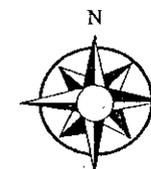
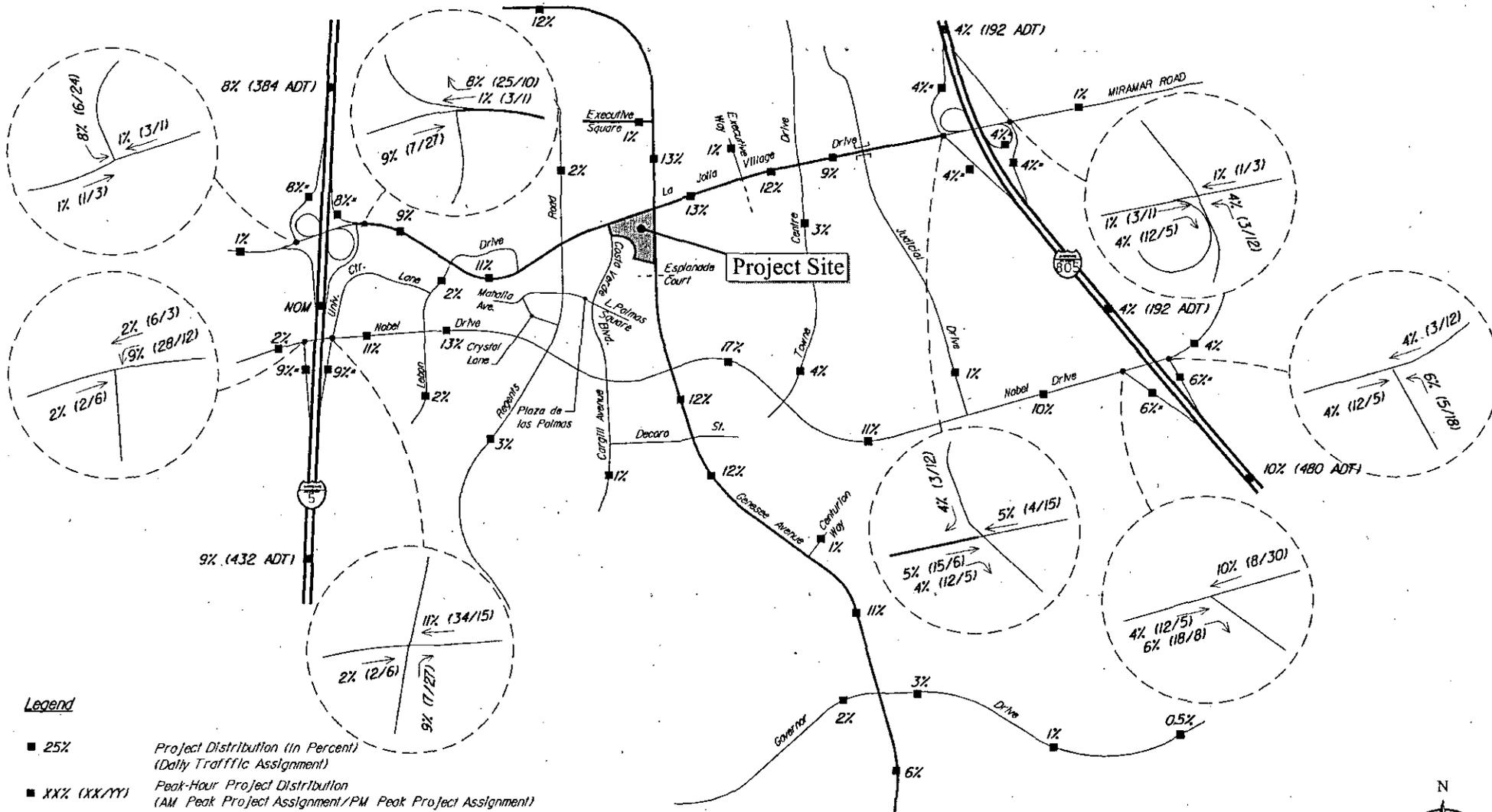


**COMMENT LETTERS AND RESPONSES**

**ATTACHMENT 1**



Not to Scale

Source: Kimley-Horn and Associates

# Monte Verde Project Traffic Distribution and Assignment for Caltrans Facilities

**CANDIDATE FINDINGS AND  
STATEMENT OF OVERRIDING  
CONSIDERATIONS REGARDING THE ENVIRONMENTAL  
IMPACT REPORT FOR THE PROPOSED 560-UNIT  
MONTE VERDE PROJECT**

**I. INTRODUCTION**

The following Findings and Statement of Overriding Considerations are made for the Monte Verde development (hereinafter referred to as the "PROJECT"). The environmental effects of the PROJECT are addressed in an EIR (Project No. 6563 /SCH No. 2003091106), dated August 14, 2006, which is incorporated by reference herein. As stated in the Additional Information Statement (AIS) to the EIR, dated May 16, 2007, the impacts associated with the construction of the 560 units associated with the PROJECT, would be no greater than those associated with the 800-unit development addressed in the original EIR. The California Environmental Quality Act (CEQA) (California Public Resources Code §§21000 et. seq. and the State CEQA Guidelines (Title 14, California Code of Regulations, §§15000 et. seq.) require that no public agency shall approve or carry out a project which identifies one or more significant environmental effects of a project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

- (1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effects on the environment.
- (2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been or can or should be adopted by that other agency.
- (3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

(CEQA, §21081(a); Guidelines, §15091(a).)

CEQA and the Guidelines further require that, where the decision of the public agency allows the occurrence of significant effects which are identified in the EIR, but are not at least substantially mitigated, the agency shall state in writing the specific reasons to support its action based on the EIR and/or other information in the record. (Guidelines, §15093(b).)

The following Findings and Statement of Overriding Considerations have been submitted by the project applicant as candidate findings to be made by the decision-making body. The Development Services Department, Environmental Analysis Section, does not recommend that the discretionary body either adopt or reject these findings. They are attached to allow readers of this report an opportunity to review potential reasons for approving the PROJECT despite the significant unmitigated effects identified in the EIR.

## II. PROJECT DESCRIPTION AND PURPOSE

The 4.77-acre project site is located in the North University City area of the City of San Diego at the southwest corner of La Jolla Village Drive and Genesee Avenue. The multi-family residential Towers at Costa Verde are located adjacent to the project site to the southwest. The regional shopping mall known as Westfield University Towne Centre (UTC) is located to the east of the project across Genesee Avenue. The proposed site is currently undeveloped but does contain a graded pad paved with asphalt which is used as a retail parking lot as well as for construction trailers and construction equipment storage.

The PROJECT would include four high-rise residential buildings with a combined 560 residential units, associated recreation amenities and 1,312 parking spaces which would be located in subterranean parking structures. A pedestrian bridge over La Jolla Village Drive would be built as part of the PROJECT and the existing pedestrian bridge over Genesee Avenue would be modified and enhanced. In addition, an existing sewer line would be upsized between the project site and Rose Canyon to the south. The upsizing would occur within the paved portion of Genesee Avenue as well as vacant land to meet with the Rose Canyon sewer line just south of the railroad tracks within Rose Canyon.

Grading would be required for the subterranean parking structures. Up to 470,000 cubic yards of material would be removed from the site.

Implementation of the PROJECT would require an amendment to the University Community Plan (UCP) primarily to change the land use designation from visitor commercial (hotel) to residential. Administrative changes to the UCP include revising text, tables and maps to reflect the correct land use designation of the property.

Other discretionary actions include an amendment to the Costa Verde Specific Plan, a Tentative Map, a Planned Development Permit (PDP), Planned Commercial Development Permit (PCD), a site development plan, and several easement vacations.

The primary goals of the PROJECT include:

- Provide a variety of multi-family residential types to serve students, military, seniors and professional and office workers within the UCP Plan area;
- Develop higher density residential within an "urban node" of the City of San Diego;
- Promote "smart growth" goals by locating high-density residential uses near commercial, office, educational and retail uses;
- Accommodate pedestrians traveling from the north side of La Jolla Village Drive to the Costa Verde and University Towne Center shopping centers by constructing a planned pedestrian bridge over La Jolla Village Drive pursuant to the Community Plan; and

- Respond to the region's housing shortage and predictions of rapid population growth in San Diego.

### III. ISSUES ADDRESSED IN EIR

The EIR contains an environmental analysis of the potential impacts associated with implementing the PROJECT. The major issues that are addressed in this EIR were determined to be potentially significant based on review by the City of San Diego. These issues included land use, traffic and circulation, air quality, biological resources, noise, visual effects/neighborhood character, public facilities and services, paleontological resources, historical resources, hydrology, water quality, geology, energy conservation and light, glare and shading.

### IV. FINDINGS REGARDING IMPACTS THAT CAN BE MITIGATED TO BELOW A LEVEL OF SIGNIFICANCE (PUBLIC RESOURCES CODE §21081(a)(1))

The City, having reviewed and considered the information contained in the EIR, including the AIS, finds pursuant to Public Resources Code §21081(a)(1) and Guidelines §15091(a)(1) that changes or alterations have been required in, or incorporated into, the PROJECT which would mitigate, avoid, or substantially lessen to below a level of significance the following potential significant environmental effects identified in the EIR: local traffic (direct and cumulative), noise (direct), public facilities and services (direct and cumulative), paleontological resources (direct), biological resources (direct), and historical resources (direct).

#### A. Local Traffic (Direct and Cumulative)

**Potential Impacts:** The project could have significant direct and cumulative impacts to the following intersections:

- La Jolla Village Drive/Genesee Avenue; and
- Esplanade Court/Private Drive A.

**Facts in Support of Findings:** The project's significant direct and cumulative impacts to intersections would be mitigated to below a level of significance with implementation of Mitigation Measure 5.2-1 identified in the EIR. Implementation of this mitigation would require the provision of intersection improvements including: (1) additional turn lanes for the intersections of La Jolla Village Drive/Regents Road, La Jolla Village Drive/Genesee Avenue, and Genesee Avenue/Esplanade Court and (2) a roundabout for Private Drive A/Esplanade Court.

#### B. Public Facilities and Services (Direct)

**Potential Impacts:** The PROJECT would result in significant impacts on the Miramar Landfill capacity.

**Facts in Support of Findings:** Implementation of the Mitigation Measures 5.4-1 through 5.4-6 would reduce direct impacts to below a level of significance by requiring exterior areas to store

trash and recyclable and the preparation of a waste management plan. This would avoid any substantial increase in the demand for landfill related to the PROJECT.

**C. Paleontological Resources (Direct)**

**Potential Impacts:** Implementation of the PROJECT would have the potential for significant direct impacts to paleontological resources in areas proposed for grading that are underlain by fossil-bearing geologic formations.

**Facts in Support of Findings:** Potential direct impacts would be mitigated to below a level of significance by implementation of Mitigation Measure 5.5-1. Mitigation would require that a qualified paleontologist and/or paleontological monitor implement a paleontological monitoring program. The monitor would be present full-time onsite during grading/excavation/trenching activities, diverting or halting construction activity in the area of discovery if fossil remains are found to allow recovery and curation of fossils, recordation of fossils at the San Diego Natural History Museum, and documenting findings in a Monitoring Report.

**D. Noise (Direct)**

**Potential Impacts:** Traffic noise on adjacent roadways could exceed levels considered suitable for residential areas within the PROJECT. Portions of the outdoor recreational areas mandated by the Costa Verde Specific Plan could be exposed to levels in excess of 65dBA CNEL, which would represent a significant direct impact.

**Facts in Support of Findings:** Implementation of Mitigation Measure 5.6-1 would reduce the traffic noise impacts on recreation to below a level of significance. The measure requires construction of noise attenuation barriers. The location and design of these barriers would be determined by an acoustical study to achieve noise levels below 65 dB(A) CNEL within designated ground level recreation areas. The City would be required to confirm that the barriers are in place and that they are effective prior to issuance of any Certificate of Occupancies for buildings with recreation areas within unacceptable exterior noise levels for recreation areas.

**E. Biological Resources (Direct)**

**Potential Impacts:** Although development of the project site itself would have no impacts on biological resources or wetlands, construction of the off-site sewer line would result in impacts to biological resources. The degree of impact would depend on the construction alternative ultimately selected for the sewer line replacement.

The sewer replacement would impact the following upland habitat types:

- Diegan coastal sage scrub (Tier II): 0.011 acres, with 0.03 acres occurring within a previously restored area (sewer options 2A and 2B(1)), or 0.16 acre, with 0.03 acre occurring within a previously restored area (sewer option 2B(2)).
- Native grassland (Tier I): 0.01 acres for all sewer options.

- Non-native grassland (Tier IIIB): 0.30 acre (sewer options 2A and 2B(1)), or 0.33 acre (sewer option 2B(2)).

The off-site sewer construction would also result in impacts to the following wetland habitat types:

- Southern cottonwood-willow riparian forest wetland habitat: 0.009 acre for all sewer options (which would be reduced by 0.003 acre if the City constructs the permanent access across Rose Creek before the sewer line is constructed).
- Southern willow scrub: 0.003 acre (sewer options 2A and 2B(1)), or 0.13 acre (sewer option 2B(2)).
- Disturbed habitat/culvert: 0.001 acre for all sewer options.

Because the wetland habitat may provide nesting habitat for several raptor species, there could be a construction impact of precluding birds from nesting.

Project construction is expected to result in indirect impacts to wildlife, most notably from the effects of disturbance/clearing of native vegetation that could result in conditions suitable for non-native, weedy species intrusion and other detrimental edge effects. If construction occurs at night, lighting could impact sensitive species. Construction noise occurring during the breeding season could interfere with nesting and fledging.

**Facts in Support of Findings:** The significant direct impacts to biological resources associated with the PROJECT would be mitigated to below a level of significance with implementation of Mitigation Measures 5.7-1 through 5.7-11 identified in the final EIR.

In order to mitigate for direct impacts to sensitive habitats, the applicant would make a contribution to the City's Habitat Acquisition Fund to compensate for impacts to Tier I, II and IIIB upland habitat. The contribution would be based on a fee of \$25,000 per acre plus a 10 percent administrative fee. A qualified biologist would be retained to implement the biological resources mitigation program. All native vegetation and all wetland areas within the vicinity of construction must be fenced to protect it during construction. In addition, a final wetland revegetation plan must be approved. Wetland compensation would be accomplished at an overall ratio of 3:1 for southern cottonwood-willow riparian forest and 2:1 for southern willow scrub, as set forth in the Conceptual Wetland Revegetation and Monitoring Plan. The ratios may be achieved through a combination of creation and enhancement. However, at least 1:1 shall consist of creation.

No clearing, grubbing or grading of areas occupied by sensitive species would be allowed during their breeding season unless, under the direction of a qualified acoustician, noise attenuation measures (e.g., berms, walls) are implemented to ensure that noise levels resulting from construction activities would not exceed 60 dB(A) hourly average at the edge of habitat occupied by the coastal California gnatcatcher, southwestern willow flycatcher, or least Bell's vireo.

If construction for the offsite sewer improvement occurs during the raptor breeding season, a preconstruction survey would be conducted and no construction would occur within 300 feet of any identified nest(s) until the young fledge. Should the biologist determine that raptors are nesting, an appropriate noise buffer area would be established in coordination with appropriate City staff.

A monitoring results report with appropriate graphics summarizing the results, analysis and conclusion of the monitoring program would be submitted to the Development Services Department of the City of San Diego.

**F. Historical Resources (Direct)**

**Potential Impacts:** The PROJECT (specifically, construction of the improvement to the sewer line and related wetland revegetation) could significantly impact one previously recorded cultural resource (CA-SDI-12556). The final determination as to the impact of the relocation of the sewer on CA-SDI-12556 cannot be determined until final design has been determined and a sewer option has been selected. In the absence of precise information relating to the ultimate installation technique (e.g. jack and boring vs. installing in an above-grade berm, it is assumed the impact on CA-SDI-12556 would be significant.

**Facts in Support of Findings:** Potentially significant impacts to CA-SDI-12556 would be mitigated to below a level of significance by implementation of Mitigation Measures 5.8-1 and 5.8-2. Mitigation would require the applicant to conduct an Archaeological Research Design and Data Recovery Program (ARDDRP) for the archaeological site. An archaeologist would monitor all grading and earthmoving activities during construction for the offsite sewer improvement and related wetland revegetation activities within the vicinity of CA-SDI-12556 and within Genesee Avenue. Should burials/cremations or features be located, grading and/or earthmoving activities would be halted for a period of time sufficient to allow for excavation and removal.

A monitoring results report with appropriate graphics summarizing the results, analysis and conclusion of the monitoring program would be submitted to the Development Services Department of the City of San Diego.

**V. FINDINGS REGARDING INFEASIBLE MITIGATION MEASURES AND ALTERNATIVES (PUBLIC RESOURCES CODE §21081(a)(3))**

The City, having reviewed and considered the information contained in the EIR, including the AIS, finds pursuant to Public Resources Code §21081(a)(3) and Guidelines §15091(a)(3) that (i) the EIR considers a reasonable range of Project alternatives, and (ii) specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the project alternatives identified in the EIR as well as other alternatives or mitigation measures which would reduce the following impact to below a level of significance.

**A. Infeasibility of Mitigation for Significant Unmitigated Impacts**

**1. Freeway Traffic (Direct and Cumulative)**

**Potential Impacts:** The PROJECT could result in significant direct and cumulative impacts to the following two freeway on-ramps: I-5/La Jolla Village Drive, westbound to northbound and I-805/Nobel Drive, eastbound to southbound.

**Facts in Support of Findings:** Although Mitigation Measure 5.2-2 would require the developer to assure, by permit and bond, construction or a fair share payment of specific freeway ramp meter improvements to reduce impacts to nearby freeway ramps, the impacts would not be reduced to below a level of significance. Even if additional on-ramp lanes were added, the per-lane queues would be shortened but, if the metering rates do not change, the same traffic flow would be expected and an impact would still exist based on current methodology. Therefore, impacts to nearby freeway ramps would remain significant.

**2. Visual Effects/Neighborhood Character (Direct)**

**Potential Impacts:** As the retaining wall and manufactured fill options for the offsite sewer (Options 2B(1) and 2B(2)) would be in contrast to the surrounding open space, significant impacts to neighborhood character would occur if either of these options is selected.

**Facts in Support of Findings:** Although implementation of Mitigation Measures 5.3-1 and 5.3-2 would require plantings to screen the retaining wall or manufactured fill, impacts would remain significant because the above-ground berm would remain visible from the surrounding area, and would to some degree change the character of Rose Canyon in this area. No additional measures are available to mitigate the impact to below a level of significance. The Visual/Neighborhood character impacts would, however, be avoided by Option 2A which would place this segment of the sewer underground. However, the depth of the sewer line resulting from placement underground could create a safety hazard for City employees responsible for maintaining the sewer line.

**3. Public Facilities and Services**

**Potential Impacts:** The PROJECT could result in significant cumulative impacts on the Miramar Landfill capacity due to the general shortage of suitable landfill disposal areas.

**Facts in Support of Findings:** No project-related measures exist to mitigate for these impacts. While waste management actions (e.g., provisions for recycling) taken by the proposed development would help reduce the contribution of the PROJECT to solid waste disposal impacts, full mitigation of the cumulative impact require actions beyond the control of any one project (e.g., new landfills).

**B. Infeasibility of Project Alternatives to Reduce or Avoid Significant Impacts**

The EIR for the Monte Verde project examined project alternatives in terms of their ability to meet the primary objectives of the 800-unit project and eliminate or further reduce significant

environmental effects. Based on these two parameters, the following alternatives were considered: (1) No Project/Development in Accordance with the Community Plan, (2) Reduced Project Alternative: 30-Story, and (3) Reduced Project Alternative: 21-Story. Although the original EIR addressed the 30-story alternative as a reasonable alternative to the 800-unit proposal, this alternative no longer offers any substantial environmental benefits when compared to the 560-unit PROJECT. Thus, the 30-story alternative is addressed as an alternative considered but rejected.

**1. No Project-Development in Accordance with Community Plan**

This alternative would allow buildout of the subject property in accordance with the current University City Community Plan. This alternative would not require an amendment to the Costa Verde Specific Plan and the University City Community Plan. Buildout according to the Community Plan would result in a 14-story, 400-room hotel on the site. A pedestrian bridge would be constructed across La Jolla Village Drive and the existing pedestrian bridge over Genesee would be enhanced. The offsite sewer improvement would also be part of this alternative.

**Potential Impacts:** A summary of the environmental impacts of this alternative is provided in Table S-3 of the EIR. A comparison of the impact of the No Project alternative to the PROJECT is illustrated in Table AIS-5 of the AIS. Similar to the PROJECT, this alternative could result in significant and not mitigable impacts to traffic and circulation visual effects/neighborhood character (due to the offsite sewer improvement), and cumulative impacts to public services due to solid waste. As with the PROJECT, this alternative could result in significant but mitigable impacts to noise, public services, paleontological resources, biological resources and historical resources. Construction of a hotel would eliminate the need for a University City Community Plan amendment and Costa Verde Specific Plan amendment. The hotel would result in fewer trips added to the local roadways. The reduced building height would eliminate the neighborhood character impact due to building height but eliminate the offsite sewer impact.

**Facts in Support of Findings:** The No Project-Development in Accordance with the Community Plan Alternative is rejected as infeasible because it would not provide housing that is needed to help meet regional demand.

Furthermore, according to a financial feasibility study completed by Keyser Marston Associates (KMA) in September 2006, this project would not be economically viable. In order for a hotel to be developed on the project site at this time or within the near future, the applicant would be faced with an economic gap ranging from \$40.25 million to \$38.8 million before attributing any value to the land, thereby rendering development of a full service hotel on the site at this time infeasible. The KMA study is available for review at the Environmental Analysis Section of the Development Services Department of the City of San Diego.

**2. Reduced Project Alternative: 21-Story**

Similar to the PROJECT, this alternative would be achieved by eliminating the upper stories from the proposed buildings to result in buildings which would not exceed 21 stories. Based on

this assumption, the number of units would be reduced to a maximum of 408 units. The basic design elements and footprint of the Project would remain around the base of the buildings. Access to the site would remain in the same location and parking would be located underground in quantities sufficient to support the residential development pursuant to City requirements. The elevated walkway would be constructed though the site, a pedestrian bridge would be constructed across La Jolla Village Drive, and the existing pedestrian bridge over Genesee Avenue would be enhanced. The offsite sewer improvement would also be part of this alternative. Pursuant to Section 15126(e)(2) of the CEQA Guidelines, this alternative is considered to be environmentally superior.

**Potential Impacts:** A summary of the environmental impacts of this alternative is provided in Table S-3 of the EIR. A comparison of the impact of the 21-story alternative with those of the PROJECT is illustrated in Table AIS-5 of the AIS. Similar to the PROJECT, this alternative would avoid significant visual/neighborhood character impacts associated with developing the project site. However, as with the PROJECT, this alternative could result in significant and not mitigable impacts to visual effects/neighborhood character due to the offsite sewer improvement, and cumulative impacts to public services due to solid waste. As with the PROJECT, impacts to local intersections would be significant but mitigable with implementation of the mitigation measures contained in Table 5.2-19 of the EIR. As with the PROJECT, impacts to freeway ramps would be significant and not mitigated. As with the PROJECT, this alternative could result in significant but mitigable impacts to noise, public services, paleontological resources, biological resources and historical resources.

**Facts in Support of Findings:**

According to an economic feasibility study completed by KMA dated May 4, 2007, development of 408 units on the project site would not yield an adequate gross sales revenue. The KMA study is available for review at the Environmental Analysis Section of the Development Services Department of the City of San Diego.

In calculating the cost of developing the property, KMA took into consideration the cost of: direct labor and materials to build the project; planning and design costs; and financing. In addition, the analysis took into account the following offsite costs:

- Design and construction of a new fire station (\$8 million);
- Offsite sewer replacement (\$5 million);
- New pedestrian bridge (\$6.5 million);
- Enhanced pedestrian bridge (\$4.5 million); and
- Roadway improvements (\$2.5 million).

Although a portion of the costs associated with these offsite costs may be recovered through collection of fair share contributions from future development within the University Plan area, no guarantee exists that future development will occur. Thus, the analysis does not include this potential reimbursement.

According to the economic study, a development of this type must provide the developer with profit ranging between 12% and 20% of gross sales revenue to be economically feasible. Based on the costs associated with a 21-story (408-unit) alternative, the profit is estimated to not exceed 10.1%. As this is below the low end of the desired profit margin, the 21-story alternative is considered financially infeasible.

4. **Alternatives Considered but Rejected**

a. **Reduced Height/Same Density Alternative**

This alternative would consist of 800 units within buildings with a maximum of 28 stories. In order to accomplish this goal, the buildings would be much wider and take up more ground area than the proposed plan. This alternative would not include attached town homes.

