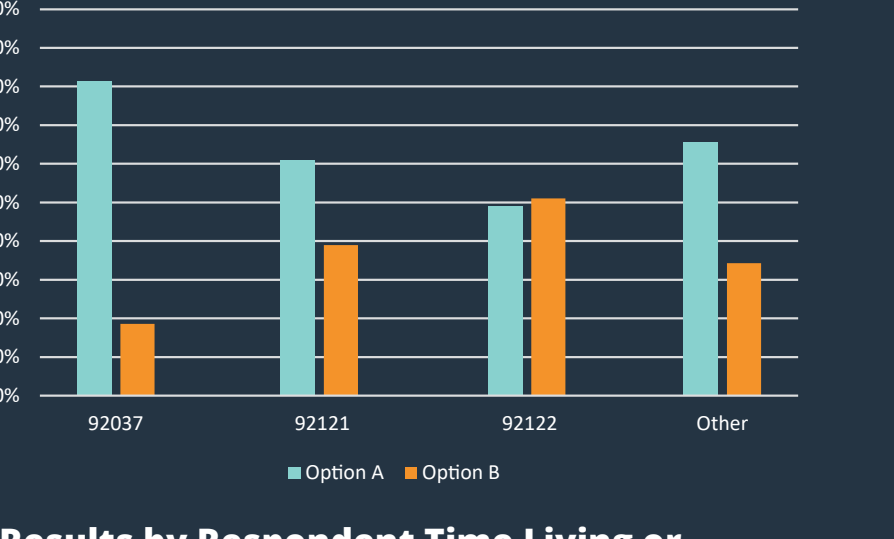
Results by Respondent Race & Ethnicity



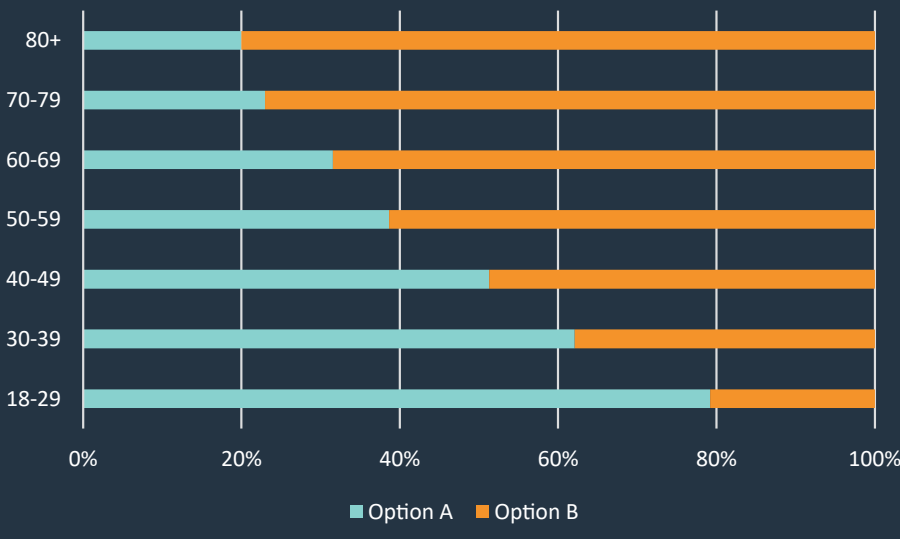
Results by Respondent Connection to Community



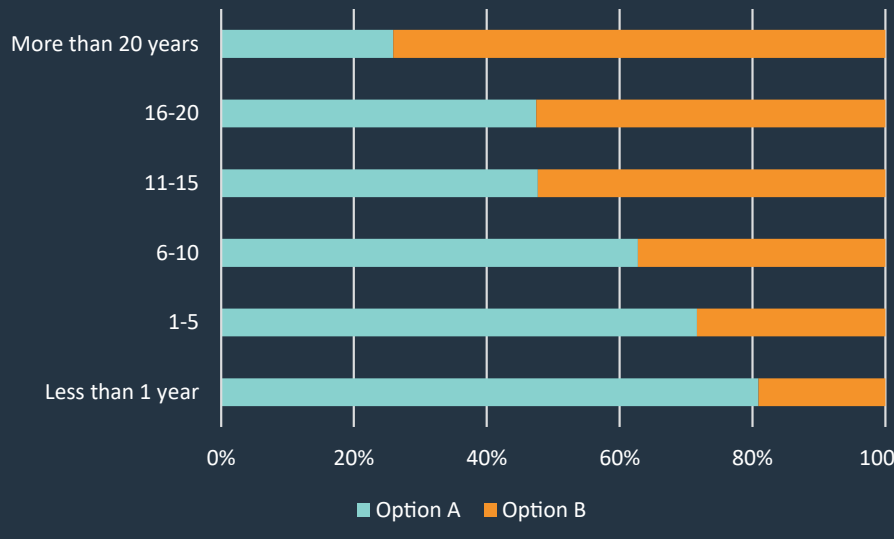
Results by Respondent Zip Code



Results by Respondent Age



Results by Respondent Time Living or Working in Community



5.9.2 COMMENT THEMES: GOVERNOR COMMUNITY VILLAGE

A diverse number of opinions regarding the future of the Governor Community Village were also shared through a total of 589 written comments. Key themes from these comments follow



LAND USE

- The Governor Community Village has a variety of resources, including shopping, schools, and transit access. **(46 comments)**
- Increasing the housing supply is an important priority. Additional housing would be a positive change that would allow more people to live next to high-quality amenities and job opportunities to the overall benefit of the region. **(121 comments)**
- Affordable and inclusive housing options are also important. Units should be available to meet the needs of families, employees, and students. **(51 comments)**
- There is a desire to continue expanding the mix of uses, including retail options and services, available to meet the needs of the community. Providing spaces for small businesses is also important. (66 comments)
- Several individuals were opposed to any change to the area or expressed a desire to keep changes as minimal as possible. **(112 comments)**



URBAN DESIGN

- General design suggestions include modernizing existing shopping centers and incorporate outdoor dining and gathering spaces. Buildings should also be pedestrian-oriented. **(30 comments)**
- Landscaping and lighting are important considerations. There is a desire for street trees and green spaces throughout the neighborhood. Provide access to outdoor areas to gather and socialize. **(16 comments)**
- Provide transitions to taller, multi-level buildings. **(8 comments)**
- Blend parking in with the community context and reduce its visual prominence. **(8 comments)**



MOBILITY & ACCESS

- Traffic congestion is a key concern, especially at the intersection of Governor Drive and Genesee Avenue and during school pick-up and drop-off times. **(128 comments)**
- Parking availability is another key concern. Participants expressed that not all trips can be made without a car. **(72 comments)**
- There is a desire for safer bicycle and pedestrian facilities, especially to and from schools. Improving multi-modal access to destinations can help to alleviate traffic congestion, as well. **(88 comments)**



INFRASTRUCTURE, PARKS, OPEN SPACE, & AMENITIES

- Adequate infrastructure is important to support the future growth of the area. Of particular interest are parks, schools, and libraries. **(61 comments)**
- Providing open spaces and minimizing disturbances to nearby canyons are also important considerations. **(13 comments)**

6 Next Steps

6.1 OVERVIEW OF NEXT STEPS

Feedback collected from the Online Engagement Platform will be used in the creation of proposed land use scenarios. The proposed land use scenarios will be presented at a subsequent University Community Plan Update Subcommittee (UCPUS) meeting. More information on meetings can be found at www.planuniversity.org/meetings.

Following the initial presentation to the UCPUS, the project team will hold a Planning Commission workshop on the status of the project and the proposed land use scenarios. Next, the project team will again present to the UCPUS and will seek a recommendation on a preferred and alternative scenario to be voted on by the University Community Planning Group at their next meeting.

Please subscribe to the University CPU newsletter at www.planuniversity.org/contact for more information and news regarding the community plan update.

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Appendix

The following is a report out of comments as they were received within the Online Engagement Platform. Comments are organized by focus area starting with the North Torrey Pines Employment Center Focus Area.

| NORTH TORREY PINES EMPLOYMENT CENTER |
|---|
| Option A with shared amenity use is preferred. Unless there is critical health and safety research that requires security then Option A could be a better option. The bike lanes in this are need to be FULLY PROTECTED to avoid further casualties. RIP. |
| Why not keep it as existing? |
| Both of these are pretty similar options, I'd lean towards the more collaborative one. What would be great to include here is a designated shuttle line from one of the trolley stops to one or two (or 3) central areas in this space, which would greatly increase the odds of folks commuting by transit. |
| It would be great to see mid-density housing/mixed-use development allowed near the southern edge of this region, although this may face constraints from political/economic realities and the coastal height limit. |
| The traffic will be terrible. The trolley won't make much of a difference. People don't want to ride around with the homeless. Take a look at the buses around UC. Mostly empty. The trolleys will be mostly empty. Your development plans mean more people, traffic, noise pollution, stress, trash, etc. Who is paying for all of this development? |
| This area is also important for connectivity between north San Diego and Del Mar, Solana Beach, and Encinitas. Efforts should be made to increase bicycle safety, pedestrian connectivity, and bus speed in this area. |
| I don't have any opinion |
| Keep the sprall along the main road and share uses. |
| Vigorously protect Rose Canyon. Greatly expand city transport options (on green/electric vehicles). Increased and protected cycling lanes and firm encouragement of cycling and walking as a means of transport, especially to work. More charging options for electric vehicles. Ensure planting of native plants- trees, shrubs, grasses, flowers etc. |
| Just seems better. This is a high end industry area. |
| More walkable between the facilities |
| "ADD HOUSING. Business parks are empty-Covid has demonstrated people WANT TO WORK FROM HOME. |
| add retail, housing, parks, schools, bike lanes. |
| We don't need more empty business offices." |
| Not sure what any of this means. Increased traffic seems to be the bottom line for either option. |
| I have no preference in this area. Both options are too spread out and will discourage easy transportation and walking. |
| Frankly these "choices" seem practically the same. It's like saying hey, we're just going to go do this. Oh we need a vote? Ok, do you like this, or something eerily similar to this? How is adding 2500 jobs going to affect the protected wildlife areas nearby? As for transit, being accessible by bus is pretty lame. Where are we going to put 2500 cars? This is the area that I would least like to see an increase in density for the proximity to coastal green spaces. |
| Internal employee amenities would be a positive. |
| Unfortunately, this area is already very developed with companies, and already causes a traffic headache. I don't recommend increasing the density in this area, but would like to try employment and student housing in this area, to reduce traffic, if the residential areas could be walkable to companies and the UCSD campus. |
| housing added. |
| Option A has more potential to encourage commuting by bike and to create livelier environments. While Option A focuses on connecting job centers/daytime amenities, it could also include an emphasis on local amenities at each site thereby including the best of both worlds. Option B is missing this opportunity for connectivity between employment centers. Also, while these areas primarily operate during the day, it is possible that in the future they could be used for evening/ weekend events, such as large-scale concerts, distance races, festivals and Comic-Con style satellite events. The absence of housing eliminates concerns of disturbing nearby residents. Option A is superior for it's ability to adapt and accommodate a wider range of enhancements. |
| Option B seems like it would be more centralized and minimize "last mile" issues for public transportation and traffic. |

The vision of shared amenities while interesting seems unlikely since many of these campuses are highly restricted for security purposes. Why weren't the hotels across the street included in the focus area? This area is highly restricted for increasing density due to the flight path, the sensitive canyon rims, etc. This area has limited public transportation and increased density will increase traffic and carbon emissions.

Neither option represents the sort of radical changes that will be needed to solve our housing crisis.

Currently, no outside public utilizes this area, public services in this area should reduce congestion in other areas.

This area should include housing. In order to meet climate goals we need to provide people with housing options where they work to eliminate unnecessary vehicle trips. This area should be a mixed use development, developed to the maximum density allowed by the airport safety zone requirements

Increase use of this area and access to nature by visitors and workers alike. Anything done close to Torrey Pines Golf Course should be done in a way that it enhances the image that you get when you visit the Lodge there (make the buildings match the beauty of the area and blend in.

Again, an area where traffic is already bad. Increasing the number of jobs here will increase the traffic and, in turn, the green space directly opposite.

This is an employment center and properly called such. Major issue here is lack of public transit in and out of area to get employees to areas where they live..... likely north county. Traffic problem on N. Torrey Pines Rd. with increased development and expansion of UCSD. Persons working in this area not likely to increase jobs for residents of university but rather for residents of other communities.

"These are my concerns: No new parks proposed (despite up to 100,000+ more residents)
No guaranteed funding for expanded rec centers, libraries, protected bike lanes on Genesee and Nobel
Poor transit ridership projections: more cars, more GHG emissions; this fails to meet City's Climate Action Plan goals
More impacts on our protected natural habitats like Rose Canyon"

Option A sounds more conducive to the free flow of ideas, which will hopefully drive even more biotechnology development and reduce the impact of defense industry employment locally?

There is insufficient transit to support the increase density.

My hope is that Torrey Pines Road not become a high use road. To preserve that feeling of the area creating pod development in contrast to a linear development, would provide the best way to ensure the quality of the area.

Given the lack of mass transit access to the North Torrey Pines focus area (other than buses), it seems inappropriate to increase the employment density.

Sounds like a good idea to bridge the gap between communities.

Campus-orientated is better suited for the population that would show appeal to this development.

Option A builds street walls that define the streetscape in a more traditional manner, like many of the most loved parts of historic cities. If done right, it should provide a positive, enjoyable experience for people driving, walking or biking along North Torrey Pines Road. Option B looks to be standard, car dependent, inward focused, suburban-style office parks marketed as campuses only for the positive association people have for traditional walkable college campuses, which these types of developments seldom, if ever are. North Torrey Pines Road has the potential to become a great street and a common feature of great streets is that the fabric of buildings fronting them relate well to the public realm, rather than turning away from it. Option A is has much greater potential to create a memorable place, fitting for a road that cuts through one of the most beautiful areas in the State of California.

They appear very similar.

Like envisioned in Option A, the North Torrey Pines Employment Center should seek to orient development towards Torrey Pines Rd and encourage shared amenity use. As noted in the detailed metrics, this vision could encourage the use of alternative modes of transportation amongst workers in the area. Also, the North Torrey Pines Employment Center should emphasize enhanced connections with surrounding area, including Sorrento Valley, the Sorrento Valley COASTER station, and the Campus Point focus area, to further promote walkability, bikeability, and transit use. Consideration of an aerial tramway, gondola, or funicular should be included in the plan in addition to a designated trail to the canyon below.

Option B looks like a better place to work.

Shared amenity use is more appropriate for this neighborhood!

Sounds cool! I like the idea of focusing on North Torrey Pines Road shared amenity use!

Differences seem minor, so the option with more jobs was chosen.

Option b looks better in terms of distribution of new structures, it wouldn't congest the already narrow N Torrey Pines road.

Trail from the Glider Port to the State Park should be complete and made evident to the public

See previous comments.

With world-class academic institutes (Salk, Scripps, Sanford-Burnham-Prebys, UCSD) Torrey Pines is the headwaters of the San Diego life science industry.

Same.

More open is better! Right now there are not even restaurants available for workers to grab lunch or after-work drinks nearby. Would improve the quality of the area if it was more than just isolated biotech campuses.

Native plants, Way-stations for migratory birds, native caterpillar host plants, fitness & mindfulness center, affordable day care, solar panels, grey water systems, walking paths, outdoor eating options, sufficient refrigeration for workers who pack their own lunches, perhaps include shuttles from the employment locations to the service locations. I am concerned separating the amenities excludes workers from various employers. However, we don't want to create more traffic. Perhaps a shuttle providing trips between employment & amenities?

"connections over campuses... though these are not mutually exclusive alternatives.
Placement of structures do not convey meaningful info... appear random... Why couldn't GA be incentivized to enhance campus AND connections to the rest (through Tower Rd, for example).
Connected growth encouraged. The devs are already doing this.
Lack of discussion of how height limit affects these choices is odd. Addl missing info necessary for informed choice.
Co located housing here? - eg for Scripps employees. Decision not to include this option is not explained.
Overall comment: I am concerned that numbers for hsg and commercial do not accurately reflect the approach that Plng Dept is using to develop land use for the FAs. Survey ranges were produced on the basis of RMX zone buildout, whereas PD is evaluating an unknown (and potentially large) share of future land uses as EMX. Given this difference, it is not clear that the data for public choice are accurate (or off by how much)."

It already has taken up to 45 minutes to drive 6 miles to an appointment at the Anderson Outpatient Center on North Torrey Pines. Let's throw in a couple thousand more employees in the area and make it an even hour. Like all of the other proposals, please explain how any they add any value or quality of life to existing residents. They don't.

Please provide additional Gas station. There is no competition between gas stations in the area, which causes increase in gas price, and inconvenient operation hours. Limited supply of convenience store and gas station increase car usage (driving time) to the grocery stores to buy any small items or fill up the tank. increase retail and restaurant spaces to eliminate the need to use car to buy household items or eat outside.

this is great we need more jobs.

additional housing within the constraints please.

There is room for additional high density housing in this area.

Do what is necessary to save the planet. Outlaw any new development that does not have its own source of water and sewer system. Require any development to have its own renewable sources of electricity and outlaw natural gas connections.

Option B is the best because it has the smallest footprint. The overall strategy is to radically scale back development because the land is grossly overbuilt. Rather than continuing to overbuild, an emphasis should be placed on making distance working and learning the norm and on the re-wilding / re-greening of overbuilt spaces.

I used to work here. It's best suited for Option A because the majority of the workforce works in science labs all day and they want to keep their work and leisure in the same building. Nobody comes to this area for "employee-serving amenities", it's not practical with the kind of industries populate this area.

Maybe add some retail in here that college students and employees might enjoy.

Development without surpassing 70 feet if possible. Preservation of natural habitats is a major priority. This area borders less developed land, and habitat preservation, sound disturbance, pedestrian access and animal crossings should all be kept in mind. The wetlands are an indispensable asset and need major protection and restoration.

I envision that having a more campus-oriented development would be beneficial for the students as it could potentially mean that students have more job opportunities and services in these jobs would be better accommodated for student use.

NO ANSWER!! KEEP ALL THIS IN YOUR NEIGHBORHOODS!!!!!!!!!!

"Either solar panels or rooftop gardens on roofs
Use bird-safe glass
Bridges between top floors of some buildings
Enhance quiet
Safe bicycle and pedestrian routes
Shuttles: mini-bus
Electric car fast charging stations
Solar canopies over parking lots
Permeable surfaces of parking lots to allow recharge of ground water?
Make it easy for people to meet in person
As much nature as possible, emphasizing native plants along walkways and outside buildings"

Nothing more to add

Where is the proposal for moving these thousands of people through a narrow travel corridor without hellish disruption to the environment and surrounding residential areas? Wanting to take up every inch of available land now for short term, harmful gains without any incorporation of the most basic current research into this kind of "campus" development and the detrimental effects it has on work life, local commerce, travel, delicate ecosystems, etc. 30 year plan already 30 years behind.

More jobs available would bring greater resources to the university community

I prefer to avoid taller buildings and development by the hillside edge, as it harms the natural scenery when seen from below. Prefer developing along Torrey Pines Rd (option A).

Neither. Traffic is already a nightmare right there.

| |
|--|
| Neither of these parks is suitable. |
| Clearly all of these areas have been and continue to be in the crosshairs of greedy developers who care only for future profits to the detriment of existing residents. Shame on you! |
| None of the options |
| Neither. No new building. |
| None. North Torrey pines traffic is already bad enough during rush hours. |
| No new housing |
| Neither! Genessee & 5 is already a mess in the morning and afternoon. It makes no sense to put even more jobs in this area. |
| No more building! |
| No comment |
| No change, leave it as is. None of the options above should be allowed. There is too much traffic and congestion, too much noise in the area as is. The area is over populated as is. The university should not be allowed any more expansion in the UTC area. The congestion they created has decreased quality of life in the area already. |
| "Neither! Absolutely no ""high density"" residential. Any option containing high density residential should be eliminated. no one wants to live in high density high rises or apartment complexes and San Diego is severely lacking single family homes of at least 1400 sq feet (with a driveway and backyard). |
| Next, concentrated tech parks are bad since they mean massive amounts of traffic in and out of a single area caused by 50,000 -100,000 vehicles twice a day. Causing large amounts of noisy traffic pouring into and out of the surrounding neighborhoods twice daily. In addition, tech parks cause the price of homes in surrounding areas to sky rocket making it unaffordable for people to live near their work. Since people need to drive from far, pollution & traffic are high! |
| Solution: Spread out the tech park! Sprinkle companies across the city, within neighbourhoods. |
| I propose a 4th option (option ""D""): Single family homes + only a couple companies. Only underground subway transit to the area." |
| Must have more bus. I'm a scientist and the current 101 30min frequency would actually be a dealbreaker in my taking a job in this area. |
| Na |
| Again, I made this choice based on just how much of the area falls under the potential accident zone. |
| Build better pedestrian-friendly environments. Orient to the street, don't encourage disparate silos only navigable by car. |
| Option A keeps development near the roadway and preserves a larger nature corridor behind it for wildlife (which doesn't need to be near the road) |
| Build! This is currently drive through country. There's no reason to have this dead space in such prime real estate. Add protection to the existing bike lanes and this nice flat road would be easy to get to without a car. |
| The difference is not clear but I picked the one with fewer jobs. |
| Needs housing. |
| These area needs to be zoned mixed use, there is no reason for there not to be housing build here. |
| Narrower roads, more bike paths, larger sidewalks. |
| Add more bike lanes |
| Better to keep it close to where a lot of people are already conveniently located. More population = more interest in the park and opportunities to get involved. |
| Maximize jobs |
| I dont see much difference. |
| Again, encourage trolley use by providing electric powered shuttles. |
| Make it fun to commute by bike. Don't need more cars on the road |
| Lower density |
| orienting towards the road would allow the broader UCSD community to feel more comfortable using the area and maybe allow some of the restaurants to remain open at night and on weekends increasing the utilization of the area. |
| don't care |

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| The maps are confusing because they are not on the same scale. Both my husband and I used to work in this area, but have opted to work south of where we live because of the traffic. |
| less development than option b |
| Leave it alone |
| Keep open spaces in mind. Make sure all forms of transit coincide. Make bicycle paths safe. |
| Slow development; preserve quality of life. |
| I believe there are sufficient resources for cross use of a emitida and focusing on employee amenities would better benefit workers. |
| Good |
| Keep buildings and active development farther from the canyon |
| Connected employment areas to encourage walkability and possible use of mass transit. |
| Integration with UCSD |
| Neither. Both ignore the housing issue while the density issue is already hit by Scripps Green. Introducing more jobs into this area with no regard for traffic - N Torrey Pines Rd and Genesee Ave are already nightmares to commute along at rush hour. Introducing more people (what looks like circa 7000 more single occupancy vehicles) into this area with no adjacent housing or increased transit infrastructure is myopic and irresponsible. |
| Ample green space. |
| Shared amenity use seems sensible to encourage a greater diversity of companies. Also, it doesn't make sense to have a lot of redundancy in amenities in the same area. |
| I need more information to understand the differences between these two plans. They appear to be quite similar and I do not have good background knowledge of the needs of the employers in that area. |
| I don't understand the difference between these two options. |
| I'm imagining the campus orientation rather than road orientation would cut down on driving, but otherwise these feel pretty similar |
| If you are going to try and add jobs without adding local businesses and amenities for the employees, you will just increase daytime traffic when people use their breaks to go buy lunch, run errands go to the gym, etc. The plan that includes those amenities makes more sense here. |
| My choice is B. Keep North Torrey Pines Road beautiful and less congested with man-made structures. |
| Stay away from the golf course!!! |
| I'm not voting for either. The current infrastructure does not support the development of either option. I do not want any building or development at the current sites. |
| Sharing is better for communities |
| Why no housing here? It would be a great place to build more housing. |
| I love the placemaking of Option B and the trees along Torrey Pines in Option A. I would love to know more about how all of these plans impact our local environment and canyonlands. |
| I would keep the employment center |
| Again, already overdeveloped. It takes me about 40 minutes to drive less than five miles from my home during "rush hour" periods. I don't pay the price to live in UC so that I can have the experience of living in Los Angeles. |
| "Improving the public spaces along Torrey Pines road will make the road nicer for walking and biking and connect the various campuses/communities along the road, which is best for connecting the neighbourhoods and workers and residents. However, it's not clear which option is superior. Public spaces and green spaces along the road and deeper into the technology park will make the space more welcoming and useful for everyone. As for the higher density buildings, I think building them in clusters makes the most sense because it will be easier to move between the buildings, which is valuable for the transmission of ideas." |
| In my uneducated opinion, I feel like NTP should remain slightly seperate from UCSD amenities as UCSD already has trouble maintaining many of their amenities. |
| Why are you not addressing pedestrian and bike access? People have died crossing Torrey Pines road. |
| I don't have a strong opinion on this one, but overall it seems that encouraging connections between campuses will ultimately be better for collaborative efforts and the community as a whole. |
| I oppose both of these in that they would increase the number of commuters and the rush hour traffic as well as likely lead to petitions to waive the CHL. |
| More jobs means more traffic and the area around UCSD and the golf course is already quite congested during weekday rush periods. What's the plan to deal with all the extra cars? |

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| having everything as one walk would be super cool and nice |
| "North Torrey Pines Road/Highway 101 is already a high-speed road. Significant physical traffic calming would be needed to reduce speeds enough for cross-traffic to become viable. Increased driveways and access points along the road without traffic calming increase it's chances of becoming a stroad and collisions with bicyclists in the bike lane. However, if you invest the money into proper traffic calming, separated dedicated bicycle paths, and ROUNDABOUTS at intersections, I could see this working. The major current problems are the high-speed on- and off-ramps to the intersection Callan Road that create issues for cyclists. However, I do not see a large return on investment for either Option and would prefer the money invested elsewhere. This is already an isolated area that makes it car dependent." |
| Enclosed, private campuses (option B) isolate people from the real world and drive away outsiders. I prefer option A. |
| I don't support any of these options |
| Option A appears to have more shared open space and amenities. Hard to tell the difference here. I hope the open spaces and amenities will be open to the public. |
| There seems to be very little difference between options except for where development is concentrated. I prefer new development be concentrated off of N Torrey Pines. I am sure there are reasons not to include housing; I do \not. however, \favor any development that does not include at least some housing. |
| Option B seems to be more in keeping with current trends for leasing to large employers, who tend to prefer campus-like settings and heavily-amenitized open spaces for employees. |
| No preference |
| Option B looks like it will create a better atmosphere for workers to have a place to enjoy the outdoors, while not being directly exposed to daily traffic from the streets. The differences between A and B don't seem to be large enough to create drastic job opportunity differences. |
| I am deeply concerned that the plans presented here do not provide for commensurate improvements in, or protections for, open spaces (Rose Canyon), parks, traffic/transit (e.g., bike lanes, pedestrian and cyclist safety), and affordable housing. These must be explicitly addressed before a plan can be chosen, because the plans are incomplete. |
| More growth along N Torrey Pines Rd would destroy the ambiance of the area.... Prefer if there has to be development, to develop without ruining the feel of the region... Adding limited amount ofhouseing would be alright targeting the income levels of the supporting employees of the areas, and/or the professionals who might want to be able toile closer to their research job sites. |
| I am against both options A and B. |
| In a fragile economy where will these jobs come from? Science and technology education in the U. S. is ranked one of the lowest in the world. |
| I would need to know the environmental impact first. |
| When reviewed during Plan Update, discussion centered around "inward" or "outward" looking development. My personal preference is "inward". |
| Not a lot you can do in this area, but since this area already features "campus-like" companies, you might as well continue in that direction. There's little to gain by focusing on Torrey Pines road. |
| I like the one circular building |
| This is a hard call because the connectivity on the west side of Torrey Pines Road would help overall connectivity within the job center; however, the open space in option B is so important for habitat in the region. |
| This transition zone sets the feel going in to Torrey pines reserve. Aesthetically, not building up the road and keeping industry more hidden is preferable |
| Focus on jobs |
| Keep the roadway clear. This is right near the ocean and the hospital, and should not be impacted with noise, pollution, and traffic. |
| I selected Option A, but neither one is a great option. This area is already very well designed for the life science industry. You could add housing to the area, but it would be a tough sell for some companies in the area. |
| I selected Option A, but neither one is ideal. This area is already very well designed for the biotech industry. You could add housing to the area, but it would be a tough sell for some of the companies in the area. |
| "Needs housing and parking Don't let garden communities develop this area, they are bad at management" |
| Sharing amenities |
| Good jobs, Corporate Park. Either one is fine but we must first complete all University roads before any expansion. Planning screwed up in University and many other areas of the city by not completing road systems before NIMBY's moved in. Although NIMBY usually means "Not in my back yard". It has a different meaning in University. If you go the western terminus of governor drive know as the "Overlook Park" you will see you can no longer enter Rose Canyon. What was public property is no longer so for the NIMBY's who had the road removed NIMBY means "Now It's My Back Yard". Planners please stop removing trails in University, it's an embarrassment. |
| North Torrey Pines Road is pretty inhospitable to pedestrians and cyclists right now, so any development of the employment center should prioritize enhancing North Torrey Pines Road and focus on sharing amenities. Option A increases employment in the region, so I vote for that. |
| Employee-serving amenities. |

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| There is very little difference between these 2 plans... Would reduce traffic if there were MORE residential structures that workers could live in, close to work, which would facilitate use of bicycles, and add some retail amenities for the residents, dog park. Traffic there already congested. |
| I can't tell from these two aerials whether the development footprint away from the street is any different. If so, I would favor the one that preserves more of the undeveloped habitat and habitat connectivity for wildlife. However development is done here, there should be a very high level of design to protect as much habitat and as much connected habitat as possible. There is very high quality native habitat remaining here, and it is very close to Torrey Pines State Park. More than people connectivity, I would prioritize connected habitats for wildlife such as birds, including migrating birds, native bees and butterflies and other insects, and native plants - and connectivity through the area for wildlife. Landscaping on projects should be highly geared toward native plants to benefit the native birds and insects that are adapted to them. I would suggest there be a special overlay zone geared to this. |
| Build protected bikeways on N Torrey Pines Road and improve signal timing to encourage a green wave for lower speeds (25mph) |
| And how will all these folks travel? On Genesee ... right. More and more traffic on inadequate streets. |
| Workforce housing would be nice. |
| Build better bike infrastructure. |
| Share those amenities and jobs, plus more trees and green spaces for all to enjoy around N Torrey Pines Rd! |
| I like that Option B appears to take less space overall yet effectively delivers the same number of jobs. This seems like the most economical and ecologically friendly option and produces the least amount of sprawl. |
| As little parking as possible. |
| If you want to keep the current feel, Option B is the best option to keep the nice feel and low density. However, if you want to increase density, please implement mix used facilities. I find it highly disturbing that the developers would not utilize mix use projects to help house students in the area. Finally, any surface parking lots should be turned into green spaces by utilizing subterranean parking. |
| "I am a UC San Diego Student who bike-commutes frequently on Torrey Pines road. I like option A because I like the rendering with the separated bike lane. I also like jogging in the area, so I like the large sidewalk connecting the different businesses along the stretch, which would make a great running route! When I graduate, I may work in this area. I like the idea of being able to jump on my bike and join a friend down the road for lunch at a shared facility who works at a different company, rather than an option B where I would be more stuck staying on-campus for lunch. I also think it would be good to add a separated bike lane/path connecting this area to high density housing and trolley stops of University City. Maybe a rapid bus line down Torrey Pines could work too? Thought must be put into providing alternative transportation options to the Science and Tech park, because under current conditions, I think 8,000 more jobs equals 8,000 more cars." |
| "any plan must include adequate infrastructure That includes schools, parks, libraries, streets, public transportation and parking both on street and in private business and housing units. Just because there will be both employment and housing in the location doesn't mean all employees will live within walking distance or easy to use public transportation. Bicycle paths are a popular idea but will only serve a small minority of the community. Existing open areas such as Rose and San Clemente Canyon must be protected as recreation and having trees to help control Carbon Dioxide." |
| None of the above. |
| Either is ok, but need parking too. |
| Building parking entrances to North Torrey Pines Road will lead to further congestion. Please use the city designs in Europe as an example to keep roads as main thoroughfares and streets for local access. Torrey Pines Rd is a 'road' not a 'street'. I don't agree with parking lot entrances access on N Torrey Pines Road. |
| Additional parking and green space must be included in any new developments |
| Prioritize getting people to their jobs using transit and bikes instead of placing amenities around their office buildings. |
| Extremely important existing area for Biotech Research and Development and Manufacturing. I worked there. Many many things to be considered. Waste! Water! Power!.... (radioactive danger!) What exists is important and essential. Only insiders have a clue and should be determining any options for this area. Leave it alone. |
| All the options provided everywhere is a substantial increase in density. There are no other options in this survey. So, basically if you guys decide, the future will suck for every area you plan for. |
| Shared and connected are important features |
| Where is the housing here? You want to add jobs so add the housing to go with it! |
| Why can't we have housing here too? |
| Shared makes sense. It's better for collaboration. |
| I like the idea of the connection between campuses to facilitate shared amenity use. |
| honestly any option is better than existing, north torrey pines area sucks and is currently a waste of good real estate. nothing happens up there besides golf but it'd be nice to get the stem park up there and public spaces to get the area popping |

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| Neither. There is already too much traffic in this area. What are you going to do about that? It can take a half hour to get from John Jay Hopkins to 5 South during rush hour. We don't need more traffic here. |
| Whichever gives you lesser traffic |
| The campus-oriented approach would help to alleviate the feeling of building up a location close to a sensitive environmental area (the coast). |
| Stay away from the coast and the golf course. |
| It looks like option B allows for a better potential for future growth as well. |
| I don't really understand the difference, and i don't think random people like me know enough about biotech campus design to choose. Why not both? Let the property owners decide whether they want "connections between campuses" or "connections between campuses". |
| Better density |
| Away from Main Road is better |
| Shared amenities with connected class 1 trails Maltese sense. Please have a better class 1 connection to the nearest trolley stop |
| Option B is too separated |
| I like the shared amenity use, and including North Torrey pines road may also include making it more bike friendly? |
| Not much to choose here... |
| Are you going to increase the lanes on North Torrey Pines Road? Are you going to increase parking? Mass Transit does not go from your house to the Science and Technology Park in an efficient manner. Do you want to spend an extra hour every day on a bus, crammed in with people who might have a disease (think Covid)? |
| I worked st Scripps Green in the 80s . It WAS one the nicest areas and quite scenic. I always brought visitors up there. You can't fix the Calamity you have created up there. If you wanted LA why didn't you move there? |
| "North Torrey Pines Road is already heavily developed. Scripps Outpatient, Hospital and Radiology Centers cannot be relocated. Torrey Pines State Reserve needs a buffer area - keep Torrey Pines Municipal Golf Course." |
| no much differnces between options. no clear choice |
| Keeping this area consistent with its natural surroundings (e.g. Torrey Pines State Park) |
| I'd like to see housing options in this area |
| I love the campus design here as it draws in larger companies to fill the spaces. This could be prime for Google or other large Silicon Valley companies to establish a nice, new site in a premier area of San Diego. |
| Would like to see some housing included in this area. |
| While it would be nice to focus development toward North Torrey Pines Road, I am not entirely sure that it makes sense in this area. That being said, shared amenity use and connections between campuses should be encouraged to avoid unnecessary trips. Pedestrian connectivity inside this area should be prioritized, and improved and reliable transit connections to both the COASTER and Trolley are necessary to keep people from driving to work. |
| Suggest repaving that stretch of Torrey Pines Rd - it's in terrible condition which is hazardous to cyclists, discouraging active transit. |
| Let's promote integrating UCSD with the surrounding business community |
| I really enjoy high density living which comes with the added convenience's of the close proximity of schools, stores and restaurants. |
| I love the idea of connecting the campuses with decomposed granite pathways. That would make the area so nice for walking during lunch. I think this would be a much appreciated amenity. I would like to see native species used in any plantings due to the proximity to wild spaces and the invasive nature of many non-native species. I would also like to see a shuttle that could bring people to and from the Trolley stops to the BioTech Mesa. I think this would dramatically increase commuting. The "last mile on foot" is often what prevents people from using public transportation. Thank you for considering our input!! |
| I like the idea of having a connection between campuses. |
| A has a lot of trees, more trees please! |
| What is being done for traffic infrastructure? The trolley is not going to solve all traffic matters, such as between North Torrey Pines Road and I-5. |
| No opinion. |
| A or B |
| Other than small coffee and sandwich shops in the larger buildings, you can't get a decent lunch in Torrey Pines. More amenity-focused development would enhance the attractiveness of jobs in that area. |
| Please increase shuttle service from the trolley stops to the North Torrey Pines Employment Center. This will dramatically increase commuting via public transit as the "last mile" in this case from the trolley stop is up a giant hill. |

Neither of these options create enough connectivity to UCSD and housing options. We need better walking, active transportation, and public transit connections to make this area come alive with activity and connection to university & nature (state park) versus primacy of a large road to support rush-hour. There should be transit infrastructure build from train station in Sorrento Valley & trolley and UCSD (maybe gondolas) so that a much larger share of workforce can come to work without a car.

I like the emphasis on connectivity and shared amenity use. There is also an opportunity to create stronger synergies with UCSD. It is unfortunate that housing is not feasible in this portion of the community because there is such a high concentration of jobs.

How will option A increase connectivity? Is there transit planned for the area? Otherwise, it is important to continue to provide more employment options to people in the area!

This area is already a traffic nightmare during rush hour. Why are we making it worse?

A walking path on the cliffs. It is everyone’s park not just golfers.

"Since all the arguments (information) presented for this site focus on opposition, why is it even included? Obvious that the decision has already been made to exclude it, even though it makes the most sense in terms of disruption of the lives of the residents of UC, whom this plan is ostensibly supposed to help. The information in several presentations is erroneous and outdated and I find it hard to believe that this is accidental."

CAMPUS POINT & TOWNE CENTRE EMPLOYMENT VILLAGE

"Transition office parks to NEIGHBORHOODS and housing.

Covid has show that people will work from home.

We don't need addition 'business parks'. We need housing in these areas-and shops/retail and INFRASTRUCTURE beyond a rail line.
ADD parks, schools, green spaces, retail."

