



University Community Plan and Local Coastal Plan

Community Discussion Draft
April 2023



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Adoption & Amendments

Description	Planning Commission Report Number & Approval Date	City Council Resolution & Approval Date

Introduction





From the labs of the biotech and high-tech centers to the lecture halls of higher learning, there is one word to describe the University community—opportunity. The community is a hub of enterprise where people can learn, grow, create, invent, and thrive.

The University area (also referred to as "University City") is a diverse and dynamic community with renowned higher education, scientific research and technology institutions, businesses, and a flourishing residential community. This area is one of the region's premiere employment centers and attracts institutions that conduct world-class, leading research in a variety of industries including biotech, high-tech, and health care.

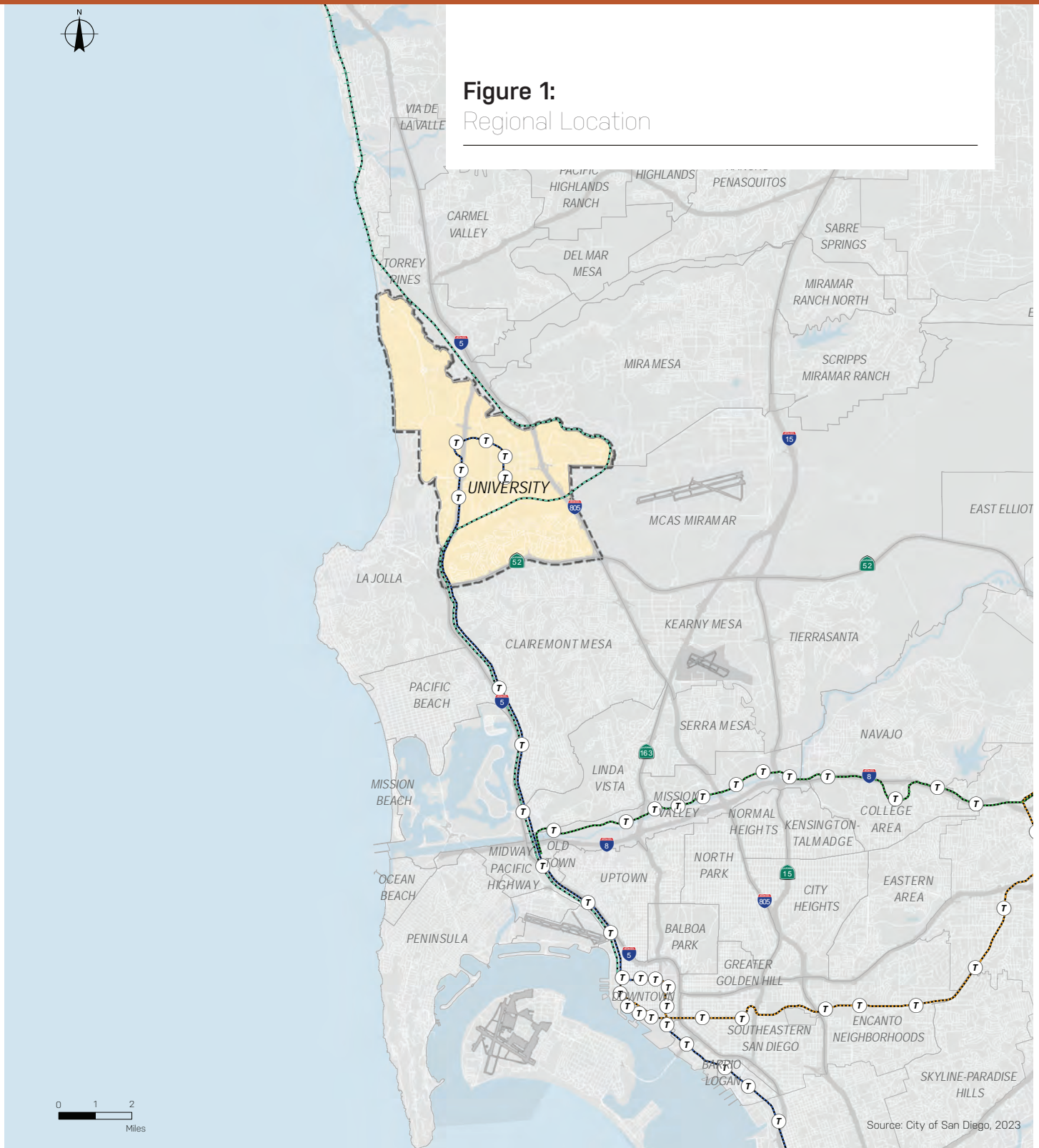
Located about 13 miles north of downtown San Diego, the University community developed as the region's "edge city" with a concentration of business, shopping, and entertainment venues (Figures 1 and 2). At the center of the community is a thriving, mixed-use core. This area includes large employers and visitor destinations, such as the University Towne Center (UTC) shopping center. Today, the Blue Line trolley provides a one seat ride from UTC to the US-Mexican border through downtown San Diego; connecting residents throughout the city.

To the north of the core, employment centers along Campus Point Drive and Towne Centre Drive have developed as a high-tech and biotech cluster with community and employee-serving amenities. Surrounding this employment area is a unique and thriving canyon ecosystem, which offers natural views juxtaposed with state-of-the art research and development facilities. Here you will find spaces like GradLabs, which fosters life science business incubation and innovation through on-site shared lab facilities. This area is also home to two major medical centers.




Nobel Drive is an emerging transit village that provides a mix of homes, jobs, and retail options within proximity to the University of California, San Diego (UC San Diego), a regional employer and destination. This area is connected to the San Diego Metropolitan Transit System (MTS) SuperLoop and the Trolley, which are among the region's most heavily utilized transit assets. UC San Diego students, staff, and faculty enjoy gathering off-campus at Nobel Drive along with the broader community.



Figure 1:
Regional Location



Source: City of San Diego, 2023

-  Community Plan Boundary
-  Light Rail Routes
-  Coaster/Amtrak

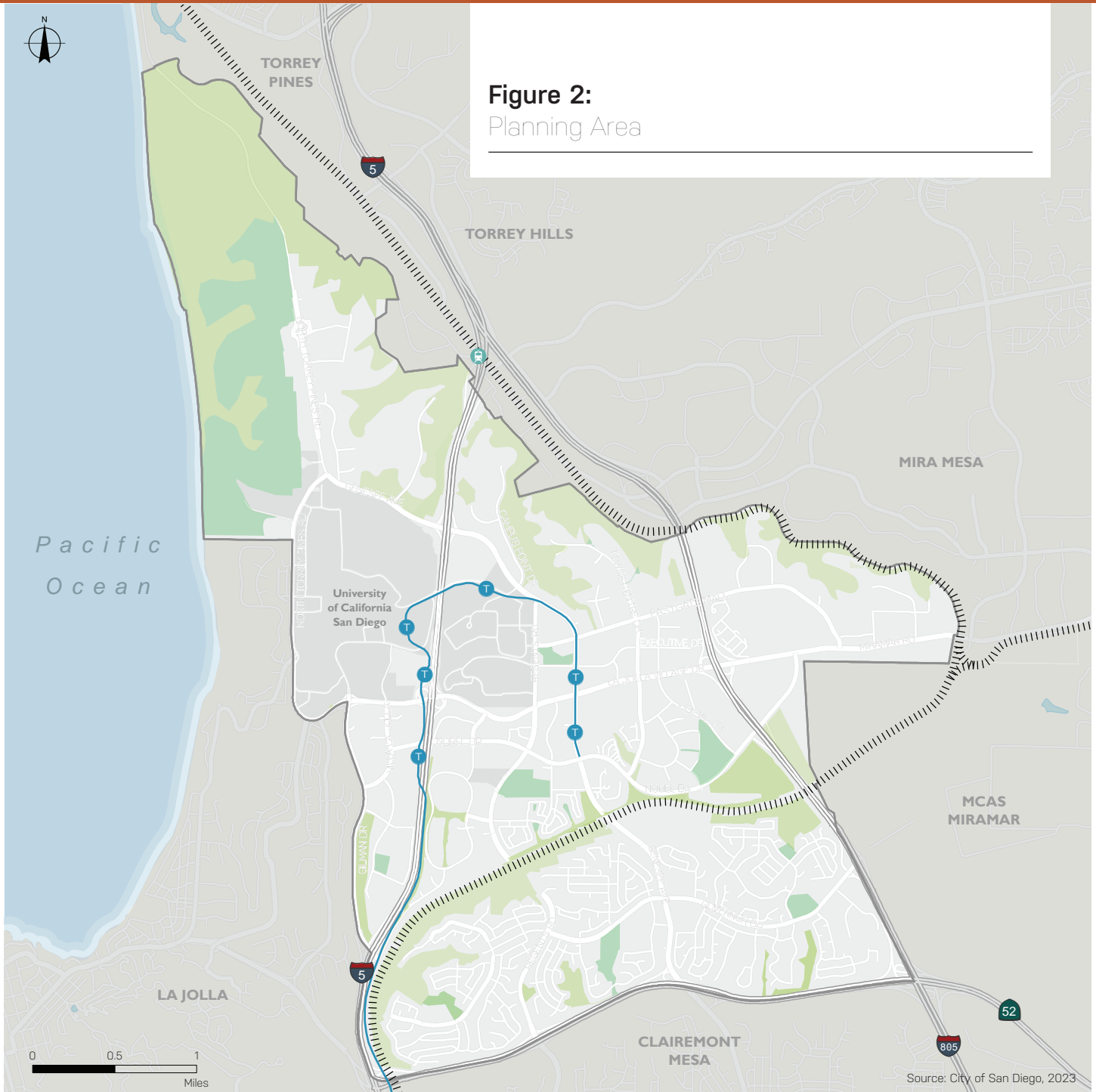
Just north of UC San Diego is home to Torrey Pines State Park, which is a major asset to the community and the city as a whole. The ocean, coastal bluffs and canyons, Torrey pine trees and other native vegetation offer breathtaking views and make the area highly valuable for community members to enjoy. This area is also home to the Torrey Pines golf course, which host annual tournaments drawing preeminent players and spectators alike. Complementing these destinations is another life science cluster, where world-changing discoveries are made that are improving the lives of people the world over.







Rose Canyon is a significant community asset that provides open space and recreation opportunities; it is home to regionally unique habitats and species such as coastal sage scrub, chaparral, and oak woodlands. South of Rose Canyon, a flourishing residential neighborhood is supported by local-serving businesses and high-quality amenities, including schools and parks. Local shopping centers in this area serve community needs and offer spaces for local businesses.

University has established itself as a successful and thriving community. Like many areas, however, it is not without its challenges. Job growth has outpaced the supply of affordable housing options, which has created a large daily commuter population. The resulting traffic congestion and long commute times affect the quality of life for residents, workers, and visitors alike. Wide roads and high-speed traffic also act as barriers to safely walk or bike to meet daily needs, such as making a trip to the grocery store or going to the neighborhood park. While transit is an asset, poor pedestrian connections to and from stations to activity centers limit broader transit usage. The prevalence of superblocks—large swaths of land developed with little access or connectivity—exacerbate these issues. Because of this, there is a need to update the Community Plan to guide how University grows in the coming decades, in a way that benefits everyone.

Torrey Pines State Natural Reserve is a community jewel and National Landmark located in the northwest portion of the community that includes 1,500 acres of protected coastal public space.





- | | | | |
|-------------------------------------------------------------------------------------|-------------------------|-------------------------------------------------------------------------------------|-----------------------------------|
|  | Community Planning Area |  | Freeways |
|  | UC San Diego Campus |  | Trolley |
|  | Open Space |  | Trolley Station |
|  | Parks |  | Coaster Station |
| | |  | Coaster, Amtrak, and Freight Rail |

Plan Purpose and Context

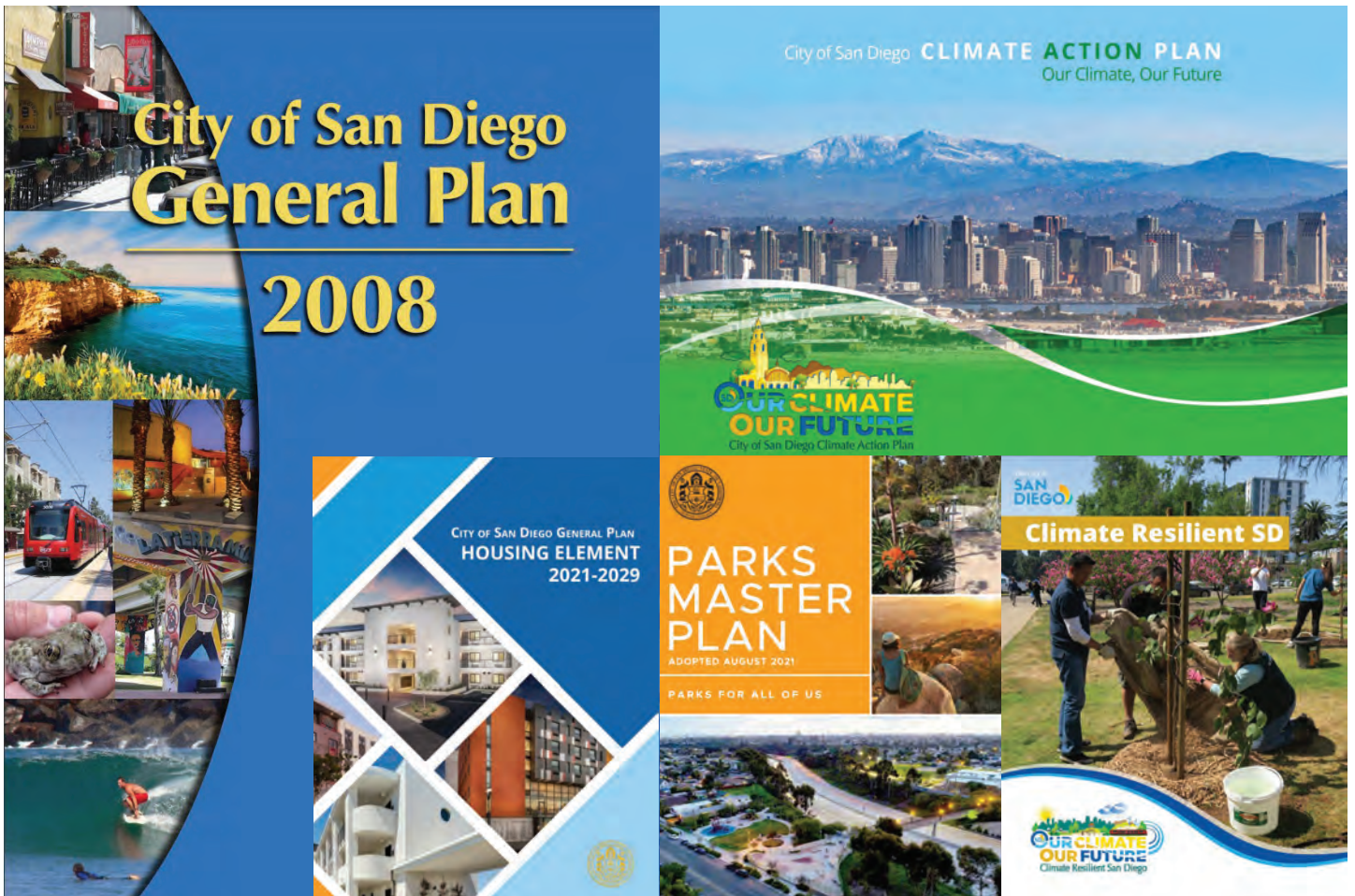
This Community Plan establishes the vision and strategy to guide future growth and development within the University community. It is a guide for the local community, property owners, developers, and elected officials to have a shared understanding on how the University community will grow and change in the coming decades. The plan contains policies and regulations to provide direction on what types of future uses and public improvements should be developed in the area and replaces the University Community Plan that was adopted in 1987.

The policies in this plan are based on several previously adopted citywide policy documents, including the General Plan, Climate Action Plan, Parks Master Plan and Climate Resilient SD. The purpose of this Community Plan is to apply and in some instances tailor the strategies and policies in those plans as appropriate for the University Community. In addition, the regional plan prepared by SANDAG, San Diego Forward, serves as a basis for policies related to mobility and how the University community relates to the region as a whole.

General Plan

The City's General Plan, adopted in 2008, provides a comprehensive policy framework for San Diego's growth and development in the coming decades, and is the foundation upon which all land use decisions at the City are based. With limited vacant land available for development, the General Plan uses a City of Villages strategy to guide land use planning efforts. This citywide strategy prioritizes reinvesting in existing communities by promoting growth in mixed-use, pedestrian-friendly activity centers linked to an improved regional transit system. The General Plan includes the Housing Element, which includes policies to ensure the City provides more homes and affirmatively furthers fair housing. Policies within the General Plan help sustain the long-term economic, environmental, and social health of the City and its many communities.

This Community Plan provides context-sensitive direction, consistent with the General Plan, to guide future growth and development in the University community. All applicable General Plan policies may be cited in conjunction with the Community Plan policies during design or review of development proposals. Together, the Community Plan and General Plan work together to establish the framework for growth and development in University.



Climate Action Plan

The Climate Action Plan (CAP) provides strategies for reducing greenhouse gas emissions through local action. This Community Plan has been designed to help facilitate CAP implementation and address community-specific actions that, together with citywide policies, put the City on a trajectory to meet greenhouse gas emission reduction goals. While multiple sources contribute to greenhouse gas emissions, the on-road transportation network contributes over half (55%) of emissions. Convenient and more direct access to transit, biking, and walking for commuters, residents, and visitors will meet the changing transportation needs of the community by giving everyone multiple mobility options and supporting reductions in transportation-related greenhouse gas emissions.

Parks Master Plan

The Parks Master Plan (PMP) identifies policies, actions, and partnerships for planning parks, recreation facilities, and programs that reflect the vision of a world-class, citywide network of recreation experiences to engage, inspire, and connect all San Diegans. The PMP identifies a park standard, known as a Recreational-Value Based Park Standard, to evaluate and assign scores to park and recreation assets. This assessment helps to guide the Community Plan and develop a framework for future facilities.

Climate Resilient San Diego

Climate Resilient San Diego (SD) serves as the City's comprehensive plan to prepare for and respond to climate change hazards that threaten our communities, including wildfires, drought, extreme heat, sea level rise, and flooding. Long-range plans, including this Community Plan, support and integrate climate adaptation, resilience, and hazard mitigation in order to ensure minimal disruption to all critical City services in the face of climate change hazards.

San Diego Forward

San Diego Forward, the Regional Plan developed by the San Diego Association of Governments, is a 30-year plan that considers how the region will grow, where people will live, and how community members will move around the region. Data about population and economic forecasts as well as the identified future mobility system are used to inform strategies for growth and mobility in this Community Plan.

How to Use This Plan

The plan details comprehensive policies for issues important to University and identifies public improvements for a beneficial quality of life for the community. The plan is the basis for the implementation of land use tools, including zoning and development regulations. Furthermore, the plan helps to implement the land use and transportation strategies in the City's Climate Action Plan.

This Community Plan determines and directs the location, type, and intensity of different types of land uses, such as residential, office, commercial, or industrial. The plan also provides guidance for the design of buildings, structures, public facilities, parks, open space, and streets. The Plan considers future transportation and infrastructure needs to support a growing community. The intent of this plan is to improve the well-being of people both in the present and for future generations.

The chapters of this Community Plan contain goals that express a broad intent for future development or preservation. These chapters are supported by the Implementation chapter, which provides specific direction on how this plan will be realized. When a property owner chooses to develop their property, they should consult this Community Plan to understand the greater context of the University community and how the development of a given property can contribute to the future vision. Each policy within the Implementation chapter should be reviewed against a potential development project for conformance and all applicable supplemental Development Regulations (SDRs) are to be followed to help ensure a more pleasant transition as the community grows.

This Community Plan seeks to guide the area through its next 20-30 years of development by building upon the University community's prior successes and addressing present day challenges through a framework of thoughtful policies and design principles. These changes will help University continue to evolve into a thriving urban center where innovation and opportunity can flourish for generations to come.

Plan Overview

Using citywide policies as a basis, a Vision Statement and Guiding Principles have been developed to serve as the foundation for this plan for the future direction of the community. The Guiding Principles further define the most important aspects of the community to preserve and enhance. They establish shared community values and provide context for future decision-making. In addition, priorities have been identified that represent the main aspirations for the Plan, characterizing the most important needs to address as the community continues to grow over time. These priorities are supported by the topic-specific goals and policies that will help to achieve the desired vision.

Citywide Policies

Vision Statement

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

Plan Priorities

Plan Goals and Policies

- Vision & Community Framework
- Urban Design
- Mobility
- Parks & Recreation
- Conservation & Open Space
- Historic Preservation
- Public Facilities, Services & Safety

Implementation

Guiding Principles

Renowned Institutions

The development of institutions that provide world leading research, higher education and healthcare which contribute to the built environment and support the economic growth and attractiveness of the community.

A Vibrant Mixed-Use Urban Core

A land use pattern that focuses growth into a vibrant urban core which contains regional transit connections and a distinct range of uses, character, streetscapes, places, urban form and building design as a leader in sustainability.

A Diversified Housing Inventory

A housing inventory that contains a broad range of housing types and costs to accommodate a variety of age groups, household sizes and compositions, tenure patterns and income levels.

A Center of Economic Activity

An employment center with scientific research, technology and office uses that provide jobs in proximity to residential, retail and visitor serving uses connected by transit that supports the economic viability and attractiveness of the community.

A Complete Mobility System

A mobility system that provides multi-modal options and a complete network for travel within the community and connectivity to the region, enhancing economic growth, livability and sustainability.

A Sustainable Community Integrated with its Natural Environment, Open Space, and Recreational Areas

Preservation of open space, watershed protection and improvement, restoration of habitat, enhancement of species diversity, improvement of population based parks and recreation areas, and provision of connections for wildlife and people, contribute to community character, enhance quality of life, and preserve unique natural resources.

Additional Considerations

With the adoption of this plan, concurrent actions amend the San Diego Municipal Code and Land Development Code to further implement the policies of this document. All of these actions are subject to environmental review prior to adoption. Some of these actions are subject to review by the California Coastal Commission.

In addition, two other entities have land use jurisdiction within or directly adjacent to the University Community, including the State of California (University of California Regents and California State Parks) and the US Department of the Navy. Changes in the plans prepared by these authorities should be monitored in relation to the policies established in this Community Plan.

San Diego Municipal Code and Land Development Code

The San Diego Municipal Code implements the Community Plan policies through zoning, development regulations, and other controls pertaining to land use, density and intensity, building massing, landscape, streetscape, and other development characteristics. The Land Development Code within the San Diego Municipal Code contains the City's zoning, subdivision, and building regulations that regulate how land is to be developed within the City. The Land Development Code contains citywide base zones that specify permitted land uses, residential density, floor area, and other development standards, as well as overlay zones which provide supplemental regulations tailored to specific geographic areas of the City. The Coastal Height Limit Overlay Zone currently limits the height of new buildings to protect coastal views within certain areas of the Community. This height limit was put in place by a local ballot measure and this limit can change with voter approval.

Local Coastal Program

Portions of the University community are within the Coastal Zone and subject to the California Coastal Act. The Coastal Act requires all jurisdictions within the Coastal Zone to prepare a Local Coastal Program (LCP), which includes issue identification, a land use plan, and implementation (zoning) Ordinances. Actions associated with this Community Plan will be integrated into the LCP upon Coastal Commission approval.

UC San Diego Campus Long Range Development Plan

The 2018 Campus Long-Range Development Plan (LRDP) guides the physical growth and development of the UC San Diego campus. The plan seeks to direct land use and capital projects to accommodate future space needs of up to 8.9 million net new gross square floor area of University growth. The plan also seeks to respond to projected demands for student enrollment, consistent with the Master Plan for Higher Education in California, to accommodate 42,400 students by the 2035-36 academic year (or until a new LRDP is approved by the University of California Regents). In light of the important relationship between UC San Diego and the University community, any changes to the LRDP should be evaluated in recognition of this Community Plan document.

San Diego Coastal State Park System General Plan

The management of Torrey Pines State Beach is covered under the San Diego Coastal State Park System General Plan. Adopted in 1984, this plan provides policies for general resource management, interpretive programs, and specific proposals for Torrey Pines State Beach and Los Penasquitos Lagoon. Any updates to this General Plan should be monitored, with specific attention to the Conservation and Open Space goals and policies of this Community Plan.

MCAS Miramar Master Plan

The Marine Corps Air Station (MCAS) Miramar Airport Master Plan area encompasses 23,065 acres, with over 15,000 service members and their families serving this location. The Master Plan identifies new facility development to support the Marine Corps mission. MCAS Miramar is not a part of the University Community Plan Area; however, it plays an important role given its adjacency to the community. Updates to this plan should be monitored for consideration on how changes of this plan may impact the University Community.

The Salk Institute for Biological Studies is an internationally renowned and award-winning life-science research institution with iconic facilities that serve as a major landmark in the University Community.



Vision & Land Use Framework





Through the implementation of the policies in this Community Plan, opportunities to live, work, and play in University will abound. University will continue to grow as one of the region's premier economic centers, connected to local and regional transit lines while supporting cutting-edge research within the high-tech, biotech, and healthcare industries. These state-of-the-art facilities will be integrated with shared employee and community-serving amenities such as small plazas, mini parks, and other enhancements. Thoughtful site and building design will establish a pleasant and welcoming sense of place where all community members can thrive.

New and improved connections between the various campuses and institutions located along North Torrey Pines Road, Campus Point Drive, and Towne Centre Drive will create a more enjoyable walking experience. A network of continuous trails and paths will also allow for better connections to the natural landscape.

GOALS

- ❑ Encourage transit-oriented, mixed-use development centered around the Blue Line Trolley stops and other high-frequency transit services
- ❑ Establish a series of walkable, mixed-use urban villages across University that support the housing and employment needs of the community and region
- ❑ Increase the overall capacity of homes across the community to promote a better balance of jobs and housing
- ❑ Promote the creation of a wide range of housing types that can accommodate various age groups, household sizes and compositions, and income levels
- ❑ Revitalize shopping centers into mixed-use areas that provide quality neighborhood amenities alongside multi-family housing stock, while continuing to provide local goods and services.
- ❑ Support the future of University as a regional employment center for biotech, life sciences, scientific research and development, and other base sector industries
- ❑ Promote a land use pattern that seeks to reduce per capita greenhouse gas emissions and vehicle miles traveled

A promenade along Executive Drive will integrate the UC San Diego campus with the broader University community. The promenade will offer a variety of experiences including playgrounds, benches, and fitness stations—bordered by cafés, restaurants, and other neighborhood businesses. Families, students, workers, and visitors alike will be able to linger and enjoy the setting. The promenade will be integrated into a larger three-mile health loop that offers fitness opportunities in an urban environment.

The urban core of University will be shaped by new buildings that fill in once previously auto-centered super blocks. These buildings will contribute to the diverse destinations in the area and help to increase available housing opportunities. A robust network of bicycle and pedestrian facilities throughout the area, including pedestrian bridges over La Jolla Village Drive, will provide safe and convenient access to the Executive Drive and UTC Trolley stations and help people connect to the broader regional transit system.

This new development will also help transit stations transform from isolated structures into well-connected community assets. New buildings will be oriented towards stations and include complementary features such as terraced parks and elevated plazas that create inviting public spaces. Transit stations will be complemented by mobility hubs that further expand travel options to and from destinations by offering a one-stop hub of travel-related amenities—such as rideshare circulation, bikeshare, scooter and electric vehicle charging stations—to support residents, employees, and visitors in conducting their daily needs.

South University will continue to thrive as a residential community. Shopping centers in this area will be updated in design, form, and quality to add a greater mix of uses, including increased access to new homes in a mixed-use environment. Two linear parks along Regents Road will offer new overlook areas to enjoy scenic canyon views. Governor Drive will be improved with traffic calming and buffered bike lanes so that residents can safely access key facilities in the area, including the various schools, recreation centers, and the University Community Branch Library.



The land use vision for University presents a range of opportunities for the neighborhood to grow. This chapter suggests a variety of uses and building typologies to encourage the economic development of University into a robust, transit-oriented neighborhood. Detailed in the Urban Design chapter of this plan are the six village areas, with strategies to concentrate density near transit stops while supporting an active public realm. Improved infrastructure and transit connections between these villages lays the groundwork for low-emissions trips while mitigating car traffic. Redevelopment within these focus areas will provide key community amenities, increase the local supply of housing, and accommodate job and employment growth in healthcare and tech-sector industries.

Plan Priorities

The following pages identify a set of priorities that must be recognized in order to achieve a harmonious transformation of the University Community today into the one described in this vision. Although this transformation will be parcel by parcel and sometimes building by building, cohesion can still be possible if each project, whether private development or infrastructure, is designed with these priorities in mind.

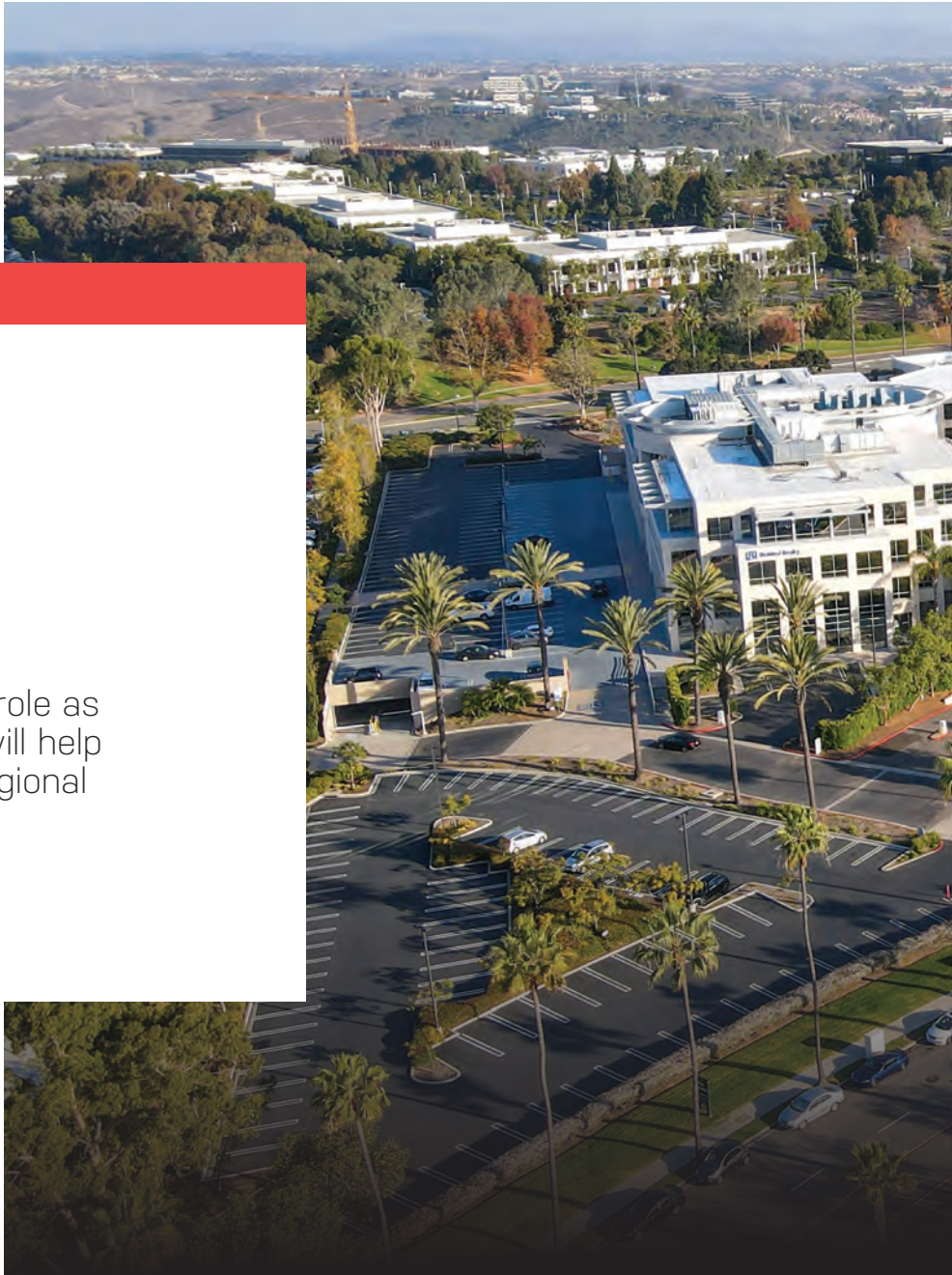


Priority #1

— Supporting a Thriving Economy

Key Idea

Reinforcing the community's role as a major employment center will help support both the local and regional economy.



Recognizing the Importance of the Biotech Cluster: Co-location of biotech and life sciences laboratories with the area's hospitals and other tech offices creates an unmatched innovation hub to serve the region. Anchor institutions like UC San Diego and large companies cluster with smaller start-ups, business incubators, and accelerators.

Supporting University Advancement Beyond the Campus: Given the proximity to UC San Diego, companies choosing to locate in University will benefit from this research institution's high-performing student body. Providing affordable housing near these jobs will help prevent students leaving University due to high housing costs and long commute times.

Creating Community-Centered Urban Villages: The University plan envisions compact, mixed-use urban villages near transit stops and major transportation corridors. These developments will improve upon existing services, increase the housing supply, and bring new jobs to the area, while leveraging transit investments.



Priority #2

— Maximizing Transit Investment Success

Key Idea

Capitalizing on the Blue Line Trolley Extension will make the most out of the significant regional investment.



Increasing Connectivity Between Properties: The last mile connection from any of University's transit stop to a destination is made rich with activities, offers a safe path, and provides mobility options for the transit-rider. A network of public spaces and privately-owned, publicly accessible spaces are interspersed throughout the community to establish places for residents and visitors to gather, socialize, and meet.

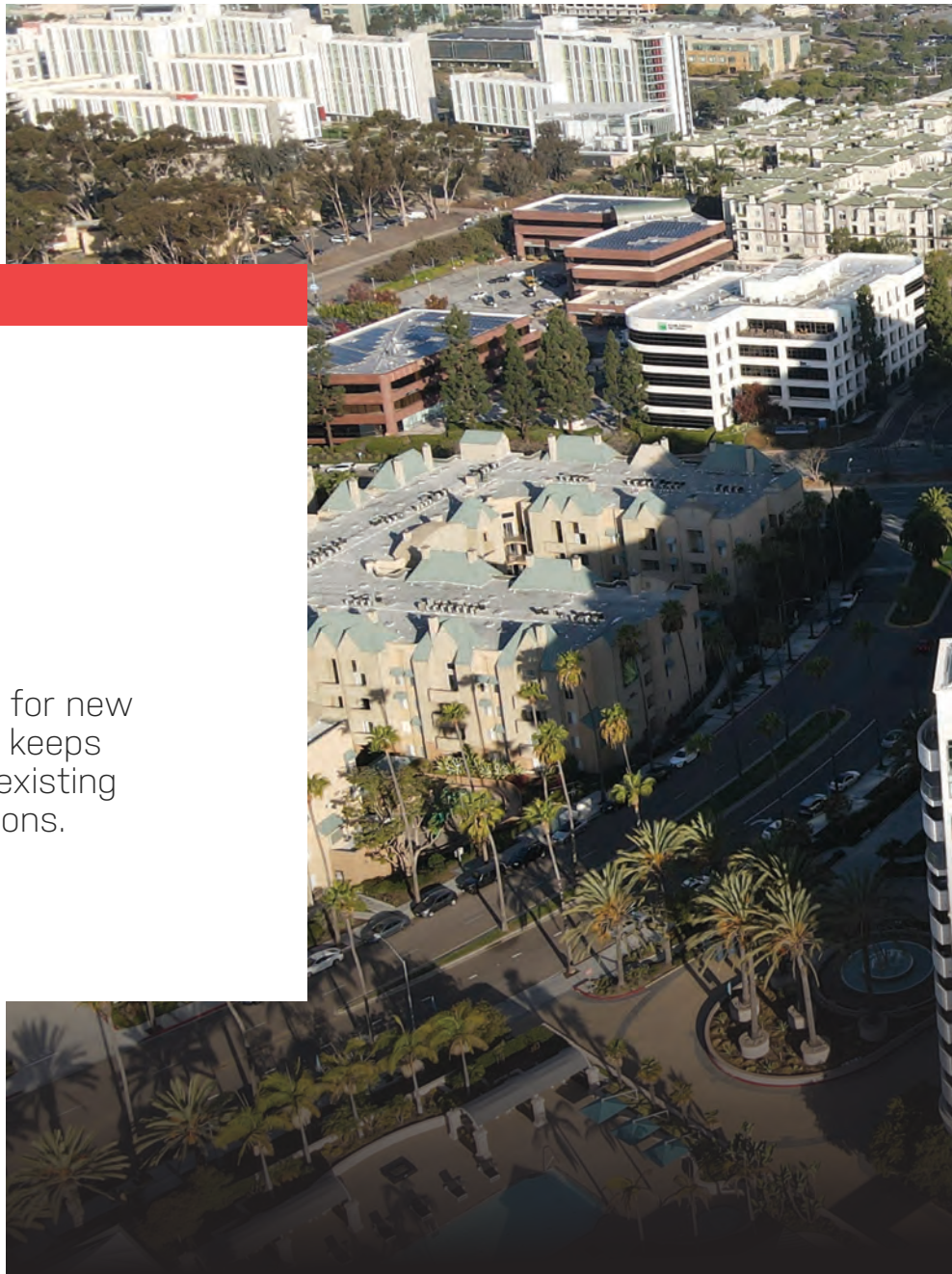
Transit-Oriented Development (TOD): TOD promotes healthy and active lifestyles by focusing new development near transit infrastructure. TOD results in a compact urban development pattern that supports walking and transit use, offers convenient access to neighborhood resources (such as grocery stores, day care services, health care, schools, parks, and more), and promotes a safe and clean environment with reduced greenhouse gas emissions and traffic congestion.

Creating Human-Scale Streetscapes: Mixed-use developments introduce activated frontages and human-centered placemaking. Spaces in and around transit stations are filled with the amenities, resources, spaces, and infrastructure people need to connect.



Priority #3

— Allowing a Variety of New Homes



Key Idea

Providing a variety of options for new homes within the community keeps the area welcoming for both existing residents and future generations.

Recognizing the Need to Support Affordable and Fair Housing: Although living in the University Community would be desirable for many people in the region, too many have been priced out. The University Community is considered a "high resource" community with easy access to high-paying jobs, high-performing schools, and good air quality. Creating more homes, including affordable ones, helps unlock this community for more people to enjoy.

Keeping University Family-Friendly: Homes for families can be difficult to find. Residents with multiple children or intergenerational families may not be able to find opportunities to live in places within walking distance of transit, schools, and parks. New housing in the community (at all income levels) would better accommodate families if it includes homes with three or more bedrooms.

Building Homes to Meet Changing Needs: The greater the variety of housing formats created, the more options people will have to meet their housing needs. This includes accessible homes for seniors. As San Diego's population ages, creating accessible homes is an important way to ensure more current residents can remain in University as their needs change.



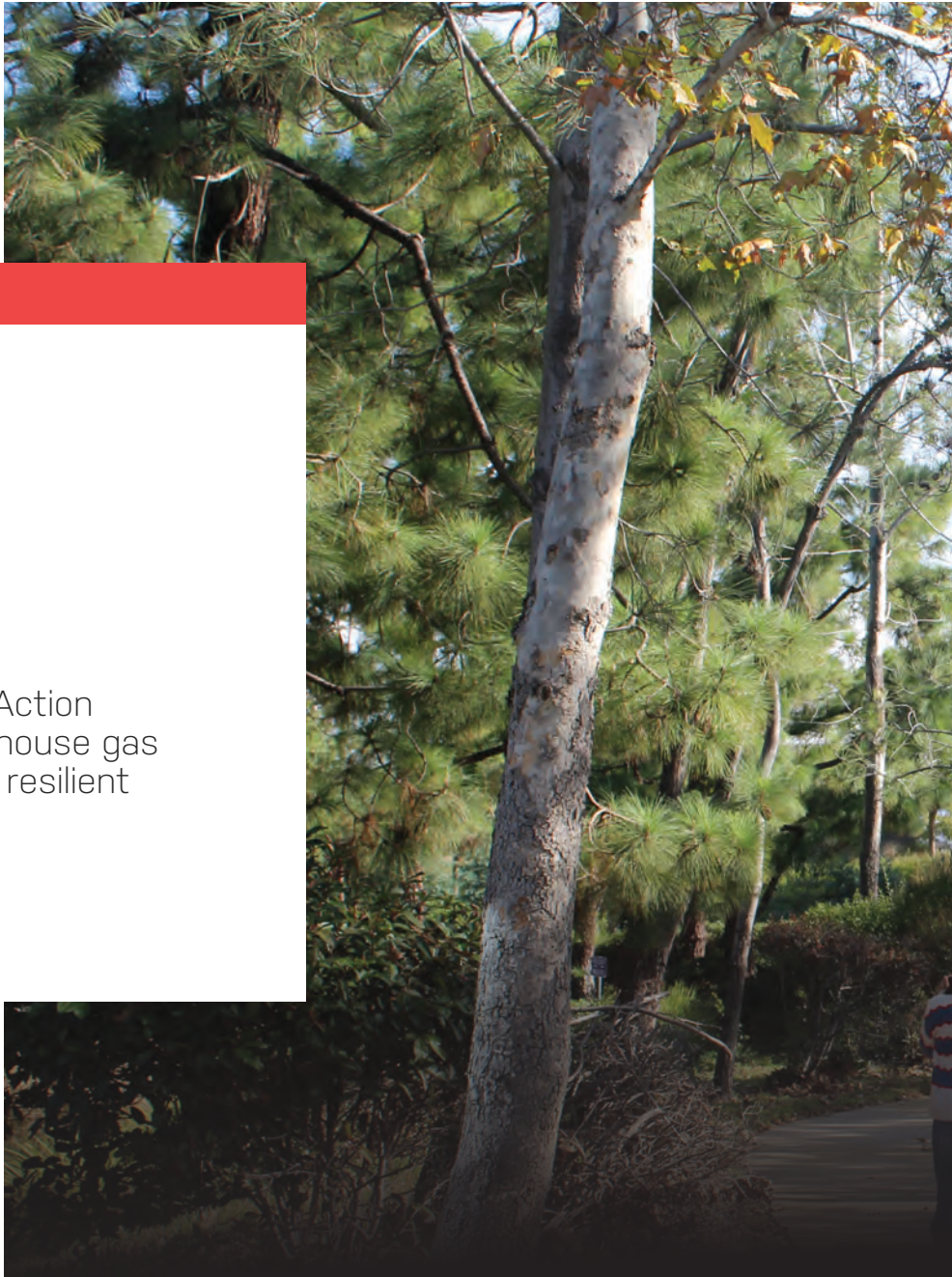
Homes For
All of Us

Priority #4

— Ensuring a Sustainable Future

Key Idea

Furthering long-term Climate Action Plan goals for reducing greenhouse gas emissions can lead to a more resilient future.



Reducing Vehicle Miles Traveled: Co-locating housing and employment centers will reduce commute times among local employees, thus alleviating traffic for the broader community. The shorter distances people drive, the less greenhouse gas emissions enter our environment, helping to stave off effects of a changing climate.

Sustainable Building Design: Integrating innovative building initiatives and accessible design measures will ensure a sustainable development footprint. Incorporating activated frontages with welcoming public spaces and green infrastructure will improve the quality of life for University residents and its workforce.

Dedicating and Celebrating Open Space: Open space defines the character of this community. Within this plan there are opportunities to expand open space dedications to ensure their long term conservation. This plan also seeks to strike a balance to allow access for people to appreciate open space and the benefits its protection affords.



Priority #5

— Streets Designed for People

Key Idea

Enhancing walking, rolling and biking connections between key destinations throughout the community can improve people's overall mobility.



Reducing the Stress on Cyclists: Bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel greatly reduces stress on cyclists. With many destinations in the community within cycling distance, making it easier for people to cycle improves mobility for everyone, even people unable to cycle.

Make Walking a Desirable Option: Many people live in walking distance to daily destinations within the community but choose to drive when visiting. With more comfortable paths of travel, walking can be more appealing. This is achieved by wider sidewalks and better buffering between roadway traffic and pedestrian zones.

Making Transit More Comfortable: Comfort is an important aspect of the transit passenger experience. It is important that waiting areas and transfer points are made as pleasant as possible to promote continued transit use. Areas surrounding transit stops should feel secure and connected to the adjacent uses, and be well-lit and sheltered. Crowded bus stops should be enhanced to allow more people to fit comfortably.



More Mobility Choices

Land Use Framework

To implement the Vision and Guiding Principles while addressing the Key Priorities, this Community Plan identifies a land use plan to guide future development. As the community continues to grow, existing sites will be redesigned to support jobs and housing opportunities centered around transit. The plan also addresses the availability of housing by increasing the overall housing capacity across the community and promoting the creation of a wide range of housing types that can accommodate various age groups, household sizes and compositions, and income levels. This approach, which adds more housing opportunities in an already jobs-rich area served by transit, can provide a better jobs and housing balance that benefits the University community and City as a whole.

The Land Use Framework includes planned land uses and additional regulations associated with the Airport Land Use Compatibility Overlay Zone for MCAS Miramar and the Coastal Zone.

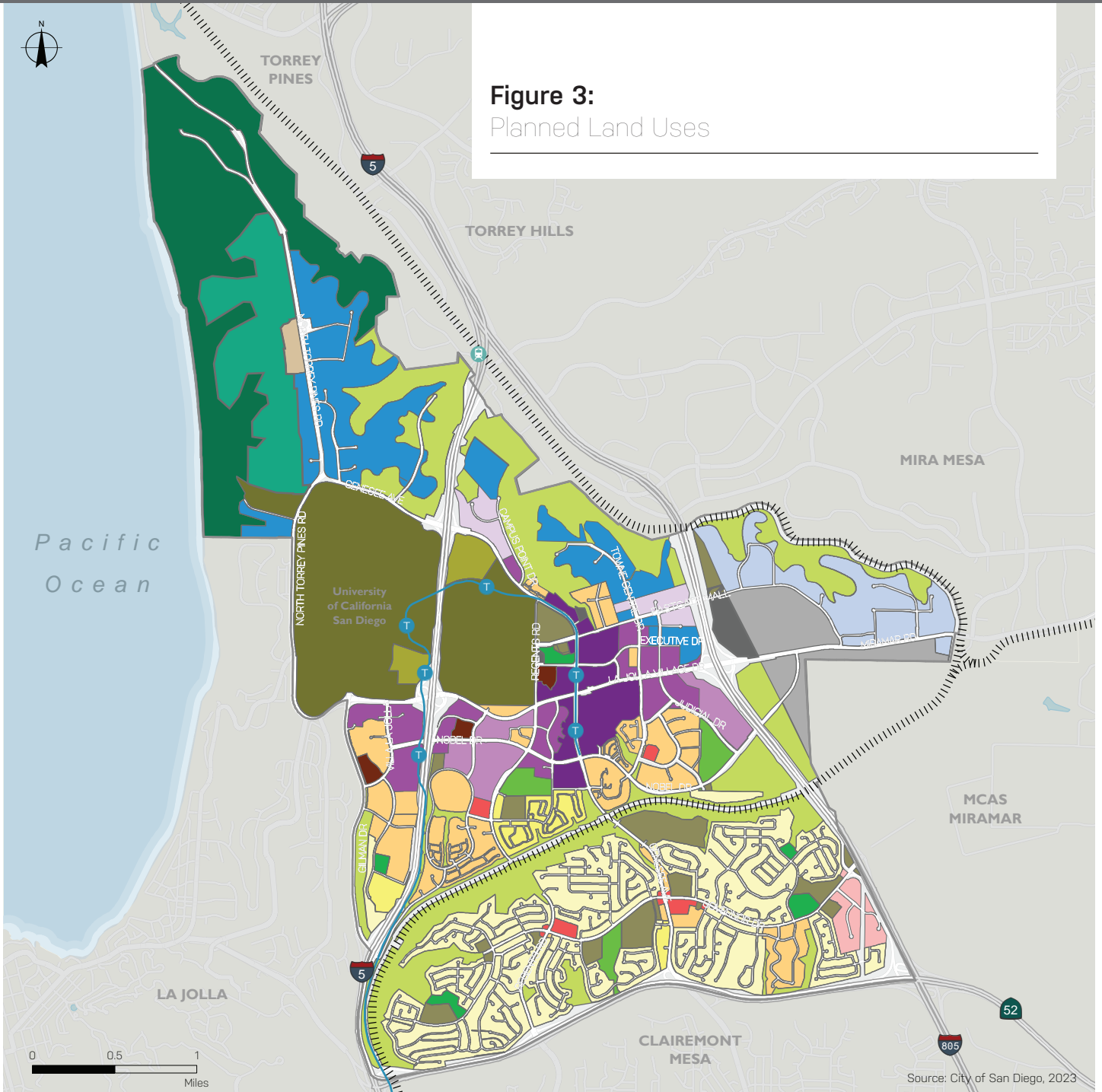
University community looking towards UC San Diego.
























Planned Land Uses

The Community Plan balances climate goals with the sustainable growth of San Diego's economy by scoping a range of land use needs concentrated around transit and job centers. Planned land use within University supports employment and commercial activity and introduces residential areas through the urban employment village designations. Figure 3: Planned Land Use is based on the General Plan's land use designations. As indicated in Figure 3, the highest density urban village designations are centered around the Executive Drive and UTC Blue Line Trolley stops. The highest density residential areas are located along the La Jolla Village Drive and Nobel Drive corridors, while lower and medium density housing makes up most of University south of Rose Canyon. Community Village designations, allowing a mix of residential and commercial uses, are found at major intersections throughout University. North University is characterized by its balance between open space, scientific research and light industrial uses.



Figure 3:
Planned Land Uses



- | | | |
|----------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|
|  Low Density Residential (5-9 du/ac) |  Urban Flex (0-54 du/ac) |  Institutional |
|  Low-Med Density Residential (10-14 du/ac) |  Urban Village (0-109 du/ac) |  UC San Diego |
|  Medium Density Residential (15-29 du/ac) |  Urban Village (0-145 du/ac) |  Hospital |
|  Very High-Density Residential (74-109 du/ac) |  Urban Village (0-218 du/ac) |  Utility |
|  Commercial Office |  Golf Course |  Military |
|  Community Village (0-73 du/ac) |  Resource Based Park | |
|  Visitor Commercial |  Open Space | |
|  Scientific Research |  Neighborhood Park | |
|  Light Industrial |  Community Park & Rec. Center | |

Land Uses – Residential



Low Density Residential (5-9 du/ac)

A mix of lower density residential development including single-family homes and accessory dwelling units arranged as stand-alone detached or attached units, with front, rear, and side yards on small lots. May also include duplexes and garden apartments. No more than four units will be allowed on what is currently a single-family parcel (SB 9). Parking is typically integrated into the ground-floor of the units in an individually secured garage.



Low-Medium Residential (10-15 du/ac)

A mix of townhomes, garden apartments, and multi-family units. Townhomes or row homes are typically clustered in groups of 4 to 6 units. This combination of residential types supports a pedestrian scale. Parking is integrated into the ground-floor of the units



Medium Residential (16-29 du/ac)

Townhomes and garden apartments or condominiums on small lots. Buildings can be organized around a central courtyard with individual or shared open space. Parking is typically a mix of private or shared garages, or surface parking.



Very High Residential (74-109 du/ac)

Multi-family sites and condominium/apartment buildings in the highest density range with a network of active frontages. Development typically consists of prominent outdoor space, plazas, courtyards, pedestrian paseos, and greenways. Parking is typically shared structures.

Land Uses – Employment

Commercial Office

Office commercial provides for employment and professional office uses. Complementary retail and residential uses can be included to support the office uses.



Community Village

Community Village allows for commercial, office, and multi-family residential uses, including mixed-use with office or residential space above retail space, with an emphasis on employment uses. This use also contains public gathering spaces and/or civic uses. Large surface parking areas are discouraged. Residential uses would be allowed per the regulations of the zone.



Visitor Commercial

Provides for the accommodation, dining, and recreational uses for both tourists and the local population. This designation is intended for land located near employment centers and areas with recreational resources or other visitor attractions. Residential uses may occur only as part of a mixed-use (commercial/residential) project.



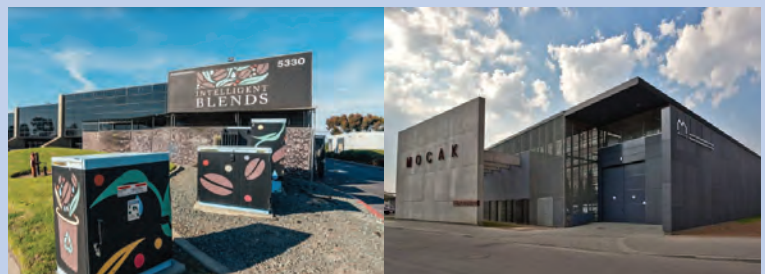
Scientific Research

Provides for development that accommodates laboratories, research and development, and other technological facilities as well as some office and commercial to serve these industries. No residential is permitted in this land use area. Parking is encouraged to be provided through multi-story garages to minimize extensive surface area lots.



Light Industrial

Allows a wide variety of industrial uses including light manufacturing, research and development uses, storage and distribution, and transportation terminals. Multi-tenant industrial uses and corporate headquarters office uses are permitted. Heavy industrial uses that have significant nuisance or hazardous effects are excluded. New facilities should incorporate a high design aesthetic. This land use and intensity can be limited by the Airport Land Use Compatibility Overlay Zone for MCAS Miramar.



Land Uses – Mixed Use



Urban Flex (0-54 du/ac, FAR 3.0)

Mixed-use development where employment and commercial uses are balanced with potential residential uses. Employment uses would be the primary use, and residential uses are allowed. Active street frontages and pedestrian-oriented design are encouraged. Developments can create unique housing opportunities that support creative office, business incubators, and high-tech research and development uses. This land use and intensity can be limited by the Airport Land Use Compatibility Overlay Zone for MCAS Miramar.



Urban Village (0-109 du/ac, FAR 3.0)

Allows for a variety of commercial use and encourages residential at a medium-high density range in combination with employment as the primary use. Urban housing opportunities are interspersed with active street frontages and connected through pedestrian-oriented design.



Urban Village (0-145 du/ac, FAR 5.0)

Serves the community with a dense mix of pedestrian-oriented, community serving commercial uses and residential uses. The integration of housing with employment uses in both horizontal and vertical formats is encouraged. Active street frontages and pedestrian-oriented design are enhanced and outdoor spaces, plazas, and paseos are a central organizing feature. Parking is minimized and fully integrated within buildings to encourage transit use.



Urban Village (0-218 du/ac, FAR 7.0)

Allows for high intensity, mixed-use development consisting of commercial, residential, office, retail, and public facilities, connected by pedestrian pathways and public spaces. The integration of housing with employment uses in both horizontal and vertical formats is encouraged. Active street frontages and pedestrian-oriented design are enhanced and outdoor spaces, plazas, and paseos are a central organizing feature. Parking is minimized and fully integrated within buildings to encourage transit use.

Land Uses – Park & Open Space

Golf Course

Land use designation providing for the Torrey Pines Golf Course, situated east of the Torrey Pines State Natural Reserve.



Resource-Based Park

Provides for the Torrey Pines State Natural Reserve, located west of the I-5, south of Del Mar, and north of UC San Diego. The 1,500-acre natural reserve is both a protected area targeted for conservation.



Open Space

This designation maintains areas of undeveloped canyons and hillsides which can contain environmentally sensitive resources.



Neighborhood Park

This designation allows for passive and active recreational uses, such as linear parks, community parks, and neighborhood parks with facilities to meet the recreational needs of the community and the City



Community Park and Recreation Center

Provides for areas designated for passive and/or active recreational uses, and allows for facilities, services, and programs to meet the recreational needs of the community as identified in the Parks and Recreation chapter.



Land Uses – Civic & Institutional



Institutional

Institutional uses provide either public or private facilities that serve a public benefit for the community or a broader area. Institutional land uses within the community consist mainly of Fire Stations; Branch Libraries; public, charter, and private schools; and places of worship. Housing may be included with an institutional use on sites with this designation at a density as allowed by the underlying zoning.



University of California San Diego

Provides for the University of California, San Diego campus which occupies a portion of North University and straddles the I-5. Given the number of Blue Line Trolley stops within the campus, logical mobility connections between the campus and the broader community are encouraged. This designation includes the UC San Diego Medical Center campus.



Hospital

This land use designation provides for two major hospital properties within the University planning area: Veterans Administration Medical Center and Scripps Memorial Hospital La Jolla.



Utility

Provides for public utilities and services throughout the University planning area, including power sub stations and telephone offices. Any changes to utility facilities are encouraged to incorporate landmark design features. If a utility facility is retired the land should be converted to neighborhood park space.



Military

Provides for the Marine Corps Air Station (MCAS) Miramar master jet station west of the University planning area. The area provides aviation operation and maintenance facilities, as well as a range of support functions for service members and their families.

Airport Land Use Compatibility

MCAS Miramar is a master jet station that provides the Marine Corps and other military services with a platform for aviation operations on the west coast. MCAS Miramar is centrally located between inland air-to-ground ranges and maximizes the Marine Corps' ability to train. MCAS Miramar is authorized to operation 24-hours a day, seven days per week. MCAS Miramar provides aviation operation and maintenance facilities, as well as a wide range of support functions needed for service members and their families.

The Airport Influence Area (AIA) for Marine Corps Air Station (MCAS) Miramar serve as the planning boundary for Airport Land Use Compatibility Plan (ALUCP) and are composed of noise contours, safety zones, airspace protection surfaces, and overflight areas. The Airport Land Use Commission for San Diego County adopted the ALUCP for MCAS Miramar to establish land use compatibility policies and development criteria within the AIAs in order to allow for orderly growth surrounding the airport.

The MCAS Miramar ALUCP is implemented through the City's Airport Land Use Compatibility Overlay Zone. The policies and criteria contained in the Airport Land Use Compatibility Plan are addressed in the General Plan (Land Use and Community Planning and Noise Elements) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code.

F/A-18 Hornet aircraft stationed at MCAS Miramar.





California Coastal Resources and Local Coastal Program

California Coastal Act of 1976 established a coastal zone boundary within which certain planning and development requirements must be met. These requirements have been designed to protect and enhance California's coastal resources. The North City Local Coastal Program Land Use Plan (LCP) was adopted by the City Council in March 1981, revised in May 1985 and revised again in March 1987. The North City LCP provides development criteria for portions of University that are within the Coastal Zone. The Torrey Pines States Reserve, Torrey Pines Golf Course, part of UC San Diego, and some sections of the Scientific Research and Open Space land uses in the northwestern area of the University plan area are within the Coastal Zone (Figure 4). This Community Plan serves as the LCP for University by incorporating the North City LCP through integration of its issues and proposals into the chapters and detailed policies.

The Coastal Act requires all jurisdictions within the Coastal Zone to prepare a Local Coastal Program (LCP), which includes issue identification, a land use plan, and implementation (zoning) ordinances. The Local Coastal Program for the Coastal Zone areas in University are integrated into this Community Plan. The Implementation chapter contains policies to protect and enhance coastal resources, addresses public access and recreation, and provides for view preservation within the Coastal Zone.

When development is proposed within the Coastal Zone, the development proposal must follow Coastal Development Permit procedures to establish consistency with the Local Coastal Program and the California Coastal Act. Coastal Development Permit procedures are specified in the Land Development Code. A Coastal Development Permit is required unless a project qualifies for an exemption outlined within the procedures which will be determined during the Coastal Development Permit review process. Coastal Development Permits are issued by the City.

View from Torrey Pines State Beach.



 Coastal Zone

Urban Design





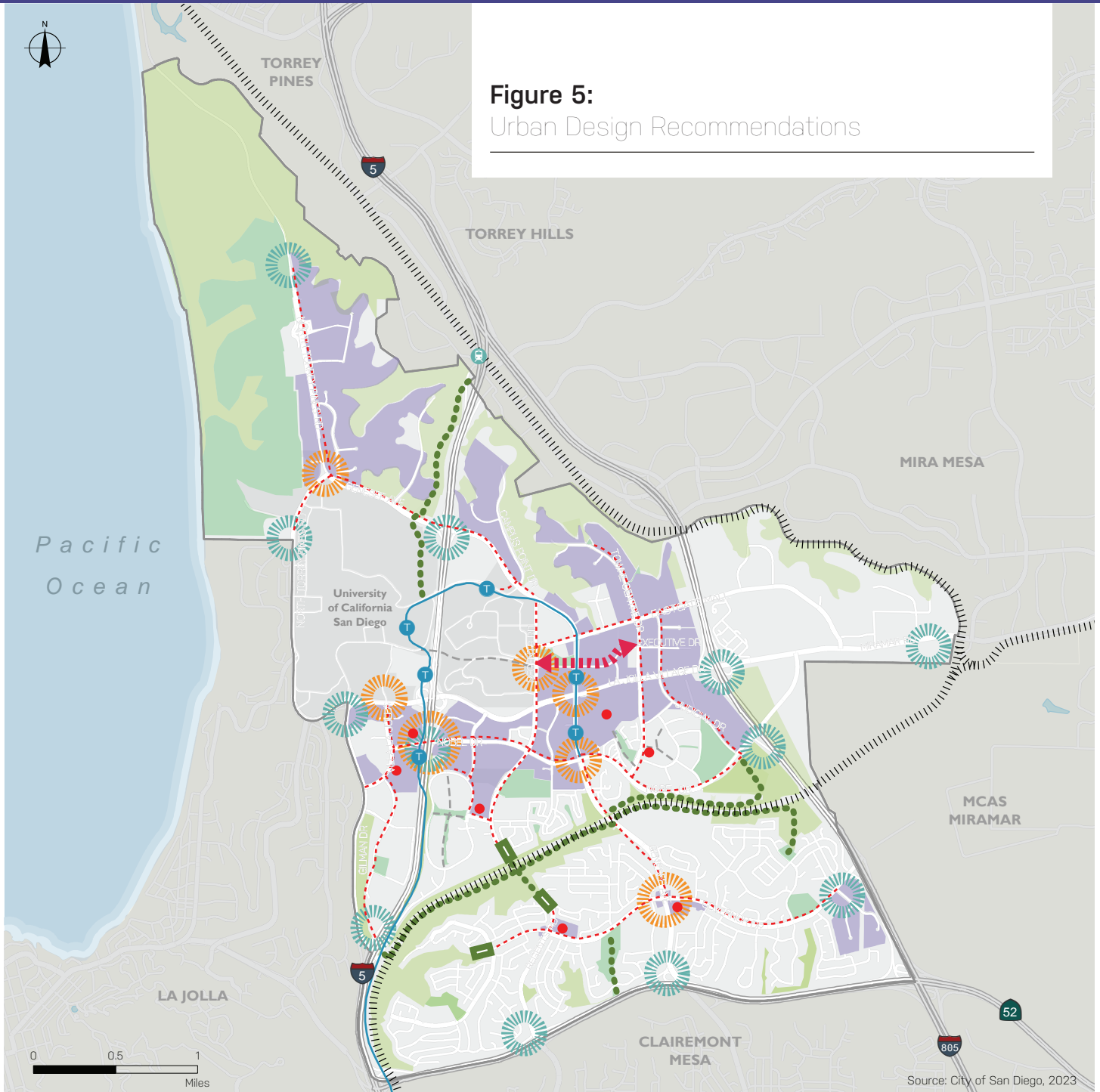
The University community developed in the second half of the 20th century with wide streets and auto-centric landscapes that cater to the car. The community was established as a series of master-planned developments intended for movement of cars from one enclave to the next. Many of these neighborhoods offer pleasant walkable environments within their boundaries, but few areas connect to each other and to the greater community in a meaningful way.