While this alternative met the basic goals of completing development within the Costa Verde Specific Plan area and maximizing residential development, it did not offer any substantial reductions in environmental impacts related to the PROJECT. The traffic generation rate and resulting impacts to local streets and freeway ramps would be proportionately greater than the PROJECT. Noise impacts would be similar. Furthermore, the benefit associated with the reduced building height would be offset by the increased bulk of the building at ground level. The majority of the subject property would be occupied by building footprints. No views through the project would be afforded from adjacent roads. Only minimal area would be available for outdoor amenities such as landscape and plaza areas. It would also be difficult to achieve desirable pedestrian linkage between the pedestrian bridges connecting the project site. As the 30-story alternative would not avoid or substantially lessen impacts associated with the PROJECT, this alternative is rejected.

b. **Reduced Project Alternative: 30-Story**

This alternative would retain the concept of four residential buildings but would reduce the maximum height from 35 stories to 30 stories. As a result, the number of residential units would be reduced from 800 to 662.

The 30-story alternative was originally addressed because the reduction in height along with reduction in the number of residential units would reduce impacts associated with the 800-unit project. More specifically, the reduced height would reduce, although not avoid, the visual and community character impacts associated with the height of the towers. In addition, the reduction in residential units would proportionately reduce impacts related to traffic. However, the reduction in traffic was not sufficient to avoid all of the traffic impacts to local streets and nearby freeway ramps. In fact the analysis, concluded that the 662-unit project would impact two intersections and two freeway ramps. Other proportionate reduction in the solid waste impacts would derive from the reduced number of residential units.

For purposes of these Findings, the 30-story alternative is rejected because it would offer no substantial environmental benefits in comparison with the PROJECT. The 560-unit project would have less environmental impact than the 30-story alternative due to the fact that the

PROJECT would be comprised of 102 less residential units and be 9 stories shorter. Thus, the 30-story alternative fails to meet the requirements of Section 15126.6 of the CEQA Guidelines which requires consideration of an alternatives "...which are capable of avoiding or substantially lessening any significant effects of the project, ...". As the 30-story alternative would not avoid or substantially lessen impacts associated with the PROJECT, this alternative is rejected.

**c. Alternative Site**

In accordance with Guidelines §15126.6(a), offsite alternatives were considered. The evaluation of offsite alternatives was based on the ability of offsite locations to meet the basic objectives of the PROJECT. The primary objective of the project is to provide additional housing opportunities within the University Community Plan area. Other objectives are to provide housing to serve students, military, seniors and professionals, develop higher density residential within an "urban node" of the City of San Diego, construct a planned pedestrian bridge, and to accommodate pedestrians traveling from the north side of La Jolla Village Drive through the project to the Costa Verde and UTC shopping centers. A search of the surrounding UCP area revealed no vacant land zoned for residential use that was not in some stage of planning or construction. Due to the proposed magnitude of the buildings, the project could not be constructed in the coastal zone, which limits building heights to 30 feet. Other areas such as Clairemont and Mira Mesa were also considered, and although some vacant land exists with the potential to develop multi-family residential towers, many project objectives would not be achieved as students would not be served, and development would not occur within a defined urban node. Thus, the offsite alternative was rejected.

**d. Reduced Traffic Alternative**

In order to avoid the traffic impact of the PROJECT, this alternative would involve the development of no more than 250 residential units (1,500 ADT). While this alternative would reduce impacts to traffic and circulation, air quality, noise and aesthetics/neighborhood character/visual quality, and public services, it would not meet the objective to maximize residential development within the Specific Plan area. Therefore, this alternative was rejected from further consideration.

## **VI. STATEMENT OF OVERRIDING CONSIDERATIONS (PUBLIC RESOURCES CODE §21081(b))**

Public Resources Code §21081(b) prohibits approval of a project with significant, unmitigable adverse impacts resulting from infeasible mitigation measures or alternatives unless the agency finds that specific overriding economic, legal, social, technological, or other benefits of the PROJECT outweigh the significant effects on the environment. The PROJECT could have significant, unmitigable, adverse impacts, as described above. However, the City Council finds that those impacts are outweighed by the following specific overriding economic, legal, social, technological, or other benefits of the PROJECT.

The City Council, having considered all of the foregoing, finds that the following specific overriding economic, legal, social, technological, or other benefits of the PROJECT outweigh the aforesaid significant, unmitigable effects on the environment. The City Council expressly finds that the following benefits would be sufficient to reach this conclusion:

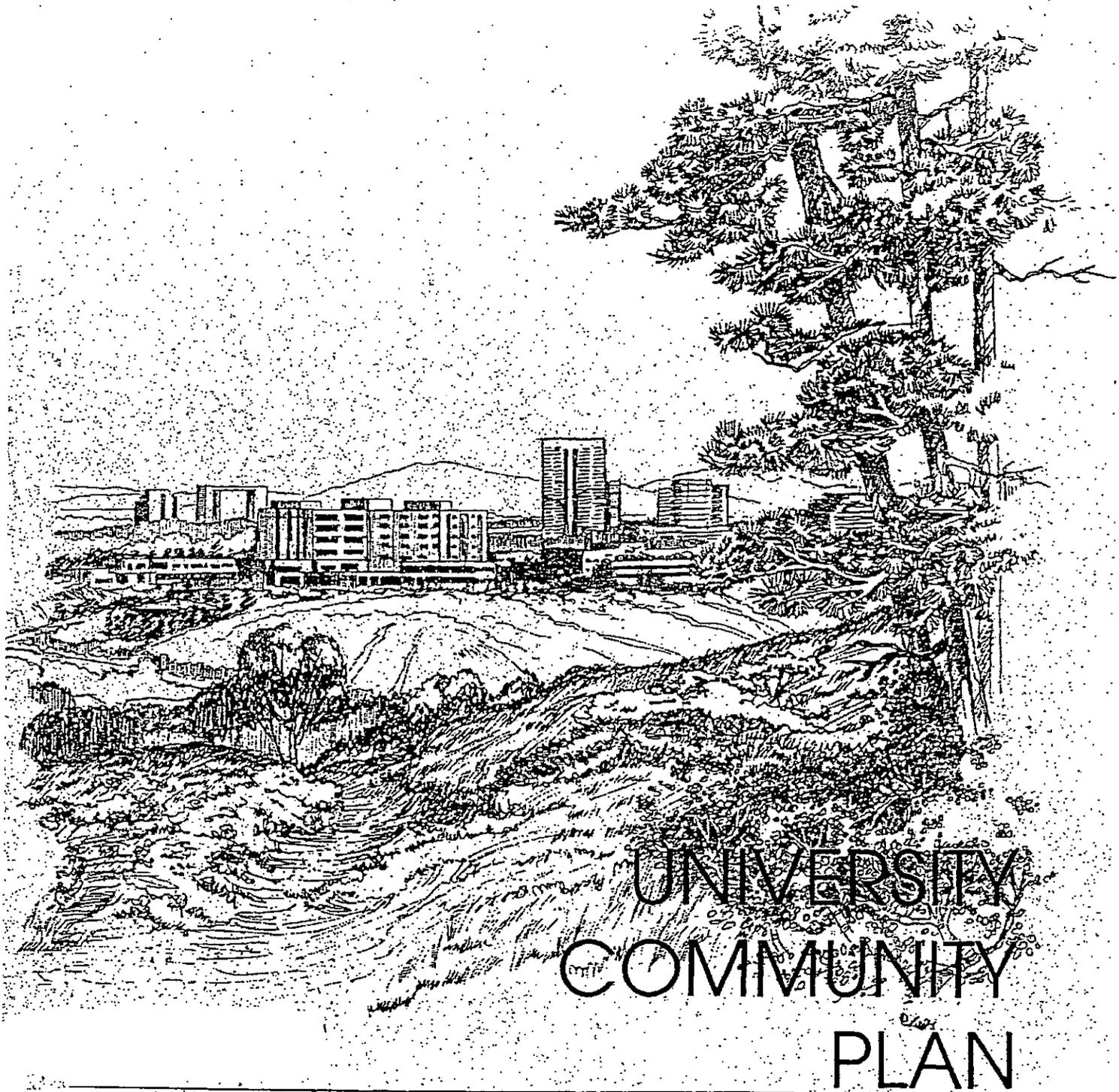
1. The PROJECT would facilitate construction of a new fire station by advancing the cost of design and construction of an additional fire station somewhere within the UC Plan area.
2. The PROJECT would provide housing in an urban node which would allow future residents to minimize reliance on the automobile to reach employment, shopping and recreation areas.

The City of San Diego currently has a very limited supply of land designated and zoned for multi-family housing. Increased housing supply would be particularly beneficial in the University/Golden Triangle area because of the large and expanding employment base in that area. Housing near employment sites would help to reduce auto congestion, particularly during peak travel hours.

3. The PROJECT would provide affordable housing by restricting rental rates on 56 units in Garden Communities' portfolio of UC Plan Central Subarea 2 properties instead of paying in-lieu fees.
4. The PROJECT would also enhance an existing pedestrian bridge over Genesee Avenue, including the installation of an elevator providing access to the pedestrian bridge creating alternative ways to access the pedestrian bridge that would benefit disabled or elderly individuals in the community. Furthermore, the enhancement of the pedestrian bridge would encourage individuals to walk to locations nearby and reduce traffic and congestion.
5. The PROJECT would include construction of an elevated walkway connecting to the proposed pedestrian bridge over La Jolla Village Drive and to the upper levels of townhomes and lobbies of Towers A and B. The elevated walkway would continue through the project site and terminate near Genesee Avenue. The elevated walkway termination near Genesee

Avenue would allow for future pedestrian connection to a new transit facility at the UTC shopping center.

6. The PROJECT would provide a free shuttle bus for use by residents of the entire Costa Verde Specific Plan area transporting these residents throughout UC.
7. The PROJECT would also create public areas onsite to promote pedestrian movement. A pocket park would be located between Towers B and C for use by residents and non-residents. The pocket park would be shielded from traffic noise of Genesee Avenue and would be intended for passive recreation uses. A green space would be provided at the base of the proposed pedestrian bridge over La Jolla Village Drive and would include a lawn and plaza filled with movable tables, chairs and benches. Two public courtyards would be provided throughout the PROJECT that incorporate wide pedestrian access ways, public art, seating and special paving.
8. Implementation of the intersection improvements identified in Table 5.2-19 of the EIR would result in improvements to the following two intersections which would not be significantly impacted by the PROJECT: La Jolla Village Drive/Regents Road and Genesee Avenue/Esplanade Court. While these improvements are not required under the California Environmental Quality Act, the applicant will construct these improvements as a condition of approval. Improvement of these two intersections would improve traffic flow in the project vicinity.



UNIVERSITY  
COMMUNITY  
PLAN

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Draft Amendment  
April 13, 2007

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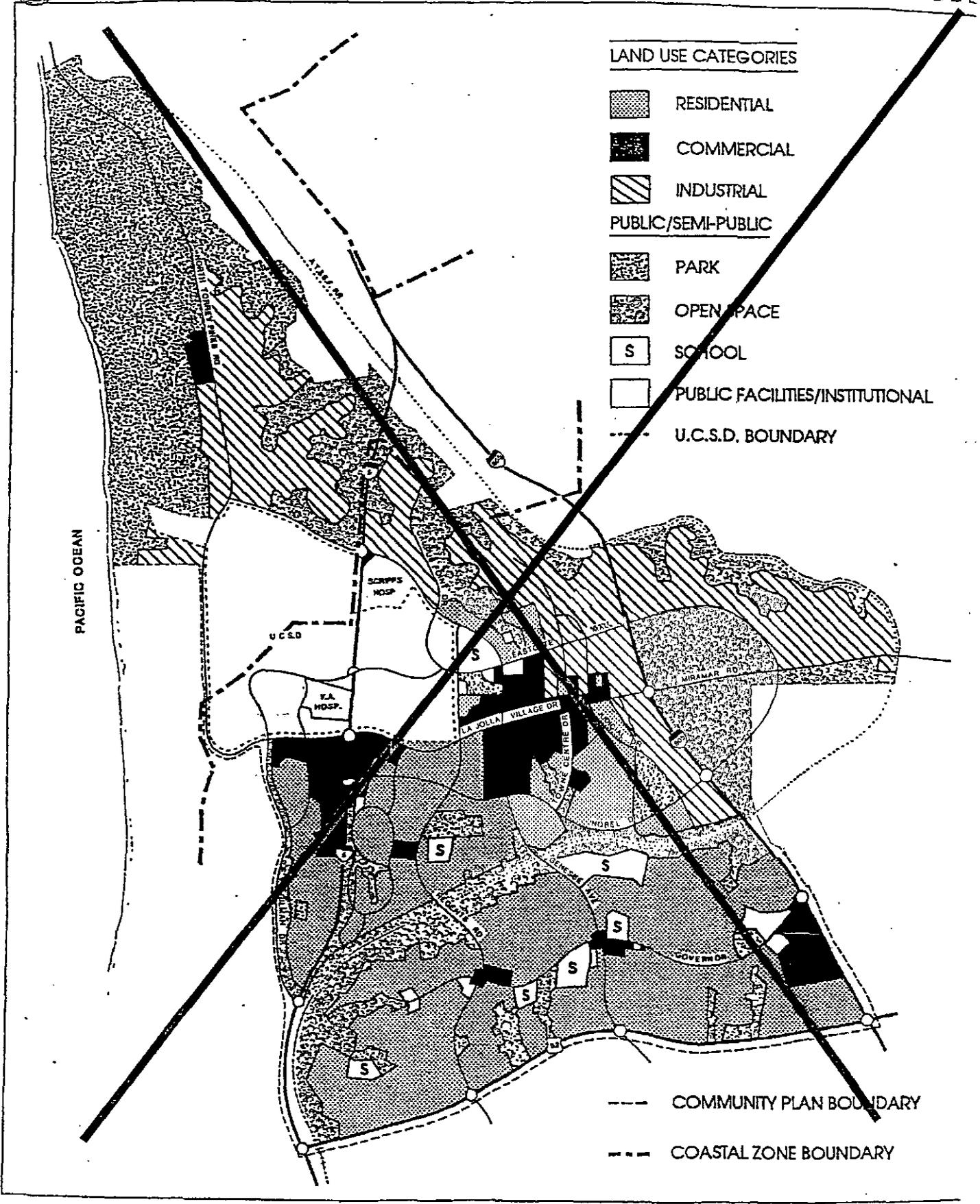
(Amended Pages Only)

*DRAFT*  
Proposed Amendments

To

# **University Community Plan**

April 13, 2007



Figure



TABLE 1. UNIVERSITY COMMUNITY PLAN LAND USE SUMMARY

<u>CATEGORY</u>	<u>USE DESCRIPTION</u>	<u>ACREAGE</u>		<u>DWELLING UNITS</u>
RESIDENTIAL		(1,525)	(1,555)	
	5-10 Units/Acre	718		5,718
	10-15 Units/Acre	100		1,446
	15-30 Units/Acre	547		12,245
	30-45 Units/Acre	99		4,284
	45-75 Units/Acre	<del>61</del>	91	4,586
COMMERCIAL		(396)	(391)	
	Neighborhood	36		
	Community	30		
	Regional	103		
	Visitor	<del>51</del>	46	
	Office	176		
LIFE SCIENCES/RESEARCH		(713)		
	Scientific Research	646		
	Hospitals	67		
INDUSTRIAL		(575)		
	Restricted	347		
	Business/Indus Park	228		
PARKS/OPEN SPACE		(2,813)	(2,808)	
	Neighborhood	45	34 usable	
	Community	42	29 usable	
	Sports Complex	20	21 usable	
	<u>Joint Use</u>		18 usable	
	Golf	359		
	Resource Based	394		
	Open Space	1,116		
	State Park	837		
SCHOOLS		(1,233)		
	Elementary	61		
	Junior High	28		
	High	40		
	UCSD	1,104		
PUBLIC FACILITIES		(36)		
OTHER				
	Freeway Rights-of-way, etc	(1,201)		
	TOTAL COMMUNITY	<u>8,492</u>	<u>8,512</u>	
	TOTAL COMMUNITY DWELLING UNITS			<u>28,279</u> <u>30,034</u>

Note: The acreages in this table were derived from a digitization of the 800 scale community plan map prepared by SANDAG.

The Central subarea, as the name implies, will be the most urban subarea characterized by intense, multi-use urban development. It will also be one of the major residential, commercial, and office nodes in the City. The bold, contemporary high-rise residential, commercial, and office structures of the Golden Triangle will continue to provide strong identity for the community. The Golden Triangle will be known for the spacious and convenient commercial facilities that have become associated with the southern California lifestyle.

"variety without chaos" will be the theme for the Central subarea. A variety of building types, shapes, sizes, colors and materials will be sited in the already established superblock development pattern. The Golden Triangle skyline, with its contrasting visual qualities will become a landmark in the region. As the Central subarea builds out, its pedestrian orientation will intensify due to the high density and multi-use nature of development, the presence of University student housing, and most importantly because of the proximity of housing adjacent to the Towne Center.

The Miramar subarea will remain affected by the overflight impacts of Miramar Naval Air Station. Its visual character will be dominated by open spaces with restricted industrial development.

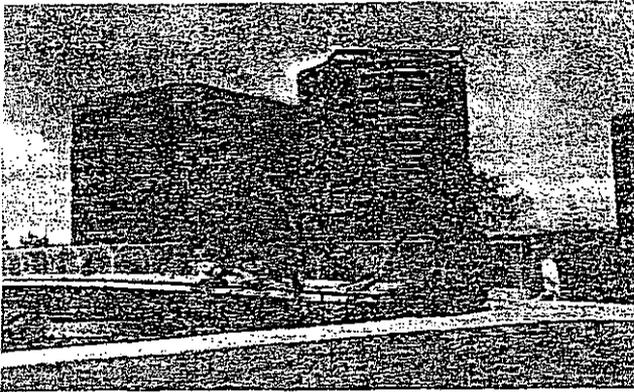
The South University subarea will continue to be a homogeneous, single family residential neighborhood which draws its distinct identity from Rose Canyon to its north and San Clemente Canyon (Marian Bear Memorial Park) to its south. This identity will be further enhanced by the Regents Road bridge spanning across Rose Canyon. This "greenery" bridge will have landscaping cascading from the side railings blending with the natural beauty of the canyon.

As the San Diego region grows, the South University subarea will be an attractively located, family-oriented neighborhood with typical suburban characteristics.

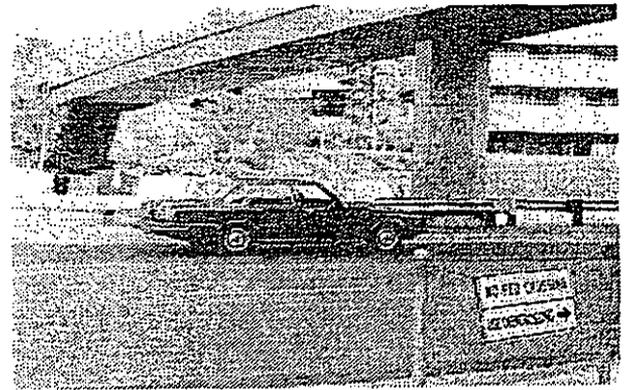
#### SUMMARY

In conclusion, the vision for the future University community describes the underlying feeling, character and features that create community identity. It is expected that the vision described will generate a variety of urban design solutions. The important message, however, is that all development decisions reinforce the expressed image and goals for the community and pursue a vision of what the University Community can become.

with the exception of the pedestrian overpass linking the University Towne Centre and 'The Plaza' project, existing overpasses seem to go from nowhere to nowhere. They solely provide a safe means of crossing wide streets. The connection from the overpass to the sidewalk is often an unsightly and space consuming ramp paralleling the street a long winding ramp, stairs, or elevator, and are perceived as inherently inconvenient by most pedestrians when a grade or upper level crossing is possible. Design solutions must address the needs of the handicapped while contributing to the aesthetic quality of the community.

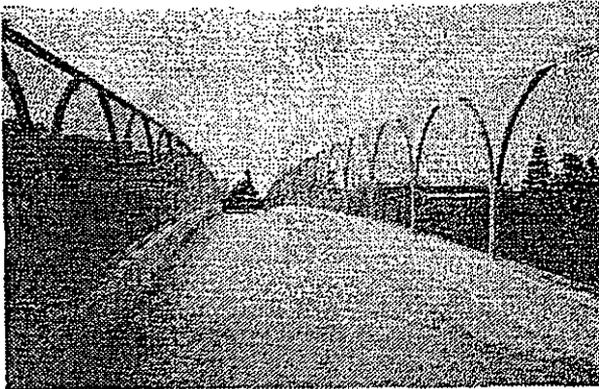


*Good example of landing area at the end of a pedestrian overpass.*

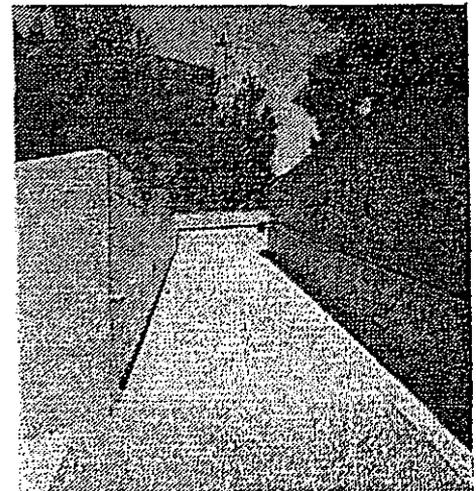


*Free-standing overpasses should be avoided.*

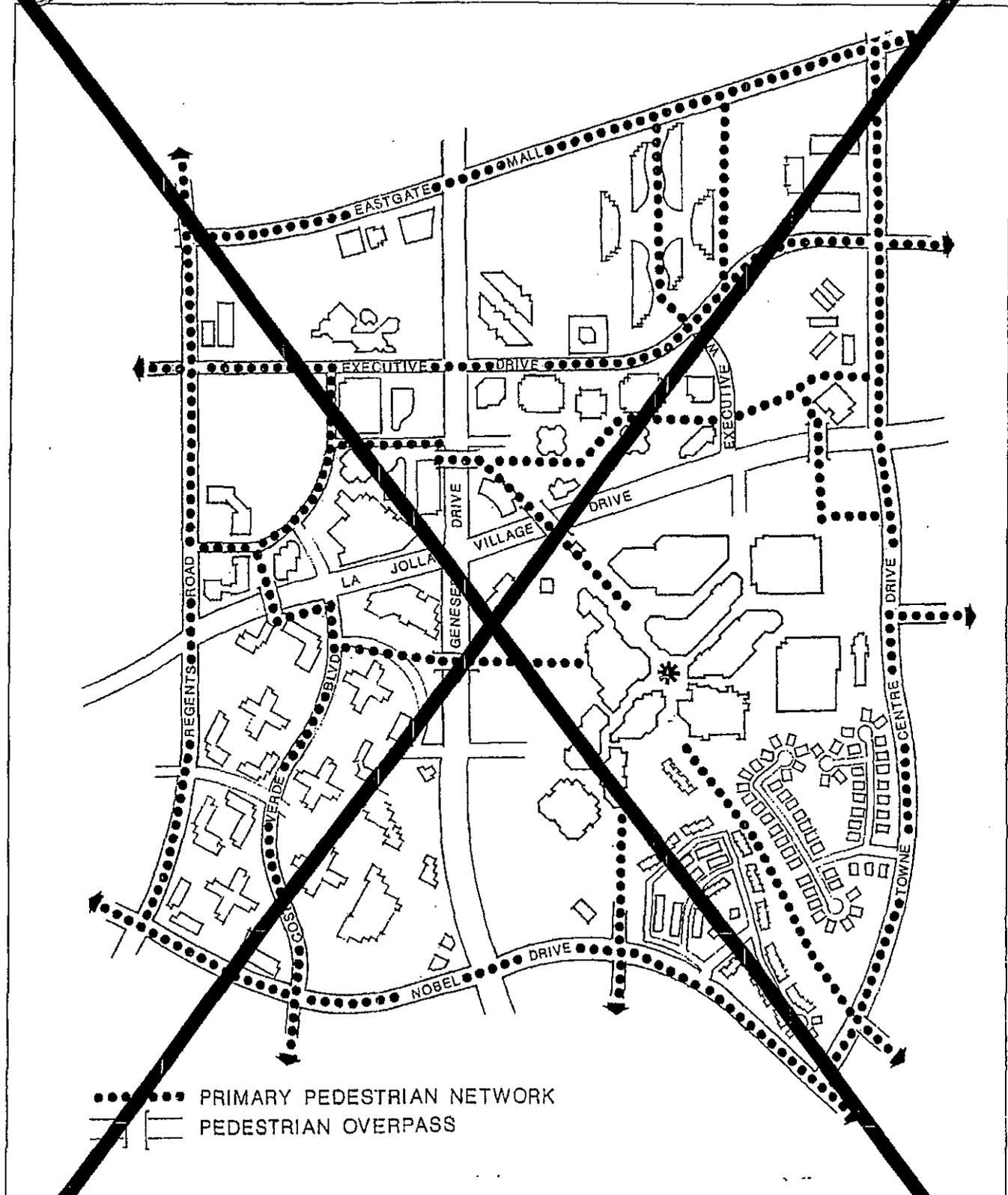
The existing overpasses themselves are, for the most part, uninviting and sterile. Access to them is in some cases too enclosed and invisible to be considered safe.