More bike lanes

Place more housing within the constraints of flightpath-but also retail. As most of us are optioning 'work from home' not only as a Covid safety issue-but a preference-the need for huge 'business only districts' will reduce. And viable housing options with retail should be advocated. Especially with it's proximity to trolley.

Additional parking and green space must be included in any new developments

I would hope that we would not lose the beauty of Torrey Pines with the overdevelopment of new buildings.

These areas are already congested with traffic. These propositions would make it worse and negatively impact the environment.

Make the support for the trolley use convenient. People should be able to walk or shuttle from their workplace to the trolley. This is also needed for all areas near the trolley in the UC area. Create small shuttles - hopefully electric powered - to encourage trolley use.

My family and I moved back to this community in 2008. That very year we had a plane crash into a house in South University City which killed four people. It's with this incident in mind that I choose Option C which provides the least amount of residential space. I don't know how I feel about developing any sort of land in a designated potential accident zone (which would be an accident that no one could prepare for or properly evacuate from by the way), but if development is inevitable, then I'd like the limit the number of lives that are endangered.

Include green space.

Build MORE on Genesee? It's already a nightmare! How big does UCSD need to be? Build another Campus in South or East County ... residents should not be expected to sacrifice quality of life so UCSD can become massive!

"any plan must include adequate infrastructure
That includes schools, parks, libraries, streets, public transportation and parking both on street and in private business and housing units.
Just because there will be both employment and housing in the location doesn't mean all employees will live within walking distance
or easy to use public transportation.
Bicycle paths are a popular idea but will only serve a small minority of the community.
Existing open areas such as Rose and San Clemente Canyon must be protected as recreation and having trees to help control Carbon Dioxide."

As much housing as possible and as little parking as possible.

More affordable housing. More transit friendly commutes.

While I would love to see this option include both more businesses and more housing on top of that, it's a no brainer to put more available space for companies this close to a transit stop. If you can easily take the trolley from many places throughout the city to your job, it'll be better for people and also reduce congestion on the roads, instead of having more folks commuting individually in their cars out to office parks in rancho bernardo and other exurban locations.

Build better bike infrastructure. More medium-density housing.

More housing, less carbon emissions, better transit-oriented development to get people out of their cars by creating pedestrian-friendly environments.

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| Build multiple N/S connections to the I5 bike path and Rose Canyon bike paths. Implement protected bikeways to connect directly to transit stations. |
| More housing near campus would be a benefit to students and the broader community alike because it would decrease the strain on the housing market. If you add real transportation options then roads and parking don't need to be severely impacted. |
| "Again, option A values residents over jobs. This will help the overall cost of living for UCSD and other students in the area. Because I5 and I805 become bottlenecks between Sorrento Valley and (UC/La Jolla), there aren't any other north-south corridors to help alleviate the traffic congestion for commuters. Perhaps if a connection between Miramar Road and Carrol Canyon Rd, or Genesee with Sorrento Valley Rd can be built in the future, then further urbanization would be welcome in my eyes. |
| Transporation infrastructure needs to go hand-in-hand with the vision of Campus Point and Towne Centre." |
| The more amenities available to workers and students, the better. |
| None of these options reflect the "vision" of local residents who loath the sprawl of these developer plans. |
| Increased housing stock and walkability of the area. |
| "Qualitative distinction among options appreciated. However, colocation of housing in these empl areas under the TZ in options A/B seems misplaced...undiscussed Difficult to provide informed feedback on commercial estimates because they are not expressed in square feet. Commercial land use has been described this way consistently in the CPU process. Concealing this information here intentionally limits public scrutiny and input. This reinforces larger concern over lack of transparent and timely info for public feedback. Projections for housing and commercial in 'design' options were not shared with the public until the weekend before the final subcmte meeting by which time, survey options had been established and there was limited time for effective discussion or the incorp of feedback. Presentation of data in hard to decipher sliders rather than in descriptive text is another example of design to obscure rather than illuminate public information." |
| This area has very limited businesses such as restaurants and other services needed for housing. Putting these services in the area will keep residents in the close area, versus having them having to travel to other areas of UC for such things as work lunch hour, grocery, pharmacy, etc. |
| Option A BUT preservation of natural habitats is a major priority. This area borders less developed land, and habitat preservation, sound disturbance, pedestrian access and animal crossings should all be kept in mind. No Brutalist architecture, minimal visible concrete, prioritize lighting and windows, trees, and community spaces for residents to gather. |
| Since this is primarily an area of employment, I thought that this area should optimize for jobs rather than homes. Not sure if option C would necessarily be the best of both worlds though... |
| "Outlaw new housing in the area of any kind. Make the cost of rent astronomical so no one can move in. Save our planet. Save our city. Reduce the city's population by 50%." |
| Less extra people |
| Again, you need parking for these homes too. |
| "On roofs: solar panels or rooftop gardens Use bird-safe glass for new and remodeled buildings Enhance quiet: Quiet road surfaces. Reduce building noise from AC. Trees. Safe bicycle routes Pedestrian walkways Shuttle bus around campus, perhaps on demand Electric car fast charging stations Solar canopies over parking lots Residential development organized to encourage interaction/community among people living there by how doors and paths are placed" |
| Closest to trolley. |
| I don't completely understand the differences between these options, but I support building more housing. |
| aaarrrggghhhhh! |
| Focus on job density |
| This space I feel very strongly should not be developed as intensely as is suggested due to the important green canyon land that is adjacent. Once we develop these spaces there is no going back. |
| The proposed development on Town Centre Drive is a substantial distance from the Trolley stops. It would seem that development should be focused more on the areas around the trolley stops. As in the other focus areas that involved increased residential development, there is no indication of the infrastructure needed to support the development, e.g., parks, schools, etc. |
| It's good |
| Corporate park, good jobs but unfortunately these corporations remain mute while Westfield and their well paid lobbyists endanger us all by putting their personal wealth ahead of the well being of the community. The shameless behavior of; Lightner, Monroe and for profit lobbyists has devastated dozens of families in University. Complete all originally planned roads before any expansion. |

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| I like how things aren't too far and they cool nice as one |
| this is close to the trolleys. and housing should be focused. |
| "As a UC San Diego student and as a renter, I support option A, since it provides the most new housing. I love the rendering that includes a spacious plaza area with trees, and a separated bike lane. That would be a place I would love to hang out in! Being from the Bay Area, I am wary of option C. Adding 25,000 jobs and so little housing would be a step in the direction of Palo Alto or Mountain View, with jobs/housing ratios of 3.54 and 2.58 respectively, where essentially only wealthy people can buy/rent a place. I would like University City to remain affordable to students, and in my mind, that means increasing housing at least as fast as increasing the number of jobs. How would a student looking for an apartment compete with a tech worker making 6 figures?" |
| I am against all three options, A, B, and C |
| I am deeply concerned that the plans presented here do not provide for commensurate improvements in, or protections for, open spaces (Rose Canyon), parks, traffic/transit (e.g., bike lanes, pedestrian and cyclist safety), and affordable housing. These must be explicitly addressed before a plan can be chosen, because the plans are incomplete. |
| It's good to provide opportunities for employment especially for college students. |
| Campus Pt and Town Centre Drive should be for employment and not residential. The apartments along Genesee should NOT be medium/high - scale them back. Those apartments are on a narrow strip of land that drops steeply into Roselle Canyon, which contains high quality habitat, including MSCP land. Those slopes are also ESL lands. The lights from high buildings so close to Roselle Canyon would have negative impacts. As elsewhere in the Plan, the edges of canyon are not the place to put high buildings. This area is adjacent to the UTC Focus Area. We need to see these two areas together - they cannot be judged independently of each other. For both Campus Point and Towne Centre, development needs to be done in a way that pulls buildings and hardscape away from the canyon rims and concentrates it closer to the existing roadways. Roselle Canyon contains high quality MSCP habitat, and it connects to an important last remaining wildlife corridor under the 805 to Carroll Canyon. |
| I don't support any of these options |
| In favor of A due to more housing availability. Please ensure plenty of parking and lighting so people can get safely home at night. |
| I prefer option B because it adds some Urban employment village, but keeps most residential housing out of the NAS Miramar transition zone. If the existing apartments along Genesee, from the corner of Eastgate Mall to the northwest of the intersection, are developed into higher density, that development needs to be done in a way that does not impact the canyon immediately northeast of those properties. |
| we need more homes. Again, highway access would need further development |
| "Many of the jobs are filled by employees who live north of this area (e.g. Del Mar, Carmel Valley, Solana Beach, etc) and are not served by the trolley Adding real transit options along corridors where employees live would help decrease the obscene traffic congestion we had prepandemic and are likely to see as again as this area becomes more densely developed." |
| One of the big issues in UCSD and the general area of UCSD as of currently is housing so I think it would be beneficial to focus on providing more housing which seems to be an aim in option A. |
| To provide maximum employment, the village should have access to amenities such as shops and restaurants and should not be too spread out to encourage walking and biking. Again, height limits are needed so that the area does nto become too densified and manintains an open feel. |
| Because of the flight path, this is one area that I think has more value to allocate more space to Science & Tech than mixed use. I really like that an area is reserved for high density transit near the trolley line and I think it could be expanded a little bit to include more commercial space. I'm not sure how much residential space adds value here, as personally, I wouldn't really want to live underneath the flight path and up against a busy road like that. I'd rather live in a denser, nicer area closer to the mall and have more options for commute (and I'll reiterate how important it is to connect these community areas with decent bike and pedestrian paths). |
| Good mix of jobs and housing |
| I would like more parking and more details on safety in the flight path. but I'd also like to see how *all* of these plans work in combination with each other. I like the idea of lower housing and higher jobs in this area given the flight path and flight safety concerns, but if jobs are high and housing isn't, where are you adding housing in the other plans. All of these plans for the University community (not just the options on this one) have a higher increase on jobs and jobs can't be filled if people have nowhere to live. |
| "In order to improve access to the trolley station, it may be useful for the tip of Towne Centere Dr. to be connected to Campus Point Dr. through either a vehicle or pedestrian bridge. |
| Having the residential areas near both the schools and parks seems to be a good idea. |
| Towne Center Drive and Campus drive are relatively far from both bus and trolley service, which would make having a residential area problematic. Unless transit access is significantly improved in this area, having a Science and Technology Park makes more sense than residential since those commuters are more okay with driving." |
| I only support Option A because it seems likely to attract residents who would walk, bike or bus to work and not impact local traffic patterns as much as the others. |
| Not a big difference between options, hard to choose. Don't forget that many people in this area use the dirt road/trail off the north side of Eastgate mall between Genesee and Easter Way as a "secret route to Sorrento Valley". It is actually quite beautiful, despite being a utility access road, and is used for bike commuting, jogging and enjoying nature. It deserves to be protected as a park or preserve. |

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| During the years I spent working on Executive Drive, I went for a walk daily around this area. I saw a ton of wasted space on Towne Centre Drive that could easily be used for dense housing. Negotiate the limits with Miramar and increase the totals for Option A. There are also numerous empty offices along the streets in this area that could easily be used for dense housing. |
| During the years I spent working on Executive Drive, I saw a ton of wasted space on Towne Centre Drive that could easily be used for dense housing. Negotiate the limits with Miramar and increase the totals for Option A. There are also numerous empty offices along the streets in this area that could easily be used for dense housing. |
| Option C is best because this area is a quieter area best suited for science and office space. There isn't any urban infrastructure that makes it appealing for a lot of housing, and much of the land is on a peninsula. This place is best for office and technology buildings |
| I would keep the technology park |
| How can we support additional growth when water, electricity, sewage, and transportation are insufficient to meet current needs? |
| I'm not voting for either. The current infrastructure does not support the development of either option. I do not want any building or development at the current sites. |
| I'm not crazy about the idea of adding large amounts of extra business traffic around the hospitals. |
| As great as this is, I would add more green spaces by utilizing subterranean parking. This would increase the quality of life of the residents and the community. |
| I'm the most torn about this one since there are trade-offs between housing and jobs. I chose the one with more housing but ultimately if there is enough affordable housing available on the transit lines, prioritizing jobs could make more sense. Making the walk/bike to transit as smooth and efficient as possible will be key so people don't end up driving more in this area. Protected bike lanes, wider pedestrian paths, etc will be key. Again, MCAS hasn't been keeping to their flight paths, so I wonder if any negotiating is possible here since UC is restricted by those but not protected by them with their current usage. |
| I think keeping a low environmental impact is important for the future, so keeping people close to work and UCSD is important. More and more people will be coming to the area and having more people live in the area will make it even more vibrant for both residents and workers. |
| How will you attract this technology? Where does the water come from to support the growth. How will you address the homeless who will ride to the location on the trolley? |
| I think because it is already used for important places of employment, we shouldn't change that, but the addition of housing would be really good. |
| This area could benefit from more density than the other areas of this survey due to the increase in road capacity on Genesee and the I-5 intersection and proximity to the new trolley station on the UCSD campus. Also, a certain percentage of housing that is added to this area should possibly be dedicated to people that work within a mile or two distance to help encourage more transit and biking/walking as a commute. |
| Increased accessibility from residential areas to transit centers. Otherwise, there would just be more cars clogging the roads. |
| This option does the least amount of damage to the area. Again, the area is already built out and doesn't need anymore. |
| Probably the least disruptive of plans, but again -combined with all of the other proposals- will further decimate an area already negatively affected by massive development, traffic, noise, and pollution. |
| While I support the high-density transit village in the southwest corner of this region, the area adjacent to Towne Centre Dr does not seem especially conducive to public transit since that road effectively dead-ends at the end of a ridge. As such, this seems like the region most likely to add private vehicle trips (not sure about the study methodology here). It would be great to see lots of high-density housing/mixed-use development along Genessee, especially near the Executive Dr and UCSD Health trolley stations. |
| Uses need to be separated. Living in an office park sounds god awful. Also, where are the parks and public schools to service this area? It's dumb to collocate too close to industry. Just down the street there is housing. Collocating will dilute uses and not create a cohesive g |
| It would be nice to increase housing there, so people can live and work at the same area. |
| Keep open spaces in mind. Make sure all forms of transit coincide. Make bicycle paths safe. |
| Existing preferred. This is already a traffic nightmare. |
| We don't need so many science parks. We need more residential. |
| Leave it alone |
| Less development than option c |
| The Campus Point & Town Centre Employment Village should seek to maximize housing stock near the future trolley station. A future aerial tramway to Sorrento Valley Station and Sorrento Valley should also be considered for this focus area. |
| Lower density |
| Make it easy for people to commute on bikes to work and school. Don't need more cars on the road. |
| Maximize jobs |
| Option A sounds perfect! |

I am against increases in density because the highway infrastructure cannot handle it... It takes 15 minutes to get from south UC to the UCSD campus and there are too many traffic lights along Genesee to the north... Traffic at peak hours is intolerable, esp with the trolley stanchions around LJ Village Drive and the new lights that have been added in the last 10 years. Regents Road Bridge would compensate for some of the traffic snarls and would provide more safety with an extra evacuation route in case of wildfire or earthquake damage to older bridges and freeway overpasses. Right now Genesee is THE ONLY through-north south route for UC residents, while RegentsRoad is blocked by the Rose Canyon... There appears to be no safety considerations in any of your redevelopment plans, which is unconscionable.

Not too crowded, so not too much residential space would collide with university students. An increase in housing and jobs would be positive though, maybe even helping develop the surrounding area for the university's benefit.

I live in this area. I'm in favor of smart development that would enable people to live closer to their jobs. But due to restrictions from the MCAS, high density development won't work. Could we get rid of the MCAS and develop along there - Miramar Road? The MCAS creates a lot of noise pollution.

Right now there is not enough housing for all the people who work & study in the UTC area, leading many to commute from downtown SD on I5. This creates traffic and greenhouse gas emissions, and it lowers quality of life. Right now, the UTC area needs housing for the people who work there. I'd love to see more job creation in more urban areas with denser housing (e.g. in downtown SD) rather than putting more jobs in UTC when most of the housing is 10+ miles away.

Try to balance the number of houses and new jobs in this area. Making it too industrial will be bad and a waste of resources and land.

Needs bus.

I'm against collocation of housing in the areas that were mentioned.

The proximity of UCSD makes it a prime location for housing that would serve the students and employees of the campus. The option C, with the most jobs does not allow, due to the flight path restrictions, for a commiserate amount of housing.

Na

More bike paths and pedestrian infrastructure. Maybe a foot/bike bridge across part of the canyon? Its SO hard to walk around La Jolla and I want to see larger sidewalks and smaller roads.

-reduce commute time by placing affordable Family housing near transit □ We need 3,4, & 5 bedroom homes 1,900-2,900 sqft □ High ceilings allow loft beds and more storage □ Ceiling fans reduce need for air conditioning □ Options for Home office, Maker space, Separate family room and living room, and in-law suite for multigenerational living □ Storage space for camping, holiday, and sports equipment □ Large kitchen -Walk-in pantry and/or scullery options □ Sound proofed family room so musicians practice and kids socialize without bothering neighbors - Plan architecture so homes receive lots of natural light. □ Solar panels □ Grey water systems □vegetable gardens □Compost area □Edible and/or native plant landscaping- bird way-station on the roof -common spaces for varied gatherings (play groups, study groups, book club, Community meetings, exercise class - plenty of wide parking spaces & guest parking - require rental landlords to live in the city 9mo/year - Focus on Homes over jobs

Don't let garden communities develop this area, they are bad at management

More housing

None of these villages is suitable.

"This area is in a perfect location for higher density housing, as it stands it's currently pretty sparsely populated, and represents a good location to build lots of affordable, high density housing for students and others in the UTC region. I think that it's ridiculous that we are allowing the military to dictate how we zone our cities. If the military base has become a problem preventing high density housing from being built in a region where it is very much needed, perhaps we should re-evaluate why the military is allowed to conduct flight operations at all in such an urban location.

Option A is the best bad option as it stands, but what this area really needs is the development of high density housing, not more sad, mostly empty industrial parks."

No more housing in UC! We are full.

"Neither!

Absolutely no ""high density"" residential. Any option containing high density residential should be eliminated. no one wants to live in high density high rises or aparment complexes and San Diego is severely lacking single family homes of at least 1400 sq feet (with a driveway and backyard).

Next, concentrated tech parks are bad since they mean massive amounts of traffic in and out of a single area caused by 50,000 -100,000 vehicles twice a day. Causing large amounts of noisy traffic pouring into and out of the surrounding neighborhoods twice daily. In addition, tech parks cause the price of homes in surrounding areas to sky rocket making it unaffordable for people to live near their work. Since people need to drive from far, pollution & traffic are high!

Solution: Spread out the tech park! Sprinkle companies across the city, within neighbourhoods.

I propose a 4th option (option ""D""): Single family homes + only a couple companies. Only underground subway transit to the area."

Increase housing with businesses underneath. Increasing jobs in this area would also increase density to over 300 persons per acre which is surely already the case for the Preuss school, LJCDs, and Scripps Memorial, so build low cost affordable housing to the exclusion of students - build a neighborhood for families.

None of the above. No new building.

None.

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| ONCE AGAIN...BUILD IN YOUR NECK OF THE WOODS. I PERSONALITY DO NOT WANT ANY CONSTRUCTION TO DESTROY OUR LAND, CANYONS AND YET THE CITY IS INCREASING OUR WATER RATES!! WHERE IS THE WATER COMING FROM? ARE ALL THESE NEW BUILDS GOING TO HAVE SOLAR AS THEY ARE NEW BUILDS!!! NO...I DONT WANT THIS FOR UC!! MONEY, MONEY IS ALL YOU WANT SO YOU CAN FILL YOUR COFFERS WITH PROPERTY TAXES. |
| No change, leave it as is. None of the options above should be allowed. There is too much traffic and congestion, too much noise in the area as is. The area is over populated as is. The university should not be allowed any more expansion in the UTC area. The congestion they created has decreased quality of life in the area already. |
| No comment |
| No more housing development! |
| No new housing |
| I am primarily interested in the most amount of housing development possible, therefore I chose option A |
| Again... you need to offer an option of “non of the above.” I don’t like any of your options. I vote for no development. This is an extremely biased survey. |
| none of the options |
| None of the above |
| Co-location of housing and employment is critical to reducing GHG emissions across the region. With such an urgent housing crisis, we should not shy away from any opportunity to infill more housing near transit and should choose Option A. |
| I expect that having more jobs in an area with existing public transport would incentivize public transport use more than having more homes in an area of public transport. With limited space to park resident's cars, it would seem reasonable to limit the parking space and instead provide more buildings/jobs. |
| Hard to do a lot in this area, but any additional retail or housing would improve it. It is mostly ONLY employment currently. |
| Traffic. Traffic. Traffic. There are not reasonable plans for handling the increased traffic which any of these options present. |
| Nothing more to add |
| I don’t like the high residential along Genesee in all of these options. B provides the best mix of jobs and housing, IF more parks are added and if Fire Department permits the residential. |
| The hilltops in this area, as viewed from I-5 and I-805 southbound are important visual resources that help define the character of the City of San Diego. From Sorrento Valley, this visually prominent mesa feels like the demarcation between the coastal communities to the north and the beginning of the City of San Diego. The importance of this particular visual resource should be taken especially seriously, as whatever future developments are proposed for these locations, if done poorly, could degrade the first impressions people have when entering the City. From a community design standpoint, all of the options look isolating and disconnected from the rest of University City. The streets should be eventually redesigned as tree-line boulevards, lined with mixed use buildings that relate to each other across the street, rather than as self-contained, landscape isolated units. |
| This high tech/medical employment hub could use additional housing, a portion of which could be reserved for affordable housing. As it is lower density, a commitment to preserving open space would take advantage of the height and density limitations already in place. |
| More housing! |
| There’s no shortage of employment options in and near this village. UCSD’s growth will naturally continue to generate companies in this area. We need to reduce commutes by increasing housing near this major employment center. Having lived at the corner of Eastgate and Genesee, I’m aware that the whole area is very out of character for the UTC area. It demands better low- and medium-income housing and dining density. |
| With the Voigt Trolley Station and coordinated bus routes planned, anything less than Option B would be a disservice to efforts to increase housing. Depending on what habitat is in the canyons below and whether those paths are open for recreation may be a contributing factor to how much residential should be added to this area. |
| Option C is the best because it has the smallest footprint. It offers more new employment opportunities than housing and this is appropriate as employment opportunities are a more critical need for the community. The overall strategy is to radically scale back development because the land is grossly overbuilt. Rather than continuing to overbuild, an emphasis should be placed on making distance working and learning the norm and on the re-wilding / re-greening of overbuilt spaces. |
| Since most of the area either falls under transition or accident prone map I would prefer not to have housing development |
| The airport considerations should limit development of residential housing here. I remember well the plane crash of December 2008 |
| I am less familiar with this area, as I do not frequent this section of the map often. However, since there are not really any grocery stores in this area, I would not recommend building up the residential for this area so food deserts aren’t created. I think developing this area for industry would be greatly beneficial, especially for how close it is to campus (creates more opportunities for UCSD students) |
| This area still would need more parks, schools, parking, etc. in conjunction with expansion. |
| I believe Option B achieves the most suitable balance for this part of the UCPA, providing room for growth on both residential corridors and employment areas. |
| Less parking more housing especially near the trolley stop. |

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| Please provide additional Gas station. There is no competition between gas stations in the area, which causes increase in gas price, and inconvenient operation hours. Limited supply of convenience store and gas station increase car usage (driving time) to the grocery stores to buy any small items or fill up the tank. increase retail and restaurant spaces to eliminate the need to use car to buy household items or eat outside. |
| Add bike paths to connect this community to the trolley! Also, get rid of the parking lots and replace them with parking structures, housing, and office buildings to increase density. |
| Same, none acceptable. |
| See previous comments. |
| Bringing housing closer to jobs, reducing greenhouse emissions and creating a sense of community! |
| Students can't live near campus without more housing. Please build more homes here. |
| In this situation there seems to be a trade-off in homes and jobs, I would support a mix of both. |
| Do not make a commercialized area |
| I would not develop wealthy areas and instead focus efforts on solving the housing crisis by building affordable (not nice/luxury) public housing that is not for profit. More safe bike paths (not adjacent to cars) would be nice. |
| There are a university and three schools in near proximity to this site, and yet you want to include increasing density through this plan. Since the potential danger from the Miramar military base is acknowledged, why would you even consider placing children and workers in the path of another potential tragedy? |
| It's too much density for the area. The roads can't handle it. The traffic is already bad. The City is allowing UCSD to take over UC and we don't want the increase in density. We don't want the increase in crime and the increase in noise pollution. |
| Sounds cool! This area could use more mixed-use development and walkability/bikeability/public transit access. |
| The more the merrier. |
| If I have to choose one it would be C. Another crowded area with a lot of traffic. Why add to the problem? |
| More housing : less jobs is exactly what I want. |
| Less development. If I wanted to live in LA, I would live in LA. |
| Where is the money for all of this coming from? If taxpayer money, shouldn't people be informed as to where their tax dollars are going? My household is only finding out about this because we happen to be on an email list. Otherwise, we would be ignorant as to what's afoot like the vast majority of people who live in University City. All of these high density ideas are terrible and will make our quality of life much worse. |
| This area is NOT well served by the trolley so it will increase traffic if density is increased. The areas along campus point and towne center are also single ingress/ egress areas that are dangerous in a wildfire situation, and are surrounded by canyons. These areas are NOT prime for increased density. |
| There is insufficient transit to support the increased density. |
| People drive cars in this area. The surface roads are insufficient to handle the traffic. Where will people park their cars? |
| Cant mix the kind of industry there with residential development of significant degree unless parking is assured and provided/required for multi-residential housing so there is no conflict between workers and residents, or competition for parking. |
| I believe the inclusion of housing adjacent to employment makes the best sense and I would balance any development that adds new jobs with housing for those jobs. |
| "These are my concerns: No new parks proposed (despite up to 100,000+ more residents) No guaranteed funding for expanded rec centers, libraries, protected bike lanes on Genesee and Nobel Poor transit ridership projections: more cars, more GHG emissions; this fails to meet City's Climate Action Plan goals More impacts on our protected natural habitats like Rose Canyon" |
| More density, there needs to be more housing where jobs are located. More mixed use zoning |
| The Campus Point and Towne Centre areas are one of the last areas to increase the availability of clean life science and technology jobs. We need this flexibility! |
| Given that climate change is only going to make drought and fires worse, I really don't think we should be pushing dense housing and employment further and further into the canyon. |
| We should enable a mix of both housing and jobs close to the Voigt drive transit station and the I5 bike path. |
| This area has major employment centers and housing, but not enough housing and the housing is too far separated from places of employment. The proposed increased density and integration of housing is critical. Mixed use high density developments should be maximized particularly in those areas unrestricted by the safety zones. There also needs to be an emphasis on allowing safe bicycle transit to the areas further from trolley and bus transit. |
| Getting more people to live near where they work is important. This option presents the highest number of housing units in the area, but the lowest number of jobs compared to "existing" which I think is reasonable in the context of the overall UC area plan. |

These are not villages. They are commercial centers. Towne Ctr 's lack of proximity to public transit that serves the persons who work there remains unaddressed. Same too with Campus point. The trolley does nothing to resolve the commute to and from north county and the cars that it creates. Residential in these areas is not practical as it is too far from "neighborhood services" and therefore will require cars and more traffic. Plus, both locations have a "cul de sac" problem in connection with safety issues

please make more housing .

Focus on jobs but preserve some open space. Again, building bike infrastructure between rose canyon to here is important to keep people out of cars.

Should include improved bike and pedestrian access especially connecting to the coaster station without need to attempt the treacherous freeway ramps crossing. Sorrento Valley Rd/Mira Mesa Blvd should also have a trolley line running along its length

This is probably the nicest location, with good views, and is close to public transit. It should be shared with affordable residential housing, for local residents, employees, and students.

Vigorously protect Rose Canyon. Greatly expand city transport options (on green/electric vehicles). Increased and protected cycling lanes and firm encouragement of cycling and walking as a means of transport, especially to work. More charging options for electric vehicles. Ensure planting of native plants- trees, shrubs, grasses, flowers etc.

Housing in this area is problematic due to sensitive lands (canyons behind Genesee to the east) and the noise from MCAS Miramar. Best use is employment where sound mitigation can be built in during development. Ideal R&D. Environmentally fragile.

Nothing in this proposal makes an even trade to the local community for the damage of moving 20,000 people through it.

I think all three options are terrible. Can you figure out how to keep the jobs and allow new housing?

I would LOVE to live near my work! I would need parking for a car to get my child to school.

Why not have an option keeping it as it presently exists?

San Diego's Nobel Laureate producing lice science cluster will transfer academic discoveries in Torrey Pines to new therapeutics in Towne Centre.

Build maximum amount of housing and services possible for area workers.

We should support as many housing units as possible near the trolley stops.

We need more areas for jobs and more housing, option A can give us that great balance!

We certainly need more housing in this area and access to the 5 is a bit easier than from UTC area to 805

town centre is too far from the trolley stations to be well served by them - adding jobs here will increase traffic congestion tremendously. both drives are dead ends with only 1 route in. housing is badly needed. at least the traffic will be balanced in both directions biasing growth toward homes over jobs in this area (option A)

These areas are fairly quiet at nights and weekends and would benefit from expanding their use into residential.

There is a real need for accessible housing close to the UCSD campus

Sorrento Valley is already on of the major employment hubs in the county. Traffic chokes on the 805 every evening in this area due to commuter traffic. A focus on housing is necessary to alleviate this imbalance.

Rent cap is needed for this area. Outrageous pricing!

Please also put more public transit in this area. There is a deficit here. It takes me at least 15 minutes to walk to a bus stop, which is at least another 15 minutes to get to any other location.

Option A results in the most housing and lowest emissions. It would increase public spaces and infrastructure for bikes and improve the overall vibe of the previous soulless parking lot vibe.

None of this area can be built on as it lies in the MCAS Miramar Seawolf Corridor. It is therefore in the Accident Potential Zone and will be excessively noisy.

Negotiate the limits with Miramar and increase the totals for Option A. There are numerous empty offices along the streets in this area. These could be converted to housing instead of sitting empty.

need more housing! Medium to high density residential plans are needed to keep housing accessible to the middle class in San Diego!

My reasons are similar to those given in the preceding question.

My highest priority is increased housing. I will support as much as is being offered.

More park concepts and open space for walking and working out. I think mixed use residential and work needs to have a community feel and create some urban park infrastructure to keep it green. Would prefer more mixed use like in option b with the benefits of parks and infrastructure in option a.

MORE HOUSING!

more housing to help with the housing crisis of UCSD

More housing the better

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| More housing on Towne Centre R. sounds like a great idea. Would be great to have mixed-use so there are places to shop/eat. |
| More housing is needed in the UTC area, and this would help fulfill that need. This housing would also be close to transit, which would encourage transit use |
| More housing |
| Keep high density housing and lowest greenhouse gas emissions |
| Job centers paired with transit based housing, higher density housing options will promote smart growth that will revive this area with services, talented employees, more quality jobs and encourage alternate mobility options for people who live and work in our community. |
| It does not make sense to not colocate housing and work. People should be able to walk or bike to cycle in a reasonable amount of time if they desire. I think there should be even more housing added than option A proposes. |
| Increased housing density. |
| I would like more affordable housing in this region. |
| I would like more affordable housing |
| I think we need to include more housing where we can and increase density in places with no or low density housing first. |
| I think it is important to co-locate housing and job sites. But I recognize the Accident Potential Zone complicates that a bit in this area. Overall I like the idea of making better use of this area for residential and commercial purposes in tandem. |
| Housing is the number one priority. |
| Higher on homes and lower on jobs. Good mix! |
| Genesee can support additional traffic as can I-5 interchange. |
| During times of housing crisis, we should prioritize housing with option A. |
| Build Housing to sell to citizens. No more rent! |
| Adding more housing to this area would be incredibly beneficial both to the students who need housing in the area as well as to the many business members in this area. This reminds me of "smart grid" planning -- aligning housing with where people live and work. |
| If surrounding areas increase housing enough, it could make sense to focus only on employment in this area. However, focusing only on employment requires more car trips and provides less public amenities and is less environmentally friendly. Despite the height/safety restrictions, it makes sense to go with more housing so that people can cut back on commute times, pollution, and have space to walk and bike without fear of cars. Even if the residents are not the ones working in the area, there is so much nearby for them to access and new shops can take advantage of both a lunch and evening crowd. |
| Traffic density concerns, parking availability, |
| This option seems to be the right balance of housing and jobs for that area. Additionally, there should be consideration for a community park in the planned development for families. |
| These homes need to be affordable!!! They should be for the employees of UCSD and UCSD Health, so no luxury appartments. |
| The natural canyon lands around this development should be protected (they currently are littered with trash and foul runoff). They should be rejuvenated with native plants. And the existing trails should be improved and made more accessible. This type of beautification and recreation will make the business and residential areas more attractive and valuable. |
| Option B seems like the best of both worlds. |
| If you add housing, there needs to be walking paths, big paths and a parks added to enhance the livability of the residential area. |
| I would add more restaurants/happy hour spots in the towne centre area instead of housing. |
| I hope to see the Voight trolley station increase train commuters. |
| hardest to decide, since more jobs could be great, but if folks are driving from further away, more backup waiting to get on 5, hopefully will take trolley or bike. |
| Density in this area is important but must be balanced with traffic and safety. One point of ingress and egress to Towne Centre and Campus Pointe creates challenges traffic and safety in a natural disaster. |
| Balanced home and job growth would be preferable |
| While redeveloping this area it may be worth considering a transit option between Sorrento Valley and the zone west of the 805 that is less car centric (e.g. bicycle or more efficient bus routes), such as e.g. an extension of Scranton road to connect with Eastgate Mall. Currently, the only 2 possible cycling routes from eg the new Apple campus to the Chick-fil-A barely 4000ft across the 805 come with prohibitive detours of 25-30min cycling or 1-2h of walking. |
| We need more open space parkland dedicated and accessible if we're going to densify further. |
| We don't want more housing and traffic. |

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| This is primarily a business park and should remain so. |
| This is a good place to add restaurants and gyms for day and evening use for the employees in the area |
| There is no plan to increase parks or open space, only increase density. |
| There is already gridlock in this area during the high traffic areas. The completion of the trolley will help, but will not be a replacement of cars completely. |
| There are already dense housing opportunities near this area. A city bus surrounding the area would make sense, with employers sponsoring free transportation. Cut down on gas emissions . We don't need to crowd our areas, we have a large population already. |
| the residential development seems like a good idea |
| The ADTs are already maxing out the roads what will be done to mitigate that and what will be added infrastructure to support the employment population |
| Please stop adding high density housing. It takes 20 to 30 minutes, depending on time of day, to go from South UC to our doctors at UCSD. Why does University City have to accept such overcrowding. Quality of life here is horrible. |
| Option C because it supports the most jobs. This is a great area to work, not necessarily a great area to live. |
| Once again, minimal difference between the 3 options. None are good. |
| No more development |
| Most people do not want to live at their place of employment. Add parking for cars. |
| More bike accessible |
| Let's keep the canyons and natural spaces as they are. |
| Less traffic |
| It's good the way it is now, with employment buildings but not so much housing/residentials. |
| Improve local public transport options for local neighborhoods to reduce traffic flow in this area. The trolley is simply not accessible for most outlying residents and a car is required for travel |
| If possible, I'd bring the east and west side closer together |
| I prefer options that maintain the existing term mom and pop businesses and do not increase housing density. |
| i prefer no building but you don't offer that option to choose |
| I picture it as more employment than housing. There will be a tremendous amount of housing infilling the other areas so it will not need more. Again, where are park areas? Even small parks would soften the look of the proposed industrial park look and feel. |
| i like the inclusion of parks Genesee is already super busy |
| I am opposed to building residential units in the flight plan. This is not the place for families. It will be noisy and dangerous |
| Highest number of jobs. |
| Genessee already overburdened. Increased density a mistake traffic-wise, school capacity wise, public emergency services-wise |
| Campus Pt and Town Centre are both cul de sacs with one entry/exit. The current egress of Campus Pt is terrible, causing up to 30min to access Genessee in the fall/winter months. Without addition access, I can't support additional residency. If there's access to Sorrento Valley Rd, then I'd support Option A |
| Campus point drive is an island. presents high danger from a fire standpoint, has been known for sink holes, etc. Putting that kind of population on that dead end is a mistake. |
| As a UTC resident, I do not approve of any capacity limit increases to neither residential nor commercial buildings in this planning zone. We DO NOT need any new residential building developments East of Genessee Ave and North of Eastgate mall. |
| Any additional housing MUST be require roadway and traffic improvements, and off-street parking. |
| Unless you force those companies to make their employees take public transportation. It will be a congested nightmare. I thought you were worried about climate change? |
| Please just stop building things up. There is no contingency for increased traffic or other quality of life issues that residents face on a daily basis. |
| No changes please. Keep as is. |
| No changes |
| No change |
| More low income housing. Do not want to see increased Employment. Already dense enough work and living wise. More open spaces. |

I think keeping open spaces and having the transit close to this area is enough to upkeep with the job demands. I don't think there is a need for more housing in this area by taking away spaces that allow communities to interact with each other.

Genesse needs a divided bike lane with a barrier. With the increase in ebike sales nationally and specifically in Southern California and Sam Diego, are there any community planning infrastructure dedicated to accommodate the increase in cycling traffic? More safer bike lanes away from traffic please.

Employee serving amenities should include parks and dog parks and ample parking

None of the above. Infill upon infill upon infill. Never stops...and where is the water coming from?