This University Community Plan establishes a paradigm shift in the way we plan for and design our community. The implementation of six light rail Trolley stations at Nobel Drive, Veterans Administration Medical Center, UC San Diego Central Campus, UC San Diego Health Campus, Executive Drive, and UTC creates an opportunity to transform from an auto-centric area with separated land uses into a connected, mixed-use, and transit-oriented community centered around a rich and vibrant public realm. Leveraging this investment in transit, this plan envisions a walkable, transit-oriented community that connects the variety of existing and planned employment, commercial, recreation, education, and residential uses in the area. New development aligned with this vision has the potential to catalyze placemaking and contribute to an enhanced sense of identity for the community.




GOALS

- ❑ A community that is orderly, visually pleasing, and contributes to a sense of place and context through the deliberate arrangement of buildings, open space, parking, and circulation.
- ❑ Development that contributes to vibrant, accessible, and comfortable public spaces and gathering areas that are integrated with building and landscape design to support social interaction, recreation, and everyday civic life.
- ❑ A pattern of growth that contributes to reduced automobile dependency, promotes transit access and multi-modal circulation, and maximizes the benefits of transit infrastructure in the community.
- ❑ A community with a clear and unique sense of place and community identity made evident in its streetscapes, parks and open spaces, canyons and mesas, buildings, art installations, and transit infrastructure.







Figure 5:
Urban Design Recommendations






Existing Conditions

-  Trolley Line
-  Trolley Station
-  Existing Parks/Open Space

Urban Design Framework

-  Entry to Community
-  Prominent Intersections
-  Commercial Node
-  Urban and Community Village Areas
-  Pedestrian Promenade
-  Enhanced Multi-Modal Paths

Other Connection

-  Other Connection
-  Open Space Connection
-  Linear Park

General Design

Creating unique and special places will be a major component of new development within the University community. In particular, development within the Urban and Community Village Areas will be frequented by many community members. The experience one has in those areas will influence the overall impression of the community. As such, focused attention should be placed on elevating design within the Urban and Community Village Areas and improving the relationship between current and new buildings and spaces (See Figure 5). Scale is an important component of placemaking, and buildings of all sizes should be designed to be human-centered, focused on the people who will be using them.

Building Form

Buildings shape space, and those spaces between buildings shape our urban environment and public realm. In the University community, building form should focus on the articulation of the first two stories of a building (see Figure 6). The first two stories of space and mass is critical to shaping the human experience of the relationship of the building to its urban environment. To successfully design this area, attention should be given to the placement of building entrances, the transparency into the building, the glazing design on the street level, and the façade elements that contribute to visual diversity and the sense of human scale (such as, awnings, overhangs, signage, lighting, storefront design, recessed areas, covered walkways, arcades, etc.).

Large floorplate buildings and high-rises influence the urban form of the University community. Because they impact the urban environment and make an imprint on the image of the community, large buildings require special consideration to design of the massing and form (see Figure 7). This can be accomplished by paying greater attention to the building's bulk and scale, to its roofline design, and to the design of its "skin" or exterior facades. Upper story stepbacks and tower control measures can affect sun access, create opportunities for terraced open spaces, and provide a clear demarcation between the building's base and upper floors, strengthening the building's relationship to the street. Variations in roofline design provide an opportunity for tall buildings to articulate a rich urban "silhouette" or skyline. Detailing the exterior finishes of a building provides a rich and vibrant "skin" to the building's surfaces adds to visual diversity and to the overall enhancement of the community.

- A** Building Entrance
- B** Transparency into the Building
- C** Glazing Design on the Street Level
- D** Façade Elements that Contribute to Visual Diversity



Figure 6:
Design of the First Two Stories

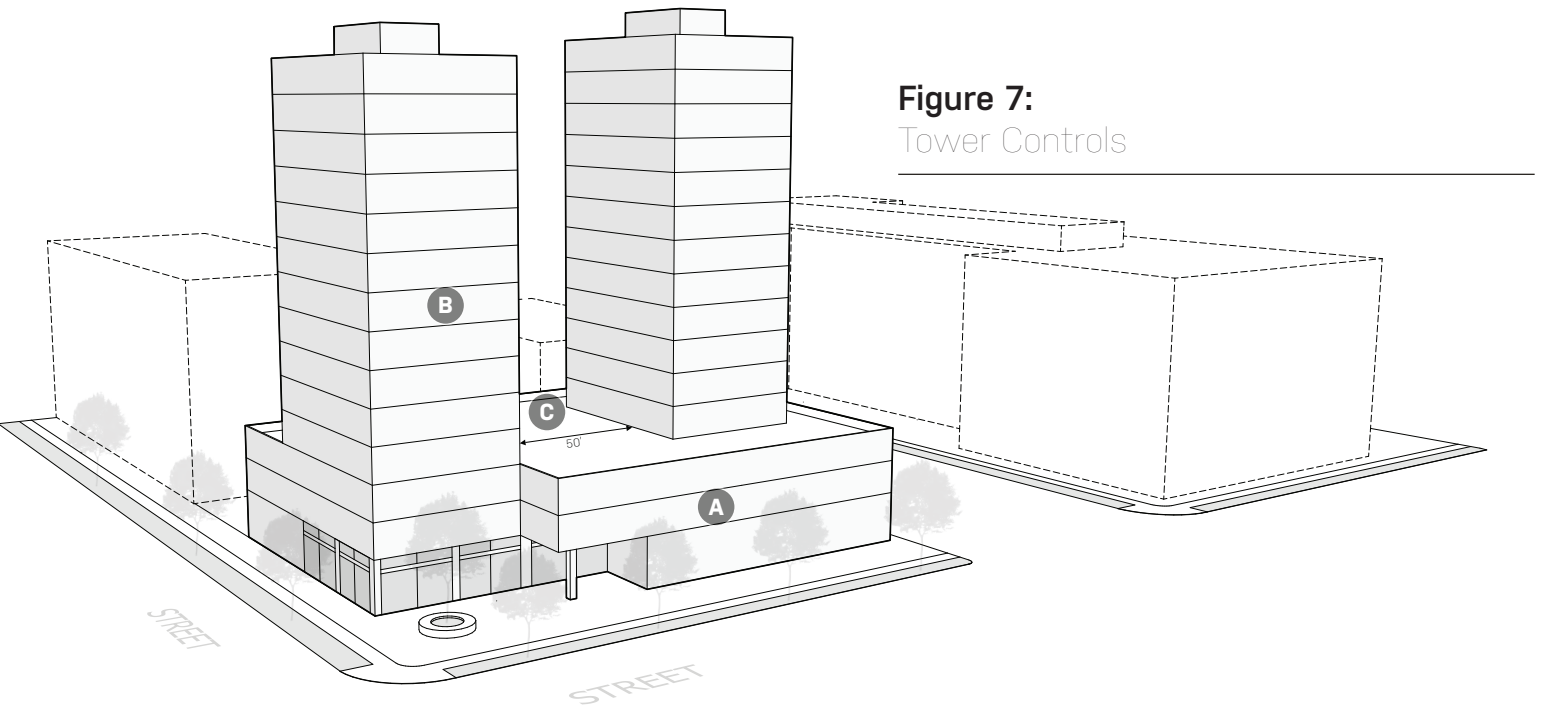


Figure 7:
Tower Controls

- A** Building Base should be a minimum of 30' tall and a maximum of 45' tall
- B** Tower portion above the 45' maximum building base should be no greater than 50% of the gross floor area of the building base
- C** Where two towers are proposed on one premises, towers should be separated by a minimum of 50'

Wayfinding

When it is purposefully designed and located, wayfinding enhances the pedestrian environment and improves wayfinding in the community. It helps establish a sense of identity and highlights cultural landmarks and history. Wayfinding in University can help identify transit stations, community facilities (such as parks and libraries), trailheads, and paths. Wayfinding also reinforces the community's gateways, marking a sense of arrival to a neighborhood area.

Transit areas, gateways, and community spaces should display unique public wayfinding. This wayfinding should include directional cues for pedestrians, cyclists, and motorists and provide distances to landmarks (e.g., transit stations, public parks, canyons, UC San Diego, and regional attractions). Connections and paths across the canyon system and public open spaces should be clearly marked. Wayfinding should also be designed to complement the overall urban design goals for the community.



Well-designed wayfinding can help contribute to the identity of a community.

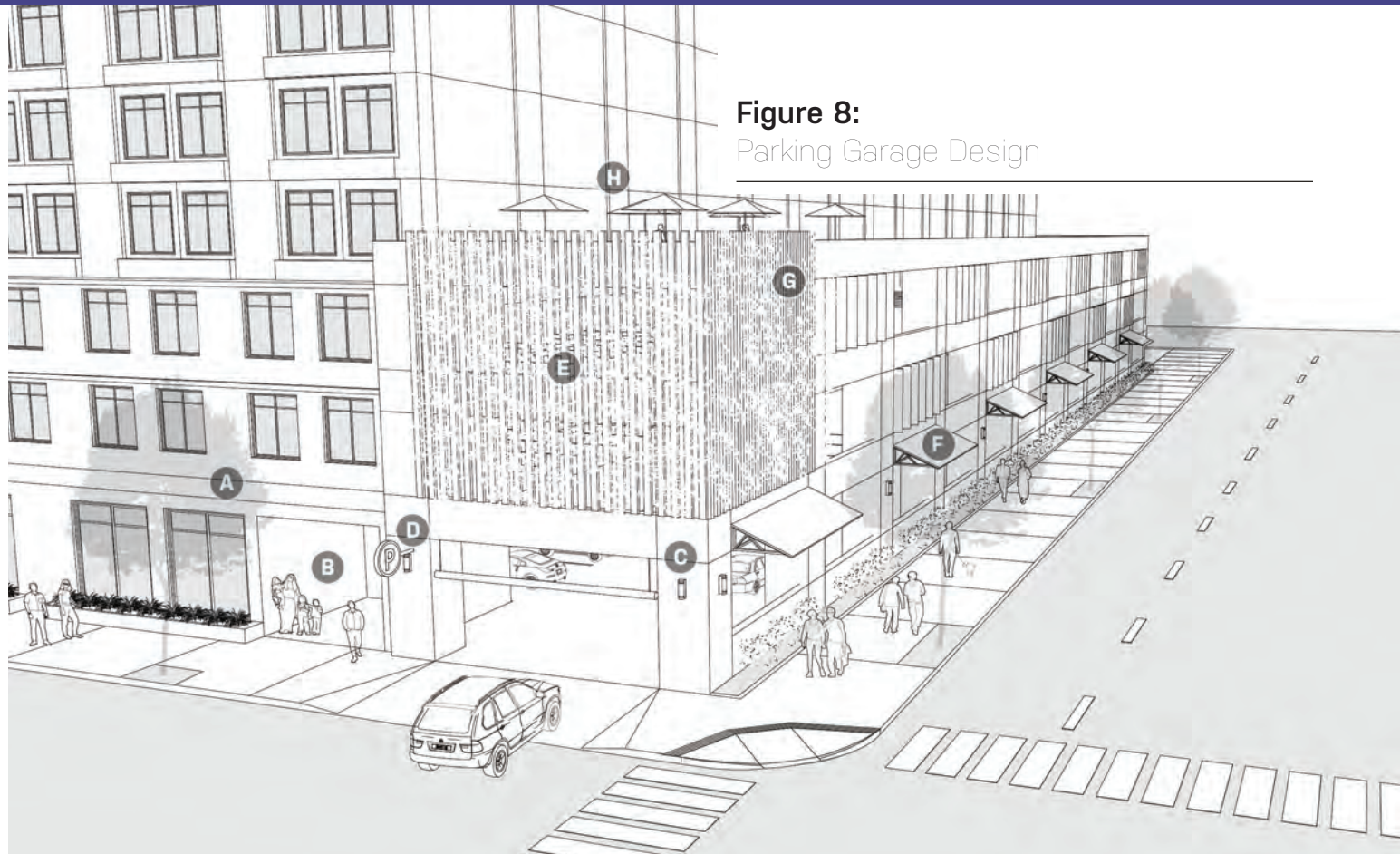


Figure 8:
Parking Garage Design

- A** Wrapped Parking Structure
- B** Clear Pedestrian Entrance
- C** Pedestrian Scale Lighting
- D** Clear Signage
- E** Landscape Screen
- F** Awning
- G** Architectural Paneling
- H** Upper Story Terrace



Any exposed parking garage façade should have an attractive design.

Parking

Parking in the University community should not dominate the urban environment and public spaces. Existing parking in the community includes surface lots and structures. As the community grows, parking structures will replace surface parking and parking demand may shift as transit ridership increases and alternative means of transportation become available. Instead of being front and center to a development, parking should be "tucked away" where it does not interfere with the street environment. This can be accomplished through screening and buffers. For parking structures, this includes wrapping parking structures with buildings, landscape screening, architectural paneling and façade treatments (see Figure 8). For surface lots, the location should be behind and/or to the side of a building, and the perimeter should be heavily planted with continuous street trees and understory planting, berms, and garden walls. Driveways should be located away from primary street frontages so as to not interfere with the pedestrian environment.

Site Design

When making improvements to a location, the arrangement of buildings, parking, drive isles, landscaping, and any other structures often determines if the development project is cohesive with the surrounding community and will help implement the vision of this area. Special care and attention must be placed to ensure that the goals of this plan are met.

Importance of Connectivity Through Site Design

Good connectivity and site design are fundamentally important elements of the community's growth pattern and the key to fulfilling the planned vision. Intentional site design is people-centered—it focuses on the pedestrian experience first. The arrangement, form, and shape of development and the relationship of buildings to their site determines if an area is walkable or not, if it provides a sense of place, and if it feels inviting and secure.



This University Community Plan envisions a vibrant, attractive, and safe public realm. The public realm becomes a network of integrated and connecting spaces that result in new and improved paths to and through the community. Rather than focusing all circulation onto primary arterial roadways with competing space for automobile traffic, these new connections happen within the blocks and master planned neighborhoods. They offer alternative routes with diverse experiences and become the backbone structure of a 15-minute community, where a resident, worker, student, or visitor can attain all their basic needs within a mile walk of their home, office, classroom or shop.

Ensuring Development Promotes the Use of Transit

Transit-Oriented Development (TOD) is a type of development that promotes healthy and active lifestyles by focusing new development, walkability, and accessibility near transit infrastructure. This results in a compact urban development pattern that supports walking and transit use, offers convenient access to neighborhood resources (such as grocery stores, day care services, health care, schools, parks, and more), and promotes a safe and clean environment with reduced greenhouse gas emissions and traffic congestion. These benefits also lead to increased economic opportunity.

Key to successful TOD is co-locating more than one type of use on a single site. Mixed-used development can be successful when integrated vertically, horizontally, or as a combination of the two. Figure 9 demonstrates how both horizontal and vertical mixed use can be integrated into a single project.

Mixed Uses

-  Residential/ Retail
-  Office/ Retail

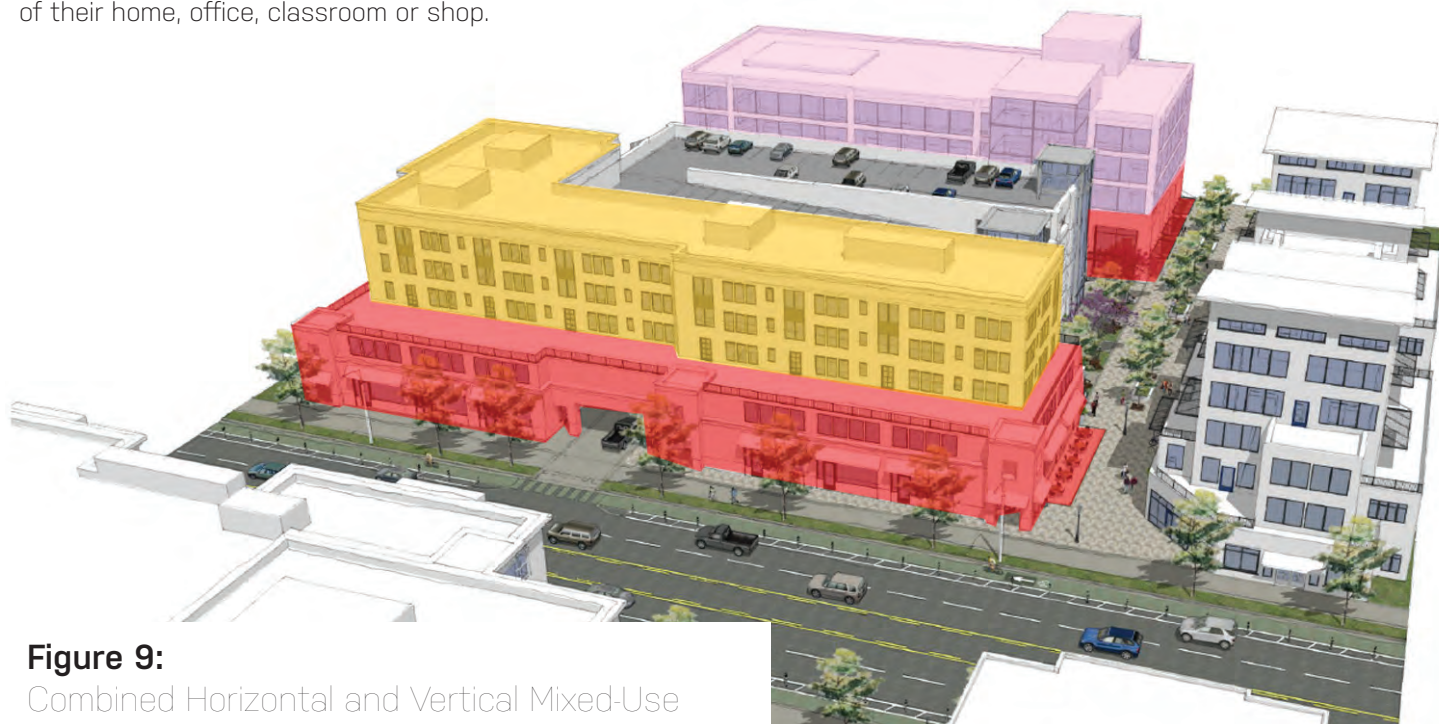


Figure 9:

Combined Horizontal and Vertical Mixed-Use

TOD Defining Characteristics

15-Minute Community

A community where many things you need to live a healthy and complete life are within a 15-minute walk, scooter, or bike ride from home.



Mix of Uses

Housing is mixed with compatible uses, such as retail, office, and community uses to support a compact development pattern where one can work, live, shop, learn, and play in the same area.



Network of Public Spaces

A network of public spaces and privately-owned, publicly accessible spaces are interspersed throughout the community to establish places for community residents and visitors to gather, socialize and meet.



Last Mile Connectivity

The last mile connection from a transit stop to a final destination is made rich with activities, offers a safe path, and provides mobility options for the transit-rider.



Mobility Hubs

The spaces in and around transit stations are filled with the amenities, resources, spaces, and infrastructure people need to connect to a variety of destinations.



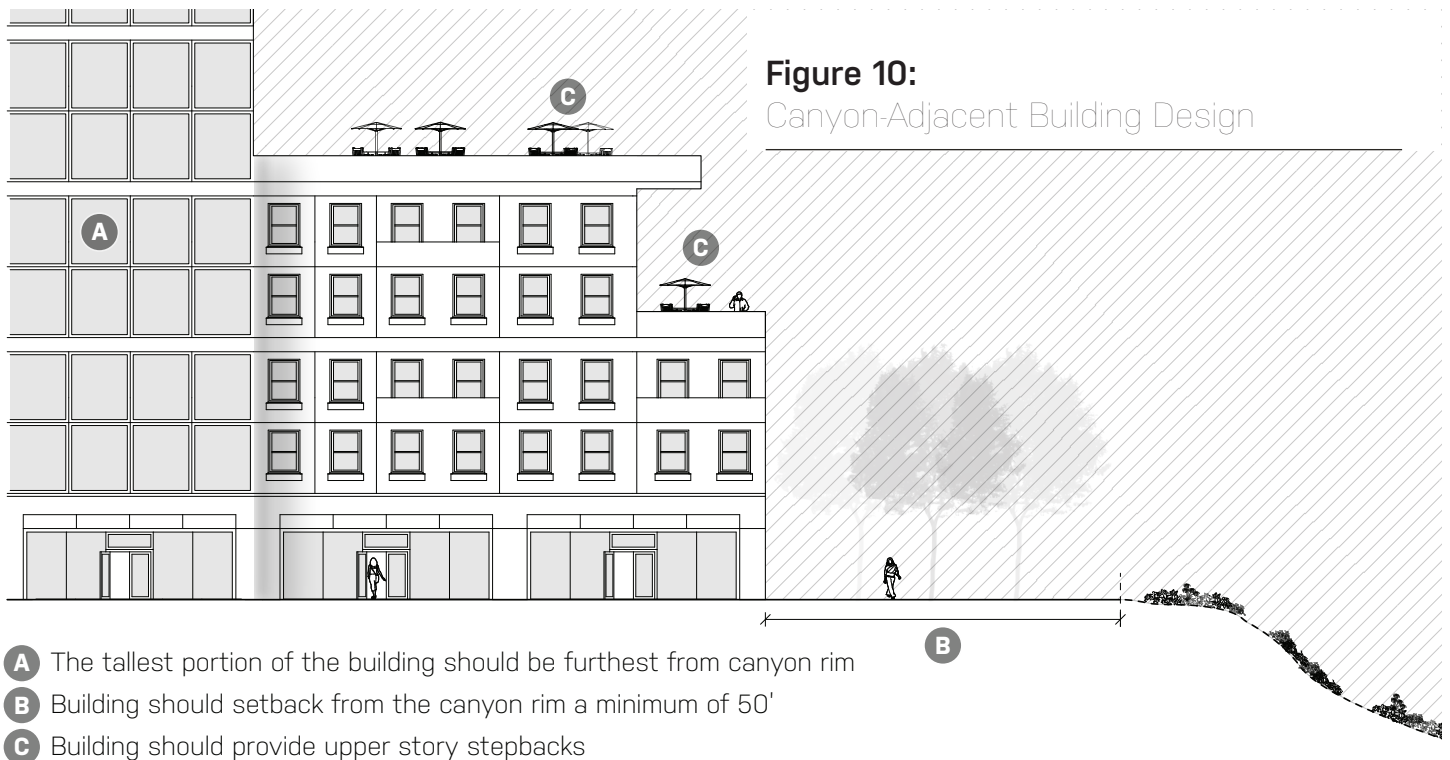
Context-Sensitive Design Near Open Space

Canyons and open space significantly contribute to the community's urban form and to its natural environment. Several canyons mark the northern edges of the community's employment areas and provide exceptional views. Rose Canyon is among the largest canyons in the area and traverses the southern part of University. Torrey Pines State Natural Preserve borders the northern portion of the community. All of these systems provide areas for habitat, recreation, and relief from the development that surrounds them.

Development should recognize the value of this open space to both support habitat and wildlife and serve as a community resource. This can be accomplished by designing site improvements to minimize development's impact to the open space and to steep hillside areas (see Figure 10). Buildings adjacent to and facing canyons in the community should step back from the canyon edge with terraces and upper story stepbacks. Wherever possible, the long side of the building should face inward and away from the canyon open space. Reflective glazing that produces glare and light onto the canyon should be avoided, and buildings should be articulated with a pattern of forms and massing that provides a diverse and varied façade along the open space edge. Public access to open space should be maintained with paseos, paths, terraces, and other openings in the development along the canyon edge.



Example of a building designed to step down to reflect the site context.



Design on Sites Adjacent to Freeways

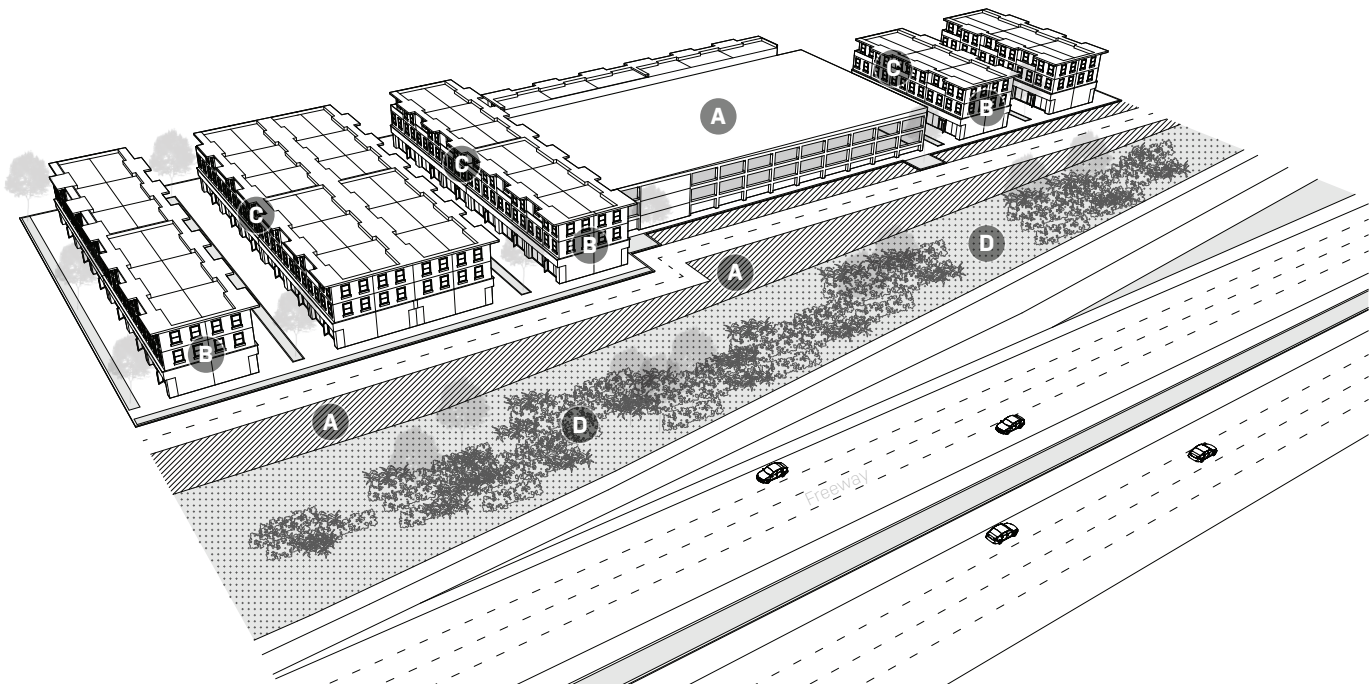
Several freeways traverse the University community: Interstate 5 (I-5), Interstate 805 (I-805), and State Route 52 (SR-52). Noise, air quality, and impacts on surrounding views should be considered in all site planning and building design on all sites adjacent to and within 500 feet of a freeway. Residential uses in particular should be buffered from impacts of the freeway by placing parking structures, commercial uses, open spaces, and landscape buffers between the residential uses and the freeway. Residential buildings should be designed such that residential units are above the level of the freeway and face inward and away from the freeway (see Figure 11). Outdoor public spaces, common open spaces, and private open spaces should also be oriented away from the freeway.



Example of a building designed to minimize the impacts of the adjacent freeway.

Figure 11:

Freeway-Adjacent Building Design



- A** Structured and surface parking provides a buffer from freeway noise
- B** Buildings are sited perpendicular to the freeway with limited frontage facing the freeway
- C** Balconies and windows are located away from the freeway and oriented toward internal paseos and courtyards
- D** Landscaping, screening, and buffering is used to shield development from the freeway

Interface with UC San Diego

The University of California, San Diego campus encompasses 2,178 acres in the central-west area of University, and has an undeniable presence in the community. As an institutional use, most activity and buildings focus inward, with few edges that directly engage with the community. North Torrey Pines Rd., Genesee Ave., I-5, and La Jolla Village Dr. surround the campus and provide a hard edge and barrier between the campus and the community.

However, a softer edge exists between the east mesa area of campus and the community, providing a singularly grand opportunity to establish a direct and meaningful connection along Regents Rd. and Genesee Ave. This area offers a stronger interface between the medical campus, surrounding life science uses, housing at Nuevo East, and the mix of existing uses along Executive Dr. and Eastgate Mall.

Genesee Ave. and Regents Rd. should be prioritized for enhanced streetscape and multi-modal facilities to transform them into "complete streets" that offer improved pedestrian and bicycle access to and from the campus into the community. Executive Dr. and Eastgate Mall should "feed" directly into the campus with a strong connection across Genesee Ave. and Regents Rd. Uses associated with new development should complement the existing uses of the area and contribute to the neighborhood services and amenities that residents and workers need; doing so will need to better integrate the community with the campus.

Gateways

Several gateways into the University area provide opportunities to celebrate and enhance the overall sense of place and identity (as shown in Figure 5). Gateways that mark entry points into the community should provide a sense of arrival through iconic buildings, distinct building forms, art installations, signage, street trees and landscaping. The intersection of La Jolla Village Drive and Genesee Avenue marks a distinct gateway to the commercial core of the community. The strong visual presence of the Trolley platforms and the pedestrian bridges that cross the intersection provide a unique opportunity to highlight this key node in the community. Lighting, signage, art, and landscaping should be used to enhance and highlight these structures as visible landmarks that define the community core.

Gateways may also occur within development. Entry drives into large development complexes are encouraged to have an adjacent pedestrian walkway or sidewalk. Special accents that define the main entrance, create territorial reinforcement, and provide visual interest are recommended. Example treatments include architectural detailing, specialty lighting, textured paving, a hardscape decorative border strip along the driveway, and accent plant materials such as specimen trees and flowering plants.

Entrance to UC San Diego campus via Executive Drive.



Streetscapes

The community contains a variety of streets that provide multiple functions and accommodate a variety of traffic volumes, speeds, and environments. As public rights-of-way, these streets constitute an important public space in the community. Not only do streets convey people, goods, and services, they also provide spaces for people to enjoy their community, meet one another, and gather for events and activities.

The design of the street environment (or the streetscape) is of key importance. Good streetscapes are pleasant, safe, comfortable, and vibrant environments that are human-centric and offer elements at a human scale (such as lighting, art, seating, landscaping, enhanced paving). Successful streetscapes also connect to places in the community where people want to go, such as plazas, parks, paseos, promenades, and transit stations. The University community offers a diversity of streets that can be grouped into the pedestrian typologies described below.

Connector

Connector streets include some of the major arterials that cross the community from east to west and north to south, linking neighborhoods to commercial areas, educational facilities, transit stations, freeways, parks, and many other services. Some connector streets, such as North Torrey Pines, La Jolla Village Drive, and Genesee Avenue serve as gateways into the community and by virtue of their size, frequency of use, and the land uses they traverse contribute to the community's sense of place and identity. Because of these defining characteristics, Connectors should maintain a grand and ceremonial environment with ample parkways, landscaped medians, continuous and consistent species of street trees, and wide sidewalks.

Corridor

Corridor streets traverse and connect the major commercial, employment, and institutional areas of the community. They attract and bring people together around shared land uses by connecting major nodes across in the community. Corridors support a distinctly vibrant environment, with higher intensity land uses, larger buildings, and a greater opportunity for public spaces surrounding them. Because of these defining characteristics, Corridors should maintain an environment conducive to high pedestrian activity, with wide sidewalks that connect with plazas, sidewalk seating and cafes, art installations, lighting, and special paving materials and features to create a sense of place and unique identity. Several Corridor streets have the opportunity to develop over time as the community's "Main Streets", where residents and visitors can go for a stroll and enjoy their neighborhood in a publicly accessible setting.

District

The portion of Genesee Avenue that connects the UTC Transit Station with the Executive Drive Transit Station is a District street. A District street traverses the core area of University and serves as a key mobility facility for the community, bringing together multiple modes of transportation into the street right-of-way. District streets also require a wide area of the right-of-way to be dedicated to pedestrian travel. A District street should embrace transit and integrate transit connections into streetscape design with bicycle facilities, clear wayfinding and signage, adequate lighting, art installations, and clear and direct access to transit stations.

Executive Drive Promenade

Like La Jolla Village Drive, Executive Dr. crosses the core of the community and connects one of the most intense employment areas of the community directly with the UC San Diego campus. Given its high traffic volumes and grandeur, La Jolla Village Dr. will likely retain its primary use as a major arterial for cars. Executive Dr., however, has that potential to transform into a walkable street for retail and recreation. Located one block away from the hustle and bustle of La Jolla Village Dr., it is less stressful and slower. The street also connects important land uses in the community with the Executive Drive Station. Properties facing Executive Dr. have exhibited great potential for future development. Given these characteristics, establishing a promenade along the north side of Executive Dr. provides a unique opportunity to establish an attractive place, with employment and commercial uses that may spill out to the street. Doing so can create a street that offers better engagement with surrounding spaces and buildings than anywhere else in the community.

Privately-Owned Spaces

Privately-owned public open spaces (POPOs) are privately-owned, publicly-accessible spaces incorporated into development. They may occur in the form of the 5 P's (Plazas, Paseos, Promenades, Podiums, and Platforms). They may also include the indoor atriums and lobbies of a building, terraces, and pockets of space where the public is invited to gather or rest. POPOs are typically provided and maintained by private development, with regulations imposed on them that govern hours of operation, access, amenities, and maintenance requirements. In some instances, POPOs may be conditioned to require certain activation through programmed and frequent events. POPOs are a great way for an urban area to offer additional amenities and public space to supplement and complement existing and planned parks and open space in the community. The following pages feature ways to better integrate POPOs into the University Community.



Recreation-Oriented Zone



Promenades connect people through neighborhoods and to services. Defined as linear public spaces that accommodate a variety of uses and activities, they should be well-connected to surrounding development while being comfortable and welcoming places for people with all abilities. Promenades reinforce a community identity and image, and they help attract new residents, businesses, and investment to an area. The creation of promenades is envisioned to be community-driven, with an opportunity for incremental interventions which can be tied to private development and investment in the area. Promenades enhance pedestrian safety, encourage non-motorized transportation, and foster safe pedestrian interaction and outdoor activities.

A new promenade on the north side of Executive Dr. would benefit with a design of three distinct zones. A recreation zone from Regents Rd. to Genesee Ave. can be an extension of Mandell Weiss Eastgate Park. A transition zone from Genesee Ave. to Towne Center Drive can accommodate the change of elevation between the roadway and the street as a transition zone. From Towne Center Drive to the terminus can be more of a commercial zone to serve local employees.

Opportunity Area: Executive Drive

Executive Drive offers a unique opportunity to transform an oversized street into a promenade using excess right-of-way and private property set-backs. This corridor is envisioned to have three distinct zones that allow the promenade to have different character based on the adjacent uses. Each zone would provide a unique experience to users.

Street, Auckland, NZ



Commercial Zone

Promenades



Transition Zone

Key Features

- ▶ Trees and Shade
- ▶ Multi-Use Path
- ▶ Pedestrian Scale Lighting
- ▶ Bicycle Parking
- ▶ Drought Tolerant and Native Landscaping
- ▶ Seating
- ▶ Ground Floor Activation
- ▶ Upper Floor Activation



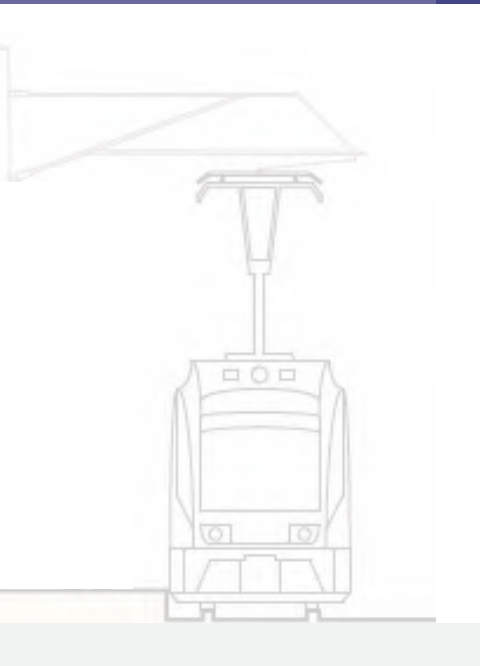
Platforms

Platforms extend over major streets and transit infrastructure in the community. They connect with podiums and the upper story spaces of adjacent development. Like podiums, platforms offer attractive and vibrant publicly accessible spaces above the street level at key connecting nodes in the community. Unlike podiums, platforms are typically narrower and do not always extend over inhabited space. They include the San Diego Trolley station platforms, elevated walkways, and sky bridges. More should be done to expand these areas to include opportunities for seating, shade, landscape, gathering, and even retail activation.

Opportunity Area: Executive Drive, Voigt & UTC Stations

The Executive Drive, Voigt, and UTC transit stations are surrounded by under-utilized space. As buildings are developed around them, the transit station can be directly extended to the building footprint to provide a seamless experience for transit riders and expanded open space for building users.





Key Features

- ▶ Seating
- ▶ Shade
- ▶ Pedestrian Scaled Lighting
- ▶ Art and Signage
- ▶ Landscape Areas
- ▶ Small-scale Retail Activation
- ▶ Access to transit and street below

land, CA





Opportunity Area: Rooftops & Parking Garages

Every multi-story building in University is an opportunity to create a public space. Nearly all new buildings will have some integrated parking or rooftop that can be designed to become a place for people to congregate and enjoy. These areas can be amenity spaces for tenants while also providing for both active and passive recreation opportunities.





Podiums

Podiums connect uses and buildings across different floor levels. Podiums provide publicly accessible open space areas on top of buildings and parking structures. With creative design, a podium can transform the upper level of a building and parking structure into a quality space for people to use and connect at upper levels of a development. Surrounding uses and buildings can integrate with the podium open space and in some instances podiums may connect with transit stations and mobility infrastructure in the community. Podiums have the opportunity to connect neighboring properties with a shared investment in open space that can be programmed to meet the needs of the users.

Podiums enhance the quality and quantity of park-like space in the community, and provide opportunities for landscape and greenery that is integrated with development.

Key Features

- ▶ Trees and Shade
- ▶ Pedestrian Paths
- ▶ Pedestrian Scaled Lighting
- ▶ Bicycle Parking
- ▶ Passive Recreation and Landscape Areas
- ▶ Rooftop Gardens
- ▶ Seating and Outdoor Dining
- ▶ Retail Activation
- ▶ Access to transit and street below



Paseos

Paseos connect people to and through blocks, streets, plazas and parks. Large-block development is common in the community and many properties exceed an acre in size. This pattern of development impacts circulation in the community and requires active interventions to create better connections for pedestrians and avoid out-of-direction travel. Paseos provide an opportunity to connect across large blocks and developments without the need for additional streets. These connecting paths prioritize pedestrian mobility and can double-up as spaces for community gathering, recreation, greenery, and enhanced access. If designed carefully, paseos can also serve as landscaped buffers and screening between buildings. The alignment of paseos across multiple sites can produce a network of safe and enjoyable pedestrian connections that relieve pressure on major arterials and secondary streets, integrate development uses, and link other public realm elements (such as parks and plazas).





Key Features

- ▶ Trees and Shade
- ▶ Landscaping
- ▶ Outdoor Dining
- ▶ Lighting
- ▶ Art Installations
- ▶ Seating
- ▶ Bike Parking
- ▶ Ground Floor Access to Adjacent Buildings

Seattle, WA



Opportunity Area: Medium to Large Properties

Nearly every property north of Rose Canyon would benefit from increased connectivity through development and to adjacent properties. These connects are vital to breaking down block sizes and making it easier to get to vital destinations.

Plazas

Plazas connect people to transit, employment and retail experiences. Plazas offer a relief from buildings with open spaces that may vary in size from an intimate corner plaza that holds a few tables to an expansive entry forecourt with varied programming. A primary purpose of plazas is to offer a space for active areas of a building or set of buildings to spill out to the exterior. As such, the relationship of building entrances and the building's ground floor with the plaza is of critical importance. Doors and windows of the buildings surrounding a plaza should open up to the plaza. Plazas may also include more areas of hardscape (non-vegetated surfaces, such as paving) than one typically sees in parks or other natural environments. Plazas should provide pedestrian-scaled lighting, seating areas, and shade. Other elements, such as art installations, signage, planters, and tables can add visual richness and comfort. Plazas provide multiple benefits to urban dwellers: they can serve as a respite from the hustle and bustle of the city, they can support large gatherings for events such as festivals, farmer's markets, and concerts, and they can provide connecting open space between buildings and from buildings to transit and to surrounding streets.

Key Features

- ▶ Trees and Shade
- ▶ Pedestrian Paths
- ▶ Pedestrian Scaled Lighting
- ▶ Bicycle Parking
- ▶ Passive Recreation and Landscape Areas
- ▶ Seating and Outdoor Dining
- ▶ Retail Activation
- ▶ Access to transit and street below





Inspiration: Houston Center, Houston, TX



Opportunity Area: Properties with Pedestrian Access

Integrating more open space at the street level is one of the most transformative approaches available to improve the University community. As more people live, work, and play in the area, open spaces will be needed for people to congregate.

Urban Forestry

Trees along University's corridors and on private property are a major component of the community's urban forest, providing shade for those walking throughout the community. Native and low water-use plants in the parkways and in property setbacks provide additional areas for stormwater infiltration. Street trees provide:

- » Shade and a more pleasant walking experience by creating a buffer between the sidewalk and roadway
- » Beautify neighborhoods, contribute to the attractive character and identity of places, and improve the quality of life of residents, businesses, and visitors alike.
- » Contribute to the spatial definition of streets and other outdoor spaces by providing a comfortable scale and enclosure of the public realm, while also adding visual interest in texture, color, pattern.
- » Improve the environment by helping to improve air quality, sequester carbon dioxide, manage stormwater, conserve energy, reduce the urban heat island effect, and increase spaces of natural habitat for urban wildlife.

To meet the CAP and Climate Resilient SD, goals well-planned and well-designed landscapes in the public realm must be realized in University City. These landscapes will also help University reach its urban design goals for pedestrian-friendly and lively environments. Landscaping should prioritize native species, diversification of tree species, and climate tolerant species.

Street trees can help create shaded streetscapes and define spaces. The stately, tall Canary Island pines in the medians on Genesee Avenue establish a sense of place. The street tree plan for University builds on the diversity of trees planted within the community and provides additional district identity in the design of key corridors such as Nobel Drive, and La Jolla Village Drive. This Community Plan identifies tree species for corridors to create neighborhood themes and increase the tree canopy (i.e., the tree crowns that cover the ground) as shown in Figure 12. A list of tree species selected from the City of San Diego Street Tree Selection Guide that represent similar shape and color are provided for each corridor in Table 1; these species provide diversity for the health of the urban forest and exhibit carbon capture, shade opportunities, and lower annual maintenance.

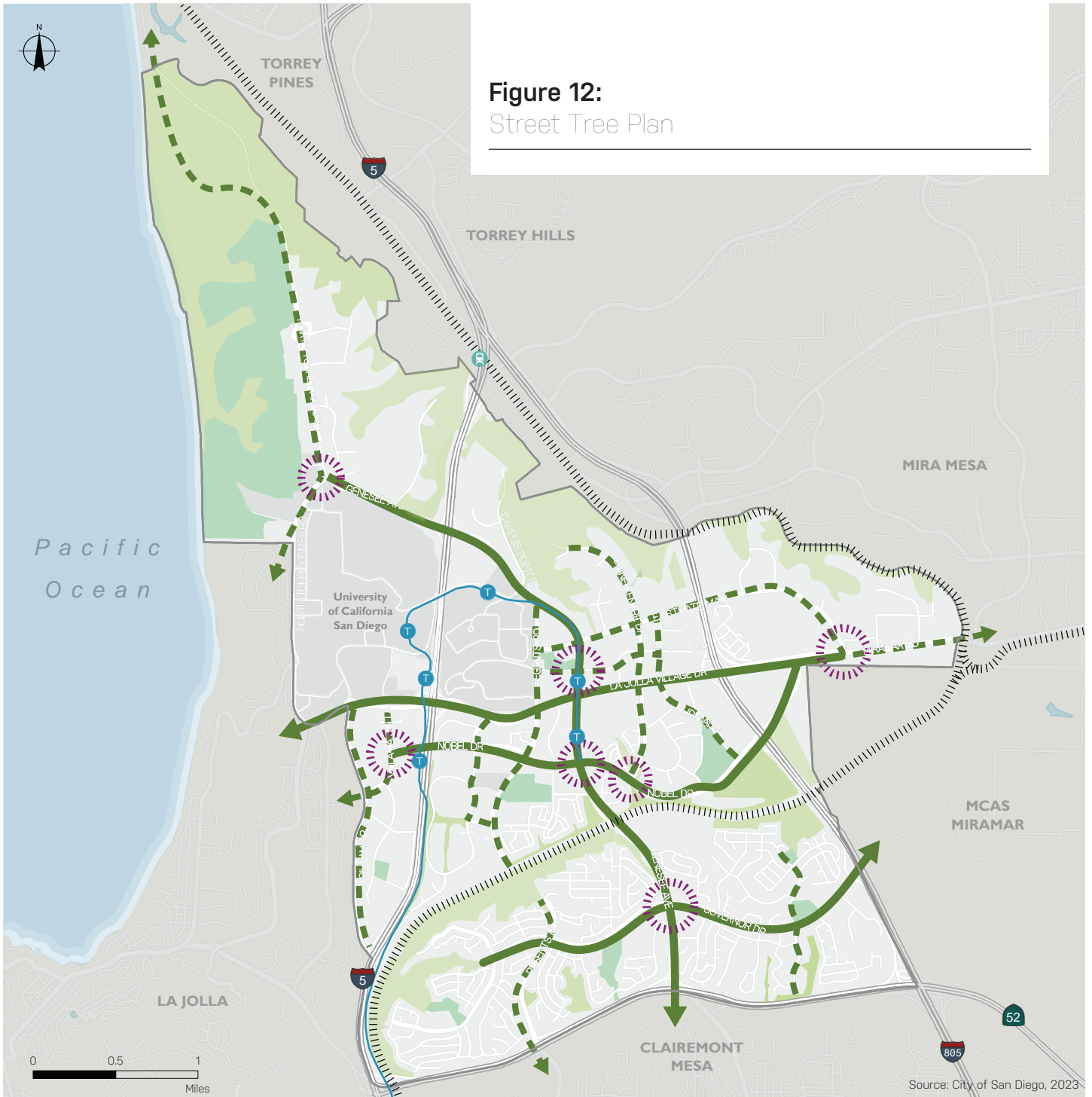
The proposed street tree palettes identified in Tables 2 are based on trees species that are recommended in the City of San Diego Street Tree Selection Guide and will complement the existing urban forest canopy in University City. Primary species are larger trees that should be used along identified corridors wherever possible. The secondary species are smaller complimentary species that can be used if there is a conflict that would prevent the use of the primary species (i.e. overhead electric line, utilities, or limited parkway width). Accent species are planned along the commercial districts to provide gateway features at enhanced pedestrian crossings and entrances to the employment corridors. All other areas of the community should utilize the City of San Diego Street Tree Selection Guide to provide tree species based on available planting areas that provide an adequate shade canopy to meet the goals of the CAP.

These gateway locations are identified in Figures 5 and 12 and highlight an area's significant intersections or entrances into the community. All other areas of the community should utilize the City of San Diego Street Tree Selection matrices to select species based on available planting areas that provide a shade canopy to meet the Climate Action Plan goals.

Trees contribute to a more attractive streetscape while cooling the community.



Figure 12:
Street Tree Plan



Source: City of San Diego, 2023




-  Streets with Multiple Species
-  Streets with One or Two Species
-  Accent Tree Nodes

Table 1: Street Tree Matrix						
Street	Botanical Name	Common Name (Image ID)	Mature Size (H x W)	Spacing	Water Use	Characteristics
Eastgate Mall (Secondary Street)						
Existing Trees	Pinus canariensis	Canary Island Pine (O)	80' X 35'	30'	Medium	Evergreen
	Platanus racemosa	California Sycamore (P)	40' X 30'	30'	Medium	Native
	Ceratonia siliqua	Carob (C)	40' X 40'	30'	Low	Evergreen
	Syagrus romanzoffianum	Queen Palm (R)	50' X 30'	30'	Medium	Evergreen
Proposed Primary Tree	Pinus canariensis	Canary Island Pine (O)	80' X 35'	30'	Medium	Evergreen
	Platanus racemosa	California Sycamore (P)	40' X 30'	30'	Medium	Native
Proposed Secondary Tree	Lophostomon confertus	Brisbane Box (L)	40' X 20'	25'	Medium	Evergreen
	Ulmus parvifolia	Chinese Elm (T)	60' X 70'	30'	Medium	Partly Deciduous - Evergreen
Proposed Accent Tree	Arbutus marina	Strawberry Tree (A)	30' X 25'	25'	Low	Flowering
Executive Drive (Secondary Street)						
Existing Trees	Pinus canariensis	Canary Island Pine (O)	80' X 35'	30'	Medium	Evergreen
	Washingtonia robusta	Mexican Fan Palm	100' X 10'	25'	Low	Evergreen
	Erythrina caffra	Coral Tree (E)	40' X 60'	30'	Medium	Deciduous
	Melaleuca quinquenervia	Paperbark Tree (M)	40' X 25'	25'	Low	Evergreen
Proposed Primary Tree	Ulmus parvifolia	Chinese Elm (T)	60' X 70'	30'	Medium	Partly Deciduous - Evergreen
	Lophostomon confertus	Brisbane Box (L)	40' X 20'	25'	Medium	Evergreen
Proposed Secondary Tree	Cassia leptophylla	Gold Medallion (B)	25' X 30'	30'	Medium	Partly Deciduous - Evergreen
Proposed Accent Tree	Pinus Canariensis	Canary Island Pine (O)	80' X 35'	30'	Medium	Evergreen
Genesee Avenue (Primary Street)						
Existing Trees	Pinus canariensis	Canary Island Pine (O)	80' X 35'	30'	Medium	Evergreen
	Corymbia citidora	Lemon Scented Gum (D)	160' X 100	30'	Low	Evergreen
	Fraxinus uhdei	Evergreen Ash (J)	80' X 60'	30'	Medium	Partly Deciduous - Evergreen
	Ceratonia siliqua	Carob (C)	40' X 40'	30'	Low	Evergreen
	Eucalyptus sideroxylon	Pink-Flowering Ironbark (H)	90' X 60'	30'	Low	Evergreen
	Erythrina caffra	Coral Tree (E)	40' X 60'	30'	Medium	Deciduous
	Jacaranda mimosifolia	Jacaranda (K)	50' X 60'	30'	Medium	Flowering
	Tristaniopsis laurina	Water gum (S)	35' X 30'	30'	Medium	Evergreen
Proposed Primary Tree	Pinus canariensis	Canary Island Pine (O)	80' X 35'	30'	Medium	Evergreen
	Corymbia citidora	Lemon Scented Gum (D)	160' X 100	30'	Low	Evergreen
Proposed Secondary Tree	Lophostomon confertus	Brisbane Box (L)	40' X 20'	25'	Medium	Evergreen
Proposed Accent Tree	Jacaranda mimosifolia	Jacaranda (K)	50' X 60'	30'	Medium	Flowering
	Cassia leptophylla	Gold Medallion (B)	25' X 30'	30'	Medium	Partly Deciduous - Evergreen
Proposed Median Tree	Pinus canariensis	Canary Island Pine (O)	80' X 35'	30'	Medium	Evergreen
	Cassia leptophylla	Gold Medallion (B)	25' X 30'	30'	Medium	Partly Deciduous - Evergreen

Table 1: Street Tree Matrix						
Street	Botanical Name	Common Name (Image ID)	Mature Size (H x W)	Spacing	Water Use	Characteristics
Governor Drive (Primary Street)						
Existing Trees	Pinus canariensis	Canary Island Pine (O)	80' X 35'	30'	Medium	Evergreen
	Podocarpus gracilior	Fern Pine (Q)	65' X 25'	25'	Medium	Evergreen
	Fraxinus uhdei	Evergreen Ash (J)	80' X 60'	30'	Medium	Partly Deciduous - Evergreen
	Jacaranda mimosifolia	Jacaranda (K)	50' X 60'	30'	Medium	Flowering
	Eucalyptus camadulensis	Red River Gum (G)	150' X 45'	30'	Low	Evergreen
	Ceratonia siliqua	Carob (C)	40' X 40'	30'	Low	Evergreen
	Eucalyptus sideroxylon	Pink-Flowering Ironbark (H)	90' X 60'	30'	Low	Evergreen
Proposed Primary Tree	Pinus canariensis	Canary Island Pine (O)	80' X 35'	30'	Medium	Evergreen
	Podocarpus gracilior	Fern Pine (Q)	65' X 25'	25'	Medium	Evergreen
Proposed Secondary Tree	Lophostomon confertus	Brisbane Box (L)	40' X 20'	25'	Medium	Evergreen
Proposed Accent Tree	Jacaranda mimosifolia	Jacaranda (K)	50' X 60'	30'	Medium	Flowering
	Cassia leptophylla	Gold Medallion (B)	25' X 30'	30'	Medium	Partly Deciduous - Evergreen
Proposed Median Tree	Pinus canariensis	Canary Island Pine (O)	80' X 35'	30'	Medium	Evergreen
	Cassia leptophylla	Gold Medallion (B)	25' X 30'	30'	Medium	Partly Deciduous - Evergreen
Judicial Drive (Secondary Street)						
Proposed Primary Tree	Lophostomon confertus	Brisbane Box (L)	40' X 20'	25'	Medium	Evergreen
Proposed Secondary Tree	Ulmus parvifolia	Chinese Elm (T)	60' X 70'	30'	Medium	Partly Deciduous - Evergreen
Proposed Accent Tree	Arbutus marina	Strawberry Tree (A)	30' X 25'	25'	Low	Flowering
La Jolla Village Drive (Primary Street)						
Existing Trees	Erythrina caffra	Coral Tree (E)	40' X 60'	30'	Medium	Deciduous
	Podocarpus gracilior	Fern Pine (Q)	65' X 25'	25'	Medium	Evergreen
	Metrosideros excelus	New Zealand Christmas Tree (N)	35' X 35'	30'	Low	Evergreen
	Melaleuca quinquenervia	Paperbark Tree (M)	40' X 25'	25'	Low	Evergreen
Proposed Primary Tree	Lophostomon confertus	Brisbane Box (L)	40' X 20'	25'	Medium	Evergreen
	Podocarpus gracilior	Fern Pine (Q)	65' X 25'	25'	Medium	Evergreen
Proposed Secondary Tree	Metrosideros excelus	New Zealand Christmas Tree (N)	35' X 35'	30'	Low	Evergreen
	Pinus canariensis	Canary Island Pine (O)	80' X 35'	30'	Medium	Evergreen
Proposed Accent Tree	Jacaranda mimosifolia	Jacaranda (K)	50' X 60'	30'	Medium	Flowering
	Cassia leptophylla	Gold Medallion (B)	25' X 30'	30'	Medium	Partly Deciduous - Evergreen
Proposed Median Tree	Metrosideros excelus	New Zealand Christmas Tree (N)	35' X 35'	30'	Low	Evergreen
	Pinus canariensis	Canary Island Pine (O)	80' X 35'	30'	Medium	Evergreen
Miramar Road (Secondary Street)						
Existing Trees	Corymbia citidora	Lemon Scented Gum (D)	160' X 100	30'	Low	Evergreen
Proposed Primary Tree	Corymbia citidora	Lemon Scented Gum (D)	160' X 100	30'	Low	Evergreen
Proposed Secondary Tree	Metrosideros excelus	New Zealand Christmas Tree (N)	35' X 35'	30'	Low	Evergreen
Proposed Accent Tree	Jacaranda mimosifolia	Jacaranda (K)	50' X 60'	30'	Medium	Flowering

Table 1: Street Tree Matrix						
Street	Botanical Name	Common Name (Image iD)	Mature Size (H x W)	Spacing	Water Use	Characteristics
<i>Nobel Drive (Primary Street)</i>						
Existing Trees	Eucalyptus sideroxylon	Pink-Flowering Ironbark (H)	90' X 60'	30'	Low	Evergreen
	Pinus canariensis	Canary Island Pine (O)	80' X 35'	30'	Medium	Evergreen
	Corymbia citidora	Lemon Scented Gum (D)	160' X 100	30'	Low	Evergreen
Proposed Primary Tree	Pinus canariensis	Canary Island Pine (O)	80' X 35'	30'	Medium	Evergreen
	Corymbia citidora	Lemon Scented Gum (D)	160' X 100	30'	Low	Evergreen
Proposed Secondary Tree	Lophostomon confertus	Brisbane Box (L)	40' X 20'	25'	Medium	Evergreen
	Ulmus parvifolia	Chinese Elm (T)	60' X 70'	30'	Medium	Partly Deciduous - Evergreen
Proposed Accent Tree	Jacaranda mimosifolia	Jacaranda (K)	50' X 60'	30'	Medium	Flowering
	Arbutus marina	Strawberry Tree (A)	30' X 25'	25'	Low	Flowering
Proposed Median Tree	Lophostomon confertus	Brisbane Box (L)	40' X 20'	25'	Medium	Evergreen
	Cassia leptophylla	Gold Medallion (B)	25' X 30'	30'	Medium	Partly Deciduous - Evergreen
<i>North Torrey Pines Road (Secondary Street)</i>						
Existing Trees	Pinus canariensis	Canary Island Pine (O)	80' X 35'	30'	Medium	Evergreen
	Corymbia citidora	Lemon Scented Gum (D)	160' X 100	30'	Low	Evergreen
	Eucalyptus camadulensis	Red River Gum (G)	150' X 45'	30'	Low	Evergreen
Proposed Primary Tree	Pinus canariensis	Canary Island Pine (O)	80' X 35'	30'	Medium	Evergreen
	Corymbia citidora	Lemon Scented Gum (D)	160' X 100	30'	Low	Evergreen
Proposed Secondary Tree	Lophostomon confertus	Brisbane Box (L)	40' X 20'	25'	Medium	Evergreen
Proposed Accent Tree	Arbutus marina	Strawberry Tree (A)	30' X 25'	25'	Low	Flowering
<i>Regents Road (Secondary Street)</i>						
Existing Trees	Ceratonia siliqua	Carob (C)	40' X 40'	30'	Low	Evergreen
	Ficus Microcarpa	Indian Laurel Fig (I)	35' X 40'	30'	Medium	Evergreen
	Pinus canariensis	Canary Island Pine (O)	80' X 35'	30'	Medium	Evergreen
	Eucalyptus camadulensis	Red River Gum (G)	150' X 45'	30'	Low	Evergreen
	Ulmus parvifolia	Chinese Elm (T)	60' X 70'	30'	Medium	Partly Deciduous - Evergreen
	Erythrina caffra	Coral Tree (E)	40' X 60'	30'	Medium	Deciduous
	Fraxinus uhdei	Evergreen Ash (J)	80' X 60'	30'	Medium	Partly Deciduous - Evergreen
	Erythrina humana	Natal Coral Tree (F)	30' X 20'	25'	Medium	Deciduous
	Platanus racemosa	California Sycamore (P)	40' X 30'	30'	Medium	Native
Proposed Primary Tree	Pinus canariensis	Canary Island Pine (O)	80' X 35'	30'	Medium	Evergreen
	Ulmus parvifolia	Chinese Elm (T)	60' X 70'	30'	Medium	Partly Deciduous - Evergreen
Proposed Secondary Tree	Corymbia citidora	Lemon Scented Gum (D)	160' X 100	30'	Low	Evergreen
	Lophostomon confertus	Brisbane Box (L)	40' X 20'	25'	Medium	Evergreen
Proposed Accent Tree	Erythrina humana	Natal Coral Tree (F)	30' X 20'	25'	Medium	Deciduous
	Arbutus marina	Strawberry Tree (A)	30' X 25'	25'	Low	Flowering
<i>Towne Center Drive (Secondary Street)</i>						
Proposed Primary Tree	Lophostomon confertus	Brisbane Box (L)	40' X 20'	25'	Medium	Evergreen
Proposed Secondary Tree	Ulmus parvifolia	Chinese Elm (T)	60' X 70'	30'	Medium	Partly Deciduous - Evergreen
Proposed Accent Tree	Arbutus marina	Strawberry Tree (A)	30' X 25'	25'	Low	Flowering
<i>Villa La Jolla (Secondary Street)</i>						
Proposed Primary Tree	Lophostomon confertus	Brisbane Box (L)	40' X 20'	25'	Medium	Evergreen
Proposed Secondary Tree	Ulmus parvifolia	Chinese Elm (T)	60' X 70'	30'	Medium	Partly Deciduous - Evergreen
Proposed Accent Tree	Arbutus marina	Strawberry Tree (A)	30' X 25'	25'	Low	Flowering

Table 2: Street Tree Palette



A
Arbutus marina
 Strawberry Tree



B
Cassia leptophylla
 Gold Medallion



C
Ceratonia siliqua
 Carob



D
Corymbia citidora
 Lemon Scented Gum



E
Erythrina caffra
 Coral Tree



F
Erythrina humana
 Natal Coral Tree



G
Eucalyptus camadulensis
 Red River Gum



H
Eucalyptus sideroxylon
 Pink-Flowering Ironbark



I
Ficus Microcarpa
 Indian Laurel Fig



J
Fraxinus uhdei
 Evergreen Ash



K
Jacaranda mimosifolia
 Jacaranda



L
Lophostomon confertus
 Brisbane Box



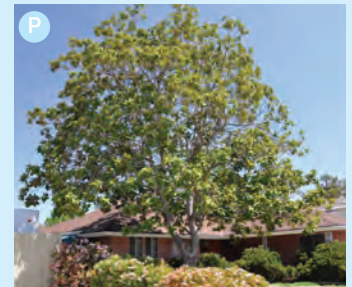
M
Melaleuca quinquenervia
 Paperbark Tree



N
Metrosideros excelus
 New Zealand Christmas Tree



O
Pinus canariensis
 Canary Island Pine



P
Platanus racemosa
 California Sycamore



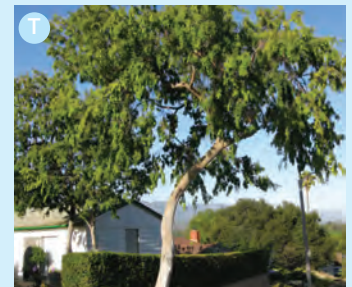
Q
Podocarpus gracilior
 Fern Pine



R
Syagrus romanzoffianum
 Queen Palm



S
Tristaniopsis laurina
 Water gum



T
Ulmus parvifolia
 Chinese Elm

Urban Greening

Urban Greening refers to the integration of stormwater management and the planting of trees and other vegetation along mobility corridors with the purpose of creating a greener, more environmentally sustainable and livable community. Although sustainability is woven into every aspect of the Community Plan to support the CAP's various sustainability goals, urban greening allows for double the benefits when considering the community's mobility network as an additional opportunity to expand open space. The various corridors that move and connect people around the community, from roadways to bikeways and pedestrian pathways, are all opportunities for "green streets."