*Uninviting chain links are commonly found in the community.*



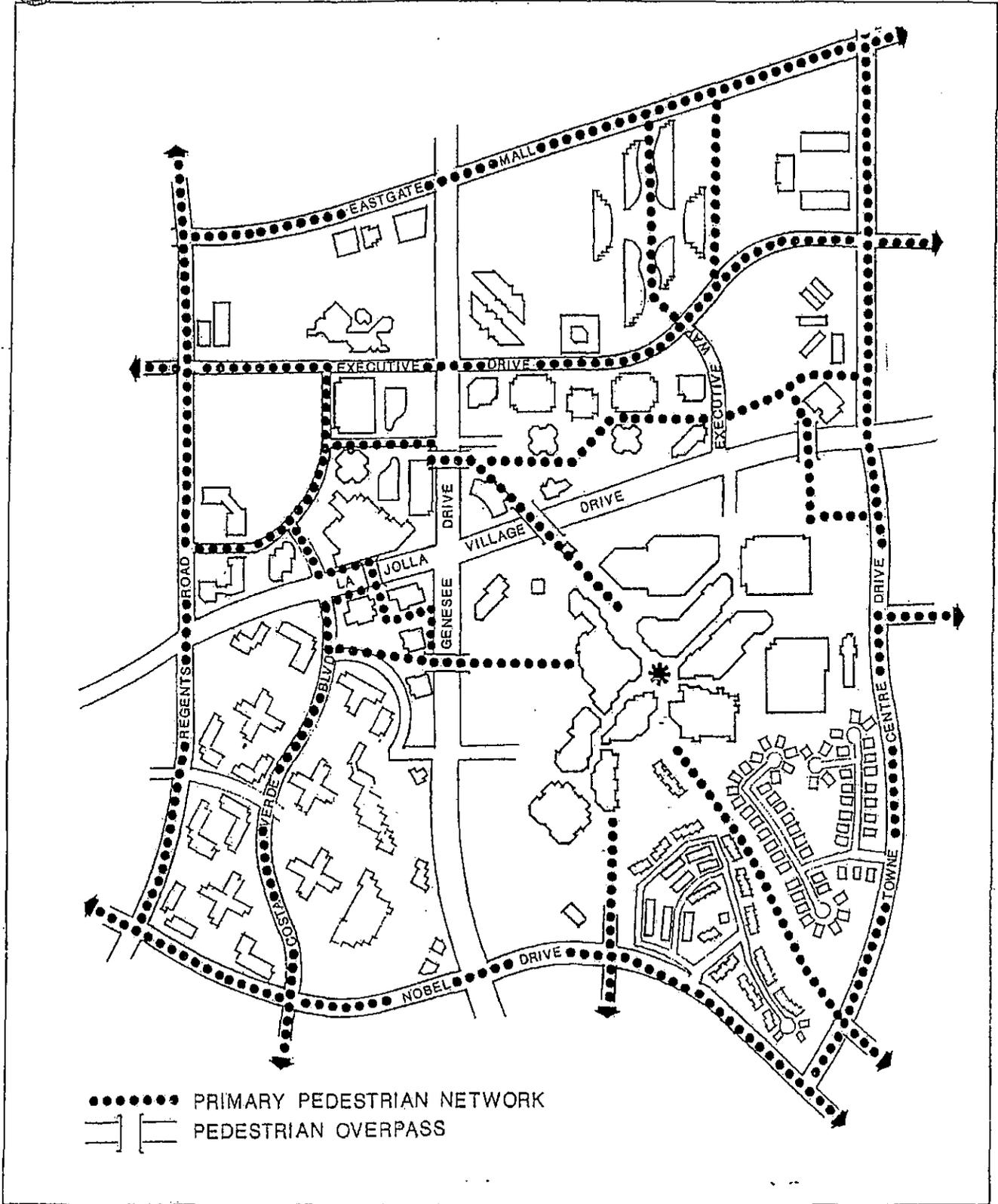
*Access to overpass is too enclosed for comfort and safety.*



..... PRIMARY PEDESTRIAN NETWORK  
 == PEDESTRIAN OVERPASS

Figure 12

URBAN NODE



URBAN NODE

Figure 12

- Financing the retrofitting of existing sidewalks, new directional signage and color line or symbols as a condition of development permit approval, surplus Facilities Benefit Assessment (FBA) funds, and/or the City's Capital Improvements Program (CIP).

## OBJECTIVE

Insure that the location of new pedestrian overpasses and street level crossings reinforce the pedestrian network and that their design reflect safety, uniqueness and community pride.

## ACCOMPLISHED BY

- Designing overpasses as integral parts of projects not as "afterthoughts." Overpasses should connect buildings, plazas, existing and planned transit facilities, major entrances and the most active and interesting areas on both sides of the street at the same level, or upper level. Detached and isolated overpasses landing on parking lots, or dead spaces should be avoided. Overpass design plans should be required as a condition of new development or plan amendment permit approval. Retrofitting of existing overpasses may also be required as a condition of above mentioned permit approvals.
- Designing overpasses as one-of-a-kind landmarks which can create identity and City-wide interest. Overpasses should be places for art as well as pieces of art. The walking path and side enclosures offer imaginative opportunities for artistic design. The side enclosures of an overpass should maximize views, pedestrian comfort and security. The solid portion of side enclosures must maintain a feeling of openness. Utilitarian, chain link enclosures should be avoided unless enhanced by climbing plant materials. Overpass access which is enclosed or hidden from public view should also be avoided.

## 2. Issues

Projects fronting the future transit loop face unique challenges and opportunities regarding the type and intensity of development, as well as the image and character of buildings and spaces which will be visible from the transit corridor.

Most bus stops in the community consist of isolated, utilitarian benches on the sidewalk, or of a single pole holding a bus stop symbol. Neither situation provides information on routes or schedules. The proposed internal community shuttle loop, the light rail transit system, and improved bus service present opportunities for designing efficient transit stops. The issues in this regard relate to the location, functional components and design of such stops in order to improve service and appearance, and attract users.

## 3. Recommendations - Transit

The recommendations which follow consists of two parts: **OBJECTIVE**, and **ACCOMPLISHED BY**

### **OBJECTIVE**

Insure that the proposed light rail transit corridor (LRT) shown in Figure 22 under the Transportation Element of this community plan offers a variety of interesting views and amenities to transit riders. The transit route should maximize appreciation of the natural and man-made assets of the community.

### **ACCOMPLISHED BY:**

Requiring that developments flanking the LRT corridor locate entrances, and amenities towards the transit stations and right-of-way. At-grade park-and-ride facilities should be landscaped and if possible screened from visibility from transit riders. Park-and-ride parking structures (garages) should be designed so that the facades visible to transit riders include aesthetically pleasing treatments.

### **OBJECTIVE**

Ensure that retrofitted and future transit stops optimize convenience and safety of riders and contribute to the functional and aesthetic quality of the community.

### **ACCOMPLISHED BY:**

- Integrating transit/bus stations into major destination areas including the campus, shopping centers, hospitals, schools, hotels, large employment centers and other major destination points as determined by route demand analyses.

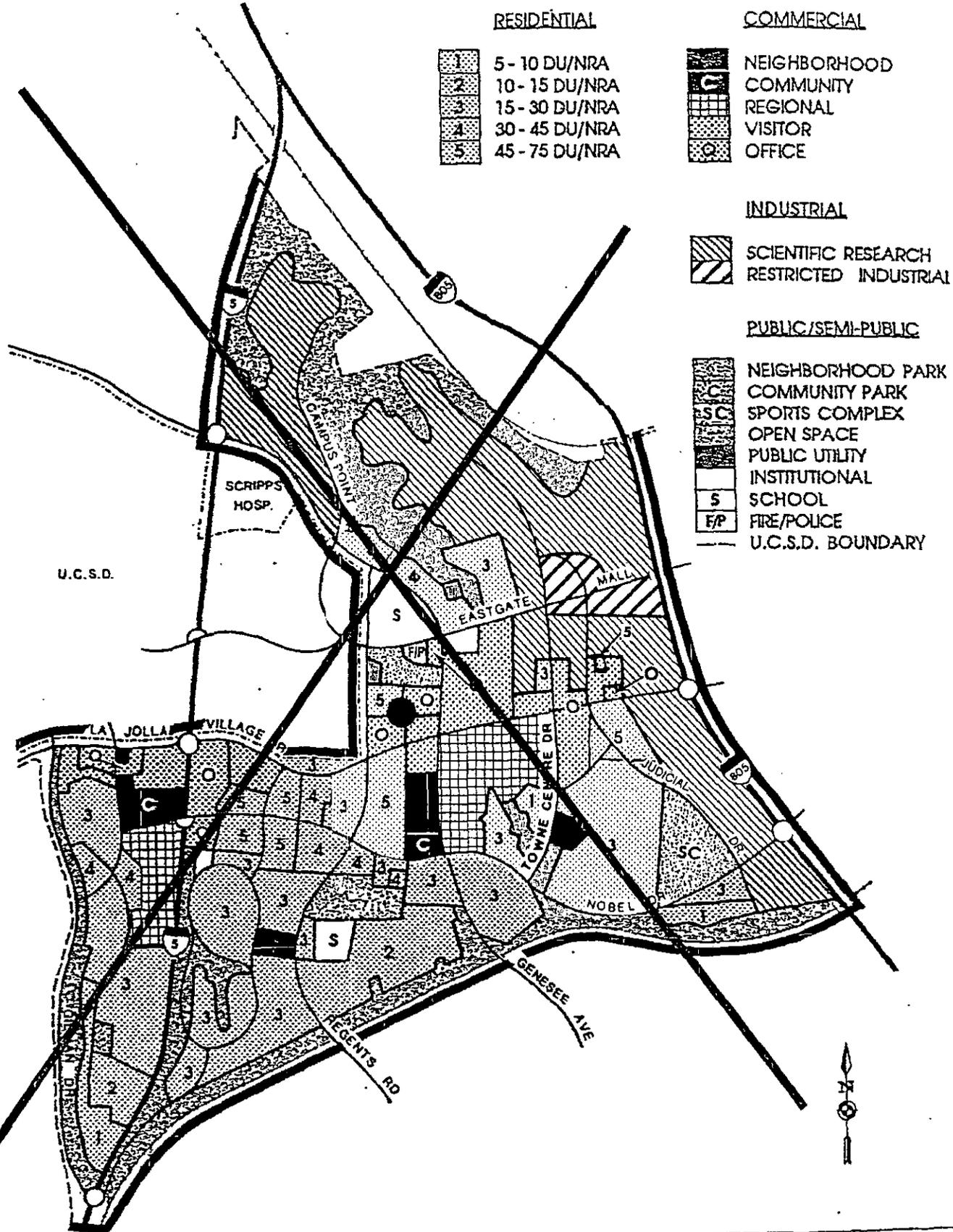
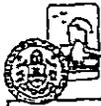


Figure 14

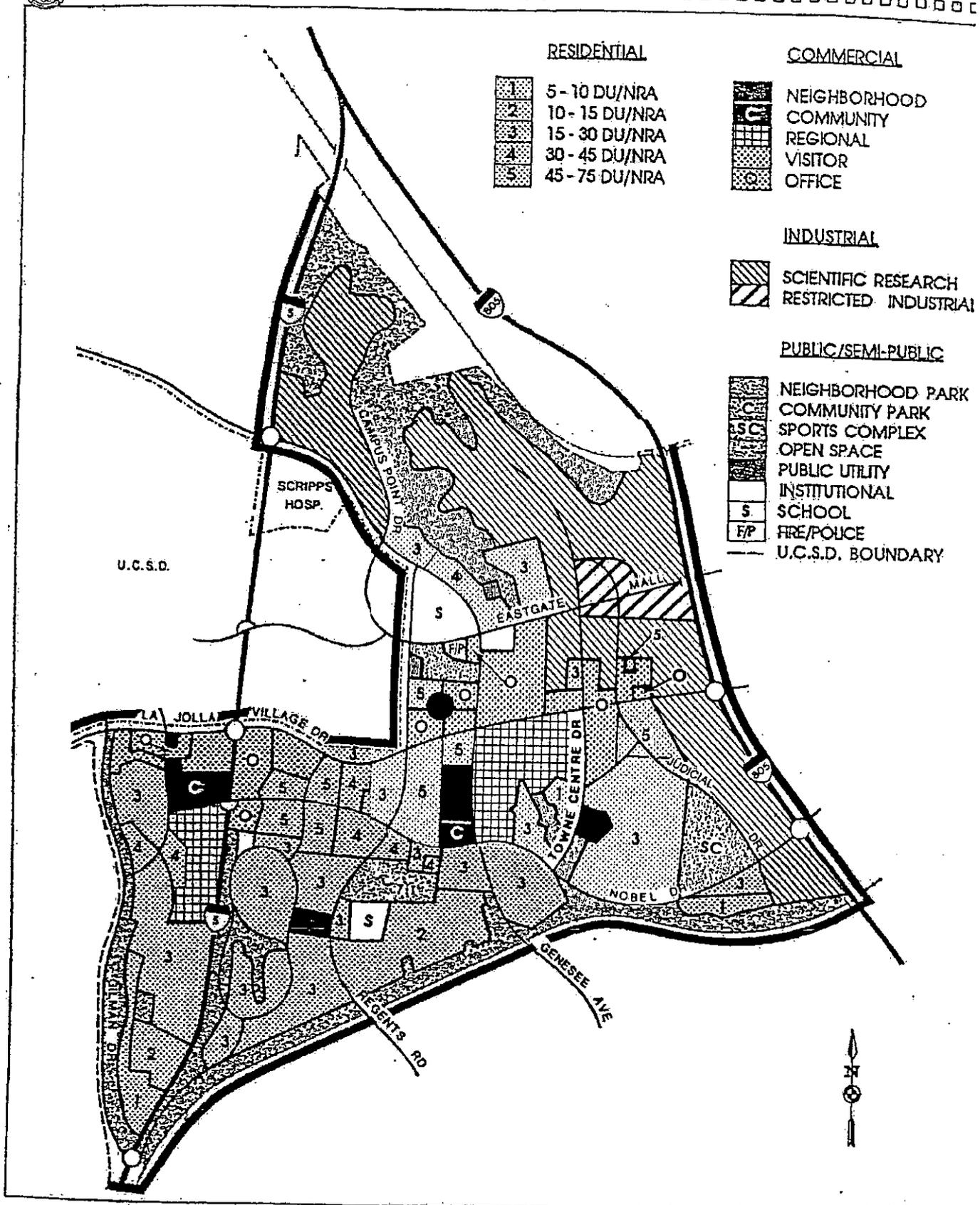


Figure 14

- b. After the route crosses arterial or collector streets.
- c. Where the bike route changes direction or streets.
- d. Every half mile when the above circumstances do not apply.

In addition, "Begin" and "End" plates should be placed on bike route signs at the appropriate locations. Left and right directional arrows and straight ahead plates should be affixed to Bike Route signs as appropriate when the route changes direction. Also, selected bicycle route signs should have destination plates attached underneath. Destination plates tell the bicyclist which activity centers the route goes to (e.g., University Town Center, UCSD, V.A. Hospital, etc.). Destination plates should be included at the beginning of bike routes and after the bike route crosses either arterial or collector streets and other bicycle routes.

- 4. Pedestrian Pathway System. A pedestrian linkage system should be developed connecting residential areas to all activity areas of the community. An emphasis should be placed on separating pedestrian activity from other modes of transportation. In high-volume traffic areas, especially along La Jolla Village Drive and Nobel Drive and near the two regional shopping centers, pedestrian movement should be facilitated by pedestrian bridges with meaningful connections. The sensitive planning of pedestrian paths should be encouraged to increase convenience, provide direct pedestrian access to activity centers and transit, reduce noise and safety conflicts and promote the attractiveness of pedestrian movements. Projects located along four-lane collectors and major streets or primary arterials, shall provide non-contiguous sidewalks with a minimum seven (7) foot landscaped strip and street trees and a six (6) to eight (8) foot paved sidewalk unless otherwise specified in the Urban Design element. (Pedestrian linkages are described in greater detail in the Urban Design Element).

<u>Subarea/ Name</u>	<u>Gross Acres</u>	<u>Land Use and Development Intensity</u>
38 Town Centre Apts. (PRD)	23.79	256 DU
39 City - Ownership	7 - 8	30 DU/AC
40 Smith	38.8	25.7 AC (west of 65 CNEL)- Residential, 1500 DU  8.1 AC (east of 65 CNEL): 6.7 AC 162,000 SF Scientific Research 1.4 AC accident potential zone - not a part
41 Renaissance La Jolla (PRD & PCD)	112.96	2,500 DU
Open Space Easement	15.06	50,000 SF - Neighborhood Commercial
42 La Jolla Gateway (PCD)	14.17	500,000 SF - Office
43 University Towne Center (PCD)	75.35	1,061,000 SF - Regional Commercial
44 Vista La Jolla/ University Pines	12.26	257 DU
45 Vista La Jolla	14.84	56 DU
46 Nobel Terrace (PRD)	41.05	716 DU
47 Costa Verde Specific Plan	54.00	<del>400 rooms - Hotel</del> 178,000 S.F. - Neighborhood/ Community Commercial <del>2600</del> 2740 DU
48 La Jolla Highlands/ Torrey Heights/ La Jolla Pines Village Green	17.42	474 DU
49 Genesee Highlands Unit 2	17.87	246 DU
50 Genesee Highlands Unit 3 Open Space Easement	8.61 13.60	211 DU
51 Genesee Highlands Unit	26.02	340 DU
52 Playmoor Terrace	11.89	168 DU
53 Genesee Highlands Unit 6	4.78	72 DU
54 Doyle Elementary School	12.73	1000 Students

## HOUSING/RESIDENTIAL ELEMENT

### I. INTRODUCTION

This plan element is structured to serve two purposes. As a land use element, it indicates the appropriate location and density of residential development in the community. In addition, it addresses the social and economic concerns associated with the design, production and consumption of housing in a fashion consistent with the City wide policies established by the Housing Element of the Progress Guide and General Plan.

### II. EXISTING CONDITIONS

#### A. CHARACTER OF EXISTING RESIDENTIAL NEIGHBORHOODS

The existing area extent of residential development in the University community is displayed in Figure 28. Table 5 summarizes the density, number of units, and population of the existing residential areas within the community. As both Figure 28 and Table 5 illustrate, there are key differences in the form of residential development between the urbanized south University area and the urbanizing North University area. The predominant development type in South University is the single-family unit on a 5,000-square-foot minimum lot, as provided for in the R-1-5 Zone. Few areas in the South University area remain to be developed. Developments in North University are characterized by townhouse and condominium projects in varying densities of up to 75 dwelling units per acre. The urbanizing nature of this portion of the community is indicated by large amounts of open acreage between existing clusters of residential development.

TABLE 7  
PROPOSED RESIDENTIAL DENSITY/UNITS/POPULATION

DENSITY RANGE	ACRES			UNITS			POPULATION								
	NO.	SO.	TOTAL	NO.	SO.	TOTAL	NO.	SO.	TOTAL						
5-10 du/ac	54	662	716	418	5,300	5,718	844	15,741	16,585						
10-15 du/ac	88	12	100	1,285	161	1,446	2,596	478	3,074						
15-30 du/ac	534	12	546	11,610	359	11,969	23,452	1,066	24,518						
30-45 du/ac	53	3	56	2,075	132	2,207	4,192	392	4,584						
45-75 du/ac	<u>91</u>	<u>64</u>	<u>0</u>	<u>91</u>	<u>64</u>	<u>6341</u>	<u>4,586</u>	<u>0</u>	<u>6341</u>	<u>4,586</u>	<u>12,809</u>	<u>9,264</u>	<u>0</u>	<u>12,809</u>	<u>9,264</u>
	<u>820</u>	<u>790</u>	689	<u>1,509</u>	<u>1,479</u>	<u>21,729</u>	<u>19,974</u>	5,952	<u>27,681</u>	<u>25,926</u>	<u>43,893</u>	<u>40,348</u>	<u>17,677</u>	<u>61,570</u>	<u>58,025</u>

B. HOUSING TYPES

1. The density ranges listed above will be translated into specific product types (i.e.: single family homes, townhouses, etc.) through the operation of the market place and development of individual projects. Historically, the densities listed in Table 7 have resulted in project proposals featuring single-family homes in the 5-10 dwelling unit/acre range, townhomes and garden apartments in the 10-45 dwelling unit/acre ranges and flats and tower development in the ranges above 45 dwelling units/acre. Given the projected unit totals in Table 7, it would be expected that approximately 21 percent of the residential units in the community would be single-family, 60 percent would be townhouse and garden apartments and 19 percent would be located in high density structures.
2. It should be noted that recent trends have seen the mixing of several unit types in the larger Planned Residential Development (PRD) Permit applications. Thus, the actual mix of housing product types in the community may vary significantly from the general predictions given above. This diversity within projects should be encouraged so that projects may appropriately respond to market conditions and changing housing needs. However, the mix should be master planned under the PRD Permit process, and amendments to these PRDs should not be made to homogenize the project in response to short-term market trends.

High-rise development should be compatible in scale to the surrounding areas, particularly to other high-rise structures.