Again, quality of life gone.

| UTC TRANSIT VILLAGE |
|---|
| "housing should be focused on the EMPTY business offices NORTH OF La Jolla village Dr. Covid has changed how office work is done-it is done from HOME. |
| Transition the office parks to housing neighborhood vs cramming high density into existing neighborhoods." |
| More bike lanes |
| PLEASE FOCUS on pedestrian option. AND SAFE PEDESTRIAN/FAMILY OPTIONS. More shops/restaurants along base of buildings to enhance the neighborhood. Currently-it is just 'mall' options, business parks, and housing. Very unattractive for residents to explore their neighborhoods, or for commuting workers to walk and enjoy any options. If the UTC area is to become even 'more dense' than it already is-it must encourage shop/dining/cofee options along the pedestrian routes. |
| Additional parking and green space must be included in any new developments |
| The current situation at UTC is already absurd. It feels as though developers are actively trying to steal away the friendly community that was once University City. |
| Traffic in this area has already increased substantially with the updates/additions to the mall and surrounding areas. With these proposed developments, that area would be equivalent to living in Los Angeles--impossibly difficult and congested. They would have a huge impact on the environment. |
| Be sure that housing includes ownership, not just rentals and leases. People need to have the opportunity for ownership. |
| While the claims about making these designs pedestrian and cyclist friendly makes me happy, there'd be a lot of work to be done to make it a reality. Protected (and enforced) bike lanes would be a wonderful start. I'll be honest, I choose Option B over Option A because Option A looks too much like a downtown. I want there to be more opportunities for people to live in San Diego and University City specifically, but I personally think Option A would be kind of a miserable place to shop and live. |
| Be sure to include green space. Housing must be affordable. |
| Again, overbuilding DOES NOT improve quality of life. |
| "any plan must include adequate infrastructure That includes schools, parks, libraries, streets, public transportation and parking both on street and in private business and housing units. Just because there will be both employment and housing in the location doesn't mean all employees will live within walking distance or easy to use public transportation. Bicycle paths are a popular idea but will only serve a small minority of the community. Existing open areas such as Rose and San Clemente Canyon must be protected as recreation and having trees to help control Carbon Dioxide." |
| Bike transit is a joke; how are you going to ride a bicycle with groceries? Less than 2% of commutes are by bicycle and that number will not increase no matter how much money SANDAG spends on dedicated bike paths. SANDAG is taking money which should be spent on widening I-5, I-8, I-15 and I-805 and wasting it on a trolley that does not serve neighborhoods...how are you going to take the Trolley to work and then walk three miles to get to your house; each parking place at the new Balboa avenue trolley station cost \$60,000 each!! It's an outrageous waste of taxpayer money. The SANDAG CEO, a failed transplant from LA, is responsible for this misguided boondoggle. |
| As much housing as possible and as little parking as possible. |
| More pedestrian-centric, transit-friendly and accessible facilities/resources. More AFFORDABLE housing for students. Disability friendly and safe spaces for BIPOC. |
| UTC is desperately in need of new housing. Trying to rent a room or apartment there is extremely expensive, and more housing will help alleviate that. Plus, putting housing in areas where people can walk to amenities is super helpful for people and will also reduce the amount of cars on the road and improve the overall health and well being of both the area and the people living there. |
| Build better bike infrastructure. More medium-density housing. |
| More housing, less carbon emissions, better transit-oriented development to get people out of their cars by creating pedestrian-friendly environments. |
| Add protected bikeways on Regents, Genesee, Nobel, and LJ Village Dr |

| |
|--|
| Did I hear an increase in housing and decrease in surface parking through infill development!? Absolutely a great idea. Win for people and for businesses both in UTC and everywhere else along the trolley line. Again I think a critical component would be to make getting to/from the trolley and the university without a car reasonably comfortable. |
| Option B values housing without the huge increase of job location. If jobs increase too dramatically, then I can't vote for option A unless traffic on the freeways and local roads (Genesee, etc) are addressed. Infrastructure improvements need to go hand-in-hand with growth so A is out of the question in my mind. Infrastructure also includes public transportation. |
| Option A might be excessive, with a wide gap between homes and jobs, though it is similar to the existing situation. I find Option B more suitable and balanced. |
| Local community planners have clearly been duped by large development interests. |
| Drastically increased walkability for the University City area. High density housing to along transit lines. |
| "Insufficient space for comments on specific locations Effective options are quantitative - S,M,L. This is problematic because the distinguishing qualitative features (housing, jobs, public amenities) do not perceptibly change among options except for their scale. Public choice is reduced to pre-existing bias for S,M, or L, which reduces value of the survey. Consider clearer housing emphasis option in UTC that includes units not tied to big increases in commercial?. Res. zoning vs RMX? Apparently random placement of structures in birdseye reinforce lack of qual. differences. Is the visual modeling accurate to projections? Option A - birdseye shows roughly 70 new bldgs and +35,000 units. At scale of Palisade (300 units/20stories) it would take 100+ towers to accom. the planned hsg alone. Model does not appear close. If rendering is misleading, feedback is compromised. GIGO problem Each option she focus hsg along Exec rambla. Each shd maximize retail across Regents from UCSD." |
| Accessibility in this region is currently poor. The businesses can't get their customers. Housing is ample and dense as it is, no need for more, just better design of business buildings to promote accessibility. A "Target" retail store needs to be added to this region. |
| Easy access by bus from UCSD with many housing options for students, especially 2-4 bedroom apartments for less than \$900/bedroom. Pedestrian access and bike safety. No Brutalist architecture, minimal visible concrete, prioritize lighting and windows, trees, and community spaces for residents to gather. |
| It's the terminus for the Blue Line, so I would like to see it as a mini-downtown so to speak. Make full potential of the amount of residents and jobs that call UTC home. |
| Save our planet. Remove half of all existing housing and return to open space. Reduce the human population to a reasonable, sustainable level. |
| "Rooftop gardens Use bird-safe glass for buildings Enhance quiet: road surfaces? Reduce noise outside buildings from AC? Safe bicycle routes Can trolleys carry bicycles? Friendly nooks to rest in after shopping, eg benches for people to sit on for free, without having to buy coffee or food. Little free library Electric car fast charging stations Solar canopies over parking lots Site buildings to reduce ""wind tunnels"" |
| Closest to trolley. |
| I support building more housing and taking advantage of the existing transit infrastructure. |
| NO! Density density density, traffic traffic, noise, bums. What we need is a -----UCSD! We just need to get the Costa Verde Shopping Center. Retro Rbuild and Lux Towers done. |
| Medium density |
| I think this increased density is problematic. It's not very far from the canyons, but at least it has the new trolley stop. |
| If any location in North UC is appropriate for higher density development, it is the area around the UTC and Executive Drives Trolley Stations. Nonetheless, I don't see any provision for additional parks or other infrastructure measures needed to accommodate the higher density. I am also dubious that the prediction that the annual number of vehicle trips per capita will decrease as dramatically as predicted. |
| Everything is good |
| Would first have to complete University road system before any expansion . Any of these proposals would put pressure on the widening of Governor. Will need to prosecute Westfield executives and lobbyists who removed planned roads; the Regents Road Bridge and the Governor to Gillman connector. Listen up planning; "There is no statute of limitations for any act or in this case coordinated series of acts that results in the death of humans". So complete the highway system before any expansion goes forward. |
| The layout looks really cool and unified. |
| "area is already densely packed needs walkable neighborhoods. not more filled in spaces with housing." |

"I am a 3rd-year civil engineering student at UCSD. Rents are really high, so I support option A to increase housing supply. I am particularly excited by the rendering for this area, which includes a large walkable plaza/sidewalk area, bike lanes, and plenty of bike parking. Because of the high density planned for this project, I believe that it would be essential to accompany option A with good bicycle infrastructure to the UC San Diego campus. I think University City should seriously consider adding separated bike lanes, and possibly even a greenway/bicycle highway.

I also think that bus-rapid transit (BRT) running south on Genesee would benefit the area. It could run from University City down all the way to the trolley line in Mission Valley. I think such a line could give a cheaper and more environmentally-friendly option to commuters who come by car on Genesee, and alleviate traffic in an area rapidly increasing in density."

I am against all three options A, B and C

I am deeply concerned that the plans presented here do not provide for commensurate improvements in, or protections for, open spaces (Rose Canyon), parks, traffic/transit (e.g., bike lanes, pedestrian and cyclist safety), and affordable housing. These must be explicitly addressed before a plan can be chosen, because the plans are incomplete.

The surrounding area of UTC is pretty urban so a transit village would accommodate the transit centers needs and the needs of the students.

Option C overview does not match the details, which shows high density residential on Genesee south of Nobel. Do NOT put high-density south of Nobel on Genesee. It's too close to Rose Canyon MSCP habitat. High buildings with night lighting would have a negative impact. Plus being so close to Rose Canyon would lead to increased negative human impacts on Rose Canyon and the MSCP. Also, that parcel is constrained by a steep drop off into a riparian area on its west side. For all UTC options there needs to be green park space where people can take kids to let them run around. Consideration of what makes a good place for families with kids to live has been left out of the concepts for all focus areas that add residential. Nothing in the concepts is geared to making this a community where families with kids would want to live. And don't count Montrose Park AGAIN as meeting park space required - it's already been counted multiple times as more residents were added.

I don't support any of these options.

We need more housing, but PLEASE ensure there is sufficient parking & lighting for people to get safely home at night.

This is an area that is already dotted with numerous 10+ story buildings. It's an ideal place to add high-density housing. We should be reducing surface-level parking by adding parking structures at the bottom floors of buildings. We definitely need to break up super blocks to maximize pedestrian and cyclist access. Ideally, add parking around the periphery of the village and encourage walking/biking/public transportation within the focus area.

ANY further construction will have to address the congestion at highway on ramps and Genesee&Nobel at rush hour. Assuming people will be walking and biking is a fallacy.

I have known many cyclists who have been cars in this area. Curb-separated bike lanes are critical for truly making this "well-served" by bike infrastructure.

All of the options given provide a large increase in job opportunities which is great but I would think that if given the case where areas around UTC have had a great increase in housing density, the area for the core of UTC may end up being too crowded and may making parking issues significantly more of a problem. To provide as much housing as possible while also trying to limit parking issues, I think Option B would be the better vision.

Mixed-use development with areas for walking, biking, and playing. This requires more parklands/green space. Adherence to current height limits is essential to provide density without feeling confined and boxed in.

Please add more bike and pedestrian pathways, not just within these development areas but connecting them as well.

I hope that all of the plans for new housing development will maximize affordable housing and missing middle housing. We do not need any more high end, hyper-amenitized apartments. Please make the housing affordable for students, recent graduates, and UCSD staff.

I don't like high density buildings. It does not seem friendly and welcoming.

Higher density = more activity which makes it feel more alive

I like that this plan seems to have the most focus on biking

Expand it all, this is an area where we can easily expand the buildings into highrises and not negatively impact the atmosphere.

I like the "A" option, but I am concerned about how our infrastructure will handle all of the "trips per day". There will need to be intense attention paid to transit, parking space and traffic movement/flow, as well as safe bike lanes. Also, I would want to see green water infrastructure in place; permeable asphalt and sidewalk pavers. Also, with this many people living and working in the area, speed limits will need to be reduced and enforced for safety. Finally, noise limits on auto and motorcycle engines will need to be enforced because the large, densely packed buildings envisioned in this area will create an echo chamber and the noise of loud motorcycle pipes and modified car engines becomes greatly magnified.

I would prefer to see more parking (for employees, residents, AND friends and family of residents) and more homes compared to jobs. Parking is already in limited supply in this area and part of the reason we don't live downtown, which is what all of these options look like, is so that our friends and family can come visit us and find a free place to park. Option B & Option C are closest with regards to housing/job ratio, but as with all of the other plans, jobs outpace housing. Where will these employees live?

"One change that would likely be necessary to accommodate the increase in residents would be the development of another grocery store in this area. This ensures that people can get groceries locally and thus could walk/bike locally instead of driving to Vons.

Due to the new trolley connection, the area will likely become popular with people commuting to UCSD."

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| I'm not in favor of ANY of these options given how bad rush hour traffic already is in this area. I do not believe that the new trolley systems will be any more effective than the existing bus system in absorbing thousands of resident commuters as well as thousands of commuters from other areas. |
| I love this area and have lived in various homes near the mall for almost 20 years. Please do not make it into another downtown. It is a beautiful combination of urban and pastoral, family friendly and sophisticated, recreational/residential and business oriented. Taller buildings = dark shadows and a loss of views. |
| I really enjoy high density living which comes with the added convenience's of the close proximity of schools, stores and restaurants. |
| This area is very similar to the area surrounding Nobel, in that it is already dense, and it sits along the new transit line. So, while Option A is fairly dense, it would add a significant number of homes and jobs to the area. The FAA could be notified, and the height limit should not be an issue for Miramar. |
| This area is very similar to the area surrounding Nobel Drive, and it sits along the new transit line. So, while Option A is dense, it would add the most homes and jobs to the area. The FAA could be notified, and the height limit should not be an issue for Miramar. |
| More housing and more jobs are better |
| I would keep UTC |
| None of these options are close to my vision. We need additional infrastructure before even thinking about growth. |
| I'm not voting for either. The current infrastructure does not support the development of either option. I do not want any building or development at the current sites. |
| As great as this is, I highly suggest using subterranean parking instead of a surface parking lot and utilize that space to add more green space for residents and the community to enjoy. |
| Same comments as previous areas. Is the FAA regulation related to the main SD airport or Miramar? If the latter, I hope flight paths can be negotiated, particularly as they've recently just been ignoring the agreed upon flight paths, and that seems a crappy reason not to get higher density housing |
| This could feel like a real urbane area with transit, biking, and walking opportunities! There's no reason feel of Westfield UTC needs to be restricted to that small area, the whole place could be walkable and would be much nicer for working and living. More housing just means fewer people need to commute a long way to the area |
| More per poke and density = more water. Where is that coming from? Where will you be putting the homeless who will be riding the trolley to these locations. |
| Once again, I think that dense housing is what we need right now. It also wouldn't hurt to have more jobs near campus. |
| This area has been under a constant state of construction for decades and there are already many large residential towers and medium height buildings. The plan for this area should include slow increases in density but with projects that don't keep the area in a perpetual state of construction. |
| Integrated network of pedestrian pathways, affordable student housing |
| None of these. WAY too much density in an already dense area. Not everyone rides a bike nor do they want to. Not everyone takes public transportation nor do they want to. All of those "visions" destroy the UTC area. The crime is already bad up there in the Condo areas and the trolley will make it worse. The City needs to STOP destroying our community. |
| None of the above. Once again, this plan takes an intensely crowded area and adds density and infill. If you like traffic, crowds, noise, pollution, and living in a place walled off by glass and concrete, these three options are great. No thank you. This area has been raped by developers and continues to be raped to this day. The only justification is that it has already been ruined, so why not? |
| I live in an area directly adjacent to the proposed UTC transit village area. My biggest personal complaint is that the area isn't especially friendly or interesting for people walking/biking. The highest-density option is quite exciting to me – it would allow for significant new housing, which is desperately needed near UCSD, where a student housing crisis that has been going on for years has become even worse. It would support many new jobs, thus reducing the need for office jobs to be located out in the auto-oriented Sorrento Valley sprawl. With these new housing units and jobs, we can have support for more ground-level retail, pedestrian/ bike infrastructure, and good public transit options that would greatly improve the living situation for people like me. |
| The commercial and residential areas are rather new. Why mess with it. |
| Keep open spaces in mind. Make sure all forms of transit coincide. Make bicycle paths safe. |
| Existing would be better. People will have the trolley to take them home quickly. |
| High density would creat too much congestion in these areas |
| More walkability. |
| Leave it alone |
| Less development than option c |
| The UTC Transit Village should capitalize on transit investments made and proposed. With two future trolley stations, a major bus transfer point, and a potential future underground regional rail station, the UTC Transit Village should seek to maximize housing stock. In addition, there needs to be an emphasis on the how development interacts with streets. Despite the relatively high density and transit use in the area, the wide arterial streets and inward facing apartment complexes encourage high speeds and discourage walking and biking. |
| Lower density |

Need to be encouraged to ride bikes or walk so make it make sense. We definitely don't need more cars on the road. Make it easy for people to commute on a bike to work and school and they will.

Retain Regents Park condos

Please add a park somewhere close to Costa Verde Village (closer than Doyle Community Park). Also, it please include soft, friendly lighting, as currently the area is quite dimly lit on sidewalks.

More density in the Regents Road area, without building the Regents Road Bridge is an awful idea. Having the Regents Road Bridge would enable shorter bus trips for residents of western side of south UC, shorter ambulance trips to the Trauma and Cardiac Centers at the UCSD and Scripps Memorial Hospitals... Your plan is short sighted and does not consider any improvements to life style or ease of getting around UCSD to current residents...Rose Canyon is NOT a wildlife sanctuary , it has railroad tracks going right through it, and sewer line, and already has 1 bridge going over it without destroying its habitats.. a 2nd one would not interfere with it, and would provide more safety to students crossing the railroad tracks when they cross the canyon on foot to get to the schools on Governor Drive from La Jolla Colony. More higher density alone is not desirable without first joining the two halves of UC to create a better set of evacuation routes in case of wildfires.

Not too crowded and thus disturbing to residents, but an urban area where people will gather and there will be public space available for enjoyment.

Higher density housing in the area with pedestrian /bike friendly routes close to public transpo is a great idea.. Would like to maintain the canyon corridors of green spaces for the local wildlife to continue to thrive.

We need more housing for UCSD students and workers! We are in a tough situation right now where there is not enough housing in the area to meet demands. I favor whichever proposals build the most housing.

More transit, more jobs in the urban setting

I'm against the urbanization of the UTC area. Let's keep San Diego from becoming Los Angeles.

This development plan, option A, is what the trolley extension is intended to serve. Of all the high density plans for the areas previously covered this is the one that would be most palatable for current and long time residence of University City.

Na

More separated bike paths. Smaller roads. Larger sidewalks. More mixed use housing and shops. Make it more of a "streetcar suburb"

-reduce commute time by placing affordable Family housing near transit □ We need 3,4, & 5 bedroom homes 1,900-2,900 sqft □ High ceilings allow loft beds and more storage □ Ceiling fans reduce need for air conditioning □ Options for Home office, Maker space, Separate family room and living room, and in-law suite for multigenerational living □ Storage space for camping, holiday, and sports equipment □ Large kitchen -Walk-in pantry and/or scullery options □ Sound proofed family room so musicians practice and kids socialize without bothering neighbors - Plan architecture so homes receive lots of natural light. □ Solar panels □ Grey water systems □vegetable gardens □Compost area □Edible and/or native plant landscaping- bird-friendly way-station on the roof of high rises- common spaces for varied gatherings -wider & longer Parking spaces-Designated parking for delivery and maintenance vehicles -Plentiful guest parking- More landlord options than Garden Communities -

Don't let garden communities develop this area, they are bad at management

More housing

Given how close this is to UTC and UCSD, the city should lean into this Option A and build something that resembles a second downtown.

None of these villages is suitable.

I love the concept of this area as a high density, pedestrian friendly environment. The region has a very long way to go before this vision is realized. Any high density development in this area must focus on easy pedestrian, bike, and transit corridors to UCSD campus. Roads in the area are 6 lanes, and high speed, with no protected bike infrastructure to speak of. This must change, these existing large, high speed roads must be re-thought to promote trips via transit, foot, and bike. In particular, Eastgate mall and Executive drive are well positioned for re-development as major pedestrian and bike friendly arteries serving the UCSD community. Regents road must also be re-developed to support a larger volume of non-car commuting.

Again. MY option is Existing. No more urban density. We are saturated already.

"None of the above.

San Diego is severely lacking in single family home (detached with space between homes) homes over 1400 square feet, with a backyard and a driveway.

High density is not the solution and not what people want (at all). High density makes for ugly, noisy, un-liveable and undesireable neighborhood that eventually decline into un-desireable places to live. (especially with families).

Do NOT listen to stupid developers that just want to squeeze as many hamsters into high density garbage housing. Period. Reject and redefine the areas as single family quiet residential zones only."

We need more medium-density, mixed-use residential neighborhoods and an increase in housing to serve the projected 50,000 students at UCSD and required increase in staffing while also reducing commuting. The Costa Verde Mall is an eyesore. Completely underused with multiple closed businesses and Cocos which has been shut for a decade. Raise the entire mall and build over 600 low cost affordable apartments over businesses such as restaurants, coffee shops, and supermarkets, and market specifically for families with children, to the exclusion of students. Include electric vehicle charging infrastructure for every unit. Do not allow the construction of apartment buildings where rents start at over \$3000 for a two bedroom. Build a neighborhood for families.

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| Build as little as possible. Already this proposal is too much. Roads are already miserable. |
| None of these. |
| NO, NO, NO TO ALL 3 OPTIONS. LET UNIVERSITY CITY ALONE OR BETTER YET WHY DONT THE PEOPLE INVOLEVED MAKING DECISIONS FOR US ENCOURAGE BUILDING IN THEIR OWN COMMUNITIES...LIKE NEXTDOOR TO YOUR HOME WHER YOU LIVE! |
| No change, leave it as is. None of the options above should be allowed. There is too much traffic and congestion, too much noise in the area as is. The area is over populated as is. The university should not be allowed any more expansion in the UTC area. The congestion they created has decreased quality of life in the area already. |
| I can't decipher between the three. This is the best area to add high density housing, since it's already built that way and already had a city feel. Better than ruining quiet neighborhoods for those of us who love quiet, that's why we live where we live. But! Where are you building schools to support this influx? |
| We don't need more housing!!! |
| No new changes keep the same |
| I don't like any of your options. This area is developed enough! Stop trying to densify our neighborhoods to the extreme! |
| None of the options |
| None |
| Affordable or low income housing is more needed that luxury condos. People must be able to pay for housing in areas where they work., |
| Option A all the way! Let's take this opportunity with the new Blue Line extension to make UTC the nucleus of a high density, walkable, bike friendly, employment-rich Urban Transit Village. Option A includes the most housing, the most jobs, the least car dependence, and the lowest GHG emissions per capita. Reduce the superblocks! |
| Raised roads and traffic calming should be implemented in the arterial streets off of Towne Center Dr, La Jolla Village Dr, and Genesee Ave to reduce speeds to 15-30mph. A separated bicycle path is needed (similar to what is present on the 101 between Solana Beach and Cardiff) on La Jolla Village Drive from La Jolla Scenic Way to Judicial Drive (and preferably even further to Kearny Villa Road, but may be outside the scope of this project). This major arterial needs to be made available to cyclists in a safe way if the City wants to encourage cycling. Studies show that bicycle trips increase dramatically once cycling routes are made safe. This trend is sex skewed with separated bicycle paths significantly increasing female trips. La Jolla Village Drive has few cross-streets and driveways, allowing for an unimpeded cycling experience. The separated cycling path can be separated via the existing parallel parking areas. Sensors within the bicycling paths should pick up carbon/aluminum bik |
| Option A features a lot of growth in an area of UTC transit village that is currently extremely corporation and office-focused -- depending on how this is implemented this could be fine. Affordable housing is desperately needed throughout this entire area for people that work in this area (both University and corporate) so the more housing that can be built the better. With trolley going in, proximity to UCSD and UTC mall, this area attracts a lot of people, so the more transit-friendly this area can be while still accommodating growth the better. |
| When UTC was being built, we were assured that traffic would not be impacted significantly. This was, of course, a blatant lie. Traffic is a serious problem especially with respect to emergency services which would be severely impacted by more housing and more automobiles. The concept that a car is not needed in San Diego is ridiculous. I am a senior citizen and I am not using a bicycle or walking the significant distances required to access public transportation. Buses are infrequently available and I am unaware of free parking available for use of the trolley. |
| Nothing more to add |
| There are not enough parks in this area for more residents. Option C provides about the same number of jobs as B with fewer houses. This area is better suited to jobs than more residences. Residences will be expensive due to location and will help neither affordable housing nor UCSD students. |
| High density in this location could be positive, so long as: Buildings relate well to streets w/ special attention paid to the detailing of lower floors, quality architectural materials are employed, long stretches of blank surfaces (including reflective glazing) are not allowed (there should be frequent doors and windows), regulatory height maximums mostly expressed in max. no. of stories rather than in ft. (to encourage higher floor heights which makes living and working spaces much nicer), balconies not allowed where stored items would be visible or falling contents a potential danger to pedestrians, utilities are hidden inside buildings instead of placed on the streetscape, drive entries not overly wide, people who ride bikes and pedestrians are protected and given extra space, intersection crossing distances for pedestrians are minimized, low traffic design speeds, vehicular lanes are reduced to the minimum for traffic calming, best practices of urbanism are employed. |
| Same as the Nobel Transit village plan, this area has seemingly high density residential and commercial already. Further emphasis on pedestrian safety is needed as there have been fatalities. More protected bike lanes are a must. This is an expensive area to live so any additional residential should seriously be reserved for affordable and very low income housing, It's not fair to those who take low wage jobs in this area to have to spend so much time commuting. |
| More housing!!! |
| This area is already dense and trending towards walkable; please continue to add housing and enhance housing options proximal to the transit center |
| LOVE the pedestrian promenades and linear greenways shown in the Eastgate area to make it friendlier for pedestrians and non-office goers. Creating a more job/housing connection in these areas is key as they are quite segregated now. |
| Option C is the best because it has the smallest footprint. The overall strategy is to radically scale back development because the land is grossly overbuilt. Rather than continuing to overbuild, an emphasis should be placed on making distance working and learning the norm and on the re-wilding / re-greening of overbuilt spaces. |

I like how the area looks currently. The concern is about housing, even though currently there are housing units they are too overpriced and lack security, how do you aim to tackle that issue with increase in housing units? The La Jolla Village Drive is always busy/crowded and very noisy for the apartments that are on the side of the road. My apartment is one of those and I can tell you how unbearably noisy it can get. With the increase in housing and jobs and then the rail transit - how do you plan to decongest this road?

Again this is a traffic congested area and any development has to be concerned with dealing with traffic.

I certainly think higher scale housing would look great near the mall, and potentially create less issues for parking that can occur there. However, I think this may also create more walking traffic in the mall. If this was to happen, I think that the shopping area should also expand its presence as well. I particularly like the idea of the corner of Nobel and gennessee to increase in density where the current low density apartments are located.

The UTC area has already become unmanageable with the recent expansions - it already feels more like New York City than San Diego.

I see this area as being much better suited as a hub for employment, perhaps more so than any of the other focus areas, given the location and access to transit, connection to UCSD and other major important economic engines for the region. I think the focus here should be on job-creation. All three options do well by adding much-needed density, but I believe Option C most closely addresses the need for expanding the employment sector as a priority rather than an afterthought.

Again we should focus on maximizing future housing

This area is already over-dense. The street infrastructure is not able to handle the combination of residents and commuter traffic. Genesee is a main artery to reach I-5, and traffic back-ups constantly push aggressive commuter drivers into the neighborhoods to find shortcuts. The shopping and services are upscale and not serving the needs of the population that lives here. The new housing units that have already been built do not serve the student-based community... can you afford \$3800/month rent?

Please provide additional Gas station. There is no competition between gas stations in the area, which causes increase in gas price, and inconvenient operation hours. Limited supply of convenience store and gas station increase car usage (driving time) to the grocery stores to buy any small items or fill up the tank. increase retail and restaurant spaces to eliminate the need to use car to buy household items or eat outside.

The best option is always the one that provides the most density, bike paths, and walk-ability, as well as the most jobs and housing!

Same as UC comments, none acceptable.

See previous comments. Texas, here we come!

More housing and jobs, safe pedestrian and bike options, dependable public transit options. Access to groceries near all the new housing so a car isn't required to live there!

Option b makes sense for this area. It would be great if there was trolley extension to the coaster under the genesee bridge

We need more homes! Option A should include more homes.

Again, I am in support of more housing.

More emphasis on green space. Public rooftops. Public park.

Safer bike connections to this transit hub from the south via coastal rail trail. Emphasis on public spaces like rooftop parks.

Focus on more condos instead of apartments

I would not develop wealthy areas and instead focus efforts on solving the housing crisis by building affordable (not nice/luxury) public housing that is not for profit.

"Between the concentration of businesses, schools, houses of worship, community centers and malls, how do you plan to provide for all that extra parking? It is difficult to find parking already because of this shortage; this plan will make it worse, or is this something that is being ignored in the interest of the bottom line?"

We DONT want UC to become urban. The City, UCSD and developers are destroying UC. UCSD has gotten too big and our planners and elected officials are not focused enough on QUALITY OF LIFE. There is plenty of developable land further inland. Go develop that and leave UC alone.

I currently live right outside of the focus area and I would love for the area to be more walkable and pedestrian-friendly! I would love pedestrian promenades and active transportation infrastructure. Currently it is a dense area but the major streets, such as Genesee, La Jolla Village Drive, and Nobel Drive, are very wide and unsafe for people on foot or bike. There are huge surface parking lots and the stores are far away from the streets. I would love to be able to walk along these streets and pop into stores, and feel safe crossing the street. I am all for this idea!!!

The close proximity allows for easy accessibility to surroundings with less need for vehicle use.

Already too crowded and too much traffic.

Already too much traffic. Already too many people. Fill in the vacant buildings that already exist before you build new ones and charge higher rent, both business and residential.

Ensure there is a continuous bike lane along Regents Road - currently it appears and disappears. The road is already plenty wide enough to have a bike lane painted on Regents Rd between La Jolla Village Drive and Aribba St, and yet there isn't one. This makes it unsafe and doesn't support the transit system. People should be able to bike safely to the transit center, where they can take the trolley or bus further afield.

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| I am very supportive of a pedestrian-oriented environment in this area, with the addition of cycling infrastructure. It would do well to maintain a village feel rather than a more high-rise city feel. Use of Westfield UTC by transit should be encouraged over use by car. |
| "Land use maps don't match renderings. Very confusing. We need lots of housing. We don't need more retail/jobs/offices bringing nonresidential traffic into UC. I want dense housing but not that much mixed use. I'd like the housing of option A but the jobs of Option B." |
| I think your vision is awful and the options are terrible. The area is already too crowded with too much noise and traffic. Thanks for ruining things even further. |
| I chose the medium density option here because this particular area is already extremely dense compared to the surrounding areas. If more housing is built some of the units MUST be low income units... not just luxury apartments. If apartments are torn down, please do not replace them with condos - since there is a need for rental units, more than for condo purchases. |
| REDUCE THE POPULATION GROWTH> SANDAG forecasts have been wrong. California and San Diego are losing population due to many factors including bad planning and lack of sufficient infrastructure. |
| To alleviate congestion, the two ends of Regents Road need to be connected. Otherwise there will be gridlock on Genesee, as it is the only non-freeway access. |
| I would leave things alone. In the absence of a Regent Road Bridge, I would avoid high rise infrastructures, avoid loading up the entity of the community. If the Regents Rd Bridge were built, would favor whatever leaves roads the way they are, and assure parking is provided. Majority of residents don't use bikes; seniors cant use bikes due to hills, bad knees, cardiac conditions, and they are being ignored when in fact their percentage segment of the population is increasing in the next 20 years with advances in medicine and science. Cant use bike to get to work in the rain and can't carry stuff I need for work on a bike. Too much emphasis on bike access. Works on campus but not in the community |
| "This area appears to me better suited to increased a moderate density that creates more of a common core for the UC Community. Again, I am skeptical that planning will include adequate consideration of the needs of children and teens." |
| "These are my concerns: No new parks proposed (despite up to 100,000+ more residents) No guaranteed funding for expanded rec centers, libraries, protected bike lanes on Genesee and Nobel Poor transit ridership projections: more cars, more GHG emissions; this fails to meet City's Climate Action Plan goals More impacts on our protected natural habitats like Rose Canyon" |
| More shade on streets, more seating, more public bathrooms especially around transit |
| UTC is already an urban center for north San Diego. Adding additional housing, jobs and transit access will enable UTC to become even more of a vibrant center and strong community. Increasing walkability, bikeability and transit access is important to making UTC a more attractive and hospitable place. |
| The development that is already occurring in this area needs to continue. It is clear that there is high demand for higher density development here that will provide additional housing for those working in the businesses located here and the nearby university. It is important that some of this housing be affordable for students and lower income workers. Surface parking lots should be eliminated in this area with a focus on bicycle and pedestrian transit and bus and trolley transit. |
| This area is categorized by more recent development already in line with higher density and with transit access. It would be great throughout all the areas to provide lower speed limits to accommodate neighborhood electric vehicles for those who wish to forego having a car but might need to get back and forth to the store for larger shopping trips. |
| This is not a "village" and should not be called one. With more residents need more public parks. Need to plan for what occurs if retail shopping essential goes away and malls become a thing of the past due to online shopping (already a problem). Traffic congestion is likely to be horrendous under any of these scenarios because the trolley is not going to take cars off of the road and will at best maintain the status quo - plus trolley does not go to where most of the people come from - either north county or neighborhoods nearby which aren't close enough to walk to the trolley. What is the likelihood that persons will begin leaving southern california due to lack of water and cost? Perhaps important to plan for that alternative rather than having vacant buildings |
| its a great area in the center of evrything. |
| Pedestrian and bike infrastructure should enable getting to the trolley but also through the area. My commute is not trolley friendly, but I would bike more if the utc coridoor is upgraded for safety for thru traffic by bike. This should include linking to existing neighborhoods so we are not walled off and forced to drive more and farther to avoid the area |
| Again - better bike and pedestrian access around the area - the "last mile" is a must including connection again to Rose Canyon to the south, UCSD and medical campuses to the north. Really too Miramar Rd/La Jolla Village Dr should have a trolley line running along it |
| Areas close to public transit should have the highest density, and provide affordable housing, and enable people to use public transportation or walk to their employment. These areas should also provide adequate car parking garages. |
| Vigorously protect Rose Canyon. Greatly expand city transport options (on green/electric vehicles). Increased and protected cycling lanes and firm encouragement of cycling and walking as a means of transport, especially to work. More charging options for electric vehicles. Ensure planting of native plants- trees, shrubs, grasses, flowers etc. |
| Particular attention should be paid to Eastgate Mall so that an appealing promenade, suitable for pedestrian activity, is paid. The housing west of Genesee, south of Nobel is among the last "affordable" rental housing in the area; redevelopment of this complex must be done with care and should be exclusively residential. Renaissance should be scaled with the surrounding community. |
| Options A and B destroy some of the neighbourhood's only affordable rental units that house hundreds of people for years at a time and there is no proposal for where they can go or how the community will ensure they can stay local. We are in an affordable housing crisis and will be for well into the time period this plan is meant to address. The first two sighted options are not only cruel in the present, they are cruel to the future. And nothing about localised green power production in any proposals so far.... very short sighted. |

This area already has great access to transit and high rise developments as such, density should be increased as much as feasible. High density development here is likely to only have positive impacts on this area. Surface parking lots should be removed wherever possible and pedestrian access along La Jolla Village Drive should be improved. Additional parking in this area should be avoided because adding parking would only serve to increase traffic along major thoroughfares. Bike access along Nobel Drive should be improved to make biking feel like a safer option.

Please make it easy to walk and bike to and from the UTC Transit Village

But while the ideal is that we'd get to people using mass transit like NYC or Chicago, we simply aren't there yet, even with the trolley extension. You need to ensure that there is enough parking when you increase the density so that people can still shop at the stores, and that those living above have a place to park as well. I am all for more growth in jobs and especially denser housing to the UC area, but I think we need to be realistic about the parking situation that will follow if we don't. Especially in these areas where the housing is already denser and there are already parking issues because of it.

Please make sure that there is parking still available for those that do not live/work/school in the immediate area, or can take trolley near by.

Why not have an option keeping it as it presently exists?

UTC will be THE jobs center for San Diego, home to the life science and tech cluster.

Highest density near Trolley stations. Lower income housing designated for people with lower paid jobs nearby (such as in UTC mall) mixed with market-rate housing to serve those working nearby in higher paid jobs.

Good use of the area, given the excellent transit access and proximity to jobs and retail

We should maximize the number of housing units near trolley stops.

please capitalize on the most amount of housing that can be built here, this is the perfect area

I really think it has the potential for Option A, however, the transportation is what concerns me. Sure, there is the trolley, but it only goes one way (and not very fast). How do people get to Torey Pines jobs area? How do people get to Sorrento Valley jobs area? 101 bus and whichever bus goes to Mira Mesa. That sucks and is completely unrealistic. Also there are so many lights already that during rush hour getting to the 5 feels like driving 30 miles instead of 3. So the only option is 805 and then there is only La Jolla Village drive access to freeway (yes, Nobel too, but only one way, and already a parking lot). There is no way to bring all this much needed density to this area without proper transportation links. A trolley/train connection to Torey pines office area and to Sorrento valley and onto Mira Mesa is essential for any sort of meaningful density increase here.

It is not at all clear that the "transit" station will serve potential future residents of UTC, as it only routes people to destinations south, whereas most UTC residents work to the north. Increasing housing density near jobs makes sense, but any rationale based on the trolley is fundamentally flawed without data on its uptake use, which is obviously currently unavailable. Thus build with caution. Measures should be in place to 1) ensure that high density housing does not only consist of luxury apartments, but instead can serve students and recent graduates who can work here and 2) provide safe bike and pedestrian routes from all high density housing throughout UTC, especially to UCSD campus. Pedestrian crossings at freeway entrances should be elevated or have lights. Protected bike lanes should be added to every street (per bicycle community preferences) at the expense of street parking. New developments should be forced to provide sufficient parking for all residents.

Proximity to large job center, transit, and shopping, make this a great area to increase density and make this a more pedestrian oriented neighborhood.

Rent cap is needed. The rent is outrageous and needs to be watched.

The more housing, jobs, and businesses in this area, the better. There are currently no good options for many students living in this area for shopping and getting around - mixing it up and lifting restrictions will be crucial

None. The area has already been ruined by excess growth. Traffic is already too busy.

This area is very similar to the area surrounding Nobel: it is already dense and it sits along the new transit line. While Option A is dense, it would add a significant number of homes and jobs to the area. The FAA could be notified and the height limit should not be an issue for Miramar.

need more housing! Medium to high density residential plans are needed to keep housing accessible to the middle class in San Diego! Option A provides the most density which is much needed!

UTC is already a high-density area. Best to bite the bullet now and make it more so, rather than sticking one's head in the sand and hoping the need for more housing never arrives.

I support as much density and housing as is being offered (hoping also for improved public transit options). Good for the economy, good for the environment, good for equality. I'm particularly excited by Option A's stronger focus on making a pedestrian and public transit friendly village.

Would love the walking nature format open street format of option b in option a. Would be a welcomed part of the UTC infrastructure. Bike infrastructure to connect this area to other parts of UC would be great...it's currently hard to access.

Again with the new trolley station we can't afford not to build more housing here!

Mid-density housing to avoid heavy traffic and crowdedness but still providing many places to live.

More housing the better

In general, I like living in UTC because it is close to my job and has lots of stuff within walking distance. Would love to buy a house in the future if I can.