Whereas traditional streets direct stormwater into storm drain systems (such as gutters and drains) that discharge directly into rivers and oceans, green streets incorporate vegetation, trees, soil, and engineered systems (such as permeable pavement, bioswales, etc.) to slow, filter, and cleanse stormwater runoff from impervious surfaces (such as concrete and asphalt). The primary result is a more environmentally sustainable method of managing stormwater that improves water quality, replenishes groundwater, minimizes the risk of flooding during major storm events, and reduces the burden on local sewer systems. Although, University has a strong open space network that helps contribute to a balance between developed and undeveloped areas there are still many opportunities for urban greening in conjunction with newly built urban projects.

The benefits afforded by an abundant urban forest and green street improvements also help to beautify the neighborhood, calm traffic, and promote walkability and bikeability.

Green Streets

Sustainability is woven into the strategies and policies throughout this Community Plan. The planned multimodal network gives people options for commuting to work by automobile, biking, walking, rapid buses, and Trolley. These same routes provide opportunities for urban greening, street trees, pedestrian amenities that provide attractive areas for the community, and green streets with stormwater improvements that facilitate natural infiltration during storm events. Increased planting and porous paving reduce environmental temperatures, decrease flood risk, and create places where people enjoy walking and bicycling.

Green streets support both the circulation and open space systems which help meet the City's urban forestry and stormwater objectives. Green streets integrate stormwater management and treatment with the planting of trees and landscaping in the public right-of-way and private development areas. Bioretention and bio-infiltration facilities in parkways and on sites can supplement the storm drain system and help cleanse stormwater of contaminants.

The proposed linear parks along North and South Regents Road, Governor Drive, and Campus Point Drive will incorporate green street concepts alongside canyon outlooks and other passive recreational opportunities.

Green streets help contribute to a more livable environment.



Stormwater Design

With sustainability as an important goal for this Community Plan and the City as a whole, stormwater facilities and management practices will be integrated into Green Streets design. Through landscape and street design strategies, stormwater facilities will help prevent flooding and urban runoff while enhancing water quality (see Figure 13).

Stormwater management practices are especially important around areas with surfaces made up of impermeable materials such as asphalt and concrete. These types of surfaces allow for stormwater runoff to flow at much faster speeds than in naturally occurring areas. Due to their proximity to roads and walkways, common spaces used as stormwater facilities include parkways, parking lots, and curb extensions. Larger stormwater facilities, such as detention basins, can also serve as an opportunity to provide amenity space when thoughtfully designed.

There are a variety of strategies used in stormwater management practices, including native planting, soils, permeable pavers, curb perforations, and storm drains. A combination of these tools allow stormwater facilities to slow, detain, treat, and store stormwater runoff successfully.

- » **Native Vegetation:** Native plants are commonly used for stormwater management practices because they can absorb excess rainwater and prevent it from reaching impermeable surfaces such as walkways, and roads.
- » **Soils:** The right mixture of soil serves several functions such as minimizing erosion and preventing compaction. They can retain and promote the degradation of some pollutants and retain carbon.
- » **Permeable Pavers:** These pavers allow the excess water to enter the ground directly, avoiding flooding in impermeable surfaces.
- » **Curb Perforations:** Inlets created in curbs direct runoff water to stormwater planter areas and ultimately help with filtration and runoff.
- » **Storm Drains:** There are a variety of storm drains used, but a common one is an overflow control drain, which captures water when the stormwater facilities are overflowing.

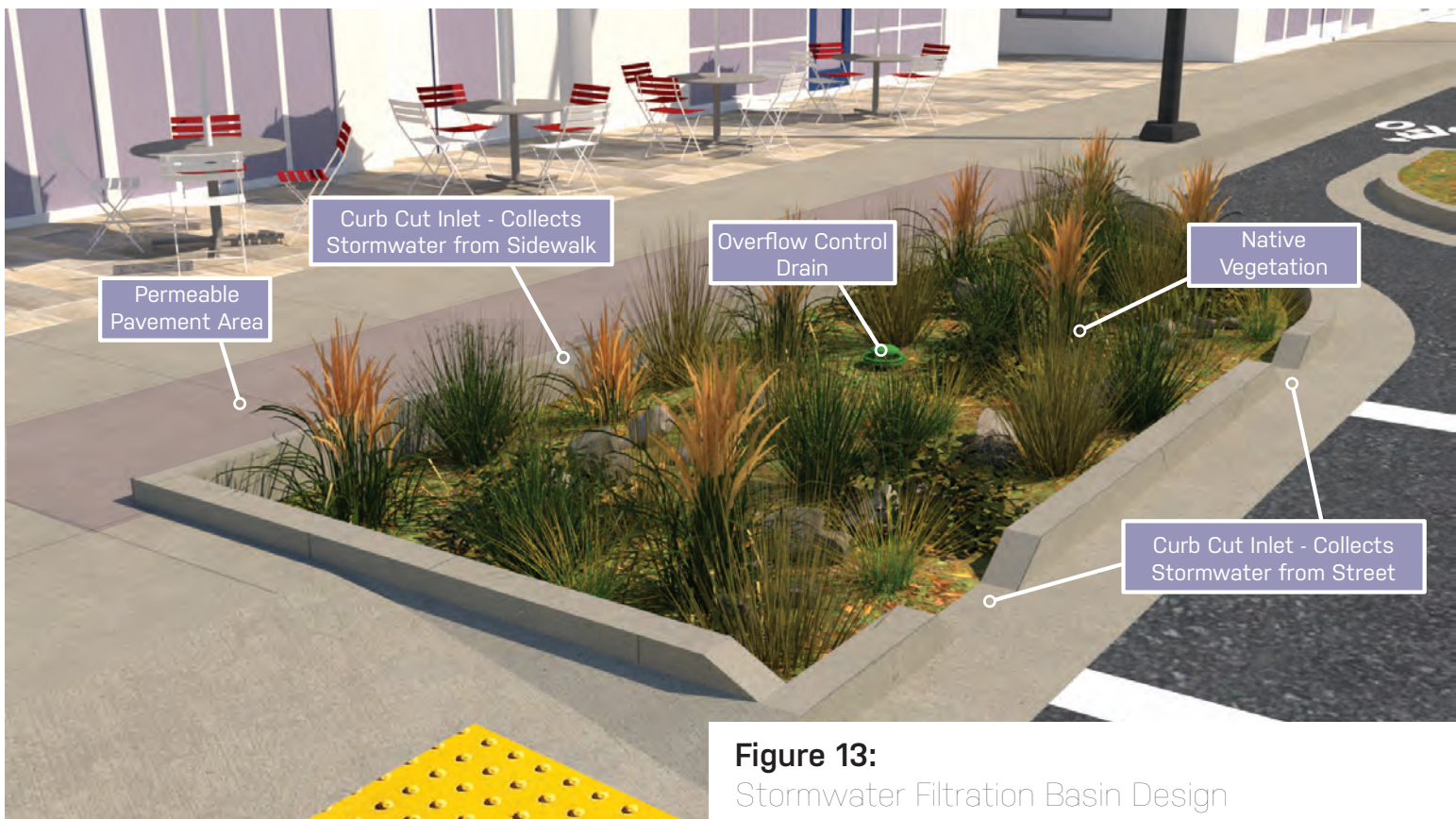


Figure 13:
Stormwater Filtration Basin Design

Village Areas

The General Plan calls for a "City of Villages" strategy that focuses growth into mixed-use activity centers that are pedestrian-friendly, centers of community life, and linked to the regional transit system. Recognizing that any property within the community could be redeveloped before the plan horizon, all properties were placed into a Village Area (Figure 14) in order to provide guidance on how new development can contribute to achieving the overall vision of this Community Plan.

This section describes the fundamental elements and key recommendations needed for achieving high-quality design in the built environment of the community within each Village Area. The area-specific diagrams provide guidance for future development in the community and assist project applicants during the project design phase as well as planning staff and decision makers in the project review and approval process, with the purpose of ensuring that new development contributes to the community vision. This guidance aims to be prescriptive enough to address needs of the University community, but flexible enough to allow for creativity and innovation in design and planning. The guidance has been tailored to each of the Village Areas described below.

North Torrey Pines

North Torrey Pines is located in the northern portion of the University Community. The area is a prime employment center with 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 UC San Diego and the Salk Institute.

Campus Point & Towne Centre

The Campus Point & Towne Centre Employment Village is located just north of the core of the community, along Campus Point Drive and Towne Centre Drive, and is a prime employment center north of Genesee Ave. 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 served by the Voigt Drive Trolley Station and bus stops along Eastgate Mall.

University Towne Center

University Towne Center is located in the core of the University Community. 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 is home to large employers, visitor destinations, and regional destinations, including the UTC shopping center. 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.

Nobel/Campus

Nobel/Campus is located in the western portion of the University Community, just south of UC San Diego. The area is home to several shopping centers, visitor destinations, and the 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 North linear park, with access to Rose Canyon to the south.

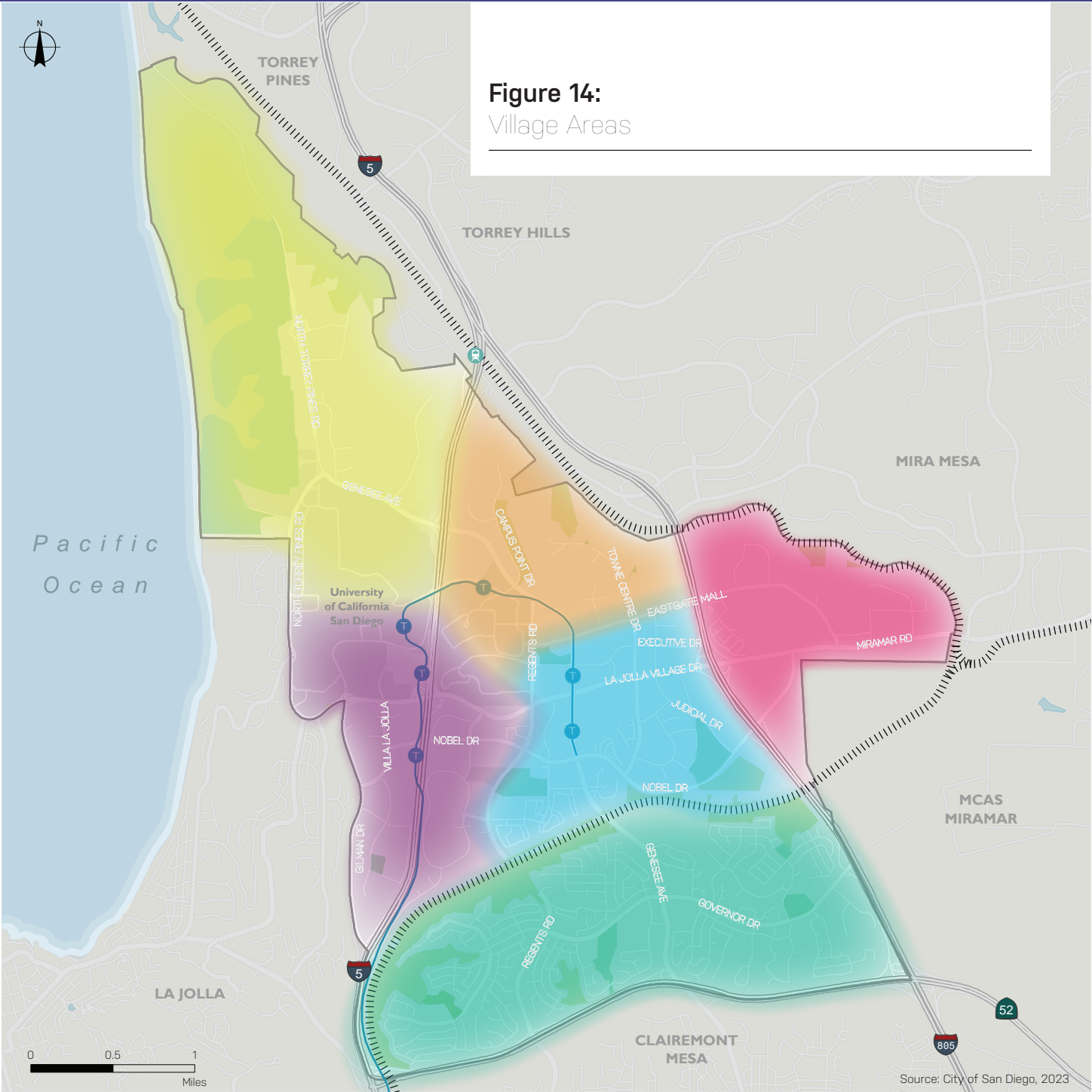
South University Neighborhood

The South University Neighborhood is located in the southern portion of the University Community, south of Rose Canyon Open Space Park. The area includes two shopping centers: UC Marketplace to the west and University Square shopping center to the east. The neighborhood includes both single-family and multi-family housing; 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.

Miramar

Miramar is located in the eastern portion of the University Community, east of I-805. The area consists of industrial uses and it is also home to the San Diego National Wildlife Refuge.

Figure 14:
Village Areas



Source: City of San Diego, 2023

- North Torrey Pines
- Nobel/Campus
- South University
- University Town Center
- Miramar
- Campus Point & Towne Center

North Torrey Pines

The success of the biotech industry in this area coupled with its natural beauty makes it a desirable location for businesses. Although density is limited there are still unrealized opportunity to intensify the area through the conversion of large surface parking lots and underdeveloped parcels. As properties become re-envisioned due to changing needs North Torrey Pines Rd. should be enhanced to provide a more pleasing streetscape. Improving connections to both the Blue Line Trolley and Coaster stations will improve overall mobility of the area. In addition, making the most out of the proximity to open space (canyons, bluffs, and the ocean) will contribute to the uniqueness of the area. This can be achieved through better connections to Torrey Pines State Park and Golf Course, in addition to the integration of more canyon overlooks.

Key Ideas

- » Enhance the employment center through placemaking, employee amenities, and increased connectivity
- » Cluster all new development
- » Activate the entrances to each cluster with a small plaza
- » Create a micromobility hub (bike /scooter /car share locations) for each cluster to provide better access to transit
- » Use employee amenities as an opportunity for placemaking
- » Design quality outdoor public spaces between lots and buildings
- » Connect to the natural landscape with a perimeter network of continuous trails, outlooks, and paths
- » Focus massing and develop/maintain a continuous street wall on North Torrey Pines Road












Urban Pathway



Connecting Paths

Legend

- | | | | |
|-------------------------------------------------------------------------------------|------------------------------|---------------------------------------------------------------------------------------|------------------------------------------|
|  | Schools |  | Existing Main Circulation |
|  | Transit Plaza / Mobility Hub |  | Existing/Potential Conne |
|  | Main Public Realm |  | Canyon Edge/Setback |
|  | Pocket Park |  | Trolley Station |
|  | Canyon Open Space |  | Coaster Station |
|  | Buffer / Change of Grade |  | Bus Stop |
|  | Development Concept Area |  | Torrey Pines Coaster Connection Bus Stop |



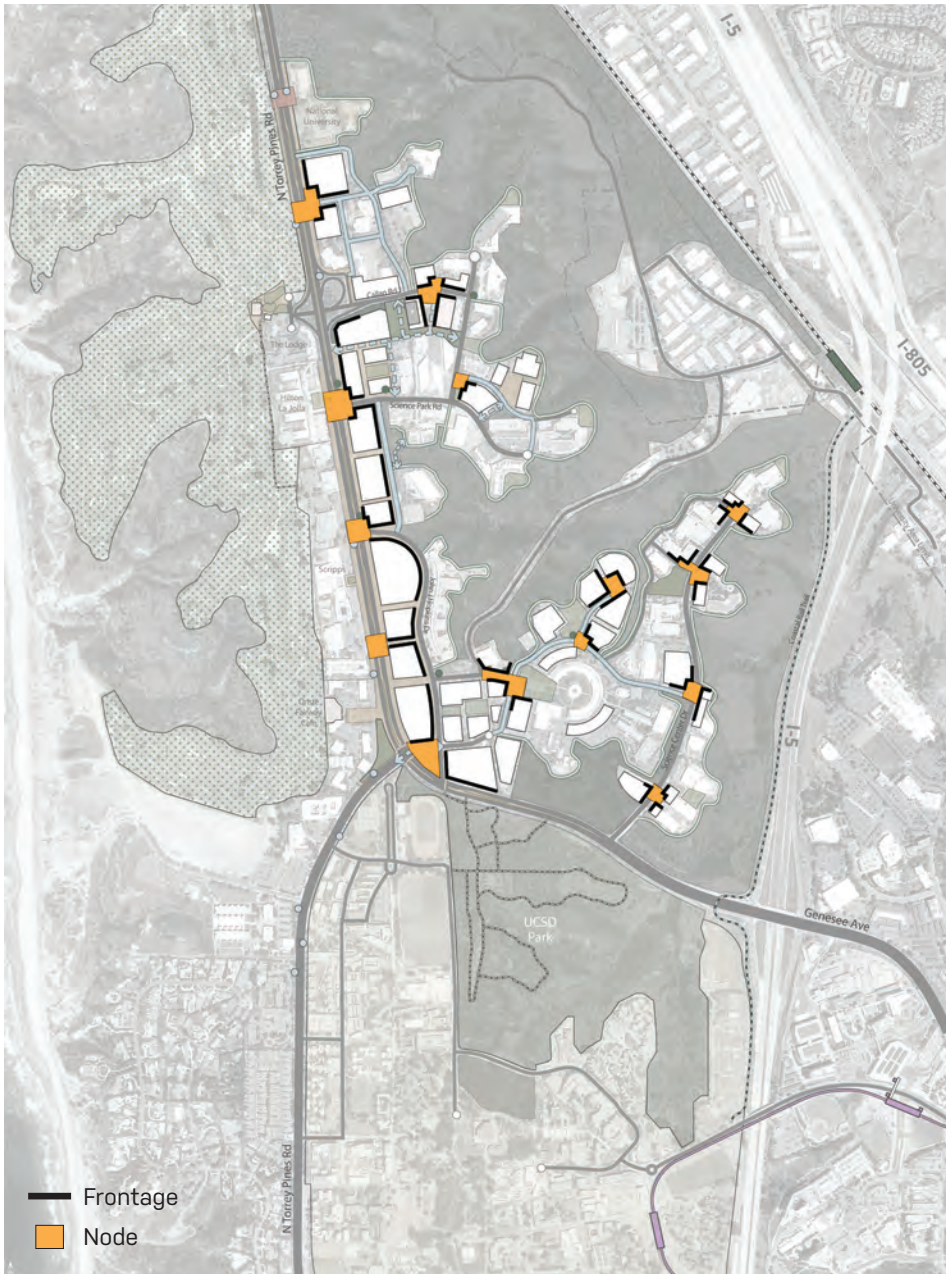
Commuter Plaza/Micromobility Hub



Activated Canyon Edge

ction

Focused Enhancements



Growth Opportunities

- » Orient buildings along on North Torrey Pines Rd. to create a consistent street wall.
- » Cluster development, focused on placemaking opportunities at locations that intersect with other developments

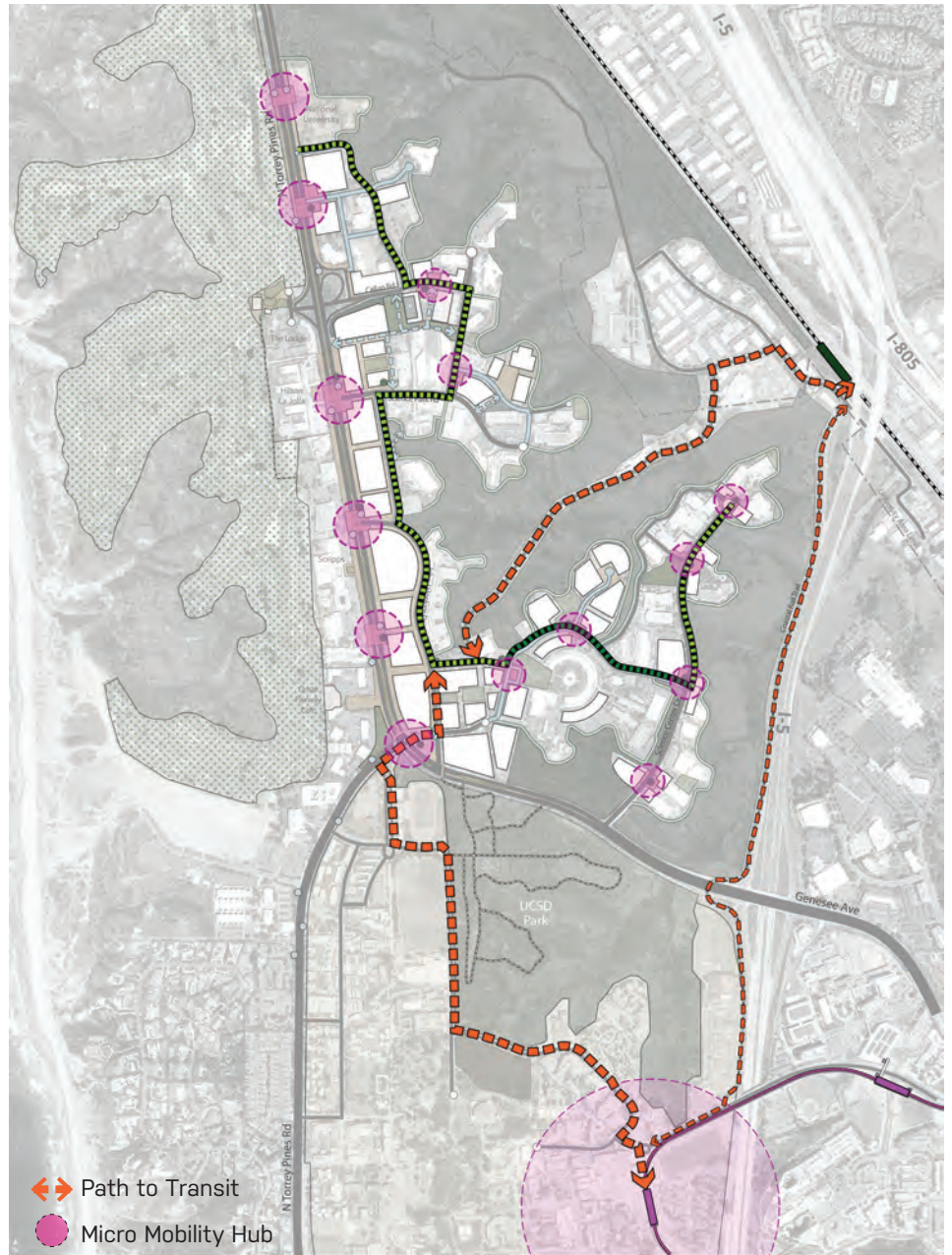


Community Opportunities:

- » Create an urban pathway that connects Center Dr.
- » Add accessible overlooks to create appreciation for the open space system



connects John Jay Hopkins Dr. to Science Center, creating a stronger sense of place and fostering a sense of community.



Mobility Opportunities:

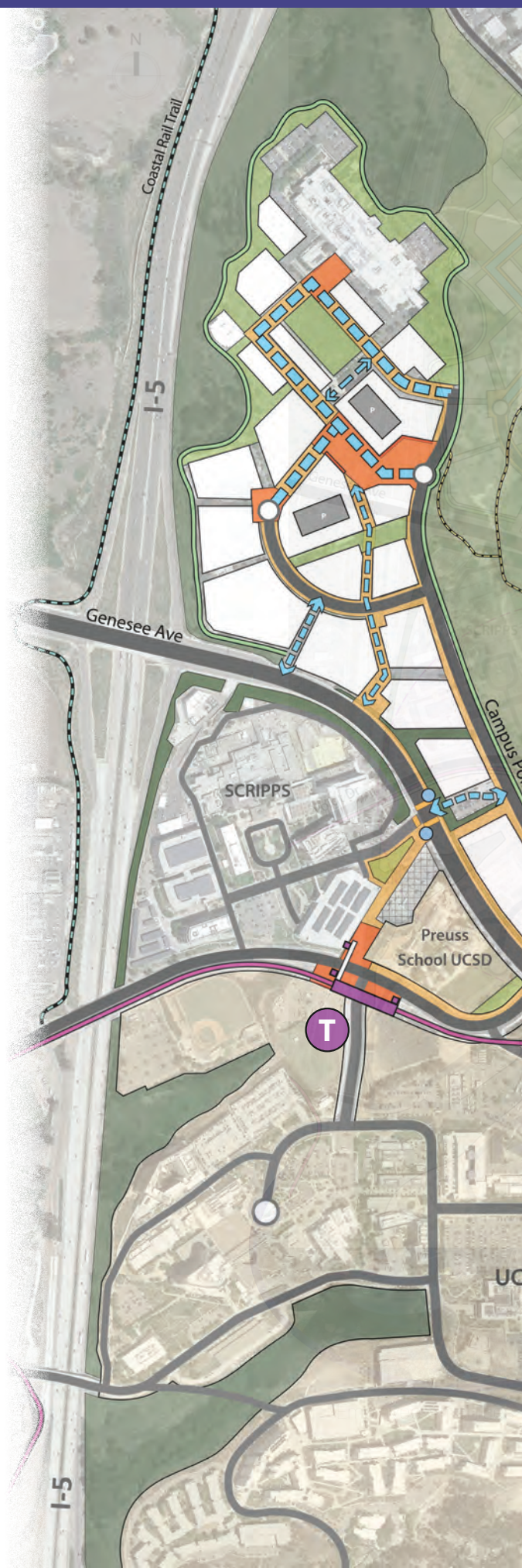
- » Encourage the development of "micro" mobility hubs to make last mile connections to the transit stations (Trolley and Coaster train station)
- » Locate "micro" mobility hubs along the urban pathway
- » Potential bike lane connection toward UCSD Central Station through UCSD campus
- » Potential bike and pedestrian connection via Tower Rd. if security needs decrease

Campus Point & Towne Centre

The proximity of this area to UC San Diego and two Blue Line Trolley stations creates a desirable location for major employers such as the biotech and healthcare industries. There is an opportunity to build upon the success of the area as an established job center and create a pleasant, campus-like atmosphere through placemaking and increased connectivity. Enhancements along Genesee Avenue and Eastgate Mall, such as lighting, shade, and street furniture, can improve walkability and better integrate the variety of employment, residential, school, and park uses that exist in the area. Many sites have the potential to redevelop underutilized lots and buildings into modern facilities that can include "micro" mobility hubs, plazas, and other desirable amenities. Paseos can further link this area to the beauty of the surrounding natural landscape by providing publicly accessible connections to recreational facilities located along the canyon rim, such as trails, paths, and outlooks.

Key Ideas

- » Enhance the employment center through placemaking, employee amenities, and increased connectivity
- » Cluster all new development
- » Activate the entrances to each cluster with a small plaza
- » Create a "micro" mobility hub for each cluster to provide better access to transit
- » Use employee amenities as an opportunity for placemaking
- » Design quality outdoor public spaces between lots and buildings
- » Connect to the natural landscape with a perimeter network of continuous trails, outlooks, and paths
- » Encourage the development of paseos to break up large blocks into walkable areas and provide publicly accessible connections to the perimeter network of continuous trails, outlooks, and paths
- » Focus massing and develop/maintain a continuous street wall along Genesee Ave. and Eastgate Mall



View Connection to Open Space



Legend

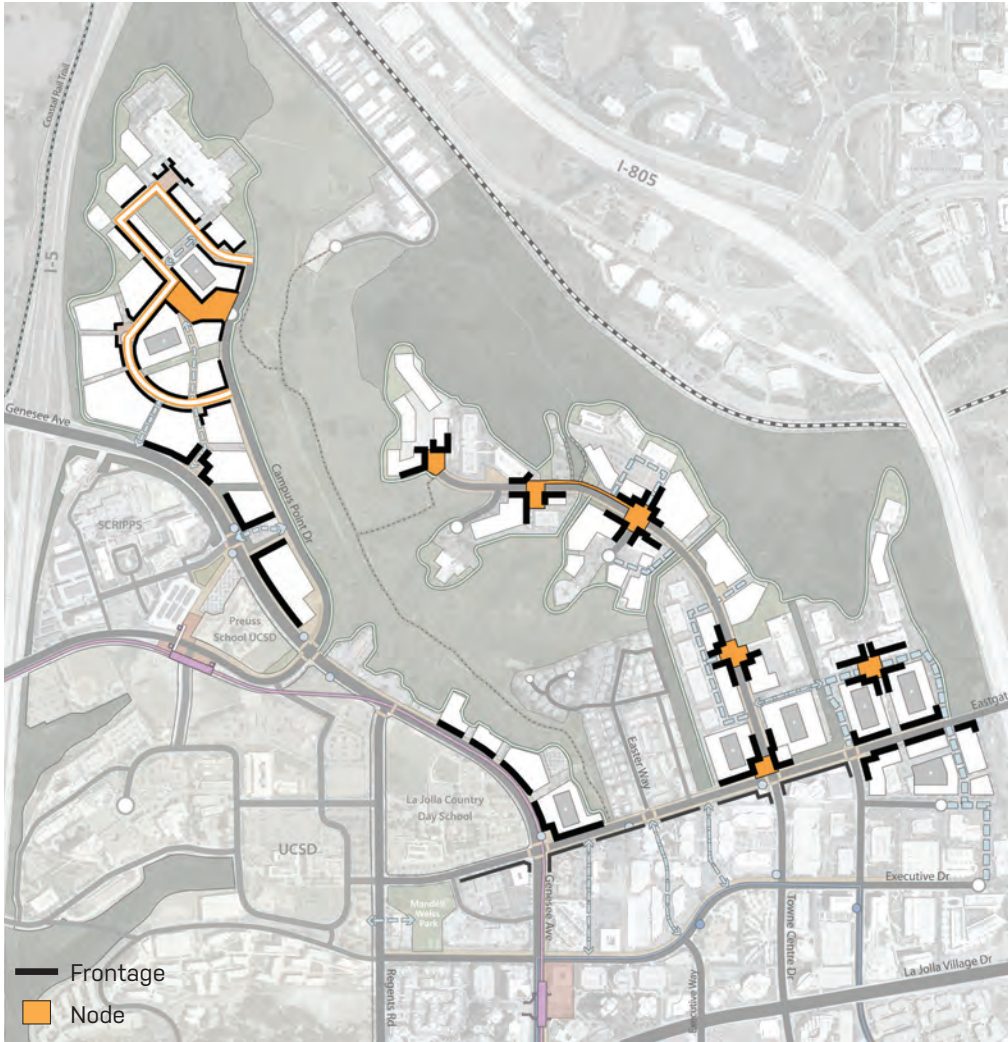
- Schools
- Transit Plaza / Mobility Hub
- Main Public Realm
- Pocket Park
- Canyon Open Space
- Buffer / Change of Grade
- Development Concept Area
- Existing Main Circulation
- Existing/Potential Connection
- Canyon Edge/Setback
- T Trolley Station
- Bus Stop
- Torrey Pines Coaster Connection Bus Stop



Cluster Organization of Buildings



Focused Enhancements

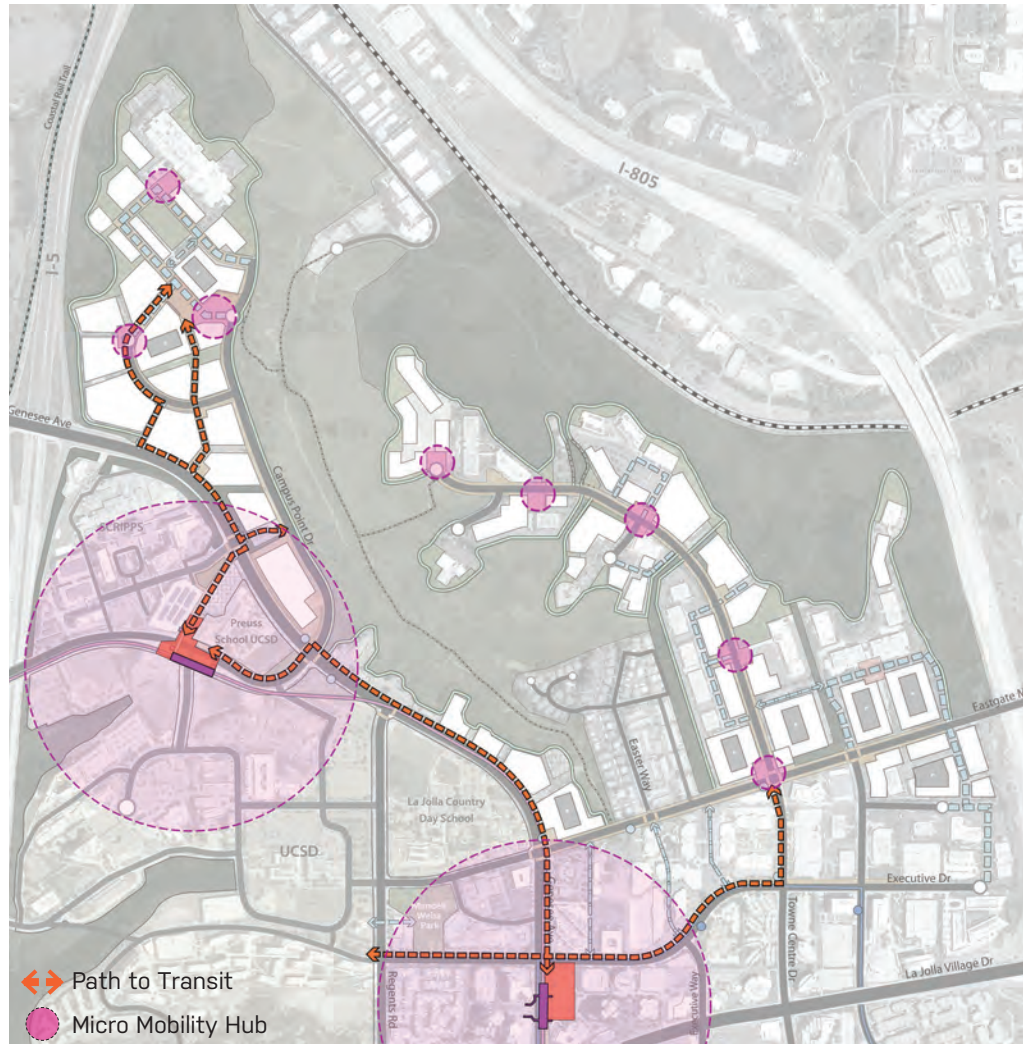


Growth Opportunities

- » Orient buildings towards Genesee Ave. and Eastgate Mall to create a consistent street wall
- » Cluster development, focused on placemaking opportunities at locations that intersect with other developments
- » Support the intensification of employment and residential uses along Eastgate Mall by encouraging structured parking

Community Opportunities:

- » Improve walkability along Genesee Ave. and Eastgate Mall with pedestrian amenities such as lighting, benches, and trees
- » Improve connections along Genesee Ave. and Eastgate Mall with transit, schools, and other community amenities
- » Integrate Genesee Ave. and Eastgate Mall with Regents Rd., Executive Dr., and other roads to create a network of recreation amenities in an urban environment



Ave. and Eastgate Mall by providing shade, and street furniture

Ave. and Eastgate Mall to key community and parks

the Mall into a larger 3 mile "Health Loop" Towne Centre Dr. to provide fitness and recreation

Mobility Opportunities:

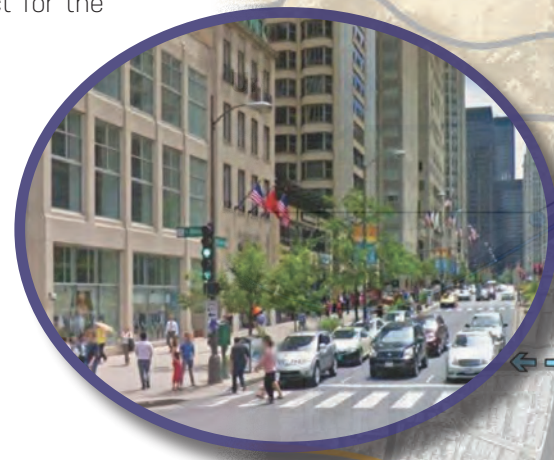
- » Encourage the development of paseos to break up large lots into walkable areas
- » Encourage the development of "micro" mobility hubs to make last mile connections to transit stations (Trolley and bus)
- » Create a larger scale "commuter" mobility hub near the intersection of Towne Centre Dr. and Eastgate Mall to make last mile connections to transit stations (Trolley and bus)

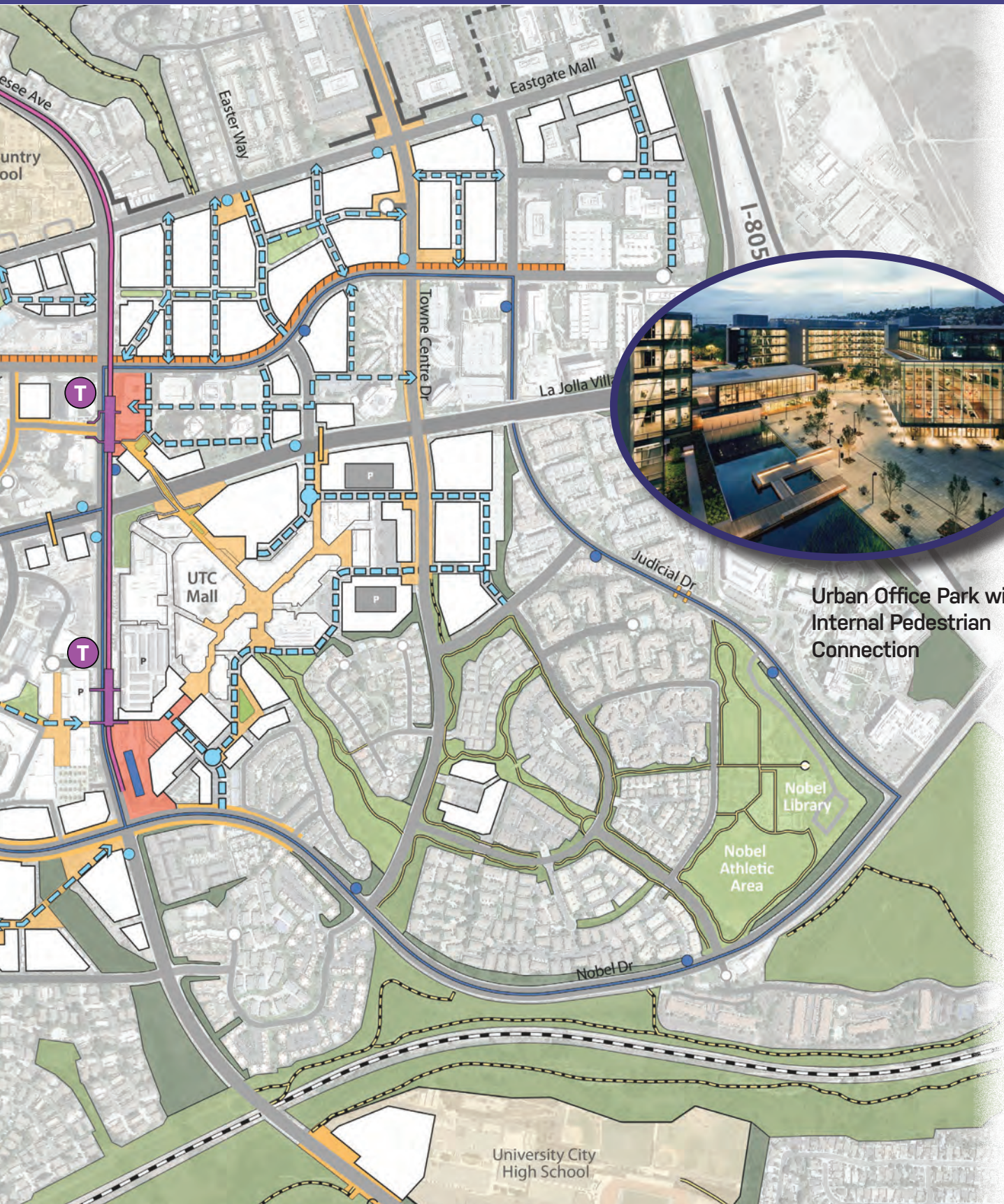
University Towne Center

This area is the heart of University. The presence of two Blue Line Trolley stations and a variety of destinations creates an exciting urban environment. While a multitude of tall buildings currently exist in this area, many underdeveloped sites do, as well. As underutilized areas are re-envisioned to serve new needs, there is an opportunity to establish a unique and iconic skyline and create a network of elevated walkways, plazas, and other public spaces connected to Trolley platforms. As new buildings are constructed and existing ones are updated, it is essential that they all provide an attractive ground floor and create a welcoming pedestrian experience at the street level. A new promenade along Executive Drive will provide a desirable community amenity and connect into a larger 3-mile "Health Loop" that offers fitness and recreation opportunities. Orienting buildings towards transit, breaking down large blocks with internal streets and paseos, and creating well-designed public spaces will help transition this area from an auto-oriented environment into the premier pedestrian district for the community.

Key Ideas

- » Orient buildings towards transit stations by encouraging the placement of primary building entrances and other active uses, such as cafes and seating, towards Trolley platforms
- » Create a network of elevated walkways, plazas, and other public spaces connected to above-grade Trolley platforms
- » Provide an active ground floor and pedestrian amenities at the street level
- » Focus massing and develop/maintain a continuous street wall along Eastgate Mall, Executive Dr., La Jolla Village Dr., Genesee Ave., and Nobel Dr.
- » Establish a promenade along Executive Dr. that is integrated into a larger 3 mile "Health Loop" with Regents Rd., Executive Dr., and Towne Centre Dr. to provide fitness and recreation amenities in an urban environment
- » Improve the general walkability of the area by providing pedestrian amenities such as lighting, shade, and street furniture
- » Use paseos and internal streets to break up large blocks into walkable areas
- » Encourage the development of a variety of large and small community gathering spaces
- » Support the intensification of employment and residential uses by encouraging structured parking
- » Wrap parking structures to minimize their visual impact on the street
- » Establish a unique and iconic skyline comprised of various building heights

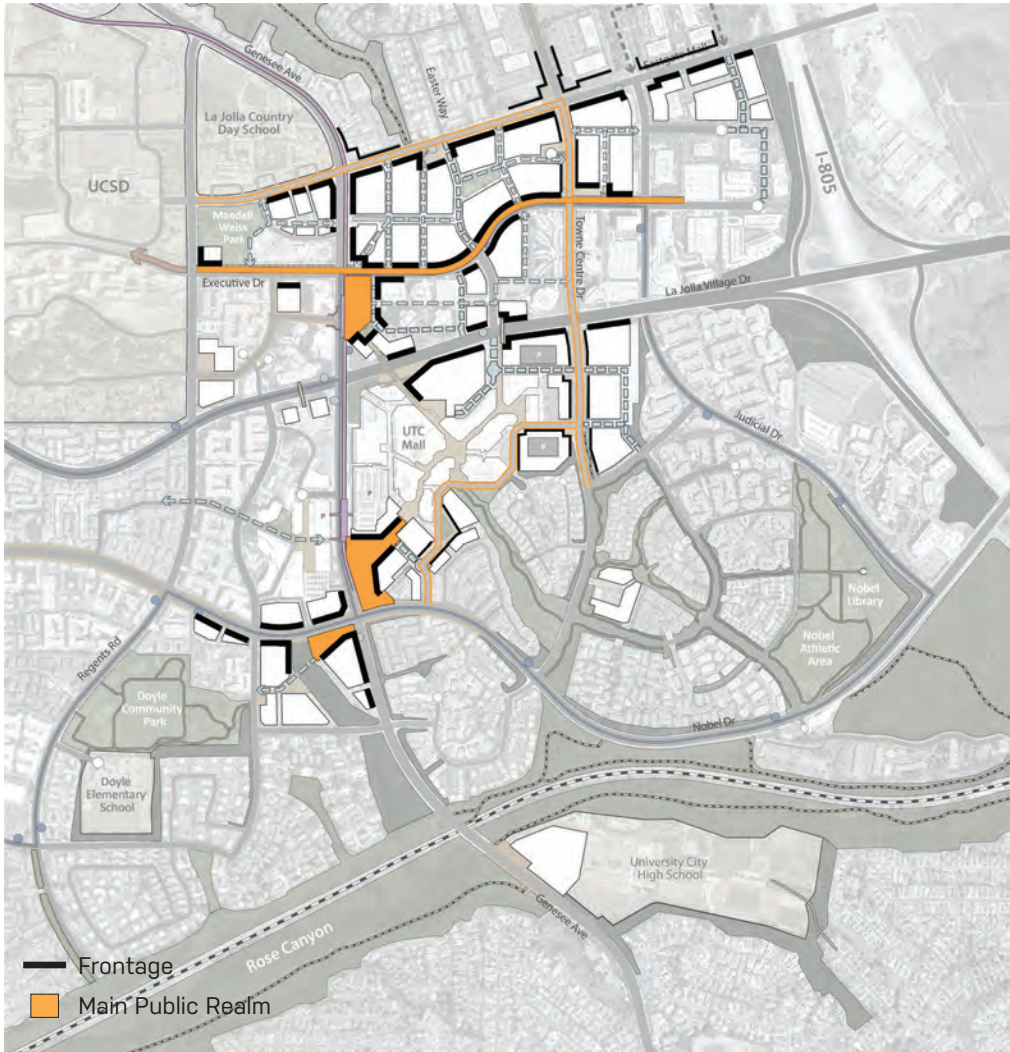




Urban Office Park with Internal Pedestrian Connection

- | | | | |
|------------------------------|--------------------------------|--------------------------|-----------------------------|
| Schools | Canyon Open Space | Development Concept Area | Potential Pedestrian Bridge |
| Transit Plaza / Mobility Hub | Buffer / Change of Grade | Super Loop Bus | Potential Trail Opportunity |
| Main Public Realm | Community Park and Green Space | Super Loop Bus Stop | Bus Stop |

Focused Enhancements

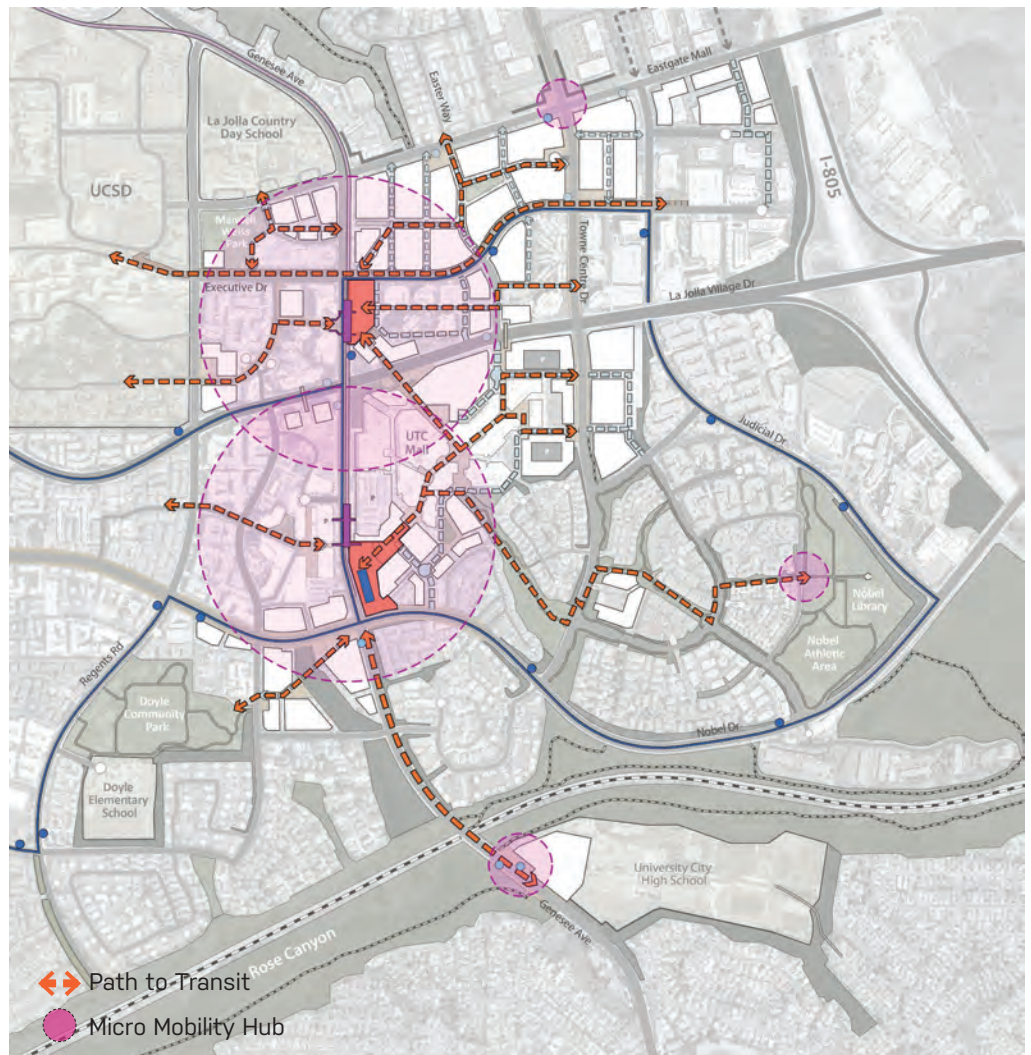


Growth Opportunities

- » At the Executive Dr. and UTC Mall Blue Line Trolley stations, encourage buildings to be oriented towards the stations with primary building entrances and other active uses, such as cafes and seating, facing the Trolley platforms
- » Orient buildings towards Eastgate Mall, Executive Dr., La Jolla Village Dr., Genesee Ave., and Nobel Dr. to create a consistent street wall
- » At UTC Mall, use the existing north-south promenade that runs diagonally through the site as a key organizing feature and connection to neighboring areas

Community Opportunities:

- » Enhance streetscape and pedestrian experience along Centre Dr., Nobel Dr., and Regents Rd. as part of the "Health Loop" that connects to the Executive Dr.
- » Use paseos and internal streets to break up large blocks and use paseos and internal streets as opportunities for public activities that enhance the public realm
- » Establish setbacks along La Jolla Village Dr. from vehicle traffic and create space for other public spaces



amenities along Eastgate Mall, Towne Centre Dr. to support the development of a 3-mile Executive Dr. promenade
 Break up large lots into walkable areas; use opportunities for parks and other placemaking
 Use Executive Dr. and Nobel Dr. to provide a buffer for pedestrian paths, amenities, and

Mobility Opportunities:

- » Create transit plazas and mobility hubs at the Executive Dr. and UTC Mall Trolley stations
- » Establish clear connections, including paths and wayfinding signage, to and from the Executive Dr. and UTC Mall Blue Line Trolley stations
- » Establish Eastgate Mall and Executive Dr. as east-west connections between the community and UC San Diego that are accessible through walking, biking, and transit
- » Encourage the development of "micro" mobility hubs to make last mile connections to transit stations (Trolley and bus)
- » Create a mobility hub south of Nobel Dr. that can connect neighborhoods north and south of Rose Canyon
















Nobel/Campus

The Nobel Dr. Blue Line Trolley station has the potential to catalyze the transformation of this area from auto-oriented commercial centers into a thriving mixed-use village that serves residents, visitors, and members of the UC San Diego community. Organizing new buildings around a north-south "main street" that connects directly to the Trolley station can establish a stronger sense of place and clear connection to transit. Introducing a greater mix of uses, including retail goods and services, entertainment, office, and residential, supported by community gathering spaces and an improved public realm can create a vibrant neighborhood and welcoming sense of place.

Key Ideas

- » Establish a diverse array of uses, including retail goods and services, entertainment, office, and residential, to activate the Nobel Dr. Trolley station
- » Orient buildings and primary entrances towards the Nobel Dr. Trolley station and establish a north-south "main street" that provides a clear connection to the station
- » Create a transit plaza and mobility hub at the Nobel Dr. Trolley station
- » Use paseos and internal streets as opportunities to break up large blocks into walkable areas and create connections to transit (Trolley and bus)
- » Use paths and wayfinding to establish a clear connection between the Nobel Dr. Trolley station and nearby Super Loop bus stops
- » Encourage the development of a variety of large and small community gathering spaces
- » Support the intensification of uses by encouraging structured parking
- » Wrap parking structures to minimize their visual impact on the street
- » Minimize the visual impact of the freeway through intentional site design, landscape buffers, and building placement
- » Focus massing and develop/maintain a continuous street wall along Nobel Dr. and Villa La Jolla Dr.

Legend

-  Existing Main Circulation
-  Existing/Potential Connect
-  Potential Greenway
-  Schools
-  Transit Plaza / Mobility Hub
-  Main Public Realm
-  Pocket Park
-  Canyon Open Space
-  Buffer / Change of Grade
-  Development Concept Area
-  Canyon Edge/Setback
-  Coastal Rail Trail
-  Bus Stop
-  Torrey Pines Coaster Connection Bus Stop
-  Trolley Station



UCSD

VA Medical Center

T

La Jolla Village Dr.

I-5

University Center Ln

Nobel Drive

Lebon Dr

T

Doyle Community Park

Doyle Elementary School

La Jolla Colony Private Park

Palmilla Dr

Via Mallorca

Villa La Jolla Park

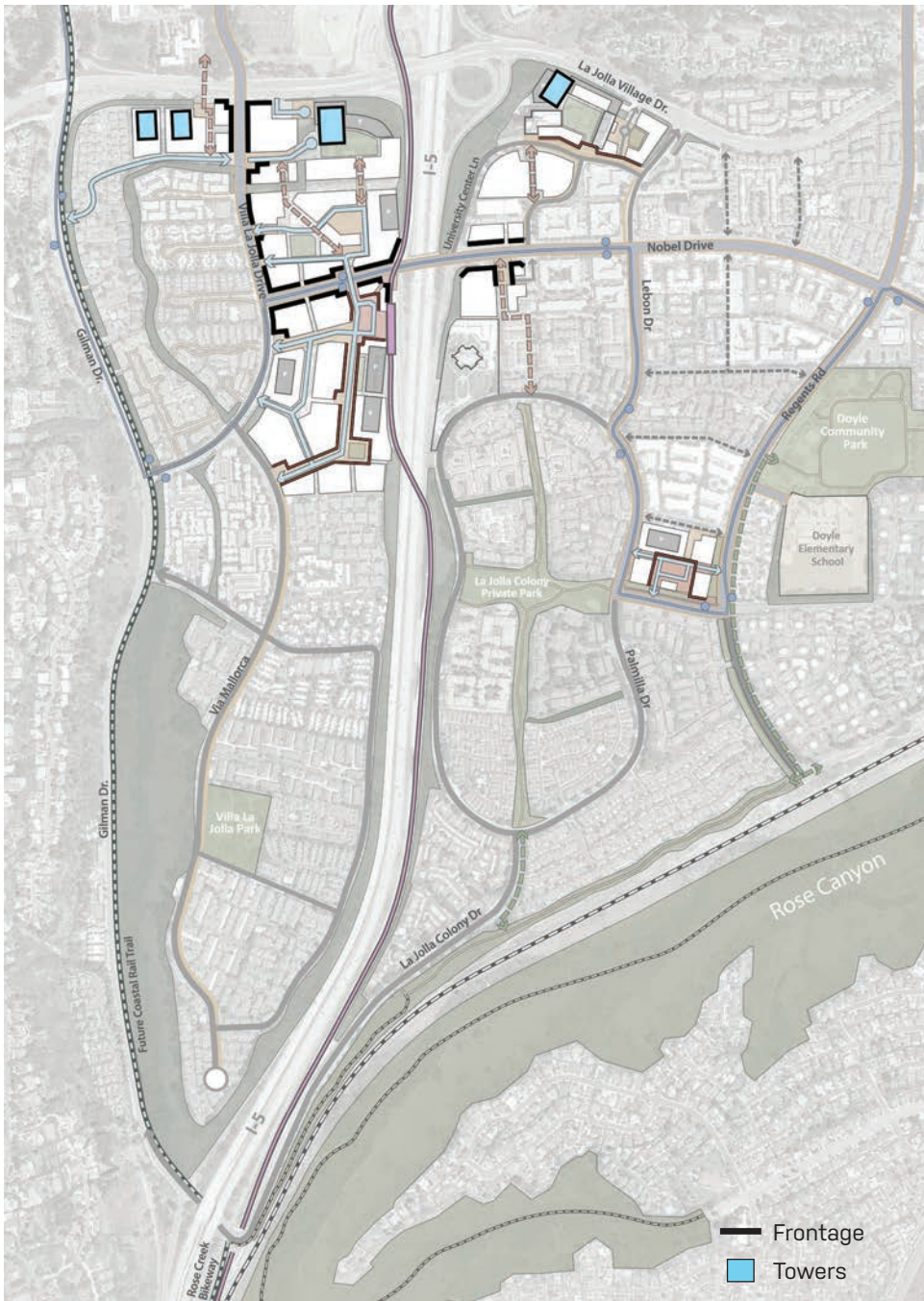
La Jolla Colony Dr

Rose Canyon



Re-envisioned Shopping Center

Focused Enhancements



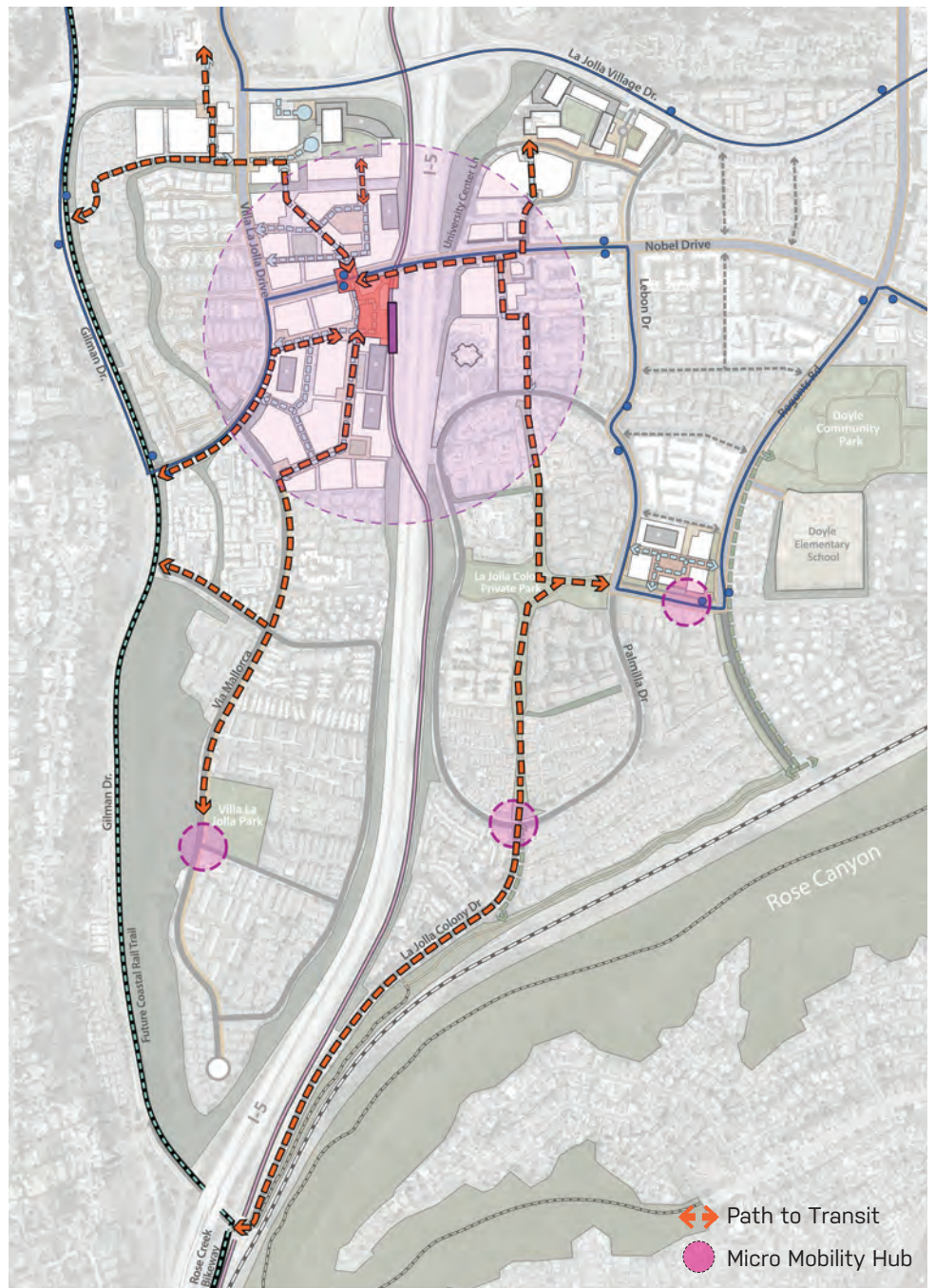
Growth Opportunities

- » Orient buildings towards Nobel Dr. and Villa La Jolla Drive to create a consistent street wall
- » Focus the placement of tall buildings, such as towers, along La Jolla Village Dr.
- » Establish a north-south "main street" to the Nobel Dr. Trolley station; orient buildings, primary entrances, and other active uses along this connection



Community Opportunities:

- » Provide community gathering spaces connects to the Nobel Dr. Trolley station
- » Create a loop that connects Nobel Dr. to the proposed Regents Road North



Mobility Opportunities:

- » Encourage the development of "micro" mobility hubs to make last mile connections to transit stations (Trolley and bus)
- » Establish Nobel Dr. as a key east-west community connection to the Nobel Dr. Trolley station
- » Improve walking, biking, and transit amenities along Nobel Dr. and provide additional north-south crossing opportunities
- » Enhance streetscape and improve walkability along La Jolla Village Dr. by providing pedestrian amenities such as lighting, shade, and street furniture
- » Use paseos and internal streets as opportunities to break up large blocks into walkable areas and connect to transit

along a north-south "main street" that
 tion
 Dr. neighborhoods east and west of I-5
 outlook

South University Neighborhood

The South University Neighborhood is a successfully established residential neighborhood with a variety of schools, recreational facilities, and other community-serving amenities. The vision for this area is to create a mixed-use village through infill development that complements existing residential and retail uses. With new development there will be the opportunity to introduce more neighborhood-serving uses in the area and add opportunities for additional placemaking.