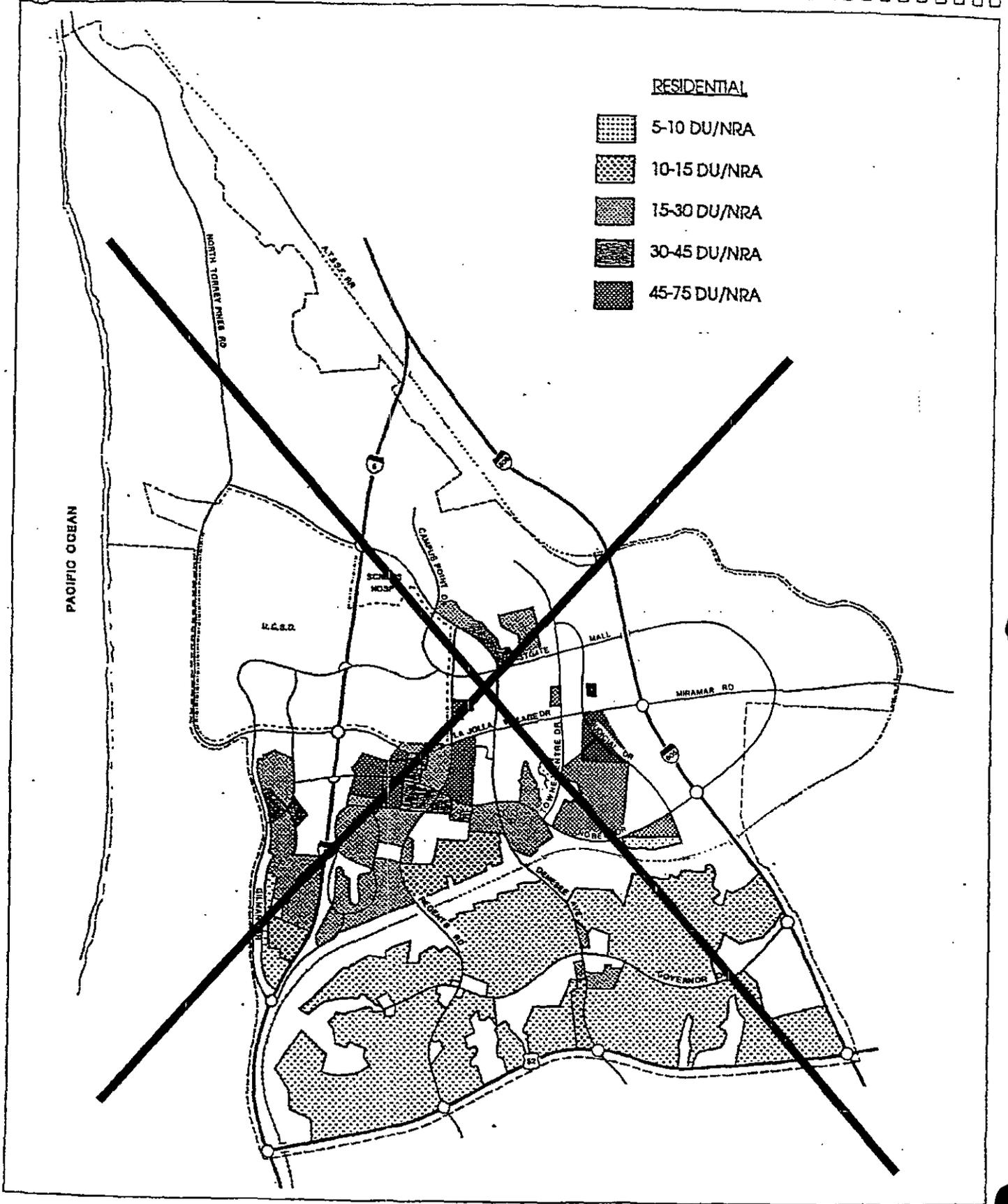
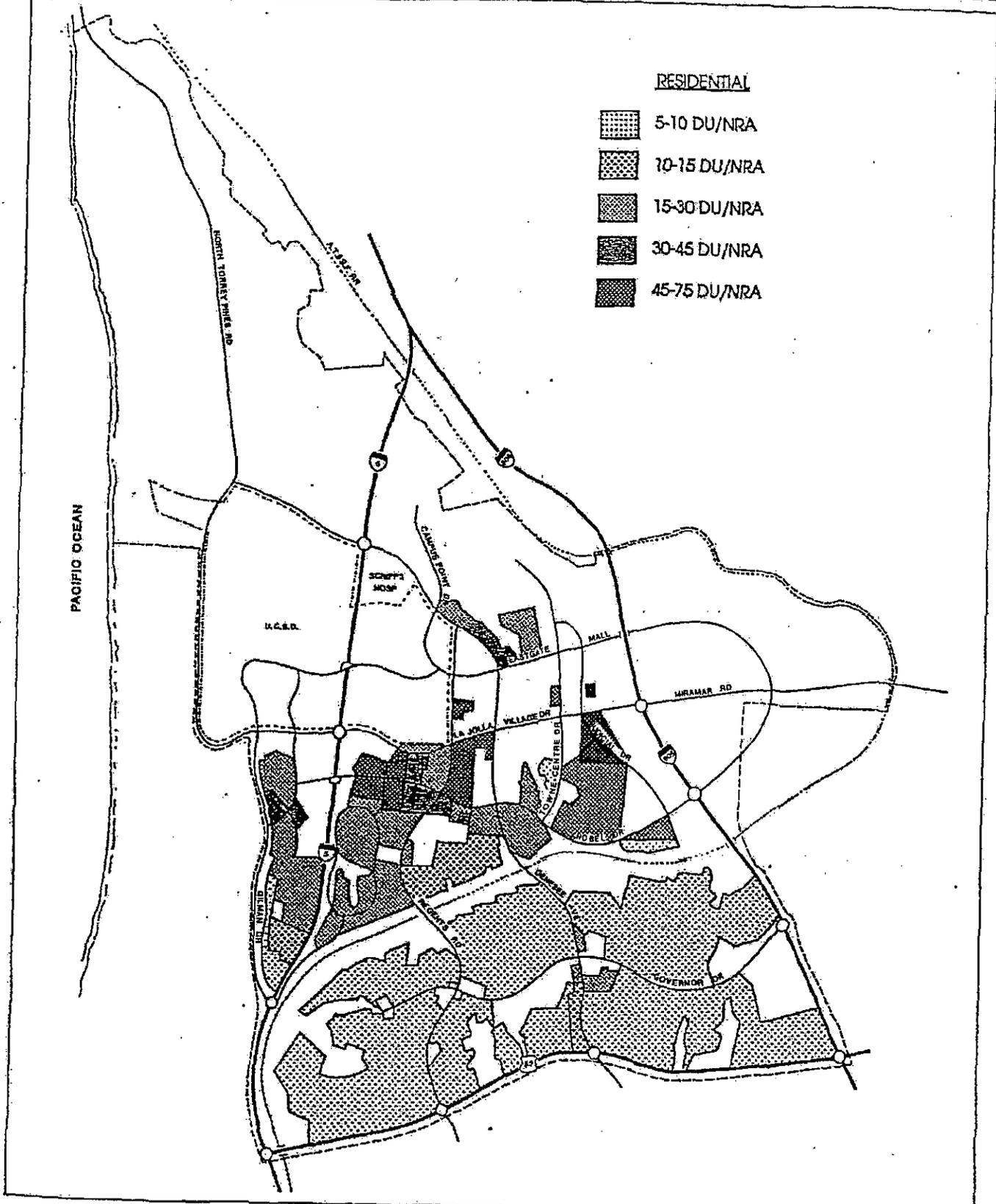


Figure 29



Figure

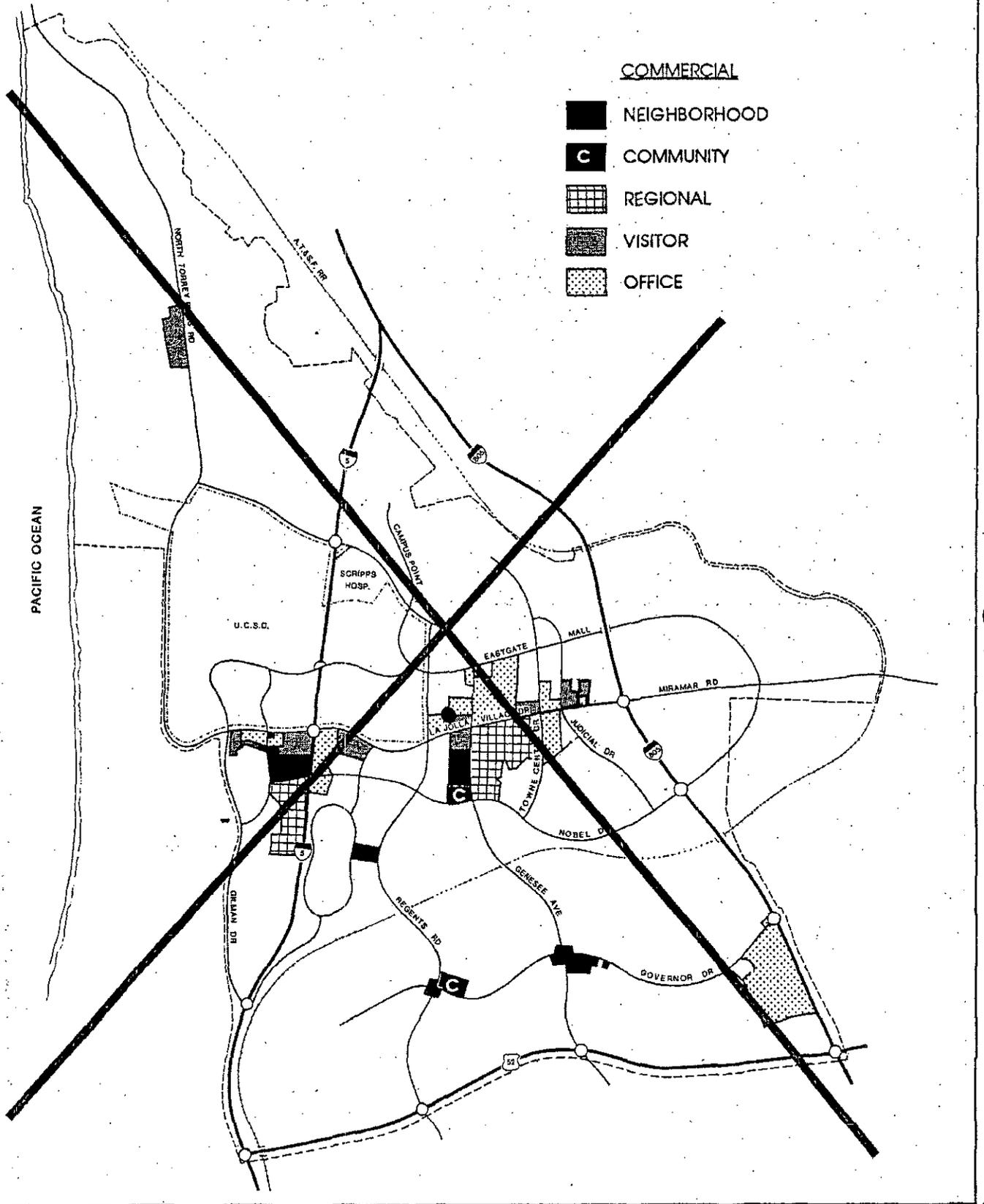
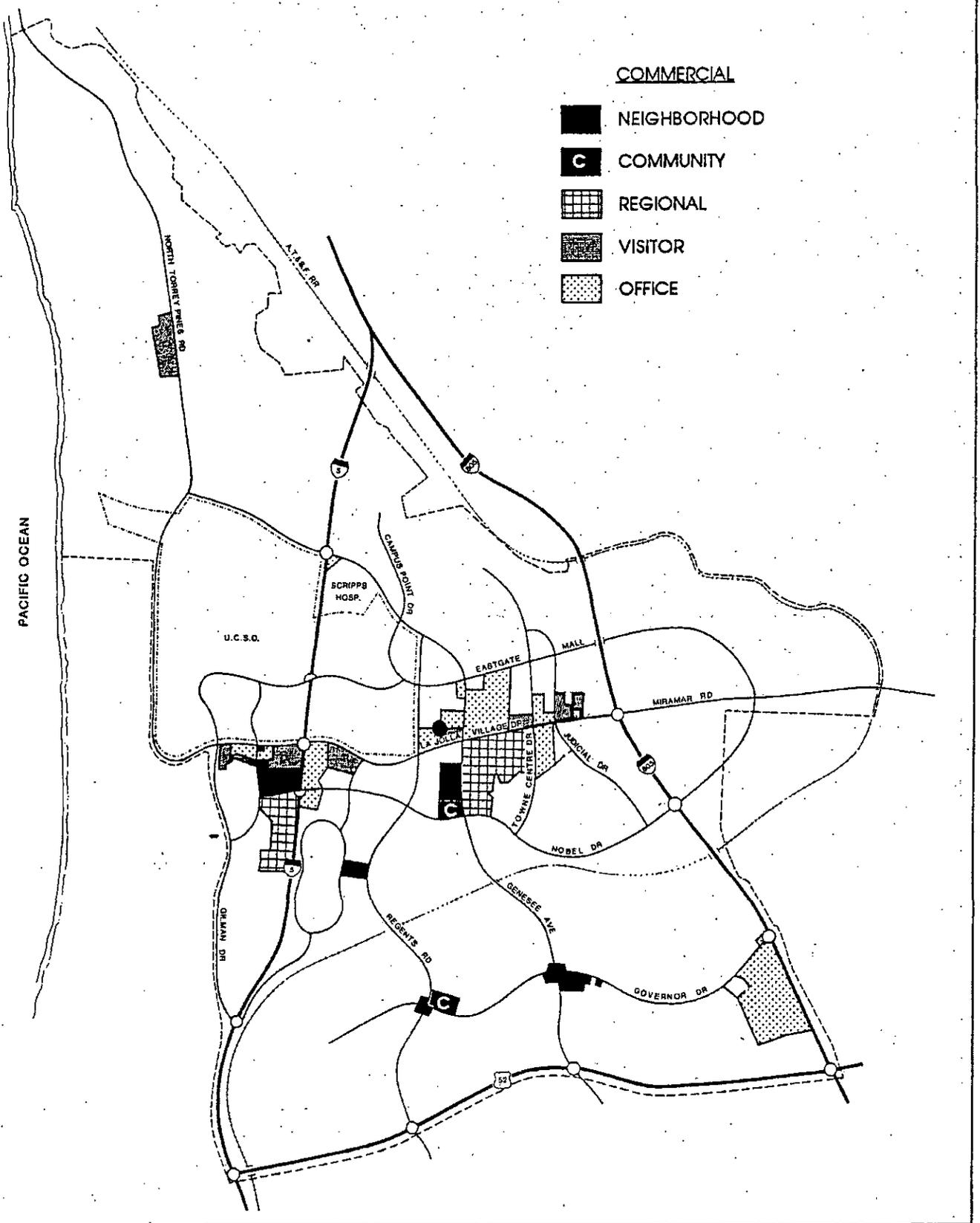


Figure  
COMMERCIAL LAND USES 33



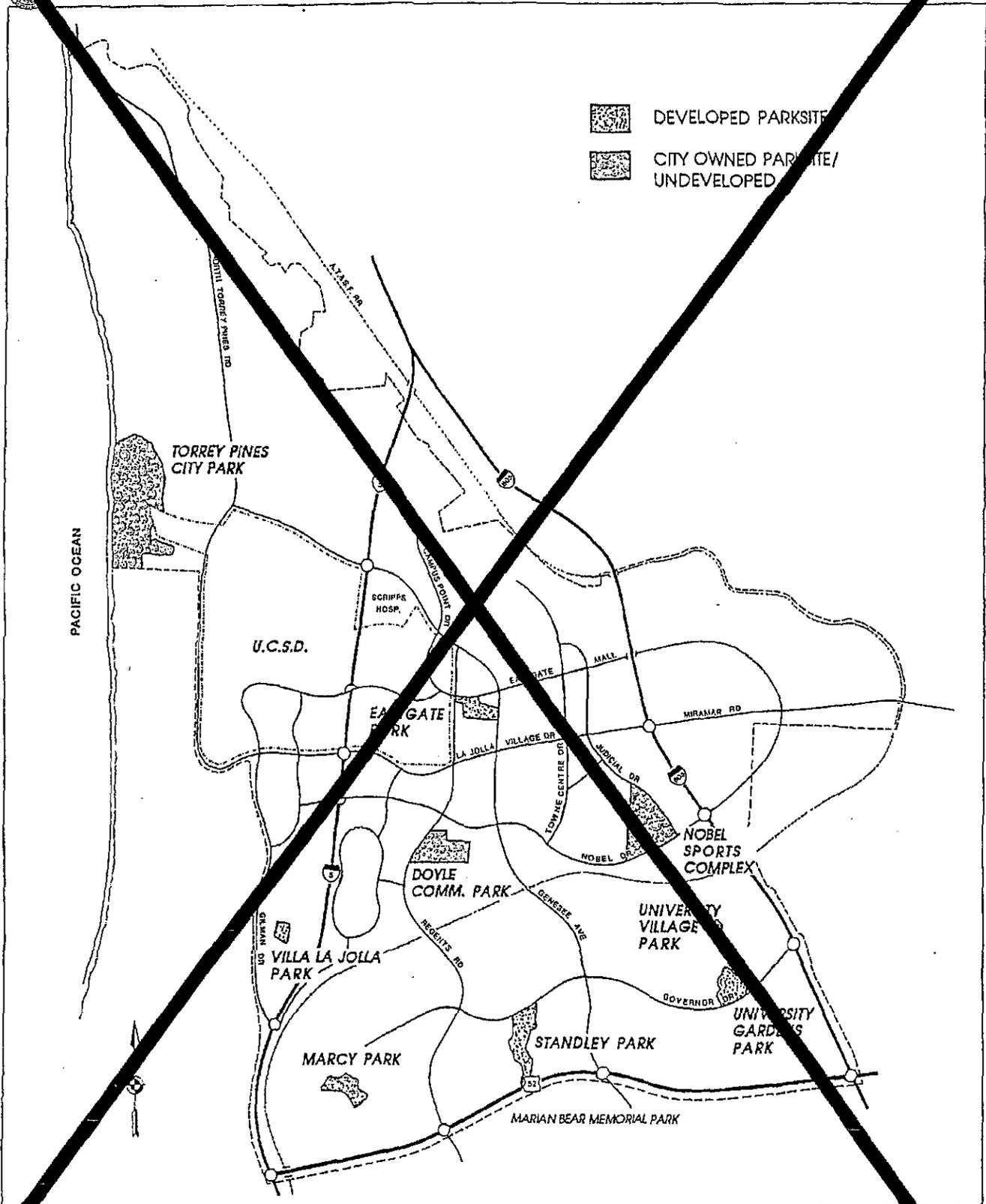
Figure

D. POPULATION BASED PARKS

In addition to open space areas of regional significance the University community contains population-based parks to serve local recreation needs. Population-based parks include neighborhood parks, community parks and recreation centers. Neighborhood parks ideally serve between 3,500 and 4,000 ~~5,000~~ persons living within a walking distance of one-half mile. Community parks should serve 18,000 to 24,000 ~~25,000~~ residents within a 1 1/2 mile radius. The community park is intended to provide a wider range of facilities than neighborhood parks, including athletic fields and courts, picnic and play areas, and a recreational building. Existing parks and their development status are listed in Table 9; park locations are illustrated on Figure 24.

TABLE 9. EXISTING PARK INVENTORY

NAME	USABLE ACREAGE	DEVELOPED	DEDICATED
<u>Population Based</u>			
Standley Community Park	<del>6.5</del> 10.82	Yes	Yes
Doyle Community Park	<del>24.0</del> 18.05	No Yes	Yes
Marcy Neighborhood Park	<del>3.5</del> 4.93	Yes	Yes
Univ. Village Neigh. Park	<del>2.5</del> 3.20	Partial Yes	Yes
Univ. Gardens Neigh. Park	<del>10.0</del> 9.58	Yes	Yes
Villa La Jolla Neigh. Park	5.6	Yes	Yes
Nobel Athletic Area (formerly identified as "Proposed Park on Unratified Pueblo Land")			
<del>Proposed Park on Unratified Pueblo Land</del>	<del>28.0</del> 21.07	No	Partial No
Mandell-Weiss (formerly identified as "Eastgate Mall Neigh. Park")			
<del>Eastgate Mall Neigh. Park</del>	<del>10.5</del> 10.49	Yes	Yes
<u>TOTAL</u>	<u>90.6</u>	<u>83.74 usable acres</u>	
<u>Joint-Use Parks</u>			
Doyle Elementary School	3.3		
Spreckles Elementary School	1.7		
Standley Middle School	13.5		
<u>TOTAL</u>		<u>18.5 usable acres</u>	
<u>TOTAL</u>		<u>102.24 usable acres</u>	
<u>Resource-Based</u>			
Torrey Pines State Park	1,100		
Torrey Pines City Park	249		
Torrey Pines Golf Course	367		
Marian Bear Memorial Park (adjacent to the community)	467		



DEVELOPED AND UNDEVELOPED PARKSITES

Figure 36

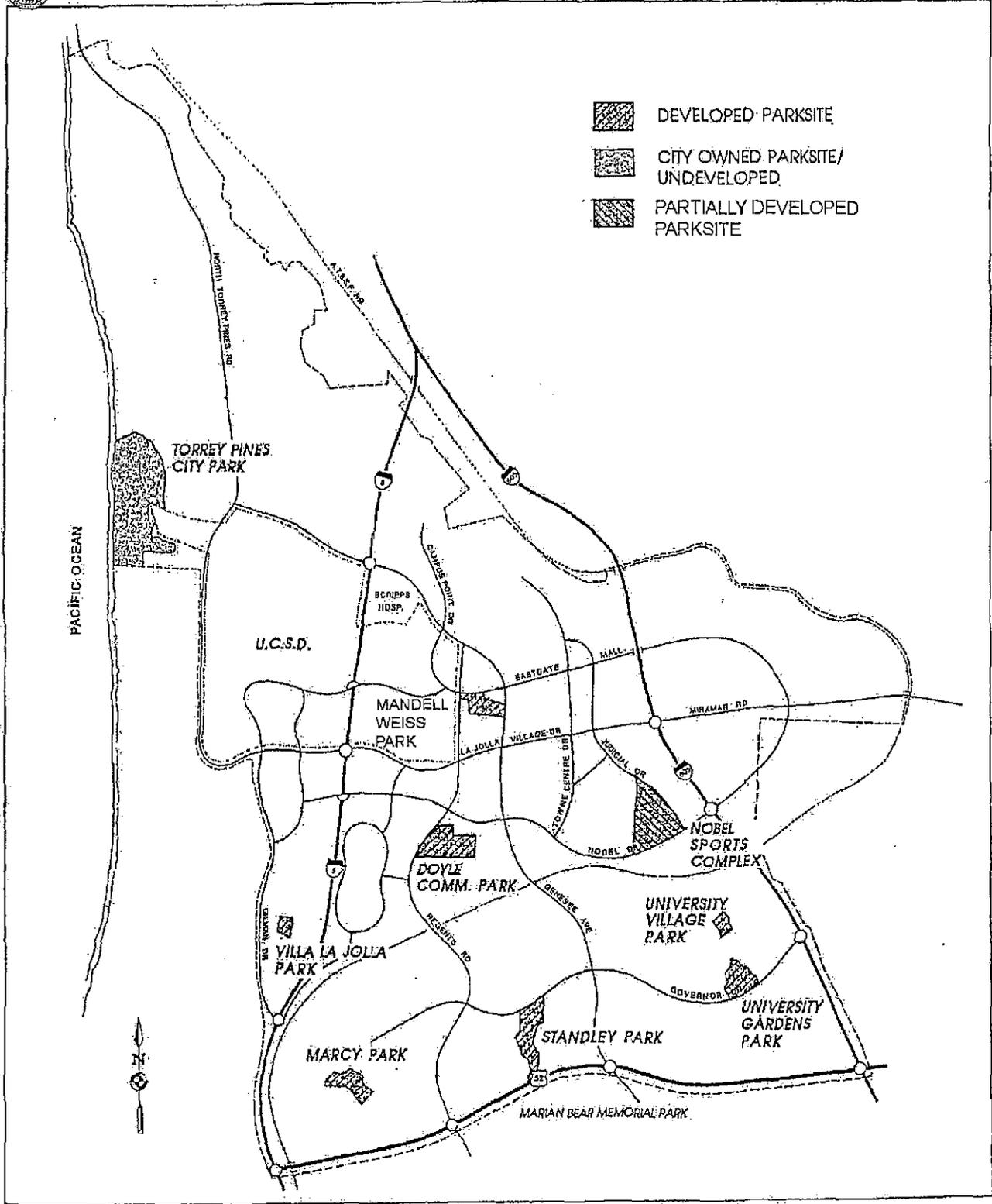


Figure 36

DEVELOPED AND UNDEVELOPED PARKSITES

Road and Genesee Avenue should be maintained; access rights should be acquired to permit pedestrian and bicycle paths linking this area with Rose Canyon.

f. If a linkage can be made to an equestrian center outside the community, an equestrian trail could be developed in Rose Canyon in accordance with the adopted Plan for Equestrian Trails and Facilities. No developments or staging areas are proposed by this designation.

7. San Clemente Canyon. Marian Bear Park should be preserved and maintained by the City of San Diego as a regional, resource-based park. The canyon and its riparian vegetation, including the mature oaks and sycamore trees, should be preserved in their natural state.

a. Pedestrian bicycle paths should be constructed to connect Standley Park and Marian Bear Park, utilizing the existing State Route 52 undercrossing.

b. Three branches of the canyon which extend northward into South University should be preserved 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 Gullstarnd Street, developed as a golf course.

8. Gilman Drive Slopes. The Slopes along Gilman Drive between Interstate 5 and Via Alicante should be preserved as underdeveloped open space. In addition, properties bordering Gilman Drive should provide a visual extension of the open space corridor north from Via Alicante to La Jolla Village Drive. Landscaping and site design on private properties abutting the street and adjacent to the canyon should enhance the visual quality and continuity of this open space corridor. An existing partial bikelane should be continued to connect the University of California with the Rose Canyon bikeway via Gilman Drive.

B. POPULATION-BASED PARKS

1. Summary of Proposed Facilities. The University community is proposed to be served by ~~two~~ three community parks and six neighborhood parks totaling ~~114~~ 125 gross

acres and ~~90.6~~ 102.24 usable acres of park area (Table 9). Easgate Park will be developed as a privately operated park and community recreation center open to the general public. In addition, recreational facilities at public schools should be made available for community use. University Village Park in South University is partially developed. The emphasis of this park should be on less intense recreational uses such as open play lawns and picnic facilities. The public park facilities are illustrated on Figure 24.

2. Community Park. A community park ~~should be is~~ provided on approximately ~~20~~ 26 acres, adjacent to and north of Doyle Elementary School. The improvements ~~could~~ include ballfields, multipurpose courts, tiny tot lots, open play and picnic areas and a recreation building. The North University City Public Facilities Financing Plan and Facilities Benefit Assessment ~~provides~~ provided for site acquisition, design and development of this park and construction of a recreation building.
3. Sports Field Complex. (Nobel Athletic Area) A sports field complex (designated as a neighborhood community facility) should be developed on approximately ~~twenty eight~~ thirty two-acres in the vicinity of Interstate 805 and Nobel Drive. The Athletic Area will provide for sport fields, a recreation center, library, and passive recreation. Funding will be provided by the Facilities Benefit Assessment (FBA).
4. General Plan Standards. The Progress Guide and General Plan of the City of San Diego indicates that population based parks should consist of one community park for each 25,000 persons and one neighborhood park for each 5,000 persons. (The community park is also the neighborhood park for the area in which it is located.) Depending on their location with respect to schools, the community parks are to consist of 13 to 20 acres while the neighborhood parks are described as 5 to 10 acres. Thus, the General Plan Standards for acreage for population based park acreage varies between 1.32 and 2.4 acres per thousand depending upon whether all or none of the park sites are adjacent to school.