More density and more transit is better for the climate and better for living without a car

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| We need more housing units |
| Keep high density, more jobs, options for entertainment, green space |
| More housing near transit is better. Higher density of housing will create a dynamic urban community which will support area businesses attract employees who want to spend less time commuting. |
| In order to meet our housing and climate goals, UTC village should become a place where people from all economic classes can live and work. |
| Improved bike infrastructure as well as being pedestrian-oriented. I would also like more affordable housing. |
| I would like more affordable housing and bike infrastructure |
| Towne Centre Dr is very backed up daily due to those entering the mall and being slowed by having to get a parking ticket from the machine. If you make Towne Centre area more dense, the drive will become impassible. I've contacted my city councilperson and they've told me that there is nothing that they can do about this. If that is true, we cannot allow it to get worse. |
| Would be wonderful if everyone who wanted to live near the trolley station and other key bus routes could actually do it! I really like the use of the area NorthEast of the mall that is currently a lot of unpleasant parking lots. I hope this comes to fruition, it would make UTC much more enjoyable. I might actually go to the mall if those parking lots were eliminated. |
| We desperately need high density housing. |
| Homes are more critical than jobs with our current deficit of the former. A doesn't appear to provide sufficient access to I805. |
| The freeway ramps are already very congested in this area, it is not equipped for additional growth. High income workers are not going to take the trolley from suburban neighborhoods. |
| Dense, walkable city streets would be a wonderful addition to this area. Option A is my preferred option. |
| Build homes for purchase. No rent! Citizens want to own! Not rent! |
| This is a growing neighborhood, so I wholeheartedly vote for Option A, which adds the most housing as well as adds critical bikeability and walkability infrastructure. This option also decreases community emissions the most, especially compared to the current state of emissions, which is necessary to stay in line with city and county climate action plans. |
| I would still like to see an ample availability of parking spaces for car commuters. The last thing we need is to see paid meter parking and turn this area into Downtown San Diego |
| Your description of all 3 options sounded extremely similar. Again my worry is traffic. It's already the look and feel of Jamboree and MacArthur in Irvine. |
| Need more parks! |
| zone for as tall as possible! |
| This plan is destructive to the community. The expansion of UTC mall is more than enough for this area. |
| This area desperately needs more affordable housing and better transit and bike infrastructure. |
| Attract more shops/restaurants at UTC that everyone can afford (including more fast-casual and chain restaurants), not just the high-end ones. |
| With more housing and jobs needs adequate parking and street safety. Furthermore, the housing should be affordable for students who will most likely be living in these areas. |
| I think it's already dense, so the lowest amount of change would be the best. |
| i don't want commercial south of Nobel |
| Building more in this area is counterproductive. The traffic in this area is already unworkable. I used to work at the JCC and could either walk, ride my bike, or drive home, directly south on Regents Road to La Jolla Colony. Walking took me 30 minutes, riding my bike was quick but felt unsafe due to traffic on Regents and La Jolla Village Drive, but driving could take 45 minutes to an hour to travel 1.5 miles. Please don't add cars to this area. Because that's the point: if you can't keep more of the cars off the road from this point forward, the whole area is a log jam. |
| More jobs .Where are the developing roads and automobile infrastructure? I was expecting to see some parking structures for the employees. |
| "There needs to be a focus on low cost housing close to the transit centers to allow students to commute to the university and reduce car use on our roads. Walkable neighbourhoods that are affordable and safe are necessary. |
| I really love the concepts of high density transit and pedestrian focused areas, but as long as the cost of living in these areas remains as high as it is now it will not serve any real purpose. Students at the university are seriously suffering from a shortage of affordable housing - many are currently experiencing homelessness. It is critical that whatever development is considered is affordable and accessible to those who really need it." |
| My reasons are the same as my previous. I just also want to add that as a current urban planning major who has been appalled at most of the urban design in my university region. It makes me really happy to see changes being made, even if I will likely not live in the area when they are ready to be enjoyed |

Mix of upscale, casual, family-friendly, and natural spaces. Connected via bike-friendly paths. More bus access, particularly west-east. Less car blight by having parking structures that are hidden behind central spaces. Accessible and aesthetic from the street rather than a seemingly impenetrable perimeter. Communal infrastructure/resources (daycare facilities, dog parks, bike repair stations, exercise stations, recreational spaces, grills, child play areas). Landscaping that supports natural biodiversity (California natives, flowers for pollinators, etc), not just grass.

Having more people near public transit just seems like a good idea.

Appreciate the option of a medium-high density...mixed-use development with the integration of both jobs and housing.

UTC Transit Village is a real asset for every single one on the campus. It deserves to be used by everyone

Increased height and density should start in areas that are already filled with taller larger structures, such as those around UTC.

We need more bike infrastructure!

Infrastructure can support development if demand exists. Homeless problems getting worse in this area

I prefer Option A because it allows for the most housing and jobs. We need to be bold in this area that is well-served by transit, which is already a major jobs and housing center.

Wow Option A is wonderfully exciting. Does it make sense for the trolley line to stop at UTC? Seems like a connection to South UC would help a lot.

I've lived in this part of University City for nearly a decade now. What keeps me here is how walkable restaurants, shopping, and parks are to me. I'm a huge fan of Option A, as it seems to increase housing density as well as preserve, if not enhance, the community aspect of the neighborhood. My only concern is that I'm not sure how the types of residences are determined (rental units vs purchased homes). Ideally, it'd be great to have a larger percentage of the units built be purchasable condo units. As someone who has been trying to make their residence permanent in this neighborhood for the past few years, it has been quite difficult to compete with others trying to do the same.

This place sucks to live if you don't have a car plz make it not suck :)

Density the housing. It's needed

Not sure the road systems could support the most density. Traffic study may be required.

"Most of Nobel, Regents, and La Jolla Village Drive are in need of better lighting and a road diet. Pedestrians and cyclists are nearly invisible (since most of the lighting is supplied by car headlight beams) and cars are regularly speeding at 70mph. By day, it is hostile environment for cyclists, and those who ride at night are courting disaster.

In the short term, adequate street lighting and traffic enforcement are paramount. Ped-like bike infrastructure seen in most of these plans will take a long time to construct and meet much resistance. Installing better lighting and traffic calming measures can likely be done much more quickly, and thus should be the the focus in the near-future.

Ideally, this neighborhood would have streets of actual (not merely de jure) speeds of 35mph or less that are as well lit as the Mesa Nuevo grad housing complex."

Prefer to have higher density and more housing in close proximity to the new Mid Coast Trolley.

This area has so much potential to feel like a real city and be a great place to live. Westfield UTC is a super nice mall because of its walkability and easy access to transit and parking. There's no reason that feeling needs to stop when the retail stops and the commercial/residential begins. The right zoning could make the entire area great for working and living. The trolley means it's so easy to go to UCSD or downtown, so the number of people working and living there can go up accordingly. A lot of people have to commute to this area for work or school, it would save everyone some time if they could live closer to work. Right now it's hard to live nearby because there just aren't many places! I think the highest density option will help people the most and make the most lives better.

There should be better biking connections between these redevelopment areas

Concerns about traffic density, parking availability and overfilling schools.

I would reduce the number of jobs and focus on adding only the number of housing units to support any economic expansion.

Where are the parks? Where is the open space? What will make this humongous density livable? Are you people out of your mind?

The huge increase in residents will require more supporting public services, like parks, libraries, etc. And how does the new development address the affordable housing crisis?

We've got enough traffic and density as it is.

Again, nervous about so many cars commuting, hope that the choice is to live nearby and walk or ride bike when possible to avoid further gridlock on Genesee

If you want UTC to be San Diego's other downtown then you should create a lively community there. That coupled with the housing issues facing San Diego will help alleviate the strain on the house stock that the university offers.

parks are key

Students, grad students, and others who spend their days at UCSD need more housing options and better transportation (especially biking routes)

Already too much traffic and too much crime here! More people = more crime and more traffic! Also, many homeless people here. Our area will become known as a high-crime, homeless-hangout area.

This area is already at gridlock, and it is difficult for current residents to navigate the area at any time of the day.

- Make it bike-friendly; none of San Diego currently is. Make it pedestrian friendly; San Diego and the area surrounding UCSD is not a place where people commute by foot, not necessarily because the distances are too long but because the walking experience is not nice. Have lots of trees and again, look at European cities for inspiration!

I wish there was more accessible night life in UTC. I currently feel the need to go to other neighborhoods which is a shame because they are not close to home and this neighborhood is great to walk around in and feels very safe.

More open space, area of closed streets for retail and restaurants. More outdoor dining and shopping. Upscale apartments and condos. Bike paths and walkways for pedestrians.

The UTC trolley system has already provided the growth needed.

We need more housing but also parking for residents. UTC mall is great but we don't need more plazas and high end stores. We need space for families to live in affordable housing. Having protected bike paths is a very nice feature. However, relying on public transit for most of these new developments is not practical. As a resident of the Nobel/Lebon area, if I need to visit stores in the UTC mall, it's too far to walk but spending an hour to take the bus in is not practical. Not to mention, when students are going to class at UCSD, the bus system is impossible to use. Unless the transit system is substantially improved, we still need ample parking available.

The UTC Transit Village focus area is the least amenable to high density housing. Traffic is already heavy due to the presence and intersection of the two main transit arteries (La Jolla Village Dr. and Genesee Ave.) through the area. Adding another 30,000+ homes will be a nightmare. The Mid-Coast Trolley extension won't be enough to alleviate traffic. Adding tens of thousands of housing units and claiming the area will be a "pedestrian-oriented urban environment that is well served by transit, bike infrastructure, and public amenities" is Fantasyland. There aren't enough dedicated pedestrian walkways away from traffic and street intersections to handle that type of influx. Biking around this area is already a nightmare with the lack of safe, dedicated full bike lanes on most of the major roads. Cycling on La Jolla Village Drive is nerve-wracking at best. Other feeder streets like Nobel Dr., Towne Center Dr., Executive Dr., and Eastgate Mall don't have bike lanes.

I voted A on all options - however the last one mile of public transportation needs to be solved. How do you get to the trolley stations from south west and south east UC. I'd love to ditch my car and this vision of the future would allow it. Solve the last one mile!

I live in this area right now. It already has a bunch of tall office buildings, but it doesn't have enough density yet to realize the full benefits of densification. Further increasing the density, allowing mixed use development, and designing the streets to be more pedestrian-friendly (most of the roads are much wider than they need to be, and end up being a pain to cross, with long light cycles, and the sidewalks are too narrow) would make this area more vibrant. I would love to see office and apartment buildings with street-level restaurants and retail I could walk to.

High density mixed use - offices, apartments, shops, restaurants, bars, entertainment, and communal areas.

We need more affordable housing in this area.

No more construction. There's plenty of office buildings that are empty. Use those instead of building more. We need more green spaces.

High-density, walkable, live-work-play-learn neighborhoods close to transit are critical to both our housing affordability crisis, and our energy/environmental/climate crisis. If the approach is biophilic (lots of trees and plant life) with public spaces for both quiet and social interaction, it will take away the "cramped feeling" fears associated with increased density

The area is popular housing for students; more off campus housing will only become more necessary in the future

I like the medium density and pedestrian oriented environment.

Further development in this area, whether residential or retail, is just going to make traffic worse on Genesee!

"Well served by bike infrastructure? You must be joking!

Are you seriously proposing to cram additional 10,000 homes into an area that does not have enough parks, open space, and pedestrian and bicycle infrastructure as it is?"

Modernized hub for UTC and much needed additional housing

Increased pedestrian infrastructure. Reduce traffic speed around larger roads to be more pedestrian and bicycle friendly. Again, Nobel Dr is not adequately lit at night.

Although I like all options, Option B seems to be the most likely. There should be a separation if folks want a "downtown" feel aka Option A, then they should head down to the actual downtown San Diego. Although Option B is dense, the housing units are not as significant as Option A.

Maximum density and walkability is the right path!

More homes is better

umm aren't they mostly the same? it was hard to find the difference via phone.

La Jolla Village Dr and Genesee Ave are still extremely wide and dangerous roads for a pedestrian oriented community and creates a great sense of segregation within the community. Either more pedestrian crossing needs to be provided to create connectivity, or these roads need to be narrowed with a lower speed limit for them to be safe to cross (possibly with protected bike lanes on both sides).

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| Include increased residential development along Nobel Drive in Urban Transit Village |
| Traffic on the 805 in this area is already very bad during afternoon rush hour. Adding more office space will exacerbate the issues. More housing is needed in this area to support the existing office uses to limit commuting and traffic. |
| m |
| Long stretches of La Jolla Village Dr. currently feel quite pedestrian un-friendly due to a) the high traffic volume, b) the lack of shade trees and c) the noise and air quality etc that comes with (a) and (b). Planning for that could have quite an impact on the livability of the area. |
| Many people commute to this area and will continue to do so, due the high cost of rent. Adding dense luxury housing will not solve the housing problems. |
| This area is already quite impacted and I don't think increased density here makes sense. |
| There is no plan to increase parks or open space, only increase density. |
| I think it is unrealistic to think people are going to get jobs where they can walk to work. And based on what has occurred so far these will be very expensive housing units. And required parking for all residential units is a MUST. It is completely unrealistic to think people are not going to want to have cars. |
| Safer bike lanes. And a bike garage at the UTC transit center. |
| not the highest density + seems to make the most sense |
| That it include more and safer pedestrian access such as additional bridges for crossing busy streets and that it also include more park and leisure areas |
| When you decide to overcrowd our part of town, you make it dangerous for seniors and the disabled. It takes 20 to 30 minutes to travel from South UC to UCSD Medical Center. South UC is underserved as is. We need a fire station! |
| These options slightly contradict each other with the placement of buildings, which made it difficult to select an option. The Costa Verde Shopping Center area along Genesee Ave could be greatly improved and space better utilized, along with the large UTC parking lot on the corner of Genessee Ave and Nobel Dr. Areas and open spaces such as parking lots along La Jolla Village Dr should be utilized and more built up, specifically where the old Nordstrom is located and the remaining old UTC mall area. Parking lots along Towne Centre Dr could also be better utilized and more built up, including the old tire/oil shop and two-story UTC parking structure. I do not support the demolition of apartment homes south of Nobel Dr for new building construction. |
| Not much difference between Options A and B. Just enough to fool the public. Once again, option D, No Change, is missing. That is my option. Genesee and LJ Village Dr are already VERY congested. It's sheer madness to add more units. |
| Add parking. |
| More bike accessible |
| Keep the green space. Don't overbuild for the roads and infrastructure. |
| Less traffic |
| Unless traffic flow is improved on Genessee Avenue there should be no increase in density. Improved bus service to local neighborhoods may help to reduce traffic |
| While Option C does not reach A's levels of job and housing creation, it's less dense and more inviting. |
| I prefer options that maintain the existing term mom and pop businesses and do not increase housing density. |
| i prefer no building but you don't offer that option |
| All options are filling in with very dense housing. There should be more room allowed for parks as residents need places to enjoy the outdoors. Living in the middle of high rises surrounded by cement and asphalt does not create desirable living conditions. |
| While high density near the trolley station at UTC is important we need more parks in this area so that people don't have to cross high way like surface streets to reach a park with their kids and have a place to walk their dogs. We also need to connect all the green belts that run thru these developments so people can travel on them instead of them being private property for residents only. Then we need to put traffic signals to connect them across busy streets so that people can walk away from cars and the pollution they create. |
| Really: None of these, but no way to express that. The presumption that we crave a high pop density , urban environment is totally misguided and presumptuous. If we wanted that , we would not have chosen to live in UC. This area was conceptualized to be the bedroom community primarily for staff and faculty of UCSD. Dorm space on campus was for student residents. |
| We need to take a step back with UTC and lets see how the recent developments play out with the multiple new commercial and high rise residential buildings, and new trolley. We are urbanizing too quickly here, 10 years ago this town was nice and quiet and now the noise pollution is terrible. Adding more housing to this area will take away what little benefit there is to living in the commercial hub of San Diego by increasing people 24/7 versus just during the normal work day. None of the plans add any new open space, all of these plans favor more density, packing people into smaller and smaller spaces. Where is option D for a reduction in utilized space with more parks and natural landscape? |
| More public spaces & infrastructure than what is shown. Any additional housing MUST be accompanied by off-street parking. Roadways MUST be improved to deal with increased traffic that accompanies additional housing. |
| I would want to keep the area as is |

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| The public needs to feel safe taking public transportation before any design is based on people actually doing it. |
| This should not be built. Another homeless attractor that will bring down the livability of the community. |
| Low density solutions please...reduce traffic |
| None, will turn into a homeless dump and make traffic along Genessee unbearable. |
| I think the plans are counting to heavily on the public’s use of mass transit; it’s a huge waste and failure downtown; a place for homeless people and high crime. |
| I oppose all three plans due to density and traffic impacts. |
| Executive drive needs to have vehicle traffic. If vehicle traffic is eliminated, east gate will get way too busy. I live in La Jolla Mesa estates. I watched a sub committee meeting a few months ago and Dinesh’s comments about Eastgate not being busy and bicycle traffic would be relatively safe is INACCURATE. Traffic along Eastgate is MUCH busier than it was 10 years ago. It seems it got busier when the new hospital was built and all the new building at UCSD. One can only wish that the traffic will be alleviated with the trolley. |
| None of these are appropriate. |
| I will never understand how and why planners believe that everyone is going to use bikes and walk and uses buses to justify these proposals with traffic centers and bike lines at the expense of car traffic lanes and parking spaces. It won't happen in San Diego. "Wishful thinking" is never a sound basis for policymaking. |
| This is an area that is already significantly built out. Pre-COVID traffic on 805 was a standstill and it could take 45 minutes to go from UCSD Thornton to Governor on some days. Increasing density without adding vehicle traffic expansion will create a mess. Trolley and bike lanes will not change that as most people are using the road as a thoroughfare and the trolley and bike lanes will have no impact on those travelers. If density in this area is increased vehicle capacity need increased which may include revisiting the Regents Bridge. |
| Connect metro transit to governor drive |
| No, once again. Please be part of no change which would be a fresh platform. We don’t need to fill this area like this. Move out East where there’s room. |
| low density - this area has traffic problems already. None of this will be low income housing. UCSD should be responsible for building affordable student housing on their own land. That will solve affordability and also traffic issues instead of pushing those burdens onto the local community. |
| We have too much housing as it is. We need more open space. |
| Honestly hard to tell the difference between these three options besides pure density. |
| Please provide affordable parking at UTC that will enable us to use the trolley. |
| It’s already quite dense. |
| Vote against all of them. All it will do is bring in more homeless |
| Again, none of these ideas are good. There is already up to a 20 min commute just to traverse through the UTC corridor. It is highly doubtful that increasing density in this already poorly planned area will in any way benefit current residents. |
| No Changes please. Keep as is. |
| No changes |
| I would keep the amount of housing available because this area is very dense. With the transit centers opening up, people do not need to live where they work. I think having more jobs will be good but living situation right now is just right for this area. |
| How about reducing density and adding more parks and open space in this area? There is no option fore me to choose that I would agree with. Option C has the least impact but is still in the wrong direction. |
| We need more parks and open space if we are to add high density housing |
| NO MORE! You are limiting and forcing for more congestion. NO MORE!!! |
| Developers have gotten away without mitigating traffic issues and service issues for this area. Services continue to be taken away from the original area of UC (which is now apparently called South UC). We do not support more development. |
| If you change the stores on Governor Drive we will be left with very retail and parking. Not a good idea. At Sprouts centre we need Sprouts and we do not need buildings higher than 2 stories. Don’t chase our stores away. |
| No change!!! Listen to residents- NOT developers!!!! |
| I oppose all the options. I marked C by mistake, and the website will not let me unmark it. While increasing the # housing units could address existing shortages, there appears to be no coherent plan for building infrastructure (e.g., parking, increasing public transit, road safety given there are two schools on Governor Dr.) Increasing the # of cars without viable alternatives (such as publictransit expansion) will just lead to more congestion and pollution. |
| I moved here from Westwood near UCLA. It is so dense there, can hardly move. This place is becoming just like it. What adds to dense living robs those who prefer not to live in packed environments. |
| Again, WAY too high density in option C. |

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| Minimize density |
| Please do not build high rise apartments inside mall property (specially old sears auto shop). The traffic congestion will be unbearable. |
| "-more pedestrian-oriented areas & crosswalks -better bike lanes" |
| Make it easier to walk between the offices and the two malls by separating the vehicular cross traffic from the pedestrians by burying the cars or elevating the pedestrians. There doesn't appear to be any retail near the bus stops or tram station. A lost opportunity? |
| All these plans talk about the fact that is little housing, but they purposely ignore multiple hi-rise apartment buildings adjacent to the area. |
| More modern housing with a little land and bedrooms on the bottom floor for elderly |
| None of the options is acceptable. |
| That area is already full of high density housing and the UTC mall was just updated. This are is already full of traffic. |
| I would not add more residential. Please stop cramming more people into this already busy area. |
| Rent is too high! |
| This core area is already pretty congested so would not go for maximal housing. |
| Need green belts |
| Nobel Drive is jammed with traffic and unsafe for biking, as are most roads in UTC area. Build more parks and plant more trees. |
| I would like it to have better public transport and walking paths. So that although it might be more crowded it does not feel that way and var traffic stays limited. |
| more high rise residential. pleasant storefront streetscape at human walking scale |
| More frequent 204 UTC East buses. I live in La Jolla Crossroads and it takes me around 45 minutes to get to UCSD (and usually an hour to get home) due to incredibly long wait times for the bus. This area needs more business development as well, as many students do not have cars to go to the grocery store, etc. |
| Voting Option A for high density, we have to support growth and more housing. I would like to see the areas south of Nobel to stay dense residential though, which is Option C. Also I don't know if Renaissance Center can support higher density, so I didn't like that part of Option A either |
| Address housing and climate crisis with mixed use housing and bikeable walkable neighborhoods. |
| To be perfectly honest, I don't really like any of these visions. I don't like to see you overlay more housing, especially high-rise units. |
| Will any of these new homes be affordable? |
| None of the above. Density equals reduced quality of life, increased crime and increased friction among the populace. |
| You are crazy. All this has screwed up life in UC as we knew it. It is like having zombies invading the area. |
| More affordable housing |
| I like having more jobs and more residential choices (Option A) so people can live near work. |
| More new parks! Bike lanes! |
| Density in this location is good so long as: Buildings relate well to streets with special attention paid to lower floors and their detailing, quality architectural materials are employed, long stretches of blank surfaces (including reflective glazing) are not used (there should be frequent doors and windows), regulatory height maximums mostly expressed in maximum number of stories rather than in feet (which discourages higher floor heights which are make apartments much nicer), drive entries into building parking floors not overly wide, utilities are hidden inside buildings instead of placed on the streetscape, traffic speeds are slowed by design interventions, people who ride bikes and pedestrians are protected and given extra space, intersection crossing distances for pedestrians are minimized, vehicular lanes are reduced to the minimum for traffic calming, best practices of urbanism are employed, balconies not used where they are visible. |
| We badly need safer pedestrian street crossings at the intersection of La Jolla Village Drive and Towne Centre Drive. It is extremely dangerous even though during normal workdays probably hundreds of people walk across La Jolla Village Drive. Either change the signaling and add signage with traffic calming measures, or build a new bridge on the East Side of La Jolla Village Drive. |
| I dont see how you can add housing with out accounting for more cars. San Diego is 20+ years from being a place where everyone takes pubic transit town. Big tech and bio tech employees are not going to be taking the bus to get to the trolley then getting on another bus to get to work. We are not in Chicago, NYC, DC and I dont want to see more housing until we figure what we will do with the increased cars. |

| NOBEL CAMPUS TRANSIT VILLAGE |
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| housing should be focused on this section. close to transit, campus, shopping. |
| More bike lanes |
| Prefer additional housing especially within the footprint of the La Jolla Village mall space. BUT KEY IS A WALKABLE AREA. Currently-it is a very unfriendly space to walk over Nobel or La Jolla Village over the 5. It is IMPOSSIBLE to feel safe. That is the key to helping the residents feel they want to enjoy/shop/live in the area. |
| Additional parking and green space must be included in any new developments |
| The beauty of UC is that it is NOT downtown San Diego. UTC mall has become an overcrowded, traffic-congestive, and overly priced area in the community that no longer feels accessible or comfortable to long-term residents of UC. We do not need this chaos spread down Nobel - the trolley station and parking garage is obscene. I go elsewhere to shop now and I am considering moving my business to another, more inviting and less gluttonous neighborhood. |
| Traffic in this area is already difficult. These propositions would worsen it and have a negative impact on the environment, especially being so close to natural areas and parks. |
| Let's make the Golden Triangle the second downtown and make it pedestrian/alternate transportation friendly. |
| I don't care about the Coastal Height Limit, we are not that close to the beach. I'll keep bringing this up because University City isn't a pedestrian or cyclist friendly neighborhood, just make certain there are additional bus stops and routes to support this many people. It's great that this development will be right near the trolley, but people need to reach the station to use the trolley. Also, the trolley doesn't support everyone's needs, so either fill that place with buses or find a way for people to walk and bike safely. |
| Include as much green space as possible, do not make a concrete jungle. |
| I DID NOT INTENTIONALLY CHOOSE ANY OPTION AND COULDN'T DELETE! Again, more impacts on transportation and DO NOT EXCEED HEIGHT LIMITS. We don't want a downtown being built here! |
| "any plan must include adequate infrastructure That includes schools, parks, libraries, streets, public transportation and parking both on street and in private business and housing units. Just because there will be both employment and housing in the location doesn't mean all employees will live within walking distance or easy to use public transportation. Bicycle paths are a popular idea but will only serve a small minority of the community. Existing open areas such as Rose and San Clemente Canyon must be protected as recreation and having trees to help control Carbon Dioxide." |
| "All options threaten the Rose Canyon dedicated open space. A bridge across this open space must NOT be allowed as the City Council voted four years ago. The vast majority of new housing will be high-rise, luxury units It will not address the housing affordability crisis. Poor transit ridership projections; the new transit is a \$1 billion boondoggle promoted by SANDAG that will NOT increase ridership and only promote more cars, more GHG emissions. All of the options for all of the develop areas fail. to meet City's Climate Action Plan goals No new parks (despite over 100,000 more residents) No guaranteed funding for expanded rec centers, libraries, protected bike lanes on Genesee and Nobel More impacts on our protected natural habitat like Rose Canyon." |
| As many housing units as possible and as little parking as possible. |
| I don't want Nobel to become an urban center. |
| Let's focus more on a pedestrian-centric environment. An example is Rome, where there are less cars, or London's subway "tube" system. Studies show that more dense, interactive and pedestrian-centric neighborhoods have a higher quality life/satisfaction. While Option A is nice, I'd like to see more pedestrian-centric designs while taking into account that not many students have access to a car for commute. It also saves carbon emission when it's less car-centric. |
| This area is directly on a trolley line and easily walkable to many restaurants/parks/shops, as well as walkable for the university. With the large amount of students and staff at the university, having more people be able to live near their school/job will both help with the massively screwed up housing market (making it livable for more people) and also reduce commute times and congestion to the area. |
| Build better bike infrastructure. More medium-density housing. |
| More housing, less carbon emissions, better transit-oriented development to get people out of their cars by creating pedestrian-friendly environments. |
| I would add exclusive space for bikes, pedestrians, and other micromobility devices directly connecting to transit and over / under arterials. |
| This would be such a radical improvement for UCSD and the surrounding community - namely because it would create said surrounding community. Right now leaving campus feels like stepping onto freeways and parking lots. Putting dense housing near transit and amenities would be fantastic for climate goals. Add some bike/ped infrastructure and this looks like the necessary improvement for this area. |
| If option A includes affordable student housing to accommodate the needs of the neighborhood, then I can vote for A, but there's not enough information. I'll stick with B |
| Again, more is better. Though more costly, the inclusion of more jobs and more residents increases the university area's revenue! |
| What have you been smoking? This area is already overcrowded, an eyesore, and clearly to the benefit of real estate developers who only have a tunnel vision of future profits. |

The Urban Transit Village would transform the Nobel Campus Transit area into a high density area near a major transit line. This would provide much needed new housing units and jobs. Increasing density may also increase walkability of the area as well as provide housing for UCSD students.

"Detailed metrics appear to be inaccurate here too. Mode share is little changed, but Option A/B bring fewer trips and ghg than existing – despite addition of substantial (who knows in sf) commercial space and thousands of DUs. Back of the envelope math - Option A, 12,000 units x residential ADT/GHG ratio x .8 auto mode share is 70x larger than existing.
Option A/B: too much non-retail commercial. It is particularly disappointing that this area does not provide a qualitative choice - a housing/retail focused option. Area is accessible to transit, within a half mile of UCSD and one mile from UC job centers, which are also located near the trolley. Commercial real estate is not a priority here. Rather, it is an obstacle to meeting hsg needs. The compelling argument to adjust height limit is housing. Consider residential zoning here. Lack of modest ht revision option is especially unfortunate and not supportable.
Lack of planned park space very disappointing."

The current footprint of the transit center shopping center has a very bad design. There are several wonderful businesses throughout the shopping center however flow between business is not viable. The vehicle traffic, pedestrian traffic, and parking is horrible. You can't get around the center with ease or get to all the shops without a large amount of time and patience. The geographical footprint of the shopping center needs to be changed.

More homes, perhaps somewhere between the level of Option A and Option B. Easy access by bus and car from UCSD with many housing options for students, especially 2-4 bedroom apartments for less than \$900/bedroom. Development of medium-high density without surpassing 80 feet if possible. Pedestrian access from One Miramar (UCSD) to La Jolla Village Shopping Center, and increased bike safety particularly on Nobel Drive over I-5 where there are a lot of cars switching lanes and bikers trying to merge left (going west to Ralphs, for example). No Brutalist architecture, minimal visible concrete, prioritize lighting and windows, trees, and community spaces for residents to gather.

Given the trolley is opening soon, there should be ample amount of transit-oriented development to serve this station. Hopefully there's some planning to allow for a small transit center for the area. I guess I really wish that this neighborhood was not affected by the coastal height limit...

"Remove all multi-unit housing and tun into open space. Help save the environment, water, air, and create a sustainable lifestyle.
Reduce the population of San Diego by 500,000."

Needs more parking, committee is naive to think people will solely take public transportation.

"Emphasize pedestrian comfort and access.
Permeable surfaces in parking lots to allow recharging ground water?
Solar panels or rooftop gardens on roofs
Use bird-safe glass"

Medium density.

I support building more housing and taking advantage of the existing transit infrastructure.

Again! Do nothing! Do Not Cowtail to UCSD! They are NOT good neighbors! Haven't been since the late '90s. I own and live in the neighborhood since 1977. UCSD won't eve spend any of their billions of dollars maintaining their own property. DO Not BULGE UP this upper La Jolla area. Down with all of this!

Reasonable density within Coastal Height Limits

Honestly, I don't see how this is going to be addressing our city's Climate Action Plan goals, and it just seems like the planning group is catering to developers. I see this being detrimental to the current community's quality of life, as well as to the green spaces in the canyons nearby. No additional parks, libraries. Is this increased density going to help our homeless situation by being low income? Who is making the money here and why do we have to choose one of three cruddy choices that make them richer and us poorer (in quality of life anyway). I pretty much have the same reaction to the other community areas. What can we do about this? Is it too late? I really dislike what I see. At least there is a trolley station here. Out of all of the areas, this and the UTC Transit Village space are arguably more appropriate for density increase, due to public transit and not being located immediately near to a canyon green space.

While I understand that it is appropriate to locate a focus area around a trolley station, I don't understand why the La Jolla Colony Shopping Center is treated together with the other locations in the "Nobel Campus Transit Village." It is physically separate and significantly further from the Nobel Drive Trolley Station. In any event, it seems to me that the increased density should be focused on locations near the Trolley Station to encourage Trolley usage. In addition, I don't see any provision for additional parks to accommodate the dramatically increased housing proposed. I also don't see any indication of how the additional traffic associated with the additional housing/jobs will be accommodated. (I don't understand the rationale for the rather dramatically reduced car trips per capita under the various development scenarios.) Finally, what will be the impact on schools?

Add the Robinson parcel on Gillman. None of these alternates should be considered until after the road system is completed in University. (Regents Road Bridge & Governor to I-5) Tying Gillman into the train station at Gillman and I-5 would also be necessary before any expansion.

The set up of everything close together is really nice and as well as the building. It prevents a lot of walking and difficulty

I would love to see the urban transit village with high density housing for UCSD students like myself, maybe even get some bars and restaurants going

I know that the height of the place in Option A seems striking now, but the fact that in can create so many homes and jobs is so important. Especially with the current housing shortage.

"I am a 3rd-year civil engineering student at UCSD. I rent an apt on Lebon Dr. I support option A to increase housing supply. I hope it is accompanied by better bicycle infrastructure. I rely on my bike to get me to and from school, groceries stores, doctors appointments, work, etc. I am shocked by the lack of bicycle infrastructure in this area. There is no safe way for me to get to the UCSD campus.
Nobel is supposed to be a bike blvd, but from 5 to Regents, there is no bike lane. The speed limit is 40, but cars can drive up to 50. There are signs saying ""bikes may use full lane", but this is unsafe, as cars go 50 mph, and I ride my bike at 10 mph. I had a close call, where I was riding and I heard the roar of an engine behind me, so I swerved to the right (only feet from car doors which can open at any moment), and felt a car zoom by me at 40+ miles an hour, only a foot away. I have talked to several other bikers who have also had close calls on this section."

I am against all three Options A, B and C

I am deeply concerned that the plans presented here do not provide for commensurate improvements in, or protections for, open spaces (Rose Canyon), parks, traffic/transit (e.g., bike lanes, pedestrian and cyclist safety), and affordable housing. These must be explicitly addressed before a plan can be chosen, because the plans are incomplete.

Since this area is right next to campus, a neighborhood low-density area would best achieve suitable housing for students as well as provide space for the shopping centers

This area should have a focus on housing but there needs to be an actual significant green space PARK. People need expanses of green to walk in, sit in, take their kids to. It should have a significant percentage of income-restricted low and moderate income housing - some place where service workers who work at all the proposed new commercial office and biotech in the UC Plan area can live. Remember the live, work, play meme the city keeps promoting? This is a place to actually put it into practice. Any housing built here that is not income restricted is likely to be taken up largely by UCSD students, as the University is growing, and I would anticipate that demand will drive up rents. The "more details" for Option 3 shows the Marriott, which is not shown on the main aerial. I would assume that is included.

I do not advocate any of these concepts. High density development is unwelcome in UC

I'm in favor of more housing availability. While transit is close, we do need to ensure there's enough parking. (North Park, for example, is now a disaster of a neighborhood because of increased density without sufficient parking, meaning I had a long walk alone in the dark many nights which felt very unsafe as a young woman).

We should definitely get rid of the coastal height limit in this area. There is a big ridge between this area and the coast, so no one has coastal views that need to be protected! This is a perfect area for much higher-density development, including a lot of housing. This could take a big load off of the neighborhoods in terms of providing convenient housing for UCSD students.

UTC is now an urban center. The design needs more parking and better flow than the current one.

Even though we really need more housing these streets are so congested with traffic that I'm not sure I'd prefer the highest density choice.

With a similar mindset to my previous response, I envision that in the long term, Covid-19 will be something that is managed to a greater extent and density shouldn't be too much of an issue. With that in mind, it would make sense to aim for an option that provides the most housing and job opportunities and availability, especially in an area where there is also a lot of food and shopping options. That being said, I would also like to keep in mind that with such a high density, I think there should be enough parking to accommodate such a high density.

I think high density is the way to go! But there's a really big issue we face here in UTC, and it's the fact that we've somehow combined the worst qualities of sprawl and city life into our neighborhood; shopping and working here are highly dependent on having a car, yet parking space is very limited! I think a possible solution to this could be to incorporate more *safe* bike and pedestrian paths on high traffic roads such as La Jolla Village Drive and Nobel, and to reduce the car speed on both of these roads. I'd be in full support of removing street parking to add larger guarded and shaded pathways for bikes, scooters and pedestrians. At least add in the missing sidewalk connections! With new rides such as electric scooters and bikes, we have more options now for short-distance commuting and transporting shopped goods. We desperately need infrastructure that encourages these alternatives.

UCSD needs more housing for students, staff and faculty that is in close proximity to campus. Maximizing housing close to campus makes a lot of sense.

Option A seems too crammed, B and C would be ideal, but I lean towards B for its compromise between high and low density.

The higher density is good

Congestion would be insane in this large shopping area if we vastly increase the space for residents and jobs alike. The shopping centers already have difficulty supporting the influx of cars during peak hours, so adding more people into the mix would be disastrous.

I like all of these plans, not least because they get rid of the parking lot by Trader Joes. That thing is truly awful. For all five areas, I hope there will be solar panel installation where appropriate, and green space. Please don't plant any palm trees. They get out into the canyons, set up shop near creek beds, and take up all the water, leaving little for the native species. Speaking of canyons, Rose Canyon is truly a jewel in the crown for UC in terms of open space. We need to care for this canyon as it represents a haven to escape from the rush of urban life. I grew up in LA, where there was no effort to preserve open space and it shows. San Diego has done a very good thing, preserving its canyons. They make the city a very desirable place to live!

Again, I'd like to see more plans for parking as well as what these plans look like within the coastal height limit. I understand it would go to a vote first, but it's hard to judge the best option without this information. Options B and C have jobs greatly outpacing housing which feels really unbalanced as employees need somewhere affordable to live.

Since this area is within walking distance of Ralphs and is also well-connected through the upcoming Trolley station, this area is prime for high-density development. Since this area is close to campus, additional improvements may be needed in order to handle the flow between this area and the UCSD campus during peak hours such as overpasses over La Jolla Village Drive, bike lanes, or modified Bus/Trolley service.

This question seems disingenuous in that selecting Options A & B is a tacit endorsement to seek a waiver to the CHL while selecting Option C does not close the door to a CHL waiver and could effectively become either A or B. I'll actively campaign against any increase in height limits or reduction of green spaces.

I do agree with making this a student-oriented village. But it could easily become a congested bottleneck with too much development.

I really enjoy high density living which comes with the added convenience's of the close proximity of schools, stores and restaurants.

Option A is fairly dense, and would require removing the Coastal Height Limit, but given that this area is already dense, it would add a significant number of homes and jobs along the new transit line. It is also not that close to the coast, so it is not blocking any great views from La Jolla.