Key Ideas

- » Focus massing and develop/maintain a continuous street wall along Governor Dr.
- » Establish a "Main Street" that runs east-west across the center and to the library
- » Internalize parking within all new development
- » Provide seating areas play spaces next to retail establishments



Legend

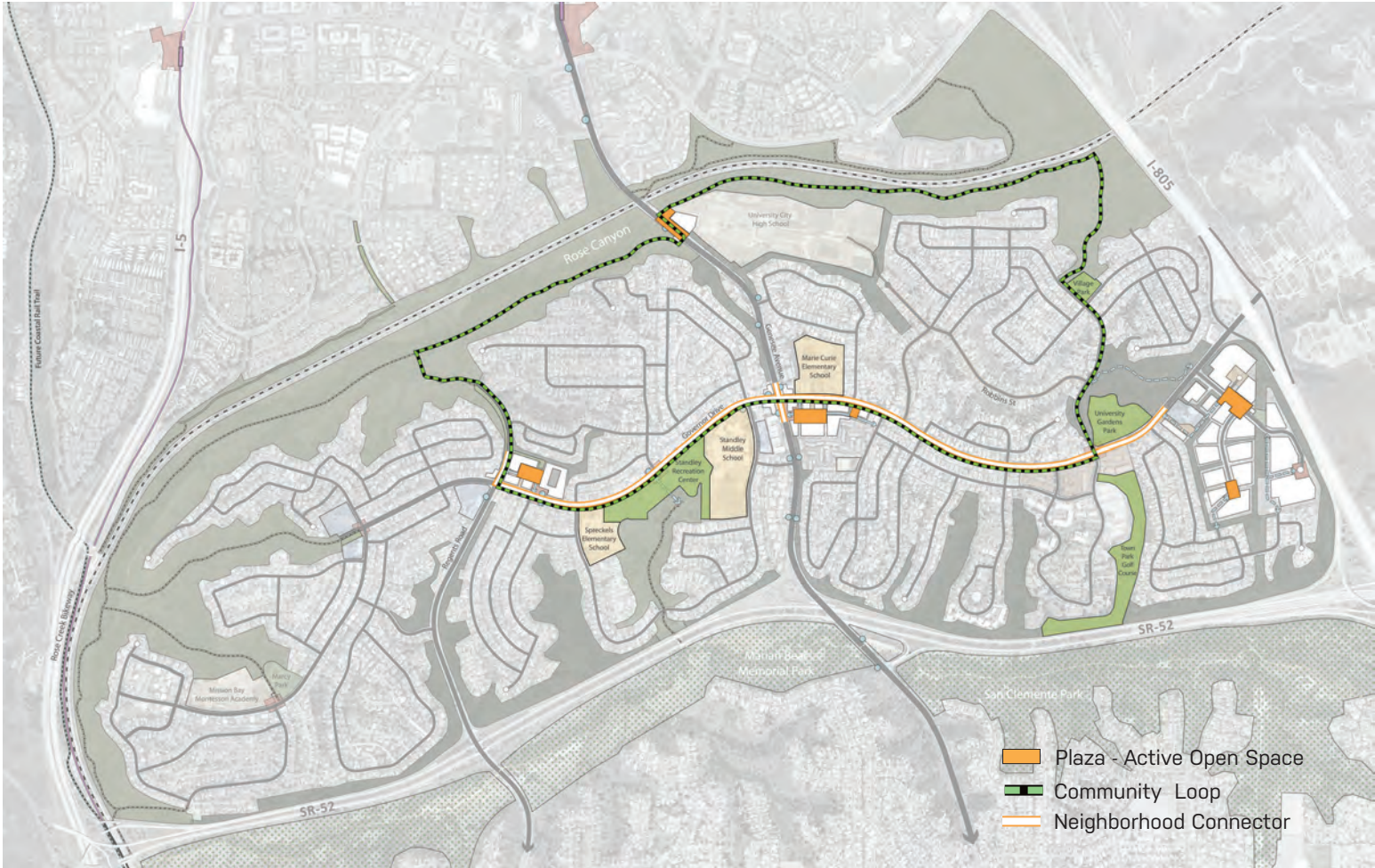
- ↔ Existing Main Circulation
- ↔ Existing/Potential Connection

Housing Integrated with Grocery and Neighborhood-Serving Commercial



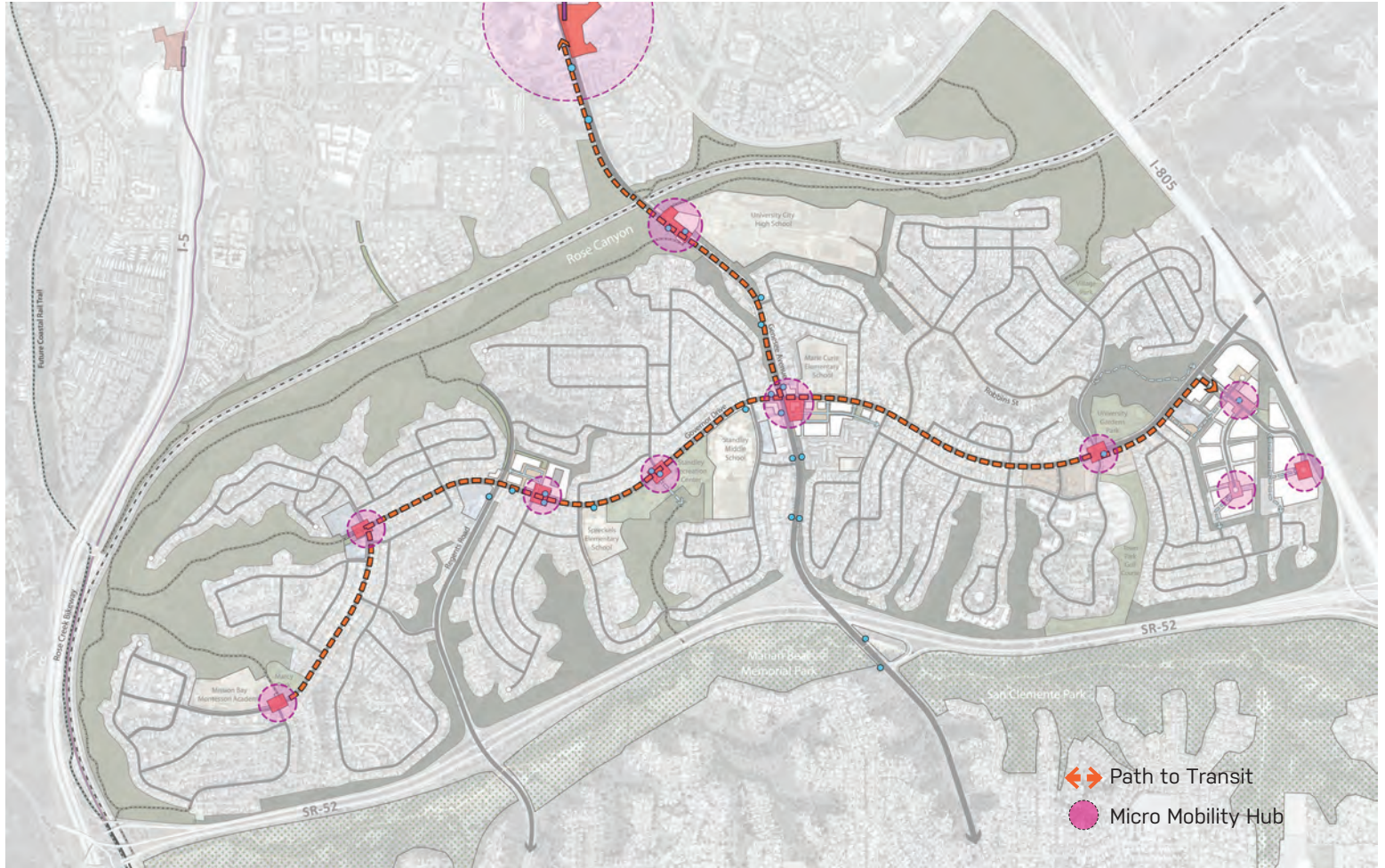
Schools	Canyon Open Space	Development Concept Area	Coastal Rail Trail
Transit Plaza / Mobility Hub	Buffer / Change of Grade	Place of Worship	Potential Trail Opportunity
Main Public Realm	Community Park and Green Space		Bus Stop

Focused Enhancements



Community Opportunities:

- » Provide a connecting path between University City High School and Governor Dr.
- » Provide a connecting path to the proposed Regents Road South outlook



Mobility Opportunities:

- » Encourage the development of "micro" mobility hubs to make last mile connections to bus stops
- » Establish a walkable and bikeable loop the connects Governor Dr., Regents Rd., Gullstrand St., and Rose Canyon



Carroll Canyon

Comfortable Bus Shelter

Eastgate Mall

Eastgate Dr

San Diego National Wildlife Refuge

North City Water Reclamation Plant

Miramar Rd

La Jolla Village Dr

Executive Dr

Town Centre Dr

UTC

UTC Station

Nobel Library & Athletic Park

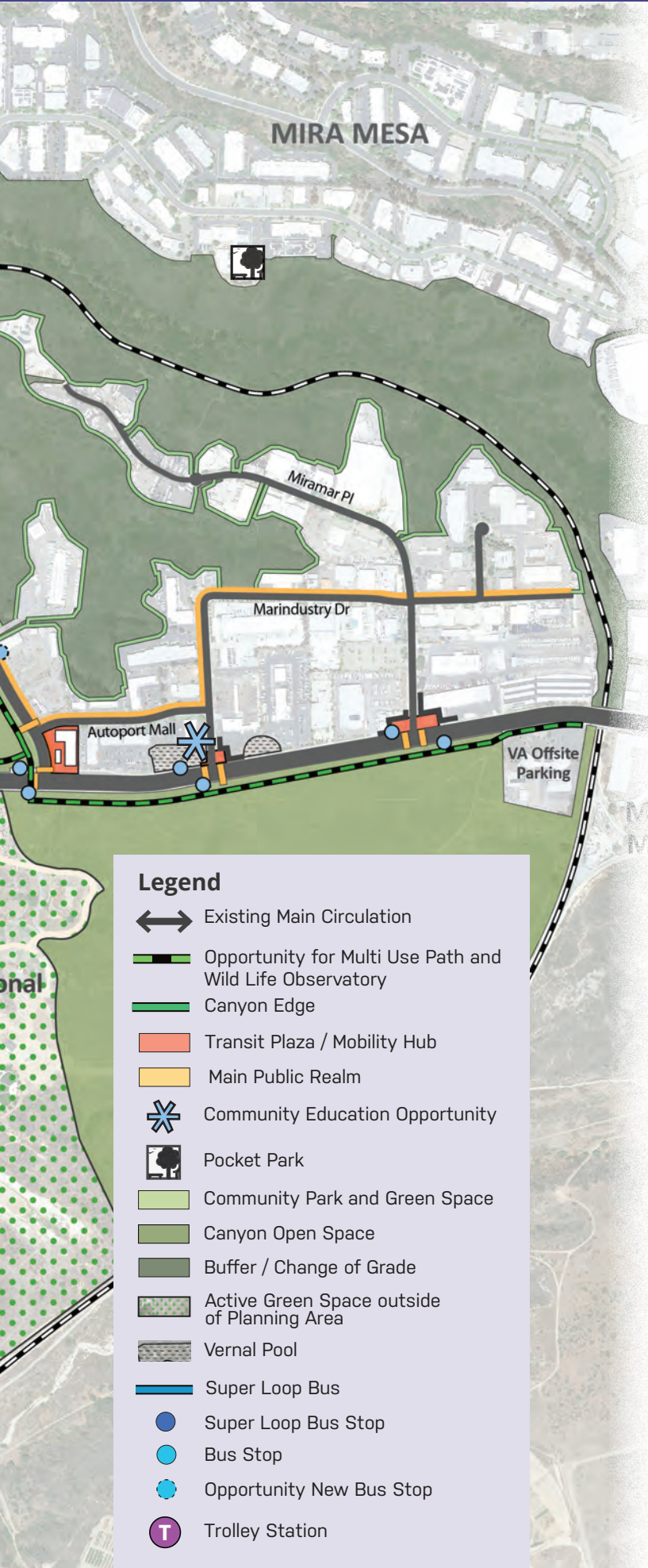
Nobel Dr

Miramar National Cemetery

Genesee Ave

I-805

Rose Canyon



MIRA MESA

Miramar

Miramar is an industrial-focused area that includes multiple warehouses. Providing employee-serving amenities, such as outdoor seating and shaded areas, can create pockets of activity and improve the public realm. The creation of a multi-use path along Eastgate Mall can provide a valuable connection between the University and Mira Mesa communities as well as improve access to UC San Diego. This area experiences high temperatures and would benefit from the integration of trees, especially in areas where people congregate like bus stops.

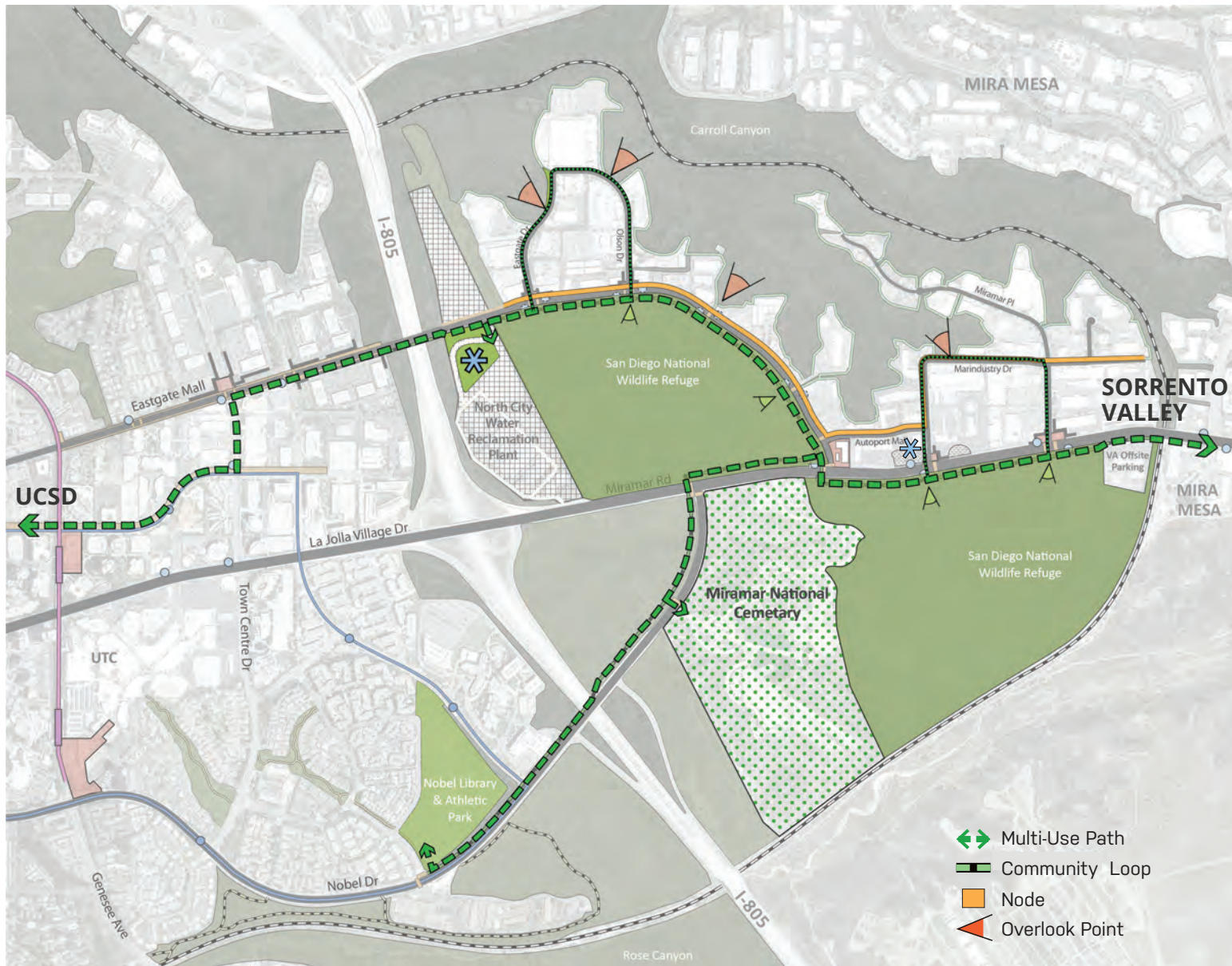
Key Ideas

- » Use Eastgate Mall as a key connection to the University Core, Blue Line Trolley stations, and other key transit facilities
- » Provide active nodes along Eastgate Mall and Miramar Rd. that better integrate bus stops
- » Provide walking, biking, and transit facilities that better connect Eastgate Mall and Nobel Dr.
- » Provide community education opportunities related to resource conservation, including water reclamation and vernal pools.

Legend

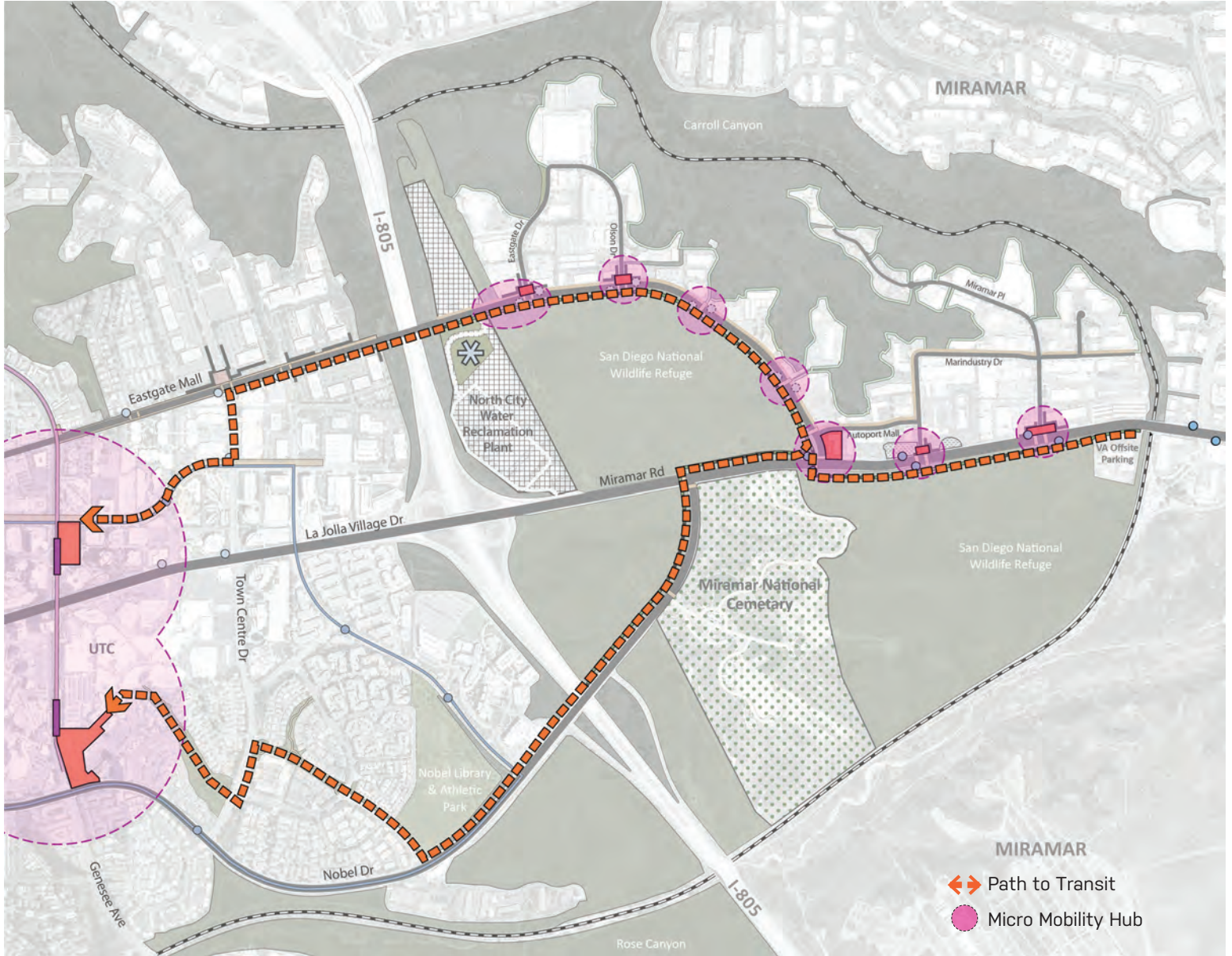
- Existing Main Circulation
- Opportunity for Multi Use Path and Wild Life Observatory
- Canyon Edge
- Transit Plaza / Mobility Hub
- Main Public Realm
- Community Education Opportunity
- Pocket Park
- Community Park and Green Space
- Canyon Open Space
- Buffer / Change of Grade
- Active Green Space outside of Planning Area
- Vernal Pool
- Super Loop Bus
- Super Loop Bus Stop
- Bus Stop
- Opportunity New Bus Stop
- Trolley Station

Focused Enhancements



Community Opportunities:

- » Utilize Eastgate Mall and Miramar Rd. as opportunities to enhance east-west bicycle and pedestrian connections between UC San Diego and Mira Mesa
- » Create a non-contiguous multi-use path at the edge of the open space area east of the North City Reclamation Plant to connect Eastgate Mall to City-owned facilities, Miramar National Cemetery, and Nobel Dr.



Mobility Opportunities:

- » Encourage the development of "micro" mobility hubs to make last mile connections to transit stations (Trolley and bus)
- » Use the multi-use path as an opportunity to connect bus stops

Mobility





University has become the heart of the innovation economy of the San Diego region encompassing the UC San Diego the University Towne Center shopping center, high-tech and bio-tech businesses, and science and research institutes. With all this activity, University is a desirable place to live, learn, and work and will continue to thrive as the Community Plan envisions dynamic mixed-use villages that place more housing closer to jobs, has vibrant public spaces and amenities, and increased connectivity. The implementation of mixed-use development will help transform this community to become a world-class transit-oriented innovation hub attracting more companies and talents, residents, and visitors.

Mobility is critical to support the diverse range of places and activities and the economic prosperity of the community. Providing safe, convenient access throughout University addresses several guiding principles of the Plan, particularly developing a reliable and integrated transportation system that provides sustainable mobility options for all users of all abilities to travel within the community and connect to other parts of the region. Mobility improvements are focused on improving active transportation, increasing transit accessibility, and embracing intelligent technologies and management strategies to help encourage more people to walk, bike, or ride transit, and decrease their auto

GOALS

- ❑ A connected and integrated transportation network that prioritizes active transportation and improves personal mobility to schools, residences, activity centers and employment hubs within the community and throughout the region.
- ❑ A balanced, multimodal transportation network that prioritizes safe, accessible, sustainable, and enjoyable travel options for all users.
- ❑ Enhanced access to public transit, linkages within the community, the City of San Diego and the region, and opportunities to increase transit ridership.
- ❑ A mobility system that embraces emerging technologies, smart infrastructure, and is aimed at improving mobility options, efficiency, and meeting Climate Action Plan goals for the transportation system.

dependence. Overall, these improvements will result in a viable transportation network that efficiently moves people and complements the Community Plan's vision for land use, urban design, parks, and open space.

The Mobility Element of the General Plan also provides goals and policies to promote a balanced, multi-modal transportation network that gets users where they need to go and minimizes environmental and neighborhood impacts. This Mobility Element integrates citywide policies established in the General Plan, with community-specific objectives and actions for land use and transportation to meet varied user needs through a balanced network approach.

Moving People Efficiently

In the coming decades, University will have to accommodate the traffic generated by new developments. However, in this built-out community where areas to widen streets and provide new street connections are limited, this Community Plan shifts from traditional vehicle capacity and level of service metrics. Opportunities are focused on re-purposing existing roadways with lanes dedicated to other modes of

travel, which improves roadway efficiency by moving more people in the same amount of space. This approach would create roadways that embrace Complete Streets principles and transform wide arterials to include any combination thereof of buffered sidewalks, protected bikeways, and dedicated lanes for planned high-quality transit or other non-single occupancy vehicles.

Complete Streets

Complete Streets are streets designed and operated to enable mobility for all users regardless of age or ability (see Figure 15). Whether one is walking, rolling, biking, riding transit, or driving, every person has the right to get to their destination in a safe, convenient, and comfortable manner. Taking the land use context into consideration, this Mobility Element identifies specific improvements for each mode to create a more balanced multimodal transportation system within University. Although not all modes of travel may be able to be accommodated along every street, certain modes are prioritized along specific corridors that allow for a cohesive transportation system that provides safe, comfortable connections to various destinations within the community and to the region.



Figure 15:
Illustration of a Complete Street



Electric scooters can provide last-mile connections for Trolley riders.
- Photo: SANDAG

Active Transportation

Active transportation is a means of getting around that is powered by human energy, primarily walking and bicycling. Communities that prioritize active transportation tend to be healthier because residents are able to be more physically active in their daily routines. Active transportation is also the cleanest mobility option, which lessens air pollution and makes for a healthier environment. Economic vitality can also increase from active transportation because people traveling at human-powered speeds are more likely to stop for local goods and services. Overall quality of life can increase from continued investments in the active transportation system.

Walking/Rolling

The Community Plan identifies pedestrian improvements in areas that promote access to activities and comfortable connections, and increase walking/rolling as a means of transportation and recreation. Existing barriers within the University community due to freeways, topographic features, and lack of sidewalks presents challenges to pedestrian connectivity. This community plan looks to improve connections within the community, as well as to neighboring communities.



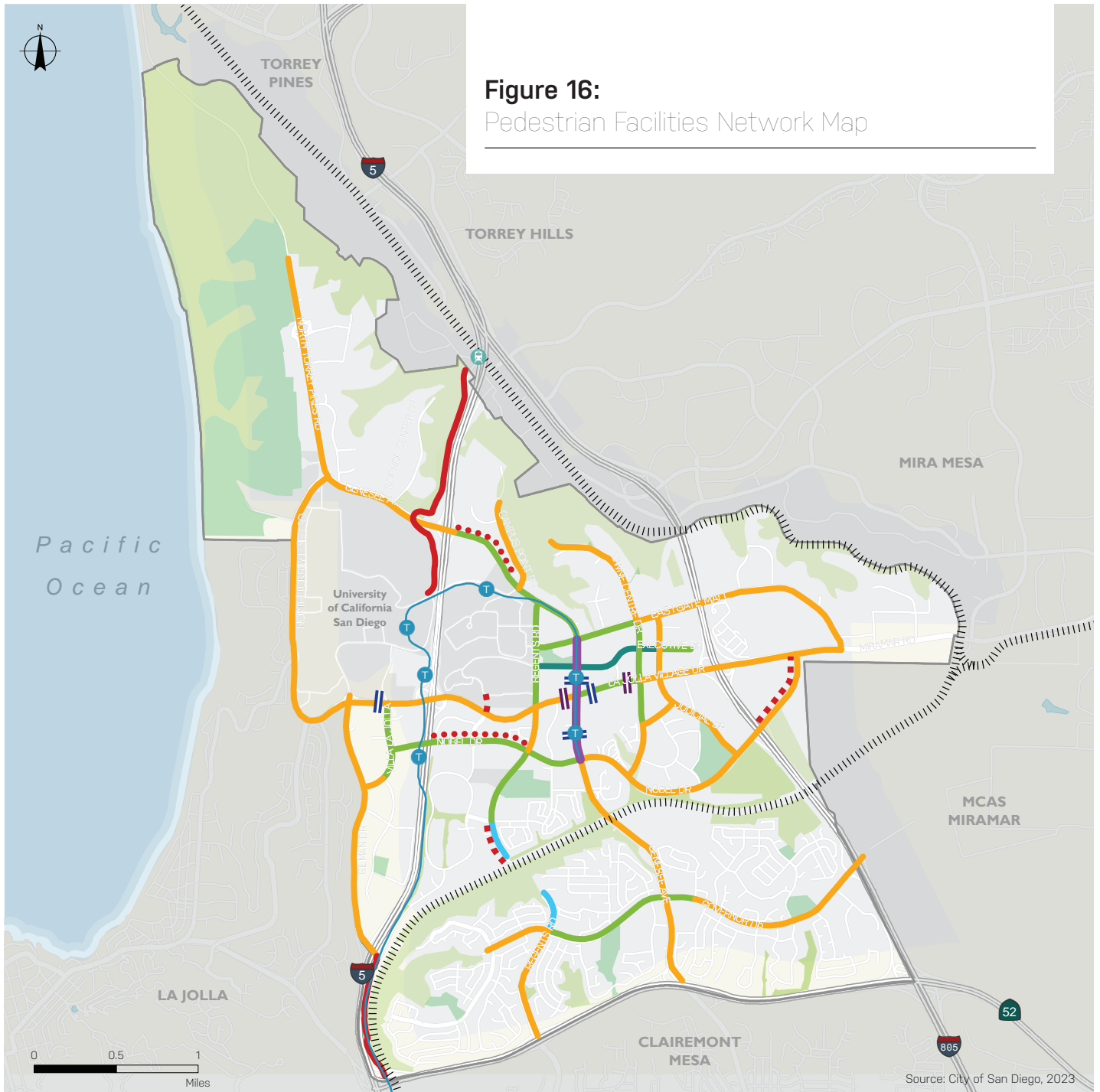
Pedestrian bridge connections help make University village areas more walkable.

Several pedestrian infrastructure treatments will strengthen the existing pedestrian network and encourage more trips to be made by foot within University (See Figure 16). Shortening crossing distances for pedestrians through the implementation of curb extensions (pop outs) will enhance pedestrian crossings. Pedestrian bridges will also provide a safe route to a pedestrian's destination while crossing over wide, heavily traveled streets. Bridges support an interconnected and cohesive network that creates a convenient pedestrian experience to easily navigate from one location to another. Pedestrian bridges should be integrated with the surrounding urban and building design in order to create a functional environment. They should also be designed with the needs of different users in mind, such as people with disabilities and families with strollers.









Safe and accessible pedestrian crossings are essential to a walkable community.









Figure 16:
Pedestrian Facilities Network Map



Existing Transportation

-  Coaster Station
-  Railroad
-  Mid-Coast Trolley Extension
-  Trolley Station
-  Class I - Multi-Use Path
-  Active Transportation Bridge

Planned Pedestrian Typology

-  Connector
-  Corridor
-  District
-  Path
-  Ancillary Facility
-  Class I - One-Way Multi-Use Path
-  Class I - Two-Way Bicycle Trail / Multi-Use Path
-  Pedestrian Crossing Improvement/
Active Transportation Bridge

Pedestrian Facility Types

Connector - Connector route types are designated along roadways with lower pedestrian activity levels, thus requiring basic treatments such as planted buffers between the sidewalk and roadway, and essential features like standard sidewalk widths, curb ramps, and marked crosswalks at signalized intersections with advance stop bars. Connectors commonly bridge the gap between residential neighborhoods and final destinations. Connectors also offer key circulation connections that feed more prominent Corridor and District roadways.



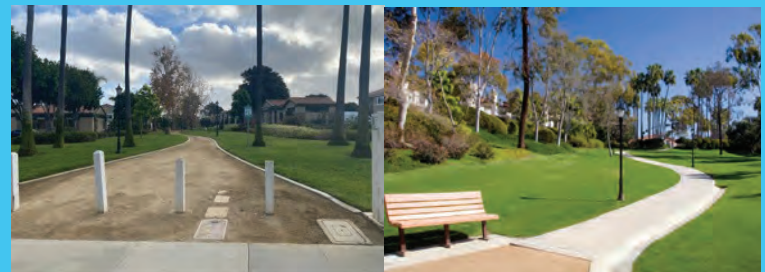
Corridor - Corridor route types are designated along roadways that support businesses and shopping districts with moderate pedestrian activity levels. Corridor roadways consist of features of those identified under Connector route types with the addition of more enhanced treatments to support additional activity, such as above minimum sidewalk widths (>5 feet), visual and audible pedestrian signal heads, lead pedestrian intervals, high visibility crosswalks, pedestrian lighting, and trees to shade walkways.



District - District route types are designated along roadways to support heavy pedestrian activity in mixed-use urban areas and major community thoroughfares. Districts are intended to include improvements that provide premium comfort and priority for pedestrians that encourage walking. District features consist of those identified under Connector and Corridor route types and can include wider walkway widths for forming promenades/paseos/linear parks, decorative crosswalks, street furnishings, curb extensions, and crossing location improvements like median refuges and/or pedestrian actuated controls.



Paths - Paths are paved facilities with exclusive right-of-ways that act as corridors and have little or no vehicular cross flows. Many of these paths are exclusive to pedestrians and bicycles and are not associated with streets. Paths are often associated with recreational uses. Many of these paths can be found in parks, near open space preserves and away from streets in residential areas. They are defined in this plan as being paved, away from a street edge and not shared with vehicles (except for emergency or maintenance vehicles). They are often shared with runners, skaters, cyclists and other recreational users.



Ancillary Facility - Ancillary Pedestrian Facilities, are facilities away from or crossing over streets such as plazas, paseos, promenades, courtyards or pedestrian bridges and stairways. Many of these ancillary facilities attract local residents and workers and therefore generate moderate to high pedestrian use.



Traffic calming can be implemented within University to encourage pedestrian activity. Implementation of traffic calming measures in areas such as:

- » Along designated Class III Bike Routes or other roadways intended to become Bicycle Boulevards, such as Towne Centre Drive, Arriba Street, Cargill Avenue, and Decoro Street.
- » In areas with heavy pedestrian activity like along District and Corridor route types and adjacent to transit stations.
- » Local streets or circulation element roadways that traverse through residential neighborhoods or provide access to schools, such as Governor Drive.

By creating a more pedestrian-friendly environment, these measures can help to increase the number of people who choose to walk/roll instead of drive, which can have a variety of benefits including reducing congestion and air pollution, improving public health, and promoting a more vibrant and livable community.



Accessible, interconnected pedestrian routes improve walkability.

Vision Zero

The goal of Vision Zero is to reduce the number of traffic-related deaths and injuries to zero. The basic principle behind Vision Zero is that traffic-related collisions are not accidents, but rather the result of systematic failures in the design and operation of the road system. Through an action of the City Council, the City formally adopted the initiative. The City's Vision Zero Strategic Plan focuses on Strategic Actions for reducing and eliminating severe and fatal injuries to continue progress towards zero, which include the following items:

1. Use a data-driven approach to deploy effective countermeasures
2. Plan for long term transformation, based on Safe System principles
3. Budget and Build improvements, focusing on Communities of Concern
4. Engagement and Enforcement
5. Education, Community, and a Culture of Safety

Bicycling

A robust network of varying bicycle facilities has been identified to encourage and support cycling as a viable mode of transportation (See Table 3). The community is primarily a high-stress bicycle environment along the major roadways. Pockets of low stress local roadways are often isolated from adjacent areas by these high stress circulation element roads. The community plan identifies bikeways where physical separation from higher speed and higher volume traffic will increase safety and comfort. A strong emphasis was placed on first-last mile connections to frequent transit as well as to neighboring communities, schools, and parks.

The Planned Bicycle Network (Figure 17) will include connections to routes in adjacent communities based on the regional bike network. Additional protected lanes, known as cycle tracks, are planned in the community's urban villages to complement the pedestrian ways and recreation areas.

Table 3: Planned Bicycle Classifications Modifications

Roadway	Segment	Existing	Planned Classification Designation
Arriba St	Palmilla to Regents Rd	Class II	Class IV (One Way)
Campus Point Dr	UCSD Center for Advanced Laboratory to Genesee Ave	N/A	Class IV (Two Way)
Costa Verde Blvd	La Jolla Village Dr to Nobel Dr	N/A	Class II (Buffered)
Eastgate Mall	Regents Rd to Genesee Ave	N/A	Class II (WB) / Class IV (One-Way)
Eastgate Mall	Genesee to Judicial Dr	Class II	Class IV (One Way)
Eastgate Mall	Judicial to I-805 SB Ramps	Class II	Class II (WB) / Class IV (Two-Way)
Eastgate Mall	I-805 SB Ramps to Olson Dr	Class II	Class IV (Two Way)
Eastgate Mall	Olson Dr to Miramar Rd	N/A	Class IV (Two Way)
Executive Dr	Regents Rd to Judicial Dr	N/A	Class I (Two Way)
Genesee Ave	N Torrey Pines Rd to Science Center Dr	Class II	Class IV (One Way) (Two Lanes)
Genesee Ave	Science Center Dr to I-5	Class II	Class II (SB) / Class IV (One Way, Two Lanes) (NB)
Genesee Ave	I-5 to Campus Point Dr	Class II	Class IV (One Way) (SB) / Class I (One Way) (NB)
Genesee Ave	Campus Point Dr to Nobel Dr	Class II	Class IV (One-Way)
Genesee Ave	Nobel Dr to SR-52	Class II	Class IV (One-Way)
Gilman Dr	La Jolla Village Dr to La Jolla Colony Dr	Class II	Class IV (One-Way)
Governor Dr	Regents to Genesee Ave	N/A	Class II (Buffered)
Governor Dr	Genesee Ave to Kantor St	Class II	Class II (Buffered)
Governor Dr	Kantor St to I-805	Class III	Class II (Buffered)
Judicial Dr	Eastgate Mall to Executive Dr	N/A	Class IV (One Way)
Judicial Dr	Executive Dr to Nobel Dr	Class II	Class IV (One Way)
La Jolla Village Dr	N Torrey Pines Rd to I-805 NB Ramps	N/A	Class II (Buffered)
La Jolla Colony Dr	Gilman Dr to Palmilla Dr	Class II	Class IV (One Way)
Lebon Dr	Palmilla Dr to Nobel Dr	Class III	Class II (Buffered)
Lebon Dr	Nobel Dr to La Jolla Village Dr	N/A	Class II (Buffered)
Lebon Dr	La Jolla Village Dr to Miramar St	N/A	Class I (Two Way)
Miramar Rd	I-805 NB Ramps to Nobel Dr	Class II	Class II (Buffered)
Miramar Rd	Nobel Dr to Camino Santa Fe	Class II	Class II (WB) / Class IV (Two-Way) (EB)
Nobel Dr	Villa La Jolla Dr to I-5 NB Ramps	Class II	Class IV (One Way)
Nobel Dr	I-5 NB Ramps to Lebon Dr	Class III	Class I (One Way) (WB) / Class IV (One Way) (EB)
Nobel Dr	Lebon Dr to Danica Mae Dr	Class II	Class I (One Way) (WB) / Class IV (One Way) (EB)
Nobel Dr	Danica Mae Dr to Regents Rd	Class III	Class I (One Way) (WB) / Class IV (One Way) (EB)
Nobel Dr	Regents Rd to Genesee Ave	Class II	Class IV (One Way)
Nobel Dr	Genesee Ave to Towne Center Dr	Class III	Class IV (One Way)
Nobel Dr	Towne Center Dr to Judicial Dr	Class II	Class IV (One Way)
Nobel Dr	Judicial to I-805 NB Ramps	Class II	Class IV (Two Way) (WB) / Class II (EB)
Nobel Dr	I-805 NB Ramps to Miramar Rd	Class II	Class I (Two Way) (WB) / Class II (EB)
North Torrey Pines Rd	Sanford Education Center to Genesee Av	Class II	Class IV (One Way)
Palmilla Dr	Lebon Dr to Arriba St	Class II	Class II (Buffered)
Palmilla Dr	Arriba St to La Jolla Colony Dr	Class II	Class II (SB) / Class IV (One Way) (NB)
Regents Rd	Genesee Ave to Mahaila Ave	Class II	Class II (Buffered)
Regents Rd	Mahaila Ave to Nobel Dr	N/A	Class II (Buffered)
Regents Rd	Nobel Dr to Arriba St	N/A	Class IV (One Way)
Regents Rd	Arriba St to Rose Canyon	N/A	Class III (SB) / Class I (Two Way) (NB)
Regents Rd	Governor Dr to SR-52	Class II	Class IV (One Way)
Renaissance Ave	Towne Center Dr to Golden Haven Dr	N/A	Class II (Buffered)
Towne Centre Dr	Westera Ct to Takeda Research	N/A	Class III
Towne Centre Dr	Takeda Research Facility to Executive Dr	N/A	Class II (Buffered)
Towne Centre Dr	Executive Dr to La Jolla Village Dr	Class II	Class II (Buffered)
Towne Centre Dr	La Jolla Village Dr to Nobel Dr	N/A	Class II (Buffered)
Shoreline Dr	Renaissance Ave to Nobel Dr	N/A	Class II (Buffered)
Villa La Jolla Dr	Jolla Village Dr to Gilman Dr	Class III	Class IV (One Way)
University Center Ln	La Jolla Village Dr to Lebon Dr	N/A	Class IV (One Way)

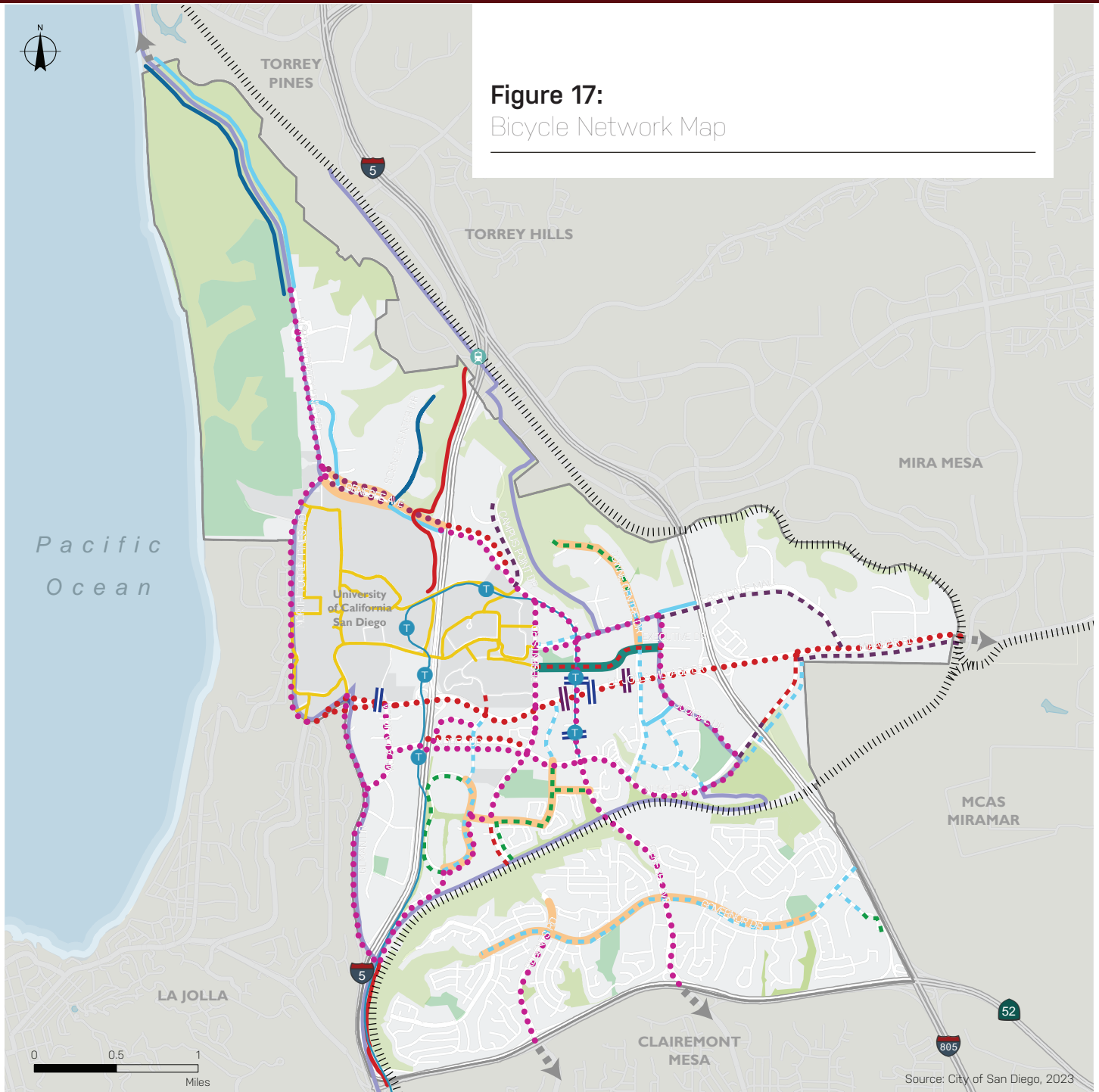


Figure 17:
Bicycle Network Map

Existing Facilities to Remain

- Class I - Bicycle Trail / Multi-Use Path
- Class II - Standard/Buffered Bicycle Lane
- Class II - (One-Way, Two Lanes)
- Class III - Bicycle Route with Sharrows
- UC San Diego Bike Network
- ▬▬ Active Transportation Bridge

Planned Improvements*

- ⋯⋯ Class I - One-Way Multi-Use Path
- - - - Class I - Two-Way Bicycle Trail / Multi-Use Path
- ⋯⋯ Class II - Standard/Buffered Bicycle Lane
- - - - Class III - Bicycle Route/Boulevard**
- ⋯⋯ Class IV - Cycle Track (One-Way)
- ⋯⋯ Class IV - Cycle Track (One-Way, Two Lanes)
- - - - Class IV - Cycle Track (Two-Way)
- ▬▬ Pedestrian Crossing Improvement/
Active Transportation Bridge
- Traffic Calming Enhancements
- Promenade

- SANDAG 2021 Regional Plan
Adopted Regional Bike Network
- - - -> Bicycle Facility in or Planned
for Adjacent Community

Bicycle Facility Types

Class I

Bicycle paths, also termed shared-use or multi-use paths, are paved right-of-way for exclusive use by bicyclists, pedestrians and those using non-motorized modes of travel. They are physically separated from vehicular traffic and can be constructed in roadway right-of-way or exclusive right-of-way. Bicycle paths provide critical connections in the city where roadways are absent or are not conducive to bicycle travel.



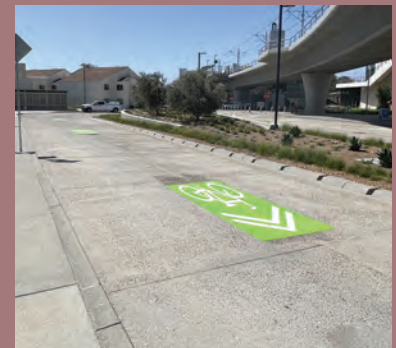
Class II

Bicycle lanes are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive or preferential bicycle travel. Bicycle lanes are one-way facilities on either side of a roadway.



Class III

Bicycle routes indicate travel lanes providing shared use between bicycles and motor vehicles, which are frequently demarcated with a sharrow or other marking and signage. Bicycle routes provide continuity to other bicycle facilities or designate preferred routes through corridors with high demand.



Class IV

Cycle tracks, also referred to as separated bikeways, provide a right-of-way designated exclusively for bicycle travel within the roadway and physically separated from vehicular traffic. Types of separation include, but are not limited to, raised islands, planters, flexible posts, or on-street parking. Cycle tracks can be one- or two-way.



Bicycle boulevards (Figure 18) are local roads or residential streets that have been enhanced with traffic calming and other treatments to facilitate safe and convenient bicycle travel. Bicycle boulevards accommodate bicyclists and motorists in the same travel lanes, without specific vehicle or bicycle lane delineation. These roadway designations prioritize bicycle travel above vehicular travel. The treatments which create a Bicycle Boulevard, heighten motorists' awareness of bicyclists and slow vehicle traffic, making the boulevard more conducive to safe bicycle and pedestrian activity. Bicycle Boulevard treatments include signage, pavement markings, intersection treatments, traffic calming measures and can include traffic diversions.

Micromobility refers to lightweight transportation devices, typically human- or electric-powered, which transports users over short distances at low speeds. Examples include docked bicycles, electric bicycles, scooters, electric scooters (E-scooters), etc. Although micromobility devices can be individually owned, shared micromobility systems such as dockless scooters have been deployed in targeted service areas generally intended for short trips like first-last mile connections.



Bike lockers make it easier to connect multiple trips.



Visible signage improves safety along shared lanes.



Figure 18:
Illustration of a Bicycle Boulevard

Transit

A robust transit system allows people to move within and across communities in an efficient, affordable manner. Transit can help meet the diverse needs of a community and make it easier for people to access the places they need to go.

University is currently served by local bus routes, the Blue Line Trolley, and the COASTER (as shown in Figure 19). Within the region, transit is planned and developed by the metropolitan planning organization, San Diego Association of Governments (SANDAG), and operated by the Metropolitan Transit System (MTS) and the North County Transit District (NCTD). Locally, buses and the Trolley are supported by roadways and traffic signals maintained and operated by the City.

This Community Plan identifies transit-oriented development along transit corridors that will significantly increase transit ridership potential and help foster the City of Villages Strategy in creating areas near transit where people live, work, and play (see Figure 19). Transit needs to be an attractive and convenient option for riders to encourage more people to use it and make it a more viable alternative to driving. Transit priority measures, dedicated transit lanes, SMART corridors with flexible lanes, as well as first-last mile mobility hubs are strategies identified in this plan that will prioritize transit and maximize capacity of people through a corridor. Additional transit recommendations are included in Figure 20. Some of these improvements have not yet been included in any formal transit plan, but have been identified as projects to be considered in future transit planning efforts.



Transit-oriented development will increase public transit ridership and decrease traffic congestion. - Photo: SANDAG

SMART Corridors

A Sustainable Mobility for Adaptive and Reliable Transportation (SMART) Corridor is a major arterial roadway that provides access to or between at least two freeways, whereby mobility improvements are made for transit and other congestion-reducing mobility forms through the re-purposing of roadway space (see Figure 21). Flexible (Flex) Lanes are re-purposed lanes for transit and/or other congestion-reducing mobility forms. Flex Lanes provide dedicated space for moving more people more efficiently through a corridor.

Mobility Hubs

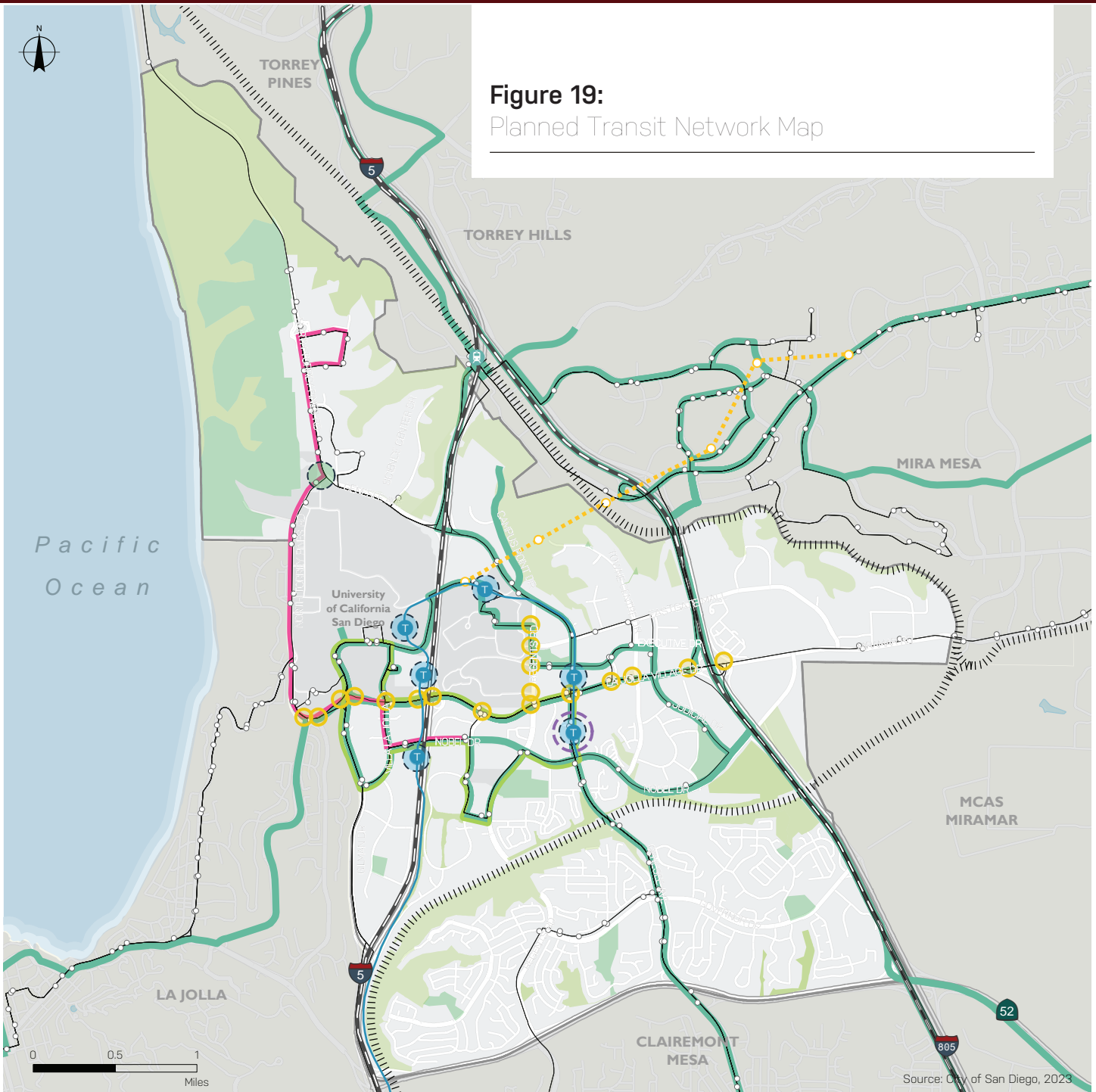
Mobility Hubs are locations where a variety of travel modes come together and provide mobility services, amenities, and technologies that help with the first-last mile of a commute. Mobility hubs can play an important role in creating more livable and sustainable communities by providing a range of transportation options and making it easier for people to get around.

Skyways

Skyways, also known as aerial cableways, can offer a potential solution that can traverse over difficult terrain and topographic obstacles while taking up minimal space on the ground within the public right-of-way. They can also provide efficient and sustainable transportation options for urban areas. Future mobility planning should consider the feasibility of providing skyway connections between the Trolley in University to the Sorrento Valley/Sorrento Mesa employment areas in the Mira Mesa community. This could include a connect to a relocated Sorrento Valley Coaster Station.











Providing a range of localized travel modes—like low-impact skyways—creates more connected, sustainable communities.



Source: City of San Diego, 2023

Existing Transit

-  Mid-Coast Trolley Extension
-  Trolley Station
-  Coaster Station
-  COASTER/Amtrak
-  Existing Transit Route
-  Bus Stop
-  SuperLoop
-  Existing Mobility Hub

Planned Improvements - as currently reflected in the RTP








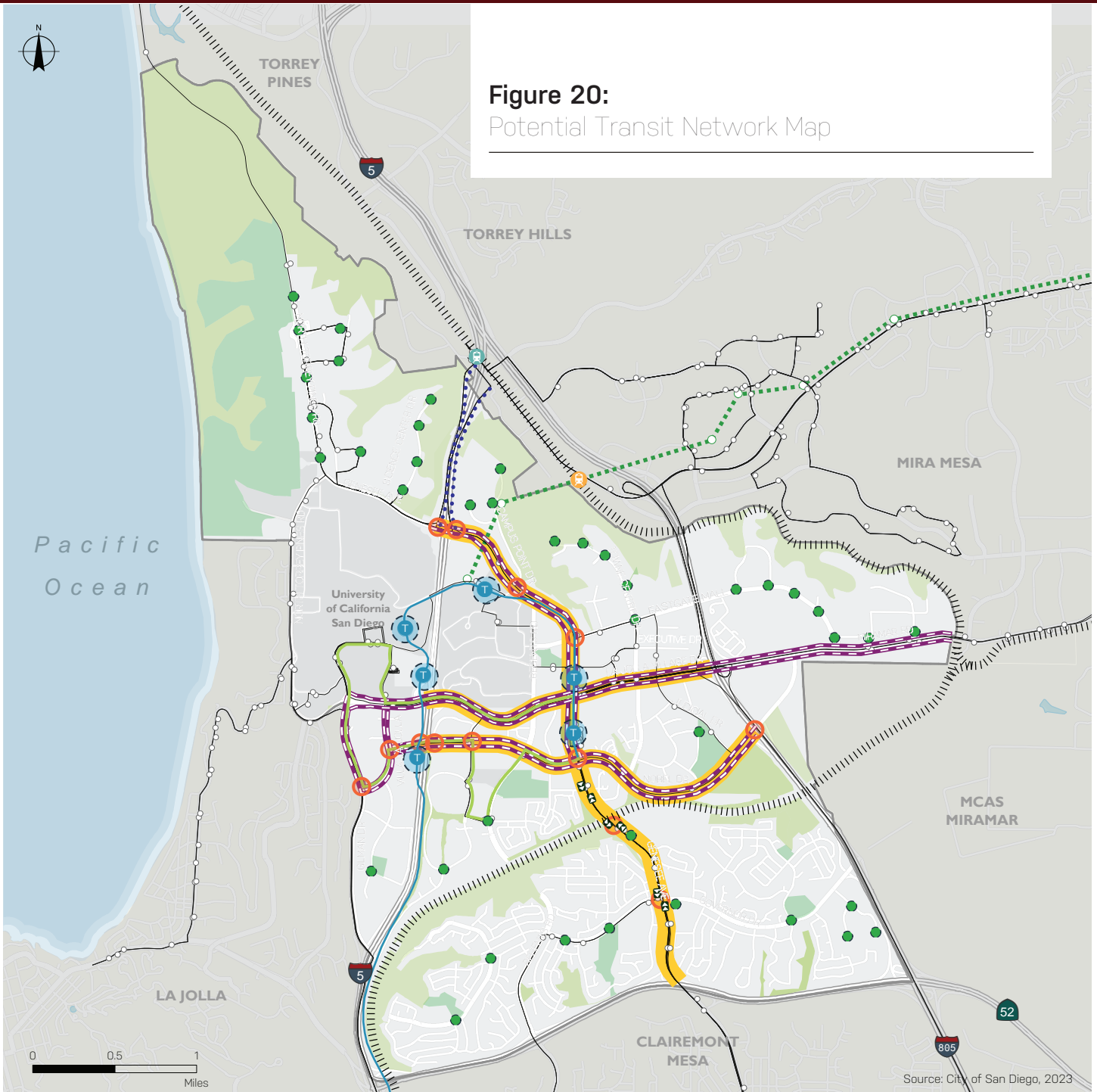








-  Managed Lanes
-  Adaptive Signal Timing/Transit Signal Priority
-  Next Gen Rapid
-  SANDAG Proposed Aerial Skyway Alignment/Skyway Stop
-  Rapid Route 870
-  Planned Mobility Hub
-  Future Purple Line Station (To Be Determined)





Figure 20:
Potential Transit Network Map



Existing Transit

-  Mid-Coast Trolley Extension
-  Trolley Station
-  Coaster Station
-  COASTER/Amtrak
-  Existing Transit Route
-  Bus Stop
-  SuperLoop
-  Existing Mobility Hub

Potential Improvements

-  Aerial Skyway Alignment Options/Skyway Stops
-  Proposed Coaster Station Relocation
-  Micromobility Hub
-  Bus On Shoulder
-  Flexible Lane
-  Queue Jump
-  Adaptive Signal Timing/Transit Signal Priority
-  SMART Corridor



Class IV Cycle T

High-visibility Continental Crosswalk

Bus Rapid Stop

Shared Micromobility Hub

Center-running



Figure 21:
Illustration of a SMART Corridor

Track

ONLY BUS
ONLY BUS

Stormwater Basin

g Bus

Wide Sidewalks

Streets and Freeways

University is primarily served by three freeways (I-805, I-5, SR 52), multiple interchanges, and regionally significant arterials that connect across the communities such as Genesee Avenue, La Jolla Village Drive, Nobel Drive, North Torrey Pines Road to name a few.