According to the Progress Guide and General Plan guidelines for population-based parks, the University community, with a population of 61,570 residents, should be served by a total of ~~two~~ approximately three community parks ~~one of 13 usable acres and one of 20 usable acres, of 20 usable acres each~~ and ~~11~~ 12 neighborhood parks of 10 usable acres each, unless adjacent to a school, where joint use of the playfields is possible (Table 9). For a community with an estimated population of ~~58,263~~ the population-based park acreage should total ~~138~~ acres. Population-based park acres should total 174 usable acres, taking into account the joint use of adjacent schools. As indicated in Table 9, the proposed existing population-based park acreage is ~~90.6~~ 102.24 usable acres, a shortfall of ~~47.4~~ approximately 48 usable acres. The proposed existing facilities would result in approximately ~~1.5~~ 1.59 acres of usable parkland per 1000 residents.

This shortfall in population-based parks is mitigated by the ~~four~~ resource-based parks located in or adjacent to the community totaling over ~~2,065~~ 2,183 acres. Three of the population-based parks are also adjacent to schools, enabling the school sports field to be used in conjunction with the parks. Although they can not be counted towards the population-based park acreage, these leased areas also mitigated the identified shortage.

Further mitigation of the population-based neighborhood park shortage in the University community should be accomplished by the provision of private recreation areas in planned residential developments (PRDs). The role of PRDs in providing this open space is addressed below.

5. Use of School Facilities. Recreational facilities at the City public schools should be made available for community-wide use. School sports fields and courts should complement and contribute to the recreational potential adjacent neighborhood parks.

C. OTHER RECREATIONAL FACILITIES

1. University Recreation. The University of California should be encouraged to develop recreational facilities, pedestrian paths and bike lanes which in addition to accommodating its needs, complement open space used in the Plan area and integrate the University more fully with the community.
2. Planned Residential Developments. Major planned residential developments proposed in the North University area should include recreational facilities and open space areas as key elements in the project design. These private recreational areas should provide enough usable open space to compensate for a lack of neighborhood parks within



■ COSTA VERDE ■  
SPECIFIC PLAN

Draft Amendment

April 13, 2007

(Complete Text)

CITY OF SAN DIEGO

MAYOR

Maureen O'Connor

COUNCIL

Abbe Wolfsheimer	Ed Struiksma
Bill Cleator	Mike Gotch
Gloria McColl	Judy McCarty
William Jones	Uvaldo Martinez

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PLANNING COMMISSION

Ron Roberts, Chairman  
Paula Oquita, Vice-Chairman

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Dan Guevara	Albert Kercheval
Henry Empeno	

CITY PLANNING DEPARTMENT

Jack Van Cleave, Planning Director  
Michael Stepner, Assistant Planning Director

CITY COUNCIL ADOPTION

June 10, 1986

RESOLUTION NUMBERS  
R-265934, R-235935,  
R-235936, R-235937

ORDINANCE NUMBER  
O-16675

CITY COUNCIL AMENDMENT ADOPTION

JULY 25, 1988

ORDINANCE NUMBER

O-17119

CITY COUNCIL AMENDMENT ADOPTION

, 2004

ORDINANCE NUMBER

O-

COSTA VERDE SPECIFIC PLAN

Prepared for  
Guaranty Service Corporation  
14180 Dallas Parkway, Suite 300  
Dallas, Texas 75240

SGPA Planning and Architecture  
M. W. Steele Group, Inc.  
McDonald, Hecht and Solberg, Attorneys-at-Law  
June 23, 1986 (Original)  
July 25, 1988 (Amendment)

Costa Verde Specific Plan Amendment

Prepared for  
Costa Verde Hotel, LLC  
8530 Costa Verde Boulevard (Office)  
San Diego, CA 92121

Hunsaker & Associates San Diego, Inc.  
2006

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## I. Introduction

The Guaranty Service Corporation of Dallas, Texas first acquired the project site addressed in this report in late 1984. The development program for the site consists of an urbanized mixture of residential and commercial ~~and hotel~~ uses. This Specific Plan has been prepared to generally describe the proposed land uses, development guidelines and methods of project implementation.

## II. Land Use

### A. Existing Conditions

1. The project site consists of approximately 57.6 acres of vacant land (53 net buildable acres after dedication of major perimeter roads), bounded by a mixture of existing residential, commercial and office land uses:
  - a. East-Genesee Avenue and the University Towne Centre regional shopping center;
  - b. South-Nobel Drive and existing and planned multi-family residential development;
  - c. West-Regents Road and existing multi-family residential;
  - d. North-La Jolla Village Drive, commercial office, hotel, commercial and multi-family residential development, ~~in progress~~.
2. Existing topography is characteristic of the mesa top in the vicinity of University Towne Centre. Views are mostly oriented toward the coastal hillsides to the west and southwest, with potential views in other directions from upper floor levels of the proposed development.
3. Existing easements are limited to public services at the project perimeter.
4. The site is bounded on the North and East by existing arterial roads (La Jolla Village and Genesee); on the South by Nobel Drive, a six-lane major street ~~which exits as a two-lane dead end street~~; and on the West by Regents Road, a four-lane major arterial two-lane street. ~~Both Nobel Drive and Regents Road will be improved to design width in conjunction with this project.~~ Bus transit routes currently exist on La Jolla Village Drive and Genesee Avenue.

B. Development Program

1. The concept for this project is derived from the nature of the land uses and the unique location of the site in the high intensity core of the North University Community.

In conformance with the University Community Plan, the site is envisioned as an urban center comprised of a mixture of high density residential, and neighborhood/community serving commercial uses. (Figure 1).

2. Summary of Proposed Land Uses:

Residential*	<del>2,600</del> 2,740*	DU	34	39 Acres
Retail/Commercial	178,000	SF		14 Acres
		(Gross)		
<del>Hotel</del>	400	Rooms	5	<del>Acres</del>
				53 Acres

The Residential portion of the project comprises the majority of the site area and provides ~~2,600~~ 2,980 dwelling units. The buildings will be designed to maximize the urban character of the site, while allowing for diversity in building form and materials. The majority of automobile parking required for all residences will be located in parking structures below the buildings, accessed from internal private streets and drives. Recreational facilities will be provided on each site for the use of its residents.

The residential component will be comprised of several individual parcels. Each lot will be developed within the guidelines of this specific plan and the PDP (PRD) permit.

The Retail/Commercial component will be developed with a blend of neighborhood and community serving retail tenants, including a major food market, a food court with outdoor dining areas, specialty and service retail shops and restaurants. The commercial site is located in the southeasterly project area, with freestanding restaurant/commercial uses clustered along the frontages of Genesee Avenue and Nobel Drive (Figure 1).

~~SPECIFIC PLAN AMENDMENT~~  
~~TEXT AND FIGURE REVISIONS~~

Neighborhood Uses

Min.

- Food Market. . . . . 35,000 SF
- Drug Store/Pharmacy. . . . . 7,500 SF
- Food Court (Restaurants/  
• Food Oriented Shops) Combine total SF as  
• Service Shops required to meet a  
• Retail Shops minimum of 100,000 SF  
for neighborhood use.

The following are acceptable neighborhood uses:

Max.

- Bakeries
- Barber Shops
- Beauty Shops
- Bicycle Shops
- Confectioners
- Curtain, Drapery & Household Goods
- Drug Stores/Pharmacies
- Dry Cleaning Establishments
- Self-serve Laundries
- Recreational Facilities . . . . . 2,500 SF
- Fitness Centers
- Florists
- Hobby Shops
- Jewelry Stores
- Liquor Stores
- Health and Specialty Food Shops
- Optometrist . . . . . 1,500 SF
- Fast Photo/Cameras
- Photo Studios
- Quick Prints (Xerox)
- Postal Services
- ATMs
- Video Rental & Equipment . . . . . 2,000 SF
- Records & Tapes . . . . . 2,000 SF
- Deli Restaurant
- Gas Stations/Car Wash
- Food Stores
- Cards & Gifts
- Pet Shops
- Stationers
- Repair shops (shoes, appliances, etc.)
- Other uses as determined by the Planning  
Director to be similar and consistent with  
those listed above.

The drug store and related neighborhood uses will occupy approximately 16,000 square feet centrally located adjoining the upper parking level near the food court. Neighborhood-serving uses in this area will reinforce its character as the focal point of neighborhood activity.

Community Commercial uses will occupy a maximum of 78,000 square feet. Typical uses are street frontage restaurants, travel agents, banks and savings and loan institutions, apparel and shoe shops, paint, wall paper and hardware stores.

Business and Professional uses such as insurance, real estate and medical/dental will occupy a maximum of 14,000 square feet.

~~The Hotel is proposed for the northeasterly site area, at the intersection of La Jolla Village Drive and Genesee Avenue. The hotel will include a maximum of 400 rooms, structured parking, a lounge/restaurant (approximately 13,000 SF), meeting facilities (approximately 14,000 SF) along with recreational and incidental retail facilities (approximately 1,000 SF) within the hotel for the use of its guests.~~

### III. Overall Site Development Guidelines

#### A. Site Design

~~1. Land forms within the site area will gradually rise toward the center of the project.~~

1. ~~2.~~ Primary land uses will be located to capitalize on the urbanized character of the development, i.e.: the proposed mixture of uses; ease and safety of site access; and a strong, unifying on-site auto and pedestrian circulation systems.

Site plan design will maximize off-site view opportunities and, where practical, on-site views will be created.

2. ~~3.~~ On-site streetscape design will focus on integration of building masses, landforms, landscape, and pedestrian and vehicular circulation. The urban character of the project will be reinforced through the use of various trees and plant materials, streetlights and furniture, enriched paving materials, and a conscious definition of pathways, courtyards and open space.

3. ~~4.~~ Where appropriate, pedestrian sidewalks will be separated from street traffic by means of landscape plantings and/or meandering walkway configuration.

4. ~~5.~~ Proposed building masses, street design and open space will consider solar access to major use areas of the site.

~~5.6-~~Utility systems serving the project will be located below grade. Visual screening will be provided for all utility structures required to be above grade (i.e., transformers, TV and cable riser boxes, etc.).

~~6.7-~~The project edges and open spaces will be designed to compliment and integrate adjacent land uses within the project as well as create project identity and continuity. The project edge and open space landscaping will relate to existing developments surrounding this project.

~~7.8-~~All service areas shall be visually and acoustically screened through the use of building forms, walls, earth berms, and landscaping.

~~8.9-~~All vision, security and sound attenuation screen walls shall be constructed of a material and architectural style that is consistent and compatible with the perimeter building. The maximum uninterrupted length of a screen wall is 24 feet. The required interruption in the surface plane may take the form of a 2-foot minimum offset or other means, as approved by the planning director. This interruption and offset shall be in both the horizontal and vertical dimensions.

## B. Architectural Design

1. The design of all structures within the project will exemplify the contemporary, urban character of the development. Buildings will be designed to integrate with adjacent development areas, preserve view opportunities and provide attractive pedestrian/open space environments.

The interface between residential and commercial uses should be reinforced through the use of similar exterior materials, colors and details.

2. The buildings will incorporate elements of variety in design such as massing, and wall offsets, variations of scale, materials, colors and textures, etc. Building forms and details should be designed to create visual interest.

~~Mid-rise~~ Residential buildings should make extensive use of balconies, decks and terraces. Building masses and materials should be integrated with the open space and landscaped areas. Residential buildings should be clustered around courtyards.

Low-rise commercial buildings shall pay special attention to roof area treatment and materials. For example, pitched roofs or other special roof forms should be designed to reduce visual exposure to mid and high rise buildings and may be used to accentuate entries or screen rooftop equipment.

All equipment, vents, fans and appurtenances over 2' x 2' shall be shielded from view when visible from adjacent buildings. Equipment and appurtenances not requiring such shielding shall be grouped and organized on building roofs when visible and when possible, shielded from view by parapets and other roof forms.

3. The design of the residential towers at the northeast corner of the site ~~hotel~~ should reflect the sophisticated urban image of the University community. The location of the residential towers ~~hotel~~ at the La Jolla Village Drive/Genesee Avenue intersection offers a unique opportunity to create a distinctive landmark. ~~The hotel should be integrated with the surrounding developments. The towers should be designed so that they complement the low and mid rise scale of Costa Verde and the low scale development fronting the intersection. In particular, it should relate to the lower scale of development fronting on the intersection and the low and mid rise scale of Costa Verde. One way this can be achieved is by designing the hotel as a central tower with low rise levels facing the intersection and the residential area.~~
4. If a shared parking structure is required, it shall be designed to integrate with ~~the hotel and~~ surrounding developments. It shall be of a low profile, not exceed one level above grade and it shall be attractively landscaped.

5. At the interface of commercial and residential uses, buildings shall be designed with variation in building height, massing, wall offsets and roof forms. Pedestrian walkways adjoining these uses should incorporate paving and special landscaping to accentuate building entries and pedestrian gathering areas, while screening service and utility areas.
6. Commercial service areas shall be located such that delivery, trash pick-up and storage activities create minimal disruption to the residential areas.

The interface between commercial and residential uses shall be designed to include a variety of open spaces and courtyards for the use of residents. The primary focus of this interface will occur in the central urban park, a landscaped open space linking residential site areas with the commercial atrium/food court.

The area between the market and the residences shall be sensitively designed to create an aesthetic, functional pedestrian way while allowing service access (Figure 3). This can be achieved by:

- A minimum distance of 75 feet between the market and the nearest residential building.
- Designing the road between the market and the residential area as a private drive with provisions for pedestrian sidewalks, crossings, street tree plantings and lighting.
- Clustering and screening service activities such as trash and delivery docks.
- Enhancing the appearance of the commercial building walls with offsets (3 foot minimum) appropriate to the scale of the building.
- Limiting service operation hours.
- Limiting commercial service truck access to residential areas through architectural traffic control features.

## C. Landscape Design

1. The integrity of the development will be insured through the implementation of a unified landscape design concept which includes the following landscape elements:
  - a. Landscaping shall enhance major architectural design elements through the careful use of flower and leaf color and texture, plant forms, plant masses, landscape lighting, benches, and other outdoor furnishings which relate to the architectural design theme.
  - b. Visual confusion due to the use of many unrelated plant varieties will be avoided through implementation of a select palette of plant material to maintain the theme of the landscape design.
  - c. Landscaping will provide a sequence of events and experiences which relate to the inherent qualities of the site. The landscape will recognize the varied ways (pedestrian, bicycle and vehicular) in which people experience the site.
2. Architectural elements of the site will be related with axially oriented plantings of similar species, and thematic color schemes will be utilized in developing project identity. Vehicular entrances will be identified and accented with groupings of trees, shrubs and ground covers. Landscape corridors and areas are described below:
  - The north-south interior street will be lined with the tallest palms used in the project to identify it as a primary axis. The palms will; be triangularly spaced with lower, pedestrian-scaled canopy trees.
  - The east-west interior street will be identified as a secondary axis by the use of shorter palms alternating with canopy trees as described above.
  - The commercial area drive will also be lined with tall palms, but the drive will be distinguished from the rest of the site by the use of a different palm variety.

- Site entries will be accented by the use of a third palm variety and, seasonal color plantings.
  - Perimeter planting will include lawn and shrub areas and random canopy trees. This type of landscape will provide views into the site, contrast with the axial formality of the site interior and relate to adjoining residential developments.
  - An area ~~of approximately one-half acre~~ at the corner of La Jolla Village Drive and Genesee Avenue will be colorfully landscaped to serve as a project statement for the entire site, ~~and as a foreground for the hotel~~. An open space/plaza area ~~for hotel use~~ shall be located adjacent to the project statement area to expand the open space and to create a transition between the street and the larger scale of the ~~hotel~~. adjacent residential development.
  - ~~• The drive leading to the hotel porte cochere/entry will be lined with palms and will incorporate special features to create a dramatic sense of entry. Less formal landscaping which considers building scale and street activity will occur around the hotel.~~
  - In the area adjacent to the high rise towers located at the northeast portion of the plan area, public streetscapes and perimeters of developments will be lushly landscaped for pedestrian enjoyment and to provide a soft transition to buildings. Non-contiguous sidewalks on Genesee Avenue and La Jolla Village Drive will separate pedestrians from traffic with planted parkways, and trees will provide shade. Spacious public courts at the La Jolla Village Drive pedestrian bridge landing and along Genesee Avenue shall be provided to incorporate public art, seating, and special paving.
3. ~~Earth berms will be rounded and natural in character, designed to obscure undesirable views (i.e. automobiles, storage and utility areas, etc.) and add character and interest to the site. All outdoor storage, loading, refuse and utility areas will be visually screened on all sides except at access points.~~

4. Landscape finish grading will ensure that the site will surface drain and that no ponding areas are created.

All soils will be fertilized, amended and tilled conform to recommendations made by a soil testing laboratory and/or landscape architect in order to promote healthy and vigorous plant growth. All plant material selected for use should be of a type known to be successful in the area or in similar climatic and soil conditions.

5. Irrigation systems will be permanent automated systems, adequate for the establishment of all plant material and will be installed as soon as practical after grading and prior to plant material installation.
6. Undeveloped site areas designated for future use and expansion will be maintained in a weed and debris free condition. Maintenance of landscaped common areas will be provided for by the establishment of management associations and project covenants, conditions and restrictions (CC&Rs).

#### IV. Individual Land Use Development Guidelines

##### A. Planned Commercial Development (PCD)

1. Uses within the commercial site area include those permitted in this specific plan (pages 3 and 4). Particular emphasis will be placed on supplying a majority of neighborhood-serving retail and service, commercial uses.
2. Within the retail component, building coverage shall not exceed 50 percent of the site area. The maximum floor area ratio shall be two. ~~The hotel site shall have a maximum of 80 percent building coverage; maximum floor area ration shall be two.~~
3. Minimum Yards:
  - a. Public street frontages (Genesee Avenue and Nobel Drive) - 15 feet
  - b. Interior street frontages - 10 feet
  - c. Rear yard - 10 feet when adjoining residential sites if walls facing residences have openings (doors or windows). If facing walls do not have openings, rear yard may be 5 feet. Rear yard is 0 feet for underground structures which do not extend more than 3 feet above grade.

- d. Off-street parking areas may be located within the required setbacks when a landscape strip measuring an average of 15 feet and a minimum of ten feet in width is provided.
4. Maximum building height in the retail/commercial site area shall be sixty (60) feet. ~~The hotel shall be a maximum of 14 stories or approximately 190 feet in height.~~
  5. PCD landscape requirements.
    - a. A minimum of ten percent (10%) of the on-grade vehicular areas will be permanently landscaped.
    - b. A minimum of one tree for each five on-grade parking spaces shall be provided. A mixture of minimum tree sizes shall be provided: 40% - 15 gallon, 40% - 24" box, 20% - 36" box or larger.
    - c. A minimum landscaped median of ten feet in width shall be provided inside the PCD site area.
    - d. The minimum size of tree planter boxes for the decked parking areas shall be 48" square by 48" deep, with permanent irrigation.
    - e. A minimum 20 foot landscape area shall be provided between the parking structure and the interior street.
  - ~~6. The lower levels of the hotel shall be landscaped, terraced and have a minimum of 8 foot articulations every 35 feet along the street frontages to street to create an interesting and inviting appearance.~~
  6. <sup>7</sup>A pedestrian promenade system will link the residential, commercial, ~~hotel~~ and satellite areas of the site. Consistency will be maintained along the promenade through pedestrian furniture, lighting, landscaping and patterned paving for sidewalks and crosswalks to create a recognizable, cohesive system which links several plaza destination areas. Plazas occur at ~~the hotel entry~~, the drop-off point at the main commercial entry from Genesee Avenue, at the food court/atrium and at satellite buildings.

The north-south and east-west promenades will lead to the center of the site. The central area containing the community open space, food court and mall is intended to be the activity center of the project. The area will have sunny and shaded eating areas, umbrella tables and color landscaping. It will be marked by a strong vertical architectural element to act as the visual focal point of the interior axis streets and promenades and it will be visible from the surrounding public streets.

B. ~~Planned Residential~~ Development Permit (PDP; formerly PRD)

1. The setbacks for the residential element of Costa Verde shall follow the City Ordinance for multi-family residential zones and setbacks stipulated in the University City Community Plan of 1983.
2. A variation in massing, height and form is desired at Costa Verde. The high density of this project requires a sensitive overall massing pattern that responds to the internal streets and open space as well as the existing projects surrounding the site.

Any high-rise structures proposed for the site along Nobel Drive or Regents Road shall be located toward the interior, with lower rise structures sited along the Nobel Drive and Regents Road perimeter of the site, to provide a transition to the two and three story residential units to the south and west.

The tallest structure should be placed at the northeast corner of the specific plan area adjacent to La Jolla Village Drive and Genesee Avenue. The lower levels of the structures should be designed to provide human scale. This should be accomplished through architectural detailing such as façade articulation, arcades, materials, trellises, and other elements that reduce the scale of the structure along the public rights-of-way. Landscaping should also be used to create human scale. The maximum building height in this area is 296 feet with a maximum floor area ratio (FAR) of 6.0.

~~Buildings above four stories in height shall provide a one story variation in height of at least 50 lineal feet within every 250 lineal feet of building face. Buildings above four stories in height shall be reduced in height by one floor at each corner for a lineal distance of 25 feet in each direction.~~

3. A For low-rise buildings, a minimum of one third of all roofs shall be sloped at a minimum of 3:12. Equipment, vents, fans and appurtenances over 2' x 2' x 2' shall be shielded from view when visible from adjacent buildings. Equipment and appurtenances not requiring such shielding shall be grouped and organized on building roofs when visible and when possible, shielded from view by parapets and other roof forms.

4. Pedestrian access to the various residential buildings shall be provided along internal streets and drives. These pedestrian access points may include security measures, but shall be designed clearly as prominent pedestrian entrances. Entrance and access points should occur at intervals of approximately 100 feet along the face of each building.
5. A common recreation facility shall be provided for each 500 or fewer dwelling units. The combined indoor and outdoor space provided at these common recreation facilities shall be no less than the equivalent of ten square feet per dwelling unit. This space may be considered part of the required open space. Recreation facilities shall include, but not be limited to, a common building containing a gathering space with provisions for meeting and entertaining and one or more athletic facilities such as swimming, exercise, tennis, etc. Recreation facilities shall be provided in the initial phase of each residential project to meet with this requirement.

A total of 140 ~~2-00~~ square feet per unit of open space shall be provided, exclusive of interior streets. Of the total open space area, 100 square feet per unit shall be usable. In addition to the above requirement, each unit shall be provided with a minimum 50 square foot ~~(least dimension 6 ft.)~~ private patio or balcony unless determined to be infeasible or undesirable by the planning director. For each 50 square feet not provided in this instance, 50 square feet is to be added to the total usable open space.

6. At locations where residential buildings are sited such that commercial parking, loading and service areas within 75 feet are visible from the interior of the units, windows, balcony enclosures and like architectural elements shall be designed to eliminate the direct view of these areas as much as practical. Consideration for noise should be made in the design of the residential units and balconies. Where possible, landscape buffers should take the place of these measures.
7. A variety in architectural expression is desirable. This variety, however, should be within a limited range of architectural styles. The styles preferred for the residential element of Costa Verde are Mediterranean, Californian or other styles indigenous to the San Diego region that are compatible with those stated. Continuity of these styles and variations of styles shall be provided through coordinated entrance design and location, and consistent streetscape and landscape design.
8. The materials used in the residential component shall convey a sense of timelessness and permanence. Materials that convey this sense include, but are not limited to concrete, stucco and masonry of many forms, including stone, tile, brick and block. Wood and metal should be used sparingly and as trim only. Roofs should be ceramic, clay or concrete tile.

Color is an acceptable means to achieve the variety desired in the architectural expression. Whenever possible, this color should be integral with the material used. Earthtones and pastels are preferred for large areas with intense colors being limited to accent points and trim.

## V. Circulation (Figure 2 and Appendix)

### A. Vehicular

1. A community-wide transportation analysis was prepared in 1980 which included basic land use and density assignments for this site. The development program outlined in this Specific Plan is in conformance with that analysis.

The existing transportation network provides adequate access to the site on the north and east frontages. Street improvements associated with this project will complete the network of perimeter streets to required design widths.

2. The functional street classifications for the perimeter streets are: La Jolla Village Drive as a 6-lane primary arterial, Genesee Avenue and Nobel Drive as 6-lane major streets and Regents Road as a 4-lane primary major arterial.