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| Option A is fairly dense, and would require removing the Coastal Height Limit, but given that this area is already dense, it would add the most homes and jobs along the new transit line. It is also not that close to the coast, so it would not block any great views from residents in La Jolla. |
| Students need more housing close to UCSD campus. Allow people to pay for the real estate they demand. |
| I would keep the shopping center |
| I can't support any of the options without additional infrastructure. |
| I'm not voting for either. The current infrastructure does not support the development of either option. I do not want any building or development at the current sites. |
| B appears to be the best compromise between adding housing but not adding too much traffic. I do question the jobs estimate, though, since so many employers are now encouraging a higher level of remote work. This will not only mean fewer people in office spaces, it will mean fewer service jobs needed in those areas. |
| While all of this is great, I would highly suggest utilizing subterranean parking and create even more green spaces for the community and residents to enjoy. |
| Protected bike lanes are a must (for all of these areas/options). Ensuring transit runs frequently enough to avoid backups (which is currently the reality with buses in this area). I think current retail is pretty busy here, so I imagine more being needed. I'm all for as much new affordable housing as possible |
| Villa La Jolla has the potential to be a nice road for walking and biking and accessing amenities. Making it easier for people to access transit means they can travel more easily without cars. Higher density here just gives more opportunity to more people! |
| Create solutions for the homeless who are going to be riding the transit to this location. |
| I think that due to the housing crisis, more housing good always. I also think that architecturally, Option A could be very interesting! |
| Adding density to this area is important but it needs to be taken with the increased density of housing currently being added to the Southwest portion of UCSD. Up to seven new buildings being built there and one is over 20 stories tall. For this reason, the area near the shopping center on Nobel should be limited to a smaller scale increase in density as the large increase from UCSD will add to the congestion and transit use in area. |
| "More community, open, and recreational space, even if it is informal (eg, wider sidewalks where people can cross paths with another). The university is a valuable public space just across the street. It would be great to see better integration with UCSD campus as well and provide support to campus needs. |
| I feel like option B does not increase housing capacity in proportion to jobs created, which may defeat the purpose of mixed-use. It is the only thing stopping me from choosing it." |
| Only because the height limit will be respected. This is too much density. That area is already built out and the traffic on the streets is terrible. More housing will only add to the traffic problems. |
| This is the least harmful option. It still takes an already densely crowded area and increases population, traffic, noise, and reduces the quality of life. |
| As a UCSD employee and someone who does nearly all of my shopping in this area, I strongly support increased density within this region. This area is extremely well-positioned as a location for UCSD students and employees alike to easily commute by walking, biking, 201/202 bus, or the new trolley stops, thus significantly reducing road congestion and GHG emissions. The university is experiencing a student housing crisis due to the countervailing pressures of increasing enrollment required by the UC regents and zoning regulations that artificially suppress the construction greatly needed housing near UCSD to the supposed benefit of existing landowners. This region is probably the best positioned out of all the villages listed here to make significant headway against this crisis without significant congestion impacts, and I think that significant infill housing here, alongside moderate increases in retail/office space, are the best use for this area. |
| Need measures to make sure it doesn't all just become housing. A village isn't a village without commercial and public services |
| "Right now this space is mostly covered by a parking lot. That would be nice to use the land more efficiently and to add affordable housing (not luxury housing). Affordable doesn't mean ""subsidized or section 8"". It means smaller units. Since the trolley is already built, it needs denser population to be efficient." |
| Keep open spaces in mind. Make sure all the forms of transit coincide. Bike paths must be safe. |
| Keep it small and liveable. Lowest density possible! |
| We need to build the most amount of housing. This is a good location for it. |
| Less development than option c |
| The Nobel Campus Transit Village should capitalize on the transit investments made and the high rates of transit adoption amongst the student population by increasing housing and jobs to the greatest extent possible. Development should also face out towards the street and large blocks should be broken up. |
| Lower density |
| Make it bike and pedestrian friendly. More trees and shade. |
| Stay within coastal height limits |
| Please ensure that most, if not all housing is affordable for undergraduate and graduate college students! Also, consider using plants as a divider between the planned bike lane and the street! If able to absorb water from runoff, it could help reduce the effects of pollution. |

Prefer lower density as traffic is terrible already in that area. Would really help to restore planning for the Regents Road Bridge over Rose Canyon, as the plan to build the bridge was promulgated due to all the growth on the northern side of the Canyon, and to make it much easier to get to UCSD from south UC... It is needed to join the two halves of UC..and avoid having to travel on the 52 and I-5, or to deal with Genesee Avenue in order to get to La Jolla Village Swaure, La Jolla Colony, and the rapidly growing east campus of UCSD. Eliminating the bridge from the Planning process was short-sighted and unfair to the growth of UC in the future, and must be reconsidered in order to handle all the growth in density and planning you are showing here..

It would be great to turn this area into a more pedestrian friendly area with good access to public transpo. I don't think the height restrictions are an issue there. Can't see the beach from there.

Right now it is hard to walk/bike around this area. The roads are so wide with so many lanes, it takes forever to cross intersections on foot. There are very few protected bike lanes. It would be great to live in this region and be able to walk or bike to work and also travel to downtown SD by transit, and this would be much easier with more housing near the transit stop and better pedestrian/bike infrastructure.

Expand public transit. Make it similar to downtown where it's pedestrian friendly. Add more housing units.

Same as above.

The high density has the potential to make the current residence feel disconnected from their neighborhood. There are condos nearby with green space, intended for residence use only that could attract over use by the development.

Na

More separated bike paths, larger sidewalks, less cars and more flexible buildings. Mixed use please with shops that be used as housing and vice versa.

-reduce commute time by placing affordable Family housing near transit □ We need 3,4, & 5 bedroom homes 1,900-2,900 sqft □ High ceilings allow loft beds and more storage □ Ceiling fans reduce need for air conditioning □ Options for Home office, Maker space, Separate family room and living room, and in-law suite for multigenerational living □ Storage space for camping, holiday, and sports equipment □ Large kitchen -Walk-in pantry and/or scullery options □ Sound proofed family room so musicians practice and kids socialize without bothering neighbors - Plan architecture so homes receive lots of natural light. □ Solar panels □ Grey water systems □vegetable gardens □Compost area □Edible and/or native plant landscaping- bird way-station on the roof -common spaces for varied gatherings (play groups, study groups, book club, Community meetings, exercise class - plenty of wide parking spaces & guest parking - require rental landlords to live in the city 9mo/year - Focus on Homes over jobs

"More Housing, need parking both short term while at shops and a place to park when going elsewhere on the trolley. Don't let garden communities develop this area, they are bad at management"

More housing

So close to transit and job centers, it would be great to see even more homes build on this site than represented in Option A.

None of these villages is suitable.

This part of town is completely car-centric, and very dangerous to navigate on foot or by bike. The success of transit stops in this region will rely somewhat on this area being more pedestrian friendly. A good start would be to address the sidewalk and bike lane situation on the bridges over the 5 at Nobel and La Jolla Village, both of these bridges are dangerous and univiting to pedestrians and cyclists. More housing density is particularly well places in this area, as it is within walking distance of campus. However, this area must be developed in a pedestrian and bike friendly fashion to realize the full benefits of the plan. Also of note, there is no contiguous sidewalk connection along La Jolla Village drive between the south entrance of campus and Regents Rd, this should, at a minimum, be a priority.

My option is Existing. No more density!

"Neither (but if you must option C is the best of these poor quality proposals because of the lower density of option C. This by no means a vote for option C though). Density is a bad thing. It results in unliveable neighborhoods (high noise, insufficient dedicated parking spots for tenants and guests.. resulting in ugly and frustrating street parking). San Diego is severely lacking spacious medium sized single family homes. The only option that should be considered are single family homes, with driveways and backyards over 1400 square feet (single family means not this attached townhome garbage)"

We need more medium-density, mixed-use residential neighborhoods and an increase in housing to serve the projected 50,000 students at UCSD and required increase in staffing while also reducing commuting. Increase affordable housing for families close to work and encourage cycling.

None of the above. I would prefer that you do not increase the density of development in UC. Roads are already too crowded and this would increase the number of people in an already crowded community. This would only benefit the developers. Wasn't the promise of the trolley to allow people to more easily commute to UC. Why continue to build, except to benefit developers.

I do not want buildings that go beyond the height restrictions. What will be done to ensure the homeless and criminals don't take over these areas?

NO ON ANY OPTIONS!!!! THE TROLLEY IS JUST BRING MORE HOMELESS PROBLEMS TO OUR AREA, CANYONS AND PARKS. ARE YOU GOING TO POLICE THIS PROBLEM?

No change, leave it as is. None of the options above should be allowed. There is too much traffic and congestion, too much noise in the area as is. The area is over populated as is. The university should not be allowed any more expansion in the UTC area. The congestion they created has decreased quality of life in the area already.

There's already not enough essential business or room in schools. Where is everyone supposed to shop for groceries and go to school!? The Ralphs lot is a mess. Yes, there will be trolley access, but I need a car to drive my carload of groceries home. And where will the new schools be built to support the extra residents?

Why are you focusing on more housing in an already overcrowded area?

| |
|--|
| No new housing |
| I like the idea of adding as much housing as possible, but still maintaining a community rather than urban feel |
| Why do you not give an option for “non of the above.” Your survey aimes to have everyone vote for one of your options. It does not give the option to vote against development. |
| none of the options |
| None of the above. University city is turning into an urban sprawl as it is. |
| Affordable housing and low income housing must be a larger part of residents so that more people can afford to live near their work. We already have enough luxury condos. |
| Urbanization should be highest near transit stops, and it would be a horrendous waste of an opportunity not to fully develop this area by the new blue line station into an urban transit village. This area of the community should have our highest density and most urban character and feel like a downtown. Leave the low density for more distant locations. Housing around campus is incredibly scarce, as is pedestrian-friendly shopping and fine-scaled street scapes. The Nobel Campus Transit Village would do well to follow after Tyson's Corner or Reston, VA, where post-war suburban development was successfully turned into a walkable, mixed-use urban center anchored by a light rail line. I really hope that this project in particular comes to pass - it would completely update an area around campus that feels four decades out of date. With so much intellectual capital and entrepreneurial spirit at UCSD, building an urban transit village like this would help this region thrive. |
| Density and housing is the priority here. This area is growing a lot as the University grows (UCSD has its largest undergraduate class ever and could continue to grow). It is basically the heart of the golden triangle. It is already a large destination for the community, so accommodating additional retail and housing would be logical. This area is significantly far enough back from the coast to not feel entirely "coastal" even in the sections west of the 5. Option B may also be acceptable, but again, housing is king. |
| This area is already very dense. I would add housing only for lower income workers in the area. Park and recreation areas should be identified for any new housing |
| Low density housing. Free parking at transit station which would make it reasonable to use trolley system. |
| Nothing more to add |
| Increased residence might help with student off-campus housing, if it's not too expensive. Keep La Jolla Colony area low-density, for families not students. Will people living near trolley actually use it to commute to work? Jobs are north of here, not south |
| Areas near universities should feel welcoming. Unfortunately, the streets and prevailing development pattern feels isolating, not friendly, with self-contained pods backing up against the community. New buildings should face and open toward streets, especially across from UCSD, where there is potential for walkable mixed-use developments that serve the needs of the university community (small shops, venues, etc.). These kinds of places are common near most university campuses but are sorely lacking near UCSD, which has very little campus-oriented retail adjacent to the university. The transit station should also be much better integrated into the surrounding residential community. The streets are extremely auto-centric, which makes biking, walking and crossing highly stressful. To accomplish these much-needed improvements, it may be a good idea to hire a firm that has been recognized for placemaking and street redesign (from an architectural and urbanist perspective). |
| This area is already in close proximity to high density, high height residential use and currently more than adequate commercial/retail opportunities. The current density seems sufficient to support the new Nobel Transit station. Rather than additional development, this area could benefit from setting aside vast areas for natural habitat. This preservation/creation of open space could sufficiently counter the stress that comes with high density live/work environments, promote biodiversity and help the City meet it's climate change goals. Think New York's Central Park. |
| More affordable housing near UCSD! |
| Please maximize housing and transit connectivity here! |
| Nobel Campus Transit Village needs to house the maximum allowable additional density proposed in this community plan update. Multiple factors helped me come to this conclusion: a) this area is one of the top 2 focus areas for undergraduate and graduate students to be housed from UCSD (regardless of UCSD on-campus housing options) b) this area is prime for mixed-use development to re-imagine these shopping centers and employment centers to better provide housing and jobs along the trolley line. |
| We need to radically scale back "development." The land is already grossly overbuilt. We need to focus instead on encouraging distance work and distance learning, virtual meetings/events, and a greater commitment to re-wilding overbuilt spaces. |
| I think the biggest issue with UCSD is a shortage of housing. My vote will stay with which ever option offers the most accessible housing for students. The fact that carbon emissions will be lowest for A is also a plus. |
| I wouldn't prefer high rise buildings in this area. The whole feel of the city is through the mid size/small size housing units. Sudden high rise buildings look very weird and honestly just destroy the feel of the area. |
| Your graphic does not seem to include the highrise develoment already underway at the south west corner of Villa La Jolla and La Jolla Village Drive. This area is already traffic impacted. Traffic is backed up at the corner all the time and east and westbound traffic at different times a day, particularly is really fierce. It will be a challenge to manage this area. |
| I would prefer option A if the housing was affordable for students, as there has been a constant issue with affordable housing for UCSD students. However, with larger complexes right above restaurants, I could foresee these urban apartments to be too expensive for students to live in. As a result, I would prefer option B providing less amenities that can boost the price of rent. I think it would be extremely important to create separate bike lanes shown in the images. With the current bike lane set up on Nobel, there have been many occasions where commuting bikers are put in unsafe situations and negatively affect traffic (not easily visible riders for drivers, parked cars opening doors, bikers take up entire lane and slow traffic, etc) |

The parking in this area is already horrendous. Any expansion that does not include parking will make this area even more difficult to navigate. Grocery shopping for a family of four is not a public transportation friendly endeavor. These options will result in more traffic and pollution when families shift their shopping to further away stores where they can actually find a parking space.

Again, these areas are a major magnet for budding industry that will fuel the economic vitality of the Community Plan Area and City as a whole. Given access to transit, there needs to be maximum flexibility within development parameters to help support both housing and job creation that keeps the future population in mind.

again we should maximize housing density in this area near so many jobs

With the amount of people living in the area, I am worried that other changes to community infrastructure will not be made along with the increase in housing and commercial retail space. These changes include increased parking at a reduced footprint, expansion of bike lanes and increases in bus frequency to discourage local car trips, lowered speed limits, and green infrastructure to limit the amount of rain water entering storm drains. Also, whatever you do, the Trader Joe's parking lot off Nobel drive is an abomination and must be destroyed.

Please provide additional Gas station. There is no competition between gas stations in the area, which causes increase in gas price, and inconvenient operation hours. Limited supply of convenience store and gas station increase car usage (driving time) to the grocery stores to buy any small items or fill up the tank. increase retail and restaurant spaces to eliminate the need to use car to buy household items or eat outside.

I live directly next to this area and it is currently very unsafe to get around on bike and on foot. Adding segregated bike paths with physical barriers separating bikes from cars, as well as limiting the speed limit and adding pedestrian paths would go a long way towards making this area safe for students. This area is also perfect for high density development as it is right next to the trolley and is in an area with a large amount of jobs within a 20 minute drive.

Same as UC comments. None acceptable.

SO DISAPPOINTING! This survey does not even provide an option for residents of this already cram-packed area to vote to keep the "existing" area AS IS. Have YOU Mr/Ms developer ever sat in your car for an hour day after day just to go one mile on Regents Road because the traffic was so heavy? Clearly NOT! Beyond that, the Gilman Drive corridor has endured scooter, bicycle, motorcycle and car accidents and fatalities because it's already too packed and traffic-logged. Adding even higher density will only increase this problem. And thank you for pouring salt on this wound by proposing to redistrict the La Jolla Village Square community OUT of La Jolla. It's just a plum UNFAIR takeaway for all those of modest income who scrimped and saved to buy into the area as meager investment. Granted, construction to date is great, but it's ENOUGH already. Further development is just greed turning "America's Finest City" into yet another crowded, uncharming urban sprawl. SO disgraceful and SAD :-(

More housing and safe walking/biking/public transit options!

Option b is great but there should be more of an emphasis on public parks and spaces.

UCSD is such a tremendous source of jobs and energy that it would be a disservice to this area's potential to do anything other than make it an urban transit village.

Again, I support the expansion of housing options in the area. Increasing jobs is also a reason I support this option. Having a more "college town" feel near UCSD would be a boon and create more interest in the neighborhood.

Can we have an option that is focused on increasing housing over commercial space?

More public spaces like Rooftop parks.

Need more housing in UTC and more of a walkable feel

I would not develop wealthy areas and instead focus efforts on solving the housing crisis by building affordable (not nice/luxury) public housing that is not for profit.

Only UCSD and developers want to increase density in UC. You're killing our community. Stop increasing density. Go further inland where they can handle the development.

I would like La Jolla Village Square to be denser, with more housing and walkability. Currently it is very car-centric but with the Nobel Drive trolley station there will be a lot more people on foot trying to access homes and businesses, so the planning needs to change to prioritize that.

High rises to allow for more housing

Already too crowded and too much traffic.

None. Already a crowded area. Don't need more traffic. If the designs are outside the Coastal Height Limit, why are they even being promoted?

There needs to be a continuous bike lane along Nobel, at the moment it starts and stops, which is very dangerous for cyclists. As we build housing close to campus, we need to have the infrastructure to support safe active transit to the university for students and staff. "Share arrows" for cyclist to share the right lane are not. Please paint a dividing line on the road.

This area needs renewing somewhat, as the facilities have become old and worn. I do not support exceeding the Coastal Height Limit, but more efficient use of space with more modern structures and transit based on the new trolley station would be beneficial.

prioritize housing over jobs

Limit heights. Reduce over development.

We don't like any of these options. The neighborhoods are too dense as it is. There's too much traffic now. All options you've given us are awful.

If the height limit can be ignored - this is the perfect spot for increased density with transit, groceries, a university. Note the university already has high rise dorms, so having taller buildings in this area will not be out of place. It also has no views to the ocean so therefore no views to be blocked if an adjacent parcel is developed taller than 30'. This is the one focus area that makes perfect sense to increase density.

You are not integrating the changes coming about due to the pandemic. You should add no more density that is not near the trolley. Fewer and fewer people are using buses and the service isn't good enough to justify adding density. This survey is rigged to support what you've already decided and community input is not even allowed to choose other options that are lower in growth when you are not adding adequate infrastructure.

La Jolla Colony shopping area needs to be linked to south UC by building bridge that connect two halves Regents Road. It was planned for, it was promised, it was funded then was discarded, but it would unite the north and south sides of the community, and enhance access from the West side of the Governor Drive residential areas to the great medical centers at UCSD and Scripps La Jolla and shorten the time for emergency access to those ERs. The bridge should be reconsidered and not be ignored because of the Friends of Rose Canyon group which is against it for reasons that are irrelevant to the whole concept of south University City being connected to the UC campus via that bridge. It would save traffic which otherwise has to route back to Genesee Ave going north, or going south to the 52, west to the I-5N, then exiting Gilman Drive and then getting to La Jolla Colony that way. Bridge sorely needed now, & more in the future if the plan adds more housing to the area.

This area is already congested. I favor only moderate density increases. The University has more than adequate space to construct sufficient housing for students along with the commercial services needed to support the student population.

"These are my concerns: No new parks proposed (despite up to 100,000+ more residents)
No guaranteed funding for expanded rec centers, libraries, protected bike lanes on Genesee and Nobel
Poor transit ridership projections: more cars, more GHG emissions; this fails to meet City's Climate Action Plan goals
More impacts on our protected natural habitats like Rose Canyon"

Taller buildings

Again, can the area absorb the increase in traffic? Will the new buildings be environmentally conscious and include solar, trees, etc? Will the new construction take into account the many, many, many students who bicycle to school? There are some areas around Nobel where there are hardly any bike lanes.

This location is already an important area for UCSD students and staff to live close to campus and amenities and we should continue to develop it as densely as possible in order to maximize the number of people who can live close to campus, as well as maximize the value of the trolley station at this location. I used to live near this location and ultimately had to leave because it was too hard to access transit to downtown -- with the trolley station this problem will be fixed and we should make it possible for more people to live and work here.

This area should be high density mixed use area. With it's location relative to UCSD and easy access to transit, this is a strong candidate for a future urban center where residents and those in the area for employment can go car-free.

In this case I selected Option A as it is closer to transit stations and more accommodating to not having a vehicle.

Need more public parks with additional residential. Need to connect (via bridge) the centers on either side of Nobel. That will greatly reduce traffic and turn it into a much larger walkable space. Restaurants should to the extent possible be inward facing, not street facing. Once again housing will not be affordable for any of the persons with retail jobs created with expansion so need more truly affordable housing.

i favor being in walking distance to shopping.

Housing should be a priority, and the transit is only useful if it is near high density transit. Great way to integrate UCSD, including family oriented students.

Support any and all additional improvements to bike lanes and pedestrian access in the area, especially connecting parks residences the UCSD campus and Rose Canyon (with Regents Rd ped/bike crossing of the railroad should be included (note, despite City maps to the contrary, there is NOT a bike lane the length of Gilman Dr southbound). Increased EV charging at any/all new commercial or public space (trolley station a missed opportunity but should be retrofitted with EV charging)

This area should have the highest density development for mixed use, but most especially for affordable housing, since it is closest to public transit. This will help alleviate traffic congestion, and pollution. Housing should be affordable for local residents and students. Not every housing option should be marketed as "luxury", which is already an overused and abused word by housing developers.

Expanded city transport options (on green/electric vehicles). Increased and protected cycling lanes and firm encouragement of cycling and walking as a means of transport, especially to work. More charging options for electric vehicles.

"We are currently experiencing tremendous growth near the University with construction for the Hillel Center, the Innovation Center and the Theatre District Living and Learning Neighborhood (including its 9 to 21-story buildings). While the University is able to disregard the 30-foot height limit, please do not seek similar height exceptions for the University City area.

This area is already congested with all types of traffic - vehicles, pedestrians, cyclists, scooters - from residents, students, people who work in the area, tourists, visitors. Please have the vision to maintain breathing room for the benefit of our community!"

"This is a complex area, with three distinct areas. Nobel east and west of I-5, and Vons.

The Vons area should retain the small character, reflective of the surrounding neighborhood. East of I-5 should be primarily EMX as no height limit is in effect. West of Nobel should respect the surrounding residential heights, with increasing heights from Villa La Jolla east to I-5, adjusted for a potential change in the height limit. R&D should respect the surrounding areas, particularly in regards to privacy needs."

This plan takes up so much space for day jobs without much consideration of the loss to the community or any offsets for it like the creation of non-commercial common spaces or a mandate to include as many lower cost housing units in new construction as what was destroyed and the locals displaced to bring those jobs in for eight hours a day.

The existing surface parking lots in shopping centers in this area are a nightmare for all modes of transit and a huge waste of space. This area is a prime location for high-density residential serving UCSD students and needs to be developed as such. Surface parking lots should be avoided at all costs. Connectivity across I-5 needs to be improved, particularly on La Jolla Village Drive where narrow sidewalks and uncontrolled crossings make being a pedestrian feel very dangerous. Bike connectivity across I-5 should also be improved; the bike lanes on the Nobel Drive bridge need to be restored (they were removed during trolley construction).

Can you make it possible to Bike from Trader Joes to Doyle and not be killed by cars merging onto I5?

But while the ideal is that we'd get to people using mass transit like NYC or Chicago, we simply aren't there yet, even with the trolley extension. You need to ensure that there is enough parking when you increase the density so that people can still shop at the stores, and that those living above have a place to park as well. I am all for more growth in jobs and especially denser housing to the UC area, but I think we need to be realistic and less YIMBY about the parking situation that will follow if we don't. Especially in these areas where the housing is already denser and there are already parking issues because of it.

LOVE adding more around where I live, but since I can't take transit to my work or my kid's school, I will still need a car, so please make sure that there is parking, regardless of new regulations where you don't need parking near transit.

Why not have an option keeping it as it presently exists?

As high-density as possible. Walkable, urban feel with a large amount of shopping, dining, commercial, and transit-orientied residential. Lower income housing designated for people working within walking distance. Keep current grocery stores throughout redevelopment (Ralphs, Trader Joes, Whole Foods). A vibrant urban area and a destination for the nearby community and those using public transit.

We should support as many housing units as possible near the trolley stations.

this is the perfect place to add density, it will be close to transit and can transform the area into a more joint, walkable community. Please do not give in and lower the density, we need more homes

The densest development seems to truly make sense in this area, given immediate freeway access from most of it AND the trolley station.

It is not at all clear that the "transit" station will serve potential future residents of UTC, as it only routes people to destinations south, whereas most UTC residents work to the north. Thus adding high density housing will only increase traffic congestion in what is already a strained area. The trolley is poised to bring people into UTC (to shop at the mall primarily, and access the UCSD Medical Center secondarily), but UTC residents are unlikely to use it other than for weekend joyrides downtown. Yet increasing retail and restaurants is a good thing, with hopes that (low wage) employees of such business will live locally in UTC or perhaps use the trolley to get to work from points south, thus minimizing the traffic burden of such jobs. Similarly, increasing research space will employ recent UCSD graduates who already live in UTC and require a minimal commute.

The proximity to UCSD, transit and shopping makes this a great area for high density.

Rent cap is needed for this area. The rent is outrageous!

More housing, especially around hte UCSD area. Please also try to make this housing cheaper that the Irvine Company units that are nearby. Students can't realistically afford housing rates that high.

Next to a trolley stop that connects the entire city MUST be an urban transit village. It would be unacceptable for anything less.

None of the options. The entire area has already been ruined by unchecked growth. Traffic is already too busy.

Option A is dense and would require removing the Coastal Height Limit. However, given that this area is already dense, it would add a significant number of homes and jobs along the new transit line. It is also not that close to the coast (it is not blocking any great views).

need more housing! Medium to high density residential plans are needed to keep housing accessible to the middle class in San Diego! Option A provides the most density and is what is needed to help!

Maintaining the Coastal Height Limit is critical to preservation of the Coastal Development Zone, which is a high priority for all those who live in San Diego and enjoy its beaches and the ocean.

I support as much density and housing as is being offered (hoping also for improved public transit options). Good for the economy, good for the environment, good for equality. I strongly support removing the "coastal" height limit in this location.

I like the middle approach to bring more business and infrastructure to this area, but not overbuild where it feels like downtown San Diego.

As many homes here as possible, with the new trolley station we can't afford NOT to build housing here!

Keep the stores which are used by many UCSD students, and increase the housing units so there are enough place near campus to live for students and faculty.

More housing the better

More density and more transit is better for the climate and better for living without a car

I live in this area, and my priority is 1) making this area more pedestrian-friendly and walkable, and 2) creating more housing units. I live directly across from the Shops at La Jolla Village and there's no convenient crosswalk to get to this shopping area, so most people jaywalk. I like the idea of creating a main street that is pedestrian and bike friendly (i.e. has bike lanes). I think there should be more housing units too since this is a very desirable location for UCSD graduate students.

Keep high density, more jobs, more retail

We have to focus on more transit based housing - getting cars off the road is better for the environment and creates more accessible live / work options.

Given the severe housing shortage and the need for our region to reduce pollution, option A is the only sensible option among the three.

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| I would like more affordable housing and better bike infrastructure in this region. |
| I would like more affordable housing |
| This area is already pretty dense and can be gridlocked at times, I would worry about making it too dense when there are areas that can be much denser first. |
| Would prefer to see higher density here given its proximity to shopping and professional and educational opportunities. Especially as bikeability improves in this area I assume the best way to take advantage of it is to allow people to live nearby. |
| We desperately need more homes. |
| This takes advantage of the access to transit and I5. |
| This location has the streets, freeway ramps, and walkability to UCSD campus to support higher densities. |
| Near transit is a perfect place to build above existing height limits. Option A is a fantastic opportunity for infill development, which is the most sustainable and eco-friendly development possible. |
| There needs to be more Homes to purchase! No more rent! Help the citizens own a home. Don't help the investors build more apartments/condos for rent. |
| California is experiencing a housing crisis, and it is immensely impacting UCSD students. UCSD has increasing rates of student homelessness, and quickly decreasing affordable housing options on campus. Additionally, many faculty and staff who work at UCSD live far away, contributing to huge carbon emissions in the transportation sector. Option A would be a significant step towards alleviating the housing crisis for students, and would also significantly decrease overall carbon emissions compared to the other options. Given the 30 year span of this update, we must prioritize decreasing community emissions. |
| While I understand needing to increase density, I worry about traffic and road use access. It's already super busy and more density, more cars, more traffic, this area will be less desirable a "neighborhood"'/ Do we want our neighborhood to become a second Mission Valley? |
| I think enhancing the shops and parking lot in this area is crucial. The space should be modernized and serve the UCSD campus as well as those who use the transit station to come to/from work. That said, I think it is critical that we maintain the feel of the neighborhood and so I am not a proponent of plans to urbanize the area (I dislike LA and don't want San Diego to look like it) or to increase the height limit of buildings in the coastal zone. |
| The Coastal height from the Coastal commission should not be relevant as it is not the coast. The coastal commission seems to have gone beyond its original intention....to protect the coast. |
| would love to see the height limit removed, although it is out of the scope of the community plan, I appreciate that planning is considering this possible future. There is no reason not to have residential or office towers here, especially around the trolley station. Development must center the pedestrian experience at the trolley station; the huge garage is already not optimal but all the surface parking at the malls means there's a lot of room for multi-story buildings with ground floor small retail/restaurant spaces. This area needs significant pedestrian and bicycle improvements to accommodate new development; it has excellent mix of proximity of jobs, housing, institutional uses, but the streets are very unfriendly to non-automotive users. Protected bike lanes on La Jolla Village Drive, wider sidewalks set back from the street, bulbouts at all intersections, repainted crosswalks are all needed. |
| Nobel Campus Transit Village already has a strong commercial activity, and nearby student residences will need additional services and retail opportunities. It would be nice to develop this region more so that students and local commuters are better-served |
| Keep the grocery stores, and keep Nobel Drive at two lanes in each direction. |
| For retail areas there should be a sufficient amount of parking and easy access to it. |
| Option A is a very commendable effort to resolve housing issues. |
| Between A and B; traffic is already bad during the school year so worried what impact that will have |
| Less housing. It's already crowded |
| The shopping center desperately needs an update and we need higher housing density everywhere. However, these shopping plazas and roads/freeway entrances are already congested so the highest density option may completely overload the existing infrastructure. |
| keep the supermarkets please, the Ralphs and Whole Foods are the only two out of three supermarkets that close to the campus that doesn't need a car or a long bus ride |
| walkable, bikeable, transitable, dense housing |
| There needs to be a focus on low cost housing close to the transit centers to allow students to commute to the university and reduce car use on our roads. Walkable neighbourhoods that are affordable and safe are necessary. |
| I could go on about the benefits of a university being located in a "college town" and how its beneficial not only for the university but for the town. And the most important change necessary for UCSD's immediate community is better walkability. Option A is the densest and therefore creates the most walkable community so it was my favorite |
| Facilitated pedestrian access to UCSD campus. A mini urban center with enhanced entertainment and food options. Less parking blight via vertical parking structures. Maximal green space and outdoor eating locations. |
| I really want to say that this area is filled with UCSD students with limited means and with the limited parking on campus and the limited time to spend on transportation they have considering their busy college lives they can't live too far. UCSD keeps accepting more and more students without an increase in housing. We need more houses not more businesses. |

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|---|
| Most housing is important |
| More housing to lower the costs of rent |
| Housing is needed in close proximity to the UCSD campus for both students and employees. Vacant infill sites, both private and public owned may help meet the housing demand. Case in point, the vacant land at Gilman Drive and Via Alicante, within the transit priority area and in walking distance of existing services and retail. These residentially zoned acreage may be added to Focus Area 4. Alternatively, a Focus Area 6, Gilman Village, may be added to the University Community Plan update. |
| I would have a fundamental problem with any development that ignored the Coastal Commission height limitations. Less high towers is my vision, with higher density under 4 stories. |
| Existing home owners in the area will not support significantly increased housing heights. The Nordstrom rack is already a horrible eye sore. Current residents are also worried about increased traffic. A real argument would need to be made that any development won't increase traffic and congestion. The trolley should help mitigate this problem, but it may not as many other areas of San Diego are only accessible by car, so that car traffic may increase despite the trolley. The trolley may also increase noise at night, particularly on cold nights when the boundary layer height drops significantly and the highway noise is transmitted much further than anyone may think during a quite day. |
| I'm in favor of rehauling the mixed use residential in this area and don't mind the heights used in this option. Option A heights feel too tall. |
| With the rapidly growing attendance at UCSD, high-density housing and nearby amenities are desperately needed close to campus. This will help students to be able to live close to campus and offset competition for housing in other parts of UTC. |
| We need more biking infrastructure as well as more housing! |
| This area is very close to the new trolley line and Ucsd as well as UTC and deserves to have more density |
| Need more transit oriented housing |
| Near transit and freeways. Walking distance to UCSD which already has high rise buildings. High density can easily be supported. |
| more transportation |
| More jobs, more housing! |
| More housing |
| It would best serve and help students of UCSD who are facing a housing crisis and need more accessible housing near the university |
| I prefer Option A because it allows for the most housing. It's also critical we plan for the removal of the 30' height limit west of I-5 in this area. There are no views of the coast here. |
| Housing is much needed, especially at places where transit is convenient. UCSD students travel a lot to downtown area for food, having this area being developed can greatly reduce the traffic and bring convenience to the people. |
| High density housing near transit is what we need more models of in this city. The development should have direct access to the trolley station via a bridge if possible. This would give more options for students and staff to commute to school without contributing to parking or local traffic. |
| A walkable village without the need for a car. |
| Higher density makes sense due to the nearby transit stops. |
| We need so much more affordable housing options for UC students and staff. The most housing option is best. |
| More housing units. Need to show the benefits of the height limit being amended if people are to adopt it |
| I see the potential fulfillment of the original City of Villages concept would be the goal of option A. This would allow a live/work environment close to the trolley and bus lines that will help to mitigate traffic concerns. I am concerned about the current height limit which would not allow development over 30' and how that might be mitigated, like what was done at Sports Arena. |
| I often bike in this area and I know many others do as well. I would love to see improved bike infrastructure! |
| Add more apartments. As UCSD grows so does the need to house the students, and considering the shortage this is driving up the rental prices in the area. Also yes to the Regents connection. The traffic on Genesee is so bad during rush hour. Regents would lighten that by distributing the burden. |
| The height limits are in place for a reason. (Speaking as a former beach community planning board member) |
| This area is adjacent to the Mid Coast Trolley line and must be as dense as possible to take advantage of the \$2.1Billion transit investment. Currently the area is underutilized. |
| The ability to live near the trolly makes accessing work or social events downtown not just possible but easy. High density housing just means more people can have that good life without needing a car! To take care of the climate and to be fair to the future residents, high density is the way to go. The area is also so close to many workplaces (in addition to UCSD), that busses and biking are possible ways to commute. So giving that option to more people will reduce congestion, especially if the roads are improved for waking/biking. Villa La Jolla could have large sidewalks and protected bike lanes and be a really nice place to live, instead of just a shopping Center! |

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| Please focus more open space/park since it will be important as we add more density. |
| Concerns about traffic density, parking limitations as well as overfilling of schools in the area. |
| Unless absolutely necessary for the local economy, I would reduce the number of jobs contemplated and keep the housing. My ultimate concern is the density shock that may occur by adding new housing and more jobs in the area. Alternatively, if the trolley extension is used, then less housing would be needed as individuals can make the commute north. I'm also concerned by the additional pollution that more density will be bring which is why the trolley extension is beneficial to the community, if used. |
| Here there is more opportunity for a C/B option, but still a need for a park or place for people to sit and create community with outdoor seating for establishments, trees, and green space. |
| Scary about so many more people and cars, just hoping that more folks walk to where they want to go, or take the trolley. |
| More density around transit and a live work play environment is important to create synergies and a successful community. |
| Housing should be the priority as well as improving mobility for students and those affiliated with the university. |
| Again, the more people we add to this area without the infrastructure, will only add more problems to the area. Traffic along Genesee, I-5, and I-805 is already horrendous! |
| There is a housing shortage that is only going to get worst with the continuing growth of UCSD in the next decade. It would also be a good fit to have high density housing next to a transportation hub that goes all the way to downtown. |
| Once again, higher density is more compatible with the new public transit station in this area. It would be great if at least 40% of these new housing units were low income. |
| Right now the density in this area is very high. However, some parking lots are underutilized and some parking lots by Whole Foods are totally inadequate. Hopefully the new plan will address this issue. |
| Flow of traffic and Trader Joe's parking lot need improvement. |
| walkable residential transport retail without feeling hemmed in since this is a campus area near the ocean |
| I live adjacent to the vons in this area, and would love more development in that parking lot so that there were more places to shop in easy walking distance. I don't like walking all the way to the shopping centers on Nobel past the 5, because it's far and the streets are very fast and busy. It would also be really great to have as much housing close to transit as possible. |
| More open spaces, more trees, ease of accessibility and more pedestrian friendly walking and bike paths. Area of closed streets with retail and restaurants. |
| Infrastructure is lagging, traffic in UTC is already much worse than a decade ago |
| Area has already grown tremendously and does not need any more large projects to enhance more growth |
| We need more housing but also parking for residents. We don't need more plazas and high end stores. We need space for families to live in affordable housing. Having protected bike paths is a very nice feature. However, relying on public transit for most of these new developments is not practical. As a resident of the Nobel/Lebon area, if I need to visit stores in the UTC mall or Ralph's shopping center, its too far to walk but spending an hour to take the bus in is not practical. Not to mention, when students are going to class at UCSD, the bus system is impossible to use. Unless the transit system is substantially improved, we still need ample parking available. |
| San Diego needs housing - I am 100% supporting of infill close to trolley stations |
| Lots of housing near existing retail and near the new trolley station would reduce housing prices and would make this area a great place to live. |
| Dense mixed use area for living, shopping, eating, and entertainment. |
| provide the most housing possible in areas close to the shopping center |
| I'd like that it serves the ucsd communities. |
| Build for maximum density. |
| Note that there is no park adjacent to the proposed development: the parks you show are far away. Doesn't that tell you something? You are planning density without considering what makes dense living livable! No proper parks, no open space, ... |
| It is wise to add development right at the trolley station if the goal is to increase public transit usage. However, previously established height limitations were put in place for good reason and should remain intact. |
| giving the height limit this seems to be the most realistic option |
| Moderization without over congestion |

"Lessen the speed limit on La Jolla Village Dr and Villa La Jolla Dr. Many students and commuters use e-scooters and bicycles to get around, and the traffic environment is extremely hostile. There are currently no designated bike lanes on these roads. Additionally, many cars also park on the curb on Via La Jolla and Nobel Dr, where cars easily go >40 mph. This makes the lanes unsafe for cyclists as traffic insists on making unsafe passes around them, and people who are parked on the street don't adequately check their surroundings before opening their car doors.