Streets and freeways are an important infrastructure of University, as it provides a framework for transportation and connects different parts of the community. University is an urbanized community where the public right-of-way is fully constructed with streets and sidewalks. As University focuses on increasing housing throughout the community, it is important for vehicular operations to work in tandem with other modes of transportation.

This Community Plan discusses which future roadway modifications will be needed to accommodate multi-modal transportation and create a more livable and sustainable community by creating a more complete and integrated transportation network that meets the diverse needs of its residents (See Table 4 and Figure 22).

Planned roadway improvements focus on physically and operationally accommodating multiple modes on existing streets, rather than constructing new roads and widening of roads. Potential improvements such as SMART corridors with flexible lanes for transit vehicles, practice of transportation system management techniques, traffic calming measures, roundabouts throughout the community, and protected intersections are improvements that can help create more Complete Streets and achieve Vision Zero. Its implementation of such measures will help proactively manage congestion, reduce automobile dependence, and improve the experience of all road users.

Roadway improvements such as converting Executive Drive from four travel lanes to two travel lanes and providing a Pedestrian Promenade allows for maintaining the existing local vehicular access along Executive Drive while providing dedicated shared space to pedestrians, bicyclists, and other forms of micromobility along the pedestrian promenade. The Executive Drive Promenade could be used for local events, retail, and recreational opportunities that would serve the needs of the employment area as well as new residential development and the UC San Diego Long Range Development Plan (LRDP).

Other multimodal improvements include converting Nobel Drive from existing four travel lanes to two travel lanes and providing centerline Bus Only lanes and Class II bike lanes. While maintaining existing vehicular operations and capacity, the potential improvements along Nobel Drive will greatly benefit pedestrians, bicycles, transit users by improving access to La Jolla Village Square and the Nobel Drive Trolley Station.



Street and freeway facilities in the University community.



Table 4: Planned Roadway Classifications Modifications

Roadway	Segment	Existing Functional Classification	Planned Classification Designation
Arriba St	Palmilla Dr to Regents Rd	4-Ln Major Arterial	2-Ln Major Arterial
Eastgate Mall	Judicial Dr to I-805 Overpass	4-Ln Major Arterial	3-Ln Collector
Executive Dr	Regents Rd to Judicial Dr	4-Ln Collector w/ TWLTL	2-Ln Major Arterial
Executive Way	Executive Dr to La Jolla Village Dr	4-Ln Collector w/ TWLTL	2-Ln Collector w/ TWLTL
Genesee Ave	N Torrey Pines Rd to I-5 SB Ramp	6-Ln Prime Arterial	4-Ln Prime Arterial
Genesee Ave	I-5 SB Ramps to I-5 NB Ramps	4-Ln Major Arterial	4-Ln Major Arterial w/ 2 Flex Lanes (SMART)
Genesee Ave	I-5 NB Ramps to Campus Point Dr	6-Ln Prime Arterial	4-Ln Major Arterial w/ 2 Flex Lanes (SMART)
Genesee Ave	Campus Point Dr to La Jolla Village Dr	6-Ln Major Arterial	4-Ln Major Arterial w/ 2 Flex Lanes (SMART)
Genesee Ave	La Jolla Village Dr to Esplanade Ct	4-Ln Major Arterial	4-Ln Major Arterial w/ 2 Flex Lanes (SMART)
Genesee Ave	Esplanade Ct to Nobel Dr	6-Ln Major Arterial	4-Ln Major Arterial w/ 2 Flex Lanes (SMART)
Genesee Ave	Nobel Dr to SR-52 WB Ramp	4-Ln Major Arterial	4-Ln Major Arterial (SMART)
Gilman Dr	La Jolla Village Dr to Villa La Jolla Dr	4-Ln Major Arterial	4-Ln Major Arterial w/ 2 Flex Lanes
Governor Dr	Regents Rd to Greenwich Dr	4-Ln Major Arterial	2-Ln Major Arterial
La Jolla Village Dr	Torrey Pines Rd to Villa La Jolla Dr	6-Ln Prime Arterial	4-Ln Prime Arterial w/ 2 Flex Lanes
La Jolla Village Dr	Villa La Jolla Dr to I-5 SB Ramps	7-Ln Prime Arterial (4 EB, 3WB + 1 WB aux)	5-Ln Prime Arterial w/ 2 Flex Lanes
La Jolla Village Dr	I-5 SB Ramps to I-5 NB Ramps	6-Ln Prime Arterial (+1 EB aux)	4-Ln Prime Arterial w/ 2 Flex Lanes (SMART)
La Jolla Village Dr	I-5 NB Ramps to Towne Center Dr	6-Ln Major Arterial	4-Ln Major Arterial w/ 2 Flex Lanes (SMART)
La Jolla Village Dr	Towne Center Dr to I-805 SB Ramps	7-Ln Major Arterial (4 WB, 3 EB + 1 aux)	4-Ln Major Arterial w/ 2 Flex Lanes (SMART)
Lebon Dr	Palmilla Dr to Nobel Dr	4-Ln Major Arterial	2-Ln Major Arterial
Lebon Dr	Nobel Dr to La Jolla Village Dr	5-Ln Major Arterial	3-Ln Major Arterial
Miramar Rd	I-805 SB Ramps to I-805 NB Ramps	6-Ln Major Arterial	4-Ln Major Arterial w/ 2 Flex Lanes (SMART)
Miramar Rd	I-805 NB Ramps to Nobel Dr	8-Ln Prime Arterial	6-Ln Prime Arterial w/ 2 Flex Lanes
Miramar Rd	Nobel Dr to Eastgate Mall	7-Ln Prime Arterial	5-Ln Prime Arterial w/ 2 Flex Lanes
Miramar Rd	Eastgate Mall to Camino Santa Fe	6-Ln Major Arterial	4-Ln Major Arterial w/ 2 Flex Lanes
Nobel Dr	Villa La Jolla Dr to University Center Ln	4-Ln Major Arterial	2-Ln Major Arterial w/ 2 Flex Lanes
Nobel Dr	University Center Ln to Genesee Ave	6-Ln Major Arterial	4-Ln Major Arterial w/ 2 Flex Lanes (SMART)
Nobel Dr	Genesee Ave to Towne Center Dr	4-Ln Major Arterial	2-Ln Major Arterial w/ 2 Flex Lanes (SMART)
Nobel Dr	Towne Center Dr to Judicial Dr	6-Ln Major Arterial	4-Ln Major Arterial w/ 2 Flex Lanes (SMART)
Nobel Dr	Judicial Dr to Avenue of Flags	5-Ln Prime Arterial	3-Ln Major Arterial w/ 2 Flex Lanes (SMART)
Regents Rd	Genesee Ave to Eastgate Mall	2-Ln Collector w/ TWLTL	4-Ln Major Arterial
Regents Rd	Executive Dr to La Jolla Village Dr	4-Ln Collector w/ TWLTL	4-Ln Major Arterial
Regents Rd	La Jolla Village Dr to Nobel Dr	5-Ln Major Arterial	4-Ln Major Arterial
Regents Rd	Nobel Dr to Arriba St	4-Ln Major Arterial	2-Ln Major Arterial
Villa La Jolla Dr	Gilman Dr to La Jolla Village Dr	4-Ln Major Arterial	2-Ln Major Arterial w/ 2 Flex Lanes

Notes:

#-Ln = Number of Lanes

SM = Striped Median

TWLTL = Two-Way Left-Turn Lane

A SMART Corridor is a Major Arterial with a flexible lane in each direction that provides access to or between at least two freeways, whereby mobility improvements are made for multimodal modes through the repurposing of roadway space.

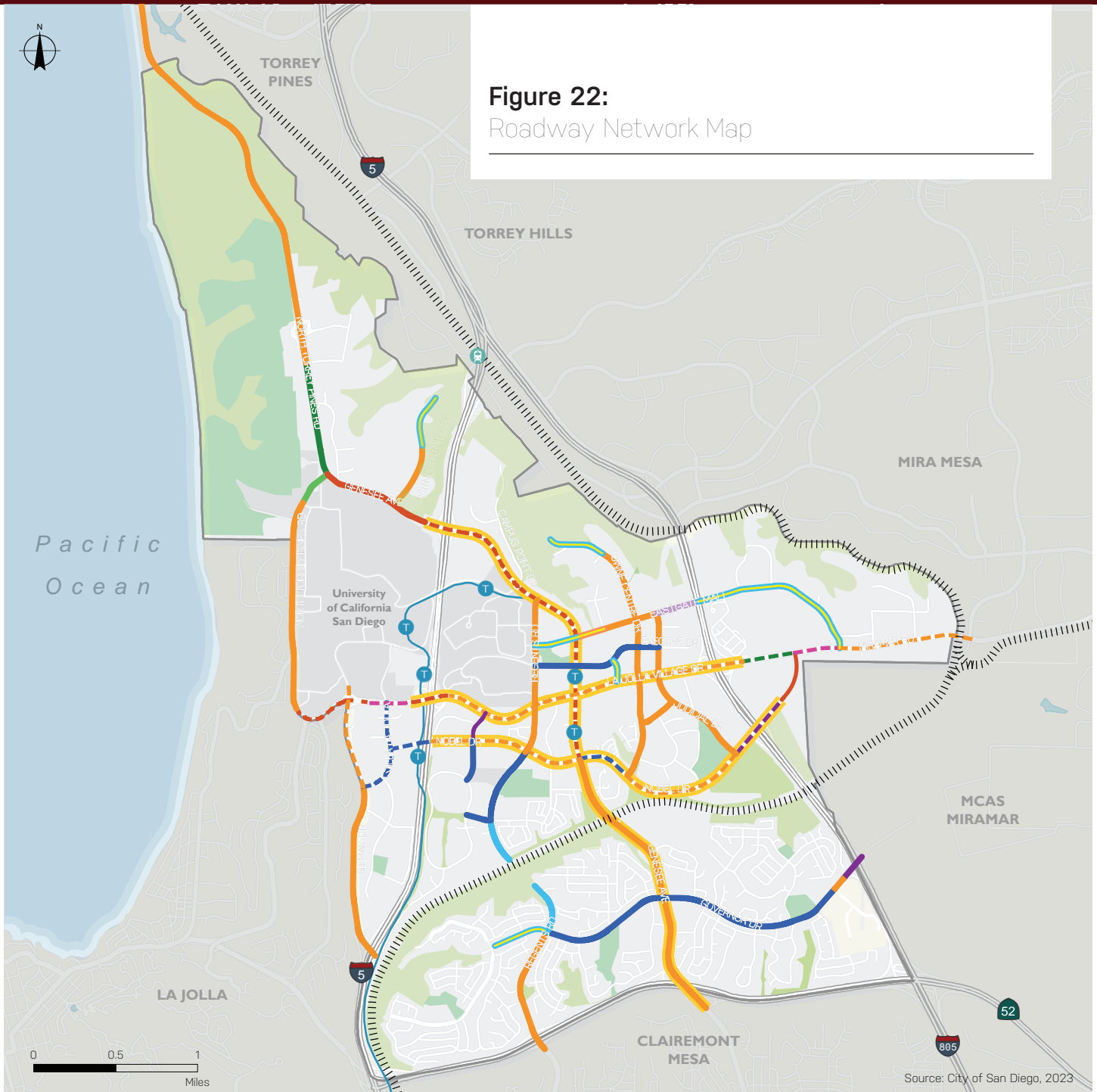


Figure 22:
Roadway Network Map

Planned Roadway Classification Network

- | | | |
|---------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|
|  2-Lane Collector |  4-Lane Collector (w/ TWLTL) |  6-Lane Major Arterial |
|  2-Lane Collector (w/ TWLTL) |  4-Lane Major Arterial |  6-Lane Prime Arterial |
|  2-Lane Major Arterial |  4-Lane Major Arterial (w/ flex lanes) |  6-Lane Prime Arterial (w/ flex lanes) |
|  2-Lane Major Arterial (w/ flex lanes) |  4-Lane Prime Arterial |  SMART Corridor |
|  3-Lane Collector |  4-Lane Prime Arterial (w/ flex lanes) | |
|  3-Lane Major Arterial |  5-Lane Major Arterial | |
|  3-Lane Major Arterial (w/ flex lanes) |  5-Lane Prime Arterial (w/ flex lanes) | |

Transportation Systems Management

Transportation systems management (TSM) refers to strategies and technologies used to improve the efficiency and safety of transportation systems, including roads, public transportation, and active transportation networks. TSM strategies can be used to reduce congestion, improve air quality, increase capacity, and improve the overall efficiency of transportation systems.

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) integrate technology to provide many benefits to the mobility network, including improved travel time, providing transit bypass methods, helping relay valuable traffic related information, and providing guidance to key destinations. ITS strategies include transit signal priority and adaptive traffic signal control in which traffic signal timing changes, or adapts, based on actual traffic demand. Other emerging technologies include high-speed communication networks to allow future connected vehicles and autonomous vehicles, and SMART corridors to communicate and share real-time data.

Transportation Demand Management

Transportation Demand Management (TDM) refers to strategies, practices, and incentives aimed at reducing single occupant vehicle (SOV) trips and increasing the use of alternative modes of transportation. TDM measures can include subsidizing transit costs, organizing carpool and rideshare programs, providing secure storage areas for bicycles, and offering alternative work schedules. Additionally, convenient first-last mile transportation infrastructure such as a shuttle can encourage more people to use active transportation and transit.

Parking

The University community typically accommodates parking through the primary use of off-street parking. In the commercial areas, off-street parking lots are provided for the adjacent uses. In residential areas, off-street parking is mostly provided as well, with on-street parking sparingly used as overflow parking for residents and visitors. For on-street parking within the community, there are no designated residential permit parking areas and time-restricted and metered parking is used infrequently.

Parking management can play a significant role in achieving the goals and policies outlined in the Community Plan. Parking management strategies can reduce parking impacts. It can help to support a range of goals, such as promoting active transportation, improving air quality, reducing traffic congestion, and enhancing the livability and economic viability of a community. Community Parking Districts are areas within the community that can be identified for reinvestment of revenues for comprehensive mobility solutions that provide for safe and enjoyable ways to move around.


It is important to consider the impacts of parking on communities and to strike a balance between the need for convenient parking and other benefits that result from conversion of on-street parking to transit or bicycle facilities.

Strategically-sited parking can help increase transit ridership.



Parks & Recreation





San Diegans take pride and pleasure in the active lifestyles afforded by the City's vast system of parks, recreation, and open space. These spaces play an important role in the physical, mental, social, and environmental health and well-being of the residents of University. This Community Plan envisions a well-connected system of parks, recreational facilities, and open space that provide opportunities for passive and active recreation, social interaction, community gatherings, the enhancement of the public realm, and the protection of sensitive natural resources.

GOALS

- ❑ Expand park equity by meeting the needs of a broad range of users of all ages and abilities, including children and teenagers of all ages and genders, seniors, and person with disabilities.
- ❑ Increase recreational value by keeping pace with population growth through additional investments in existing parks, acquisition of additional available land for parks, and the additional new parks and public spaces as part of new private development projects.
- ❑ Maximize park access by strategically investing in existing parks and developing new parks and recreational facilities in/near Urban Villages and employment areas more widely accessible by transit and bicycle and pedestrian facilities.
- ❑ Improve overall park connectivity by linking population-based parks with resource-based parks and open space lands through a system of pedestrian paths, bikeways, and transit.
- ❑ Promote sustainability by utilizing "green technology" and other sustainable practices, such as "green streets" that double as pedestrian amenities and stormwater infrastructure.
- ❑ Protect and preserve natural areas and sensitive biological resources.
- ❑ Incorporate resiliency into parks and open space planning through implementation of conservation and landscape management strategies that address climate change.
- ❑ Establish an open space system that will utilize the terrain and natural drainage system to guide the form of urban development, enhance neighborhood identity, and separate incompatible land uses.

A large portion of the open space in the community has regional significance and attraction. The Torrey Pines mesa and coastal areas contain the Torrey Pines State Reserve and the Torrey Pines City Park and Golf Course. The beach, cliffs, native vegetation, and scenic views of the Pacific Ocean make these a one-of-a-kind City resource.

As University continues to grow, and with the addition of the Blue Line Trolley, recreational areas and usable outdoor spaces will continue to be an important component of its vibrant and healthy public realm. The new and updated recreation facilities envisioned for University will help to define the village areas and provide opportunities for exercise, social interaction, community events, and active transportation choices where they are needed the most.

Playscapes can be integrated in public spaces or privately-owned public space like this climbing structure at UTC Mall.



In many areas of the community a combination of urban pathways and parks will provide efficient and accessible ways to travel to destinations in the community. A network of tree canopy across public streets and public spaces makes walking pleasant and helps to reduce the urban heat island effect. Improvements to the built environment, open space, and trails in University will give residents the opportunity to see nature and connect to places such as Rose Canyon Preserve.

With an increasing residential population, there is a greater demand for parks, facilities, and open spaces to serve the community. Recreation needs will be met with a variety of spaces that provide opportunities for active and passive recreation. One of the major components of this Community Plan is the provision of new linear parks and quality public spaces that offer people places to walk, bike, and play. This vision complements the City's conservation goals. The desired outcome is an inviting pedestrian environment that addresses the community's recreation needs and conforms to all habitat conservation requirements.

Although the UC San Diego campus is not regulated by the Community Plan, it is an integral part of the community. Given the close physical, social and economic relationship of UC San Diego to the University community, the recreation facilities should be integrated with those of the community. This plan seeks to create a better recreation gateway between the campus and the community through the promenade planned for Executive Dr.

Park Implementation

The Park Master Plan envisions innovative and new methods of achieving new recreation opportunities in new and redeveloped residential and commercial projects—with incentives and supplemental development regulations (SDR) implemented through a Community Plan Implementation Overlay Zone (CPIOZ). These regulations will promote good design in the public realm like increased recreation and better public realm conditions. Also, key is good walkability with a variety of activities along the way and safety throughout the day, evenings, and weekends.

This chapter is intended to assist City staff and decision-makers in the planning of new parks and the improvement of existing parks and recreational facilities, whether publicly dedicated or privately owned and maintained. It is also intended to assist project applicants in the design of projects that require the provision of new parks, with the purpose of ensuring that new parks and recreational facilities contribute to the community's vision. Project applicants should achieve general consistency with the content provided in this chapter to obtain approval.

This chapter works in concert with the other chapters to comprehensively improve the quality of the public realm.

The combined Standley Aquatic Center and Swanson Memorial Swimming Pool provide the University community opportunities for water-based recreation.



Development, Preservation, and Access

University's system of parks and recreational facilities is vast, ranging from community parks to mini parks. It also includes sports fields and aquatic centers. There are five use categories of parks, recreation, and open space, including:

- » **Population-based Parks** (two typologies, as described in detail in the Parks Master Plan's, including Community and Neighborhood Parks, along with smaller Mini Parks and Pocket Parks), facilities and services are located in close proximity to residential development and are intended to serve the daily needs of the neighborhood and community. Other park typologies, such as linear parks, plazas, trailhead pocket parks, trails, or privately-owned public open spaces (POPOs), could satisfy the community's population-based park needs.
- » **Regional Resource-based Parks** are located at, or centered on, notable natural or culturally significant features (preserves, canyons, habitats, and historic sites) and are intended to serve the citywide population, as well as visitors.
- » **Open Space Canyons** are City-owned lands located throughout the City, consisting of canyons, mesas, and other landforms. This open space is intended to preserve and protect native plants and animals, while providing for compatible public access and enjoyment.
- » **Joint-Use Parks** offer recreation during non-school hours in neighborhoods across the city where joint-use agreements exist with elementary schools, middle schools, high schools, and private development. Joint-use parks are used to satisfy a portion of the communities' population-based park requirements.
- » **Recreation Centers** feature a wide array of recreation opportunities, including programmed events and activities for all ages and abilities.
- » **Aquatics Complexes** offer youth and adult swimming and important learn-to-swim lessons. Low cost lifeguard training, water fitness, and aquatics team are supported.

Parks Master Plan Recreation Value-Based Park Standards

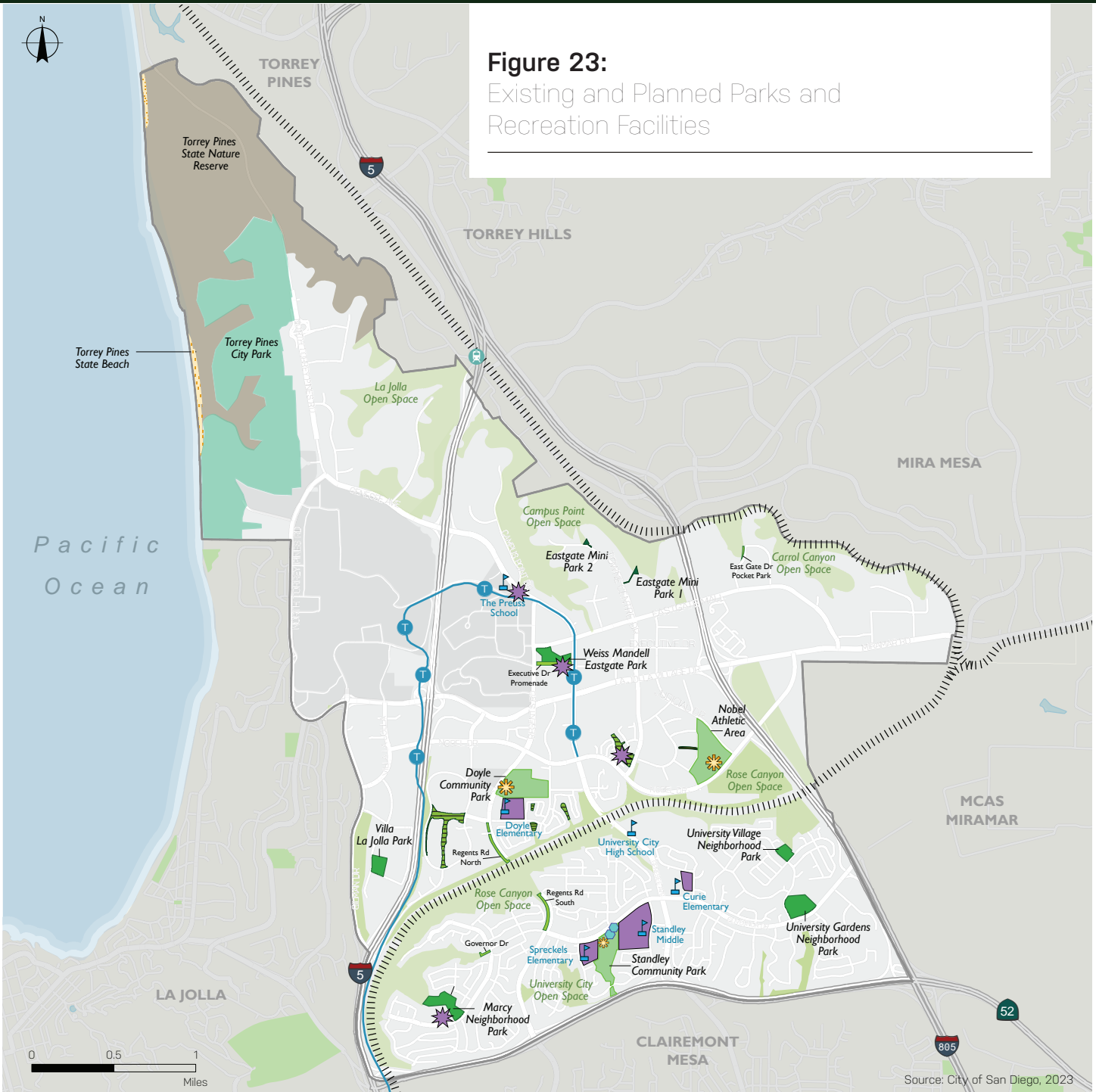
The Parks Master Plan transitions the City from a land-based standard to a recreational value-based standard. The Recreational Value-Based Park standard determines the value of parks in points based on features related to park size, recreational opportunities, access, amenities, activations, and overall value delivered. As an outcome-based measure, the standard recognizes the value of parks appropriate for diverse communities, from ball fields to pocket parks to trails. Refer to the Parks Master Plan for further information on recreational value scoring. For University, points have been calculated for existing parks, estimated for planned facilities, and then compared to the Citywide standard of 100 points per 1,000 residents.















Planned Parks and Recreational Facilities

There will be a greater demand for recreational value as University continues to grow. The Community Plan provides for the enhancement of existing parks to increase their recreational value, as well as the addition of new parks, either through the acquisition of public parkland, the redevelopment of City-owned sites and rights-of-way, or development in concert with new residential developments and improvements to the public realm. Collectively, these improvements will help support a more inviting pedestrian environment that offers people more places to walk, bike, play, and interact with each other.

Torrey Pines State Reserve, Torrey Pines City Park and Ellen Browning Scripps National Park draw regional visitors. Whereas the publicly accessible, privately owned and maintained small parks in La Jolla Colony, Genesee Highland and Renaissance communities are suited in size and layout to serve the surrounding neighborhood. To meet the recreational needs of University, a series of parks is planned to be implemented (as shown Figure 23). In tandem with this approach, development in each village, per the CPIOZ, should strive to mitigate its recreational impacts by the development of public parks on private property or as dedicated park lands.

Figure 23:
Existing and Planned Parks and
Recreation Facilities



- | | | | | | |
|-------------------------------------------------------------------------------------|-----------------------------|-------------------------------------------------------------------------------------|--------------------------------------|---------------------------------------------------------------------------------------|-----------------------|
|  | Resource Based Park |  | State Park/Preserve |  | Joint Use Parks |
|  | Community Park |  | State Beach |  | Joint Use Opportunity |
|  | Neighborhood Park |  | Open Space |  | Recreation Centers |
|  | Mini Park |  | Existing Parks Outside Planning Area |  | Aquatic Centers |
|  | Privately Owned Public Park |  | Future Parks | | |

Additional public spaces, such as plazas, linear parks, and urban pathways, are planned for the Urban Villages and described in more detail in the Urban Design and Implementation chapters of this plan. To increase value and use, the community's network of parks and recreational facilities should be well-connected by a variety of pathways (such as sidewalks, trails, and paseos, etc.), bikeways, and transit. In addition, parks should vary in programming and design, from off-leash dog areas to nature exploration playgrounds to cater to the diverse needs of University's residents.

New Parks at Regents Road North and South, and Governor Drive

New parks on the excess right-of-way of both Regents Rd. and Governor Dr. will help bring the treasured natural environment of Rose Canyon up into the community. These three green-way projects could provide fitness circuit nature exploration playgrounds, educational signage, pedestrian and bike paths for families and children as well as providing scenic overlooks into the canyon while maintaining and improving existing trails and maintenance access. They also provide an excellent opportunity to educate the public on the native plants and animals that need the canyon to thrive and survive.

The greenways not only add new acres of park space and paths but remove acres of asphalt and dirt, repurposing the area into a more sustainable environment of native plants and trees. The greenways are also envisioned to capture storm water runoff to be treated using nature-based solutions before the water can runoff in the canyon, Implementation of the greenways will also reduce heat gain, which follows the CAP.



Current → Future





Regents Road North & South





Current → Future



Governor Drive

New Parks in Urban Villages

As new housing and other development occurs in University's Urban Villages, new parks and park amenities will be required of new developments for public use either on private property or along public rights-of-way. These spaces may remain as privately-owned public open spaces or may be dedicated as public parkland. The character of these park elements can range from expansive lawns with walkways similar to those found at La Jolla Colony Park and Montrose Park, or more urban amenities like the children's play area at UTC shopping center. Amenities offering public access and recreational opportunities that meet the criteria of the Parks Master Plan can be eligible for park credits.



Privately-maintained park space can be added to the University community through public-access easements.

Linear Parks and Promenades

Linear parks and promenades, such as Executive Drive, with park amenities along the rights-of-way are planned to provide an inviting pedestrian environment while simultaneously addressing the community's walkability. Linear parks and recreational spaces are planned to coordinate with the Mobility Section. The parks system is closely linked to the community's pedestrian and bicycle networks. The combination of facilities provides multiple benefits and encourages both recreation and active transportation throughout the community. Through protected bicycle facilities, multi-use paths, shade trees, signage, art, recreation facilities, and sidewalks designed for people of all ages and abilities, there is a choice to cycle and walk as a preferred travel mode.



Example of an urban promenade.

Promenades should include activities for people of all ages to enjoy.



Trails, Overlooks, and Trailhead Pocket Parks

This Community Plan encourages people of all ages to engage in their surroundings and provides strategies to increase the appeal of walking and biking as preferred modes of travel. The network of trails for walking and biking within the University community offers connections to its open space lands and other recreational opportunities. The following trail improvements are planned throughout University, and shown in Figure 24.

Trails and overlooks offer a myriad of benefits. They allow people to enjoy scenic views and learn about the region's diverse natural resources, while serving as active links between recreational spaces. Where feasible, interpretive signage and wayfinding elements should be incorporated at overlooks and along trails and at trailhead pocket parks to educate the public on the unique natural history and scenic value of open spaces within the University community. In general, trails and overlooks should facilitate safe, comfortable, and accessible pedestrian travel and should incorporate a variety of enhancements, such as stamped pavement or vehicular-rated unit paves in crosswalks, consistently shaded sidewalks, benches for rest, interpretive and wayfinding features, Tribal cultural elements, artistic sidewalk etchings, and signage to mark distances and destination. Overlooks should be protected by railings to protect the public and are to be enhanced by a viewing structure designed to elevate visitors above the surrounding terrain or trees in order to offer panoramic views.

Note that trails and recreation on lands subject to the Multi-Habitat Planning Areas (MHPA) should comply with the Multiple Species Conservation Program (MSCP) for compatibility. For adjacent areas not deemed sensitive, there are opportunities to improve existing trail systems and pedestrian connections for public use to better promote active and passive recreation. However, development not in compliance with MHPA policies is not allowed within the MHPA (refer to the Parks Master Plan section on Conservation, Sustainability, and Resilience Policies for more information).

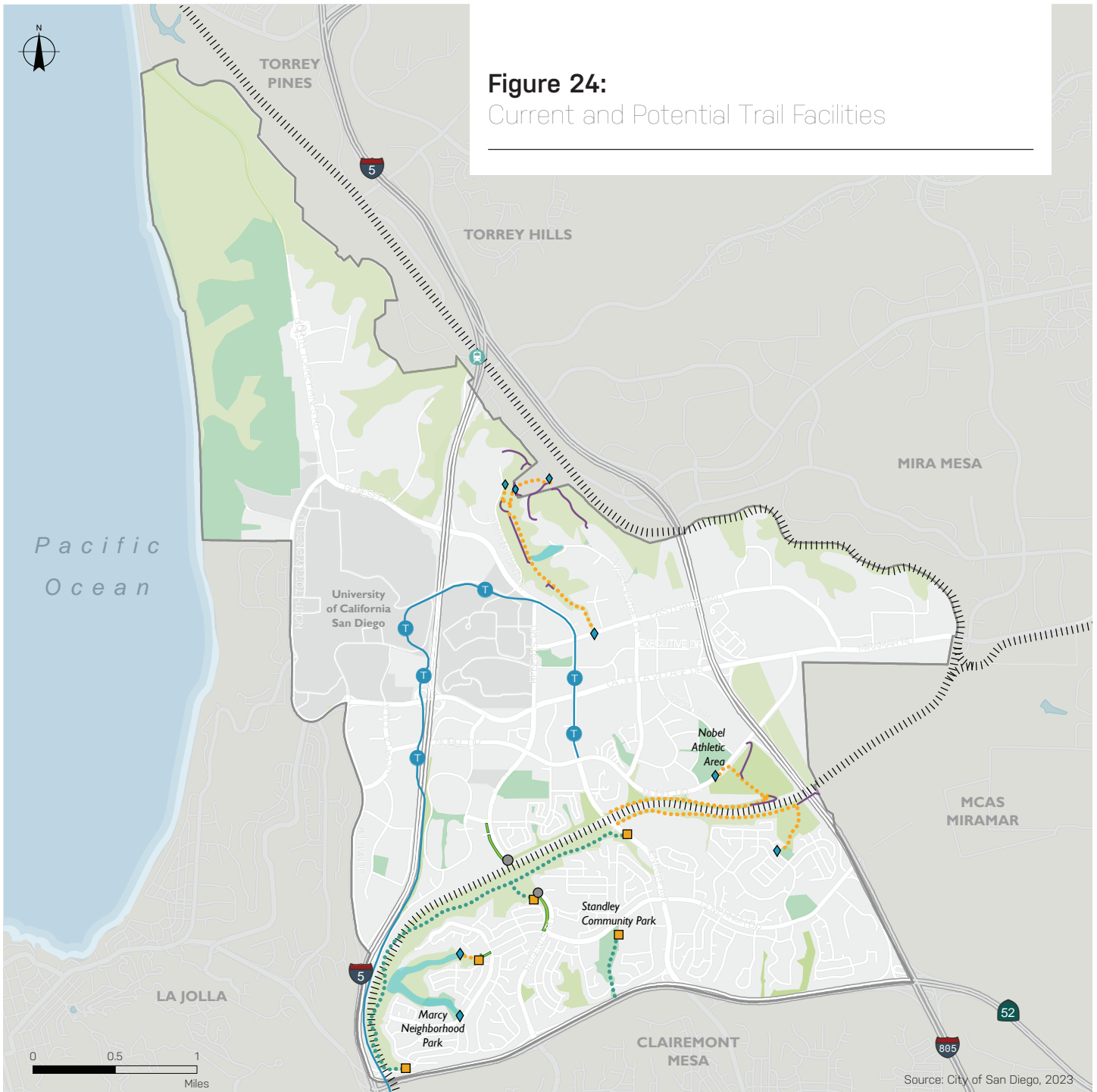


The canyons in University offer passive open space recreation in designated areas.

Canyon overlooks provide opportunities for interpretive programs.



Figure 24:
Current and Potential Trail Facilities



Source: City of San Diego, 2023

- Possible Overlook
- ◆ Possible Trailhead
- Existing Trailhead
- Future Parks
- Existing Informal Trail - To Be Closed
- Proposed New Trail (location to be determined)
- Existing Informal, Proposed as a Formal Trail
- Existing Formal Trail

Joint-Use Facilities

The City's ongoing implementation of the joint-use Play All Day Program plans to add over 45 new joint-use recreational facilities. The joint-use agreements exist with elementary schools, middle schools, high schools, church facilities and private development. Joint-use parks are used to satisfy a portion of the communities' park requirements. The joint use program allows for the shared use of public facilities and resources. The program fills an essential gap in addressing the City's need for more parkland and additional recreational opportunities in our communities, particularly in the older urbanized communities where there is little available land for new parks. The program also advances the San Diego Unified School District's goal to develop quality schools in every neighborhood that provide resources and support the needs of the communities that they serve.

The University community currently has four joint-use agreements with the San Diego Unified School District; Standley Middle School, Curie Elementary School, John D. Spreckels Elementary School and Doyle Elementary School. Each joint-use site is unique and has different constraints and opportunities. Some joint-use facilities typically include turf-ed multi-purpose fields, walking track, paved hardcourts, exercise equipment, group seating, playground equipment, and off-street parking.

Privately Owned Parks and Recreation Spaces

Private associations, in many cases, maintain private parks, playgrounds, open space, and private trail, such as at the Genesee Highlands Park and La Jolla Colony. However, most open space areas, natural canyons, and natural slopes are maintained by the City of San Diego. Within these areas are designated open space through the MHPA, as well as adjacent areas that are not deemed sensitive that could provide active and passive recreation. Trail systems, parks and pedestrian connections could be upgraded for public use; however, no development is allowed in the MHPA.

UC San Diego

The UC San Diego Recreation Department manages over 100 recreation facilities on campus. The recreation department provides maintenance, scheduling and staff organizations, for the student on and off campus community. The facilities include gymnasiums, tennis courts, indoor and outdoor pools, basketball courts climbing wall, playing fields and other facilities that are subsidized to all students. Future growth at UC San Diego is anticipated to be complemented by increases in areas on campus dedicated for recreation.

Existing and Projected – Recreation Value Points Parks and Population Based Recreation Facilities

By 2050, community development will attain a projected population in University estimated at 144,212 people. The community should have access to enjoyable parks, recreational centers, and aquatic complexes as shown below and in Table 5:

- » Parks: To meet the guidelines for a minimum of 100 Recreation Value-Base points per 1,000 residents, University's projected 2050 population of 144,212 results in a need for 14,421 Recreational Value Points to meet General Plan park standards.
- » Recreation Center: To meet the guidelines for a minimum of 17,000 square feet per 25,000 residents, University's projected 2050 population results in the need for 98,064 square feet of recreation center building space to meet General Plan standards (1 recreation center per 25,000 residents.) The need is the equivalent of 5.7 recreation centers sized at 17,000 square feet each.
- » Aquatic Complex: An aquatic complex serves a population of 50,000. To meet the aquatic complex guidelines, University's projected population results in the need for approximately 2.8 aquatic complexes to meet the General Plan standard.



Many privately-owned park areas within the University community are publicly-accessible.

Table 5: Park Inventory

Site #	Project Title	Project Description	Recommendations	Existing Park Value	Existing Size	Proposed Additional Park Value	Planned Size
Recreation Centers							
1	Doyle Recreation Center	Community facility includes gymnasium, weight room, and game room, and meeting rooms for rental	Per the Parks and Recreation Unfunded Park Improvements List: Re-roof the recreation building and resurface and restripe parking lot. Design and construct pool and locker room facilities.	N/A	17,590 sq.	N/A	TBD
2	Nobel Recreation Center	Community facilities includes branch library, gymnasium, recreation center with community meetings rooms available for rental. The site also features public art.	N/A	N/A	10,200 sq.	N/A	TBD
3	Standley Recreation Center	Community facility includes a gymnasium, meeting rooms, an industrial sized kitchen and adjacent to Swanson Memorial Pool.	Per the Parks and Recreation Unfunded Park Improvements List: Design and construction of a multipurpose room. Design and construct additional meeting rooms and recreation space.	N/A	18,870 sq.	N/A	27,870 sq.
Aquatic Centers							
4	Swanson Memorial Pool	The facility includes a designated Arthritis therapy pool, with 6 lanes, lockers, outdoor lighting, changing stalls, shaded bleachers, and comfort stations.	N/A	N/A	N/A	N/A	N/A
5	Standley Aquatic Center	The recreation is for competitive swimming, water polo and lap swimming. The facility includes pool with 12 lanes, lockers, outdoor lighting, changing stalls, shaded bleachers, and comfort stations.	N/A	N/A	N/A	N/A	N/A

Site #	Project Title	Project Description	
Community Parks (13+ acres)			
6	Doyle Community Park	A park consisting of passive and active recreation amenities such as ball fields, multi-purpose turf areas, a comfort station, multiple children's play areas and ADA playground, comfort stations, public parks, off-leash dog areas, all-weather shade covers, basketball and volleyball courts, multi-use pathways, seating, and picnic tables.	Design, and construction adjacent to multi-use restoration areas. Upgrade disabilities. Implement adding security lighting accessibility and safety parks, providing a safe recreation center, a
7	Nobel Athletic Community Park	A park consisting of passive and active recreation amenities such as ball fields, multi-purpose turf areas, a comfort station, a children's play areas, leash dog area, all-weather shade covers, basketball courts, fitness circuits, public art, multi-use pathways, seating, comfort station, public art and shaded picnic tables.	Design, and construction adjacent to multi-use playground to include Recreation Unfunded system, installing a building a storage area recreation fields.
8	Standley Community Park	A park consisting of passive and active recreation amenities such as lighted ball fields, multi-purpose turf areas, children's play areas, off-leash dog areas, all-weather shade covers, basketball and tennis courts, racquetball courts, multi-use pathways, seating, and picnic tables.	Design, and construction educational/cultural Park Improvements
9	Torrey Pines City Park	A park consisting of a parking lot, dirt field and adjacent to gliderport	Design, and construction adjacent to multi-use playground to include
Neighborhood Parks (3 to 13 acres)			
10	Marcy Neighborhood Park	A park consisting of passive and active recreation amenities such a multi-purpose turf areas, a children's play area, multi-use pathways, seating, and picnic tables.	Design, and construction a basketball court, and expand the existing
11	University Garden Neighborhood Park	A park consisting of passive and active recreation amenities such as ball fields, multi-purpose turf areas, a comfort station, a children's play area, multi-use pathways, seating, public art and picnic tables.	Design and construction off-leash dog areas, expand the existing the Parks & Recreation over the children's
12	University Village Neighborhood Park	A park consisting of passive and active recreation amenities such as a multi-use sport field, multi-purpose turf areas, a children's play area, multi-use pathways, a trailhead leading to the Rose Canyon Open Space, seating, and picnic tables.	Design, and construction adjacent to multi-use Upgrade and expand disabilities.
13	Villa La Jolla Neighborhood Park	A park consisting of passive and active recreation amenities such as a multi-use sport field, multi-purpose turf areas, a children's play area, multi-use pathways, and picnic tables.	Design, and construction circuits adjacent to have it meet State
14	Mandell Weiss East Gate Neighborhood Park	A park consisting of passive and active recreation amenities such as a lighted ball field, multi-purpose turf areas, a children's play area, and multi-use pathways. The park is adjacent to the Lawrence Family Jewish Community Center.	Design, and construction the existing playgro

Recommendations	Existing Park Value	Existing Size	Proposed Additional Park Value	Planned Size
<p>duct park facilities consisting of a nature exploration playground, fitness circuits, multi-use pathways, all-weather shade covers, hard courts with lighting, and native plantings. Upgrade the existing playground to include recreational features for people with disabilities. Implement the Parks and Recreation Unfunded Park Improvements List, which includes: installing sports lighting around the park, upgrading the northeastern tot-lot to meet State and Federal accessibility and safety guidelines, installing shade structures and seating in the large and small dog park, installing a surveillance system and seating around the park and tot-lots and in front of the playground, and installing a shade structure over the large (5-12 age) playground.</p>	658	26.33 acres	105	N/A
<p>duct park facilities consisting of a nature exploration playground, fitness circuits, multi-use pathways, educational/cultural elements, and public art. Upgrade the existing playground to include recreational features for people with disabilities. Implement the Parks and Recreation Unfunded Park Improvements List, which includes: improving the dog park drainage, installing a shade structure in the dog park, constructing an additional comfort station, installing a play area behind the recreation center, and adding sports lighting to the active playground.</p>	738.5	32.30 acres	108.5	N/A
<p>duct park facilities consisting of an off-leash dog area, a comfort station, educational/cultural elements, and a canyon overlook. Implement the Parks and Recreation Unfunded Park Improvements List, which includes: expanding the parking lot, and upgrading the ballfield lighting.</p>	409.5	20.73 acres	87.5	N/A
<p>duct park facilities consisting of a nature exploration playground, fitness circuits, multi-use pathways, educational/cultural elements, and public art. Upgrade the existing playground to include recreational features for people with disabilities.</p>	21	464.19 acres	490	N/A
<p>duct park facilities consisting of an off-leash dog area, educational/cultural elements, fitness circuits adjacent to multi-use pathways, and a canyon overlook. Upgrade the existing playground to include recreational features for people with disabilities.</p>	133	10.88 acres	87.5	N/A
<p>duct park facilities consisting of fitness circuits adjacent to multi-use pathways, multi-use pathways, all-weather shade covers, a canyon overlook, and sports lighting. Upgrade the existing playground to include recreational features for people with disabilities. Implement the Parks and Recreation Unfunded Park Improvements List, which includes installing a shade structure over the play area.</p>	231	13.32 acres	154	N/A
<p>duct park facilities consisting of educational/cultural elements, fitness circuits, multi-use pathways, a connection to adjacent open space, and a canyon overlook. Upgrade the existing playground to include recreational features for people with disabilities.</p>	98	4.01 acres	24.5	N/A
<p>duct park facilities consisting of an off-leash dog area, a basketball court, fitness circuits, multi-use pathways, and a comfort station. Expand the existing playground and playground to meet State and Federal accessibility and safety guidelines</p>	140	5.79 acres	74.5	N/A
<p>duct park facilities consisting of an amphitheater, public art, and signage. Expand the existing playground and have it meet State and Federal accessibility and safety guidelines</p>	147	3 acres	49	N/A

Site #	Project Title	Project Description	
Mini Parks (1 to 3 acres)			
15	Regents Road Park - North	Existing rights-of-way north of the Rose Canyon is planned to be converted into a mini park.	Design, and construction of fitness circuits, sea canyon, a canyon o
16	Regents Road Park - South	Existing rights-of-way south of the Rose Canyon is planned to be converted into a mini park.	Features may include native tree and shrub canyon. Scenic over plant and animal ha
17	Executive Drive Promenade	Part of the existing rights-of-way on Executive Drive between Regents Road and Genesee Avenue adjacent to Weiss Mandell Eastgate Park and Lawrence Family Jewish Community Center could be converted into a promenade with park amenities.	Design, and construction of placemaking, shade
Pocket Parks, Trailhead Pocket Parks, and Plazas (<1 acre)			
18	East Gate Mini Park #1	A park consisting of passive recreation amenities such as multi-use pathways, seating, and picnic tables.	Design and construction
19	East Gate Mini Park #2	A park consisting of passive recreation amenities such as multi-use pathways, seating, and picnic tables.	Design and construction, restoration, and pub
20	Governor Drive Park	Existing rights-of-way south of the Rose Canyon is planned to be converted into a pocket park at the entrance to the Coastal Sage Habitat Interpretive trail..	Potential Park features bioretention swales signage to educatio
21	Eastgate Drive Pocket Park	Existing privately owned open space with multi-purpose turf, shade trees, seating and rock sculptures.	Recommend obtaini
22	Gullstrand Street Trailhead Pocket Park	Proposed pocket park to accommodate active and passive recreational uses, social connections, and cooling benefits.	Recommend acquiring Park from the Public trailhead, public art,
23	East Gate Mall Trailhead Pocket Park	Proposed pocket park to accommodate active and passive recreational uses, social connections, and cooling benefits.	Recommend acquiring and Easter Way. De educational/cultural
24	Torreyana Pocket Park	Proposed joint use park to accommodate active and passive recreational uses, social connections, and cooling benefits.	Recommend enterin and additional recre
25	Campus Point Pocket Park	Proposed pocket park to accommodate passive recreational uses, social connections, and cooling benefits.	Design, and construction of seating, a scenic vie

Recommendations	Existing Park Value	Existing Size	Proposed Additional Park Value	Planned Size
Construct park facilities consisting of multi-use pathways, nature exploration playgrounds, seating, native plants, bioretention swales to capture runoff before it enters the overlook, and educational/cultural elements.	0	0 acres	73.5	1.51 acres
Provide multi-use pathways, nature exploration playground, fitness stations, seating, shrub plantings and bioretention swales to capture runoff before it enters the overlooks with wayfinding signage to educate the public on canyon preservation and habitat preservation.	0	0 acres	77	1.02 acres
Construct park facilities consisting of playgrounds, wayfinding signage, art installations/trees, fitness circuits, seating, native plants, and educational/cultural elements.	0	0 acres	90	0.8 acres
Construct park facilities consisting of educational/cultural elements and public art.	13.12	0.8 acres	14	N/A
Construct park facilities consisting of educational/cultural elements, native plantings, and public art.	6.12	0.49 acres	21	N/A
Overlooks may include multi-use pathways, seating, native tree and shrub plantings and bioretention swales to capture runoff before it enters the canyon. Scenic overlooks with wayfinding signage to educate the public on canyon preservation and plant and animal habitat preservation.	0	0 acres	48.5	0.4 acres
Construct a public access easement.	0	0 acres	26.5	0.3 acres
Design and construct 14 acres of vacant open space north of University Gardens Neighborhood on the Utilities Department. Design, and construct a park with facilities consisting of a trailhead, public art, educational/cultural elements, and seating.	0	0 acres	119	TBD
Design and construct the vacant open space parcel on Eastgate Mall between Genesee Ave and University Gardens. Design, and construct a park with facilities consisting of a trailhead, public art, educational/cultural elements, and seating.	0	0 acres	33.25	TBD
Enter into a joint use agreement with the property owner to guaranty public access to the vacant open space parcel on Eastgate Mall. Design, and construct a park with facilities consisting of a trailhead, public art, educational/cultural elements, and seating.	0	0 acres	46.375	TBD
Construct a park with facilities consisting of public art, educational/cultural elements, seating, a scenic overlook area, and shade trees.	0	0 acres	41.125	TBD

Site #	Project Title	Project Description	
Joint Use Parks			
26	Standley Middle School (M.S.)	Existing joint-use facilities consisting of DG ballfields with skinned infields, multi-purpose turf, performance event space, and passive turf areas pursuant to a long-term joint-use agreement with San Diego Unified School District.	In coordination with the S sports lighting, multiple b
27	Curie Elementary School (E.S.)	Existing joint use facilities consisting of a multi-purpose turf field, DG walking track, district backstops, and a passive turf area pursuant to a long-term joint use agreement.	In coordination with the S sports lighting, fitness ci
28	John D. Spreckels (E.S.)	Existing joint use facilities consisting of a DG ballfield with a skinned infield and multi-purpose turf pursuant to a long-term joint use agreement with San Diego Unified School District.	In coordination with the S sports field lighting, and a
29	Montrose Park (UTC)	Existing private park consisting of multi-purpose turf and dog park with direct connection to UTC Mall, Genesee Trolley Station and bus stop	Recommend entering in t additional recreational op
30	Mission Bay Montessori	Proposed joint use facilities pursuant to long-term joint use agreement (and renegotiated lease with Mission Bay Montessori) with San Diego Unified School District (property owner).	In coordination with the S construct park facilities o
31	Doyle Elementary School (E.S.)	Existing joint use facilities consisting of a multi-purpose turf field, a district backstop, and a passive turf area pursuant to a long-term joint use agreement with San Diego Unified School District.	In coordination with the S sports field lighting, and a
32	Preuss School	Proposed joint use facilities pursuant to long-term joint use agreement with UC San Diego.	In coordination with UC S purpose field, and passiv
Trails - Citywide Trails Master Plan will comprehensively plan trail and open space park planning that complies with before being formally proposed for City evaluation and funding (see Parks Master Plan policies PP10, CSR25 and RP			
33	Rose Canyon Open Space Park	Official recognized trail	Design and construct tra Land regulations, and Nat
34	Torrey Pines State Nature Reserve	Official recognized trail	Coordinate with the Stat
Shorelines			
35	Torrey Pines State Park - Beach	Publicly accessible shoreline.	Coordinate with the Stat
36	Torrey Pines State Nature Reserve	Publicly accessible shoreline.	Coordinate with the Stat
Overlooks Open Space Parks			
37	Voigt Lane Overlook	A proposed scenic overlook at UC San Diego on Voigt Lane between Engineering Lane and Hopkins Drive	Design, and construct a s

Recommendations	Existing Park Value	Existing Size	Proposed Additional Park Value	Planned Size
San Diego Unified School District, design and construct park facilities consisting of basketball and sports courts.	270	12.58 acres	112	TBD
San Diego Unified School District, design and construct park facilities consisting of courts, and an all-weather shade cover with seating.	70	3.69 acres	21	TBD
San Diego Unified School District, design and construct park facilities consisting of all-weather shade pavilion with seating.	91	4.99 acres	49	TBD
to a joint use agreement with the property owner to guaranty public access and opportunities.	0	0 acres	125	6.8 acres
San Diego Unified School District and Mission Bay Montessori, design and consisting of sports field lighting, and all-weather shade pavilion with seating.	0	0 acres	140	TBD
San Diego Unified School District, design and construct park facilities consisting of all-weather shade pavilion with seating.	91	4.07 acres	14	TBD
San Diego, design and construct joint use facilities consisting of a turf multi-use turf area, irrigation, and landscaping.	0	0 acres	87.5	TBD
<i>in MSCP consistency findings, Environmentally Sensitive Land regulations, and Natural Resource Management Plans (25).</i>				
Plans that compile with the MSCP consistency findings, Environmentally Sensitive Land regulations, and Natural Resource Management Plans.	42	N/A	56	N/A
County of California to improve access to the Nature Reserve	161	N/A	0	N/A
<i>County of California to improve access to the shoreline.</i>				
County of California to improve access to the shoreline.	42	N/A	0	N/A
County of California to improve access to the shoreline.	70	N/A	0	N/A
<i>scenic view overlook area with seating and educational/cultural elements.</i>				
scenic view overlook area with seating and educational/cultural elements.	0	0	42	TBD

Site #	Project Title	Project Description	Recommendations	Existing Park Value	Existing Size	Proposed Additional Park Value	Planned Size
Community Plan Implementation Overlay Zone							
38	Added CPIOZ Recreational Value - 2 acres and above	Per SDR 1, all new residential or residential mixed-use development on parcels equal to or greater than 2 acres of land or with a gross floor area equal to or greater than 75,000 square feet shall satisfy the development's required recreation value points on-site by providing publicly-accessible recreational opportunities. Recreation Value points for CPIOZ areas are based on projected potential residential populations and implementation rates.	Build-out population = 66,416. Points required = $(66,416/1000) \times 100 = 6642$ Points. Anticipated implementation rate = 50%. $6642 \text{ points} \times 50\% = 3321$ anticipated points	0	0	3321	TBD
39	Added CPIOZ Recreational Value - below 2 acres	Per SDR 1, all new residential or residential mixed-use development on less than 2 acres of land. Recreation Value points for CPIOZ areas are based on projected potential residential populations and implementation rates.	Build-out population = 15,741. Points required = $(15,741/1000) \times 100 = 1574$ Points. Anticipated implementation rate = 20%. $1574 \text{ points} \times 20\% = 314$ anticipated points	0	0	314	TBD
Total Recreation Value Points Community-wide				3432.24		6052.25	

Community Summary	
Figure # Existing and Planned Parks and Recreation Facilities Matrix	
Statistics - 2020 population	
Total Population:	60,950
Recreation Value Points Goal, 100 points per thousand:	6,095
Current Recreation Value Points:	3,432
Current Recreation Value Points:	(2,663)
2050 Population, Planned Facilities Built	
Projected 2050 population:	144,212
Recreation Value Points Goal, 100 points per thousand:	14,421
Current Recreation Value Points:	3,432
Planned Additional Recreation Value Points:	6,052
Current + Planned Recreation Value Points Total:	9,484
Plan Build-out Recreation Value Points:	(4,937)

Notes:

1. N/A = Not Applicable; TBD = To Be Determined
2. Park sizes in acreage are presented for reference only. Park standards are implemented through a recreational value score. As the Community Plan progresses, existing and planned parks and recreation facilities will be scored.
3. For recreation centers, the size is indicated in square feet. For aquatic complexes, the measure is per each complex or a fraction thereof – consisting of a pool office/changing room building, the pool(s) and associated standard facilities inside the pool safety enclosure.

Open Space & Conservation





The resources in the University community are both abundant and highly valuable, due in part to the area's variable topography, undeveloped open spaces and location near the ocean and other water sources. The preservation and enhancement of these resources contributes to the attractiveness and interest of the community. The resources can also have regional and even national significance. For these reasons, the conservation and preservation of the community's resources should be an integral part of future development.

GOALS

- ❑ Preservation and enhancement of biologically diverse ecosystems and improved viability of endangered, threatened and sensitive species and their habitats.
- ❑ Preservation and enhancement of wetland resources, including estuarine and coastal waters, creeks, bays, riparian wetlands and vernal pools, to provide ecosystem functions and services, wildlife habitat, water quality improvement, carbon sequestration, and resilience to climate change.
- ❑ Protection, enhancement and long-term management of an open space system that preserves canyonlands, habitat, and sensitive biological resources.
- ❑ Development patterns that preserve natural landforms, public and private open spaces, wildlife linkages, sensitive species and habitats, watersheds and natural drainage systems, and that contribute to clean air and clean water and help the city meet its climate action goals.
- ❑ Sustainable design that reduces greenhouse gas emissions and dependency on non-renewable energy sources, makes efficient use of resources, and incorporates sustainable landscaping, water use, and storm-water management.
- ❑ Opportunities for compatible public access to open space, including portions of the MHPA, through low impact passive recreation, scenic overlooks, environmental education and research.

Conservation Planning

The City of San Diego actively works to preserve a network of habitat and open space, in order to protect species and ecosystems that improve our quality of life through Biodiverse SD. This program was developed by the City in cooperation with wildlife agencies, property owners, developers, and environmental groups. Biodiverse SD delineates core biological resource areas and corridors targeted for conservation.

Multiple Species Conservation Program

The Multiple Species Conservation Program Subarea Plan (MSCP) was developed to preserve a network of habitat and open space and enhance the region's quality of life. The MSCP covers core biological resource areas identified as the City's Multi-Habitat Planning Areas (MHPA). The MHPA is the area within the City from which the permanent MSCP preserve is assembled and managed for its biological resources. For areas within University designated and protected as part of the citywide MHPA or adjacent to the MHPA, MSCP compliance is required. Furthermore, this Community Plan supports the MSCP through its open space and sensitive resource policies for protection of open space and habitat areas.

In order to ensure the long-term habitat conservation plan for the 85 Covered Species and preserve the natural vegetation communities, only limited development may occur within the MHPA. The goal of protecting these areas is to conserve this land in perpetuity and protect the region's biodiversity, including endangered species like the California gnatcatcher and other species of concern unique to San Diego such as the western burrowing owl.

Vernal Pool Habitat Conservation Plan

The City's Vernal Pool Habitat Conservation Plan (VPHCP) includes an effective framework to protect, enhance, and restore vernal pool resources (i.e., seasonal pools of water that provide habitat for distinctive plants and animals). The VPHCP's conservation areas expand upon the City's existing MHPA preserve area to enable future conservation of additional lands with vernal pool resources.

Projects are reviewed for consistency with the conservation goals outlined in the VPHCP and the permitting process for impacts to threatened and endangered species associated with vernal pools. University is predominantly developed, but some vernal pools remain on isolated parcels throughout the community. Policies related to the protection, preservation, and permanent management of vernal pool resources in the Community Plan and other long-term plans help maintain vernal pool resources.



Natural Resources

The natural resources in the community consist primarily of topographic features, such as hillsides and bluffs, biological resources and fossil remains. Imported resources include energy and water supplies. The community does not possess any significant agricultural land, mineral deposits or sources of sand and gravel.

Topographic Features

The canyons, hillsides, bluffs and other unique landforms provide visual amenities which separate and define urban areas and impart a unique character to the community. The area's steepest slopes occur along the coastline, on the south side of Sorrento Valley and along the southern slopes of Rose Canyon and San Clemente Canyon. The bluffs along the coast at the Torrey Pines State Reserve and Torrey Pines City Park provide spectacular views. These bluffs, together with the coastal canyons and distinct vegetation, constitute a regional resource of great value. In addition, the wide valley floors and adjacent hillsides of Rose Canyon and San Clemente Canyon provide a unique character to the adjacent neighborhoods and to the community as a whole.

Biology

The area's biological resources coincide with the areas of topographic interest. Rose Canyon and San Clemente Canyon contain riparian vegetation, consisting of oak and sycamore trees with associated undergrowth. The north-facing canyon slopes are vegetated with dense stands of chaparral while more open vegetation and grasslands occur on the drier, south-facing slopes. Similarly, the hillsides along Sorrento Valley contain valuable stands of native vegetation. Areas near Eastgate Mall east of I-805 contain some vernal pool resources.

The Torrey Pines mesa, coastal canyons and bluffs as well as the slopes and mesas bordering Peñasquitos Lagoon contain a unique assemblage of plant species. The Torrey Pine tree is endemic to California and is considered to be an important native resource for both aesthetic and biological reasons. In addition, many other sensitive plant species occur in the area. A variety of vegetation associations are located here, including several types of native chaparral associations, coastal sage scrub and inland sage scrub. See Figure 25 for some example wildlife.



Figure 25: Native Wildlife in the University Community

San Diego is a global diversity hot spot. MSCP lands and other conserved open space in the University Community include some of the rarest ecosystems on earth, including coastal sage scrub, maritime chaparral, Torrey Pine forest, wetlands, and vernal pools. These lands provide not only habitat for plants and animals, but also wildlife corridors, allowing wildlife to move from one area to another in search of food and mates.



California Gnatcatcher in Rose Canyon

Rose Canyon and other protected natural areas in the plan area are part of San Diego's Multiple Species Conservation Program (MSCP), a landmark habitat preserve established to prevent the extinction of many species, including this Federally threatened bird.