A traffic study and striping plan will be provided for La Jolla Village Drive and Nobel Drive from Regents Road to Genesee Avenue, including intersections, for review and approval by the City Engineer.

3. Primary vehicular site access occurs at four locations, each at the midpoint of a major street frontage. Signalized intersections with full maneuvers will occur at the project entries on Genesee, Nobel and Regents. Right-turn only access will occur on La Jolla Village Drive.

A four-lane collector street will traverse the site on the north-south axis from Nobel to La Jolla Village Drive, and it will connect to Regents Road by a two-lane collector street. Additional private driveways will be provided along Regents and Nobel. Due to these additional driveways along Regents Road, one-half of a 6-lane major street will be constructed adjoining the project.

The retail/commercial ~~and hotel~~ site will be accessed primarily by a four-lane collector street from the existing signalized entry to University Towne Center on Genesee Avenue. Entries to the retail ~~and hotel~~ sites occur from Nobel Drive and La Jolla Village Drive via the four-lane internal collector street. Secondary access will be provided by driveways located on both Genesee and Nobel. A maximum of two access points off of Genesee Avenue shall be permitted.

4. Service areas will be grouped where possible, integrated with building and site design, and screened for noise and site intrusions. Service areas for the commercial site will be incorporated into building and site design and accessed from a landscaped drive shared with adjacent residential parking facilities.

## B. Bicycle

1. The existing and proposed bikeway system will provide on-grade bicycle access to the project from all four sides.

Class II bicycle paths will be provided along the project frontages on Regents Road and Nobel Drive. Class II bicycle paths should also be provided on major interior streets and should connect with the community-wide system.

## C. Pedestrian

1. Pedestrian access to the site will be provided by pedestrian bridges traversing La Jolla Village Drive and Genesee Avenue. These will be connected on-site thereby completing the pedestrian loop around the intersection of those two streets. On-grade pedestrian access will occur at the ~~traffic signals on Genesee Avenue, Regents Road and Nobel Drive.~~ most active, attractive and interesting areas of the project along Genesee Avenue, Regents Road, Nobel Drive, and La Jolla Village Drive. Suitable handicapped access will be provided.

The pedestrian bridges shall connect with the pedestrian circulation systems of the adjacent properties, i.e. University Towne Center and Regents Park.

2. The urban, mixed-use nature of the project will be reinforced through the development of interconnecting pedestrian walkways, plazas and streetscape throughout the site. This system of pedestrian elements will be designed to emphasize convenient access between all land uses proposed.
3. Pedestrian walkways will be typically buffered from the vehicular traffic by street trees and landscaping. Crossings of major roads and access drives will be emphasized with enhanced paving (change of pattern or materials). Perimeter sidewalks will connect to the pedestrian bridges, satellite buildings and bus stops. The internal pedestrian system shall be clearly linked to the perimeter walks, bus stops and pedestrian bridges.

#### D. Public Transportation

1. La Jolla Village Drive and Genesee Avenue have existing transit routes providing service to and from downtown and Mission Valley. Two bus stops will be provided initially along Genesee Avenue between Nobel Drive and La Jolla Village Drive to accommodate the existing route and another bus stop may be provided along the La Jolla Village Drive route to accommodate the ~~hotel~~ future needs. A future route is anticipated on Nobel Drive which would require a bus stop near the entrance to the retail center and possibly a second bus stop adjacent to the residential area to the west. Based on further route studies, additional bus stops may be provided along Regents Road and Nobel Drive to serve adjoining residential projects as they are developed. Provision and phasing of these and any other possible additional bus stops required by MTDB and/or the City will be included in Tentative Map or Planned ~~Residential~~ Development Permit approvals.

Sufficient right-of-way will be provided along Nobel Drive for an intra-community transit loop, as identified in the University Community Plan. The developer will not oppose and will participate in the formation of an assessment district for provision and operation of an intra-community transit loop as identified in the University Community Plan.

#### E. Parking

1. For the land uses and square footages specified in this plan, a minimum of 1684 parking spaces is parking will be consistent with Municipal Code requirements.
2. Based upon the proposed PCD development program, approximately 1/3 of the required retail parking ~~and a majority of the hotel parking~~ will be located in a below grade or one level above grade parking structure.

3. The total required parking to be provided initially for the retail commercial component of the project ~~(excluding the hotel)~~ shall be 987 spaces. On an interim basis, surface parking will be provided at the northernmost restaurant on the southern portion of the former hotel site (building "T" on the PCD Map). A shared parking structure may be constructed in this is area when that site ~~the hotel~~ is developed.
4. Parking area design will conform to the City standards for drives, aisles and parking space dimensions.
5. ~~In commercial areas, a maximum of 60% of the total spaces will be allowed for compact cars.~~ The requirement for handicapped spaces will adhere to California guidelines. (Approximately 1.5% of the total spaces).
6. For each residential site, a minimum of 75% of the required parking shall be within structures as approved by the planning director. All parking not contained within structures shall be provided with a minimum of 10% permanent landscaping on-grade. On-grade parking areas shall be screened from adjacent streets with a 4-foot high screening wall or landscape element.
7. All parking facilities shall be designed to be easily accessible from streets or drives within the project.

## VI. Signage

### A. Sign Plan

1. A comprehensive sign plan will be submitted for Planning Director approval, along with development plans showing dimensions, locations, colors, and copy where appropriate. The plan will provide for permanent signage that identifies the site and marks entries to the overall project and retail center. Signage is perceived as part of the design element of the project and will be integrated with architecture and landscaping to provide a unified design theme.

2. Monument ground signs fronting on the public right-of-way may be placed in the property setbacks where appropriate. Street name monuments at the north and south entries to the interior of the site will be unified with landscaping to provide an entry statement.
3. Traffic regulatory signs, such as Stop Signs, on interior and perimeter streets will display standard CALTRANS graphics on poles and fixtures unique to Costa Verde. Street name signs will be designed to fit into building or perimeter walls, or to reflect the traffic regulatory signage.
4. Residential project identification will be provided by either monument or wall signage. Each building will display one major identification sign per street frontage. Signs will be front lighted.
- ~~5. Hotel identification will be provided internally or silhouette illuminated wall signs. Hotel signs will be incorporated into the facade of the building and be visible from surrounding streets. In addition, hotel entry monuments will be designed to reflect the hotel architecture.~~
- 5.6 Commercial project identification will be provided by internally and front illuminated monument signage; identifying entry drives and major tenants or uses within the commercial center.
- 6.7 Tenant signage within the retail center will serve to identify, not advertise. Tenant signs will provide a unique design element for the retail center and will always be in scale with their surroundings. Graphics and signing will be executed with the highest quality workmanship and attention to detail. Logo images and typestyles will be accurately reproduced. Sign materials, colors, and finishes will be selected from a palette that will be used throughout the retail center.

Tenant signs will conform to specific design guidelines, submitted with development plans.

- 7.8 Subsequent alterations to the sign plan as submitted shall be by Planning Director permit and approval.

## VII. Lighting

Outdoor lighting within the project site areas will be designed to minimize light pollution, enhance natural color rendition, and provide the required illumination for safety in the use of walkways, roadways parking areas and public open spaces.

A preliminary lighting plan will be submitted with development plans, utilizing current City standards as a design reference. Application for administrative variance from the adopted ordinance, may be submitted for design implementation. Street lighting for public streets at the project perimeter will comply with adopted City standards.

## VIII. Public Services

- A. Water and sewer service will be provided, utilizing the existing facilities that surround the project.
- B. An on-site storm drainage system will be provided to accommodate the project.
- C. Gas and electric services will be provided to the site from San Diego Gas & Electric Company.
- D. Pacific Telephone and Southwestern Cable Television will provide communication services to the site.
- E. Police and fire protection will be provided by the City of San Diego.

## IX. Implementation

- A. Processing and Review
  - 1. The Subdivision Map Act, local ordinances and/or a development agreement will be utilized to provide for on-site and off-site improvements, public utilities infrastructure and items of public health, safety and welfare.
  - 2. This Specific Plan will constitute the zoning for the project area.
  - ~~3. This Specific Plan will constitute an amendment to the University community Plan to provide for a 400 room hotel (Visitor Commercial) use at the northeasterly corner of the project site.~~

3.4 The issues of environmental quality requiring analysis and City staff review include land use, traffic, noise, biology/archaeology and urban design. A complete environmental document has been issued for this project.

B. Development Plans

1. PDP (formerly PCD/PRD) Permits: Projects approved under a current Planned Development Permit (PDP) or a former Planned Commercial Development (PCD)/Planned Residential Development (PRD) Ordinance may use the flexible and thorough implementation process outlined in the ordinance to achieve design flexibility while meeting the goals of this plan. This process will be utilized for the commercial and residential areas of Costa Verde Specific Plan.

2. Development plans should include the following:

- a. Site plan(s) showing buildings, setbacks, parking areas (with number and size of spaces), storage and service areas.
- b. Preliminary floor plans, building elevations and exterior architectural treatment of all structures.
- c. Exterior lighting concept plan.
- d. Sign plan with locations and dimensions of signs.
- e. Landscape plan, with types and sizes of plant material.
- f. Pedestrian, bicycle and vehicular circulation concept plan.
- g. Open space and recreation calculations (total and usable).
- h. Preliminary roof plan.
- i. Preliminary grading and drainage plans.
- j. An updated sewer study, if required by the Water Utilities Department.

Plans will be reviewed for consistency with the specific plan, PDP, PCD, PRD and any subsequent amendments.

3. Development plans will include detailed engineering for completion of Nobel Drive and Regents Road rights-of-way, completion of the median in La Jolla Village Drive and installation or modification of signals at project entries on Nobel Drive, Regents Road and Genesee Avenue.

C. Development Phasing

1. Phasing for the Costa Verde Specific Plan area will be accomplished in accordance with the approved PDP, PCD and PRD permits, subdivision map and market absorption conditions.

Construction of the retail/commercial site area is expected to occur in one continuous phase between 1986 and 1988. Residential development is likely to occur in several phases. ~~between 1986 and 1990. The hotel and related parking structure will not be constructed until a later phase.~~

Construction of major off-site improvements including traffic signal modification and the provision of two bus stops on Genesee Avenue; construction of Nobel Drive as a through six lane major between Genesee Avenue and Regents Road and provision of two bus stops; widening Regents Road between La Jolla Village Drive and Nobel Drive to five lanes; median improvements to La Jolla Village Drive; and off-site provision of sewer and water improvements as required by the Tentative Map. The improvements to Nobel Drive and Regents Road as described herein will be constructed first with the specific scheduling of all major off-site improvements to be set forth, in the Development Agreement which shall be required as a condition of every Tentative Map approval for the project.

Scheduling of the construction and phasing of on-site improvements including internal circulation systems and grading of the project site will be set forth in the Development Agreement specified above.

Pedestrian bridges traversing La Jolla Village Drive and Genesee Avenue will be constructed by the developer or the successors and assigns. The financing and phasing of said pedestrian bridges shall be as set forth in the Development Agreement entered into between the developer and the City of San Diego as a condition of Tentative Map approval.

## X. Community Plan Analysis

### A. OVERALL COMMUNITY GOALS

1. Foster a sense of community identity by use of attractive entry monuments in private developments.

The entries to the project will incorporate landscaped entry monuments that identify uses within the project.

2. Create physical, social and economic environment complementary to UCSD and its environs and the entire San Diego metropolitan area.

The proposed residential and commercial uses are complementary to UCSD and the metropolitan area by providing needed housing and neighborhood/ community - serving commercial uses.

3. Develop the University area as a self-sufficient community offering a balance of housing, employment, business, cultural, educational and recreational opportunities.

By providing commercial employment, and a range of housing opportunities, the project contributes to this goal. In addition, the project will provide neighborhood/community serving commercial uses needed in the area. An additional amenity will be provided by the pedestrian bridges which will serve as a link between the adjacent Regents Park and Plaza developments and University Towne Centre.

### B. HOUSING GOALS

1. Provide a broad range of housing types and costs to accommodate various age groups, household sizes and compositions, tenure patterns (renter/owner-occupied), and income levels.

The proposed residential component of the project includes a mixture of one, and two and three bedroom units at a variety of sizes and costs.

2. Encourage housing for students and employees of the University and life sciences-research facilities.

Housing opportunities will exist for both students and employees of UCSD.

3. Locate higher density housing nearest the University, the Towne Centre core and La Jolla Village Square.

The site design of the project conforms with the Community Plan by providing the high density residential core.

4. Provide affordable housing for low and moderate income households by encouraging the following efforts of the City of San Diego:
  - a. Utilization of selected City-owned properties for housing development;
  - b. Utilization of Federal rental subsidy programs and State Mortgage assistance programs; and
  - c. Stimulation of greater use of modular and other innovative cost-saving building techniques.

Affordable housing goals will be addressed with the detailed residential development plans.

5. Encourage religious and other nonprofit organizations to develop and operate rental and cooperative housing for low and moderate income households.

The goal will not be addressed by this project.

6. Encourage a mixture of residential, commercial and professional office uses.

An urbanized mixture of residential and commercial uses is provided by this project, located in the high intensity core of the University Community. ~~Additionally, the proposed hotel will support the lodging and conference needs of professional offices in the area.~~

7. Encourage the provision of non-structured recreation areas such as open grassed playing fields.

The project will provide a centrally located, non-structured open space. Structured recreation areas are provided in the surrounding residential projects because they are more appropriate for the urban design character of the project.

C. EMPLOYMENT GOALS

1. Promote job opportunities within the University Community.

Job opportunities will be provided by the construction and operation of the retail and commercial and ~~hotel~~ uses proposed.

2. Encourage the development of life sciences-research facilities which maximize the resources of the University.

The project does not address this goal.

D. COMMERCIAL GOALS

1. Provide a complete range of goods and services for the residents of the University Community.

The neighborhood/community serving commercial uses will fill an urgent need for retail goods and services in this area.

2. Concentrate community activities such as retail, professional, cultural, recreational and entertainment within the Town Center and La Jolla Village Square.

Located adjacent to the town Center, the project contributes to the concentration of these community activities.

3. Accommodate professional offices and laboratory facilities and services to complement the University, the Towne Center, and the life sciences-research facilities.

The project will provide service commercial uses currently not found in the area (i.e. travel, insurance, cleaners, medical/dental, etc.).

4. Strategically locate neighborhood convenience centers throughout the residential areas.

The majority of the retail/commercial uses in the project are proposed to be neighborhood serving in nature.

## E. OPEN SPACE GOALS

1. Preserve the present amenities of San Clemente, Rose Canyon, and other primary canyons within the community.

The project will not affect these amenities.

2. Preserve the natural environment including wildlife, vegetation and terrain.

The project does not adversely affect or preserve a significant natural habitat.

3. Permit uses within the canyon which are strictly compatible with the open space concept.

The project does not adjoin any canyon areas, but will provide a landscape perimeter, relating to the adjacent developments, as well as provide pedestrian bridge access to University Towne Center and Regents Park. The design of the project will contain a variety of open space which will serve as an amenity to the residents.

4. Ensure that all public improvements such as roads; drainage channels and utility services and all private lessee developments are compatible with the natural environment.

Public and private improvements will be designed to be compatible with the natural environment.

## F. PUBLIC FACILITIES AND SERVICES

1. Ensure that schools, parks, police and fire protection, sewer and water, library and other public facilities are available concurrently with the development which they are to serve.

~~Public services and facilities have determined to be adequate to serve the project.~~

The developer of the residential towers at the northeast corner of the site will advance the costs and manage the planning, design and construction of a new off-site fire station and replace and upsize the existing sewer line in Genesee Avenue with an 18 inch sewer line to

assure public services and facilities are adequate to serve the project.

#### G. TRANSPORTATION GOALS

1. Develop a transportation system designed to move people and goods reliably and efficiently within the community, including linkages with other communities, and with due consideration for energy conservation.

The project is served by major existing and proposed streets which provide excellent freeway access. The pedestrian bridges to University Towne Center and Regents Park as well as provision for bikeways around and through the project will be traffic mitigation features. The project also provides convenient access to regional transit routes and proposed shuttle loop and light rail transit.

2. Encourage the adequate provision of public transit between major activity areas such as the University Towne Center, and La Jolla Village Square.

There are existing bus routes that connect the project with these areas. The project will also provide for the addition of bus routes on Nobel Drive by providing bus stops convenient to the commercial center and adjoining residences.

3. Provide pedestrian paths and bikeways to accommodate the community and complement the City wide systems.

The proposed pedestrian bridges and surface crossings will provide pedestrian links for nearby residents and tenants of the project. The addition of bikeways at the project perimeter and through the residential component will complement the existing community systems.

#### H. COMMUNITY ENVIRONMENT GOALS

1. Provide attractive community entryways.

As discussed above, the project conforms to this goal.

2. Minimize the impact of aircraft noise and the consequences of potential aircraft accidents.

The project design includes adequate mitigation for surface street noise. The project is outside of the Miramar noise, and accident impact zones and influence area.

3. Foster individuality and identity of area throughout the community.

The design of developments that are built in the area of high quality and distinctive character. The proposed project will include landscape and signage at intersections and entries, visible architectural landmarks and other features which will promote this goal.

4. Ensure that the physical development of the community takes advantage of the site and terrain.

The development of the site is designed to relate to adjacent uses and the existing topographic character of the community.

5. Encourage architectural styles and building forms suited to San Diego's landscape and climate.

A variety of architectural styles indigenous to San Diego will be encouraged, with design of building-forms and materials providing interest, project continuity and appropriate expression of the uses provided on site.

6. Limit traffic conditions which produce congestion and pollution.

The project development program is designed to ensure that traffic does not exceed community plan-anticipated levels. The proximity of neighborhood/community serving businesses to residential areas will promote pedestrian and bicycle activity rather than vehicular traffic. The provision of pedestrian bridges to offices, shopping and other facilities at UTC will serve the area in general. Additionally, project site planning has incorporated vehicular access points in

locations to evenly disperse traffic on the perimeter streets and all components of the project have pedestrian linkages to surrounding bus and shuttle stops.

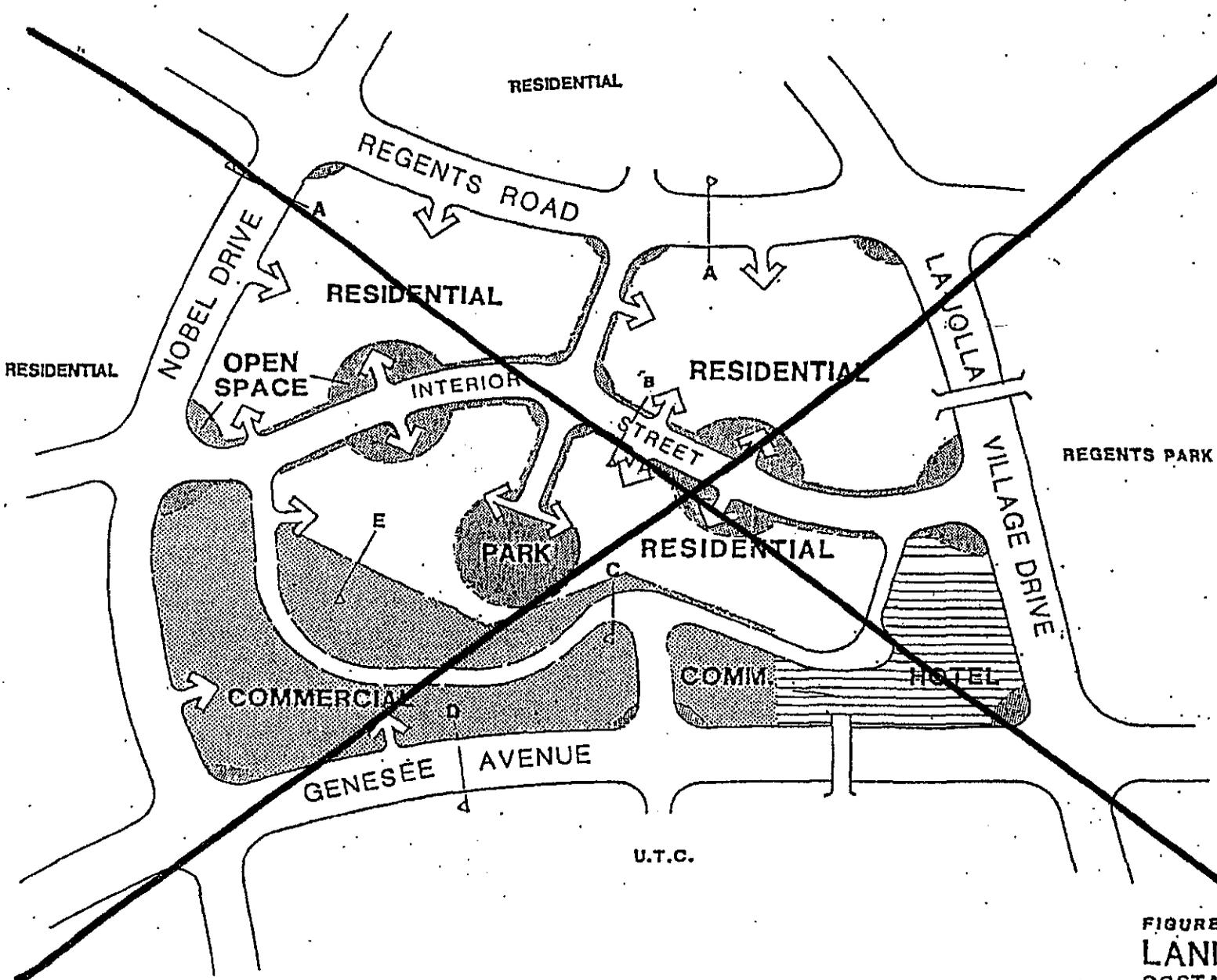
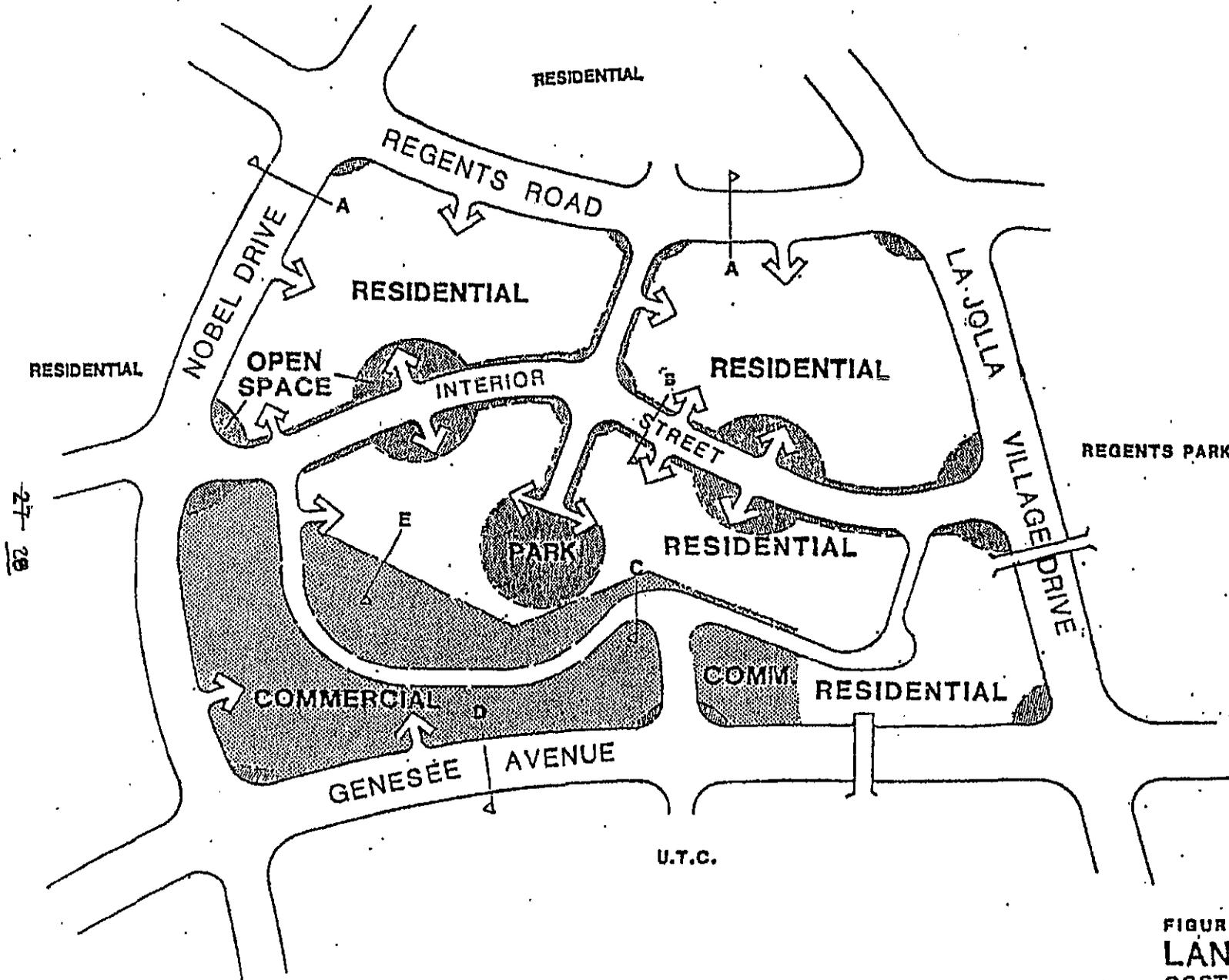