Since this area is a campus environment, the city should move away from making the roads extremely car-centric, as students mainly travel by foot or micromobility devices.

Nobel Dr also doesn't have adequate street lighting at night. With cars traveling 50mph+ in these parts, it's dangerous for pedestrians and for cyclist commuters who are forced on the road because there are no bike lanes"

UCSD and surrounding neighborhood could be a more active and connected place making it more liveable and with better access to business and services.

The higher density the better!

Please consider Option A: Urban Transit Village on this site because there is a significant amount of mixed-use development potential. The introduction of the trolley stop on the site and the proximity to UCSD call for redevelopment that serves the community and the region as a whole. In addition, the Coastal Height Limitation Overlay Zone impedes smart growth and serves no reasonable purpose on this site because of its distance from the coast.

More homes is better

It has more housing which would help prevent the housing crisis that current students are facing

I would vote somewhere between option A and B. More housing, newer, improved shopping area with restaurants

higher density, more units for people. more chances for affordable housing. same reason as prior.

Higher density around transit centers calls for more business opportunities and potentially better transit services in the future. This also creates more housing for UCSD students, with the trolly as a convenient commuting option.

Please include bike paths, also extend trolley to better connect to pacific beach and ocean beach

More jobs but less dense

need more student housing close to UCSD Campus, but don't want to lose the retail and entertainment opportunities from these existing shopping centers.

More density on transit lines, support our investment in the trolley expansion

I would pay close attention to any changes in crime rate, loitering, etc. associated with these redevelopments. Currently the area feels refreshingly safe, although not without problems that impact the comfort of students and other passers-by. You may feel you "have it under control" but even just the loitering situation in the past 10 years at the Nobel mall intersection or in the Vons mall clearly shows you don't.

This whole area needs to be way more walkable. There's no sidewalk on the east side of Gilman Drive under La Jolla Village Drive. For god's sake put that in. You have people trying to walk that all the time and they have to walk in the bike lane and close to traffic.

This area is already way too dense. We don't want any more housing. We need more parks and green space.

A place that people can live and shop but is not surrounded by high dense buildings and more traffic.

Being close to a transit station means easy commuter access. This would be attractive to the young professional just out of college nearby and familiar with the area but wanting to have access to downtown

It is important to keep density lower and provide more open space and parks.

If you increase density and eliminate shopping and services you are forcing people into their cars to get to these services. And all development must include necessary parking for all residential units.

Cafes and restaurants line the shopping centers with attractive open aire seating. Not crowded onto sidewalks like currently. New stores in the empty ones in La Jolla Village Square that attract more people, a bookstore with an outdoor cafe where Pier One was.

Genesee is already overcrowded, especially during school hours. I choose Option D, no changes.

This area is already high density. Be sure to add enough parking for the cars owned by students and employees. They will not all use public transportation.

More green space, please.

Smaller is better

Little to no change without improved local neighborhood access

Same reason as before. As long as housing and jobs are being provided and created, I'm happy.

I prefer options that maintain long term mom and pop businesses and do not increase density

i prefer no additional building but you don't offer that option

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| I vote to keep within height limits and not over expand |
| We should focus on the planning for the Coastal Zone height limit and plan accordingly. |
| Keep heights within the coastal limit. We don't need La Jolla to turn into downtown. |
| Need option for ‘none of these’. Already more than enough shopping choices. Where will new public schools go , to accomodate increased population of residential segment. We pay taxes for that and other public services already overburdened at current density levels. We can’t even get proper, timely police response to crime calls now. |
| Provides for much needed density/support for UCSD and the community. Time to look through the windshield and not the rear view mirror anymore in San Diego. we are more than a beach town! |
| This look like it would add a lot of traffic, and this area already experiences daily traffic issues and short intersections. I think San Diego should concentrate on less density areas and not on areas which are already suffering from impacts of high density and urbanization. |
| Keep the area as is |
| It makes sense to have more, affordable housing near UCSD. It does not make sense to bring to a vote going against the current height limits - a complete waste of money and resources. |
| Increasing the density in this area is not feasible. Access to this area is significantly limited because the only exit from I-5 south is La Jolla Village drive, so traffic is already impacted at LJVD and Via La Jolla. Adding any increased density here will further inhibit traffic flow. Development here is a really bad idea without adding additional access from I-5 to Nobel and from Nobel to I-5 North. |
| What the F with Option A....this is not New York City.....stop with so much buildings and concrete....so ugly just like UCSD....all their buildings look like prisons and they slap a little lime green paint on and think it looks "urban"...when it's just ugly. |
| This option is best--- |
| There are no parks here in this cluster. No open space. How can you increase density without the least consideration to the livability? |
| Stop trying to squeeze in more housing! This area is over developed as is |
| If this tragedy is to be forced down the throat of the residents then the least expansive and expensive is best. It will soon be filled with homeless and will make the area undesirable very quickly. |
| It is impossible to give input if so little information is given. How will pay for this all? Students, as has happened for the current housing development? |
| None, area turn into a homeless dump |
| Reduce traffic in this area. Lowest impact development. |
| Keep the building heights low |
| Housing is desperately needed! |
| Why are you focused on UCSD??? There are a lot of us in the area that have no really association to UCSD. Put them on campus. Don't turn this into an extension of UCSD. |
| Though we certainly need more housing, I think a priority should be to keep this area safe for wildlife and prevent too much development (concrete, development process is energy/carbon intensive). |
| I oppose all three plans, which bring too much density to the community with no new amenities. Traffic is already too bad. |
| Access without cars |
| Again too dense in light of development at Genesee & LJ Village Drive |
| Traffic on Genessee is already terrible. Only option C is reasonable |
| The height limit must be respected. It's the last chance to keep this area from turning "ugly" into "the very ugly badge of honor of developers". |
| Housing for UCSDS students should not be a community. IT is not our place to solve UCSD's over acceptance problems. As a parent of kids in college, one in a very expensive urban area, it is my job to support their housing requirements or to tell then to find another school. I don't complain to the local community and demand they alter their community to meet my transient students needs. UCSD student housing should not be a consideration. |
| None of it! Greed has ruined California and this is only more of the same. Most often you will find those making the changes don’t have to live in the areas they’ve ruined. |
| Height limits should be respected and traffic is a problem in this area already. UCSD has tons of land and should be responsible for building enough student housing to house its students to keep costs affordable for them. |
| We don't need more housing!!!. We need parks and grocery stores. |
| It is already too impacted in this area. |

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| Bigger spaces and less cluttered areas |
| Not sure |
| Too much density with all plans I vote against all of them |
| There is already so much traffic and congestion in this area. Additional infrastructure is not a great idea here. |
| No changes please! keep as existing |
| None of the above. No changes! |
| Leave it alone! Further development is not warranted. Add more bike lanes in these spaces and promote more alternative transportation. |
| Again sorry way too much development!!! We can't afford higher rents, more contract/Gig jobs w/ uncertainty employment, and housing that is not long-term affordable and generally just increases taxpayer subsidization because housing programs not included in rent rate or annual costs to have. |
| NO more! Most of the community and surrounding neighbors do not want this heavy growth and changes. Forcing them is not your position, you are suppose to represent the residents, not developers! You are suffocating US! The transit system is not fully utilized now, its not clean, safe or convenient. If we wanted this environment we would move to the city! |
| "I live in a community within the La Jolla Community Plan boundary (directly above Gilman). Our close proximity to the University and growth in La Jolla Village Center has a great impact on all us. I regularly engage with this area for my shopping, etc. This area is ALREADY so severely trafficked. Where is there any proposed mitigation to deal with the traffic which would impact all: residents, students, people who work in this area and visitors alike? Where is some green space provided and trees for shade? This plan shows no concern for the quality of day to day life not to mention global warming. As to the University once again ignoring the Coastal Height Limitation? No thank you." |
| This would enhance the UCSD community and give more options (if reasonable rental costs) to student populations. |
| None of the options above are creative enough, e.g. the way in which the housing and jobs are in lock step. My vision: Taller buildings near the freeway; none west of Villa LJ Drive -- of course, this is now a moot point, thanks to UCSD. More community park space -- where Nordstroms Rack and the postoffice are now; buffered from fwy and trolley noise by stepped down development from taller at E to lower (3 floors or fewer) overlooking the new park. Mixed use to 5 floors on south side of LJ Village Drive between Gilman Drive and Villa LJ where the low commercial is now. Same on E side of Villa LJ, with the upper floors opening onto the park space. |
| Frankly, I am not enamored of any of the options, though perhaps Option C is the least problematic. While increasing the # housing units could address existing shortages, there appears to be no coherent plan for building infrastructure (e.g., parking, increasing public transit, road safety given there are two schools on Governor Dr.) Increasing the # of cars without viable alternatives (such as publictransit expansion) will just lead to more congestion and pollution. |
| We have enough density already. Other cities have public transportation so than people can come in to work/school areas. Adding more and more takes away from the quality of life of those who have lived and will live in these areas. |
| "Option C is WAY too high in number of housing units: if scale is linear, implies ~ 4000 !! Where would they go, what are they, and what is the infrastructure for decent quality of life . No comments on jobs/work, since no information is given to make a rational choice. |
| As for the Vons La Jolla Colony shopping center on Regent Rd., it is fine as. It has a supermarket, bank, and other service stores appropriate for it's commercial neighborhood (CN) zoning. The CN zone has restrictions on noise and hours of operation that are compatible with the surrounding residences which are on all sides. Any development in this CN shopping area must be compatible with the surrounding low density condos which are primarily the lowest density RM-1-1 zone; this includes compatibility with noise levels, traffic, building height and density, etc. Mixed use does not make sense in this small space, rather the current/similar service stores with surface parking are of more use to the community." |
| More detailed information on the options presented is needed before on can make an informed assessment. However, one should realize that the area surrounding the local Vons shopping center is zoned as lower density RM 1-1, so that what is being proposed in options A, B, and C is way out of character with the neighborhood. Option C is least out of whack with the neighborhood but may still overtax existing infrastructure. Again, more specifics on option C are needed before I could endorse it. |
| Again. Minimize density |
| Since this is on the transit line, maybe it wouldn't impact traffic too much? |
| Satisfied |
| Leverage the transit investments and allow residential uses. Include affordable housing and space for small businesses and local artists and educators. |
| Build the Regents Rd bridge! |
| This option provides a medium-low density of mixed-use development with heights inside of the local Coastal Height Limit. |
| I think these locations would make excellent life science/office locations as well as provide for housing. |
| None. The traffic in these areas is already more than the streets can handle. |
| UCSD may exceed 30 feet and they are doing so. I prefer the rest of the area remain 30 feet or less. We are crowded enough now. |

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| The best of a bad lot |
| Current height limit is essential to keep. Minimal development is preferable. |
| We need more density and there is no way to do that with the current height limit. The City needs to get behind a new initiative to change the height limit. |
| The transit site should allow the maximum height and density under the RMX or EMX zoning. We need to allow more density around transit stops. |
| The rent is too high for ucsd students. |
| safe biking and walking provisions will be very important for easy accessibility to jobs, shopping, dining options. |
| Looks like a great start to being able to add jobs and housing! |
| Like a barbell, high density both East and West of I-5 complementing the High density at UTC area |
| increased height is appropriate in this area, adjacent to campus. idea area for mixed use and higher densities. |
| high density housing |
| A High density development will allow for enough housing and affordable housing to be provided next to the new transit stop. This is what San Diego needs to increase the quantity of people that uses the trolley. A High Density development can also provide the community more options for a live-work type of environment and some renovated retail options. |
| More parks, expanded roads, which are already jammed. Build bike lanes. |
| We have to do what it takes to build density! I'll support the max, Option A, and vote to amend the coastal height limit. The more density that is built in this area takes the pressure off of the surrounding areas like South UC, Clairemont, La Jolla, and Mira Mesa. |
| The addition of fewer housing units that don't increase density in a major way. Traffic is already too heavy in these areas. |
| Well I guess UCSD needs more housing for students but why is it not built on UCSD property? |
| Please do not exceed the height limit. Please add essential and fun amenities so that people who live there don't have to drive as much. |
| None of the above. |
| None of the above. Density is just language for reduced quality of life. |
| We should keep the local coastal height limit. Keep the area low density. The best thing to do in the University Community is making it more pedestrian and biking friendly! |
| These are false choices, as there is already sufficient density, infill and commercial properties in this “village” (please save the phony euphemisms). |
| Since it is near UCSD |
| I believe the area would be better served with less density projects. |
| We need parking. We need wider parking spaces. Parents need to be able to get their young children in and out of carseats with ease. We also need rental options that are not owned by Garden Communities. We need affordable family housing for students, grad-students, and post-docs at UCSD. Many amazing scholars have to leave UCSD or not even attend in the first place due to housing costs. There also needs to be affordable child care for these families. Preschool and DayCare costs are too high for parents who are still working on their education. The community also needs to be more stroller friendly! It needs play space & garden space. There needs to be study space and collaboration space. Make it appealing and affordable for educators. Homes need 3-5 bedrooms with a family room & living room. 1,500+ sqft! Kitchens need to be real spaces with pantries where people can actually bake and cook. Consider edible landscaping fed by grey water. Include solar panels. |
| I wish option c or b had more housing less focus on jobs only. We have a lot of jobs already in this area |
| Prefer the higher density option for the Nobel Village. This part of University could be much more utilized given its proximity to UCSD, Hwy 5, VA, and UTC offices and retail. |
| Looks good! |
| It is essential to cut emissions and increase housing. |
| Higher density here would seem to better support the UCSD community with needed housing, but I don't think it's wise to present two options that are not within the coastal height limits. Planning those developments seems like a waste of time since I don't believe the voters will opt to allow the height limits to be exceeded. Although I don't understand why Option C can't have a bit more density without making the buildings too tall. I'm not sure why there are more buildings proposed for in Options A and B. Can't there be the same number of new or horizontally expanded buildings in Option C as there are in Options A & B? |
| Where are the new parks? New bike lanes? |
| Stop the development! None |

Please I just dont understand why you keep building so many businesses/offices etc. Here when this is where many UCSD students live and employees of all the nearby companies. UCSD ke

I believe something that is missing is a pedestrian/bike path that connects UCSD with LaJolla Village Square. Maybe along side the trolley overpass? This would be great for bicycle commuting as getting across La Jolla Village Dr. is intimidating/dangerous to less experienced commuters. Are there plans to make bicycle commuting more accessible from the south? Regents road is a 50 mile an hour zone. Regent's is 40. La Jolla Village 45. Villa La Jolla Dr. is steep. All of the streets I mentioned vehicle traffic is often aggressive to cyclists.

I agree the city of San Diego needs to plan for future growth, however, I don't think it serves residents of University City and surrounding areas with allowing developers a green light to build and bring in an estimated 100,000 new residents to the area. As a resident, we can already see the impact of more people in this area from new construction within the last five years. I am also concerned of the amount of money the developers are incentivized by fees being eliminated that up until now have been required for essential resources like libraries; open parks; fire stations. It doesn't seem right that any fee paid would be paid directly to the city to go into a slush fund. It almost seems like highway robbery and stealing from the people who have lived here and contributed through commerce and business and have paid their taxes. The developers would make bank overnight with a multiplex property, where the sky is the limit.

Areas near universities should feel welcoming. Unfortunately, the streets and prevailing development pattern feels isolating, not friendly, with self-contained pods backing up against the community. New buildings should face and open toward streets, especially across from UCSD, where there is potential for walkable mixed-use developments that serve the needs of the university community (small shops, venues, etc.). These kinds of places are common near most university campuses but are sorely lacking near UCSD, which has very little campus-oriented retail adjacent to the university. The transit station should also be much better integrated into the surrounding residential community. The streets are extremely auto-centric, which makes biking, walking and crossing highly stressful. To accomplish these much-needed improvements, it may be a good idea to hire a firm that has been recognized for placemaking and street redesign (from an architectural and urbanist perspective).

GOVERNOR COMMUNITY VILLAGE

I would like to see more local business restaurants, but I like high density housing

PLEASE. small footprint in south UC. we need some housing-the east UC senior housing has 10x what was proposed. A small footprint over our EXSISTING AND MAINTAINED stores and shops. We need to maintain retail, increase walkability, bike, and safe auto and pedestrian traffic. Please do not take the green spaces away (our Stanley Park) for more cars.

More bike lanes

"The Governor Community Village is in need for an upgrade that allows some housing above business/shops/retail. BUT WE REALLY NEED OUR SHOPS, our restaurants, our businesses. Part of a nice walkable neighborhood-IS PLACES TO GO. We are already limited in dining/shops-PLEASE KEEP THE EXISTING STORES-add only limited housing above our SHOPS. A WALKABLE 'town-with retail'-similar to Mission Hills-Goldfinch/Fort Stockton. Vs the unattractive, crowded, not walkable friendly Hillcrest massive complex between Washington and University."

Additional parking must be included for any new developments

Governor Drive is the center of the University City community. I've been a resident of UC for more than 30 years and it saddens me greatly to see that there are plans to build in this area. Both plans would increase traffic, noise, and pollution to a "small-town" community within San Diego. I will absolutely move from my home and business in UC should this overdevelopment take place.

Both of these options would impact traffic and wildlife in Rose Canyon.

It would allow for a more centered community feel. If these two were connected with a redesign of Governor Dr that made it less like a secondary highway and more like a neighborhood street (roundabouts and single lane both sides with added full bike lane), then we could get past the ugly strip mall mentality.

Given that there's currently talk of downsizing Governor Drive from a four-lane street to a two-lane street, I have some reservations about the traffic usage. This area of University City has limited transit options, so I'd need to see more bus stops and a consistent East-West bus route to confidently support these additional residents and jobs. Also, at least some new residents will have cars. Where will they park? The featured parking lots already deal with capacity problems and people need access to groceries. Additionally, I've noticed that a part of the sectioned area around the Vons development includes what I know to be four gas stations. I don't know why these would be included as a potential space to house residents, but if there's any sort of consideration to create residential space above gas stations, then please stop. Finally, I found the architectural style shown in these designs to be absolutely hideous and I would hate to see the Sprouts become another big white box.

There is no need for more housing or retail in this neighborhood. There is no need for more traffic. The Community Village and Neighborhood Village seem the same. What is the difference? Also, this neighborhood already has the name of "University City". There is no need to change it to Governor whatever. How about just adding better walking and biking infrastructure and leaving things the same otherwise. It feels like these changes will make the neighborhood worse. Why is there no option in your survey where there is no added housing and no added retail.

More green space, particularly where the housing is anticipated at the shopping centers.

Adding centralized development where accessibility is already impacted will not improve any quality of life. Genesee and Governor Dr are already traffic nightmares at transit times AND completing Regents Road has not happened. Folks on the western side of 'Governor Community Village' will likely fight Regents Rd completion forever and Genesee can't handle even more usage.

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| <p>"any plan must include adequate infrastructure That includes schools, parks, libraries, streets, public transportation and parking both on street and in private business and housing units. Just because there will be both employment and housing in the location doesn't mean all employees will live within walking distance or easy to use public transportation. Bicycle paths are a popular idea but will only serve a small minority of the community. Existing open areas such as Rose and San Clemente Canyon must be protected as recreation and having trees to help control Carbon Dioxide."</p> |
| <p>Neither option is viable. The University Square area is already built to a sustainable level that doesn't violate the California Environmental Quality Act. Options A and B violate CEQA housing livability density, transportation impacts, and compromise the safety of the nearby elementary school. My vision is to keep the Square as is. The Genesee and Governor drive intersection is already dangerous and these options will make it worse and increase traffic on Genesee.</p> |
| <p>As many housing units as possible and as little parking as possible.</p> |
| <p>Does this area need many more office buildings? During the pandemic, work from home options have become more prevalent. Support residential and retail over office buildings.</p> |
| <p>Traffic is already bad and more especially near the school will be a negative impact on the community.</p> |
| <p>I hope you are considering people who are already marginalized and disabled. If you expand this, make sure you are designing for those who are disabled.</p> |
| <p>The more density near transit the better. Who doesn't love being able to live near things to walk/bike/scooter to? And with all the business and university traffic in UTC, having more housing closer (and on a bus route) will help reduce congestion on the roads and lower greenhouse gas emissions.</p> |
| <p>Build better bike infrastructure. More medium-density housing.</p> |
| <p>Greater density is preferred in order to produce a greater number of housing units to better tackle the Housing Crisis. Also more people located near services will help reduce carbon emissions and get more people out of their cars, off the road, and on the sidewalk.</p> |
| <p>I would add Class IV protected bikeways and traffic diverters to create lower motor vehicle volume roadways.</p> |
| <p>More housing is great! My biggest concern is that the schematic doesn't show any changes to the roads. The feeling of community would be seriously impacted (and already is) by the dangerous roads surrounding it. Definitely like plan A, but I hope it's accompanied with safety measures like protected bike lanes.</p> |
| <p>"Two related parameters that aren't covered that can sway the feedback are: (1) whether residential parking structures will be built to augment the current public parking in the Governor Community Village for either option; and (2) if parking is not addressed, whether an increase in public transportation on Governor Drive (east-west) to mitigate an increase in traffic and encourage kids to commute to school, people to shop/eat those new spaces, and any other local activity (sports, church, events, etc).</p> |
| <p>My vision is option B, but if the traffic/parking problem is addressed here, I can vote for option A."</p> |
| <p>A community village like that of Option A has many different things I like about it. It includes both greater numbers of Housing Units AND Jobs and I wouldn't change that for anything. Right now, students are living in a housing crisis here at UCSD, so adding even more housing would show a yield of greater support!</p> |
| <p>This is heads I win and tails you lose. Both options increase traffic in an already burdened area, create an industrial environment in a quiet residential-only area, and benefit real estate developers to the detriment of existing residents. This appears motivated by greed and avarice from outsiders, and is in no way beneficial to the area and people who live here.</p> |
| <p>I would love to see increase density and walkability near major transit lines.</p> |
| <p>"Reconsider the number of jobs being proposed in the denser Option A More housing is the more significant need and jobs/housing imbalance is an issue. These sites are an opportunity to put more housing in South UC, to diversify the mix of housing options and perhaps to achieve more affordable housing than elsewhere Commercial intensity expressed in the form of ‘jobs’ is unclear. Public information on commercial land use has been described consistently in the CPU in terms of square feet. Using ‘jobs’ makes comparison difficult and undermines public input. Detailed metrics appear to be inaccurate, and so misleading. E.g., metrics for auto trips and ghgs are almost certainly in error. Mode share is almost unchanged, but Option A is shown as bringing fewer trips than existing – despite addition of 6x commercial space and 1k+ new DUs. Same story with Ghg. Issue raised prior to release Character limit limits public feedback and sends a bad message (we're not really that interested...)"</p> |
| <p>With the increase in housing off Kantor and Gullstrand, there are not enough services in the Governor Community Village area, specifically the Vons shopping center. The Vons has been too small for decades. The parking lot is too small. The restaurants are over run with too many customers. A larger grocery store and more service and dining options are needed.</p> |
| <p>Easy access by bus and car from UCSD with many housing options for students, especially 2-4 bedroom apartments for less than \$900/bedroom. No Brutalist architecture, minimal visible concrete, prioritize lighting and windows, trees, and community spaces for residents to gather.</p> |
| <p>Would be nice to have more retail in the area so that it's more of an intra-community travel destination.</p> |
| <p>"Option C. Remove all apartments and condominiums and replace with open space or city parks. Outlaw all new residential housing. Save our city."</p> |
| <p>Updated retail shopping area, minimal additional residential development</p> |
| <p>Needs more parking. No easy access to the Sprinter, even if there was, people need cars in San Diego</p> |

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| "Better use of rooftops, either solar panels or rooftop gardens Enhance quiet: road surfaces? Trees? Take advantage of the park's proximity by providing safe bicycle routes and walking trails off of major streets." |
| Low-med density. |
| I support adding more housing. |
| Do nothing! Horrible horrible plans for the community. No option is anywhere close to good. Improve what we have. |
| Medium to low density aligns with surrounding area - schools in close proximity, and single family residences. |
| Oh my gosh, I don't like either of these choices. In fact, I am really upset at the level of density that I see. There is no upside for us with either choice. My children go to these schools and we don't want increased density here. I would choose the option with the least impact on the neighborhood, child safety, parking, traffic, and wildlife. There is already a traffic congestion issue (terrible!) at the intersection of Genesee and Governor. This plan doesn't address this at all, and will only make it FAR worse! This is not going to help our Climate Action Plan, either. Public transit? To me, this just looks like developers are cashing in. Please address the environment. This is a major issue for San Diego (and this planet). We can just wait another 30 years to address this? What about the impact on police, fire, libraries, parks, schools, etc. How are these new employees going to travel to work? The bus system is laughable. I cringe at the thought of 2500 more cars. |
| The choices here remind me of a Starbuck's menu: tall, grande, and venti! There's no such thing as a "small!" Neither option A nor option B seems well enough defined to evaluate. The drawings show much of the existing parking lot(s) devoted to higher density, but there I can't see where the additional parking required for the higher density will be located. Given that mass transit to the two shopping centers is limited (bus service), there needs to be some evaluation of the effects of the higher density of homes and jobs on traffic in the vicinity of the nearby schools. The proposal also doesn't show how the need for additional parks associated with the additional homes will be accommodated. While I don't necessarily oppose higher density development at the two shopping centers, neither option A nor B as presented describes how the impacts associated with the higher density will be ameliorated and/or provided for. |
| It is a very nice neighborhood. |
| Higher density is better but first we must complete all the originally planned roads in University including connecting Governor to I-5 and building the Regents Road Bridge. The Friends of Rose Canyon should be disbanded as a for profit lobbying group and Westfield Mall executives should be prosecuted for removing roads to improve their profits. Removing roads funnels more cars up Genesee and increases Westfield rents. Not building the planned rads increases ambulance service times and according to county statistics and professional testimony causes about 7 unnecessary deaths each year. Sheri Lightner and Dan Monroe should be prosecuted for allowing a Regents Road Bridge EIR to be submitted that did not address ambulance service times. There is no statute of limitations for crimes involving the death of humans. Neither Option A or B should be contemplated until all roads are completed and the originally planned train station at Gilman and I-5 is finished. |
| I think community village would bring everyone together and get everyone to converse and talk more with each other. |
| shops, places to gather are needed. not more housing. |
| Will their be a transit station or bus stop close by? Otherwise, I love the community village aspect of the neighborhood. It's the way of the future. |
| "I am a 3rd-year civil engineering student at UCSD. I don't have enough money for a car, so I bicycle everywhere. I had trouble finding housing close to campus, so I considered living in the Governor Community Village area. However, I decided against living in the area because of insufficient bike infrastructure to UCSD. To get to UCSD, I would need to take Genesee. The block of Genesee south of Nobel Dr has no bike lane, and cars go fast in the section. In that block, I am vulnerable to cars coming from behind at 40+ mph and to car doors opening from parked cars. If Genesee from Governor to Nobel had a wider bike lane, or a buffer zone, or (even better!) had actual curbs with plastic delineators (like the stretch of the PCH south of Cardiff), that would make me feel much safer. As a renter, I fully support project A because it increases housing. I also believe that option A should be accompanied by better bike infrastructure, so that students could safely commute to campus by bike." |
| I'm totally against both Option A and Option B and inadvertently the bubble was filled in and I am unable to change it. |
| I am deeply concerned that the plans presented here do not provide for commensurate improvements in, or protections for, open spaces (Rose Canyon), parks, traffic/transit (e.g., bike lanes, pedestrian and cyclist safety), and affordable housing. These must be explicitly addressed before a plan can be chosen, because the plans are incomplete. |
| I feel like providing high density housing will offer students looking for housing a more accessible way to both commute and shop for their needs. |
| Sprouts shopping center should be removed from this Focus Area. It is a small, neighborhood shopping center not within a TPA and all the proposals for it are way too big. It is busy, and needs the parking it has. This Focus Area should include just the Von's Shopping Center. Given that, I do NOT agree with Option B - the amount of development should be scaled back to account for the removal of the Sprouts shopping center. I only checked Option B because I wanted to indicate there should significantly less density at the Vons than proposed for the Vons. This should NOT include office space, as the need for housing is much greater. And a significant percentage of that should be affordable for very low, low and moderate income. This is an excellent location for families with kids - schools, parks, rec center, pool, library, shopping, all in walking distance. And we don't need much more retail than already exists here. The most valuable thing here is the Shell gas station car repair place |
| I am not an advocate of either of these plans. Parking in that area is already very constrained and there is no public transportation connection to the Vons shopping center fir residents of the area. Unless the shopping center is going to be shut down fir two years to build underground parking I do not see how this could be an acceptable plan |
| It's hard to really understand the differences here, but we absolutely need more housing. Proximity to the new trolley line and UCSD is a great perk. |

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| We need to add housing to our neighborhood given the housing crisis in San Diego. I'd rather see medium density housing in a mixed-use setting than see thousands of ADUs added to yards. |
| I'd be happy to have a new shopping center and more family housing. We need a better grocery store. BUT we do still need space for small mom and pop shops. Don't price out the donut shop! The design shown looks like it would be a nightmare for car access to the grocery store-please be mindful that although we might walk/bike to school/donut shop we need a car for groceries for a family. |
| It's nice the way it is. If you zoned it more densely, it's likely that the people who worked there would not live there but would rather commute, and there is not enough road capacity to support more commuting, particularly in the case of UC Marketplace. |
| Housing is so hard to find in this area. The more affordable housing, the better. |
| As the world slowly approaches a state where Covid-19 will be able to be managed in a fairly good manner, I do not imagine that density issues will become a major issue in the long term. This in mind, I imagine a plan for both housing and employment to both have greater access and opportunity and it seems like Option A aims to achieve that to a greater extent. |
| I think pedestrians and cyclists should get first class treatment in the new plans and we should prioritize their safety, even if it means making things less convenient for drivers. |
| I like the higher density development in Option A - we need more housing in the area and I also believe that the increased density and mixes of use will activate the spaces and enhance sense of place. |
| It offers more housing space and that is much needed in this area. |
| I like that there's a foot path friendly lane in the middle of the development that connects all of the main structures. |
| More housing would be nice to make going to Ucsd more affordable |
| There are so many people who enjoy walking and the easy access to this shopping center. I like that option A increases the amount of people who can live here! |
| I love option A because that allows more people to live near amenities and also schools. Having said that, increasing the number of car trips is not desirable because of the increased risk of car vs pedestrian accidents. Near the schools, I would like to see more intersections with "No turn on red" rules while pedestrians are in the crosswalks. As the density increases in this area, transit service will need to be increased as well. For all five areas, I think it will be of critical importance to engineer intersections with the safety of pedestrians and cyclists in mind. There are some intersections in University City that could even now greatly benefit from the "Pedestrian Scramble" model: Cars and pedestrians are never in the same intersection at the same time, improving safety and traffic flow. I'd like to see these implemented in the plan where density is increased |
| I like both options, but I don't see a solution for parking presented in either solution which has made me go with Option A as I don't see how the community, particularly residents and employees that would be drawn in at the level of option A would be able to handle the influx of parking. Job creation is important, but not if it greatly outpaces housing availability. Option B is just too skewed. |
| I'm only in favor of more development of any sort (including infill) if it includes increasing the number of lanes along Genessee from Nobel to 52. I suspect this would also require reworking the ramps on to the 52/5 and the 805 to support more commuters. |
| I have selected Option B, but I would prefer even lower density. South University City is quiet, low density and low rise; I am opposed to the construction of anything that is out of scale for the neighborhood. Anything taller than 2 or 3 stories will loom over the surrounding area. I am in support of improving the walkability of the Vons shopping center at Governor and Genesee, and especially of reducing the number of gas stations at the four corners. I am not in support of any major changes to the design of the Sprouts shopping center at Governor and Regents, other than improving pedestrian access. The architecture and scale are perfect for the local services provided, and the buildings do not tower over the nearby houses. I especially fear for the homes on Willard St whose backyards are situated directly behind and below this shopping center, as a taller structure would cast a large shadow upon them. Stadium St, Stetson Ave and Stetson Place homes would be also be impacted. |
| I really enjoy high density living which comes with the added convenience's of the close proximity of schools, stores and restaurants. |
| Option B appears to be less dense than Option A, but neither one is needed. Increasing density in the neighborhood around Governor is a horrible idea. This is a neighborhood made up of single-family homes with a couple of small shopping centers. If you want to increase density, focus on the areas north of Nobel. There are no single-family homes in that area, and it is entirely mixed-use. There are also a ton of offices in that area sitting empty thanks to the pandemic which could easily be converted to dense housing. |
| Option B appears to be less dense than Option A, but neither one is a good option. Increasing density in the neighborhood around Governor is a horrible idea. This is a neighborhood made up of single-family homes with a couple of small shopping centers. If you want to increase density, focus on the areas north of Nobel Drive. There are no single-family homes in that area, and it is entirely mixed-use. There are also a bunch of offices in that area sitting empty thanks to the pandemic which could easily be converted to dense housing. |
| More jobs and more housing are best. It justifies more public transportation too. |
| I think you are quite deceptive in your proposed infill. Either you have medium density or low density infill, not both. Height limits have a purpose that includes sight lines, air flow, sunshine and in some cases noise abatement. You appear to target the areas where people gather and have for decades. I cannot tell you how many neighborly discussions I have seen in front of Vons and the Donut shop. For a city that can't maintain roads, purchase real estate in a professional manner or get a rein on union demands I don't think you should be planning anything until you can accomplish something without cost overruns. Lining developer's pockets is something you seem quite good at. The monstrosity of a trolley you shoved on the community sure filled alot of bank accounts and it looks like it is a sure bet to win an Onion in my book. |
| I would keep the stores |
| I don't see either option as viable without additional infrastructure. |

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| I'm not voting for either. The current infrastructure does not support the development of either option. I do not want any building or development at the current sites. |
| I think the area has a much greater need for medium-density residential than for low-density residential at this point. Neither seems really great for adding more housing but A is marginally better. I would prefer a plan that brought in more medium to high-density housing and fewer jobs -- that would be taken by people that need to commute to the area because there is insufficient affordable housing nearby. |
| While this is all good, I would highly recommend that you consider subterranean parking. this would allow for even more housing units. Additionally, subterranean parking would allow for more green spaces for residents to enjoy. |
| The general UC area needs more affordable housing, so I support adding as much as possible. It will definitely need to be paired with more transit options to encourage non-private-car transit. I currently walk to the bus to get to work, and if it became like the area around Regents/Nobel where there are constant lines of students waiting for buses to UCSD, it might incentivize more driving, which should be prevented. There's also a large hill separating these areas from the main job areas of UC, so if there's some way to make that more accessible for biking, it could go a long way (like a free shuttle just across the canyon?). I don't know what the effects on schools might be, since I'm not currently using one. I could see there being resistance to bringing more college students into the area, so likely there would need to be a lot of work to advocate for these changes. I don't understand why there wouldn't be an increase in businesses, since presumably they'd all become busier. |
| So many people live around here but have to walk a long way or bike to get to the bus or buy groceries. More density just means more confidence for more people! |
| No change. Traffic and density is already saturated |
| I think that Option A gives more availability for density, but still keeps with the medium density character of the area. Also mixed-use development is always cool! |
| The community can support some more density. That being said it does need to be in keeping with the character of the neighborhood and thus be on the more conservative side as far as the number of new units. |
| Neither "vision" is my "vision" for my community. "In-fill" of any added "density" will destroy my community. |
| Both options will add population, traffic, and congestion to an already crowded area, exacerbated by reduced parking. There is nothing good for the neighborhood community in either proposal. |
| The “goal isn’t to replace existing retail”, but what is the plan or regulations doing to stop it from being JUST housing? Many villages have been significantly diluted. If we end up with only housing at these locations it will increase GHG and degrade a convenient area. These shopping centers are busy with neighborhood trips. Don’t mess that up. |
| I support more housing. My concern is that that this should not be a luxury housing. It should be affordable for families, especially families with kids going to the schools around. May be smaller units, less parking. I don't think more jobs/businesses needed in this area. This is not a business area, it only serves people living in the vicinity. Groceries, urgent care, pharmacy, bank, laundry and cafe - hopefully the cafes will be more friendly for school kids. |
| We need to build bigger due to the shortage of housing. Even though it may take away from the quiet neighborhood, it is a good location for growth. |
| More walkability, prioritizing pedestrians over cars. More small, local businesses, such as coffee shops, brew pubs, etc. |
| Leave it as is |
| Less development than Option B |
| I love the ideas!!!! Great job. |
| Increased density should be paired with greater transportation infrastructure investments, especially near Regents & Governor. New bus routes or higher frequency on MTS Route 50, protected bike lanes, and the resurrection of the Regents Rd bridge over Rose Canyon should be looked into. |
| Lower density |
| More bike and pedestrian friendly. All pedestrian cross walk signal, can go diagonal in crosswalk. Only pedestrian and bikes go at the signal and cars wait for their signal. Make it easy/prettier/safer to walk or ride to the mall. Clean up and beautify. If putting in higher density housing then people need to be able to get out and about without a car that only adds to traffic. Need prettier, shadier, safer ways to travel without having to get in a car. |
| Like the increased housing |
| I would add some native plants and environmentally-friendly/carbon neutral landscaping, because the area is currently quite harsh-looking and feels unsafe for me to walk through as a young woman. Also, I would add better lighting in the area, as the lighting is outdated and harsh, adding to the unsafe feeling of the area (specifically around Vons). Softer and environmentally-friendly street lights, and potentially lights within landscaped areas, could be helpful. |
| No reason to exclude the current Shell gas station and service station on the corner of Genesee and Governor Drive, as this kind of business is essential to the area... There are no other auto service stations within a reasonable distance, and so people can drop their car off there and walk home and then walk back to pick their vehicles up Outstanding service from these owners. I picked "B" because the streets are already heavily trafficked, and I prefer fewer new residences, especially if the disastrous plan to make Genesee a single lane is executed. |
| pedestrian friendly walking/green space with higher density residential and business sounds like a good plan. |
| Better infrastructure for biking and walking! It's very stressful to walk/bike in this area due to how many lanes the roads have and how fast the cars travel. |
| A close-knit neighborhood village |