Western Tanager Stopping Over in Rose Canyon on its Spring Migration

The University Community is located on the Pacific Flyway. Its MSCP and other undeveloped lands provide habitat for migrating birds to stop to rest and forage for food. Western tanagers migrate thousands of miles from Mexico and Central America to the northern US and Canada.



Sonoran Bumblebee Gathering Nectar from a Native California Wild Rose in Rose Canyon

San Diego County is home to over 600 species of native bees, the highest diversity of native bees in the continental United States. Several hundred species of native pollinators make their home in the University Community. Like many other native animals and plants, they face threats from habitat loss and climate change.



West Coast Lady Butterfly on Native California Buckwheat in Rose Canyon

This beautiful butterfly is among the many native pollinators that the area's protected MSCP and other open space lands provide homes for. Many native pollinators depend exclusively on specific plants.

Special thank you to Karen Straus and Deborah Knight for the photos and captions (University community residents)

Coastal Resources

The University community includes over 14,000 feet of shoreline, most of which consists of a sandy beach bordered by sheer cliffs or relatively undisturbed coastal canyons. The City of San Diego owns a 1,000-foot-long strip of beach, located below the southern portion of the Torrey Pines City Park. The remainder of the beach area within the community is owned by the State of California as part of the Torrey Pines State Reserve.

Beach access is currently available from a parking area north of the State Reserve along North Torrey Pines Road. Pedestrian and emergency vehicle access is also available by means of a paved road owned by the University of California, located in Black Canyon off La Jolla Farms Road. Additionally, pedestrians have been reaching the beach area by following trails down the cliffs and canyons at the Torrey Pines City Park and, to a lesser degree, at the Torrey Pines State Reserve.

Paleontology

Recovery of fossil remains can aid in the documentation of the last 150 million years of Earth's history. Several areas within the City of San Diego contain accessible paleontological resources. Although no specific areas within the University community are known to have produced significant paleontological resources, the community contains several geological rock units that have recognized resource potential. The lack of significant finds in the community thus far may be due to the relative lack of disturbance of the formations in which fossil resources occur.

In the University community, the most abundant geologic formations containing fossils include the Scripps Formation and Ardath Shale. The Scripps Formation includes marine sediments and has a "medium" resource potential. The Ardath Shale contains some important marine invertebrate fossils and the resource potential is considered to be "medium to high." The Bay Point Formation and Stadium Conglomerate occur near the future surface in a few isolated locations in the planning area, and these geologic units have a "low to medium" resource potential.

The Scripps Formation and Ardath Shale are relatively common near the surface of the major slopes in the University community. These formations occur along the coastline, on the slopes bordering San Clemente and Rose Canyons and on adjacent finger canyons. Most of the Villa La Jolla area and slopes bordering I-5 also have these geologic formations near the ground surface.

Open Space

The open space in the University planning area serves primarily three functions: the preservation of topographic or biotic resources and habitats for resident and migratory birds, the provision of outlets for passive recreation and the protection of public health and safety. The community possesses a varied and largely undeveloped topography, which provides the opportunity to develop an outstanding open space system.

Regional and Resource-Based Open Space

Much of the open space in the community has a regional significance and attraction. The Torrey Pines mesa and coastal area contains the Torrey Pines State Reserve and the Torrey Pines City Park. The pristine beach, sheer cliffs, native vegetation and scenic views of the Pacific Ocean make this an area of outstanding beauty. Rose Canyon and San Clemente Canyon are also considered regional resources.

Torrey Pines State Reserve consists of approximately 1,100 acres on the northern edge of the community plan area. The reserve contains a variety of landforms and habitats including a beach, coastal bluffs and canyons, mesas and a portion of an estuary. The primary function of the reserve is to preserve natural resources, most notably the Torrey pine tree, but also maritime scrub vegetation, native animal species, coastal aquatic habitat, and major geologic landforms. Most of the reserve is located within the community plan area on both sides of North Torrey Pines Road. The hiking trails, scenic vistas and beach provide recreational opportunities for the region.

Torrey Pines State Reserve uses a collection of interconnected paths to offer recreation opportunities while also protecting fragile ecosystems.



Torrey Pines City Park

The Torrey Pines City Park consists of 434 acres of land south of the State Reserve. The park includes a 1,000-foot-long strip of City beach, also known as Black's Beach, coastal bluffs, two coastal canyons and a section of mesa top. The park is generally undeveloped but includes the Torrey Pines Gliderport which is within the boundary of the National Register of Historic Places.

Rose Canyon

Rose Canyon consists of a well-defined valley floor bordered on the south by steep slopes. Vegetation in the canyon includes mature sycamore and oak trees and other riparian vegetation in the valley bottom, native chaparral species, particularly on the north-facing slopes, and grasses. The steep slopes and pronounced valley floor are important scenic assets to the community.

San Clemente Canyon

San Clemente Canyon consists of a fairly broad floodplain and steep slopes. Dense stands of mature oak and sycamore trees make this canyon particularly valuable for its native riparian habitat and associated fauna. Approximately 467 acres are owned by the City of San Diego comprising the partially developed Marian R. Bear Memorial Park. Park development has been restricted to a few parking lots, picnic tables, restroom facilities and a hiking trail. Several branches of San Clemente Canyon extend to the north and three branches in the University community are currently preserved as open space by easement. A branch of the canyon also extends into Standley Community Park. Although not within the boundary of the community, San Clemente Canyon remains a major open space resource for the University community.

Sorrento Valley and Soledad Canyon

The hillsides and canyons along Sorrento Valley and Soledad Canyon form a natural northern boundary to the community. Some of these slopes contain dense stands of native chaparral, while other sections have been disturbed and are vegetated primarily with grasses. This scenic system of slopes preserves native species and natural topography, has value in identifying and separating communities, and serves as a scenic resource. Portions of this area are impacted by the noise and crash hazard from MCAS Miramar.

UCSD Open Space

The UCSD campus, although not within the jurisdiction of the City, contains approximately 335 acres of open space preserve which provides an integrated system of open spaces and contributes significantly to the campus' identity and character. Most of the open space preserve is located on the south side of Genesee, west of I-5 and adjacent to open space slopes along I-5 and adjacent to open space slopes along I-5 and Sorrento Valley.

Other Open Space Areas

Several open space areas are interspersed throughout the community, primarily in the form of easements or private open space in planned residential developments. The slopes on the east side of Gilman Drive are preserved as open space by easement and provide a scenic entrance to this part of the community from I-5 and Sorrento Valley.

The land in Federal Government ownership within the community plan area is currently vacant. It is anticipated that much of this land will remain in open space because of the noise and crash hazard from MCAS Miramar activities. In addition, some of the land north of Eastgate Mall and east of I-805 will remain undeveloped because of Federal Government easements limiting coverage to 25 percent, as well as steep hillsides and other environmental factors.



Resource Protection

While most development in University has taken shape on the flat mesa area, the community is part of San Diego's larger system of scenic canyons. Various canyons, such as Rose Canyon and Soledad Canyons for example, define the community's boundaries and extend into and around neighborhoods and employment areas. Most of the community's open space areas, inclusive of natural canyons and natural slopes, is located in the MHPA, the City's planned habitat preserve within the MSCP Subarea. Within the MHPA, development is limited to protect and ensure the viability of covered species, as well as to preserve a network of open space and habitat in San Diego. In some cases, private homeowner associations are responsible for maintaining and managing portions of the community's various open spaces.

The topography within the University community ranges from the lowest elevation, which is approximately two (2) feet above mean sea level and is located in the far northwestern corner of the plan area in Torrey Pines State Reserve to the highest elevation, which is approximately 450 feet above mean sea level in the northern portion of the plan area, east of Torrey Pines Golf Course and east of North Torrey Pines Road. The topography within the community is highly varied and includes coastal bluffs within the Torrey Pines State Reserve and Torrey Pines City Park; canyons, including Rose Canyon, Soledad Canyon, and Sorrento Valley; rolling topography and mesa tops in the vicinity of University Towne Centre, where side canyons and rounded ridges transition from the more major canyons to the mesa tops that are generally located along La Jolla Village Drive, north of University Towne Centre, and north of UC San Diego.

The approximately 8,676-acre University community area supports a variety of vegetation communities and land cover types in its open space including both upland and wetland vegetation communities. The majority of these open space areas are subject to compliance with the City's MSCP Subarea Plan where preservation balances the protection of natural resources with the allowance of public passive recreation. Upland vegetation communities within the plan area include Torrey pine forest, southern coastal bluff scrub, maritime succulent scrub, Diegan coastal sage scrub, southern mixed chaparral, chamise chaparral, southern maritime chaparral, scrub oak chaparral, and non-native grassland. Wetland vegetation communities that occur within the community include southern riparian forest, southern coast live oak riparian forest, southern sycamore-alder riparian woodland, southern riparian scrub, southern willow scrub, and vernal pools.

These vegetation communities support a broad range of plant and animal species that are considered rare, endangered or threatened by the federal and state wildlife agencies or are MSCP covered species. Examples of sensitive plant species include Shaw's agave, San Diego goldenstar, Del Mar manzanita, wart-stemmed ceanothus, and San Diego button-celery to name a few. Examples of sensitive wildlife species within the plan area include coastal California gnatcatcher, Cooper's hawk, Belding's orange-throated whiptail, southern mule deer, and San Diego fairy shrimp.



Impacts to biological resources within the community must comply with City's Land Development Code Environmentally Sensitive Lands (ESL) Regulations. The purpose of the ESL regulations is to "protect, preserve, and, where damaged restore, the environmentally sensitive lands of San Diego and the viability of the species supported by those lands." Environmentally sensitive lands are defined to include sensitive biological resources, steep hillsides, coastal beaches, sensitive coastal bluffs, and 100-year floodplains.

The ESL regulations restrict development within the MHPA, including required impact avoidance areas around raptor nesting locations (specifically, Cooper's hawk, golden eagle, burrowing owl, and northern harrier, and known locations of coastal California gnatcatcher and southwestern pond turtle. The ESL regulations also impose seasonal restrictions on grading where development may impact avian species such as, coastal California gnatcatcher, least Bell's vireo, southwestern willow flycatcher, tricolored blackbird, coastal cactus wren, and western snowy plover.

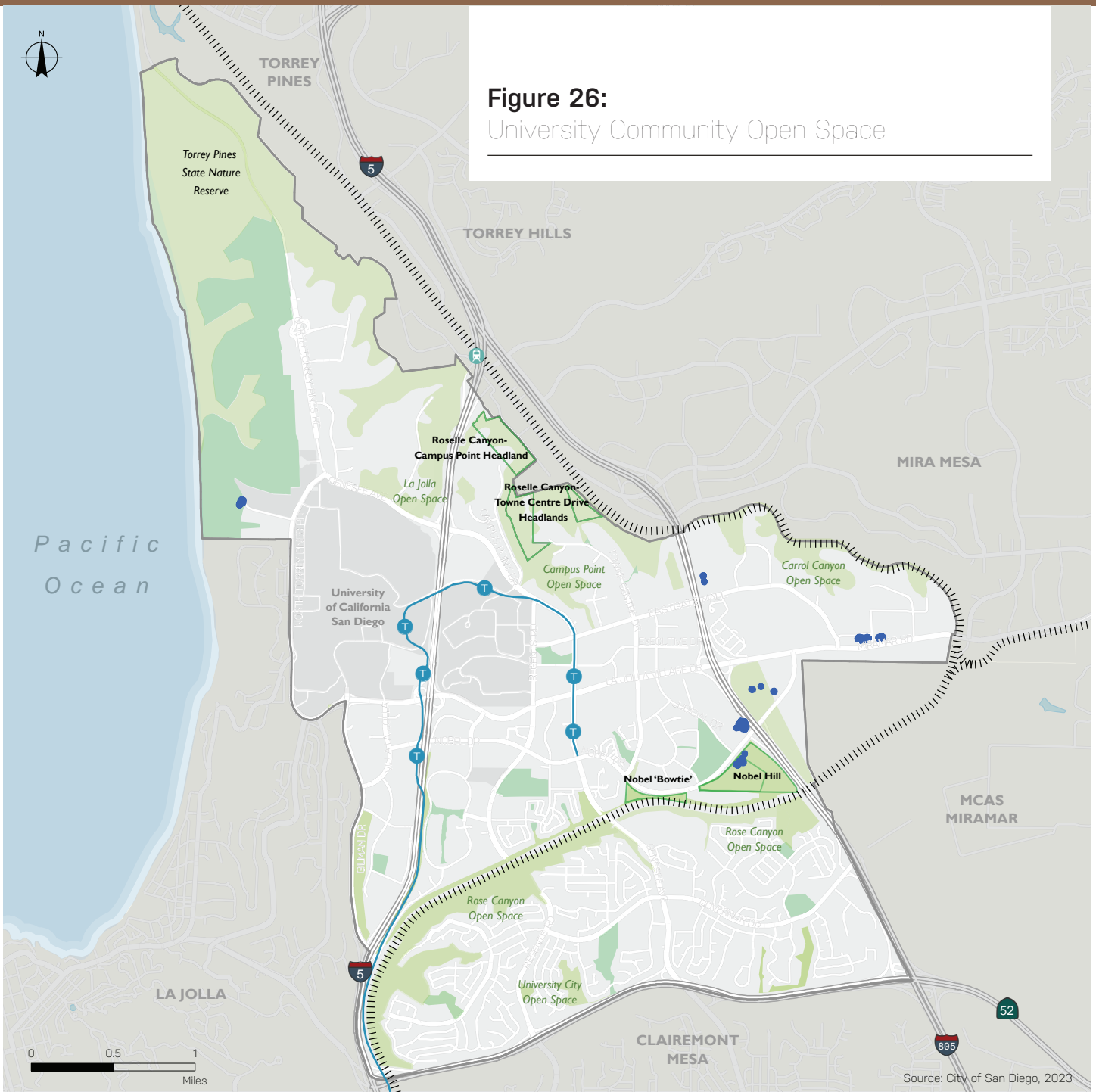
New Open Space Dedications

Included in this plan is a proposal to dedicate several city-owned properties as open space pursuant to Charter Section 55 (Figure 26). Lands so dedicated shall not be used for any other purposes without having been first authorized or later ratified by a vote of two-thirds of the qualified electors of the City voting at an election for such purpose. The Nobel Hill and Nobel "bowtie" properties are located just north of Rose Canyon. These two additions would provide a continuous connection of MHPA lands through Rose Canyon connecting existing city-owned open space and private open space easements. The Roselle Canyon and Sorrento Headlands properties are located north of Genesee Avenue, east of Interstate 5 and west of Interstate 805 before the merge. These properties are part of a larger continuous open space system under conservation in both public and private ownership.

Development adjacent to open space must respect the needs of local wildlife.




Figure 26:
University Community Open Space



- Parks
- Designated Open Space
- Dedicated Open Space (proposed subject to City Council action)
- Vernal Pools

Historic Preservation





Historic Preservation is guided by the General Plan for the preservation, protection, restoration, and rehabilitation of historical and cultural resources throughout the City. This element is based upon review of issues and trends facing the University community and provides corresponding strategies to implement community historic preservation goals. By tracing and preserving its past, the community can gain a clear sense of the process by which it achieved its present form and substance, and develop strategies to appreciate local history and culture, enhance the quality of the built environment, and contribute to economic vitality through historic preservation.

This element provides a summary of the prehistory and history of the community and establishes policies to support the identification and preservation of its historical, archaeological, and tribal cultural resources. More detailed historical narratives are provided within a Historic Context Statement, Historical Resource Reconnaissance Survey and a Cultural Resources Report, which were prepared to assist property owners, developers, consultants, community members, and City staff in the identification and preservation of historical, archaeological, and tribal cultural resources within the University Community Plan area.

This community plan envisions a quality built and natural environment enriched by the identification and preservation of significant historical resources within the community. It is also the intent of this element to improve the quality of the built environment, encourage the appreciation for the City's history and culture, maintain the character and identity of the community, and contribute to the City's economic vitality through historic preservation.

GOALS

- ❑ Identification and preservation of significant historical resources in the University community.
- ❑ Provision of educational opportunities and incentives related to historical resources.

Pre-Historic and Historic Context

The community's formative development history is encapsulated by a series of development periods and themes including association with San Diego's pueblo lands, the military, notable institutions, and a suburban residential and business expansion boom.

Tribal Cultural History (Pre-European Contact)

There are several prehistoric periods from circa 8,600 years Before Present that archaeologists believe reflect human occupation within San Diego County, and, an ethnohistoric period of events, traditional cultural practices and spiritual beliefs of Native American groups recorded from the post-European contact era. Two Native American groups are described from the ethnohistoric period as inhabiting San Diego County: the Luiseño and the Kumeyaay. The University community is located within the traditional and unceded territory of the Kumeyaay.

The Yuman-speaking Kumeyaay traditionally were organized into bands and lived in semi-sedentary, politically autonomous villages often near river valleys and along the shoreline of coastal estuaries in southern San Diego and southwestern Imperial counties, and northern Baja California, Mexico. Houses were made with tule of California bulrush. Subsistence cycles were seasonal and generally focused on an east-west or coast-to-desert route based around the availability of vegetal foods, while hunting and shellfish harvesting added a secondary food source to gathering practices. Prior to Spanish colonization in the 1700s, Native American aboriginal lifeways continued to exist, and archaeological records show that the planning area would have been used for procurement of natural plant and animal resources. The canyons and drainages would have provided sources of fresh water and travel routes between inland and coastal settlements. The Village of Ystagua was located in the area during the prehistoric and ethnohistoric periods (part of the village is a designated historic resource located near the community's eastern boundary in Sorrento Valley). The village was home of the Captain (Kwaaypaay) band and was an important center for trade and interaction throughout the region. The Kumeyaay are the Most Likely Descendants of all Native American human remains found in the City of San Diego.



Kumeyaay woman in San Diego County. Edward Curtis Collection, Library of Congress.

Early Development Period (1822-1940)

The division of land, creation of plans and associated settlements in San Diego began with the establishment of the Franciscan mission and the Spanish Presidio of San Diego in 1769 – the first in Alta California. The mission, the presidio (fort) along with the pueblo (town) encompassed the three major institutions used by Spain to extend its borders and consolidate its colonial territories. In 1833, when San Diego was then part of the Mexican Republic after Mexico's independence from Spain, the Mexican government began secularization of the Spanish missions and disposition of church lands. This redistribution of land also resulted in the creation of a civilian pueblo in San Diego. The Pueblo Lands of San Diego were divided into 1,350 parcels, ranging in size from ten-acre parcels near Old Town to 160-acre parcels further from town. Pueblo lands were surveyed in 1845 which aided securing the City of San Diego's pueblo land grants (the largest in California) after U.S. statehood. By 1890, 83 percent of San Diego's pueblo lands were privately held, leaving approximately 8,000 acres to the City. Over the next nine decades, the City-owned pueblo lands would continue to be sold, and by 1977, the remaining pueblo lands held by the City were approximately 300 acres. The University community has a longstanding history with pueblo land dispositions including those to create Torrey Pines State Natural Reserve, Camp Matthews, UCSD, and the General Atomics laboratory.



Torrey Pines Reserve in 1905. San Diego History Center.



Torrey Pines Lodge, 1925. San Diego Natural History Museum.



Scripps Institution of Oceanography with pier, 1925.
UC San Diego Special Collections.

Torrey Pines State Natural Reserve (1890-1930)

The Torrey pine (*Pinus torreyana*) is a rare, locally endemic plant species. Threats to these trees were recognized in the 1890's when local botanist Belle Angier surveyed the area and warned that the continued removal of these trees for livestock grazing would lead to their eventual extinction in San Diego. This warning made its way to local politician George Marston, naturalist Daniel Cleveland, and members of the San Diego Society of Natural History who urged the City Council to create a nature reserve within the City's pueblo lands. On August 8, 1899, the City set aside 369 acres as a "free and public park." In 1912, well-known San Diego philanthropist Ellen Browning Scripps purchased the private lots surrounding the park in trust for the people of San Diego, adding the areas known as North Grove and the San Dieguito River Estuary to the park.

However, woodcutting remained a persistent threat to the trees with campers and picnickers using Torrey pines for firewood. In 1916, naturalist Guy L. Fleming estimated that there were only 200 trees left and suggested the area should become a national park. In 1921, Scripps appointed Fleming as the park's first custodian and hired master architects Richard S. Requa and Herbert L. Jackson to build a Pueblo Revival-style lodge which is also a designated historic resource (Torrey Pines Lodge). Scripps also retained prominent Los Angeles landscape architect Ralph D. Cornell to develop a management plan for the park. By 1924, the City transferred most of its property to State Parks, including sea cliffs, canyons, mesas, a salt marsh, and several miles of beachfront increasing the park's size to nearly 1,000 acres. An area within the Reserve is designated as a historic site for its association with the Torrey pine (HRB# 10).

Scripps Institution for Biological Research (1903-1925)

Although located in La Jolla, development of the Scripps Institution for Biological Research was instrumental in the early development of the University community because of its later association with the UC San Diego as the Scripps Institution of Oceanography. In 1903, members of the Scripps family and other community leaders founded the Marine Biological Association of San Diego as part the vision of William E. Ritter, a UC Berkeley zoologist, for a marine biology laboratory in San Diego. In 1912, the Regents of the University of California acquired the laboratory. In the late 1950s, when the Regents decided to locate a campus in the region, Scripps Institution of Oceanography would form the nucleus of the new campus. Scripps remains one of the oldest centers for academic ocean and earth science research in the United States and present-day research investigates nearly every facet of the natural world.

Military Development Period (1941-1962)

After the conclusion of World War I, San Diego established itself as a major military hub with a strategic location for the Navy and Marine Corps armed forces service branches. The military's presence in the University community began with the lease of 363 acres of land by the Marine Corps from the City in 1917 for use as a marksmanship training facility for recruits at Marine Corps Recruit Depot San Diego. In 1937, the U.S. government terminated the lease and acquired 544 acres of land in fee from the City. After the attack on Pearl Harbor and the entry of the United States into World War II, use of the facility grew significantly, putting 9,000 Marine Corps recruits through marksmanship training every three weeks. The base received its official name as Camp Calvin B. Matthews on March 23, 1942. Throughout WWII and the Korean War, the range continued its use as a training facility. After concerns expressed from the nearby community of La Jolla over proximity of a military rifle range, passage of a congressional bill in 1959 would transfer Camp Matthews to the University of California for its new San Diego campus.

Camp Callan was a United States Army anti-aircraft artillery replacement training center that was operational during World War II and located west of Camp Matthews in the present-day vicinity of Genesee Avenue and North Torrey Pines Road. The base opened in January 1941 as a Coast Artillery Corps training center for new inductees. Throughout World War II, approximately 15,000 men went through a 13-week training cycle on how to fire long-range weapons in the event of a naval attack on the U.S. west coast. Relocation of the training program to Fort Bliss, Texas in 1944 resulted in the declaration of Camp Callan as surplus in November 1945. Most of the 297 buildings located on the site were sold to the City of San Diego, who then resold the materials to veterans and other citizens at reasonable prices in an effort to address building supply and housing shortages in the Post-War period.

Another significant military base in the area is Marine Corps Air Station (MCAS) Miramar, located east of the University CPA between the I-805 and I-15 freeways. Beginning in 1917 as Camp Kearney, the military base served varying operational functions for both the Navy and Marine Corps at various times over its history. In 1943, construction of the Camp Kearney's training facilities was nearly complete and a year later work ended on two new concrete runways and taxiways, beginning military aviation use of the base. The Vietnam War solidified the base's importance, particularly in the field of aviation, and by 1968 the Miramar base had become the busiest military airfield in the United States.



View of various Camp Matthews buildings and Matthews Campus Quonset Huts. UC San Diego Special Collections.



View of Camp Callan Dormitories. Pomona Public Library.

Development Boom Period (1956-1971)

California experienced a period of population growth following World War II with millions of returning veterans and defense workers looking to settle permanently throughout the state, including San Diego. The influx of people resulted in large demand for housing, particularly for new homes that could be produced quickly and at an affordable price. Government programs were established to assist working class families and veterans to purchase a house and to expand regional highways. Developers started to hire architects not to design a single home, but rather a set of stock plans, resulting in new communities of hundreds of nearly identical homes. These tract communities displayed common elements in planning and design, creating clusters of similar houses having the same basic architectural detailing, scale, style, and setting. This type of development dominated the architectural landscape throughout the United States in the second half of the twentieth century and San Diego's development rapidly spread outward during this period.

Another significant influence on the community's development during this time was the expansion of the state university systems and often interdependent scientific research institutions. The General Atomic division of the General Dynamics Corporation completed a facility for research and development of nuclear technologies in 1959 on a site acquired from the City of San Diego in the area that became known as Torrey Pines Mesa. The opening of the laboratory set the groundwork for Torrey Pines Mesa to be a center for industrial, medical, and scientific uses.

During this period, the Salk Institute for Biological Studies also began development on 27 acres of pueblo land obtained from the City of San Diego. The institute was founded in 1960 by Jonas Salk the developer of the first polio vaccine as a not-for-profit scientific research institution funded by a grant from the National Science Foundation and support from the March of Dimes charitable foundation. Research at the Salk Institute encompasses multiple areas within the life sciences. Jonas Salk commissioned the architectural firm of Louis Kahn to "create a facility worthy of a visit by Picasso." The building is designated as a historic resource (HRB#304) and is located at 10010 North Torrey Pines Road.

The development of UC San Diego had a large influence on the planning and development of the community. In 1958, a resolution of the UC Regents identified need for a land use study to evaluate housing needs and opportunities for their proposed campus and in 1959 the City of San Diego initiated the University Community Study to plan for the location of residential and commercial development within an area surrounding the former Camp Matthews. The Study intended for students and faculty to be accommodated within the community and recommended a range of housing types with higher density housing located near the future campus and family housing in the southern and eastern portions of the community.

The UC Regents and the City of San Diego both envisioned creation of a "great" university in the region. The citizens of San Diego provided land for the new campus through a City Council gift of 63-acres of city-owned land and a public vote to transfer 450 acres of pueblo lands to the UC Regents. The federal government also transferred 436 acres of the former Camp Matthews. Throughout the 1960s the university's departments, enrollment, faculty, and buildings continued to expand. The campus master plan identified several smaller colleges each with a specialized curriculum and building plan clustered within the larger university. The University's Central Library designed by William L. Pereira and Associates opened in 1971 and served as the campus focal point as well as a recognizable symbol of the university.



Aerial view of General Atomic Headquarters building, 1967. City of San Diego.



Looking north from UCSD John Muir College across former Camp Callan buildings to the Salk Institute, 1964. UC San Diego Special Collections.



UCSD Mayer Hall and Breezeway with Camp Matthews in background, facing east, 1964. UC San Diego Special Collections.

During this period, property investors and developers focused on the portion of the community south of Rose Canyon for development of suburban tract housing based upon the University Community Study's proposed 15,000 single-family units. Early developers included Irvin Kahn and Carlos Tavares, who were also associated with the development of nearby Clairemont. By September 1960, grading, roadwork, and the installation of utilities was underway in the first 600-acre section of the new community named University City. Homes featured a mix of traditional and modern designs. UCSD, as well as nearby employers within Torrey Pines Mesa and Sorrento Valley drew residents to the area.

Community Expansion and Continued Development Period (1972-1990)

The Community Plans of 1959 and 1971 supported future development of UCSD and envisioned a "college town" atmosphere surrounding the university including provision for higher density housing. Completion of the I-805 freeway in the early 1970's and development of the 108-acre University Town Centre (UTC) shopping center in 1977 by Ernest W. Hahn further increased the prominence of the community within the region. The addition of office buildings and attached housing surrounding UTC in the 1980's created an "urban node" outside of the downtown core and the life science industry continued to expand within Torrey Pines Mesa. By 1990, the university connection, while still important, become one of several unfolding development aspects within the community.

University City Aerial looking South, 1960. San Diego History Center.



Resource Preservation

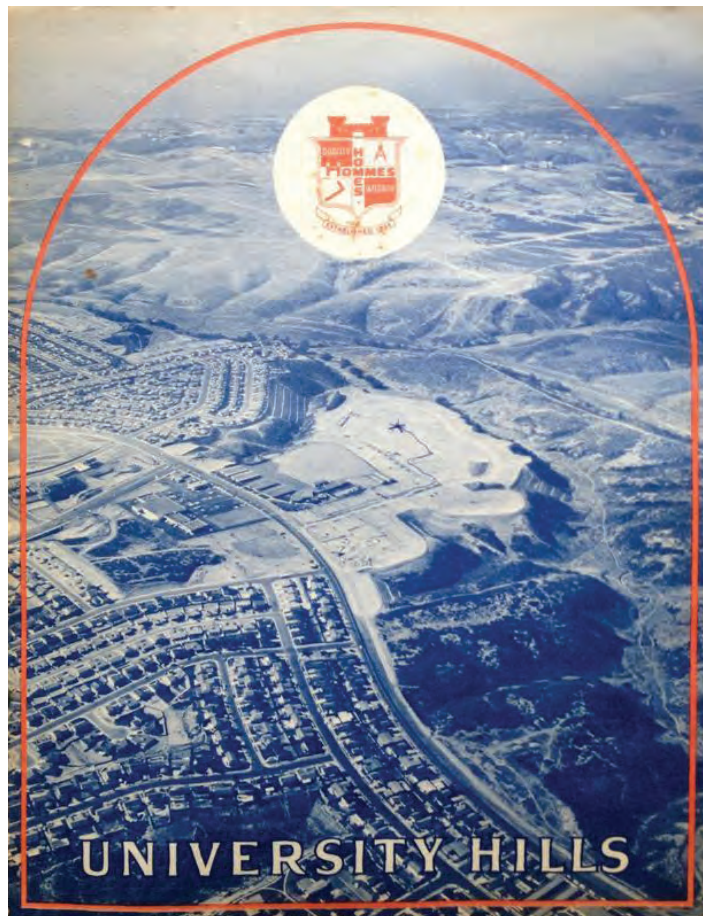
A Historic Context Statement and Reconnaissance Survey were prepared in conjunction with this Community Plan and a Cultural Resources Report is being prepared. The Cultural Resources Report will describe the tribal cultural history (pre-contact/protohistoric and pre-history) in the San Diego region, identify significant archaeological resources at a broad level, guide the identification of possible new resources, and include recommendations for proper treatment. The Historic Context Statement provides information regarding the significant historical themes in the development of the University community and the property types associated with those themes. The Historic Context Statement will aid City staff, property owners, developers, and community members in the future identification, evaluation, and preservation of significant historical resources in the community. The Historic Resource Reconnaissance Survey evaluated master planned residential communities within the planning area to determine which ones merited further historical evaluation and which ones appear ineligible for historic designation. These documents have been used to inform the policies and recommendations of the Community Plan and the associated environmental analysis.

The Historic Resource Reconnaissance Survey evaluated seventy-eight residential communities representative of common tract style housing with repetitive house models and other features indicative of a master development plan. The survey addressed these communities from a district perspective rather than as individual properties because tract style homes typically do not have the ability to rise to a level of individual significance under most designation criteria. The survey identified five residential master planned communities (Tier 1) that warrant further evaluation to determine whether they are eligible for historic designation. Four of the master planned communities represent the work of notable architects Dan Saxon Palmer and William Krisel, and the fifth, La Jolla Colony comprised of 10 individual neighborhoods, represents a master-planned community constructed in the late 1980s utilizing aspects of the New Urbanism design movement with varied housing typologies, incorporation of greenspaces, pedestrian pathways, and other recreational features. The survey found the remaining residential master planned communities ineligible for historic district designation.

In addition to the three resources listed above, the community contained two other designated historic resource at the time of this community plan's adoption – the Torrey Pines Gliderport site within Torrey Pines City Park (HRB# 315) and the Guy and Margaret Fleming House.

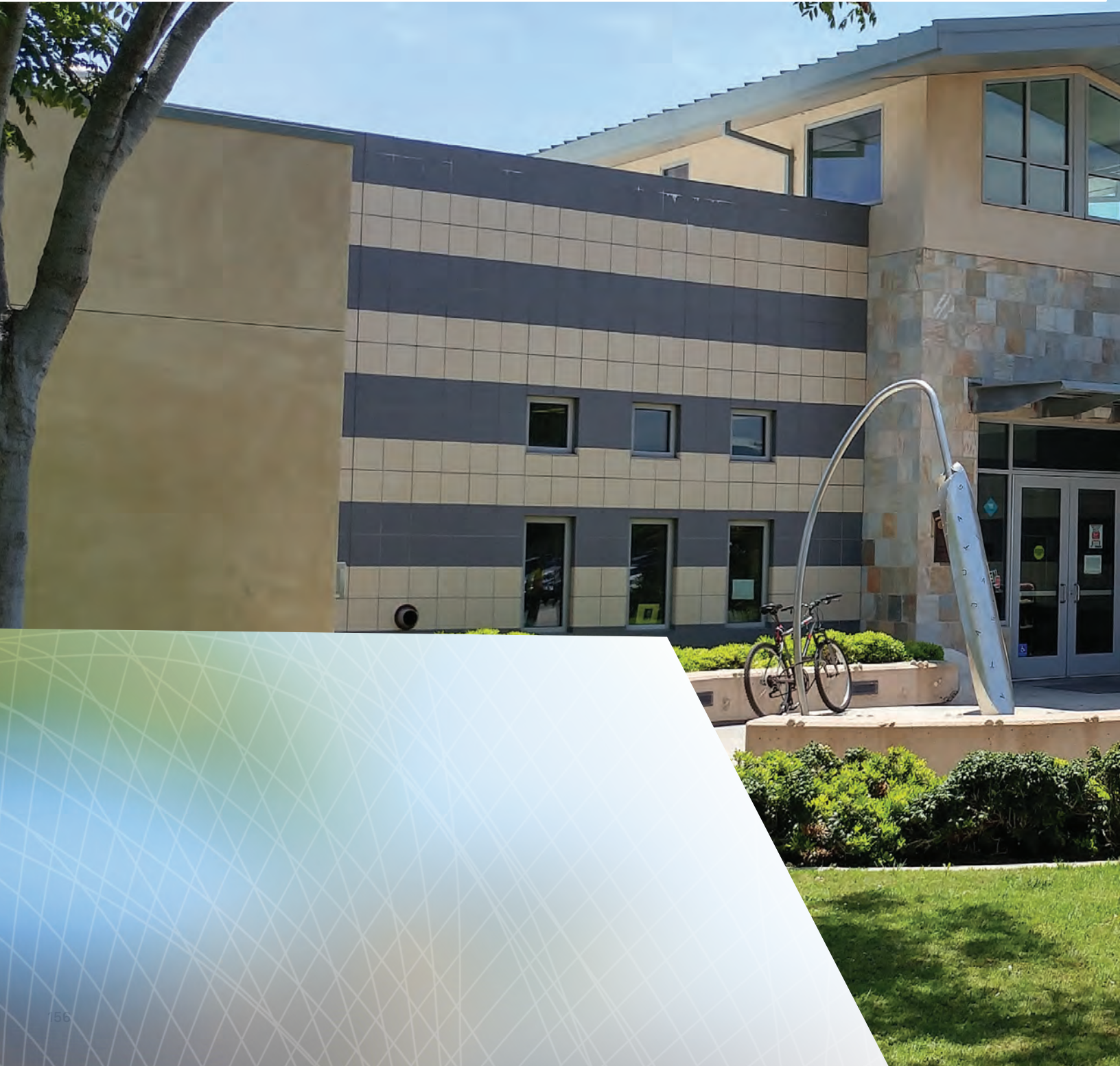



William Krisel Model Home at University City, 1960. San Diego History Center.



University Hills Brochure. University City Community Association (UCCA).

Public Facilities, Services & Safety





The University community features many high-quality public facilities, services, safety, and community facilities throughout its boundaries. Planning for the continuation and expansion of these features to meet the community's future needs related to safety, health, and overall functionality is an important component of this plan. This section provides an overview of existing conditions and guidelines to mitigate hazards to support maintaining and improving quality of life throughout University. These guidelines are an extension of the goals and policies set by the City's General Plan and capture opportunities reflective of University's unique qualities. Together, policies in the General Plan and Community Plan address public safety and health, as well as the proper facilities needed to accommodate the Community Plan's projected population.

GOALS

- ❑ A community well-served by public facilities that promote neighborhood health, safety, and livability.
- ❑ A system of public facilities that are accessible by transit, located near or within mixed-use development, are technologically equipped, and environmentally sustainable.
- ❑ A healthy, safe, and livable community that reduces the risk posed by fire, flooding, hazardous materials, geologic and seismic hazards, and extreme temperatures.

Public, Semi-Public, and Community Facilities and Services

The City's operational departments such as Police, Fire-Rescue, Park and Recreation, and Public Library conduct assessments and plan for their respective facilities throughout the City including those within the University Community.

Figure 27 depicts public services and facilities that support a healthy environment in the University community. Some of these facilities are managed by entities not part of the City of San Diego including the San Diego Unified School District, the UC San Diego, Scripps Health, and other private groups.

First Responders

Police and fire facilities help meet response time requirements and provide the services needed to support the safety and well-being of community members. Existing and Planned Facilities help maintain critical services as the population grows and the community evolves. These facilities are captured in Figure 27 and described below.

Station 50 provides fire and rescue services to the southern area of University.

The University Plan Area is currently served by three fire stations:

- » Fire Station 35 is located at 4285 Eastgate Mall and serves the northern portion of the plan area
- » Fire Station 50 is located at 7177 Shoreline Drive and primarily serves southern portion of the plan area
- » Fire Station 52 is adjacent to UC San Diego and primarily serves the northern University plan area to maintain and improve response times

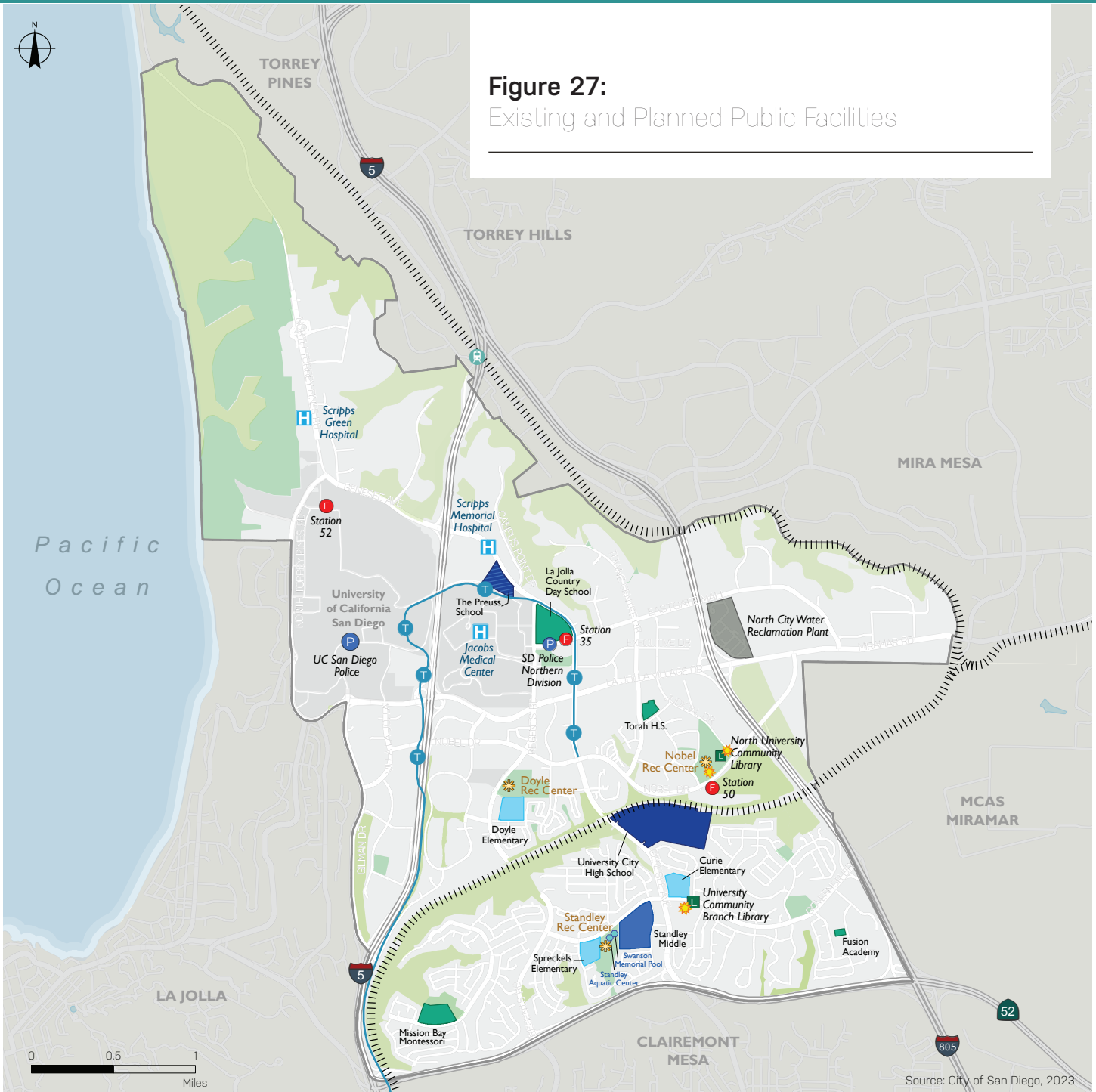
Limited portions of the Plan Area are further supported and serviced by nearby fire stations, as follows:













- » Northern portions are serviced by Station 41, located at 4914 Carroll Canyon Road.
- » Southeast portions are serviced by Station 9, located at 7870 Ardash Lane.
- » Southern portions are serviced by Station 27, located at 5064 Clairemont Drive

Police protection in the Plan Area is provided by The Northern Division of the San Diego Police Department located at 4275 Eastgate Mall. The Northern Division encompasses 41 square miles and serves a population of about 225,000 people. In addition, the UC San Diego Police Department provides services to the student population in the area and is located at 9500 Gilman Drive.



Figure 27:
Existing and Planned Public Facilities



- | | | | |
|-------------------------------------------------------------------------------------|----------------------------|-------------------------------------------------------------------------------------|----------------------------|
|  | Public Elementary Schools |  | Police Station |
|  | Public Middle Schools |  | Fire Station |
|  | Public High Schools |  | Library |
|  | Public Middle/High Schools |  | Hospitals |
|  | Private Schools |  | Recreation Centers |
|  | Public Facilities |  | Cool Zones/Cooling Centers |

Schools

The University community is well-served by a range of schooling options. There are six public schools at the kindergarten through twelfth grade levels in the plan area: Spreckels Elementary, Marie Cure Elementary, Standley Middle, and University City High in South University; and Doyle Elementary and The Preuss School Middle and High School in north University. In addition, there are several private schools throughout University, including Mission Bay Montessori, Fusion Academy, Torah High, and La Jolla Country Day School.

UC San Diego is a major presence in the University community, and occupies over 900 acres in north University. As of 2020, UC San Diego enrolled more than 39,000 students and had 15,000 faculty and staff. UC San Diego is known as a commuter school, and less than half (about 18,000 students) graduate and undergraduate, currently live on campus. Implementing a dense, affordable housing strategy that lessens the need for UC San Diego students to commute long distances to campus will reduce localized traffic to the area.

San Diego Unified School District provides public education services for the community, and schools are typically developed as the population grows. The potential increase in students from future housing units is expected to result in the need for school facilities within the community. Schools that serve University will be reviewed for capacity as demographic trends related to increase and decreases in enrollment change over time. Where sites require students to travel to an academic program, additional improvements may be necessary to ensure safe routes to schools. To serve the community's future education needs, charter schools also provide an alternative to the construction of non-charter public schools and provide expanded choices in the type of educational opportunities available to parents and pupils. Given the vision to attract and retain a robust employment base, there may likely be a need for more daycare options for University residents who work in the area as well.

Following urban design guidelines for any new school development is essential for the efficient use of land in University. Co-locating public schools with other public facilities can promote resource-sharing and neighborhood involvement in schools. Opportunities to coordinate programs with parks and community facilities could also be considered. Schools may be integrated into the campuses of other institutions or provided as part of non-residential square footage requirements of larger mixed-use project sites. Educational uses should be in close proximity and well-connected to transit.



Once a parking lot, the North Torey Pines Living and Learning Neighborhood is now a mixed-use community on the UC San Diego campus that encourages social and academic interactions at multiple scales.

Libraries

University has two branch locations of the San Diego Public Library, offering educational opportunities for people of all ages. Both libraries offer access to the Internet and a wide variety of programming. The University Community Library is located on Governor Drive in the southern part of the Planning Area and is an integral part of the community. To further connections between the community and its public facilities, opportunities to co-locate libraries with other facilities, such as schools, community meeting rooms, or parks, are encouraged. These principles were applied to the North University Community Library, located on Judicial Drive in the central part of the Planning Area, which is a facility well-connected to local housing, sporting facilities, and picnic areas.

Library facilities are maintained by the City. As the community grows and new development occurs, the City continually assesses the need for improvements. Buildings are assessed for repair, refurbishment and replacement based on the age of the structures, among other factors.

Community Centers

As also noted in the Parks and Recreation chapter, there are three existing community centers in the University Plan Area: In North University, Doyle Recreation Center on the west side of Genesee Ave and Nobel Recreation Center on the east side of Genesee Ave are co-located with athletic fields, basketball courts, picnic tables, and playgrounds. The Nobel Recreation Center is adjacent to the North University Community Branch Library. Standley Recreation Center serves South University and is co-located with the Swanson Pool, racquet ball and public tennis courts. These recreation centers offer a variety of programming for all ages.

Public Utilities

As an urbanized community, all properties are served by public utilities. Water and wastewater services are provided by the City of San Diego. Power service is offered by San Diego Gas and Electric (SDG&E) and San Diego Community Power. Gas service is also provided by SDG&E.

Water Distribution and Wastewater Collection

Water is supplied to the University Community by the Miramar Water Treatment Plant and a portion of the sewer flow is conveyed to the North City Water Reclamation Plant (NCWRP). Significant infrastructure is not required to serve the potential buildout of the Community Plan. However, as individual projects are undertaken, it is anticipated that site-specific studies will be required to address water service, or the need to upgrade aging or insufficient infrastructure to serve the project.

Reclaimed water produced at the NCWRP is distributed throughout the northern part of the City via an extensive reclaimed water pipeline system. Distribution pipelines are installed within the University community to provide reclaimed water for irrigation, landscaping, and industrial use. Opportunities to expand and improve the sewer collection system may exist as new development occurs.

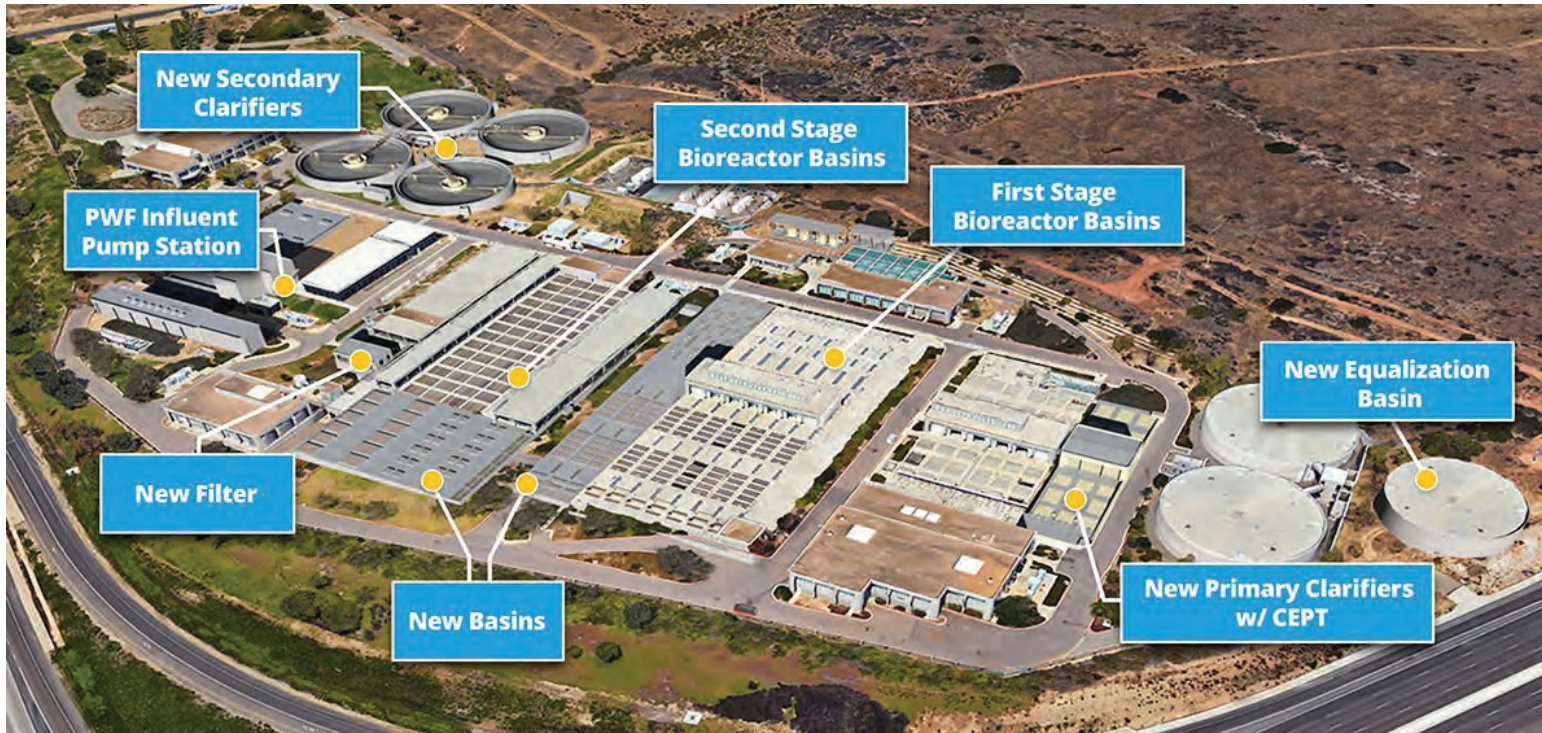
Safety

Recognizing safety risks can help to reduce the potential short and long-term risk of death, injuries, property damage, economic damage, and social dislocation from geologic and seismic hazards, air quality, noise and overflights, flooding and sea level rise, hazards and hazardous materials, extreme temperatures, and wildfire risk in the University community.

Geologic and Seismic

The San Diego Seismic Safety Study indicate the likely geologic hazards throughout the city. These maps may be used to evaluate the relative risk within a region or to determine if a geotechnical report is required for development or building permits. Building codes require structures constructed to withstand seismic hazards such as ground shaking and displacement, liquefaction, settlement/ subsidence, and soil lurching. Specific land use studies for future projects in University will continue to include consideration of seismic and other geologic hazards, which are required by State law to be disclosed in environmental documents.

The North City Water Reclamation Plant can produce 52 million gallons per day of recycled water.



Air Quality

Adherences to regional air quality management plans are key to minimizing air quality impacts. Any future development will be assessed quantitatively with California-specific community planning air emissions models to evaluate the impact on air quality and the most sensitive receptors. Specific numerical thresholds will be used to assess impact and guide decisions for University's future development. In addition to protecting University's open spaces, concentrating higher density development near public transit will mitigate emissions of car pollutants and help improve air quality for the community.

Noise & Overflights

The primary sources of noise in the University Plan Area come from vehicular traffic on local roads and freeways, as well as military aircraft noise. Most notably, the Marine Corps Air Station (MCAS) Miramar creates noise and potential safety impacts on surrounding portions of University. The City uses compatibility guidelines provided in the City's General Plan Noise Element to ensure incompatible development does not occur in high noise levels. In addition, the MCAS Miramar Airport Land Use Compatibility Plan (ALUCP) ensures compatibility with the airfields to protect the safety of aviation operations and reduce exposure to nuisance or hazards for people in the community.

The ALUCP establishes land use compatibility policies to minimize the risk exposure for people on the ground in the event of an aircraft accident, which are implemented by the Airport Land Use Compatibility Overlay Zone in the Land Development Code. Policies restrict concentrations of people through caps on dwelling units per gross acre or the number of people per gross acre on a site-wide average, set maximum lot coverage, and may prohibit particular types of land uses, such as assembly facilities or the storage of hazardous materials. The zones generally become less restrictive, permitting greater intensity and a wider range of land uses with distance from the airfield.

Most of University is within an Airport Influence Area (AIA), where there may be greater consideration given to noise and safety. University also has land categorized as Accident Potential Zone (APZ) I and II and Transition Zone (TZ), which is land situated along the corridor from which planes usually take off and land, where there is greatest potential for accidents. As a result, University is located within the Federal Aviation Administration (FAA) Height Notification Boundary and Federal Aviation Regulation Part 77 Airspace Surfaces, which establishes requirements for notifying the FAA of certain construction activities and alterations to existing structures. This ensures there are no obstructions to navigable airspace and sets additional safety measures for thoughtful development.

Flooding & Sea Level Rise

Based on the latest climate change projections, extreme precipitation events are anticipated to become more frequent and more intense, with higher volumes of precipitation over a shorter period of time. By the end of the century, sea level rise is anticipated to be anywhere from 3.6' to 7.0', causing both increased coastal flooding and erosion. The stretch of beach owned by the City within University is mostly high cliffs that could experience increased coastal erosion and risk of cliff collapse. Sea level rise risk is concentrated in the Los Penasquitos Lagoon area north of Torrey Pines State Reserve. As shown in Figure 28, floodplains extend through the northern edge of the University Plan Area, south of the I-8 along the regional rail line in Sorrento Valley, and through creeks in Rose Canyon. Though most of the floodplain remains in lower lying undeveloped areas, there is a 100-year floodplain risk that runs through directly through University High School and rising stormwater will flood adjacent roadways. Since these creeks are part of the broader San Diego riparian system, with a direct connection to Mission Bay, it is important to monitor runoff into these canyon habitats.

To address flood risk and stormwater runoff, San Diego has in place the Municipal Waterways Maintenance Plan which guides maintenance of the storm drain system. In some cases, community-wide strategies can also be adapted to address specific concerns associated with flooding and stormwater, including the implementation of green infrastructure such as storm water detention basins. Capturing rain where it falls keeps it out of sewers and waterways and can support localized flood mitigation.



Green infrastructure like stormwater detention basins help mitigate stormwater runoff and flooding.



FEMA Flood Zone

- 100-year flood
- 500-year flood

Sea Level Rise - Storm Surge 100yr

- 0.25 m
- 0.5 m
- 1 m
- 1.5 m

Hazards and Hazardous Materials

Opportunities may exist to convert existing industrial sites to new uses in the urban villages if they become inactive or close (and are not converted to new industrial uses). Remediating former industrial sites may provide an opportunity to develop parks, plazas, or open space. The City works to ensure hazardous waste is managed using the most practicable, environmentally safe, and equitable methods possible.

Wildfire Risk

Fire hazard imposes a significant risk on the University Plan Area. Many neighborhoods in University are within a Very High Fire Hazard Zone due to wildland fire risk (see Figure 29). Residents and employees in these areas should take additional measures to be prepared for the threat of wildland fire, including emergency evacuation plans and mapping of evacuation routes, brush management, and fire-safe design. Local fire stations will ensure that they are adequately prepared to meet the needs of the community for canyon and open space firefighting capabilities.

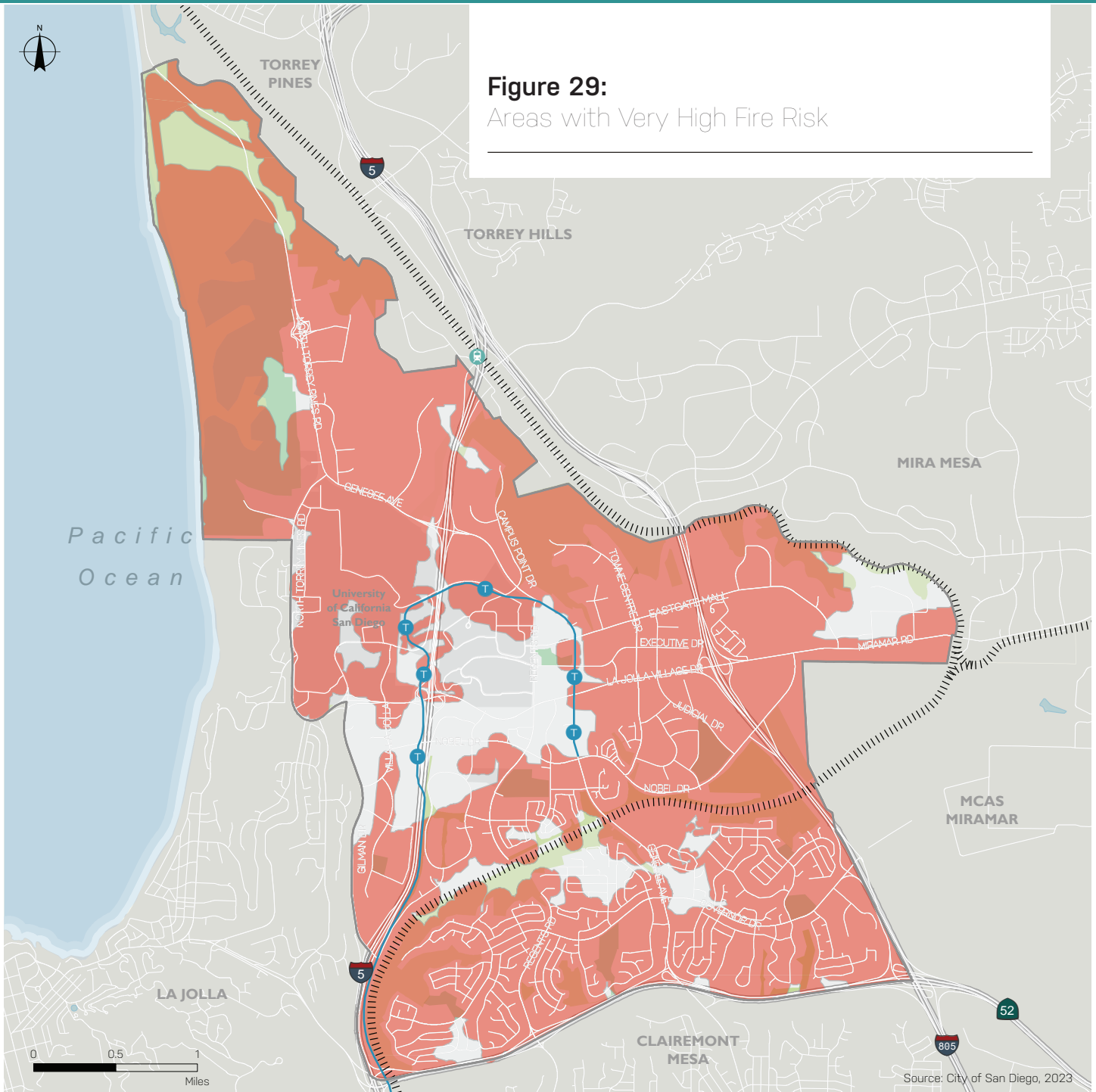
Shade structures, street trees, and other adaptations could help alleviate high temperatures for University residents and employees.

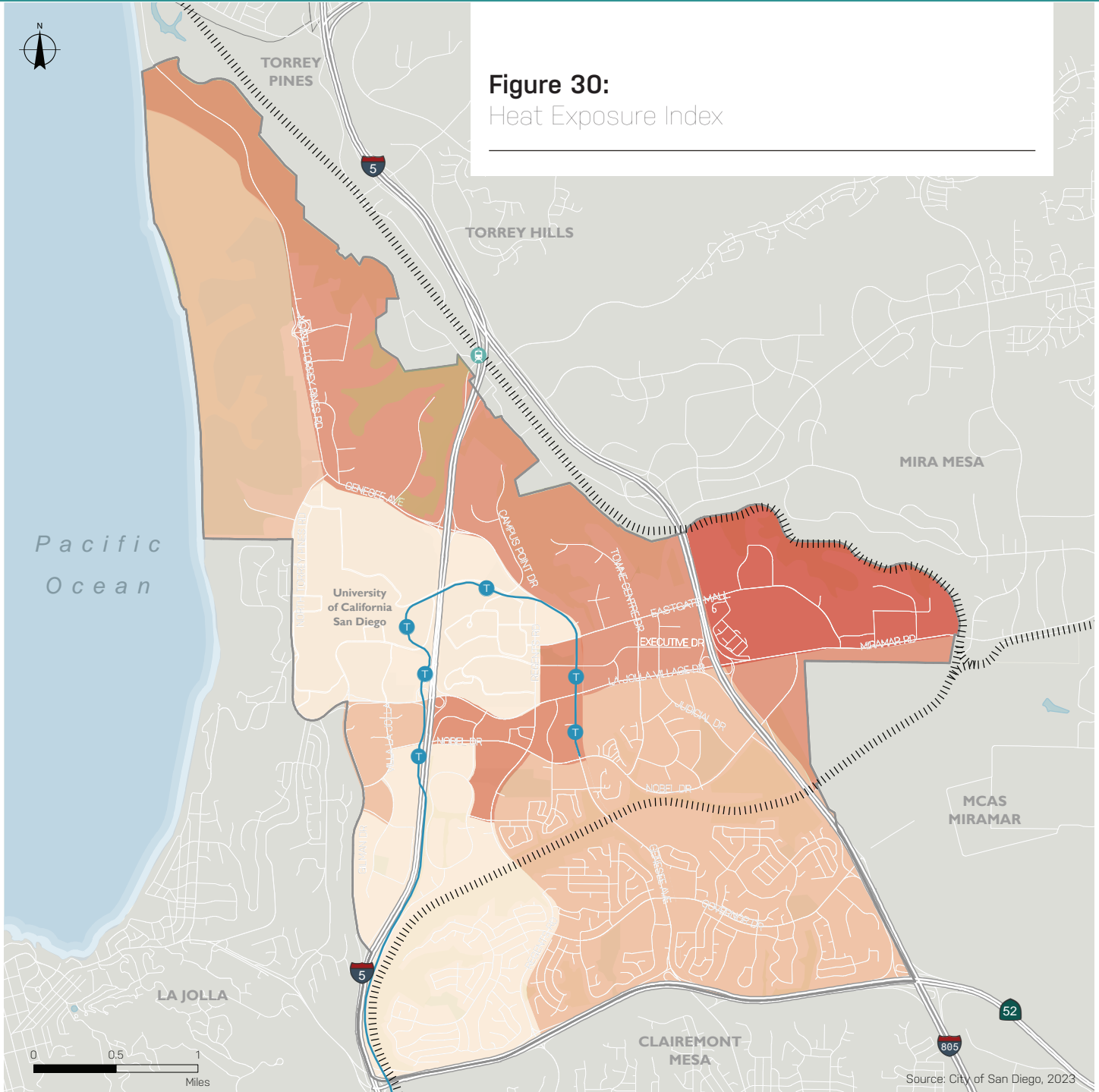
Extreme Temperatures

Extreme heat is defined by the County of San Diego as temperatures that are much hotter and/or humid than average for a particular location at the time of year. Climate change will result in more frequent extreme heat days and heat waves of greater frequency, duration, and magnitude. Figure 30: Heat Exposure shows land surface temperature by census tract. Factors such as trees, geography, and buildings influence land surface temperature. Figure 31: Heat Risk considers both heat exposure as well as social-economic factors, such as age or pre-existing health conditions that increase vulnerability to extreme heat.