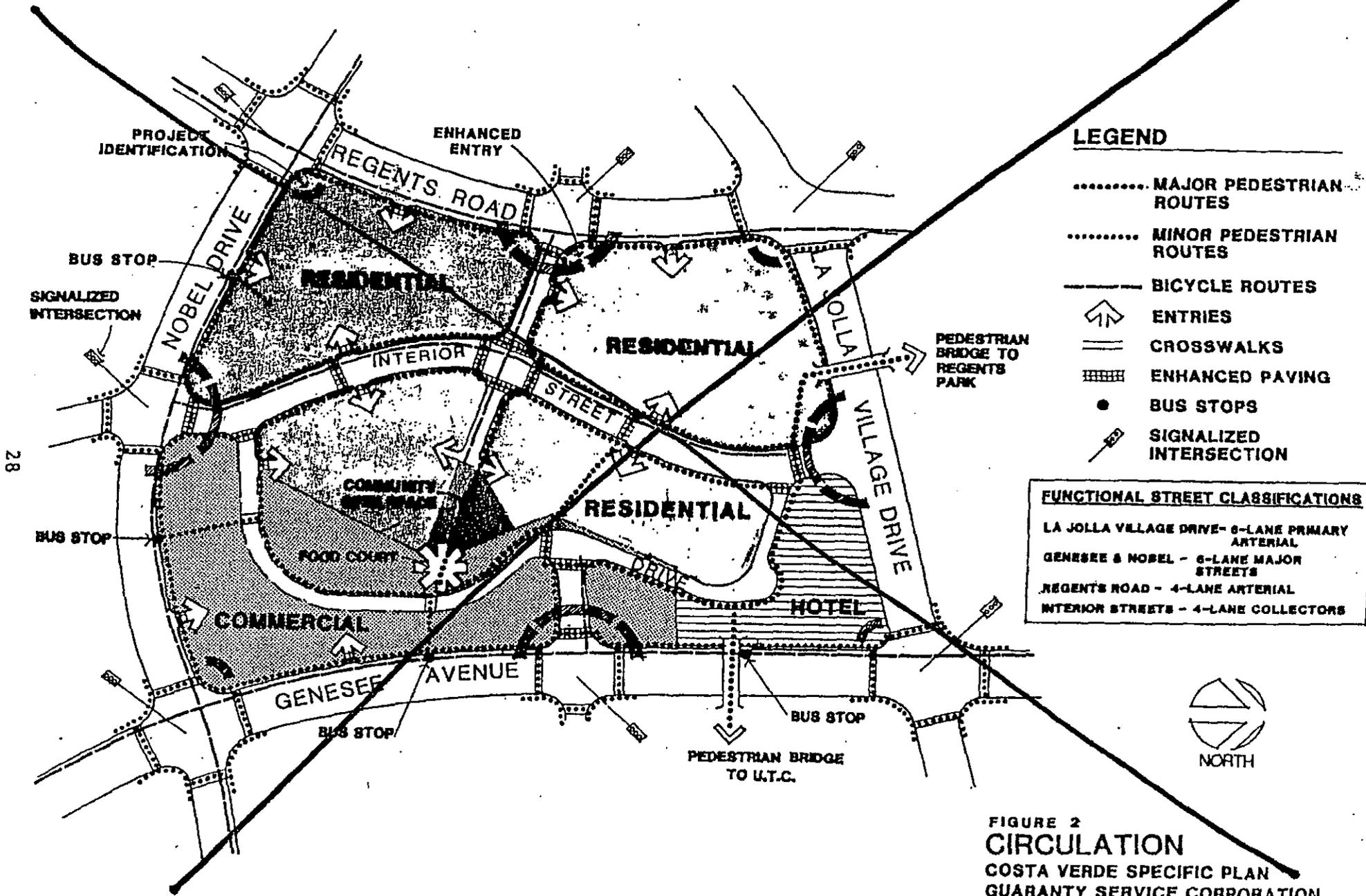
FIGURE 1  
LAND USE  
COSTA VERDE SPECIFIC PLAN  
GUARANTY SERVICE CORPORATI

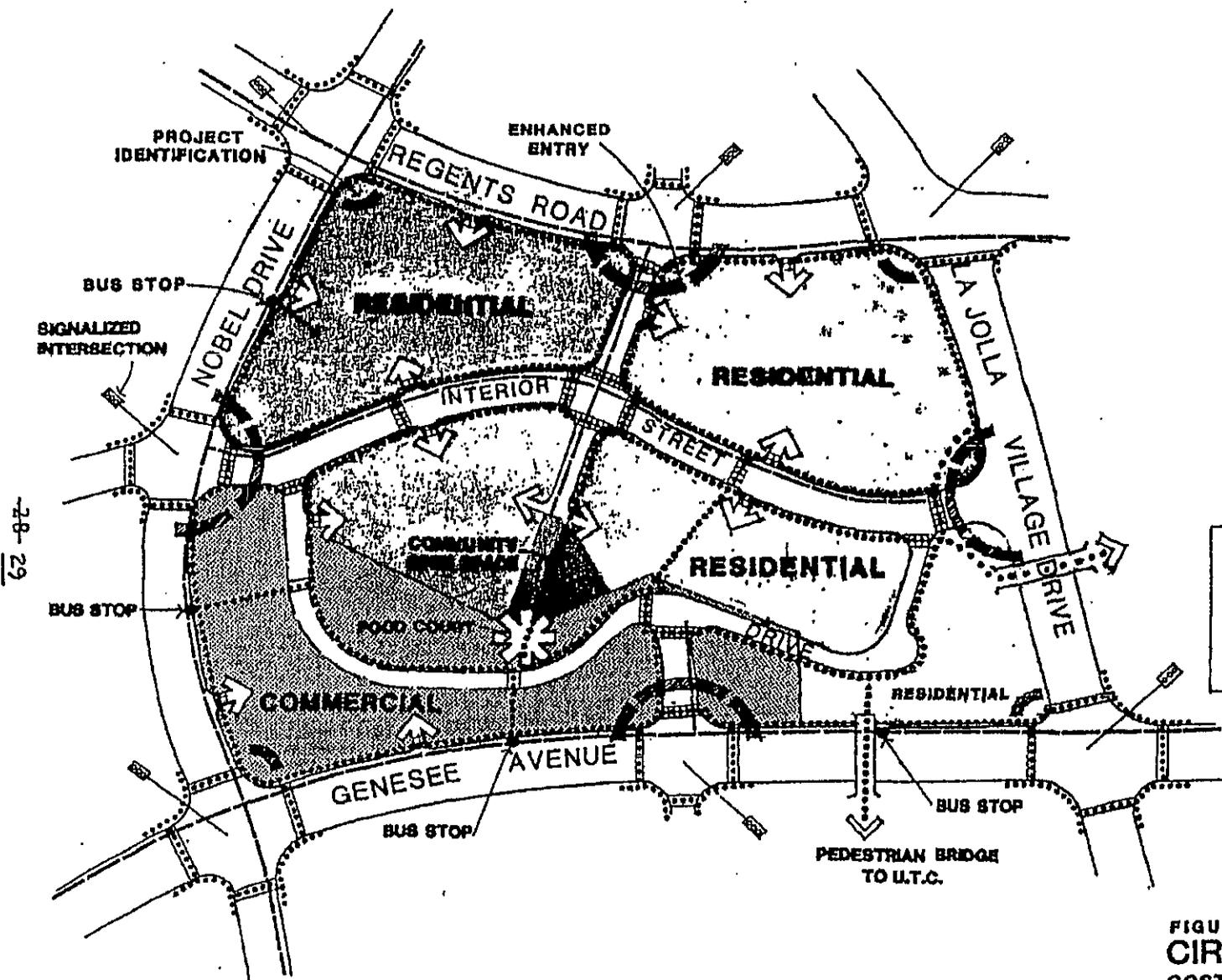


27-28



**FIGURE 1**  
**LAND USE**  
 COSTA VERDE SPECIFIC PLAN  
 GUARANTY SERVICE CORPORATI





**LEGEND**

- ..... MAJOR PEDESTRIAN ROUTES
- ..... MINOR PEDESTRIAN ROUTES
- BICYCLE ROUTES
- ↑ ENTRIES
- == CROSSWALKS
- |||| ENHANCED PAVING
- BUS STOPS
- ⚡ SIGNALIZED INTERSECTION

**FUNCTIONAL STREET CLASSIFICATIONS**

LA JOLLA VILLAGE DRIVE - 6-LANE PRIMARY ARTERIAL

GENESSEE & NOBEL - 6-LANE MAJOR STREETS

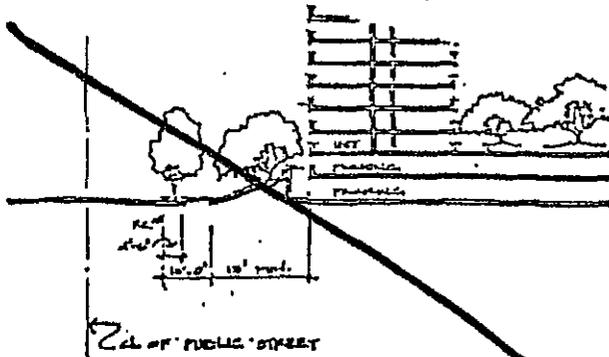
REGENTS ROAD - 4-LANE ARTERIAL

INTERIOR STREETS - 4-LANE COLLECTORS

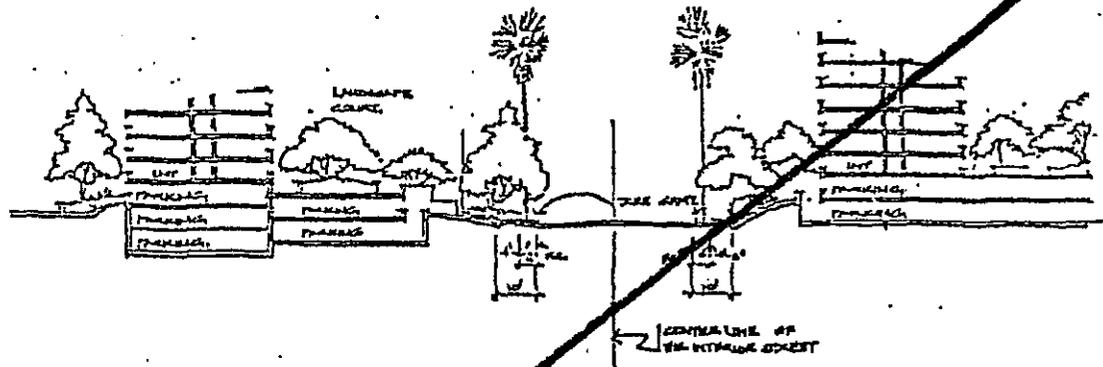


**FIGURE 2**  
**CIRCULATION**  
 COSTA VERDE SPECIFIC PLAN  
 GUARANTY SERVICE CORPORATION

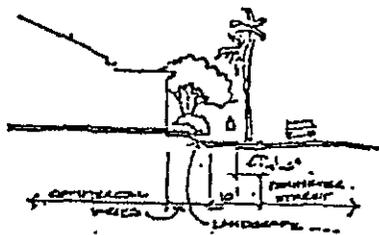
28-29



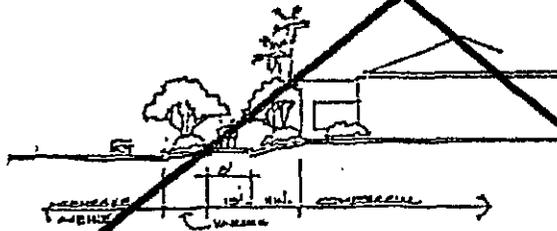
**(A) RESIDENTIAL AT PERIMETER STREET**



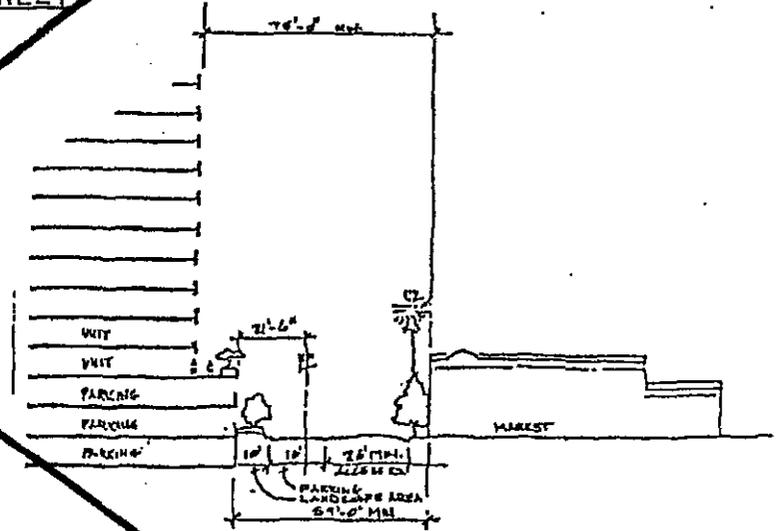
**(B) PRIMARY INTERIOR STREET**



**(C) COMMERCIAL AT INTERIOR DRIVE**

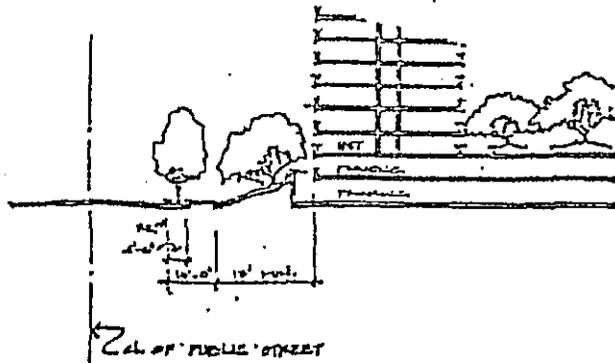


**(D) COMMERCIAL AT GENESEE AVENUE**

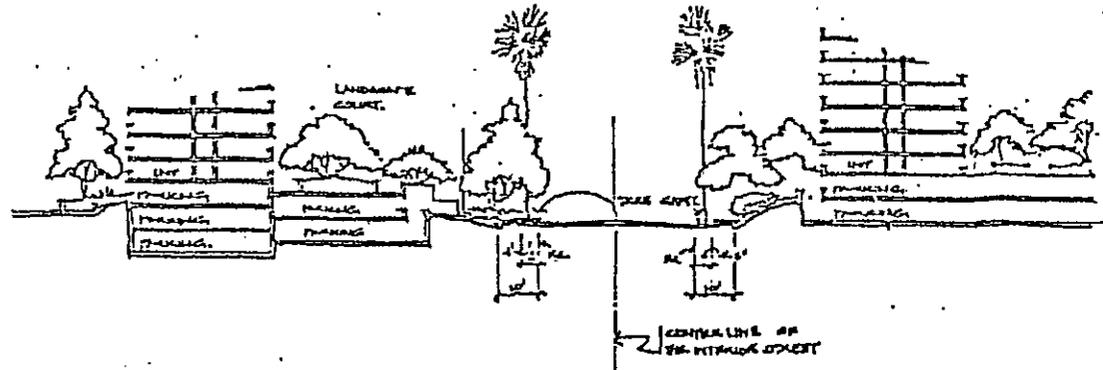


**(E) RESIDENTIAL/MARKET DRIVE**

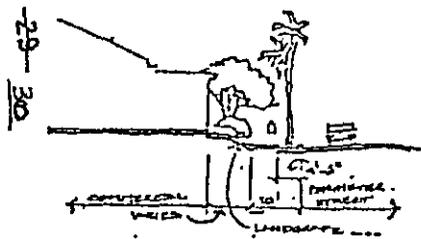
**FIGURE 3  
SECTIONS/ELEVATIONS  
COSTA VERDE SPECIFIC PLAN  
GUARANTY SERVICE CORPORATION**



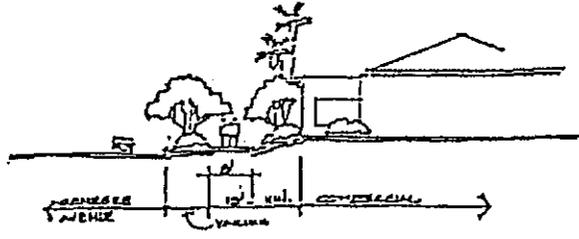
(A) RESIDENTIAL AT PERIMETER STREET



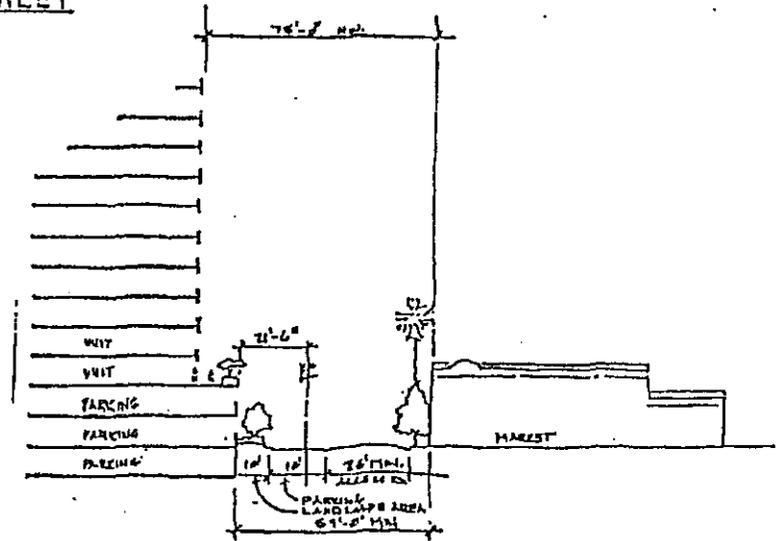
(B) PRIMARY INTERIOR STREET



(C) COMMERCIAL AT INTERIOR DRIVE



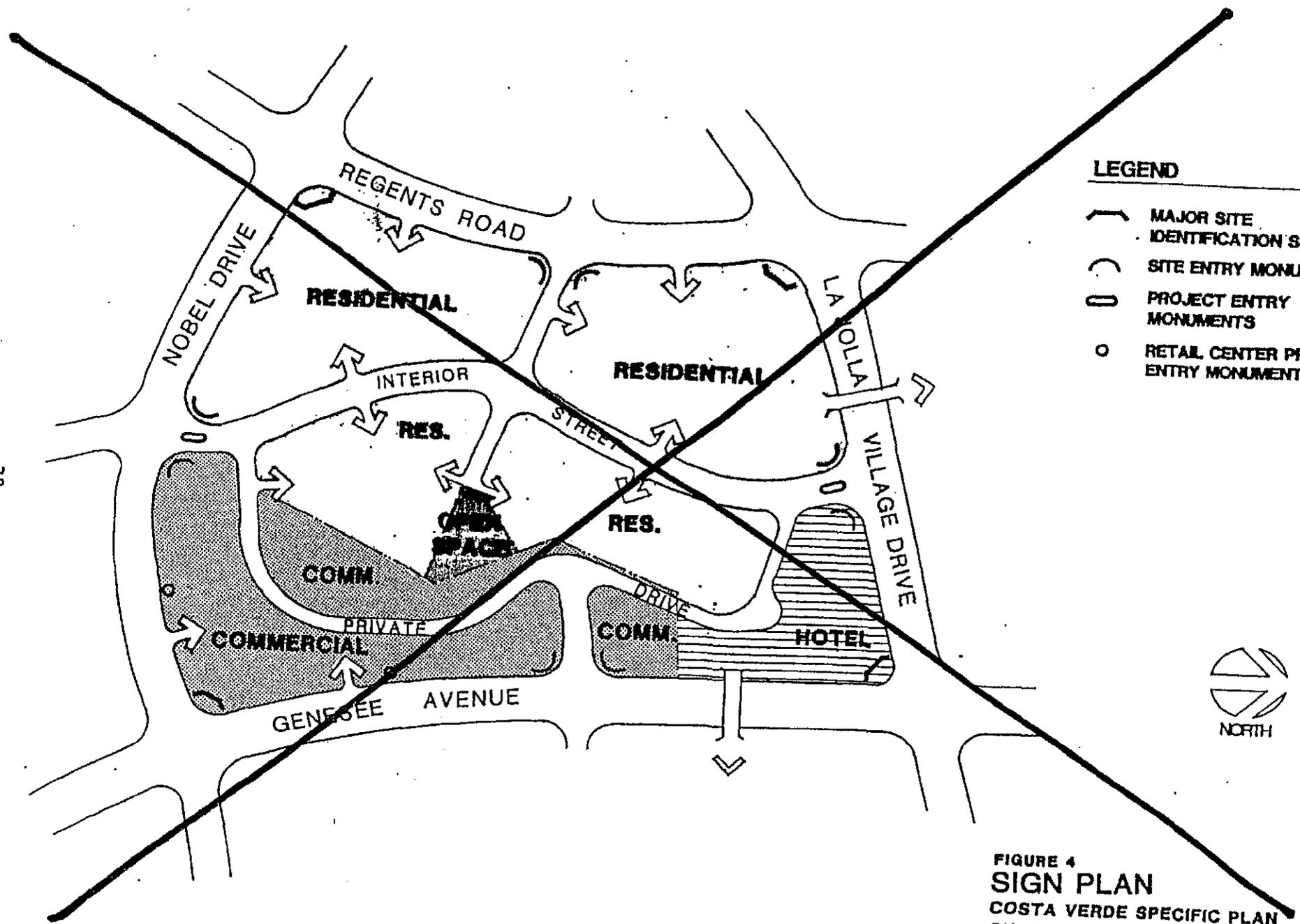
(D) COMMERCIAL AT GENESEE AVENUE



(E) RESIDENTIAL/MARKET DRIVE

FIGURE 3  
SECTIONS/ELEVATIONS  
COSTA VERDE SPECIFIC PLAN  
GUARANTY SERVICE CORPORATION

30



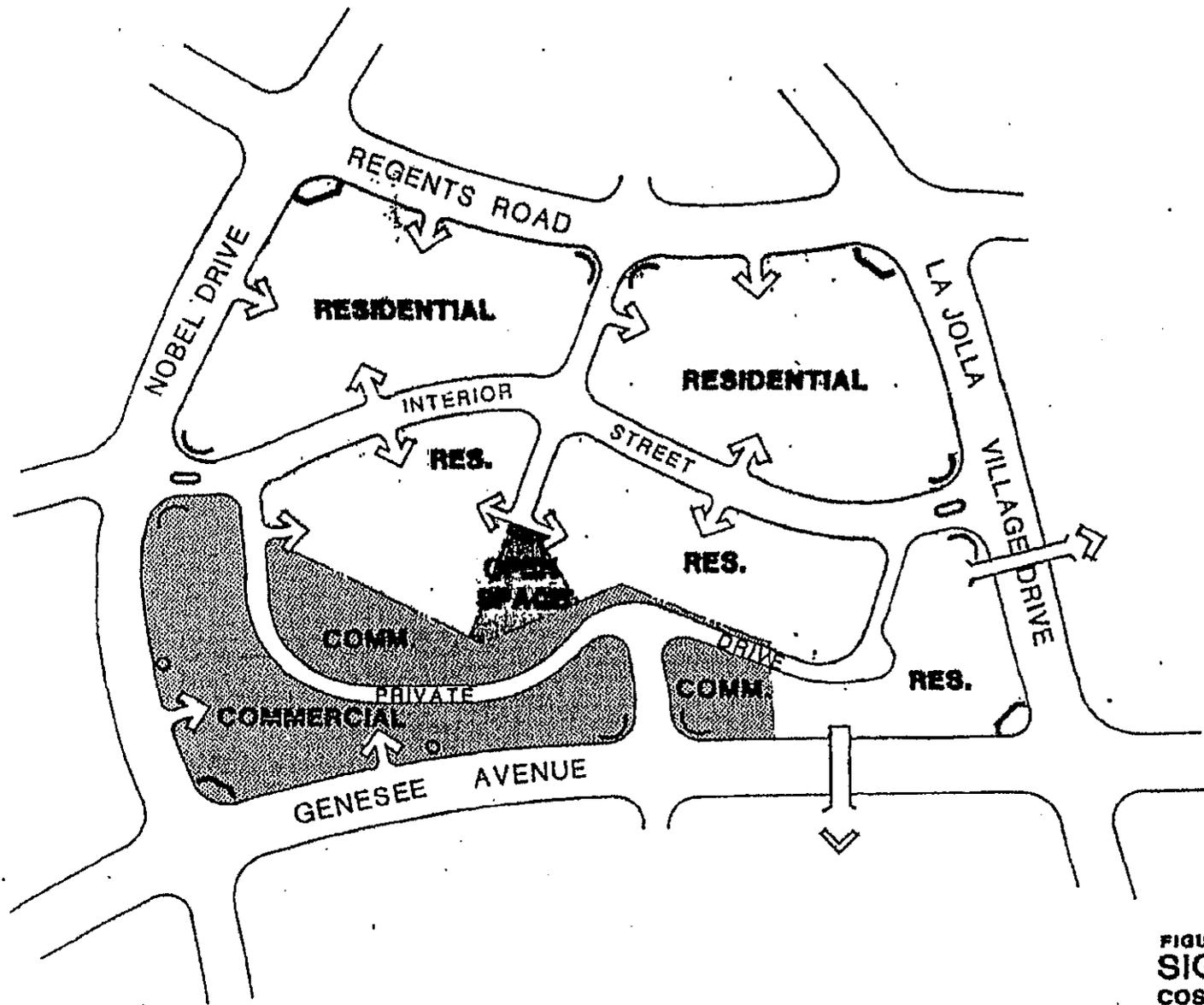
**LEGEND**

-  MAJOR SITE IDENTIFICATION SIGNS
-  SITE ENTRY MONUMENTS
-  PROJECT ENTRY MONUMENTS
-  RETAIL CENTER PROJECT ENTRY MONUMENTS



**FIGURE 4**  
**SIGN PLAN**  
 COSTA VERDE SPECIFIC PLAN  
 GUARANTY SERVICE CORPORATION

30-31



**LEGEND**

-  MAJOR SITE IDENTIFICATION SIGNS
-  SITE ENTRY MONUMENTS
-  PROJECT ENTRY MONUMENTS
-  RETAIL CENTER PROJECT ENTRY MONUMENTS



**FIGURE 4**  
**SIGN PLAN**  
COSTA VERDE SPECIFIC PLAN  
GUARANTY SERVICE CORPORATION

## **Appendix**

**Barton-Aschman Associates, Inc.**

180 South Lake Avenue, Suite 260 Pasadena, California 91101

June 3, 1986

Mr. Allen Holden, Jr.  
Deputy Director  
Engineering & Development Department  
City of San Diego  
1222 First Avenue, M.S. 507  
San Diego, California 92101

RE: COSTA VERDE

Dear Mr. Holden:

In previous letters dated April 8 and October 22, 1985, I have provided information regarding the composition of a proposed mixed-use project now known as Costa Verde (previously, the project was called The Villages in La Jolla). For reference, the boundaries of the project are La Jolla Village Drive, Genesee Avenue, Nobel Drive, and Regents Road.