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| Same as above. |
| I favor having lower income housing at this location. This would provide close access to the elementary school and carefully implemented safety measures to make the Governor/Genesse more pedestrian and bike safe for the whole community. Minor tweaks, the high retaining wall at the SE corner is unsightly, but this is a planning document so I note it to let you know the face of the development is important. |
| Na |
| "Option A but less parking. Parking lots are ugly, inefficient use of space. More separated bike paths, larger sidewalks. Definitely not Option. Think longer term and think about the people, not their vehicles." |
| "I love UC as a family neighborhood. EdUCate, Oh say can UC, and the adorable Little League opening day are lovely. Unfortunately, this neighborhood is WAY Too EXPENSIVE! Families dealing with disability, divorce, death of a spouse, or high needs child are priced out of this exclusive area. We need ADA accessible housing that welcomes families with medical, developmental, and physical challenges. We need homes of 1,900 - 2,900 sqft dwellings that provide ample room for mobility and working from home. We don't need any more tiny homes under 1,500 sqft. For Jobs, bring in a branch of Rady Children's Autism, Speech, Occupational Therapy, and other services. However, Please prioritize family homes & community spaces over jobs. There already is not enough housing in this neighborhood for people who already have jobs in the area. Don't create a parking problem. Ensure parking is wide enough to get children in & out of carseats and long enough for mini-vans." |
| More housing!!!! But also need parking spots |
| More housing |
| Both should be upsized. We need more houses and density in this corridor. I think the lot could fit 2-3 times the size development, giving people more people and opportunity to live / work / play in the community. |
| None of these villages would be suitable. |
| I would like to see more bike parking options in this shopping center (currently only one lonely bike rack). Both options have a large footprint dedicated to single story parking for cars. This is very disappointing, as any future plans should focus on a more pedestrian, bicycle, and transit friendly city by reclaiming inefficient single story parking. Why the road in orange on option A? That area would make an excellent pedestrian friendly green space, and serves no purpose as a road. |
| I do not want any more housing in UC. Traffic and density are already too heavy. Where is the option to NOT do either one? |
| "Neither. Do not put apartments/homes at the intersection of major streets (will be woken up at all hours of the night). Also, new plans do not have enough parking to support the apartments and businesses. (Street parking is not a valid alternative to insufficient dedicated parking spots for tenants and guest)" |
| More medium-density, mixed-use residential is what is required to reduce traffic and increase quality of life. |
| Neither. I would prefer that you do not increase the density of the development in UC |
| NO COMMUNITY OR NEIGHBORHOOD VILLAGE. WE JUST LEFT PACIFIC BEACH TO LIVE IN A QUIET AND PEACEFULL NIEGHBORHOOD!!!!!!DO NOT TAKE THIS AWAY FROM US!!!! |
| No change, leave it as is. There is too much traffic and congestion, too much noise in the area as is. The area is over populated as is. The university should not be allowed any more expansion in the UTC area. The congestion they created has decreased quality of life in the area already. |
| As few new housing units as possible. There's already long enough lines at both grocery stores. Schools are full. This neighborhood cannot support the increase in residents. Why ruin the neighborhood for everyone who is already here? We aren't close to mass transit so there will also be more cars and inability to park for grocery shopping. While I walk as much as I can, I cannot walk home with a full load of groceries. We need more restaurants in this neighborhood, not more residents |
| I am already negatively affected by the overpopulation and traffic in University City, and do not really like either plan. Please keep all currently existing open space and focus less on new development. |
| "Both options do not address the bad outline of the VON's mall/parking: too many entrance/exits with drivers crossing Governor to take opposite directions. Although more housing is attractive, the drawings does not render how there will be enough parking for the new housing created, and how the access are going to be addressed: at least Sprouts mall has a traffic lights. Also instead of traffic lights on Governor's, why don't we implement roundabout. Roundabouts are very effective to quiet traffic and still very seamless traffic, plus there do not need electricity like traffic lights. Job creation are attractive on paper but retails are not very successfull and with the expansion of e-commerce, is it the right direction? Also the Von's mall parking place need to address climate change by planting trees for shade. Solar panels? I vote B, although A looks nice, but I have high doubts on the implementation." |
| Don't destroy the community, No new changes, keep the same |
| As someone who is hoping to eventually purchase a condo in University City, it would be nice to have more housing options available. Therefore, I chose option A because it has more housing units. |
| Please do not destroy our neighborhood by over densifying it. It is already too dense with what was done at the retirement community. Your goal seems to be to make our community unbearably fence and ugly. Please stop!!! |
| none of the options |

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| Neither option is viable. It will create too much traffic congestion, and make upkeep of roads more difficult and create traffic issues aking Givornor and to and if freeway entrances. The Clairemont/Renents exit off 52 is already backed up during rush hour. |
| More through traffic must be directed away from this intersection which is oversubscribed by four schools, through traffic to UTC and UCSD. Increasing housing density with overwhelm the corridor. |
| This neighborhood would turn into a thriving hub with a community village (option A), which the Governor area currently lacks. We need much more housing in the area, and option B falls short of that potential. Parking lots are often underutilized as it is so Option A is a great opportunity to increase density and create community identity. |
| The Governor Community Village is isolated to conventional bicycle traffic to the north, south, and west by the steep slopes of the canyons, and to the east by Highway 805. The increased availability of electric bicycles will reduce the impact of the steep slopes to the north and south. A direct paved pedestrian/bicycle connection from the western end of Governor Drive to the eastern end of Gilman Drive and the resurfaced bicycle path south along Highway 5 would improve access. However, the CEQA process to offset the impacts of building a path through the riparian area to get to Gilman would be costly. |
| More housing is desperately needed everywhere, and this neighborhood is almost entirely lacking in anything but single-family homes. Option A better uses the space while presumably keeping the existing retail space on the ground level. Keeping the ground level retail is important as this community is somewhat isolated as it sits between a canyon and three freeways, but additional housing is ALSO important as the entire community desperately needs more housing options. |
| Should include housing to support low income workers in the immediate area |
| Intersection of Governor and Genesee is already an area of extremely high vehicle traffic. Plan would increase traffic and be a hazard for students crossing to schools. |
| Nothing more to add |
| Low density mixed use residential. Do not overload streets and parking. Maintain safety. This area is going to become more dense with ADU's, so low-to-medium will become medium-to-high and high density will become ultra-high density. |
| Neither of the visualizations / options appear to interface very well with the community. Instead the options are self-contained, car-oriented, pod developments with the backs of buildings, utilities, "storage balconies" and dead space facing the adjacent community. Please create an option that is more community friendly and pedestrian oriented in character, with development that respects the neighborhood by interfacing with it in an positive manner (street adjacent retail, humane architecture, sidewalks separated from major streets with ample parkways that feature canopy trees rather than small ornamentals), not imposing structures with their back sides, utilities and poorly maintained landscape buffers facing the community. Fronts of buildings (and their main entries) should face streets instead of parking lots. Surface parking should be less visually dominant. The community would be best served if a Form-Based Code was developed by the community to guide its future development. |
| Higher density in this particular area of UC makes the most sense as it is very close to mass transit. Once the protected bike lanes are in, it will be close to them too. While some may be apprehensive about the prospect of higher density, it will help new businesses, especially restaurants, credit union, specialty shops justify moving to the neighborhood. UC would still maintain it's small neighborhood feel yet have potential to be energized by these new services. Plenty of outdoor seating, secure bike parking/lockers and walking areas would help. |
| More affordable housing!!!! |
| Better transit in this corridor would be great. We should plan long term for additional infrastructure such as the trolley or Rose Canyon high speed rail |
| Allow for additional housing, but keep within the adjacent scale of density. Suggest a hybrid - higher density/community village at Vons Shopping Center (closer to higher frequency transit stops and trolley connections) and low-medium density/neighborhood village at the Sprouts Shopping Center (closer to open space areas). |
| We need to scale back expansion overall. A best strategy is to encourage distance work and learning. The land is already overbuilt. |
| I would personally prefer less crowded space (option b) but the amount of job growth is significantly higher for option a - which is the only reason I would go for option A |
| I don't use this center much, but do drive by it to visit a friend on Agee street or to go to the library, it is more commercial that the west end and could stand a higher density |
| Having more apartments in this area would be beneficial for families who work/study at UCSD but want to be near schools for their kids. I envision the housing in these areas being comparable in price to housing for students, not as expensive as the luxury apartments adjacent to the UTC. |
| These metrics seem unrealistic. Even option B is to much, too fast. Increasing the number of housing units with out increasing parking, schools, parks, etc. will turn UC into an overcrowded mess. Traffic on Genesee is already horrible, adding such a large number of units will make traffic even worse and cause it to expand onto Governor. |
| This is a really important area that needs smart infill development. The Neighborhood Village scenario doesn't go far enough in allowing for more density, specifically with respect to job creation and development near our largest source of intellectual capital. |
| More housing is crucial |
| I would like to see increased bus frequency between the UTC area and the Vons and Sprouts shopping areas if this plan is implemented. |
| I would like Governor Community Village to be medium to high density and provide plenty of pedestrian and bike paths to easily and safely get to and around the area without the use of a car. |
| Neither option is acceptable. Mix use will add density, parking issues, more traffic, and create additional issues related to walkability, access to emergency services and evacuation in case of fire. Genessee and Regents are the only exits and Regents cannot evacuate residents in the UTC area because the bridge was never built. |
| More community-oriented housing with jobs and groceries that can be reached without a car! |

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| Less focus on office space and more housing with mixed use retail with outdoor dining/entertainment |
| Please build more housing than proposed. Students cannot find a place to live. We deserve to live where we go to school |
| Even as a professional, finding affordable housing in this area is extremely difficult. I prefer this neighborhood since it is close to my work, but it feels as if I'm a couple years from being priced out (even as someone with a white collar job and graduate degree). I think increasing housing in this area would be very helpful, especially if the prices are accessible. |
| Increase focus on housing compared to commercial space now that employment has shifted to working from home in the past year. Additionally, the plans should focus on including open green spaces to accommodate the increase in population. These pedestrian focused centers should be developed with the planned improvements along Governor Drive to be more bike and pedestrian friendly. |
| More outdoor dining options and smaller retail shop allowing new local business to get started with smaller footprints. |
| More jobs and housing in this area should be the focus |
| Genesee Ave can barely handle the current traffic flow. The expansion of Genesee Ave was nixed, so how do you expect to add more cars to an already impacted road and create more density in an area that already has overcrowded schools and infrastructure from the 1960's. City Planners need to have more LIFE experience to understand the long term impact of their proposals. Quality of life matters. Leave UC alone. |
| I think there should be more density and increased public transportation and active transportation access between the housing and jobs in the area. |
| I really enjoy high density living. I enjoy the convenience of being in close proximity to stores, medial facilities, and recreational shopping districts. |
| Keep it the way it is! I don't like Option A or Option B. Small business owners, mom and pops, will be priced out. Will add traffic and there is talk of bringing Governor Dr down to one lane each way, which would be a nightmare for the people who live here. |
| Don't like either selection. Leave it the way it is. Redeveloping will mean the demise of our small business owners. They will be priced out. There is already overcrowding and too much traffic in the area right across from the elementary school. Does the person who drew up these plans even live here? Probably not. I like the neighborhood feel of the center the way it is. |
| Make the small investment in good bike infrastructure by adding bike racks in the parking lots to encourage people to go shopping by bike. Bikes should be such that you can lock your bike frame to the rack; bike racks that only allow you to lock the bike wheel are subject to a higher the risk of theft. |
| I'm fine with a Community village-quantity of housing, but not a community village-quantity of jobs/office space/businesses. It's a great location for housing since it's close to the bus, but I think increasing the density of businesses will create too much traffic that that intersection can't handle. |
| I love my Sprouts shopping center (the way it currently is -- I use the post office, Sprouts, the shoe store, the Thai & Mexican food places, Pilates, our lawyer is there, our vet for our animals is there, Starbucks, Round Table Pizza, the UPS shippers, our dry cleaners, Beauty Kliniek, etc.). When I look at the image of "View looking towards entrance to UC Marketplace and Sprouts shopping center" I can't even figure out what you're showing. You're going to build a behemoth shopping center? No thank you. It also looks like you've reduced parking while building more. Since we live within walking distance, it's not that big of a deal, but when you need to drive (for example, a big grocery shopping day before a holiday, or to bring home a knocked out dog) you need parking. I would like *less* development. B is closer to what I want than A, but it's not what I want. |
| We opt to keep it as it is. Both options are awful and will ruin our quality of life. |
| I am for mixed use development at these strip malls. However, the library must remain as is or expanded. The renderings, while pretty, seem to put a housing block on top of the existing library. |
| Would keep the Shell gas station on the intersection, as they provide an outstanding car mechanic/repair shop at reasonable prices and allows people to drop their cars off and walk home and then back to pick up cars. Rest of gas stations dont provide such services on the west side of Genesee and are not as valuable to the community. |
| Given the number of elementary and middle school students in the immediate area, planning that includes more places for young people to meet and socialize would be a priority for many parents |
| "These are my concerns: No new parks proposed (despite up to 100,000+ more residents) No guaranteed funding for expanded rec centers, libraries, protected bike lanes on Genesee and Nobel Poor transit ridership projections: more cars, more GHG emissions; this fails to meet City's Climate Action Plan goals More impacts on our protected natural habitats like Rose Canyon" |
| There's too much parking in both of these visions. Less parking, more density. |
| I envision expansion that takes into account infrastructure improvements: can the roads support all the new homes and the new TRAFFIC the jobs and homes will bring? What about water and power resources? Can the community support the necessary infrastructure improvements? I also envision greener new developments: what eco-friendly construction will there be? Will there be trees to offset carbon and provide shade (i.e. reduce the need for cooling)? Will there be solar? Will the landscaping be drought-tolerant? |
| I would prefer a higher density mixed use development option with minimal surface parking lots. |
| I selected Option B because I would also like to see fewer traffic lanes on Governor and a protected bike path. I believe Option A could bring more residents that could impact traffic more significantly if the lanes are reduced. |

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| "No one has addressed the question of where the water needed for this expansion with additional residential is going to come from in the future - Pure Water certainly isn't going to solve the problem although it will help some. |
| Need more robust public transit; safe, user friendly bikeways. Interesting that the transportation does not change from current under A or B. Question what TYPE of jobs will this create? It is highly unlikely that any additional housing would be affordable by the majority of those working in retail in either of 2 commercial centers so need more affordable housing. Need to make sure that commercial leases are affordable for the ""mom and pop"" and small service retail that contributes to making this a village. Need more public park space for the additional residential anticipated. This is really the only one of the 5 focus areas that constitutes a ""village,"" as the term is not appropriate for any of the other four." |
| i favor high density living. |
| I think there is plenty of retail and don't see a need for jobs here. Both provide a refresh and some additional housing. Disappointed that neither option moves greenhouse gases much. |
| Focus here should be school safety. Pedestrian and bike crossing of the railroad at Regents should be built to improve safety |
| San Diego needs more housing in general, and more affordable housing specifically. I have to live far from UCSD so I can avoid spending all of my salary on housing, and I'm not in an entry level job! More housing and affordable housing, closer to job sources also helps the environment, and rush hour traffic. |
| Expanded city transport options, increased cycling lanes and encouragement of cycling, walking as a form of transport, especially to work. More charging options for electric vehicles. |
| This choice needs to be split between the Sprouts center, which should be option B, and the Vons center, which should be an A. The Vons center is more likely to have usable high frequency transit (two bus lines), more suitable for medium density residential and commercial. Commercial redevelopment should be more likely at the Vons center than Sprouts due to transit and roads that are closer to North UC/52/805. Land use that includes small size retail/professional is important to retain at both sites. Moderate to low income level housing appropriate for housing here. |
| Where is the option to do nothing? Our community is already OVER crowded and you want to make it worse! |
| The primary impact of the two proposals is the day jobs it will bring in, but without any creation of supporting infrastructure, like light rail extension, for moving thousands more people through an already crowded, antiquated traffic pattern never meant for that volume, if relying solely on cars. This plan counts on vehicles as the means of travel without accounting for vehicles, making it both antiquated and ill-conceived. |
| Genessee needs better pedestrian and bike safety! Either way I would make the intersection have an "X" crosswalk with dedicated signaling for bikes and pedestrians. Right now, you can't safely bike from Clairemont Mesa Blvd to La Jolla Village Drive. With electric bikes, this should be an easy ride but because of the way cars go so fast and merge on and off Genessee instead it is death defying. |
| But while the ideal is that we'd get to people using mass transit like NYC or Chicago, we simply aren't there yet, even with the trolley extension. You need to ensure that there is enough parking when you increase the density so that people can still shop at the stores, and that those living above have a place to park as well. I am all for more growth in jobs and especially denser housing to the south UC area, but I think we need to be realistic and less YIMBY about the parking situation that will follow if we don't. |
| LOVE adding more dense housing off of Governor, please make sure that there is parking since Trolley doesn't run there. |
| "Please do not destroy our community with overcrowding! We do have have the parks and infrastructure to support this! Why not have an option keeping it as it presently exists?" |
| Affordable housing designated for people who work within walking distance |
| More housing is needed in this area. |
| Please include the highest amount of housing possible in this area |
| Option A makes sense... except for the current proposal for traffic calming between these two on Governor drive. Adding so much density (in terms of residential and jobs) and then choking the main road makes no sense. |
| Expand retail and restaurant capacity with minimal housing density changes. Traffic at the main intersections is already a problem, especially during peak house with school drop offs. With only a bus line running on Governor, increasing housing density in this low density neighborhood will certainly make traffic even worse. Especially if Governor is cut down to 1 lane in each direction between Regents and Genessee, which is also a terrible idea due to the car traffic at the schools at critical times of day. Some areas should remain low density - the Governor's recent decision to eliminate single family zoning will have enough of an impact on the neighborhood already. Please keep the density to a minimum in University City/Governor Community Village. |
| My biggest concern would be the impact to traffic and parking with the higher density option. |
| In both options there are more jobs provided for than homes- homes are more important and should be prioritized in high quantity. |
| More housing, there's not enough housing in this area. This is one of the places that is still accessible by public transit to the UCSD campus. |
| Governor has been my home for the past 5 years, and Option A Community Village would be much better for safety for students walking to elementary and middle school along Governor. It is currently dangerous and not safe to walk around for kids. The more housing there is, the more people will be able to walk to shops, boosting business and quality of restaurants in the area. Really excited to share the community with more families near good schools and bustling shops. The Neighborhood Village is just business as usual and not that compelling. |
| Neither option. When buying into a neighborhood, the idea is to be in an area with zero to very little growth. Increasing population and density in a very established neighborhood is not what is wanted or needed. |

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| Option B appears to be less dense than Option A, but neither option is needed. Increasing density in the neighborhood around Governor is a horrible and short-sighted idea. This is a neighborhood made up of single-family homes with a few small shopping centers. If you want to increase density, focus on the areas north of Nobel. There are no single-family homes in that area, and it is almost entirely mixed-use. There are also multiple offices in that area sitting empty thanks to the pandemic which could be converted to dense housing. |
| We need more housing! Medium to high density residential plans are needed to keep housing accessible to the middle class in San Diego! Option A provides the most density. |
| Medium-density, with the additional housing and jobs it brings is best-suited to the long-term future of the area. |
| I support as much density and housing as is being offered (hoping also for improved public transit options). Good for the economy, good for the environment, good for equality. |
| Like the smaller neighborhood feel for this part of UC, given so much of the larger more dense format of the UTC area. This will keep this area feeling like a small community but modernize and bring in some new to the outdated places, hopefully with some better options for a small community. |
| Option A with more density is definitely preferred! |
| I think avoiding making it too dense helps to ensure everyone can use the shopping center smoothly. |
| More housing the better |
| More density and more transit is better for the climate and better for living without a car |
| Higher density, more retail options, more jobs- walkable |
| Opportunity for more housing with mixed services available within a range of all types of housing |
| There is a critical shortage of housing, and we need as much as possible. |
| I would like more affordable housing and better bike infrastructure in this region. |
| I would like more affordable housing |
| I think that there should be more higher density residential in that area of UC. |
| The area around Governor Drive is a great place to live and I would love to see more space made for housing here; even Option A doesn't propose nearly enough additional housing in my opinion. There is so much educational and professional opportunity nearby that it seems like a shame to exclude so many people with sprawling single-family zoning. At the very least, allowing what are currently drab shopping centers to convert into mixed-use communities would be a welcome change! |
| It is essential that Univ. City accept the fact that we are part of a city, a city that must increase the available housing. I can't imagine most current UC residents giving up their large lots, but they must accept the fact that more affordable housing must be made available. B seems to be a compromise although A actually makes more sense. |
| The streets, freeway onramps and other infrastructure in this area can support more development. Build the Rose Canyon bridge while also. |
| During times of crisis, like the one we are experiencing with regards to housing, there should be an emphasis placed on developing as much dense housing as possible. Option A has the most housing and so it should be prioritized. |
| These needs to be homes for purchase. Not apartments for rent! |
| This is a growing neighborhood, so it makes sense to go with Option A, which adds the most housing. 30 years is a long time, and it is a critical period for climate. I think we absolutely also need to prioritize options that decrease community emissions the most, which is also option A. |
| Replace traffic lights on governor drive with traffic circles (roundabouts) and reduce cars to one lane per direction. this would keep traffic moving slowly rather than start and stop as well as adding bike lanes. this must also include traffic calming devices on parallel streets such as Millikin Ave so they are not used as shortcuts. Make is safer for families to walk or bike to parks and schools as well as retail areas. Also, get police to enforce the school speed zones! |
| where will cars park? Keep Lorna's |
| Keep the are south of Rose Canton as single family residential. In addition, the building at Sprouts shopping center is a beautiful building that should be protected. |
| Less parking lots, more bicycle paths, and more medium density, mixed-use residential planning |
| Density is important to not become like Los Angeles. |
| I don't think either of the options addresses the needs of our community as it expands the housing options. While we do need more housing, we also need to ensure that the support is there for the new residents. There should be additional park space, for example, and something needs to be done to address the already dangerous traffic situation for those dropping their children off at Curie (across the street from the proposed development) and/or crossing Governor as they enter/ exit the existing shopping center parking lot. The intersection bordering this (Genesee/Governor) is also the site of many fatalities for bicyclists in particular (one accident even involving a police car) so adding density in this location would be irresponsible without a plan to mitigate the increased traffic in the area.. |
| You need to tie in the East end of UC down at the end of Governor by the 805. How are residents down there, especially the ones at the bottom of hills who are elderly supposed to get to these village centers without sufficient parking and REGULAR buses at all hours of the day & night? Thanks for listening. |

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| pedestrian-focused area - if surface parking lots are necessary, keep behind buildings and away from shopfronts. |
| Prefer to keep Governor Community Village more quiet, since there's already a lot of hustle-bustle in UTC Mall area |
| The Mixed residential use is a great idea for this area! Parking may be a concern, but knowing the current traffic though that center the back lot may be able to properly support them. |
| Why stop at medium density and not go high? |
| The more the merrier! |
| More housing, restaurants, and bars |
| There is not enough infrastructure to support the proposed additional housing. Particularly by sprouts. New development should be further north where there are wide roads and public transit. |
| Keep it all the same. More building means more traffic. We are a small community and love our little Mayberry. Do not change Governor Drive to one traffic lane and one bike lane. We have 3 schools on Governor and traffic is bad enough at pickup and drop off. Not enough bikes on road to warrant changing. |
| Would like to keep the gas station. Very convenient for car service. |
| too many more commuters on the roads adjacent to schools are too dangerous for families and kids trying to walk to school. |
| More local businesses/neighborhood retail is needed |
| I like the idea of more housing and jobs, but I feel like if this were to happen then there needs to also be an adequate focus on parking and road structure to ensure safety and accessibility. |
| Want: Less gas stations at the Governor/Genesee intersection. Updated shopping to include a bakery and more restaurants and retail shopping. |
| No housing above a Vons lol |
| Lower density |
| We need to create as much new housing as possible while still not overwhelming the balance and esthetics of the site. I think Option A does this in a very efficient and admirable way. |
| Where would the parking be for A and B? underground? |
| I think redeveloping these commercial areas is key to accomodating growth. That being said, high-density CIVITA like contruction will be out of character and has a number of environmental quality issues. I would not Support Option A at all. We do not need to increase "jobs" in a residential neighborhood when broader UC is already the jobs engine of San Diego County. Office work is much better accomodated in North UC or at the existing office park on Governor Drive and I-805. |
| This area is ideal for adding more housing: it is near lots of jobs and soon transit. |
| As much as it impacts the environment, I think option A would be better for residents. |
| Do not want more housing there. |
| Would prefer single level buildings. If multi-level is necessary, buildings with a second level should be set far away from street. I would like more restaurants. |
| Less housing, low level buildings, less traffic and more space for children and neighbors to be together. |
| I am strongly against either "vision". I do not want any increase in multi-unit housing or multi-level/big box retail south of the 52 fwy. This is a quiet bedroom community and not an extension of UCSD. |
| I feel it is located next to a school and 3 more schools in close proximity. I want to make sure any growth is done with low/med density as to keep the safety of kids being able to walk and be a part of the community. I also want to allow growth while keeping the integrity of the community feel. I do not welcome growth at both the shopping centers as I feel that would change the feel of this community. |
| We need more housing units! |
| keep the oil change mechanics, they are the one of a few place near campus we can do a quick oil change with decent price |
| Would like to see more parking and road development. |
| Increased public transit will be necessary to cut back the need for cars. Right now some growth in housing would be good, but there isn't much transit to support that, and not much parking per your envisioned illustrations. |
| Traffic is a major issue, and increasing housing density in this area would potentially make commute times impossible. |
| More housing means more traffic and traffic is dense enough as it is. I chose Option B because it proposes less homes, I would choose "Existing" if there would be such a choice. |
| bikeable walkable transit dense affordable housing. |
| Bringing more housing into strip malls is something I've been advocating for a long time and the medium density mixed use option seems to do this the best. |

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| Includes unique restaurants and shops rather than just incorporated businesses |
| Needs more housing |
| As a student in UCSD, we need lower housing prices and more markets nearby. |
| Less housing density & more parking while maintaining the commercial property within this option. |
| Stop overcrowding this area. Let's not forget that employees need houses. |
| C |
| Providing more housing is important |
| In addition to what is proposed in Option B, you may consider adding second story office use over grocery stores with separate parking and entry. |
| Try to keep the rent reasonable. Right now rent is too high in this surrounding area. |
| I love the idea of more housing units, but the plan should include a dedicated vertical parking structure for the new homes. I am concerned there will not be enough parking space. |
| BRT along genessee could greatly improve 41 usage as well as accessibility to the governor center |
| M |
| We need more housing in the areas around UC San Diego as there is an extreme lack of it as of right now. It is within my understanding that more housing in this Village rather than jobs |
| Option A feels too dense for the amount of housing visualized, and I worry that the current transit options (bus lines etc) aren't robust enough to allow new residents to move around without adding more single driver cars into the mix and congest traffic. |
| Please include bike lockers or a way to VERY securely lock bikes up. Please do not make super-small parking spaces. Keep the current width per parking space that is in place today. Make the incorporation of native plants and low-water use water features that support pollinators and birds a priority. |
| I would like to see additional transportation for all residents and employees in the community. I would also like to see this area continue to develop. |
| We need better bike infrastructure as well as more housing! |
| Need more housing |
| There is no transit in this area and the community is filled with NIMBYs. Leave as is unless Regent Bridge is built across Rose Canyon. |
| more public transportation, more like downtown |
| More housing, more jobs! |
| Way to provide more housing |
| I prefer Option A because it allows for more housing units |
| Many more housing are needed around university regions and also jobs. |
| Increase residential units and add transit options. |
| I like the option of creating as much housing as possible, but not if there are going to be more jobs created than available housing. I believe our big crisis is that there is not enough housing for the students and residents in the area. If we generate thousands more jobs than there is space for people to live, the housing crisis will continue. My vision is creating a community that offers a variety of housing options to accomodate the population. It would be amazing if dependence on vehicles could be minimized, but I believe that would require the entire San Diego county to transform transportation. |
| Wider sidewalks. Ways for residents to make left turns onto governor and genesee. More emphasis on bikes - sheds, lanes, ebike charge points, maybe scooter parking. |
| More housing less shops |
| i'm all about adding housing density to the area to help with the shortage in san diego. I also think it could bring some cool businesses to the area. I'd even be happy to see more housing instead of jobs. |
| I would like to see more residential areas as well as businesses nearby that encourage people to get out |
| Build up higher if possible. We need housing units, more is better and no one here should have a credible claim that you're blocking their view of the ocean |
| Both of these shopping plazas are wonderful but the high-value space is underutilized. Adding housing and additional retail would be a great way to open the community to more families who are just priced out of the housing market. |
| Get to actually know the neighborhood community! Plus much better options |

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| More housing. |
| I would like it to be easier to reach this area by public transit, biking or walking, and less land use for parking lots. |
| This is an important hub of the community that can build up density along major corridors, instead of neighborhoods dominated by SF homes. I want to ensure the plan update results in options with fewer future car trips. |
| Lots of people around the Governor Community rely on the bus to get to work/school. More housing near amenities like Vons or the bus station means that it is easier to go shopping, go out, get to work. So I think higher density translates into higher happiness for people here. |
| More focus on housing and less on job now that more jobs are open to working from home. Please consider creating biking/walking continuity between the sprouts and cons redevelopment sites with wider sidewalks and/or a class 1 or 4 bike lane. |
| Concerned with the traffic density increase with either of the two proposals. |
| I'm not sure if I would make substantive changes to the plan. However, there should be a balance between available housing and planned economic expansion to ensure San Diego meets its housing goals in the next few years. If more jobs must be created to finance the expansion, then ensure that ample public transportation is available in order to reduce increase traffic congestion that will arise with either option. In that case, I would maximize utilization of the UTC trolley extension. Another suggestion would be to consider adding protected bike lanes around Genesse Ave to reduce the amount of car traffic in the area. |
| I strongly object to building dense housing in a place that has no mass transit, poor overall connectivity, and mostly family home neighbors. |
| It is not explained why any of these changes are needed. What problem are we trying to solve here? Affordable housing crisis? If so, how affordable would the new homes be? And why create more of the types of jobs that businesses are currently struggling to fill? |
| An area where longtime residents feel at home and at the same time have their quality of life elevated |
| There is a need for green space and seating near all of this new development and if you want a community or village feel. Grassy places with picnic tables and outdoor seating for establishments. We would like to see more options for children to walk and bikers to bike. |
| That area does need to be spruced up, but I don't think you should add housing, so I'm choosing the option with less housing. |
| This is going to be too many people added to an area without the infrastructure to accommodate this many people. We need to keep our open spaces so people have areas to bike, hike, and learn about the flora and fauna native to our area. |
| This doesn't have anywhere for kids - lots of students and staff either have children, or would if their lives would allow for children. There MUST be green space walkable from every residence |
| I have some concerns about additional infrastructure such as parking, pressure put on parks and schools by adding more people to the area, etc.. I would like to see plans for infrastructure. |
| This area needs more low income housing, also higher density housing is more compatible with future public transit expansions |
| More housing and more jobs is clearly a benefit to the area, especially if integrated with local public transit. |
| Are there adequate school facilities for new development throughout the new plan? Will gas stations still be provided? Will the housing provided be affordable for families and include more than just 2 bedroom units? |
| "I would like to see more detail about how many units will be built. I would also like to keep as many retail and restaurants as possible. The concern is that the increase in rent to drive out small businesses that are currently there. I dont see any information about the library, which needs to be increased in size. Is it on land slated for redevelopment?" |
| Neither option. This area already has a lot of traffic and limited parking for existing businesses and adding dense housing will only exacerbate the problem. Also, if the City is going to convert Governor Drive to one lane, both of these options would be a disaster. Leave the single family homes the way they are and put the dense housing near UTC, UCSD, or elsewhere. Don't ruin our neighborhood with a plan created by someone who doesn't live here. |
| Lots of green space -- don't make this another horrible strip mall. A good place to look at: the Clarendon neighborhood in Arlington, VA. It has lots of shops mixed with residential housing and a vibrant community. Another good place to look at: anywhere in Europe. |
| A revised shopping center with nicer and larger grocery stores. More retail, less residential. More outdoor spaces and more trees. |
| These are both terrible ideas, creating more traffic than infrastructure can support. |
| Please keep the small and intimate community as it is. Please do not enlarge it as that would reduce the intimate neighborhood community that exists. |
| While I am not opposed to some limited housing in this location, the problem continues to be traffic and parking. While I know that planners have hopes that people will use public transit, this has never panned out. Require people who live there to covenant that they will not buy a car, or provide underground parking. But please know that as of today a) people who work in that shopping center park in the neighborhood down Agee Street, and cars from the existing condominium development overflow onto Agee and Pavlov. I am opposed to a project which results in people parking in the nearby neighborhoods - we live .5 miles away and already are street is full of cars parked daily. Traffic is another issue - at any given time of day, it can take 15 - 20 minutes to drive the two miles across Governor Drive. |
| I would recommend a medium to low density housing because of population density around those shopping areas, which have constantly people in and out. Especially because of the pandemic, I hope population density get controlled |
| Governor Community Village definitely needs modernization. I would love to see mixed use with more restaurants/bars and a nice place for community to gather and spend time together, not just shop and go. |

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| high density, modern, well designed space for the entire community. Add some low income housing as well. |
| More dense walkable community with mixed use and communal areas. |
| The more density the better |
| San Diego is in a housing crisis, and prioritizing housing is essential. Option A adds the benefit of creating more jobs simultaneously. |
| "Keep the shopping Add LOW density housing" |
| More parking for residents will be needed in both shopping centers so there will still be parking available for others using the retail space. While bike lanes should be encouraged, Governor Drive should not be reduced to one lane. Regents Road Bridge should be reconsidered. Full fire station needed in this area. |
| More modest increase in density. We'll need a fire station in South UC with such an increase in density and traffic |
| There is already too much traffic in this area and adding the number of units in option A is excessive for the area. Until you bring back the Regents bridge that was a part of the plan more then 25 years ago, this area can not handle more traffic. |
| What is going to happen to the University Community Library? With more people living in the area, are there any plans to increase pedestrian safety on Governor Dr? Some of the other plans seem to incorporate things to make the areas more walkable with less traffic but I don't see that here. Just seems like there is going to be more traffic around the area which I find concerning because we already have issues with speeding cars and unsafe driving on Governor. My kids and I walk to and from schools in the area and it would be nice if the city could make some changes to make Governor Dr and also the intersection with Genesee Ave safer. I understand the need for additional housing but there are other changes that will need to me made to accommodate more people living here and I would like to know more about the plan for those changes. This presentation doesn't have enough information. |
| Remove residential components and increase shops and services!! |
| What are plans for increased parking in these scenarios? People will not be using the trolley and bus enough to offset the parking needs of these things |
| What happened to the service stations (gas)...they are needed |
| "Improve the retail buildings, they look pretty old and run-down. Add more trees and pedestrian walkways in the parking lot. Remove at least two of the gas stations on the four corners. Adding infill residential sounds ok if it is limited. On the Regents shopping area, please keep the distinct style - it makes that mall different from the standard so-cal shopping plaza. That area is also not a good place for infill development, not fitting with the character of the west end of University City." |
| The Governor Community Village should facilitate pedestrian movement, with more commercial buildings at the scale of the pedestrian, and less emphasis on the automobile. The buildings should also allow for more mixed use residences to facilitate a strong sense of community. |
| Utilize space for mix of housing and commercial while retaining parking spaces |
| I would prefer low-density. |
| Eliminate some of the gas stations at Genessee and Governor. Inclue underground parking. Keep some green space. |
| Neither of these options fits the character of the neighborhood. |
| Honestly, wish you would leave us alone in our peaceful neighborhood. Increased housing density and retail space destroys the reasons we moved to this quiet, hidden treasure in the first place. |
| I'd change there to be no housing development and more commercial use (restaurants, consumer goods) cater to the community already there. This area is congested enough. |
| Less housing, area is already too congested. |
| "My main concern is safety along Governor (my children go to Curie Elementary and will eventually go to Standley Middle). The traffic on that road usually seems sparse to me (& drivers are fast), so I'm all for traffic calming on that road (with roundabouts, addition of a separated bike lane, etc.). I worry a little bit that the addition of so many homes & cars will be a safety issue on Governor right across the street from Curie so I'd like to know what mitigation would be in place for that (a larger barrier in the median separating the roads going in opposite directions, perhaps?). I like the idea of adding more affordable housing - I do want to keep the neighborhood feel, though, so I'm hoping that's taken into account when designing the aesthetic. It would be nice if there was space for more local businesses (eateries, specifically) in that shopping center. Maybe retail, too. |
| I'd like for all of the medians in South UC to be spruced up, maybe a developer could take that on." |
| More homes the better |
| More outdoor dining and mixed use |
| "considering the housing crisis, having more available units for students or nearby neighborhoods would be most helpful for the community in my opinion. Also having more available commercial locations would increase locations, potentially decrease the use of automobiles." |
| I would like to see redevelopment of these outdated shopping complexes and welcome building of more apartments, particularly for the UCSD students that live in this area. I am concerned, however, that the images presented show fewer parking spaces that we currently have. This will be a problem with more residents in the same area. |