A robust park system, protected open space, and access to cool spaces will provide community members respite from extreme heat days. Planting street trees, urban greening, and cool pavements can reduce urban heat island while cooling zones, and resilience hubs can provide respite from the heat. Nobel Recreation Center, North University Community Library, and the University Community Library are designated "cool zones," where residents can access air conditioning, water, and other resources when the temperature reaches 85 degrees Fahrenheit. Additionally, the community could designate and develop a "resilience hub." Resilience hubs are community serving facilities that provide support and resources to community members before, during, and after a climate hazard or natural hazard event. Resilience hubs enhance community resilience and are typically community-led and managed.



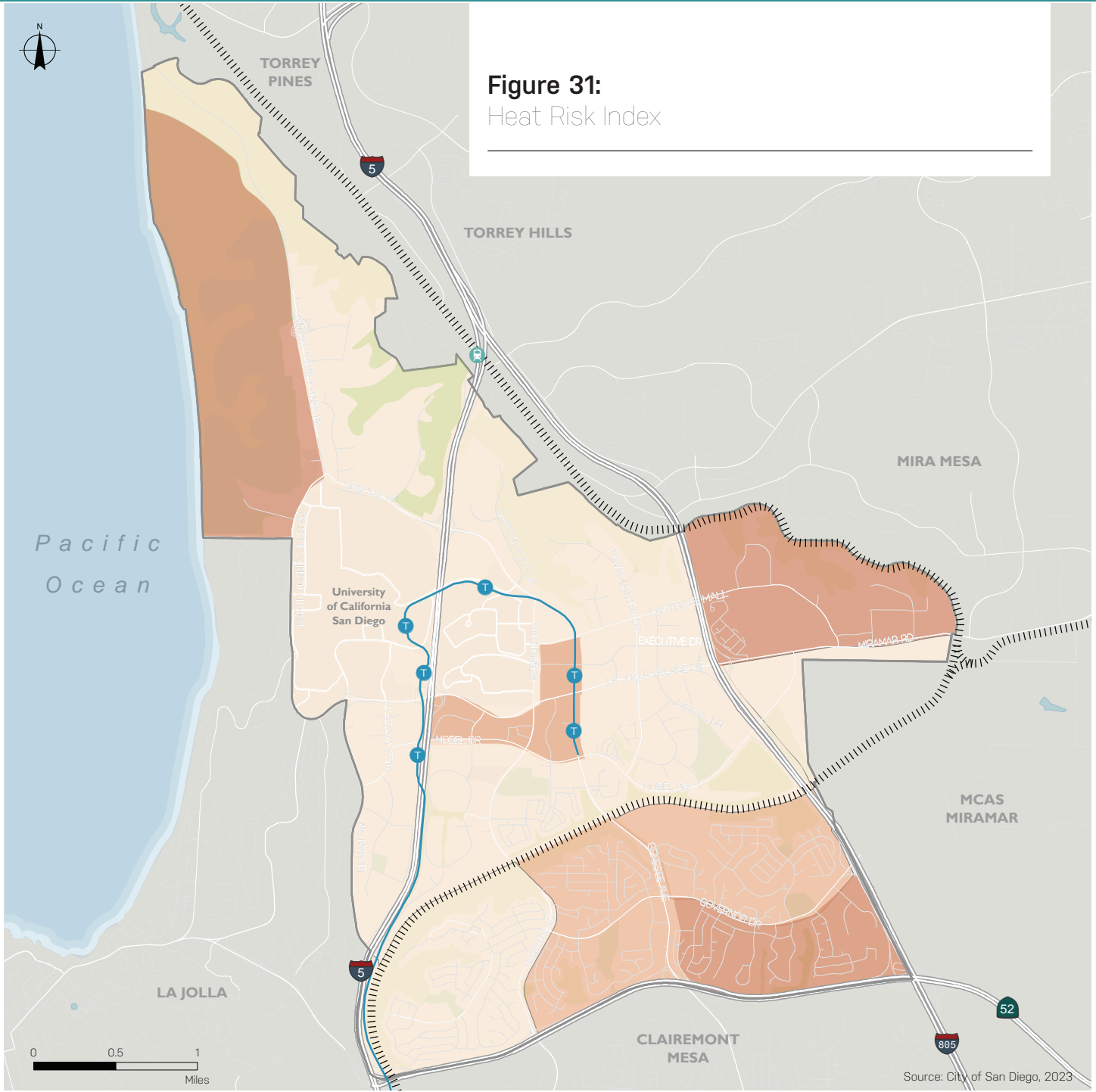




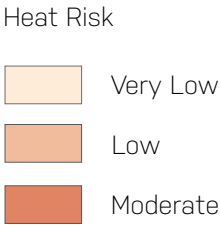
Heat Exposure

- Very Low
- Low
- Moderate
- High

Figure 31:
Heat Risk Index



Source: City of San Diego, 2023



Implementation





This Community Plan lays out a framework for future development in University. Future development projects will be evaluated for consistency with the Plan goals and policies, and where applicable, additional regulations to ensure the Vision of the plan is fulfilled. The goal is to provide a predictable process for developers and community members alike, so that development review may become more streamlined within the bounds of community expectations. The policies listed in this chapter reflect specific direction, practice, guidance, or directives to support and implement each of the preceding chapters.

Table 6 provide specific guidance on how development should address these chapters:

- » Vision and Land Use Framework
- » Urban Design
- » Mobility
- » Parks and Recreation
- » Conservation and Open Space
- » Historic Preservation
- » Public Services, Facilities, and Safety

These tables, combined with the zoning information in the Land Development Code, provide a framework to guide development. These tables should be used by City staff and decision-makers to assess if a development should be considered consistent with this community plan. The Community Plan Policies, reflect specific direction, practice, guidance, or directives to support and implement this plan's land use, mobility, urban design, parks, and public facilities goals. The policies are listed in a comprehensive table for ease of use. Development projects should make every effort to conform with all applicable policies.

Table 6: Plan Policies	
1.0 Vision & Land Use Framework Policies	
1.1 Residential Development	
A	Encourage the development of a variety of building formats to provide functional and visual diversity of housing options throughout the community while maintaining stylistic compatibility
B	Concentrate the development of higher density housing in University near public transit, job centers, and within Sustainable Development Areas.
C	Increase housing opportunities in University by supporting properly scaled Accessory Dwelling Units (ADUs) that are setback from adjacent parcels and the right of way.
D	Encourage affordable housing to be built on site and make units available to meet the needs of families, local employees, and students.
E	Use development to achieve a diverse mix of unit sizes and types, such as three-bedroom, shopkeeper, home occupations, residential-work units, and micro-units to accommodate many lifestyles, family sizes, local employees, and students alike.
F	Provide housing options that can be comfortably occupied by seniors, including stacked flats, units without internal staircases, and with limited stairs on external paths.
1.2 Commercial Development	
A	Redevelopment of existing neighborhood services should consider replacement with a similar or same use.
B	Provide vital goods and services needed by local residents and employees primarily at sites located within Community Village, Urban Village, and Urban Flex land use designations.
C	Design all commercial development to be accessible by all modes of travel. Connect all primary entrance doors to a primary pedestrian path with limited conflict points with automobiles.
D	Site nearly all parking serving commercial development behind any buildings facing the primary street. Large parking fields in front of buildings are not recommended.
E	Provide for the privacy and noise attenuation of adjacent homes on any commercial development sited adjacent to residential development.
F	Design office development to accommodate changes in workforce styles and needs. Office uses should be developed within high-quality office districts where workers have access to restaurants, services, and outdoor recreation.
1.3 Institutional Development	
A	Develop sites designated for institutional uses to include only uses that meet the needs of the greater community, such as infrastructure, community centers, public safety facilities, and schools. These uses may be operated by either public or private entities.
B	Include in the staff report an evaluation of any proposed building that is not community serving on a site designated for institutional uses. The evaluation should identify that the site is not needed for any institutional use.
1.4 Scientific Research Development	
A	Adhere to building types that can accommodate or be adapted to a variety of biotech, life sciences, and other scientific research and development uses and activities.
B	Include acoustically rated windows and doors featuring higher Sound Transmission Class ratings to reduce exterior noise structures with noise sensitive land uses. Retrofit existing structures with the same treatments.
C	Encourage the co-location jobs and housing within a risk-management framework to reduce commute times and provide opportunities to work and live near transit.
1.5 Office Development	
A	Support office development that provides on-site amenities for employees such as gyms and food options.
B	Allow for co-location of housing and jobs to reduce commute times and address housing needs.
1.6 Industrial Development	
A	Preserve industrial lands for employment uses and collocation of industrial operations that cannot locate in commercially designated areas.
B	Include acoustically rated windows and doors featuring higher Sound Transmission Class ratings to reduce exterior noise in structures with noise sensitive land uses. Retrofit existing structures with the same treatments.

Table 6: Plan Policies**1.7 Mixed-Use Development**

A	Demonstrate consistency with the policies identified for residential or commercial development needs on mixed use developments.
B	Encourage development in predetermined village areas to include a variety of building formats and diversity of housing options while maintaining integration with existing, adjacent typologies.
C	Design mixed-use development in either a horizontal or vertical format that is functionally integrated with pedestrian paths and connections between and to adjacent areas.
D	Encourage horizontal and vertical mixed use in Community Commercial, Neighborhood Commercial, Community Village, Urban Village, and Urban Flex areas to support the economic viability and growth of the community's commercial and employment areas.
E	Coordinate adjacent developments with UC San Diego in terms of design, massing, and maintaining accessible and logical connections to and from campus entrances (specifically North Torrey Pines Employment Village and Nobel Drive Transit Village).
F	Design mixed employment-residential developments within villages with high employment use to maintain an employment base in the community.
G	Incorporate flexible spaces that support alternative working options including telecommuting, home occupation uses, co-working, live/work units, and shopkeeper units.
H	Encourage amenities to support commercial activities on-site when home occupations are used to meet mixed use commercial requirements. Amenities may include commercial-grade Internet service, communal conference facilities, professional lobbies, and mail storage areas.
I	Allow ground-floor shopkeeper units to be incorporated on the primary street frontage in commercial areas in buildings where residential is the primary use.
J	Encourage the development of housing that is affordable to a range of job and household income levels including families and students.
K	Encourage the development of housing that is affordable to and meets the diverse needs of the employees in University to attract employees, support reduced commute times, increase active transportation, and minimize transportation costs.
L	Locate residential uses near job centers and pedestrian, bicycle, and transit networks to reduce dependence on the automobile, vehicle miles traveled, and parking demand.
M	Prioritize employment uses in mixed-use sites adjacent to transit stops and stations to promote transit ridership.
N	Design mixed use development to provide for the needs of children through amenities and open areas. Consider the siting of childcare facilities to meet on site commercial requirements.
O	Mitigate against air pollution sources in the siting, design, and construction of residential units and other uses with sensitive receptors.
P	Ensure that future uses, building intensity, residential density, and heights are compatible with the safety zones, noise contours, and airspace protection surfaces identified in the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code for MCAS Miramar.
Q	Review development for consistency with adopted airport policies, such as those set forth in the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code for MCAS Miramar.
R	Residential real estate transactions must disclose that property for sale or lease is located within a designated airport influence area and may be subject to some of the annoyances or inconveniences associated with proximity to an airport and aircraft operations.

Table 6: Plan Policies	
2.0 Urban Design Policies	
2.1 Transit Access	
A	Design building entrances and pedestrian paths to provide convenient access to the trolley, and, where possible, direct views of the trolley station.
B	Begin site design by locating the point on the site providing the best access to high-quality transit. Radiate the site design from that point, where all buildings have the most direct pedestrian access possible to that point.
C	Make active uses, such as retail, café, and restaurants, visible and easily accessible to transit users embarking or disembarking the trolley stations. Locate community facilities and amenities next to proposed and existing transit and open space to enhance their access and visibility and to allow them to become focal points of the development.
D	Incorporate pedestrian-oriented amenities on development within transit station areas, such as enhanced streetscape design; parks; pocket parks; public plazas; large-canopy street trees; seating and shade structures; and water features, which shorten the perceived walking distances within transit areas.
E	Place and orient pedestrian paths on site to facilitate connectivity to transit stations.
F	Integrate existing and proposed transit stops and stations into the project design.
G	Provide direct pedestrian connections to transit, and orient buildings to transit areas. Consider convenience and comfort factors for residents, such as direct barrier-free access, widened sidewalks, shaded seating opportunities, and weather protection near public transit stops.
2.2 Public Realm	
A	Enhance the public realm of the community by providing six (6) "P's" of public realm: Parks, Plazas, Paseos, Promenades, Platforms, and Podiums that are publicly accessible and rich with neighborhood amenities.
B	Accentuate key focal points, entrances, gateways, and corners of a development with enhanced paving, art, signs, lighting, specimen trees and accent native drought resistant plant materials.
C	Design open spaces to take advantage of sunlight and prevailing breezes to provide a comfortable environment.
D	Define the edges, boundaries, and transitions between private and public space areas with landscaping, floor level changes, covered patios, garden walls, gates and paving materials.
E	Create a strong sense of edge along streets and open spaces to help spatially define those areas. This can be accomplished with a continuous row of trees and/or by providing consistent building setbacks.
F	Provide continuous and consistently designed right-of-way improvements, so that a development is perceived as one unified project. Create a seamless connection of landscape improvements between properties and across streets.
G	Use streetscape elements, including kiosks, walkways, street furniture, street lighting and signage to enhance the appearance and function of commercial developments.
H	Provide continuous storefronts that face the street, are contiguous to the sidewalk and, where possible, support the use of sidewalks for outdoor seating, dining, and cafes.
I	Design the spaces between buildings (plazas, courtyards, terraces, arcades, colonnades, etc.) to connect development to transit, and create a transition between indoors and outdoors.
2.3 Building Placement and Orientation	
A	Locate the primary building façade and main entrance along a primary frontage. A primary frontage is defined as the most active, articulated, and publicly accessible façade of a building. Primary frontages may face onto pedestrian-oriented streets, internal pedestrian paths, or public open spaces. Corner lots or sites that encompass a full block may have more than one primary frontage.
B	Face entrances to buildings to the street providing primary access and establish a direct pedestrian connection between the sidewalk and the primary entry.
C	Orient buildings, whenever possible, to create a community gathering place such as an outdoor cafe area, community garden, park, plaza, or art installations.
D	Design site plans to encourage interaction among occupants and passersby. Buildings and entrances should be located and configured to define the edges of open spaces and provide visibility and accessibility of open spaces from public rights-of-way and pedestrian pathways.
E	Define and emphasize building entrances with accent colors, awnings, or overhead trellises. Entrances should be human in scale, well lit and inviting to pedestrians.

Table 6: Plan Policies

2.4 Screening and Buffering	
A	Conceal all mechanical, electrical, and other building equipment from the public right-of-way and from other existing buildings. Minimize noise and visual impacts with screening materials, landscaping, and other buffers. Locate mechanical equipment away from ground floor primary frontage.
B	Screen all visible building equipment, utilities, trash enclosures and service/ maintenance areas in a manner that is consistent with the appearance of the building, its materials and color, and surrounding landscape.
C	Attenuate noise through the use of berms, planting, setbacks and architectural design rather than with conventional wall barriers for developments next to transit, trolley, highways or other potential noise-generating uses.
D	Use open spaces, such as pedestrian plazas, paseos, greenways and courtyards, to serve dual functions as valuable community space and buffers between different uses.
2.5 Building Massing, Form, and Articulation	
A	Establish a pattern and hierarchy of building massing and forms to help reduce the visual bulk of the development.
B	Articulate residential building façades by providing offsets and breaks between dwelling units and townhomes, living and sleeping areas, and other building program components.
C	Step back upper levels of buildings in areas where building heights vary to transition to adjacent lower building heights. Incorporate architectural elements into building design that smooth the transition between the new and existing architecture.
D	Place, proportion, and design windows in a balanced manner to add architectural interest and differentiate the various components and uses of the building (e.g., ground floor retail spaces, lobbies, office suites, or residential units).
E	Incorporate smaller-scale architectural elements, such as bay windows, porches, projecting eaves, awnings, and similar elements, to add visual interest and reduce the scale and mass of buildings.
F	Encourage variable or stepped building heights, both to provide visual interest and give the appearance of a collection of smaller structures. Create transitions in building height, rather than abrupt changes in height, particularly where a development abuts residential areas.
2.6 Block Size	
A	Design new blocks to be walkable. Maximum block size should be no greater than 300 feet by 600 feet. Encourage any block larger than 300 feet by 600 feet to have a publicly accessible pedestrian connection (paseo) that bisects the block to reduce travel distance for pedestrians.
B	Provide a pedestrian public access easement (paseo) through development that is greater than four acres. These easements should provide links between public roads, high activity centers, recreational areas, and transit corridors.
C	Explore opportunities for large site redevelopment to reduce existing block scale by establishing new streets and/or public pedestrian pathways. Block faces longer than 350 feet should provide mid-block crossings to achieve a fine-grained street grid.
2.7 Hillside/ Adaptation to Topography	
A	Retain natural topographic features such as drainage swales, streams, slopes, ridgelines, rock outcroppings, views, natural plan formations and trees to the extent possible. Where possible, site structures along tree lines, natural drainage courses, or along other topographical changes in contour, provided drainage is not impeded. Minimize building pad areas and parking areas on hillsides.
B	Utilize the natural contours of the terrain in the design of multi-level buildings, with entrances on more than one level. Incorporate building step-backs that follow the natural line of the slope.
C	Cluster development in portions of the slope that have already been disturbed or that are sparsely vegetated, in order to preserve sensitive plant and wildlife habitat, biological resources, and contiguous open space.
D	Adapt development to the hillsides and landscapes that characterize the community and contribute to its distinct sense of place.
E	Design buildings and development to complement their natural landscape and follow the slope of hillsides, canyons and creeks with terraces, steps and multi-level landscapes and structures, rather than with expansive retaining walls and large flat areas.
F	Consider views into and from sloping areas. The treatment of rooftops should be varied on sloping sites, rather than consisting of extended horizontal lines. Design Rooflines to emphasize the variety in shape and flowing character of the hillside.
G	Minimize the requirement for tall retaining walls and/or extensive cut and fill. Structures should minimize the use of continuous footings and follow the natural slope of the land.

Table 6: Plan Policies	
2.8 Freeway-Adjacent Development	
A	Buffer buildings adjacent to a freeway from the freeway with off-street parking or landscaping.
B	Install ample landscaping adjacent to the freeway. This should include understory vegetation as well as trees.
C	Orient freeway-adjacent buildings such that courtyards and residential units with operable windows and balconies face away from the freeway.
D	Locate all residential units above the freeway elevation.
E	Buffer residential development from noise with setbacks or elevation differences. Use noise-absorbing building materials and install double-paned windows. Incorporate landscaping materials, landscaped berms, and structural forms in wall design. Consider installation of sound walls where appropriate.
F	Incorporate noise attenuation measures on all freeway-adjacent development.
G	Orient buildings so that the short ends of the building are perpendicular to the freeway using limited edges and stepbacks.
2.9 Canyon Adjacent Development	
A	Step back from canyon edge and orient short end of building perpendicular to the canyon edge to create a context-sensitive design.
B	Design buildings to reduce light and glare on building frontages facing canyons and open space.
C	Where possible and permitted by governing codes and regulations, developments that are adjacent to natural open space should provide multi-use trails for hiking, bicycling, jogging, and other uses so that residents have access to and can appreciate the open space.
D	Maximize views from the development to the canyon by orienting the building to the canyon, locating common amenities and open spaces adjacent to the canyon edge, and providing direct access to the canyon edge from the development.
2.10 Parking Design	
A	Minimize the visual impact of parking areas on the surrounding neighborhood. Locate parking areas in the development's interior and not along street frontages.
B	Minimize cross circulation between vehicles and pedestrians to prevent potential conflicts.
C	Minimize driveway openings and curb-cuts along street frontages so as not to disrupt pedestrian movement.
D	Integrate convenient, secure and accessible parking areas for bicycles and cars within the development in a way that does not overwhelm or conflict with pedestrian circulation and residential areas.
E	Use vines, shrubs, and trees in parking lots and garages, tuck-under parking spaces, and underground parking entrances to reduce their visual dominance. Berms, bushes or fencing should be used to screen parking lots that front roadways.
2.11 Lighting	
A	Provide pedestrian-scaled lighting, as well as ambient lighting, along all walkways, internal corridors, common areas and garages within a development.
B	Limit the amount of nighttime light that is projected upward and beyond the site.
C	Nighttime light should be directed towards high-traffic areas of the development.
D	Use lighting to highlight and celebrate street corners and gateway areas.
2.12 Art Installations	
A	Make art installations and cultural amenities a key feature of the buildings, common areas, and open space areas of a project.
B	Collaborate with local artists, residents and community members during the design and construction of the project to integrate art into development projects.
C	Install art at critical "gateway" intersections in the community to serve as an expression of community identity and pride.
D	Include opportunities for street art installations and murals, especially around transit stops and key intersections in the community.
2.13 Signage	
A	Design high-quality, pedestrian-oriented signage that contributes to community identity, improves wayfinding, and is highly visible and legible in the public and private realms.
B	Provide clear building signage to identify the development and improve wayfinding and circulation. A directory/ map that shows the location of buildings and individual dwelling units within the development is encouraged.

Table 6: Plan Policies**2.14 Materials and Colors**

A	Treat materials and color as important design elements that are applied thoughtfully and consistently, resulting in durable and high-quality developments.
B	Use color as an important design element in the development's appearance. The predominant colors for main buildings and accessory structures should be limited, should match, and should be generally consistent with an overall color theme for the development. Compatible accent colors are encouraged to enhance important building elements.
C	Make site elements (such as walls, planters, shade structures and fences) consistent with the overall development's design and material palette. Fence and wall color shall be compatible with the development and adjacent properties.
D	Use natural materials, such as brick and stone, for front yard retaining walls. If poured-in-place concrete is used, it should be treated with a decorative pattern or an exposed aggregate finish. Penetrable fencing material, such as wrought iron, may be used in combination with retaining walls in front yards.
E	Treat all publicly visible facades of a building equally in terms of materials, colors, and design details. The building should have a finished appearance on all visible sides.

2.15 Development in the North Torrey Pines Employment Center

A	Support an employment center with the opportunity for place-making, employee amenities, and increased connectivity.
B	Maintain as a prime employment center with logical extensions into the UC San Diego campus and neighboring research facilities.
C	Discourage additional surface area parking and support plans to incorporate more efficient parking structures.
D	Distribute parking areas throughout a development site to avoid large contiguous parking areas and to integrate landscaping. Each parking area should include no more than 30 percent of the development's parking spaces.
E	Development shall be 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.
F	Orient development towards North Torrey Pines Road and connections between campuses to facilitate shared amenity use.

2.16 Development in the Campus Point & Towne Centre Employment Village

A	Support 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.
B	Encourage the co-location jobs and housing within a risk-management framework to reduce commute times and provide opportunities to work and live near transit.

2.17 Development in the UTC Transit Village

A	Support 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
B	Leverage existing resources, including retail and transit, to develop higher density housing within a connective urban fabric.

2.18 Development in the Nobel Campus Transit Village

A	Support 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.
B	Increase opportunities for higher density housing and mixed-use development with heights outside of the local Coastal Height Limit.
C	Orient commercial properties and ground-floor retail towards the public realm to encourage pedestrian activity.
D	Minimize surface area parking while planning for ease of access to transit stations.

2.19 Development in the Governor Community Village

A	Retain grocery stores on large sites where feasible.
B	Encourage moderate density mixed-use development opportunities and expand the mix of uses, while maintaining small business character and resident amenities.
C	Provide affordable and inclusive housing options within mixed-use developments.
D	Consider unbundled parking to offset development cost and encourage use of alternative transportation modes.

Table 6: Plan Policies	
3.0 Mobility Policies	
3.1 Active Transportation	
A	Create continuous pedestrian and bicycle networks with amenities to further accommodate and encourage residents to walk or ride a bike for their commuting and daily needs.
B	Install traffic calming measures to reduce motor vehicle speeding and discourage cut-through traffic, while improving pedestrian and bicyclist safety and comfort. Improve the pedestrian network, where feasible, by seeking additional right-of-way for wider, non-contiguous sidewalks and pathways and by providing exclusive pedestrian walkways separate from automobile, especially near transit, parks, community centers, and schools.
C	Implement community-wide wayfinding and signage programs that guide pedestrians and bicyclists, as well as motorists, to major activity centers and destinations within the community.
D	Coordinate with UC San Diego on active transportation mobility and access between their on-campus facilities and the community, including seamless pedestrian and bicycle connections to and from campus and wayfinding signs through and along the periphery.
E	Coordinate with SANDAG and MTS on safe routes to transit and to provide secure, accessible, well-lit, and adequate active transportation amenities in mobility hubs and at transit stops.
F	Coordinate with Caltrans and/or SANDAG on strengthening pedestrian and bicycle access across the I-5 and I-805 freeways as well as SR-52, especially on the following: <ul style="list-style-type: none"> • Accommodating separated bicycle facilities across freeway interchanges and overpasses to reduce conflicts with motor vehicles • Improving the pedestrian environment through lighting, pedestrian actuated signals, high-visibility crosswalks, and reducing pedestrian crossing distance • Providing an active transportation connection across the I-5 Freeway/SR-52 interchange from the Rose Creek Path East adjacent to the Mid-Coast LOSSAN tracks in northwestern Clairemont to Rose Creek Path West in University City
G	Enhance pedestrian and bicycle access to open space lands, natural recreational areas, and parks by improving connectivity and increasing awareness of trails and other pathways as complementary components of the community's circulation network via signage, wayfinding programs, and educational kiosks.
H	Pursue opportunities for the conversion of underutilized right-of-way (e.g., areas adjacent to roadways, and paper streets) into exclusive pedestrianways, multi-use paths, linear parks, or other public spaces that encourage outdoor activity and expand urban greening space. Areas of particular interest within University include Governor Drive terminus west of Stresemann Street, Regents Road terminus south of Porte de Merano, and the vacant space west of Regents Road between Governor Drive and the Rose Canyon Trailhead.
3.2 Walking	
A	Implement and support a well-connected network of safe, comfortable, and accessible pedestrian facilities to promote walkability.
B	Implement physical and operational street improvements to support the City's Vision Zero initiative, such as narrowing corner radii, roundabouts, other traffic calming measures, pedestrian hybrid beacons, and lead pedestrian intervals (LPI), where appropriate, to improve safety and visibility, reduce crossing distances, and reduce speeds and conflicts from motorists.
C	Apply accessibility design features that remove barriers along pedestrian routes in the public right-of-way, such as undergrounding public utilities, relocating transit shelters to widen walkways, and eliminating sidewalk gaps.
D	Provide pedestrian treatments, as applicable, such as high visibility pavement markings, bulb-outs/curb extensions, mid-block crossings, pedestrian scale lighting, landscaped buffers, etc. to create enhanced pedestrian environments along Districts and Corridors in Figure 16: Planned Pedestrian Typology as well as around mixed-use and employment villages, schools, and parks.
E	Install continental crosswalks, advanced stop bar placement, ADA-compliant curb ramps, pedestrian countdown signals, and, where appropriate, audible indicators at all crossing points at signalized intersections.
F	Focus enhanced streetscape and pedestrian improvements within a half-mile walkshed of transit stations and mobility hubs.
G	Coordinate with new commercial and residential development property owners to include internal circulation (i.e., pedestrian pathways or paseos) that provides linkages between and/or through these developments, to adjacent properties, and public streets for better connectivity.
H	Coordinate with adjacent property owners along Executive Drive between Regents Road and Judicial Drive on the implementation of a promenade on the north side of the roadway. The promenade could be comprised of, but not limited to, a widened sidewalk, separated bikeway, pedestrianway, or multi-use path, public spaces, and enhanced streetscape.

Table 6: Plan Policies

3.3 Biking	
A	Provide a continuous bicycle network of safe, convenient, and attractive bikeways throughout University, with an emphasis on low stress connections between the southern neighborhoods and destinations in the northern portion of the community, as well as to schools, parks, mixed-use and employment villages, commercial centers, transit stations and mobility hubs.
B	Provide new or improved bicycle facilities with the minimum recommended classifications shown in Figure 17 Planned Bike Network and described in Table 3, as roadways are resurfaced, improved, or right-of-way becomes available. Prioritize physically separated bicycle facilities where appropriate.
C	Support a comprehensive network by implementing bikeways that facilitate interconnectivity with the UC San Diego's bicycle network, the regional bicycle network, trails, and other communities.
D	Designate key residential and local streets within and around neighborhoods, such as Arriba Street, Cargill Avenue, and Decoro Street, as bike boulevards or enhanced bike routes. These ancillary facilities would support the bicycle network along circulation roadways.
E	Enhance safety, comfort, and accessibility for all levels of cyclists along bikeways and at intersections with features that improve visibility and physical separation from vehicles, such as loop detection, bicycle signals, bike boxes, No Right Turn on Red restrictions, bicycle rails, slip ramps, lighting, wayfinding, signage, pavement markings, and buffered or separated facilities.
F	Coordinate with SANDAG, MTS, and property owners to ensure convenient and adequate bicycle amenities, such as repair stations and secure bicycle storage, are provided at public facilities, transit stations, mobility hubs, mixed-use and employment villages, and commercial centers
3.4 Micromobility	
A	Designate visible space along the property frontage or provide flexible curb space in the public right-of-way in commercial/retail and residential areas to meet the needs of shared mobility services (e.g., staging areas of shared vehicles, bikes, and scooters) and the changing demands of users.
B	Provide flexible curb space in commercial/retail and residential areas on development to meet the needs of shared mobility services and the changing demands of users.
C	Encourage new residential, office, and commercial developments, as well as any new parking facilities, to provide spaces for micromobility.
3.5 Transit	
A	Coordinate with MTS and SANDAG to increase transit infrastructure and service enhancement opportunities within University, including those identified in the adopted Regional Plan and future updates of the Regional Plan.
B	Reconfigure the streets identified in Figure 20: Potential Transit Network to accommodate flexible (flex) lanes and SMART corridors that maximize roadway capacity and travel efficiency for transit or other congestion-reducing mobility forms. The lane configuration and type of use are contingent upon needs.
C	Implement transit priority measures, such as queue jumps and transit priority signals, to further improve transit travel times along current and future transit corridors, where needed.
D	Collaborate with MTS and SANDAG to develop mobility hubs at key existing and planned transit stations, including, but not limited to, those shown in Figure 19: Planned Transit Network, to encourage transit ridership and multimodal trips, to provide transit station amenities, and to enhance first/last mile connections.
E	Provide first- and last-mile connections to and from all transit stations with amenities that support safety, comfort, connectivity, and accessibility for all modes of travel, such as walkways, bikeways, and vehicle drop-off areas.
F	Coordinate with Caltrans and/or SANDAG on strengthening pedestrian and bicycle access across the I-5 and I-805 freeways as well as SR-52, especially on evaluating the engineering feasibility of an aerial skyway.
G	Enhance amenities with and around transit stations by adding curb extensions, shelters, seating, real-time passenger information display systems, lighting, shade trees, shade-structures, bicycle parking, art installations, and landscaping to increase comfort and convenience for transit riders and to improve appearance and attract ridership.
H	Support and encourage collaboration between business or with even UC San Diego to incorporate community circulators, micro-transit, or other fixed route or on-demand transit options.
I	Coordinate with SANDAG and MTS to implement a skyway system or comparable transit option as identified in Figure 19 and 20 to provide connections between the UC San Diego Health La Jolla Trolley station, Sorrento Valley Coaster Station, the Sorrento Valley/Sorrento Mesa employment center, and communities east of University.
J	Promote public education campaigns and alternative transportation programs to further encourage transit use among students, employees, older adults, and persons with disabilities.

Table 6: Plan Policies	
3.6 Auto	
A	Provide an inter-connected network of Complete Streets throughout the community that safely accommodates all travel modes and users of all ages and abilities, while providing adequate person throughput capacity, service quality, and travel times.
B	Construct the street network to the classifications identified in Figure 22: Planned Roadway Network Classifications and described Table 4 as roadways are resurfaced, improved, or right-of-way becomes available.
C	Redesign and improve streets in University with the primary objective of improving pedestrian and bicycle safety and mobility and enhancing public transit for improved efficiency and performance.
D	Support focused widening of the transportation right-of-way in tandem with redevelopment for alternative transportation facilities (i.e., transit lanes, protected bike facilities, wider sidewalks). Of particular interest is Nobel Drive between the Villa La Jolla Drive and the I-5 Freeway.
E	Introduce new private street connections or public right-of-way dedications as part of future redevelopments to break up the scale of large development "superblocks," to increase connectivity, to improve multi-modal mobility, and to alleviate congestion.
F	Support street design improvements and operational measures that work toward implementing systemic safety actions and countermeasures that could include, but are not limited to, the following: <ul style="list-style-type: none"> • A robust and accessible network of safe, convenient, and comfortable bicycle and pedestrian facilities and amenities • Roundabouts throughout the community, where appropriate • Traffic calming measures that reduce speeding and traffic diversion • Roadway features that eliminate crash prone conflicts • Protected intersections
G	Consider the installation of roundabouts, at intersections to improve safety for all modes of travel, improve traffic flow, promote traffic calming, reduce turning conflicts, reduce vehicle idling and fuel consumption.
H	Coordinate with SANDAG, MTS, and Caltrans on ongoing transportation planning and infrastructure implementation efforts involving roadways and freeway facilities traversing and/or providing access to University.
3.7 Intelligent Transportation Systems	
A	Encourage implementation or accommodation of infrastructure for electric vehicles including vehicle charging stations as part of residential, commercial, and institutional uses, and infrastructure development projects based on future demand and changes in technology.
B	Utilize Intelligent Transportation Systems (ITS) improvements to enhance vehicular operations on roadways and to provide real-time travel information for all users.
C	Facilitate the implementation of ITS and emerging technologies to help improve public safety, reduce collisions, minimize traffic congestion, maximize parking efficiency, manage transportation and parking demand, and improve environmental awareness and neighborhood quality.
D	Evaluate for feasible and suitable ITS improvements, such as adaptive traffic signals and improved coordination technologies, and determine need for integration as part of future infrastructure and development projects.
E	Prioritize ITS strategies, such as dynamic message signs, transit signal priority measures, and adaptive traffic signal coordination systems to reduce congestion on provided corridors.
F	Encourage the evaluation of infrastructure for innovative transportation technologies (such as: autonomous and connected vehicles) when designing transportation right-of-way infrastructure projects and operational improvements based on regional and local transportation demand.
G	Coordinate with Caltrans to improve signal coordination at freeway on-/off-ramp locations.

Table 6: Plan Policies

3.8 Transportation Demand Management	
A	Work with public and private entities to encourage bike share, car share, and scooter share program(s) expansion, with an initial focus on mobility hub nodes to reduce the automobile ownership and use in the community.
B	Encourage employers to participate in and inform employees about strategies, which could include but are not limited to: <ul style="list-style-type: none"> • Continued promotion of SANDAG's iCommute program. • Encourage rideshare and carpool for major employers and employment centers • Promote car/vanpool matching services • Provide flexible schedules and telecommuting opportunities for employees
C	Coordinate with new development to post information related to available transit service and micromobility infrastructure on development to encourage the use of alternative transportation modes.
D	Encourage unbundled parking to offset development costs and encourage use of alternative transportation modes.
3.9 Parking	
A	Support parking management strategies that maximize the efficiency of the curbside for on-street parking use to increase turnover and parking availability and reduce overnight parking of oversized vehicles in high-demand areas such as mixed-use, multi-family residential, commercial, and employment centers. This could include the creation of a community parking district, shared parking solutions, demand-based pricing, and time limit parking, among others strategies.
B	Encourage the repurposing of on-street parking for alternative uses (i.e., pedestrian, bicycle, and transit, placemaking opportunities, corrals for micromobility, etc.)
C	Encourage shared parking agreements and use of technology to optimize the efficiency of existing and future parking supply to meet parking demands.
D	Encourage shared and consolidated driveways where feasible to reduce curb cuts.
E	Ensure efficient movement and delivery of goods to retail, commercial and industrial uses while minimizing congestion impacts to roadways by encouraging delivery during non-peak and non-congested traffic hours.
F	Provide adequate off-street loading spaces to new nonresidential developments to minimize vehicle loading and minimize truck storage spillover on adjacent streets.

The SuperLoop bus, which operates in Universtiy, is one of the most successful bus lines in the region.



Table 6: Plan Policies**4.0 Parks and Recreation Policies****4.1 Public Parks and Green Spaces**

A	Pursue future park sites identified in Table 5: Park Inventory.
B	Pursue opportunities to provide public space and gathering spots by reconfiguring public right-of-way areas and through Supplemental Development Regulations (SDR's).
C	Establish an integrated public realm framework of connected sidewalks, urban pathways, trails, paseos, plazas, connections at multimodal mobility hubs, and parks like linear and pocket parks.
D	Incorporate publicly accessible recreation in plazas, paseos, and pocket parks within village areas, including residential, mixed-use, and employment areas on sites with visual and physical access from one or more public right-of-way frontages.
E	Pursue lease agreements with private property owners and public agencies (e.g., San Diego Unified School District and Caltrans) to incorporate active or passive recreation into existing buildings or surrounding grounds, where non-programmed space is available and appropriate for public use.
F	Preserve, expand, and enhance existing recreation centers and aquatics facilities to increase their life span, meet current and future recreation needs, or expand their uses and sustainability.
G	Increase recreational opportunities by acquiring and developing land through road/parking "diets" and alley rights-of-way vacations, where appropriate, to provide for park and recreation uses.
H	Consider special activity parks on a case-by-case basis, including but not limited to, trailhead pocket parks, skateboard parks, off-leash dog parks, and other unique uses.
I	Encourage wayfinding and signage that identifies all parks, recreation centers and aquatic facilities that serve University and how to get to each by walking, biking or public transit.
J	Promote open space conservation of natural lands, and provide open space linkages where appropriate, trailheads and bike/pedestrian access with appropriate, visible, and clearly marked entrances.
K	Create gateways through the installation of markers, plazas, landscaping, lighting, art and/or design of urban pathways, linear parks and paseos to highlight community identity, enhance wayfinding, and foster a sense of place.
M	Promote the greening of streets, using vegetated swales and alternative compliance stormwater design features, as well as through investments in a robust urban forest.
N	Ensure adequate shading throughout the community. In community village areas, provide double rows of large shade canopy trees.
O	Coordinate with Caltrans to plant trees in landscape areas within freeway rights-of-way to improve air quality and provide visual relief.
P	Encourage and support the formation of Maintenance Assessment Districts, Business Improvement Districts, and the like to finance special benefit services.
Q	Public spaces and places with public access will have high-quality furnishings and durable construction features such as seating or seat walls, fountains, art, active design elements, and enhanced paving (including permeable pavers) – all geared to encourage long-term use.
R	Scale sidewalks and setbacks to accommodate a range of activities, including not only pedestrian access, but also outdoor dining, shopping, product display, and multimodal travel between destinations.
S	Maintain natural drainage systems and minimize the use of impervious surfaces to protect open spaces and waterways. Concentrations of runoff should be adequately controlled through pervious areas, vegetated swales, and retention basins to prevent an increase in downstream erosion.
T	Promote a coordinated design theme for University throughout different neighborhoods. For example, create a consistent trailhead marker with similar text, logo and resource materials.
U	Emphasize native landscaping and design features sensitive to bio-diversity.

Table 6: Plan Policies

4.2 Trails, Overlooks and Trailhead Pocket Parks

A	Promote open space conservation of natural lands, and provide open space linkages where appropriate, overlooks, trail heads and bike/pedestrian access with appropriate, visible, and clearly-marked entrances.
B	Preserve and protect City-owned open space canyons and hillsides by providing overlooks, kiosks, interpretive signage, and wayfinding elements to educate users on the sensitive natural and cultural habitats and unique biologic and scenic qualities of these areas. Note: Features shall be in conformance with existing MSCP and MHPA guidelines.
C	Connect adjacent communities to trails and trail-adjacent parks by extending existing trails or providing new ones.
D	Retain native vegetation where possible.
E	Re-vegetate graded slopes adjacent to natural hillsides and canyons with native, drought tolerant, and fire-resistive species to improve drainage conditions, reduce slope erosion and instability, and restore biological diversity.
F	Work cooperatively with property owners to preserve and manage vernal pools in accordance with the Vernal Pool Habitat Conservation Plan.
G	Implement applicable requirements of the Environmentally Sensitive Lands regulations, Biology Guidelines and MSCP Subarea Plan for preservation, mitigation, acquisition, restoration, and management and monitoring of biological resources.
H	Minimize grading and alterations of steep hillsides and other significant natural features within the community and require construction to conform as closely as possible to existing terrains.
I	Preserve areas mapped as designated open space through easements, open space dedication and/or fee title ownership by the City of San Diego.
J	Repair and retrofit storm drain discharge systems to prevent erosion and improve water quality by adequately controlling flow and providing filtration. Storm drain outfalls should limit the use of concrete in favor of more natural, vegetated designs.
K	Ensure "buffer zones" sufficient to protect environmentally sensitive habitat areas for new development are determined through the criteria contained within the Environmentally Sensitive Lands regulations.
L	Preserve identified wildlife corridors between canyons by requiring conformance with the MSCP guidelines such as buffers, landscaping, and barriers.

Example of an overlook facility with a small amphitheater.



Table 6: Plan Policies	
5.0 Conservation and Open Space Policies	
5.1 Connections and Accessibility	
A	Promote open space conservation of natural lands and provide open space linkages (where appropriate), trailheads and bike/pedestrian access with clearly marked entrances.
B	Connect open space trails with major canyons, neighborhood parks, schools and private open space areas where feasible. The proposed trail system is illustrated in Figure 11 in the Transportation Element and in the Urban Design Element.
C	Provide opportunities for public access to open space, including portions of the MHPA, through low impact recreation, scenic overlooks, environmental education and research.
D	Increase accessibility to the beaches and shoreline in a manner compatible with resources preservation.
E	Connect adjacent communities to trails and trail-adjacent parks by extending existing trails or providing new ones.
5.2 Compatible Development	
A	Promote development patterns that preserve natural landforms, public and private open spaces, wildlife linkages, sensitive species and habitats, watersheds and natural drainage systems, and that contribute to clean air and clean water and help the city meet its climate action and resilience goals.
B	Ensure that new development does not result in noise, lighting, and visual impacts to the canyons.
C	Minimize and evaluate the use of night lighting along the canyons and adjacent to sensitive habitat areas, consistent with MHPA Adjacency Guidelines, ESL regulations, and Outdoor Lighting regulations.
5.3 Landform Preservation	
A	Preserve canyons, hillsides and natural drainage systems. Grading should be kept to a minimum, particularly adjacent to designated open space areas and the MHPA.
B	Preserve the community's natural topography, particularly in the coastal zone and in major canyon systems.
C	Minimize grading and alterations of steep hillsides and other significant natural features and habitats, such as Oak Woodlands, Coastal Sage Scrub, and Maritime Chaparral, within the community and require construction to conform as closely as possible to existing terrains.
D	Minimize the amount of grading by proposing roadways to follow natural contours.
E	Ensure the clustering of housing, variation in lot sizes, stepping-back façades, providing split-level units or other alternatives to standard slab foundations to minimize the amount of grading.
5.4 Steep Slopes	
A	Implement the Environmentally Sensitive Lands regulations related to biological resources and steep hillsides for all new development. Prevent development, grading, or alterations of steep slopes greater than 25 percent grade or in open space canyons. Instead, concentrate development in those areas where the natural landforms are less than 15 percent slope.
B	Assure implementation of remedial measures to protect future development in landslide-prone areas along the canyon slopes by conducting a comprehensive geotechnical study and implementing recommended remedial measures prior to any development of vacant land designated as geologic hazard category 21 or 22, as identified in the San Diego Seismic Safety Study. Remedial mitigation measures include but are not limited to: removal/replacement of unstable deposits, installation of stabilizing features such as buttress fills or shear pins, or the use of protective barriers.
5.5 Water Quality and Erosion	
A	Maintain storm drain discharge systems to prevent erosion, pollution, and runoff and improve water quality by adequately controlling flow and providing filtration.
B	Contribute to the maintenance or improvement of regional water quality by controlling siltation and urban pollutants in runoff.
C	Encourage the conservation of water in the design and construction of buildings and in landscaping.
D	Accomplish runoff control by utilizing catchment basins, siltation traps, or detention basins along with energy dissipating measures or by other methods which are equally effective.
E	Avoid grading during the rainy season when possible. Erosion should be minimized by grading in increments during the rainy season and by using temporary erosion control measures. In areas where grading is completed, all disturbed slopes should be stabilized by vegetation or other means prior to the rainy season.

Table 6: Plan Policies

5.6 Biological Resources	
A	Retain native vegetation where feasible and revegetated disturbed areas and open space with native, non-invasive, drought tolerant, and fire-resistive species to improve drainage conditions, reduce slope erosion and instability, and restore biological diversity. New development within or adjacent to the MHPA must comply with the MHPA Land Use Adjacency Guidelines.
B	Preserve and enhance biologically diverse ecosystems and improve viability of endangered, threatened and sensitive species and their habitats with consideration for climate change.
C	Manage open space systems that preserve canyonlands, habitat, and sensitive biological resources for the long term.
D	Protect biological resources through implementation of the city's Multiple Species Conservation Plan Subarea Plan, Vernal Pool Habitat Conservation Plan, Biology Guidelines, and Environmentally Sensitive Lands regulations for the preservation, mitigation, acquisition, restoration, and management and monitoring of biological resources, including Environmentally Sensitive Habitat Areas, consistent with Section 30240 of the Coastal Act.
E	Preserve identified wildlife corridors between canyons by requiring conformance with the MSCP guidelines such as buffers, landscaping, and barriers
5.7 Wetlands	
A	Preserve and enhance wetland resources, including estuarine and coastal waters, creeks, bays, riparian wetlands and vernal pools, to provide ecosystem functions and services, wildlife habitat, water quality improvement, carbon sequestration, and resilience to climate change.
B	Ensure that all new private development, adjacent to wetlands, floodplains, vernal pools, and other sensitive resources, is designed to minimize adverse effects to the resources.
C	Work cooperatively with property owners and responsible agencies to preserve and manage vernal pools in accordance with the Vernal Pool Habitat Conservation Plan and Environmentally Sensitive Lands regulations.
5.8 Preservation Easements	
A	Preserve designated open space areas through easements, open space dedication and/or fee title ownership by the City of San Diego.
B	Utilize easements to reduce erosion, preserve native species and representative habitats, and to buffer open space parks and canyons from urban encroachment.
5.9 Education and Interpretation	
A	Enhance City-owned open space canyons and hillsides by providing kiosks, interpretive signage, and wayfinding elements to educate users on the sensitive natural and cultural habitats and unique biologic and scenic qualities of these areas. Features shall be in conformance with existing MSCP and MHPA guidelines.
5.10 Floodplains/Riparian Areas	
A	Preserve the floodplain of the major canyon systems in University and prevent the runoff of fertilizers, pesticides and other urban pollution into riparian and floodplain areas.
B	Consider new construction within floodplain areas only in accordance with adopted development regulations and in consideration of climate change projections with proper setbacks and buffer areas from wetland areas as applicable.
C	Ensure exotic or invasive plant species are not be planted within or adjacent to existing sensitive habitats and ensure the removal of non-native species to protect biological resources.
5.11 Paleontology and Archaeological Resources	
A	Avoid the loss of paleontological resources as a result of grading activities for development.
B	Provide for the identification and recovery of significant paleontological resources.
C	Identify and mitigate impacts to paleontological resources, if necessary, through the environmental review process.
D	Identify potential impacts to archaeological resources during the permit process. If the impact of the proposed development is determined to be significant, mitigation measures should be determined by a qualified archaeologist and required as a part of project approval.

Table 6: Plan Policies	
5.12 Coastal Resources	
A	Ensure buffer zones sufficient to protect environmentally sensitive habitat areas from new development as determined by criteria contained within Environmentally Sensitive Habitat Areas (EHSA).
B	Implement applicable regulations of the Environmentally Sensitive Lands regulations, Biology Guidelines, and MSCP Subarea Plan for preservation, mitigation, acquisition, restoration, and management and monitoring of biological resources, including Environmentally Sensitive Habitat Areas, consistent with section 30240 of the Coastal Act.
5.13 Area Specific Conservation and Open Space Policies	
A	Preserve the open space areas of Torrey Pines Mesa and coastal area, Sorrento Valley and Soledad Canyon hillsides and canyons, Rose Canyon, San Clemente Canyon and areas most severely impacted by aircraft overflights.
B	Preserve the scenic qualities of the surrounding coastal and canyon viewshed areas within scenic overlooks in Rose Canyon, San Clemente Canyon/Marian Bear Memorial Park, and the canyon area between Campus Point Drive and Towne Centre Drive.
C	Develop a park in accordance with the Torrey Pines City Park General Development Plan to enhance unique recreational opportunities, such as beach access and gliding activities, while preserving existing biological and archaeological resources and topographic features.
D	Retain the Soledad Canyon Open Space areas in an open and natural state by either preserving them as open space easements or deeding to the City of San Diego for open space.
E	Mitigate any disturbance of the hillsides with contour grading and revegetation with native species in Soledad Canyon Open Space.
F	Preserve steep hillsides facing the canyons by establishing easements in conjunction with new development in Soledad Canyon Open Space.
G	Retain the areas influenced by MCAS Miramar activities as open space per the existing fee ownership of the Federal Government in the interest of public health, safety and welfare.
H	Restore Rose Canyon ecosystems and creek habitats.
I	Consider the topography, vegetation and scenic value of Rose Canyon for future uses. Passive recreational uses are recommended rather than active uses requiring major grading and construction.
J	Seek an easement from San Diego Unified along the north side of the University City Senior High School to permit public access through Rose Canyon and under the railroad track to the north.
K	Pursue an open space easement with access along the north side of the AT & SF Railroad between I-5 and I-805.
L	Preserve Marian Bear Park as a regional, resource-based park. The canyon and its riparian vegetation, including the mature oak and sycamore trees, should be preserved in their natural state. The park should be maintained by the City of San Diego.
M	Preserve the three branches of San Clemente Canyon which extend northward into South University as open space by retaining existing open space easements. These areas include 19.47 acres between Stadium Street and Tulane Street, approximately three acres west of Kantor Street and 15.47 acres east of Gullstrand Street, developed as a golf course.
N	Preserve the slopes along Gilman Drive between I-5 and Via Alicante as undeveloped open space.
O	Provide a visual extension of the open space corridor north from Via Alicante to La Jolla Village Drive on properties bordering Gilman Drive.
P	Enhance the visual quality and continuity of the Gilman Drive slopes open space corridor through landscaping and site design on private properties abutting the street and adjacent to the canyon.

Table 6: Plan Policies

5.14 Sustainability	
A	Support a sustainable and efficient land use pattern and mobility system that reduces automobile trips and greenhouse gas emissions and promotes safe pedestrian and bicycle transportation and mass transit.
B	Encourage sustainable design that reduces greenhouse gas emissions and dependency on non-renewable energy sources, makes efficient use of resources, and incorporates sustainable landscaping, water use, and storm-water management
C	Utilize sustainable design that reduces emissions, pollution, and dependency on non-renewable energy sources, makes efficient use of local resources, and incorporates sustainable landscaping, water use, and storm-water management.
5.15 Energy Conservation	
A	Reduce energy consumption by requiring energy efficiency in building design and landscaping and by planning for a self-contained community and energy-efficient transportation.
B	Maximize opportunities for active and passive heating and cooling through site design by means of appropriate building orientation, solar access and landscaping.
C	Include compensating measures as part of proposed development if there will be impacts to solar energy systems off-site.
D	Incorporate measures to increase energy-efficient forms of transportation for commercial and industrial developments. Supply bicycle racks, showers, priority parking for car pools, bus stops with support facilities and other incentives.
5.16 Water Conservation	
A	Incorporate equipment and devices with low water requirements for building construction.
B	Utilize drought-tolerant plants and efficient watering systems as part of landscaping plans. In addition, as health laws allow, "Gray Water" or water reuse systems should be explored for application within the community.

Green roof implemented at the Keeling Apartments. - Source: UC San Diego Publications



Table 6: Plan Policies	
6.0 Historic Preservation Policies	
6.1 Native American Consultation	
A	Conduct project-specific Native American consultation early in the discretionary development review process to ensure culturally appropriate and adequate treatment and mitigation for significant archaeological sites with cultural or religious significance to the Native American community in accordance with all applicable local, state, and federal regulations and guidelines.
6.1 Cultural Investigations	
A	Conduct project-specific investigations in accordance with all applicable laws and regulations to identify potentially significant tribal cultural and archaeological resources.
6.2 Mitigation	
A	Ensure adequate data recovery and mitigation for adverse impacts to archaeological and Native American sites as part of development, including measures to monitor and recover buried deposits from the tribal cultural, archaeological and historic periods, under the supervision of a qualified archaeologist and a Native American Kumeyaay monitor.
6.3 Significant Properties	
A	Consider eligible sites for listing on the City's Historical Resources Register, any significant archaeological or Native American cultural sites that may be identified as part of future development within the community, and refer sites to the Historical Resources Board for designation as appropriate. Consideration should be given to any sites identified by a future Cultural Resources Report as having been previously evaluated as eligible for listing.
B	Identify and evaluate properties within the University community for potential historic significance, and refer properties found to be potentially eligible to the Historical Resources Board for designation, as appropriate. Consideration should be given to the properties identified in the Study List contained in the University Community Planning Area Historic Context Statement and Survey.
C	Complete a Reconnaissance Survey of the un-surveyed portions of the community based upon the University Community Plan Area Historic Context Statement to assist in the identification of potential historic resources, including districts and individually eligible resources.
D	Complete an intensive-level survey and evaluation for potential historical significance of the Tier 1 Communities identified by the University Community Plan Area Focused Reconnaissance Survey.
E	Implement an exemption for the residential Tier 2 and 3 Communities identified by the Focused Reconnaissance Survey from the requirement for a site-specific survey for identification of a potential historical building or historical structure under San Diego Municipal Code Section 143.0212. An exemption is warranted due to their low sensitivity.
F	Evaluate the possibility of a multi-community or Citywide historic context statement and Multiple Property Listing related to the life science industry in San Diego.
G	Promote opportunities for education and interpretation of the community's unique history and historic resources through mobile technology (such as phone applications); printed brochures; walking tours; interpretative signs, markers, displays, and exhibits; and art. Encourage the inclusion of both extant and non-extant resources.

View of Salk Institute under construction, 1964. San Diego History Center

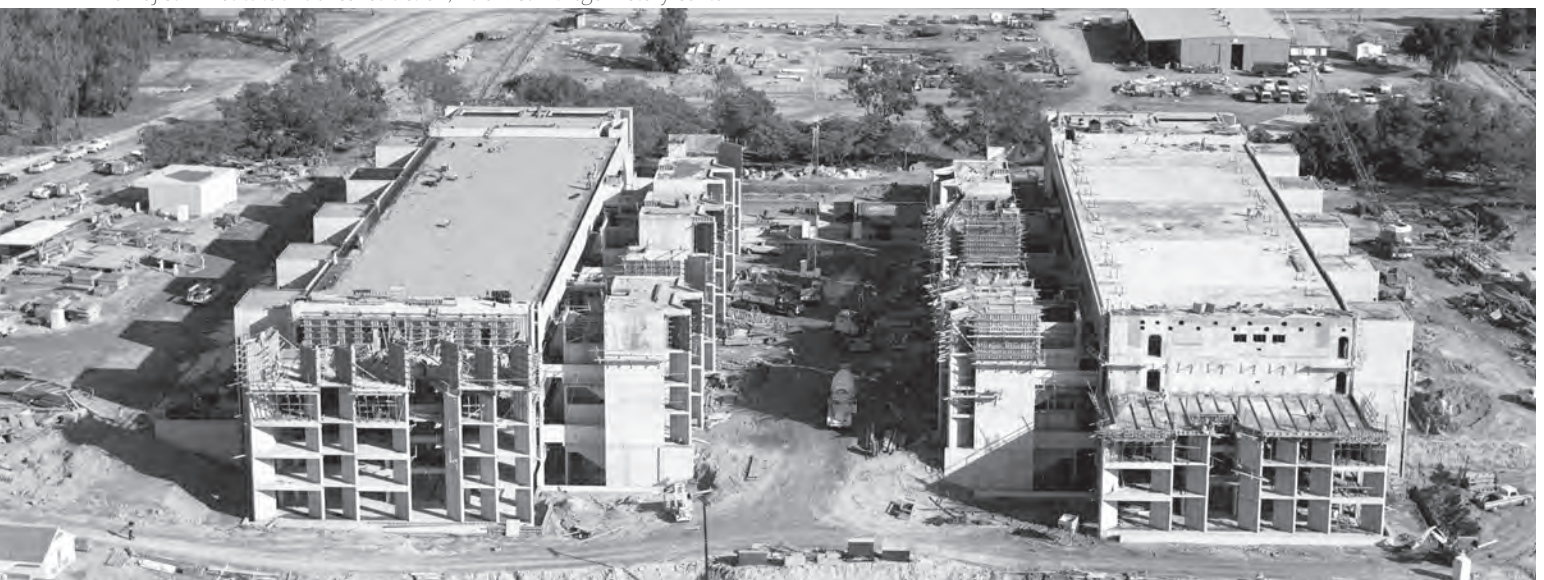


Table 6: Plan Policies

7.0 Public Facilities, Services, and Safety Policies	
7.1 Public, Semi-Public, and Community Facilities and Services	
A	Continue to use and seek a broad range of funding sources to finance public facilities and infrastructure, including grants and agreements with private property owners.
B	Support the formation of districts and programs where property owners and/or business owners assess themselves for the benefit of public enhancements beyond the general services provided by the City. These enhancements include but are not limited to: landscape, lighting, streetscape improvements and maintenance, signage and banners, street furniture, and climate resilient features/investments.
7.2 First Responders	
A	Maintain sufficient fire-rescue and police services to meet demands of continued growth and development in University.
B	Support the upgrades, modernization of facilities and equipment, and/or expansion of the stations serving University, as necessary, to adequately respond to fires and emergencies.
7.3 Schools	
A	Pursue joint-use opportunities such as community meeting rooms or co-locating opportunities with community-serving facilities, schools or parks, where appropriate.
B	Coordinate with the San Diego Unified School District to explore options for the provision of pre-kindergarten to 12th grade educational facilities to serve future students within University, as needed.
C	Emphasize connections with surrounding uses, efficient use of land, and multi-story urban models in designing and programming educational facilities.
D	Encourage the collaboration between the San Diego Unified School District, University of California-San Diego, and other educational centers for siting school facilities.
E	Support expansion and upgrades, up to and including improved pedestrian facilities, crosswalks, and Safe Routes to School Programs, to school sites.
F	Encourage the establishment of public charter schools in the community's mixed-use villages.
G	Encourage the expansion of accessible educational facilities for families and adult learners.
H	Encourage a variety of healthy food outlets and limit liquor stores near schools
7.4 Seismic Safety	
A	Prepare geotechnical investigation reports in support of proposed development or construction projects. The geotechnical investigation reports should address geologic and seismic hazards in accordance with City of San Diego Guidelines for Geotechnical Reports and provide recommendations to avoid or reduce these hazards to an acceptable level of risk.
B	Maintain and improve the seismic resilience of structures. Structures at risk of collapse during a significant earthquake should be inventoried for potential funding opportunities to assist with seismic retrofits.
C	Enforce current City development and construction standards and standard of practice through technical review of proposed project and inspection of approved projects
7.5 Noise	
A	Encourage site planning, design and construction, operational measures, and on-site noise level limit practices that minimize noise, especially for and within mixed-use sites. Limit future residential and other noise-sensitive land uses in areas exposed to high levels of noise.
B	Include building design techniques that address noise exposure and the insulation of buildings to reduce interior noise levels (e.g., forced-air ventilation systems, double-paned or sound rated windows, sound insulating exterior walls and roofs, etc.).
C	Work with Caltrans to landscape freeway-highway rights-of-way buffers and install low noise pavement surfaces, berms and noise barriers to mitigate freeway and highway traffic noise.
D	Seek to reduce exposure, when parks are in noisier areas, through site planning, including locating the most noise sensitive uses, such as children's play areas and picnic tables, in quieter areas of the site.