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| More housing |
| I would keep the density as low as possible. There are already severe traffic issues that are concerning at certain hours of the day. If emergency vehicles need to get around more traffic could cause serious issues for individuals involved. |
| Genessee is a very busy road and creating more housing will only make this issue worse. I would like to see ideas on how to improve traffic around this area. I agree that these grocery store plazas need to be refreshed and the space used more wisely. |
| Option B looks like it would be a better solution for housing and jobs |
| No more big development on Governor. Jamming more people in will create more traffic when there's no convenient mass transit. There's no provision to pay for more schools. This will alter the overall character of the neighborhood big time. |
| I don't want more housing!!! |
| Less density at that shopping center. Getting out of that shopping center is already difficult due to the traffic at that intersection. |
| This housing should be low income family dwellings to take advantage of the proximity to great schools. |
| We have already seen massively tall luxury apartment buildings constructed in North U.C. at UTC. High rises continue to be constructed in North U.C. Traffic is already gridlocked at rush hours. Additional density and/or height will have a substantial negative impact on the character and liveability of this community. There is no plan to increase parks or open space, only increase housing density. |
| All housing that is added must require necessary parking spaces. And it is important to make provision to include the library, shopping and services like a local bank. If you eliminate those services residents will have to resort to their cars for longer trips to those services. |
| keep lower density + make sure to add appropriate foliage |
| Traffic is bad, please do not add more high density housing. |
| I would prefer no changes like the ones proposed to the Sprouts Shopping Center. The Sprouts Shopping Center has a certain level of charm, which the new plan seems to ignore. |
| Why isn't Option C, do no change, provided? Option B is too much for the area. |
| Keep it as is. |
| Do not add housing. No additional parking for residents is being added. People drive in California. Do not change University City. Limit ADUs to one per lot. Maintain setbacks. Please do not blight University City. |
| I could see adding some multi family units. My main concern is the potential for the loss of parking and an increase in traffic in an already busy corridor. I feel any change must include adding green spaces. |
| Less traffic, noise |
| Governor Community village should remain low density housing, retail and business. It was originally designed for that purpose and this should be retained. Public transport must be improved in the neighborhood to reduce carbon emissions and provide better access to the trolley at UTC. Bike lanes, bus service throughout the local community must be improved to provide access to local businesses and retail and to the wider San Diego area. For example there is no bus service to the Eastern side of the community. This is where the Senior housing is located but is too far for elderly persons to walk to the neighborhood community library or retail. |
| It needs to provide the best housing to job ratio, which option A is able to fulfill |
| I choose neither option because they both will eliminate long term mom and pop businesses |
| I prefer no more housing at all but you don't give us that option to choose |
| This intersection is already impacted by too much traffic and noise. It does not need housing to add to the issue. Curie Elementary is across the street and additional traffic and congestion will impact an already dangerous situation. The UC schools are already impacted with over enrollment so bringing more students to the schools will strain them even more. I don't see any additional schools mentioned with this proposed influx of residents. |
| More park space trees and open space concerns about traffic density and especially if Governor is supposed to change to a single lane |
| This area is constrained and away from the new Mid-Coast Trolley so it's not as appropriate for high density. |
| Why no "None of these so-called choices" ? There is already abundant shopping options on or not short distance from Gov Dr. shopping venues. We don't need more. Further, increased population density will mean need for more schools to accommodate increased pop. Where are these on plan? We, as tax payers, bear that cost, not the commercial interests who want to densify for their private interests. More density will further impact burden on other public services such as police. UC residents already feel we cannot get timely response to increasing crimes in UC. |
| I like the idea of the higher density community village opposed to the lower density neighborhood village, but my concern is the egress/regress with the higher population density without upgraded transportation. I lived in the west side of Los Angeles while they were developing these community villages and they made traffic horrendous in those areas. Traffic at Genessee and Governor were bad before the pandemic, how much worse would it be if additional housing and office space is added? |

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| I lived in University City throughout middle and high school and attended UCSD as an undergraduate and now live here again as a graduate student. I support Option A, but I don't want to see local businesses such as Golden Doughnuts destroyed. Golden Doughnuts was a staple of my childhood and almost every local kid has positive associations with it. I'm sure there are other stories about the other small businesses in this area. Rite Aid should be heavily scaled down or closed because it's essentially a ghost shop with heavily under-stocked isles. The only reason it should exist is because it's a pharmacy that the community depends on and generations of families have fond memories of getting ice cream there, but it really should not be allowed to occupy the space it does. I also would like more information before making a final decision. |
| Leave these areas as is. They are already difficult to navigate with limited parking and lots of pedestrians. Any increase in density will just make it worse |
| neither. traffic is terrible enough without adding MORE residences. The intersection at Governor and Genesee is too busy as it is with all the adjacent schools. We have bigger grocery stores nearby if we need something ours don't have. UC has a great small community feel that draws people here. We don't need more, bigger, "better." It will ruin UC. |
| Definitely think this shopping center needs a refreshed design, and I like the idea of some new housing going in. I'm very much against option A because it does not appear that parking is taken into consideration and there are way too many residential units in that plan. I wouldn't be as opposed to the plan if parking was a considered, but as is, no way. It's silly to think that residents wouldn't have a car just because they live a mile and a half from a trolley stop that doesn't really go that many places in San Diego. |
| This is a poor development proposal. The area should not be densified. Totally opposed to this proposal!!! |
| removing a gas station is a wonderful idea. I would like to see them all gone. lower density here is the best option. Curie elementary is across the street and there is already too much congestion and traffic in this area for kids to be safe. but this "mall" has always been low budget, and it does need a face lift. |
| I grew up in UC and option A is way too big and ugly. Plus they are talking about making Governor Drive only two car lanes total so this would be a nightmare for everyone. Less lanes and more people.....how does that even make sense? |
| Need more affordable restaurant options for the community and less residential additions which will make it too crowded for the community. |
| Updated shopping area. The area is already too crowded with too much traffic. Accidents at Governor and Genessee have killed bikers...no one can reasonably bike around UC anymore because of it, and this is directly across from an elementary school. No MORE TRAFFIC! |
| It is too dangerous to have housing so close to busy Governor Drive--we have already had many cyclists and pedestrians hit at this intersection. This option B is the best of the two--Option A--is too much density and unsafe for the amount of cars and the 3 schools in the vicinity. |
| There is no mass transit! How is this even considered for increased density. I would have chosen C: no increase. |
| How about just improving the current structures and keep it ONLY to businesses? I don't want to add housing, parking is bad enough as is |
| This will forever change the culture of this neighborhood for the worse. This area is already traffic congested at multiple times of day, partially because of the number of schools in the areas. Anyone who thinks this is a good idea clearly does not care about the livability of the neighborhood. |
| Prefer a low density and high visibility solution - low structures not tall buildings for instance! Let's keep this a neighborhood and not a "North UC" replication! |
| Traffic is already bad. Increasing housing density will only increase the problems. |
| There needs to be a bigger Von's with better parking. |
| I would want to keep the existing option but it is not offered in the survey. WHY ? |
| I still want a small community feel with more of a Main Street feel with local small businesses shops and restaurants. Not a bunch of chain restaurants and apartment buildings. |
| bigger better library, protected open spaces and parks, slower traffic, limited new housing unless libraries, parks, rec centers, traffic are heavily improved |
| A appears to build out on top of some of the existing buildings, high density, little parking available. B at least saves some parking. |
| None - Area is already congested and dangerous for pedestrians. The fabric of this quaint and quiet community is being torn apart by urbanizations. |
| We have enough medium to high density housing and too many people and cars in the area. The choice is for lowest density housing for us. |
| Keep the traffic low |
| Must Keep the Shell Gas Station important for car repairs ...easy to walk & drive to/from...high quality service...other repair places are miles and miles away from neighborhood |
| Modernize but not over develop it |
| No Change |
| Leave as is |
| University city is one of the best neighborhoods in the city due to the fact that it isn't overcrowded and still has that small town America feel. Trying to pack as many housing units as possible into this area will likely ruin the allure of this neighborhood. I think there should be other options besides options A or B that limits the number of housing. Another thing to consider is that removing a lane on Governor will make traffic a nightmare if the goal is to add 1,000-3,000 jobs in this area. Even with public transit (bus) it'll be impossible to get that many people into this area with only. 1 lane. I feel that the overall planning hasn't really been thought out and the people who will suffer will be those who live in this area. |

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| How will parking work? easy way to access to mid-town trolley? |
| Concern is increased traffic and parking considerations, but I like the mixed use concept with more residential. |
| I love UC the way it is with no additional density. If people can't afford to live in San Diego they can move to the Imperial Valley. |
| Genesee is already very busy with all the extra housing. Parking is already really bad at the vons shopping center. |
| Both plans are too big. The Vons shopping center does need to be modernized, but where did the library go? Where is the Shell station? Where is Carl's Jr? The roads are crowded now and this would only make things worse. Please do not kill our neighborhood community. By the way, it's UNIVERSITY CITY, not University. I have lived here 52 years. Don't take our name away too. |
| I would improve/ facelift the existing mall buildings, giving easier entry and exit from the parking lot. I would NOT include any multilevel mid or low density residential buildings. This intersection can barely handle the traffic that flows through it now; with added housing that problem would be worsened. It's already dangerous for kids from the surrounding schools, the elderly and bicyclists. |
| Reasonable rent is the priority. Especially for lower-income residents. |
| I oppose both plans but choose the least dense. Traffic is already bad in the area. You're not showing me any investments in parks or other community amenities. |
| Will increase traffic more than necessary |
| Keeping it a smaller neighborhood village feel. The community village aspect will bring in too many cars in the quiet neighborhood that we can to love and settle in. |
| Keep the businesses in the shopping centers as is to maintain our local neighborhood feel. |
| If you add housing it will take away parking and cause more traffic for customers trying to come and go. |
| No change |
| Affordable housing, bigger library |
| Would prefer shorter buildings on the intersection and close to the street to allow for a more open visual esthetic, but additional housing and taller buildings further from the street. |
| This is too dense for this neighborhood, especially in light of very high density north of Rose Canyon |
| Low density is preferable due to already terrible traffic on Genessee |
| This survey fails to give an option C -- none of the above. It is unbelievable to think that the City has basically made a foregone conclusion that high-density development is unavoidable and necessary and blind to preserving neighborhood intimacy and charm. There's something being destroyed in this process --what makes San Diego pleasant and appealing is going to be lost forever. |
| Increasing density in this area is not advisable. It is already an area of high density traffic and that will only increase as more high density residences are built in the UTC area. Genesee is the only north south route now that the Regents bridge is dead. East Governor is already an afternoon and morning mini-highway and this will further increase that traffic. The proposal to reduce west governor to one lane each direction will further exacerbate these issues. The expressed attitude at the UCPG brief that somehow this traffic will not appear because of the trolley is simply not realistic. Increasing density at one of the cities busiest intersections is simply not wise. The shopping center can certainly be upgraded and made more modern which would be a good approach however adding high density housing at that location is not wise and does not seem to be economically required in this particular area. Do not build high density housing here. |
| Less dense housing |
| An ideal University City community would have access to grocery stores and other basic conveniences without having to brave the traffic on the heavily-trafficked Genesee Ave. Also, because there appear to be no plans to enlarge the main roads, Genesee and Governor, to accommodate additional traffic that would accompany additional housing units in this area, I would like the additional multi-family dwellings minimized. |
| Rip out restaurants and a grocery store that provides plenty of jobs????? |
| Option A, a Community Village, provides housing and jobs desperately needed in San Diego. The additional density under both options would mainly be in the form of residential which is much needed in San Diego. Option A is superior to Option B because it would provide at least twice the number of jobs as Option B. I vote for Option A. |
| I would also include trolley/metro stations. I like the idea to include more residents and job opportunities, but hope enough parking spaces will be available for shoppers. |
| Nominal change, low impact. Development is only going to increase strain on existing infrastructure which cannot be changed. |
| Leave it as is-we do not need nor want any more housing here. Density is a problem but above all greed seems to be dictating that we have to do this. One question only and that is where is the water that will service more housing? As a native Californian I have seen housing destroy areas I lived in that were beautiful and charming-Monterey-Carmel-La Jolla-Sausalito-Del Mar-Laguna Beach. Get the idea? |
| Not enough information given. Specifically, how is parking impacted? |

I would like to see pedestrian bridges over Governor and Genesee if there is to be more housing there. Or at the very least there should be no right turns on red during am and after school. I am concerned about the kids. Elementary school right across the street, middle school and high school one block away. Governor and Genessee is already a very dangerous intersection and putting density right there means 2 cars per living unit coming out of that shopping center during school start times. It will be a mess. We already have issues with cars doing right hand turns on red when kids are crossing the street and cars running the signals because they are in a hurry. If more housing is going to be put there we need to do something to protect all the kids who are walking/biking to school.

We don't think any housing should be added. The area is already too crowded.

More homes is preferable. Office buildings are an eyesore.

The biggest concern is parking and traffic. Already there are times that parking can be difficult here. Add a bunch of housing, and what looks like decreased parking, it may make this area less desirable to visit. With there being more people in the area, will you be adding more stop lights for those entering/exiting the shopping center (as there currently isn't a light that leads into the center)?

Add bike lanes. Affordable housing. More parks.

I don't know why we would want homes in our shopping centers! I think both of these are ridiculous!

Need to figure out how to alleviate north-south traffic in order to keep Governor more of a neighborhood, not like what has happened west of the UTC mall.

Neither plan build any park space and adding more density will create traffic and congestion leading to increased climate change.

This area is already overbuilt in terms of infrastructure. Neither proposal is very good and other alternatives should be sought. Traffic at Genesee and Governor is already a flashpoint issue for the local community, and addition of additional housing is a very poor idea. Regarding businesses, there are already multiple vacancies at both malls. Perhaps these should be filled before thinking about building additional units.

I would not change a thing. The community is just fine as is. I would be totally opposed to any increase in commercial or residential density.

This area is already congested I don't see how creating such a dense area would help our community. New construction would also cost more and chase away our current small business owners that all have been here for a long time and are part of our UC community

No change

I'd want to keep this area the same because there's not enough space for new developments and allowing more people to move into that area. It's already dense enough with all the housing around there and keeping the open space will allow more room for people to enjoy.

Keep it low density, single story. The village plazas already contain healthy businesses there is no need for additional business space.

I feel both options A and B need to address additional parking. Are there plans for a low level parking garage at least? (With lots of trees around it so it blends in)

But rather use my head, and HAVE No More Housing developed until we have LIVING wages, jobs with benefits, but not just Contract/Gig jobs, and Housing that has housing/rental rates affordable ONLY to current jobs, and new jobs created in this area! Stop killing us by traffic, pollution, and long commute times while City draws more tax\$, creates HUGE Budget\$ and increased City wage\$ that need to last for long term, rather than helping constituent taxpayers!????!

Neither, option is good for our community and with the new decrease in road access nether can be supported. I do hope you listen to the community. Changing the community hen the majority of the community doesn't want it is wrong!!

I reject both options A and B. The shopping centers are already too small and cramped to navigate as a patron. Adding density would bring more traffic in and out of the lots. The loss of the convenient neighborhood auto mechanic in the Vons shopping center is another reason I reject both plans.

Infill is important, however, this focus is going to bring traffic and problems to the schools (3 of them) within a block. Also, without improving the library and that space, and without mitigating traffic concerns, both options are illogical.

University City NEEDS more reasonably-priced housing for the infinitely-growing population of stressed, depressed, broke UCSD students.

"Reasonable infilling is acceptable, but presenting only these two plans presents is a false choice between an overdevelopment and a worse overdevelopment. Both plans inject too much new density into a low density neighborhood and would damage it irreparably. The increased density of even plan A is simply too much, not only in residents but also in the work force and retail customers that would come from outside the neighborhood at all hours. There are currently no buildings taller than 2 stories in south UC. Additional density related problems from both plans include loss of green and open space, and either loss of street and mall parking, increased traffic due to both residential AND retail density, or likely all of the above. Back to the drawing board and present a more reasonable plan, please. There is still plenty of housing and profit to be made with a more modest 2 story residential infill that will not overstrain this community."

Keep UC as it is, already overwhelmed for the area. People moved here, for exactly how it is, otherwise we would be elsewhere. pay a premium for it and will speak out greatly if you try to change it. Not a chance.

No new development!!!!

I oppose both options/ While increasing the # housing units could address existing shortages, there appears to be no coherent plan for building infrastructure (e.g., parking, increasing public transit, road safety given there are two schools on Governor Dr.) Increasing the # of cars without viable alternatives (such as publictransit expansion) will just lead to more congestion and pollution.

In University Square, keep Vons, RiteAid, the gas station/mechanics at the corner, and most of the shops (Lorna's, Ice-cream place, Postal Services place. There is already a lot of housing situated right behind University Square. For UC Marketplace, if much density is added, there will be pressure to continue Regents Road to the North, threatening the natural habitat in Rose Canyon Open Space

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| There are advantages in lower density for quality living. |
| Limit development. We don't have the space. You are chocking residents |
| Would love to see more family friendly restaurants and entertainment venues. We could use a small brewery or wine bar or similar local gathering spot too! Concern about traffic with the limited ways in and out of this area of UC. |
| I own and reside right next to Rite Aid and I would like to see buildings stay at one story, otherwise it creates an inner city feel and creates a lot of noise. We already have plenty of noise. I bought in the UC Community because it was quiet and residential. |
| "Neither concept hits the mark, in my view. Both are basically parking lots surrounded by taller buildings. Neither will be pedestrian or bike friendly. Families will not congregate there. |
| It is critical that: 1. Businesses have outdoor space for dining, gathering, etc that is separated from vehicles. These spaces should not be adjacent to streets or parking as this exposes people to noise, air pollution, and traffic. Some kind of plaza core of these shopping centers should be the target ideal, with parking moved elsewhere (or underground). Neither Option A nor B has this plaza concept. Without this safe, pedestrian outdoor space, the shopping center areas will just be bigger, noisier, and more chaotic, and they won't create ""community"" or ""neighborhood"". 2. There be protected bike lanes connecting these areas to local schools and parks, to each other, and to other areas in UC. Without this infrastructure, the increased housing will just yield heavy additional traffic." |
| I would love if there were some new restaurants or shops, but feel nervous about a lot more housing as that seems like it will make the neighborhood very crowded. |
| Build the Regents Rd bridge!! |
| I think we should build more housing and more retail in this area (where I live). Wish we had more eating and shopping options here without having to get in the car. |
| B preserves more parking. Also your plan doesn't show any change to either Governor or Genesee. Currently both are daunting to cross with fast drivers and blind spots so I rarely walk to Vons. Instead I include it on my driving errands. The lot is usually 80% full. With more residential on site, unless there's onsite underground spots your squeezing the neighbors into less spots. |
| Option B is the least objectionable plan of the two. To say there is no housing is misleading because they are SHOPPING CENTERS! These shopping centers are convenient for locals and are well used. Either plan takes away parking for the stores and damages the small businesses surrounding the anchor stores. Also, there are three schools along Governor Drive and this will increase traffic, further endangering children. |
| We need more retail and I am ok with a mixed use area. I would much prefer that to ADUs that are using San Diego's idea of 4 units on each property. We will end up like North Park or Pacific Beach with apartments everywhere. Let's leave Governor (south University City) single family homes and since North University City is already high density, continue there with growth. |
| We need DEDICATED, SAFE bike lanes! Community parks are seriously lagging the planned increase in residential development. I don't see any indication that traffic and parking is properly accounted for with increased business and residential development. |
| No mention of parking but without parking, I do not favor either of these plans. |
| Maintains a neighborhood feel and promotes comity between homeowners and businesses. |
| Keep everything South of Rose Canyon single family residences. |
| Don't need more residential. Need restaurants. Bagel shop. Updated and enlarged vons. |
| Both are destructive to the area, adding to the traffic and parking problems, destroying small businesses, at a time when there is a movement to slash the capacity of Governor Dr. by half. Not the most intelligent approach! |
| Why would we add more housing in this area? where is the parking? |
| These are both bad ideas. You will destroy the integrity of University City. I moved here to get away from the overwhelming growth in University Heights and now you want to ruin this great area. There will be a mass exodus if these go forward. Besides these will not be affordable. Great way to ruin San Diego and push people out. |
| Neither!!! |
| "Neither! This part of UC, south of Rose Canyon, is almost entirely single family and should not be part of this plan update" |
| Neither option. Both very bad ideas. This area is already congested. |
| Leave things the way they are. |
| Leave our shopping area alone !! We in our neigfhborhood like it just the way it is. Keep your grabby hands off. |
| Leave as is. Current parking is just adequate for existing use. Both options reduce parking available for circulating use. Vehicles belonging to higher density housing residents create additional parking impact that doesn't circulate. Both plans eliminate the only service station that provides repair service and smog tests. Where do the patrons park? Higher density here will create serious community tensions. Additional construction impacts will create havoc. South UC is a completed community which already has traffic issues when school is out or during rush hour. The goal of jamming more housing into a community shopping area is not a compatible use. As to the metrics, you need to explain the assumptions used for the projected results. |

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| Neither option is acceptable. You are planning in a vacuum, and you have even started to create an acceptable infrastructure for all the changes you are proposing. |
| Neither. Our neighborhood infrastructure cannot support this influx of density. I oppose. |
| This area is in proximity to 4 public schools which already experience overcrowded traffic in the morning as afternoon. Unless something is done to rectify the traffic situation at Governor and Genesee, I do not see either of these options as viable |
| "Both A and B drive all away all the uniqueness that is University City. You can go to any big city and see the same cookie-cutter layouts everywhere. UC and Mission Valley will be indecipherable from one another in terms of traffic, housing and neighborhoods. Good bye suburbs, hello city central and urban living. We've been deemed anachronistic and immoral by city council and Sacramento. I can not in good conscience vote for the destruction that either plan represents." |
| "Better street access to Governor drive. Visibility is poor for left turns out of Vons shopping center. Improve parking and bike lanes around that area for cars, bikes and pedestrians." |
| I think we should have a bias towards higher density residential. |
| Neither one. I like it left as is. |
| "Keep it the way it is The traffic flows are bad enough as is, especially at the schools at drop off and pick up times. More residential equates too more people which equates to more traffic." |
| Do not add a residential to our shopping centers! This is a terrible idea. I've lived here since 1981 and would just hate to see people get crammed into Vons or Sprouts shopping center. That is NOT what University City needs. Thank you. |
| You cannot add more housing without SUBSTANTIALLY increasing retail and amenities. There is already a lack of retail in this area. Also, there is no mention of parking. |
| Leave it as is. Please don't add apartments to the shopping centers. |
| make sure to keep library and sufficient parking for commercial needs. a bus line E and W on Governor would help with traffic at that main intersection but still would be congestion at the intersection especially around school mornings and afternoons, and rush hours. |
| We need more parks not more pavement. Our streets are packed and traffic is terrible. Fix the streets before allowing builders to build more housing and include more parks and green space in any housing. |
| Keep the grocery stores and add in more dining options, boutique fitness studios, retail stores |
| What are you going to do about parking and congestion when adding more housing and shopping? Genesee/Governor intersection is already busy and congested with schools and commute traffic. |
| We'll increase speeding cars on Governor. Will endanger children walking to schools. Is not easily accessible to slow bus transit or medium trolley transit. |
| Please keep our Governor Dr. library branch at the present location ! This is a very important community resource for south University City. |
| Leave it alone! |
| "KEEP THIS AREA AS IS!!! NO NEED FOR ADDITIONAL HOUSING AND DEVELOPMENT!! PERFECT SIZE AND AVAILABLE SERVICES FOR OUR WONDERFUL NEIGHBORHOOD! NO ON BOTH OPTIONS!!" |
| I don't like either plan. We don't need denser housing along with the additional plan to remove 2 lanes on Governor Drive. In addition, we are constantly being reminded to conserve water and energy and yet you come up with these plans to spread our resources even thinner. You "planners" don't seem to understand the reality of limited resources. |
| I am interested in understanding impact to |
| Do not agree with "village" concept being proposed. Proposed development ruins current shopping and dining destinations. Do not believe job increase projections go along with reduction in parking to access new businesses. |
| Adding housing density at the corner of Governor and Genesee will increase traffic congestion. This is already a difficult intersection. |
| "1. Let's keep Governor Dr two lanes each way 2. What about a connecting bridge on Regents connecting N. and S. UC" |
| More solar generation and charging stations. |
| "Allow existing retail to expand by adding another floor. Bridge Regents Road over Rose canyon to ease congestion on Genessee Ave" |
| We would change NOTHING. Leave it alone; do the improvements at the west end or UTC trolley areas. Genesee and Governor neighborhoods should remain just that -- neighborhoods. |
| Until the bike lanes are replaced and made safer not interested in new building |
| This is ridiculous!!! Let UC alone |
| no residential added to either shopping center |

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| Neither - both of these options increase residents while simultaneously undercutting the amount of parking in the shopping centers, which residents require to get their groceries and access business. There are actually a lot of high-density residential areas already in existence in South UC, so the video contains misleading information. This is quite possibly the worst vision ever laid out for University City South. Whoever came up with this plan should be fired. |
| More shops or restaurants would be cool. Not many restaurants along governor. I am wondering where residents will park with all this housing and if there will ever be a spot to park to just go to the store. Also, bringing governor down to one lane going east just for a few parking spots looks like accidents and backups into a very busy intersection waiting to happen! |
| Leave it as it is. |
| Just reduce the amount of gas stations at the corner of Governor and Genessee and replace with additional green space and maybe waterfall structures. Make it a calming and welcoming place that people are excited to come home to and take a stroll through. No need to increase density here. That's what downtown is for. Also, arrange that the large intersections go underground, so you can add more open space on top and then no one has to cross large intersections. |
| I choose none of the above options. South UC is a wonderful neighborhood. We have a mix of single family home, condos and apartments. With our density as is, plus 4 schools and several religious centers, we already have traffic problems. The prices of the dwellings will be very expensive. Plus, we are being asked to conserve water. Are these added families not going to take baths, wash dishes & clothes, water lawns? There is no justification for increased density in UC! |
| How about leave it the way it is? Why do you have to have a vision for private property? Let the private property owner do what they want with it. |
| Hell no. This is a single family neighborhood |
| Development should be kept north of the canyon. Either choice above would add to noise, traffic, and congestion. It's bad enough that the new CA law permits a huge 4-family apartment complex looking in our bedroom windows, and they're also talking about destroying Marion Bear Park and San Clemente Canyon that we love. Is there going to be no place in San Diego or indeed California where we can have peace and quiet? |
| I support more housing density, unlike a lot of people in this neighborhood. I would support Option A for max density if I thought the infrastructure could handle it - I'm concerned about the brutal congestion on Genesee and the lack of a Regents Road bridge. As-is I wouldn't support the Employment density for those reasons. |
| Fewer housing units and less density. |
| I literally moved out of this area as fast as I could because it was such a terrible place to live and go to UCSD. Honestly I would never live here again unless major changes were done this being a good starting point. As I see it, currently there is nowhere that I would describe as a good place for a 20-something to live within 8 miles of the university. There is literally a single bar outside of university property in the whole of the UTC area. Why live here |
| Less dense. Most likely there will not be enough parking for the new residences so the store parking will be full of overflow residence parking. Maybe not as bad with option B. |
| "I envision the Vons parking lot to be redesigned to encourage a flow of traffic in and out of the lot that doesn't endanger all drivers and pedestrians around. I envision more modern shops for young families and Moms, and restaurants and cafes that offer healthier food and beverages. Parakeet Cafe would be great! And a Peet's Coffee. Though I do not look forward to more cars I know that the right thing to do for the environment is to build up and not out, thus I support the multi use idea. However, with shops and services more in line with the residents, people will more likely walk to the center potentially reducing traffic. Mostly, I would like to see a community area with shops, grocery (upgraded), services, a place for kids to play and adults to be together, and most of all vegetation. Lots and lots of trees and plants and flowers. Beauty is an important part of community. And please please please do not take away one inch of green open space." |
| Upgrading the community yet maintaining the neighborhood feel of a suburban community is important. The City feel is closer to the mall area near many apartments, high rises, bus and trams..... UC 92122 is a smaller town feel that people paid a lot of money to purchase homes. People who live here and work here do not want a city feel to this community. |
| Less gas stations, more restaurants, more stores. Housing separated from stores (ie on the edges). |
| The UC community is perfect as is. |
| Reducing parking under either option is a bad design decision. There is no viable public transportation option in UC. I would leave things now in place as they are. |
| Governor Community Village does need an upgrade. I like Option B because it looks like it retains the gas station (Electric Charging/Hydrogen Fuel) which definitely services the residents of UC. Option A is too many additional jobs/commercial entities in a relatively small residential area. The new Costa Verde mall is more appropriately located for increase commercial activity. |
| no change to what we have now |
| Little change to existing. Maybe add some housing. |
| Don't change it!!!! |
| Neither |
| Fewer housing but increase business ok. |
| Why are we being presented with only false choices? There is more than enough development in this area, so neither "vision" A nor B are what residents want. |
| My vision for Governor Community Village is closest to Option A. I like the idea of cultivating a community that opens up both job opportunities and residential homes. Especially since UCSD is nearby, I see Option A as the best one. |

| |
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| I'm a commercial real estate appraiser that lives near the UTC mall. I believe the medium to low-density mixed-use residential will better serve the community and minimize the chances of traffic congestion and other factors that would reduce the quality of life of residents in the area and at the same time, increase property values due to a modest amount of density. |
| I would add minimal housing, the traffic is already heavy along Genesee |
| I don't like either. I think housing should be kept separate from shopping. |
| Where is the parking? There doesn't seem to be nearly enough surface parking so would hope that underground parking is part of the plan, if not the plan needs to be changed. |
| Please do not ruin our neighborhood. |
| Do not increase traffic and do not pull in opportunities for increased crime. |
| Neither, we don't need to increase density to our neighborhood |
| I love University City! EdUCate, Oh say can UC, Curie craft fair, Doyle International Festival, and the adorable opening ceremonies for Little League. It's a great neighborhood for a family. However it's NOT affordable. We need affordable 3-5 bedroom family homes 1,500-2,500 sqft. There needs to be room for kids and grandparents. Adults need to be able to work from home, that means office space. It needs to be ADA accessible. It needs to be doable on a single income. Every year kind, involved, educated, cultured, and friendly families leave this area because it is too expensive. Many families dealing with death of a spouse, divorce, or disability are forced out due to cost of housing. If there is any sort of qualification system for housing, children with chronic medical needs and/or children with developmental issues such as autism should receive more weight. The burden of care for high-needs children includes massive stress, medical and therapeutic costs, and lost work. |
| More job and housing sounds good |
| I would like more housing and have more shuttles around. |
| Prefer the higher density option for the Governor. This part of University is very underutilized. Would like to see single-family homes on Governor have increased density to allow for Two homes per lot. Creates more housing and at a lower price than a single-family home |
| If the higher density provides significantly more housing and dramatically more jobs, that seems a wiser choice for San Diego in general, although the additional density is going to make the horrendous traffic problems in this area of town much worse (especially since the trolley is not within reasonable walking distance of this shopping center). The library will also need to be expanded somehow. |
| I like Option A but want to make sure there is adequate parking, but with all of the added traffic, want to make sure that it is safe to walk across Genesee (eg build a bridge or walkway for people crossing Genesee North/South & East/West) |
| Higher-density housing is a priority to me! |
| "Neither looks good. Both are much too dense. Where is the new park space for all these people? Where are the bike lanes?" |
| Stop the development!!!! |
| "I avoid Vons at Governor due to the poor parking lot planning. It is never full yet feels crowded. Parking space seems inefficient. I will brave the parking lot for Golden Doughnuts." |
| Neither of the visualizations / options appear to interface very well with the community. Instead the options appear to be self-contained, car-oriented pod developments with the backs of buildings, utilities, storage balconies and dead space facing the adjacent community. Please create an option that is more pedestrian oriented in character, with development that respects the community by interfacing with it in a positive manner (street adjacent retail / humane architecture), not imposing structures with their back sides and utilities facing University City. Parking mid-block is good, but the fronts of buildings (and their main entries) should face streets instead of parking lots. This is critical if we want to build community rather than diminish it. The community would be best served if a form-based code was developed by the community to guide its future development. |
| What happened to our gas stations? |
| TyMy choice is flavored by the council's decision to decrease Governor from 4 to 2 lanes. You cannot support additional housing/density and reduce access at the same time.. |
| This plan should include underground parking with security gates for all residential buildings. Guest parking areas for residential areas should be available as well. Commercial buildings should have underground parking. Otherwise the amount of above ground parking is way too low. |
| There is too much traffic in this area already. I would prefer to preserve the area the way it is. Please! |
| The City will build with max tax revenue in mind. It will not consider parking and therefore be a top destination for criminals, etc. |
| South University City is a neighborhood where low-profile building allows residents to enjoy an open air environmental experience. This is also the most high-traffic area in the neighborhood, which would be even more so with the increase in jobs and housing. I prefer the more moderate approach for our neighborhood. |

My vision for Governor Community Village is that it feels like a welcoming and engaging place to live; car traffic is limited (the weekday Genesee Avenue traffic is eliminated, it is more walkable, and bus service continues all along Governor drive to reach the senior living residences on the eastern side of Governor Drive) and there are places for members of our neighborhood to hang out and meet up and do their errands so that they don't need to travel to other communities, such as yogurt/ice cream/smoothie shop(s), bagel shop or bakery, etc. A farmers' market in the community would also be lovely. Increasing housing by adding residential properties to the two shopping centers is likely going to increase traffic congestion and wreak havoc on the shopping centers. There is a large dirt field near the 805 freeway that is prepped for a housing development, and that is where additional housing should be built. UC is a great place..and will better with innovative and thoughtful changes!

Mostly, I like both options A and B, but I don't like that they seem to offer limited to no parking. While the hope is probably that mass transit will be used, and it may be, many homeowners/renters will probably have at least 1 car for other purposes if not for work. If the spaces added are primarily for work, employers may have trouble filling positions if insufficient parking is available. While use of mass transit is desirable, it is still not very efficient for most that can afford a vehicle.

more shops would be great but want parking to be prioritized and traffic needs considered.

Leave the area alone.

Keep it the way it is

If having to choose, I would rather less housing at that location. The traffic is already bad and parking is a challenge particularly during school hours. I would prefer to leave it as is.

I would like thereto be no new development in this part ofUniversity City. The proximity to the schools is alarming. It is already over congested with regards to student safety. Also further development would destroy the community feeling.

I like the neighborhood village concept with fewer new homes and fewer jobs. While UCSD is growing we don’t need a downtown area in UC to support UCSD.

Hones

Governor Community Village is University City proper. Low to medium density makes sense. Parking for added units behind Vons. The new units should not restrict access to shopping center for Park III homeowners who utilize the fence to access parking lot. Any Lights on at night at development should not be distracting/ disruptive homeowners behind Vons. This is a quiet neighborhood, please maintain that. NO added pools, playgrounds, loud noise, residential balconies, or bright lights behind Vons.

Given other proposed improvements, specifically lane reduction and new bike paths (both of which are excellent ideas), I think the lower density redevelopment will balance additional housing and community feel with increased traffic.

Functional but limited growth

Don't increase housing density at all

Bus service no longer exists east of Genesee. It used to extend east to the multi-family senior housing. Already we have increased the density near Curie school by allowing manufactured housing in back yards. Parking IS an issue. The bus route should once again extend east to the parking lot near I-805.

Better use of old run down area that need improvement

After living in the area for 30 years, I do not believe we can support additional retail. Furthermore given the existing roads we are already over burdened by the traffic on Governor. I am completely against any changes to university city. I also think the monstrosity happening up the road in the golden triangle is horrible and negative for the area.

Welcome more walkers and shops/restaurants so there will be fewer commutes.

We need more retail, I like this plan better.

The intersection of Governor and Genesee is already quite heavily used

Tax land values

New energy efficient and green minded buildings for residential and businesses

Leave our neighborhood alone! We don’t need either of your nightmare visions.

I would like to envision the inclusion of African-Americans in this Community Village and Work Environment. I Didn't see any representation in the video? Also, there has always been a stigma of non-inclusion of Blacks in ALL the communities that are being built or upgraded, outside of "Southeast" San Diego. Even now with the housing boom, Blacks are being left out. I recall looking at the deeds on some properties, specifically stating that the homeowners could not sell to Blacks, Jews and people of color at one time. Is that going to change? If not, why even give input?

Actually like both proposals to increase density and have mixed up areas in UC.

.

University City has enough affordable housing and almost too much density as is. We have many apartment/condo units throughout UC and DO NOT NEED ANY MORE. I am firmly against any more high density or affordable living projects in UC. We have done our part in contributing to this effort.

Traffic at this intersection is already way too congested; especially considering all the schools. You cannot, or at least should not, add more residential housing without relieving the existing traffic conditions (and mass transit is not going to fix it all).

Of the three options, the existing option fits my vision for the future the best by far. A distant second choice might be option B.

None of the options are acceptable.

"No more density in either Opt

The topography of the area surrounding Governor Dr. from I 805 to the west end beyond Regents Rd.s very hilly. It is not flat and is not conducive to everyone walking or biking to school, work, shopping or medical appointments, etc. There is NO bus service on Governor Dr. east of Genesee. I have proposed several times in the past 50 years that I have lived in South University City using small buses running the length of Governor Dr. connecting to small buses on Genesee. The Vons Shopping center at Governor and Genesee already has Condominiums adjacent to and behind the center. Parking is necessary and should not be sacrificed to build high rise apartments or additional condos. There are apartments and condominiums across Genesee. University Village apartments at the east end of Governor not only doubled the number of units but also built larger apartments. It is my understanding that only 1 person in the apartment must be a senior (55+)."

Neither.

Neither option makes sense. The Vons parking lot (University Square) is already too crowded with near accidents every day. The same problem is at UC Marketplace) Sprouts. Leave our neighborhood alone.

Neither above option. It is best to keep the center in current state.

Keep the low density single family neighborhood as is. There is already plenty of traffic at the intersection of Governor/Genesee.

I don't want either option. Our lovely neighborhood is just dense enough right now. We could use some safe bike paths on Governor and Nobel. Please don't destroy the lovely community feeling of University City by overbuilding it.

I don't see a need to change anything, and neither option appeals to me. Both options eliminate existing parking for shoppers while adding housing, which is clearly not workable. Furthermore, if the city intends to allow housing to be built without providing parking for the residents, then the residents should be prohibited from owning a vehicle. (This applies no matter where the housing is built.)

I don't understand the differences. I would prefer neither.

I choose neither. I have a single family home, I own my own business as well as my neighbors, this will cause more congestion than it will help the community.

I ABSOLUTELY DO NOT WANT EITHER OPTION

Both plans are too aggressive and will increase traffic density at a busy intersection and too close to schools. I'm worried about pedestrian safety at, and near the Governor and Genesee intersection.

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