Table 6: Plan Policies	
7.6 Smart City / Technology	
A	Install LED streetlights with adaptive controls for cost savings, energy efficiency, and to minimize light pollution when lighting new and existing roadways. Further, smart sensors should be installed to gather real time data on parking and carbon emissions as well as how to improve intersections and emergency response.
B	Evaluate emerging technologies that can help reduce green gas emissions and encourage use of said technologies when it has been demonstrated to be an effective, and fiscally responsible investment.
C	Utilize emerging technologies and funding strategies to improve infrastructure efficiency, sustainability, resiliency, and delivery of services to the community, where feasible.
D	Partner with higher education, industrial, innovation, and technology companies within University to pilot energy conservation, clean energy technologies, and greenhouse gas reduction technologies.
7.7 Air Quality	
A	Incorporate building features into new residential buildings located within 500 feet of the outside freeway travel lane to reduce the effects of air pollution.
7.8 Heat	
A	Encourage landscape and design elements that mitigate the urban heat island effect.
B	Promote cooling centers and ensure they are well-resourced.
C	Consider the implementation of resilience hubs in the community.
D	Consider transportation accessibility to cooling centers and resilience hubs.
7.9 Flooding and Sea Level Rise	
A	Continue supporting comprehensive conservation of the Rose Canyon habitat to mitigate floodplain inundation.
B	Maximize planning and implementation of green infrastructure at both the watershed scale and site specific locations.
C	Enhance implementation of the Watershed Asset Management Plan (WAMP) to evaluate stormwater infrastructure vulnerability to flooding and prioritize infrastructure upgrade & replacement based on highest risk.
D	Consider risks of sea level rise to coastal areas, including flooding and cliff erosion. Consider public safety in all uses of at risk areas.
7.10 Fire	
A	Protect neighborhoods from unreasonable risk of wildfire within Very High Fire Hazard Severity zones through the encouragement of responsible brush management by property owners.
B	Maintain ongoing brush management within the City-owned public space to minimize the risk of structural damage or loss due to wildfires.
C	Promote wildland fire preparedness including emergency evacuation plans and mapping of routes for residential households.
D	Incorporate fire safe design into development within very high fire hazard severity zones. Fire resistant building and site design, materials, and landscaping should be part of the development review process.

Community Plan Implementation Overlay Zone

The Community Plan Implementation Overlay Zone (CPIOZ) is applied within the boundaries of the University Community Plan per Chapter 13, Article 2, Division 14 of the Land Development Code (LDC), as shown on Figure 39, to require supplemental development regulations that are tailored to implement the vision and policies of this community plan. Where there is a conflict between a CPIOZ supplemental development regulation in this section and the development regulation of the applicable base zone, the CPIOZ supplemental development requirement applies. All non-conflicting development regulations of the LDC apply.

- » Any development permit application within the boundaries of CPIOZ–Type A that complies with the supplemental development regulations and the development regulations of the LDC can be processed ministerially.
- » Any development permit application within the boundaries of CPIOZ–Type A that does not comply with the supplemental development regulations in this section requires a Process Two Neighborhood Development Permit.
- » Interior building improvements that do not involve a change of use or provide additional floor area or improvements that do not require a construction permit are not subject to CPIOZ.
- » Exceptions to CPIOZ may be granted for proposed development that is minor, temporary, or incidental and is consistent with the intent of CPIOZ.

In the University Community, there are both general and area-specific supplemental development regulations (SDRs) included within the CPIOZ. General SDRs are applicable to all projects within the CPIOZ area defined in Figure 32. Area-specific SDRs are to be implemented by projects according to the CPIOZ sub-areas depicted in Figure 32.

General Requirements

The following SDRs shall be applied to all projects in the CPIOZ area.

Urban Public Spaces Requirements

All *urban public spaces* are subject to the general regulations in SDR-1. The individual types of *urban public spaces* are subject to the specific regulations in SDR-2.

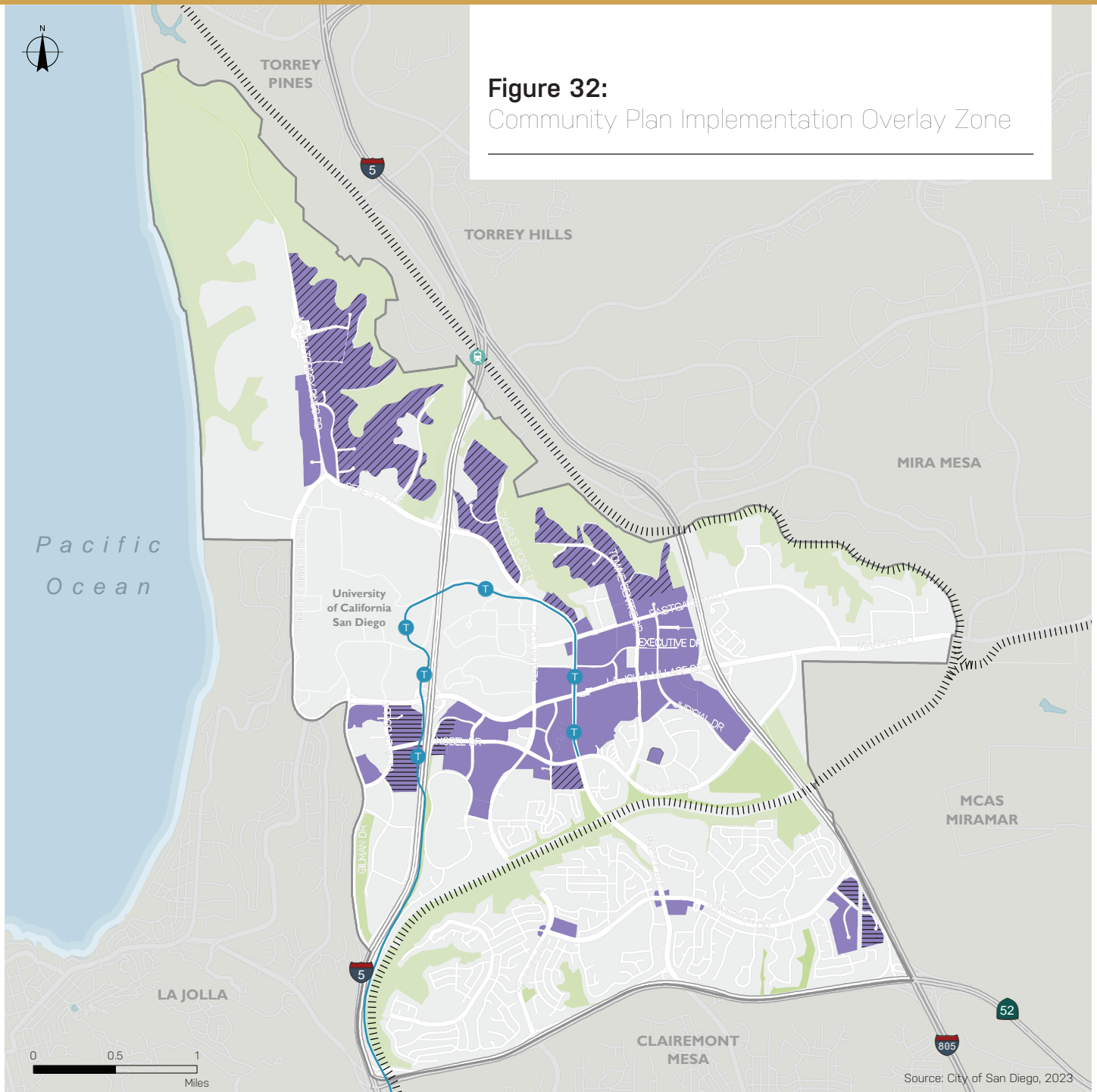
Definition: *Urban public spaces* means a public accessible space that provides recreational opportunities for community members and workers and encourages social interaction that activates the surrounding uses. The *urban public space* could be one of the following types: park, plaza, promenade or paseo at ground level or above grade on a building podium or transit platform. Refer to the Urban Design and Recreation Chapters. For the purpose of these supplemental development regulations, the following are definitions for the *urban public space* types:

Parks mean a public space within an urban setting at ground level that offer amenities, such as picnic areas, play areas, turf, walkways, and landscaping that support both passive and active recreation. Refer to mini or pocket parks in the Parks Master Plan.

Plaza means a public space within an urban setting at ground level that offer amenities, such as picnic areas, play areas, turf, walkways, and landscaping that support both passive and active recreation. The primary difference from *parks* are that *plazas* are largely hardscape. Refer to plazas in the Parks Master Plan.

Paseo means a pedestrian access way connecting public and private streets, plazas, pedestrian paths, parks, promenades and other existing and future *urban public spaces* abutting or within a premises. Paseos are designed to a pedestrian scale with amenities and pedestrian-oriented spaces. Refer to privately owned park sites in the Parks Master Plan.

Podium means a public space that is located above ground level on a building or parking structure within an urban setting and can offer amenities, such as picnic areas, play areas, turf, walkways, and landscaping that support both passive and active recreation. Refer to privately owned park sites in the Parks Master Plan.



- Community Plan Implementation Overlay Zone
- Canyon-Adjacent Supplemental Development Regulations Apply
- Freeway-Adjacent Supplemental Development Regulations Apply

Platform means a public space that is located above ground level and can encroach into the public-right-of-way to connect transit stations to buildings. It can offer limited amenities, such as walkways, and landscaping that support both passive and active recreation. Refer to privately owned park sites in the Parks Master Plan.

Promenade means a public space within an urban setting adjacent to public or private streets that are accessible to the public that offer landscaping that support both passive and active recreation. *Promenades* are largely hardscape and are designed to a pedestrian scale with amenities and pedestrian-oriented spaces. Refer to linear parks and parks not managed or maintained by the Park and Recreation Department in the Parks Master Plan.

CP 600-33 Note: All new residential or residential mixed-use developments may provide and receive credit for Recreation Value Points for the construction of on-site parks and amenities by following the guidelines established in City Council Policy 600-33 prior to final inspection to assure the public has adequate advance notification and opportunity to participate in the design of the parks. Development that designs and constructs on-site park amenities that satisfy the development's park standard identified in the Parks Master Plan and seeks to be eligible for any exemption of the City-wide development impact fees shall meet the requirements of Municipal Code §142.0640.

SDR-1 Urban Public Spaces: General Requirements. All new development on a premises equal to or greater than 50,000 square feet, or with a gross floor area equal to or greater than 75,000 square feet located within the CPIOZ as shown in Figures 32 shall provide *urban public spaces* that complies with all of the following requirements:

- a) A minimum of 10 percent of the premises, or 100,000 square feet, whichever is less, shall include *urban public spaces*.
- b) Adjacent Building Façade. A minimum of one building façade shall front the *urban public space* with the following:
 - 1) Transparency: A minimum of 50 percent of building facade area between 3 and 10 feet above the sidewalk or ground shall be transparent, with clear glass visible into a commercial or residential use.
 - 2) Entrances: The abutting *urban public space* shall be accessible from the adjacent building entrances as shown on Figures 33-38 for the following:

- i. Each commercial retail tenant space or residential dwelling unit; or
 - ii. A building's common area for buildings without retail tenant space or residential dwelling units.
- c) Pedestrian Circulation. The pedestrian circulation system for the development shall include a minimum of one connection to the *urban public space*.
 - d) Setbacks. The *urban public space* may be located in the setbacks and may front the property line.
 - e) Street Frontage: A minimum of 20 percent of the *urban public space* perimeter shall front a public right-of-way or privately maintained street open to the public and shall not be obstructed by a structure. Paseos are exempt from this requirement.
 - f) Pedestrian Lighting. Pedestrian scale lighting shall be staggered at a minimum of at least every 30 feet in the *urban public space*. The appropriate height for pedestrian lighting is between 12 and 20 feet. Light standards may also be combined on one post. Low, pedestrian-oriented lights can be affixed to a post and direct light onto sidewalks while the same post may also accommodate auto-oriented lights directed at roadways.
 - g) Seating Areas. Seating shall be provided at a minimum of at least one linear foot for every 30 square feet of *urban public space*.
 - h) Public Access.
 - 1) A recreational easement shall be provided for the *urban public space* that allows for public access and use, at minimum, during the daytime.
 - 2) The *urban public space* shall be open to the public at least between the hours of 7:00 a.m. and 9:00 p.m. every day.
 - i) Maintenance. The *urban public space* shall be maintained by the owners of the development.
 - j) Signage.
 - 1) Wayfinding signage shall be installed and/or along pedestrian pathways and private streets to direct the public to the *urban public space*.
 - 2) The urban public space area shall have signs at the entrance of the *urban public space* indicating that the space is open to the public and the hours of closure.
 - k) Recreation Value Points. All new residential or residential mixed-use development shall satisfy Recreation Value Points as part of the development of the *urban public space* that meet the standards identified in the Parks Master Plan.

SDR-2 Urban Public Spaces Specific Requirements:

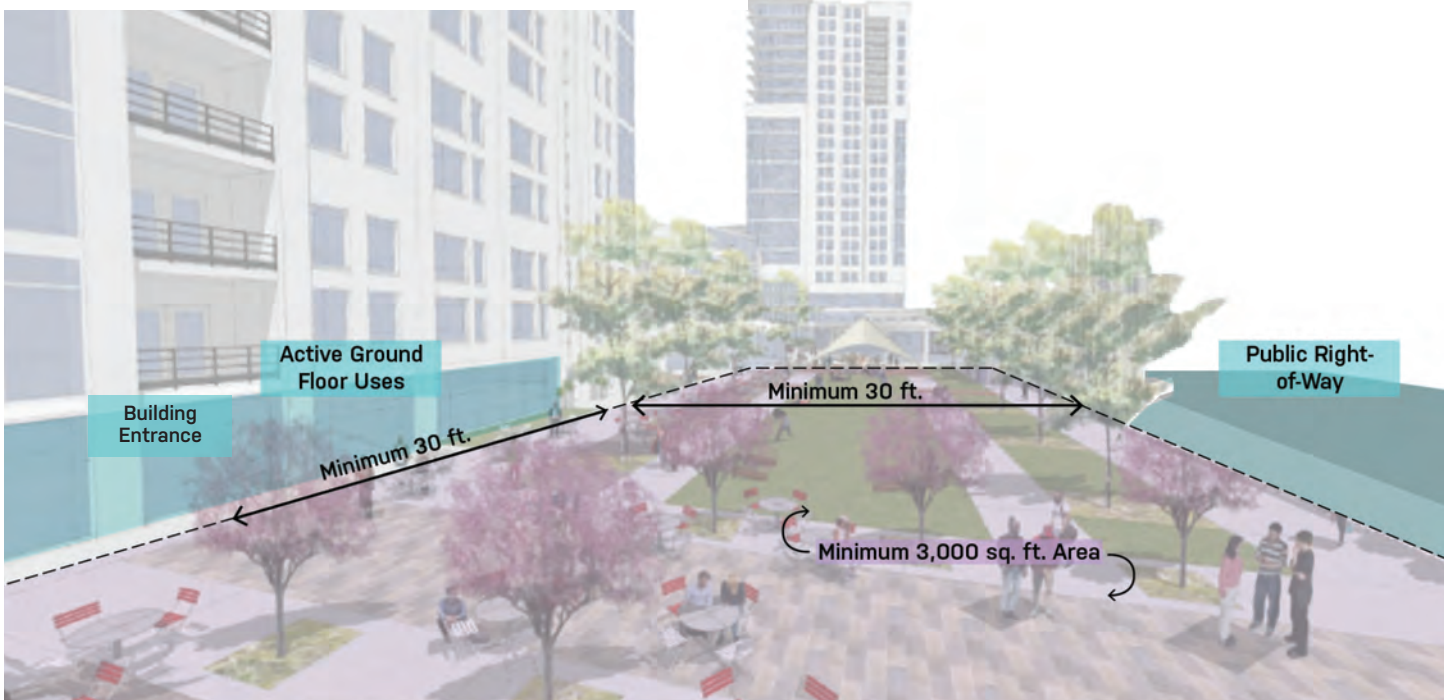
Development shall provide at least one of the following types of *urban public spaces* to meet the requirements in SDR-1a. In addition to the general requirements in SDR-2, development shall following the specific requirements for each of the following types of *urban public spaces*:

- a) A *park* shall meet the following (as shown in Figure 33):
 - 1) *Parks* shall be a minimum size of at least 3,000 usable square feet and measure a minimum dimension of at least 30 feet.



Example implementation of a park.

Figure 33:
Minimum Park Standards



b) *Plazas* shall meet the following (as shown in Figure 34):

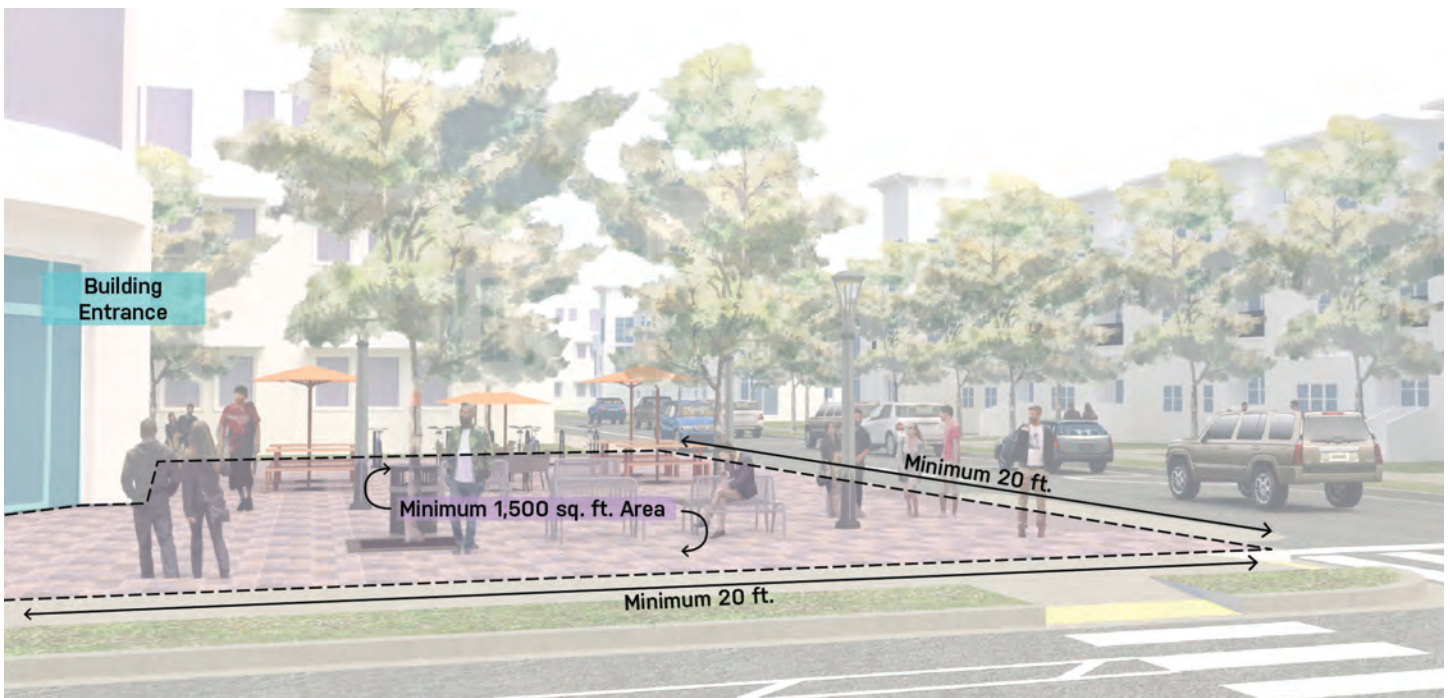
- 1) *Plazas* shall have a minimum size of at least 1,500 usable square feet and measure a minimum dimension of at least 20 feet.
- 2) *Plazas* shall be located at the building entrance or a location fronting up to a maximum of two public or private maintained street open to the public.



Example implementation of a plaza.

Figure 34:

Minimum Plaza Standards



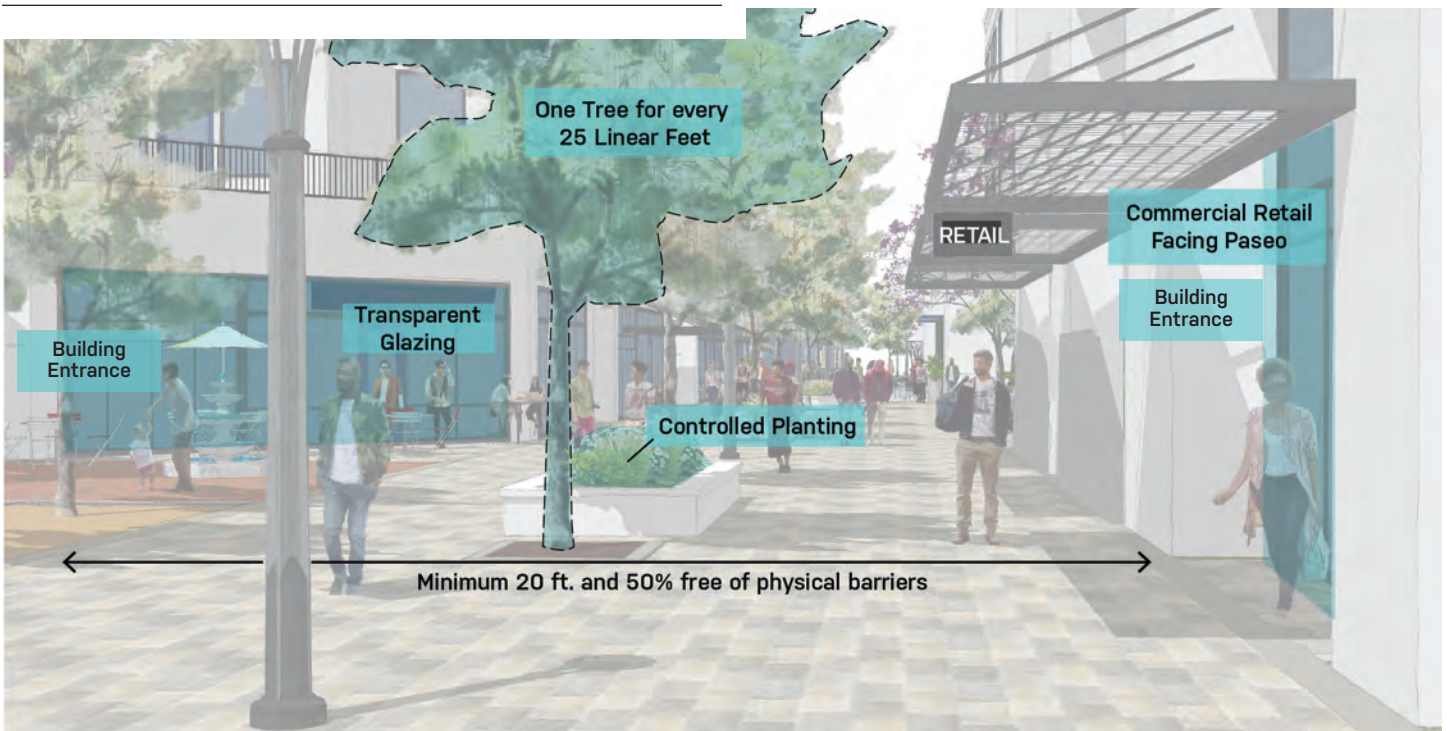
c) *Paseos* shall meet the following (as shown in Figure 35):

- 1) *Paseos* shall be a minimum width of 20 feet.
- 2) *Paseos* shall include a clear, continuous pedestrian path that connects the length of the paseo.
- 3) A minimum of 50 percent of a *paseo* shall be free of physical barriers or obstructions, such as walls or gates.
- 4) A minimum of one, 24-inch box canopy form tree is required for every 25 feet of *paseo* length.



Example implementation of a paseo.

Figure 35:
Minimum Paseo Standards



d) *Podiums* shall meet the following (as shown in Figure 36):

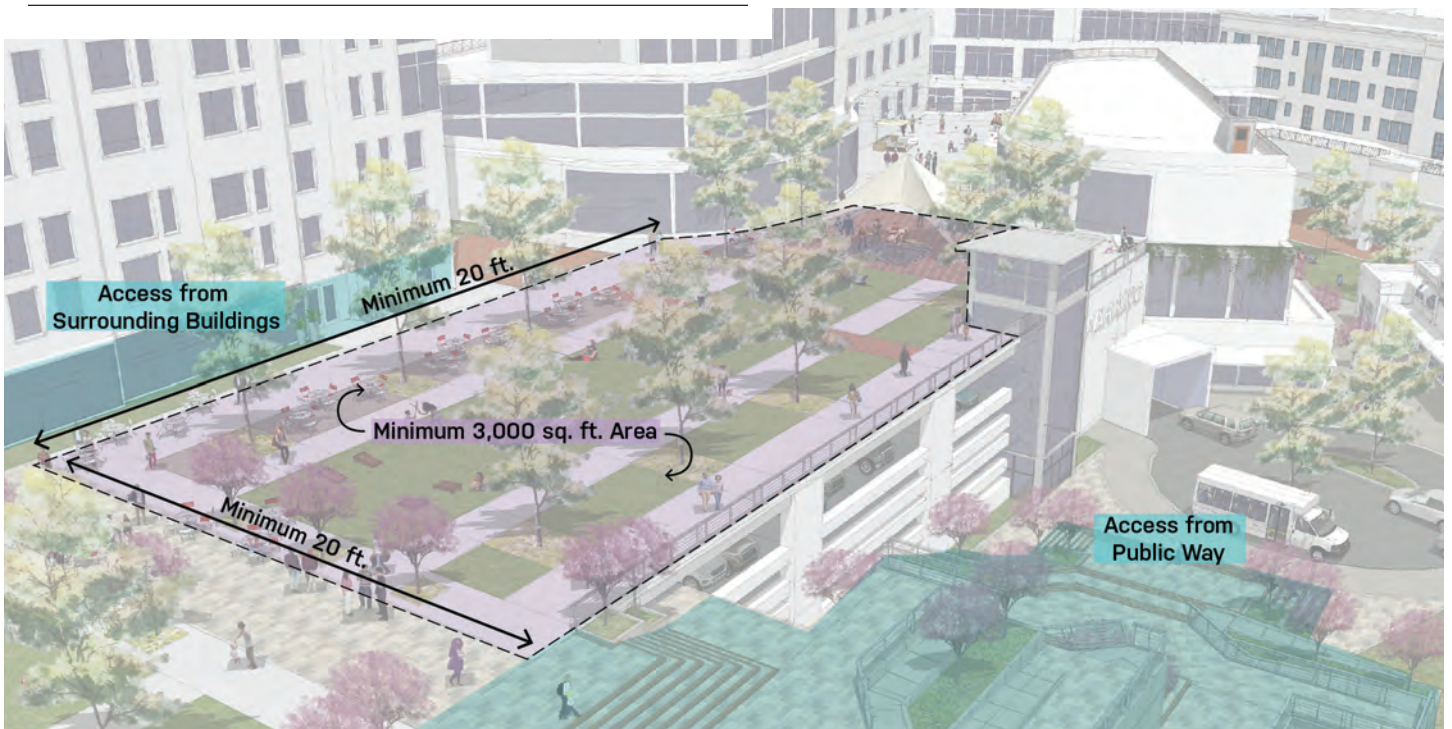
- 1) *Podiums* shall be a minimum size of 5,000 square feet and measure a minimum dimension of 20 feet.
- 2) *Podiums* shall have separate public access to the ground level.
- 3) Building entrances shall provide access to the building directly from the *podium*.
- 4) Where the development is adjacent to a pedestrian bridge, the *podium* shall provide a connection to the bridge.



Example implementation of a podium public urban space.

Figure 36:

Minimum Podium Standards



e) *Platform* shall meet the following (as shown in Figure 37):

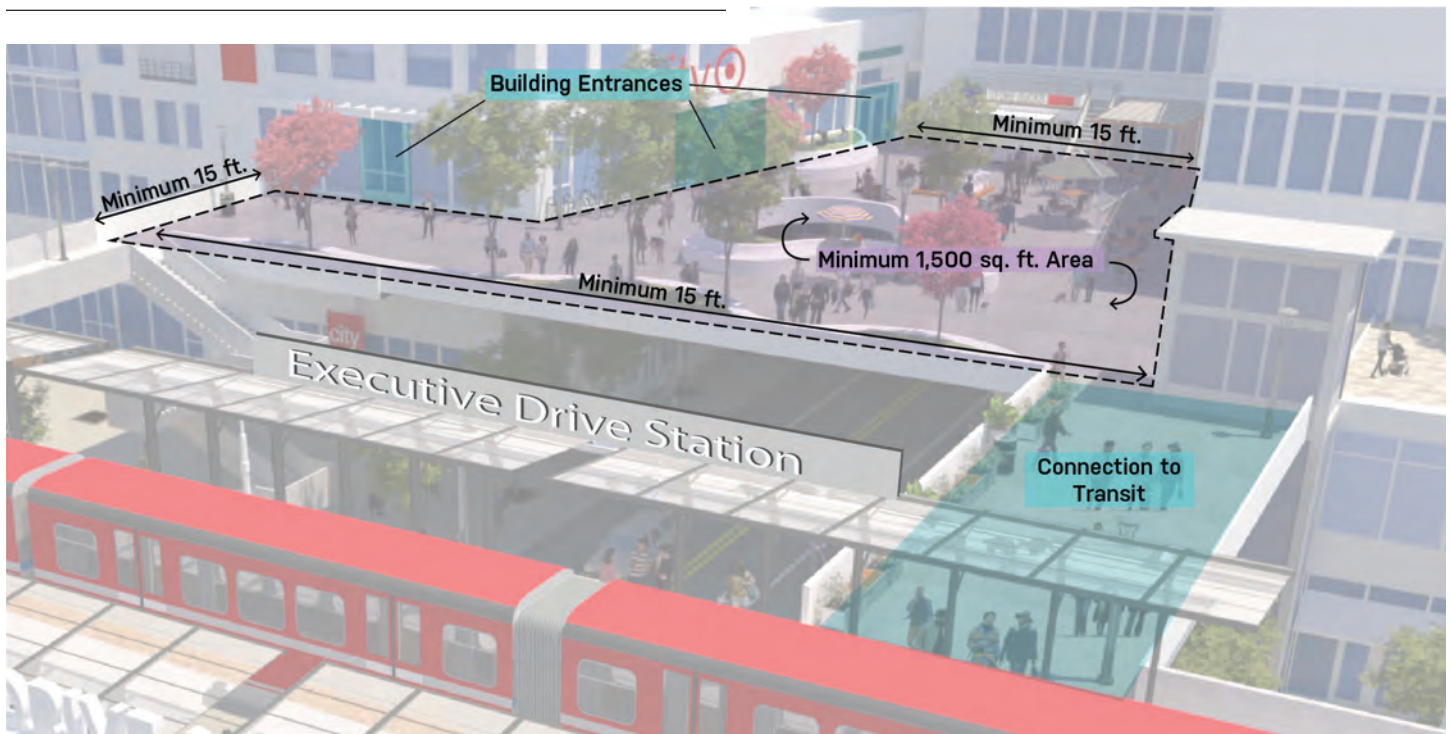
- 1) *Platforms* shall be a minimum size of 1,500 square feet and measure a minimum dimension of 15 feet.
- 2) *Platforms* shall provide connections between buildings, plazas, above grade transit facilities and building entrances.
- 3) *Platforms* shall provide separate public access to the ground level.
- 4) Building entrances shall provide access to the building directly from the *platform*.



Example implementation of how a transit facility can have a seamless integration with a plaza-like area. - Photo: Community Design + Architecture

Figure 37:

Minimum Platform Standards



Executive Drive Promenade

SDR-3 Executive Drive Promenade: Development along the north side of Executive Drive from Regents Road to Judicial Drive shall construct a pedestrian *promenade* that meets to the following (as shown in Figure 38):

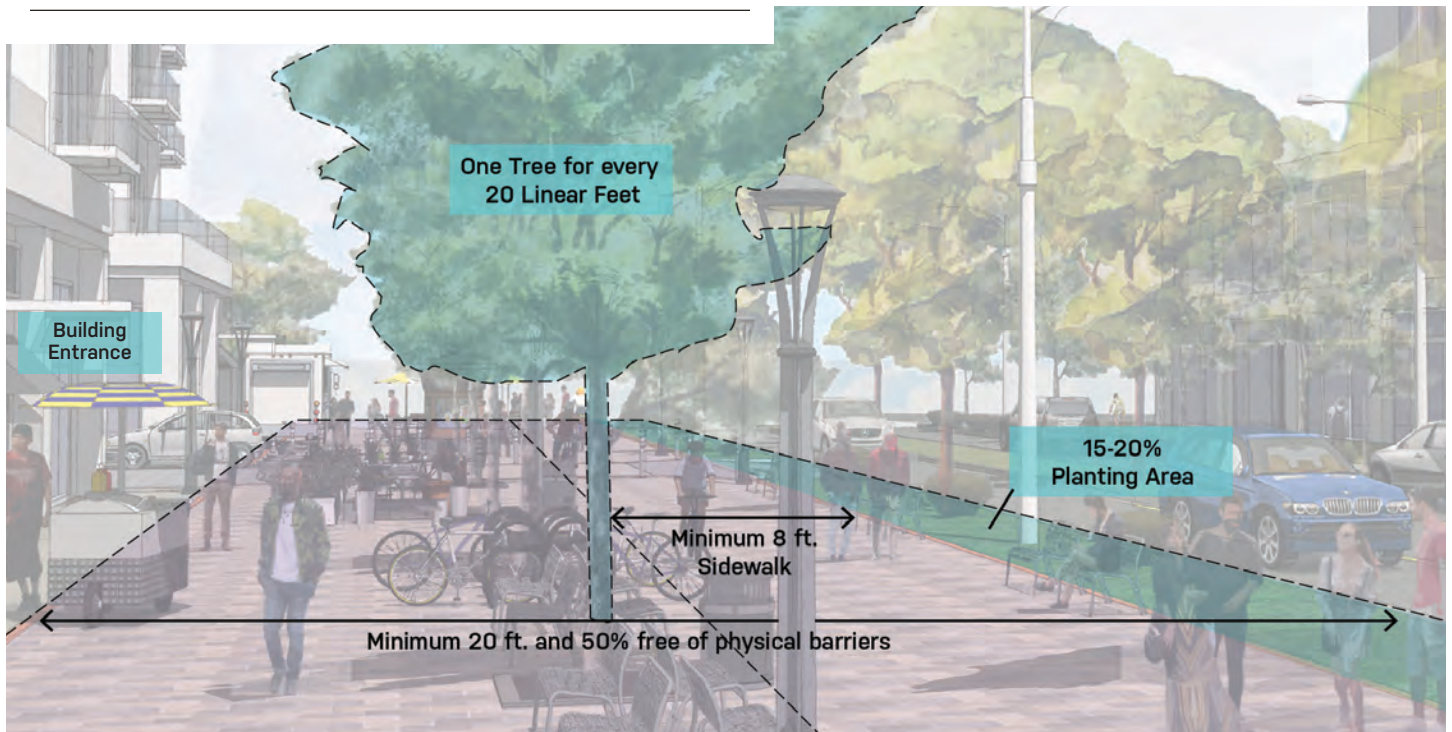
- a) The *promenade* shall extend 20 feet from the property line abutting the street.
- b) The sidewalk within the public right-of-way adjacent to the *promenade* shall be widened to a minimum of 8 feet, measured perpendicular to the street.
- c) A minimum of 50 percent of a *promenade* shall be free of physical barriers or obstructions, such as walls or gates.
- d) Parking spaces, passenger drop-offs, loading berths, trash storage facilities, utility boxes, as well as the access or service for these facilities shall not be permitted within the *promenade*.
- e) Landscaping shall include the following:
 - 1) At least one, 24-inch box canopy form tree is required for each 20 feet of street frontage on each side of the required sidewalk; and
 - 2) At least 15 percent and not to exceed 20 percent of the *promenade* area shall be comprised of planting, which can include planting beds or living walls.



Example implementation of how a promenade can be implemented, even with a change in grade.

Figure 38:

Minimum Promenade Standards



Block Size & Pedestrian Connectivity

The purpose and intent of these supplemental development regulations is to provide pedestrian connectivity from public and privately maintained streets open to the public.

SDR-4 Pedestrian Connectivity: Developments on sites with a perimeter greater than 1,200 linear feet fronting two or more public or privately maintained streets open to the public shall provide at least one or more of the following to bisect the site at least once every 300 feet of street frontage: privately maintained street, paseo, or multiuse path. Refer to the Street Design Manual for the design of streets and multiuse paths. Refer to SDR-1 and SDR-2 for the design of a paseo.

SDR-5 Pedestrian Paths:

- Development on sites greater than 100,000 square feet shall provide a pedestrian path connecting the primary building entrance to the public or privately maintained street. For a premises with more than three frontages, only three pedestrian paths are required.
- Pedestrian entrances located at the front or street side property line, where the building setback is zero, qualify as a required pedestrian path.

SDR-6 Pedestrian Entrance:

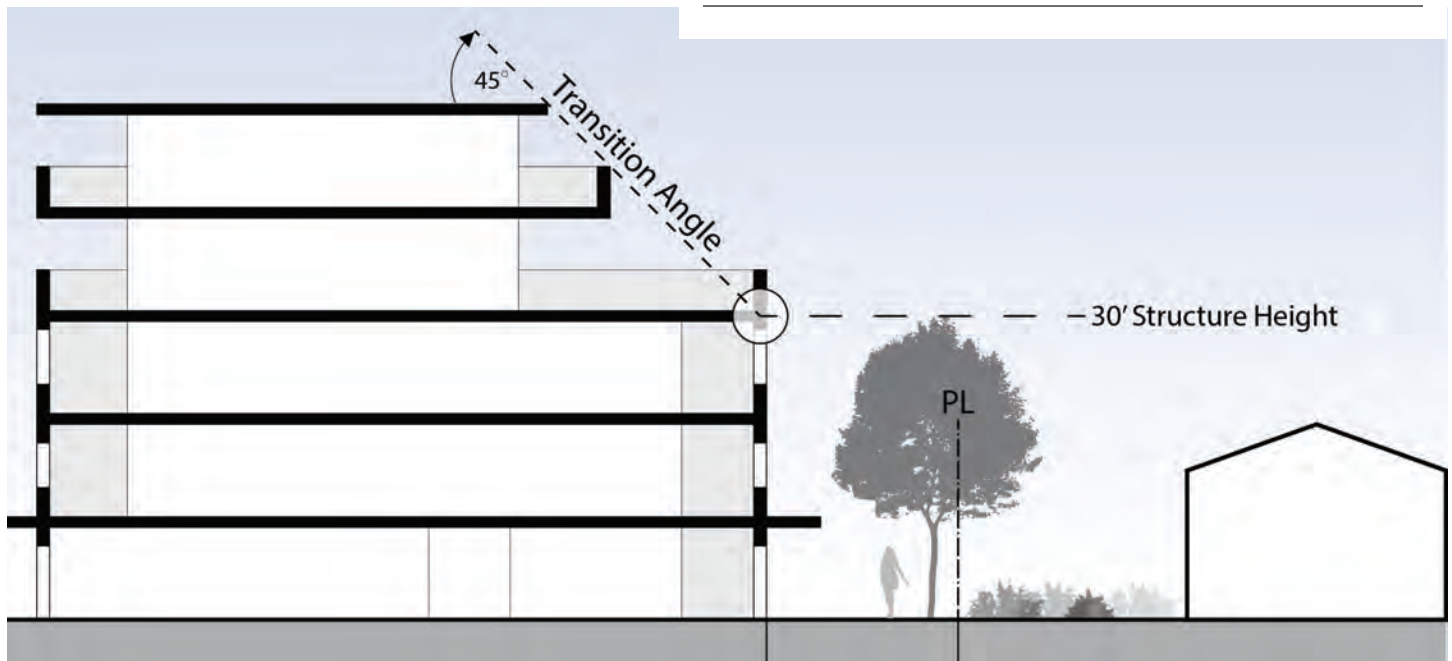
- Development shall provide at least one pedestrian entrance to a building, retail tenant space and dwelling units for every 300 feet of street frontage.
- Each pedestrian entrance shall be accessed from a pedestrian path.

Building Transitions

The purpose and intent of this supplemental development regulation is to include transitions when abutting single-family areas designated in this community plan.

SDR-7 Building Transitions: Building height shall transition under an established 45-degree angled building envelope plane sloping inward from the first 30 feet of a structure to the maximum structure height, for properties abutting single-family residentially areas designated in this community plan as shown in Figure 39.

Figure 39:
Transition Standards



Vehicle Parking Design

The purpose and intent of these supplemental development regulations are to screen and conceal any off-street parking spaces from the public right-of-way.

SDR-8 Vehicle Parking at Grade:

- a) No more than 30 percent of the total amount of provided parking for premises shall be at grade off-street parking spaces.
- b) At grade off-street parking spaces are prohibited within the front and street setbacks.

SDR-9 Parking Access:

- a) Vehicle access from a public or privately maintained street to parking areas on the site shall be separated from pedestrian access.
- b) Development shall provide a pedestrian path from the parking area to pedestrian circulation.

SDR-10 Vehicle Parking Entrances:

- a) Vehicular parking entrances, driveways, and curb-cuts shall occur on secondary streets.
- b) For sites without a secondary street, vehicular parking entrances, driveways, and curb cuts that provide access to parking areas shall be consolidated in one location along the premises.
- c) Vehicular parking entrances, driveways, and curb-cuts fronting the north side of Executive Drive shall be consolidated in one location on the premises.

SDR-11 Parking Structure Screening: Parking structures above ground shall be screened with landscaping, wrapped buildings, or an architectural screen, so they are not visible from the public right-of-way.

- a) If the at grade off-street parking spaces are screened with a building along all street frontages, up to 100 percent of the required parking may be at grade off-street parking spaces.
- b) Chain-link fencing around at grade off-street parking spaces is prohibited.
- c) Existing or required driveways, curb cuts, and access lanes provided for vehicular access, fire access, or pedestrian access to the parking area are exempt from the screening requirement.

Tower Controls

The purpose and intent of these supplemental development regulations are to separate a building into the following two main areas the base and the tower to address bulk and scale.

Definitions:

- » *Building base* means the structural envelope located immediately above existing grade, proposed grade, or a basement.
- » *Building tower* means the structural envelope located immediately above the building base to the top of the building.
- » *Street wall* means a building façade abutting the a public or privately maintained street open to the public.

SDR-12 Buildings Over 100 Feet: Buildings over 100 feet in height located on a premises over 20,000 square feet in area shall comply with the following requirements:

- a) The maximum height of the *building base* shall be 100 feet.
- b) A *street wall* shall be provided for 70 percent of the building frontage along the public right-of-way, with the following exceptions, which may be subtracted from the length of the frontage:
 - 1) *Plazas or promenades*;
 - 2) Courtyard entrances up to 30 feet wide;
 - 3) Recessed building entrances up to a maximum of 25 feet in width and a maximum of 15 feet in depth;
 - 4) Entries into interior or auto courts, or auto drop-offs may be allowed behind the required *street wall*; and
 - 5) Areas where the existing grade of the public right-of-way differs from the building pad by more than two feet.
- c) The minimum height of the *street wall* shall be 30 feet.
- d) The maximum lot coverage of the *building tower* shall be 75 percent of the lot coverage of the *building base*.
- e) Within a single development, *building towers* shall be separated by a minimum of 50 feet.
- f) *Building towers* shall be set back from the public way by 15 feet.
- g) *Building towers* shall be set back from interior property lines by 20 feet.

Dedications

The purpose and intent of these supplemental development regulations are to require dedication or irrevocable offer of dedication needed to implement the planned pedestrian, bicycle, and/or transit facilities in this community plan.

SDR-13: Development fronting the north side of Executive Drive between Regents Road and Judicial Drive shall provide a minimum of 10 feet of additional right-of-way for the *promenade*.

SDR-14: Development fronting both the north and south sides of Nobel Drive between Villa La Jolla Drive and I-5 shall provide a minimum of 10 feet of additional right-of-way for transit, pedestrian, and bicycle facilities as shown in this community plan.

SDR-15: Development fronting the north side of Nobel Drive between I-5 and Regents Road shall provide a minimum of 12 feet of additional right-of-way for the proposed Class I One-Way Multi Use Path as shown on Figure 17.

SDR-16: Development fronting the east side of Villa La Jolla Drive between Via Mallorca and Villa Norte shall provide a minimum of 14 feet of additional right-of-way for transit, pedestrian, and bicycle facilities as shown in this community plan.

SDR-17: Development fronting the east side of Genesee Avenue between Interstate 5 and Campus Point Drive shall provide a minimum of 12 feet of additional right-of-way for the proposed Class I One-Way Multi Use Path as shown on Figure 17.

SDR-18: Development fronting or containing the proposed Pedestrian Crossing Improvements - Active Transportation Bridge alignment crossing La Jolla Village Drive as shown in Figure 16 shall do the following:

- a) The proposed improvements shall be identified on the pedestrian circulation and public access plan for the development;
- b) A pedestrian path system shall be designed to connect to the proposed pedestrian improvements at grade or on an upper level of a building;
- c) A public access easement shall be provided for the area needed for the proposed improvements to the satisfaction of the City Engineer; and
- d) Prior to the construction of the proposed pedestrian improvements, no new development, inclusive of permanent above or below ground structures, such as accessory structures, above-ground utility equipment, retaining walls, etc. shall be constructed or permitted within the area identified for the pedestrian improvements, except for landscaping.

Community-Serving Retail Development

The purpose and intent of these supplemental development regulations are to require community serving retail uses within community commercial areas designated in this community plan.

SDR-19 Retail and Commercial Services Minimums:

- a) Sites designated community commercial in this community plan that are equal to or greater than 50,000 square feet, shall maintain a minimum of 10 percent of the gross floor area for commercial services and retail sales uses. The calculation of gross floor area shall include all buildings within the premises, including any existing buildings that will remain; and
- b) Sites designated community commercial in this community plan that are equal to or greater than 100,000 square feet, shall maintain a minimum of 15,000 square feet of gross floor area for food, beverages and groceries use.

Affordable Housing

The purpose and intent of this supplemental development regulation is to require affordable housing to be included with new residential and residential mixed-use development.

SDR-20 Inclusionary Housing Requirement*: A minimum of X (X) percent of the total dwelling units in a proposed residential or mixed-use development shall be set aside as affordable to be occupied by very-low, low-, and moderate-income households as defined by the U.S. Department of Housing and Urban Development for the San Diego Standard Metropolitan Statistical Area. All other Inclusionary Affordable Housing Regulations as set forth in Chapter 14, Article 2, Division 13 of the Land Development Code shall apply, except that the only alternative method of compliance allowed is the construction or rehabilitation of units off-site, as set forth in Section 14-2.1307 in Ordinance O-2020-1, within the Community Plan Area, except that X percent of the units must be affordable to households whose income does not exceed X percent of the area median income as adjusted for household size as defined by the U.S. Department of Housing and Urban Development for the San Diego Standard Metropolitan Statistical Area.

**Please note, the exact detail of this SDR is still under study and will be updated in the next draft.*

Area-Specific Requirements

The following requirements are only required for areas shown as Freeway-Adjacent on Figure 32.

Canyon-Adjacent Development

The purpose and intent of these supplemental development regulations are to provide design regulations to lessen the effect of buildings developed adjacent to open space areas designated in this community plan.

SDR-21 Building Design abutting Open Space: Development on sites directly abutting an open space area designated in this community plan shall conform with the following requirements:

- a) For a premises greater than 300-feet in depth from the street, provide a 50-foot building setback from the open space area.
- b) Provide a 15-foot upper story stepback at least 50 feet above the ground level for the portion of the building fronting the open space area.
- c) Orient the short ends of buildings toward the open space areas or break down the length of façades facing the open space areas with articulation in the form of one 4-foot offset in the building plane for every 50 feet of façade length.
- d) The use of highly reflective and mirrored glazing is not permitted fronting open space areas.

Freeway-Adjacent Development

The purpose and intent of these supplemental development regulations are to provide site design requirements to lessen the effect of freeway noise to residential buildings developed adjacent to freeways.

SDR-22 Freeway Setback:

- a) Development with a residential use shall provide a landscaped yard setback of at least 30 feet from the property line fronting the freeway right-of-way.
- b) Buildings with non-residential uses including above grade parking structures are exempt from SDR-19.

SDR-23 Building Orientation:

- a) Orient freeway-abutting residential buildings such that courtyards and residential units with operable windows and balconies face away from the freeway right-of-way and toward internal open space.
- b) Orient residential buildings so that the short ends of the building are perpendicular to the freeway, providing limited facade exposure to the freeway.

SDR-24 Building Upper Story Stepback: Provide a 15-foot upper story stepback starting at a height of 50 feet above ground level for the residential building.

SDR-25 Parking Location: Where a development provides parking in an above grade parking structure and/or surface parking area that is separate from the residential building(s), the above ground parking structure and surface parking area shall be located between the freeway and the residential building(s).

Nobel Drive exit from Interstate-5.



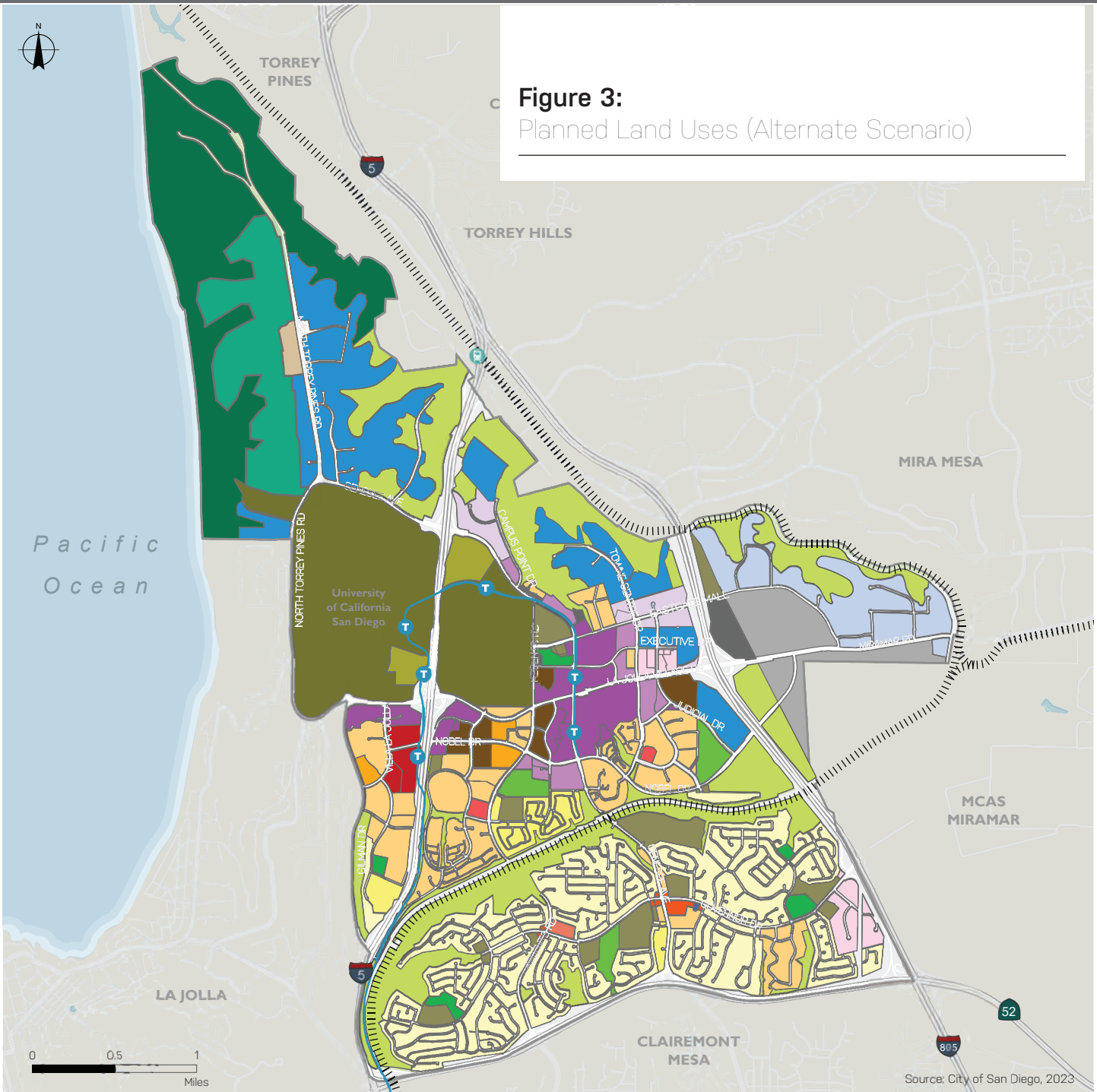


Community Planning Group Subcommittee Input Scenario

The University Community Plan Update process has so far resulted in two future scenarios. The Staff-Recommended Scenario (located within the Vision and Land Use Framework chapter of the plan), which estimates approximately 30,000 new homes and approximately 70,000 new jobs. The Community Planning Group Subcommittee Input Scenario (shown to the left as Figure 3) estimates approximately 22,000 new homes and approximately 55,000 new jobs. The Community Planning Group Subcommittee Input Scenario was developed to reflect early feedback collected from the University Community Planning Group Subcommittee meetings. This scenario will be considered throughout the Environmental Review process, however it is not the Staff-Recommended Scenario.

The Staff-Recommended Scenario is the proposal in the Community Discussion Draft because it better meets the goals and policies in the General Plan and Climate Action Plan, while also addressing feedback heard from other stakeholder groups.

The following pages reflect the Community Planning Group Subcommittee Input Scenario, but does not form part of the Discussion Draft University Community Plan Update.



- | | | |
|--------------------------------------------|------------------------------|---------------|
| Low Density Residential (5-9 du/ac) | Urban Flex (0-54 du/ac) | Institutional |
| Low-Med Density Residential (10-15 du/ac) | Urban Village (0-90 du/ac) | UC San Diego |
| Medium Density Residential (16-29 du/ac) | Urban Village (0-145 du/ac) | Hospital |
| Med-High Density Residential (30-44 du/ac) | Golf Course | Utility |
| High Density Residential (45-73 du/ac) | Resource Based Park | Library |
| Community Village (0-73 du/ac) | Open Space | |
| Community Village (0-109 du/ac)* | Neighborhood Park | |
| Neighborhood Commercial (0-29 du/ac) | Community Park & Rec. Center | |
| Community Commercial (0-29 du/ac) | Scientific Research | |
| Visitor Commercial | Light Industrial | |
| Office Commercial | Military | |
- * Bonus available to 145 du/ac

Land Uses – Residential



Low Density Residential (5-9 du/ac)

A mix of lower density residential development including single-family homes and accessory dwelling units arranged as stand-alone detached or attached units, with front, rear, and side yards on small lots. May also include duplexes and garden apartments. No more than four units will be allowed on what is currently a single-family parcel (SB 9). Parking is typically integrated into the ground-floor of the units in an individually secured garage.



Low-Medium Residential (10-15 du/ac)

A mix of townhomes, garden apartments, and multi-family units. Townhomes or row homes are typically clustered in groups of 4 to 6 units. This combination of residential types supports a pedestrian scale. Parking is integrated into the ground-floor of the units



Medium Residential (16-29 du/ac)

Townhomes and garden apartments or condominiums on small lots. Buildings can be organized around a central courtyard with individual or shared open space. Parking is typically a mix of private or shared garages, or surface parking.



Med-High Residential (30-44 du/ac)

A mix of townhome, garden apartments, and multi-family units. This category also supports compact condominium/apartment buildings. Development typically includes individual or shared common open areas. Private and shared open space is a key component of the design, along with community amenities. Clear pedestrian connections should be made throughout the site and to other areas within the community. Parking is typically a mix of garages and surface spaces.



Very High (74-109 du/ac)

Multi-family sites and condominium/apartment buildings in the highest density range with a network of active frontages. Development typically consists of prominent outdoor space, plazas, courtyards, pedestrian paseos, and greenways. Parking is typically shared structures.

Land Uses – Commercial

Community Village (0-73 du/ac)

Community Village allows for commercial, office, and multi-family residential uses, including mixed-use with office or residential space above retail space, with an emphasis on employment uses. This use also contains public gathering spaces and/or civic uses. Large surface parking areas are discouraged. Residential uses would be allowed per the regulations of the zone.



Community Village (0-109 du/ac, bonus up to 145 du/ac)*

Community Village allows for commercial, office, and multi-family residential uses, including mixed-use with office or residential space above retail space, with an emphasis on employment uses. This use also contains public gathering spaces and/or civic uses. Large surface parking areas are discouraged.



Neighborhood Commercial (0-29 du/ac)

Provides for small-scale mixed-use areas with convenient commercial uses such as retail shops, markets, personal services, and professional office to serve nearby residents within an approximate three-mile radius.



Community Commercial (0-29 du/ac)

Provides for shopping areas with retail, service, civic, and office uses for the community at large within three to six miles. Residential uses could be added to enhance the viability of existing commercial uses.



Land Uses – Mixed Use



Urban Flex (0-54 du/ac, FAR 3.0)

Mixed-use development where employment and commercial uses are balanced with potential residential uses. Employment uses would be the primary use, and residential uses are allowed. Active street frontages and pedestrian-oriented design are encouraged. Developments can create unique housing opportunities that support creative office, business incubators, and high-tech research and development uses. This land use and intensity can be limited by the Airport Land Use Compatibility Overlay Zone for MCAS Miramar.



Urban Village (0-109 du/ac, FAR 3.0)

Allows for a variety of commercial use and encourages residential at a medium-high density range in combination with employment as the primary use. Urban housing opportunities are interspersed with active street frontages and connected through pedestrian-oriented design.



Urban Village (0-145 du/ac, FAR 5.0)

Serves the community with a dense mix of pedestrian-oriented, community serving commercial uses and residential uses. The integration of housing with employment uses in both horizontal and vertical formats is encouraged. Active street frontages and pedestrian-oriented design are enhanced and outdoor spaces, plazas, and paseos are a central organizing feature. Parking is minimized and fully integrated within buildings to encourage transit use.

Land Uses – Employment

Commercial Office

Office commercial provides for employment and professional office uses with limited retail and residential uses. Parking is typically situated in adjacent surface lots and nearby multi-story parking garages.



Visitor Commercial

Provides for the accommodation, dining, and recreational uses for both tourists and the local population. This designation is intended for land located near employment centers and areas with recreational resources or other visitor attractions. Residential uses may occur only as part of a mixed-use (commercial/residential) project.



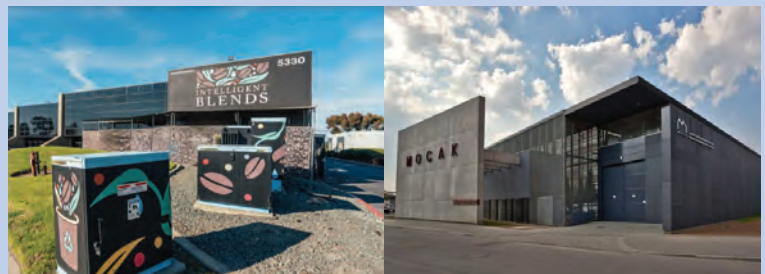
Scientific Research

Provides for development that accommodates laboratories, research and development, and other technological facilities as well as some office and commercial to serve these industries. No residential is permitted in this land use area. Parking is encouraged to be provided through multi-story garages to minimize extensive surface area lots.



Light Industrial

Allows a wide variety of industrial uses including light manufacturing, research and development uses, storage and distribution, and transportation terminals. Multi-tenant industrial uses and corporate headquarters office uses are permitted. Heavy industrial uses that have significant nuisance or hazardous effects are excluded. New facilities should incorporate a high design aesthetic. This land use and intensity can be limited by the Airport Land Use Compatibility Overlay Zone for MCAS Miramar.



Land Uses – Civic & Institutional



Institutional

Institutional uses provide either public or private facilities that serve a public benefit for the community or a broader area. Institutional land uses within the community consist mainly of Fire Stations; Branch Libraries; public, charter, and private schools; and places of worship. Housing may be included with an institutional use on sites with this designation at a density as allowed by the underlying zoning.



University of California San Diego

Provides for the University of California, San Diego campus which occupies a portion of North University and straddles the I-5. Given the number of Blue Line trolley stops within the campus, logical mobility connections between the campus and the broader community are encouraged. This designation includes the UCSD Medical Center campus.



Hospital

This land use designation provides for two major hospital properties within the University planning area: Veterans Administration Medical Center and Scripps Memorial Hospital La Jolla.



Utility

Provides for public utilities and services throughout the University planning area, including power sub stations and telephone offices. Any changes to utility facilities are encouraged to incorporate landmark design features. If a utility facility is retired the land should be converted to neighborhood park space.



Military

Provides for the Marine Corps Air Station (MCAS) Miramar master jet station west of the University planning area. The area provides aviation operation and maintenance facilities, as well as a range of support functions for service members and their families.

Land Uses – Park & Open Space

Golf Course

Land use designation providing for the Torrey Pines Golf Course, situated east of the Torrey Pines State Natural Reserve.



Resource-Based Park

Provides for the Torrey Pines State Natural Reserve, located west of the I-5, south of Del Mar, and north of UCSD. The 1,500-acre natural reserve is both a protected area targeted for conservation.



Open Space

This designation maintains areas of undeveloped canyons and hillsides which can contain environmentally sensitive resources.



Neighborhood Park

This designation allows for passive and active recreational uses, such as linear parks, community parks, and neighborhood parks with facilities to meet the recreational needs of the community and the City



Community Park and Recreation Center

Provides for areas designated for passive and/or active recreational uses, and allows for facilities, services, and programs to meet the recreational needs of the community as identified in the Parks and Recreation chapter.