The purpose of this letter is to inform you of a change in the proposed project's land-use. Specifically, the number of residential dwelling units in the project has now been reduced from 3,266 to 2,600. Thus, the current development proposal is as follows:

- A. Retail: 178,000 square feet;
- B. Hotel: 400 rooms; and
- C. Residential: 2,600 dwelling units.

As shown in Table 1, the revised land-use program will generate 32,060 daily trips, using the city's approved trip generation rates. In comparison, the University Community Plan established an allowable daily trip total of 36,058 trips. Obviously, the current proposal is well within this limit.

Also enclosed is a figure illustrating the assignment of the project-generated trips to the local roadway system.

b

**Barton-Aschman Associates, Inc.**

Mr. Allen Holden, Jr.  
June 3, 1986  
Page 2

If you have any questions regarding this, please feel free to contact me.

Sincerely,

BARTON-ASCHMAN ASSOCIATES, INC.



Neal K. Liddicoat, P.E.  
Principal Associate

NKL/lh  
Enclosures

cc: Allen Jones, Planning Department  
Jeff Rogers, SGPA Planning & Architecture  
Mark Steele, M. W. Steele Group, Inc.

**Barton-Aschman Associates, Inc.**

**TABLE 1**  
**TRIP GENERATION ANALYSIS**  
**COSTA VERDE, SAN DIEGO**

<u>Land Use</u>	<u>Size</u>	<u>Daily Trip Rate</u>	<u>Total Daily Trips</u>
Residential	2,600 DU	6/DU <sup>(1)</sup>	15,600
Retail	178,000 SF	70/1,000 SF <sup>(2)</sup>	12,460
Hotel	400 Rooms	10/Room	<u>4,000</u>
		TOTAL	32,060

**NOTES:**

(1) Residential rate assumes multi-family > 30 DU/acre.

(2) Retail rate assumes community retail.



000297



Responses to:

The Planning Commission of San Diego

**Resolutions for Monte Verde**

Project No. 6563

Submitted by:

Costa Verde Hotel, LLC

May 30, 2006

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## TRAFFIC

### 1 Evaluation of traffic impacts of proposed additional residential development.

#### Accepted Traffic Plan

The traffic section of the Development Services Department has reviewed our traffic impact analysis. They have accepted the traffic impact analysis, dated December 6, 2004 and have found it adequate for release with the environmental document.

Monte Verde is not a separate, stand-alone project. Instead, it is the final part of the long-planned, partially-developed Costa Verde project: It is within the Costa Verde Specific Plan; the Community Plan treats it as part of Costa Verde (i.e., Subarea 47); when development was first proposed, all of Costa Verde was under one ownership and subject to one development agreement (Section 6.1 of which, incidentally, allows multi-family residential instead of the hotel); and Monte Verde's public and private facilities, such as the park, parking, and recreational center, will be shared with the rest of Costa Verde. Simply looking at this one part of Costa Verde to calculate density makes no more sense than looking only at the parts of a subdivision physically covered by homes to determine the density of an overall tract.

#### Density

The proper reference point is thus the Costa Verde project, which, including Monte Verde, will end up with 2,980 dwelling units over 54 acres for a residential density of 55.2 du/ac. This is not substantially different from other nearby projects already built or permitted in northern University City. The best way to compare density is to look at developments that cover similar acreages as Monte Verde and compare the average daily trips (ADTs) per acre; this method not only allows comparison across types of uses but, more importantly, addresses the community's primary concern with traffic (see below tables).

Specific Locations	Overall ADTs	Overall Acreage	ADTs/ACRE
Regents Square I & II	5,752	4.94	1,164
Regents Park Financial	1,634	1.41	1,159
Marriott	3,600	4.56	789
Embassy Suites	3,790	4.9	773
La Jolla Center I	2,596	3.17	819
La Jolla Bank & Trust	2,496	3.63	690
Monte Verde	4,800	4.77	1,006

<b>“Super Block” Locations</b>	<b>Overall ADTs</b>	<b>Overall Acreage</b>	<b>ADTs/ACRE</b>
Regents Park	18,486	27.46	670
The Plaza	13,600	16.73	810
UTC	42,400	75.35	560
La Jolla Centre I and II	5,021	7.84	640
La Jolla Gateway	8,000	14.58	550
Costa Verde	27,276	46.79	580

Monte Verde’s units also represent considerably less development than the current Community Plan allocation for Costa Verde, which allows 2,600 dwelling units plus a 400-room hotel. It would be a mistake to view Monte Verde as a completely new proposal: Its 800 units are either residential units originally allocated for other parts of Costa Verde or the reconfiguration of another type of development (i.e., hotel units) already proposed for the site. The City has anticipated this type of intensity here since it approved the Costa Verde Specific Plan twenty years ago; Monte Verde fulfills the CVSP, with one already anticipated modification (residential for hotel).

With the mitigation measures identified by the traffic study and EIR, Monte Verde over-mitigates its impacts because it provides mitigation based on the original project proposal for 1,084 units. There will be areas below LOS D, but those problems either already exist or will exist even without this project; the project will not cause any segment or intersection to fall below LOS D.

### **Superloop**

In addition, Monte Verde will assist the City in encouraging the use of public transit and reducing the public’s reliance on private cars by funding a shuttle, assisting with the “Super Loop” (below), and providing the pedestrian bridge and walkways. Monte Verde is designed to encourage pedestrian use. These steps should help protect the levels of service on local streets. In fact, although the EIR, in order to be conservative, did not incorporate them, the traffic study shows that the project qualifies for credits (i.e., reductions in anticipated vehicular traffic) based on how well it encourages transit use and pedestrian travel:

#### **Trip Reduction for Transit Service**

- 5% of ADT
- 9% of am peak hour volumes
- 6% of pm peak hour volumes

#### **Mixed Use (walk trip) Trip Reductions**

- 10% of ADT
- 8% of am peak hour volumes
- 10% of pm peak hour volumes

**13 Explicitly include transit services in analysis of public facilities.**

Monte Verde will fund a shuttle, assist with the "Super Loop," and provide the pedestrian bridge and walkways. The private shuttle for Costa Verde residents will mimic the future Super Loop route, including stops at the Doyle Community Park and future Nobel Community Park and Library. As noted above, transit opportunities are expected to reduce private car trips, but the traffic impact analysis did not use the trip reduction factors expected to result.

There will not be a transit center on the Monte Verde site itself, but only because it is more appropriately located at the regional shopping center across the street. As stated in response #5 and #9, the location for the transit center is unknown on the Westfield UTC project site. We have submitted plans to the City that illustrate a buildable solution for the Genesee Avenue pedestrian bridge using the existing location and show the La Jolla Village crossing as a unique, landmark feature that can easily be linked to upper level uses. Prior to pulling a building permit for Towers C and D, we will work with City staff to develop and approve a Phasing Plan to meet any given location along Genesee Avenue within the project site to extend the pedestrian overpass from the La Jolla Village Drive pedestrian overpass through the project site at an upper level to connect to the proposed Transit Center at the Westfield UTC project site (See bridge diagram locations 1, 2, and 3). If the existing Genesee pedestrian overpass is eliminated or relocated by the City, the applicant and City staff will work through a ministerial review process for approval of any changes to design, landscaping and planning to extend the pedestrian overpass to its southernmost point of ownership for ground level pedestrian access through the project site to Genesee Avenue from the La Jolla Village Drive pedestrian overpass.

**14 Traffic analysis and comparison of traffic effects of residential units alone, hotel units alone, and combinations of different numbers of each type of unit.**

The previously approved project consisted of the build-out of the Costa Verde Specific Plan, which allowed for the development of a 400-room hotel and 420 residential dwelling units. This approved project would be expected to generate 6,520 daily trips, including 442 in the morning peak hour and 547 in the afternoon peak hour.

The currently proposed project would be expected to generate 4,800 daily trips, including 384 in the morning peak hour and 432 in the afternoon peak hour. This results in a net decrease in traffic of 1,720 daily trips, including 58 in the morning peak hour and 115 in the afternoon peak hour.

Land Use	Units	Daily Trips	AM PEAK			PM PEAK		
			In	Out	Total	In	Out	Total
<b>Previously Approved Project</b>								
Hotel	400 RM	4,000	144	96	240	192	128	320
Condo	420 DU	2,520	40	162	202	159	68	227
<b>TOTALS</b>		<b>6,520</b>	<b>184</b>	<b>258</b>	<b>442</b>	<b>351</b>	<b>196</b>	<b>547</b>
<b>Current Proposed Project</b>								
Condo	800 DU	4,800	77	307	384	302	130	432
<b>TOTALS</b>		<b>4,800</b>	<b>77</b>	<b>307</b>	<b>384</b>	<b>302</b>	<b>130</b>	<b>432</b>
<b>CHANGE</b>		<b>-1,720</b>	<b>-107</b>	<b>49</b>	<b>-58</b>	<b>-49</b>	<b>-66</b>	<b>-115</b>

**17 Specifically address cumulative traffic impacts in EIR.**

The addition of project traffic to the traffic volumes anticipated by the year 2020 in combination with other future projects is determined in the EIR to result in significant cumulative impacts to several local intersections.

As discussed in Section 5.2 of the EIR, traffic associated with the project would have a significant cumulative impact at the following four intersections:

- La Jolla Village Drive/Regents Road;
- La Jolla Village Drive/Genesee Avenue;
- Genesee Avenue/Esplanade Court; and
- Esplanade Court/Private Drive A.

Intersection improvements and fair-share payments toward specific intersection improvements would reduce project impacts on local intersections. The applicant would construct intersection improvements at the following intersections:

- La Jolla Village Drive/Genesee Avenue;
- Genesee Avenue/Esplanade Court;
- Esplanade Court/Private Drive A;
- La Jolla Village Drive/Genesee Avenue; and
- Esplanade Court/Private Drive A.

*The applicant would make fair-share payments toward improvements at the following intersections:*

- La Jolla Village Drive/Regents Road;
- La Jolla Village Drive/Genesee Avenue; and
- Genesee Avenue/Esplanade Court.

**EXISTING HOTEL USE**  
PROPOSED RESIDENTIAL USE

**2 Appropriate mix and intensity of residential and hotel uses, including consideration of a commercial element.**

This is actually two issues: the hotel and the mix of uses. As to the hotel, the feasibility analysis initially prepared by the London Group and later updated by Keyser Marston Associates (attached) concluded that operation of a hotel on this site has become financially infeasible. Because of the new and planned hotels in the area, occupancy rates and revenues have dropped to the point where there is a gap of \$18-20 million between how much a hotel would cost to build and how much it would make sense to invest in one. Consequently, the hotel was deleted from the proposal and replaced with a traffic-equivalent amount of residential development (which was then further reduced).

The second issue is the mix of uses, given that a hotel is no longer part of the proposal. As explained elsewhere in this letter, Monte Verde is not a separate project. Instead, it is the last part of the larger Costa Verde project: The parcel on which Monte Verde will be built is part of the Costa Verde Specific Plan and is the last lot of the Costa Verde subdivision. Overall, with Monte Verde, the Costa Verde project will have a highly appropriate mix of uses: a shopping center, several types of restaurants, a gas station, a supermarket, condominiums and apartments. A hotel is not necessary for this mix to work because the hotel would have served other parts of the community, and new commercial uses in Monte Verde are unnecessary because of the proximity of the Costa Verde shopping center. The proposed mixture, with Monte Verde, will provide both housing and many of the services those residents will need, and thus represents urban planning at its most efficient and visionary.

The Costa Verde Development Agreement dated October 3, 1986 contemplated and specifically permitted the exchange of hotel use for residential use.

**AFFORDABLE HOUSING**

**3 Incorporation of an affordable housing component, and consideration of a range of housing types.**

The City's ordinance actually allows a choice by the applicant between restricting the prices of specific units and paying an in-lieu fee. It could thus actually be appropriate for Monte Verde only to pay the in-lieu fee.

Nevertheless, we recognize the importance to staff and the City Council that affordable housing be provided whenever possible. We are thus proposing to restrict the prices of eighty units in Garden Communities' portfolio of University City Community Plan Central Subarea 2 properties. The mix of one, two and three bedroom units will be based on the unit mix for Monte Verde, which is itself a range of housing types. The units will be restricted by an agreement for affordable housing acceptable to the Housing Commission. The affordable units will be completed and ready for occupancy no later than the date the Market Rate Housing is constructed unless there is an acceptable agreement for alternative development schedule satisfactory to Housing Commission. We are working with staff on the details of this arrangement.

## DESIGN GUIDELINES

Urban Node – University Community Plan Consistency

**6. Incorporation of design guidelines to address the site's designation in the Community Plan as an urban node, including relating buildings to the street and to the needs of pedestrians, siting and orienting buildings to interface with adjacent residential and commercial developments and incorporating pedestrian-oriented amenities which contribute to street vitality.**

### Density

The Community Plan intends to “*establish guidelines for the intensity of development in the University community. The basis for regulating the intensity of development is the finite traffic capacity of the projected circulation system*”. (UCP Page 163) The community plan goes on to say that one of the three goals is to “create an ‘urban node’ with relatively high density mixed use” in the core area located at University Towne Centre. (UCP Page 164) In addition, the Community Plan highlights high density as one of the ways that the plan is consistent with the City’s General Plan. “*The General Plan recognizes the importance of new shopping centers which combine a mixture of uses such as: housing, retail, offices and recreation. The high density, mixture of uses proposed for the core areas of the community (University Towne Center) are consistent with the General Plan recommendation.*” (UCP Page 269) Furthermore “*as one of the three urban cores in the city, the University community offers a unique opportunity by promoting high density, innovative development with a mixture of uses.*” (UCP Page 270)

It is explained under our response to Issue Number 1 that the traffic counts for this project do not exceed allowable limits set forth in the Community Plan. The only reason a community plan amendment is required or has been triggered for the Monte Verde project is because of a change in use from hotel to residential. As noted in the Community Plan the Urban Node is the place for density in the University community. The Monte Verde project provides the residential component for the mixture of uses needed to create an urban node. In order for density to work, there needs to be enough density located in the right place. The urban node is the perfect place for density because many of the ingredients for desirable pedestrian living are there. There will be enough people on the streets, there are enough stores, restaurants and services to create a “real density” that works. Density also requires sensitivity to human scale, and a focus on pedestrians, not automobiles. The urban node, as presently configured is a failure as a place for pedestrians. What Monte Verde elegantly adds to the urban node is a high quality pedestrian friendly environment. These new residents will be living in a place where they are able to walk to work, walk to shopping, dinner, and entertainment. The more University Community residents can walk to desired locations, the less daily trips they will have to make in their cars!

### **Orientation of Buildings to the Street and for the Needs of Pedestrians**

The Community Plan delineates how future buildings in the Central community shall relate to the streets. Future buildings *"will be better related to the streets and the needs of the pedestrian"* and street levels *"within the community's urban node in the vicinity of the Towne Centre will be made more comfortable and inviting for pedestrians."* The plan also recommends improvements including pedestrian scale entrances and windows as well as places to sit, play and people-watch. *"Pedestrian-oriented activities would be visible from the street and accessible directly from the public sidewalk."* (quotes this paragraph, UCP Page 33)

The site planning of Monte Verde will make significant, fundamental design changes to the Urban Node that will prioritize the pedestrian over the automobile. These changes will provide a lawn parkway and street trees on either side of a large 8'-0" wide non-contiguous sidewalk around the entire site. In addition, along the face of all the towers, individual town home units will directly front onto the La Jolla Village Drive and Genesee Avenue. These town homes will have individual semi-private courtyards in front of the units as well as semi-public garden terraces. Entrances and front doors of town homes will be completely visible from the public sidewalk. Significant civic open space is planned between the towers into the project. These civic areas will provide passive recreation and pedestrian circulation for the general enjoyment of the public. The largest of these spaces (0.40 acres) will be called the Civic Green between Towers A and B, which will provide a large contiguous area of lawn and a significant plaza all open to the public.

### **Interfacing with Adjacent Neighbors**

As explained in our response to Issue 5, the Monte Verde project connects to its neighbors in meaningful, real ways with pedestrian bridges that make sense! The project is completely permeable so that the public can walk *through* instead of *around* the project; as explained earlier this is a significant design principle of our plan.

**7 Consistency with guidelines in the Community Plan and the Specific Plan related to architecture, site design, and landscaping.**

### **Architecture and Site Design**

The Community Plan recommends the inclusion of materials and colors in the architecture influenced by the southern California climate. "This should include balconies, terraces, courtyards, light colors, and earthy materials. (UCP Page 35) In addition, "the bold, contemporary high-rise structures of the Golden Triangle will continue to provide strong identity for the community." (UCP Page 39) "Provide building setbacks appropriate to the variable height of the structures. The street yards of new developments should average the street yards of adjoining and fronting developments." "A gradual transition should be created between adjacent projects of different forms and heights by the use of terracing or sculpting techniques." Monte Verde will consist of four slender towers that contain architectural materials and features which are complementary and aesthetically subtle. Indoor/outdoor architectural features appropriate to our climate include patios, balconies, upper level, open air pool decks for all Monte Verde residents and spa facilities available to all Costa Verde residents. The slender towers have significantly smaller footprints than neighboring developments. This is significant because we are able to maximize open space and landscaping within the project. Only 31% of the site is building footprint which leaves 69% of the site as "open space". Nearly 10% of the site is dedicated to 2 large contiguous open spaces, the Civic Green and the Monte Verde Pocket Park. This area is further divided between 30% planting areas, 14% vehicular paving (significantly lower than most projects), 25% pedestrian hardscape.

### **Landscape Planting**

*"The importance of street landscaping should be recognized beyond its aesthetic value because trees and plants also contribute to the climate control, pollution removal and noise abatement."* (UCP Page 59) Projects should invest in *"generous street landscaping to mitigate negative impacts of too much concrete."* (UCP Page 63) The community plan identifies street trees as being a great contributor to breaking the vast expanses of paving and roads. The Community Plan also suggests *"maximizing landscaping investments by using drought tolerant plants."* (UCP Page 65)

As mentioned above, a significant percentage of the project will be planted and in addition, there will be 180 new trees contributing to improved air quality, storm water retention, and reducing the urban heat island effect! The landscape plan includes generous streetscape planting with a double row of large shade trees and the provision of a planted parkway and a wide non-contiguous sidewalk. Generous garden plantings are provided between the public streetscape and the town homes at the street level. And the open spaces between the towers will be significantly planted as well. The project boasts a drought tolerant plant palette in keeping with the native southern California landscape character of the project.

**11 Importance of University Community Plan design guidelines.**

Please see response #6.

**PUBLIC SERVICES**

Parks – Libraries – Sewer – Water - Schools  
Solid Waste - Police – Fire

**8 Availability of public services and infrastructure to support the additional residential uses proposed.**

**Parks**

Adequate parks and libraries will be addressed in three ways. First, Monte Verde will pay its facilities benefit assessment (FBA) fees. Understanding how this helps requires a context. The University Community Plan anticipated that Costa Verde would contain 2,600 dwelling units. Costa Verde currently contains 2,180 units. With Monte Verde, Costa Verde will have 2,980 units. The difference is 380 units, which works out to about 800 additional residents using SANDAG's calculated occupancy rate for this area (2.12 residents per unit). Monte Verde will pay its fair share by paying its FBA charges for the additional 800 units i.e., for the number of units it will provide, and more than double the increase in the number of units resulting from constructing residential units instead of hotel rooms.

Second, there has also been some concern expressed regarding reliance on existing parks. However, the University Community Plan itself uses this approach:

This shortfall in population-based parks is mitigated by the four resource-based parks located in or adjacent to the community totaling [sic] over 2,065 acres. Three of the population-based parks are also adjacent to schools, enabling the school sports field to be used in conjunction with the parks. Although they cannot be counted towards the population-based park acreage, these leased areas also mitigated the identified shortage.

Further mitigation of the population-based neighborhood park shortage in the University community should be accomplished by the provision of private recreation areas in planned residential developments (PRDs). (Page 236.)

The plan then goes on to say that "private recreational areas" in these planned developments can "compensate a lack of neighborhood parks." As shown below, Monte Verde will more than "compensate" for any perceived existing shortfall by devoting a great deal of space to high-quality recreational facilities, including passive, pocket parks for public use, as well as private facilities for the residents. Consequently, whatever existing shortfall there is, Monte Verde will not worsen, and residents of Monte Verde will enjoy better recreational opportunities than others in the community.

Finally, consistent with the Community Plan's desire that PRDs provide their own recreational facilities, Monte Verde and Costa Verde provide many recreational amenities exclusively for their residents. These include:

- 10,000 sq.ft. of lobbies and lounges, open only to Monte Verde residents;
- A 10,000 sq. ft. SPA/GYM, open only to Monte Verde residents;
- 4,000 sq.ft. of activity rooms, open only to Monte Verde residents;
- A 2,000 sq.ft. BBQ terrace, open only to Monte Verde residents;
- 7,000 sq.ft. sundeck/pool terraces, open only to Monte Verde residents;
- 2,000 sq.ft. rooftop terraces, open only to Monte Verde residents;
- 6,000 sq. ft. of enclosed pool areas, open only to Monte Verde residents;

The result is that residents of Monte Verde will have their own recreational facilities at the same time that they pay, through FBA, for broader community facilities. Indeed, under the City's FBA system, there could be credits for the large amount of recreational space being provided on site.

Doyle Park is less than a half mile from the project site, Standley Park is less than two miles away; and Nobel Athletic Park and Library are less than one mile away, and a new neighborhood park between Costa Verde residential and Costa Verde retail and is a short walk away. It is our understanding that the City will amend its UC Public Facilities Financing Plan to reflect what is required to meet the community's projected population for population-based parks. Although this still needs City approval, this amendment may include upgrades to existing facilities at Doyle and Standley Community Park which would increase the population they serve. We have asked that the City consider including in this amendment upgrades to existing facilities at Doyle and Standley Community Park which would increase the population they can serve. However, Monte Verde will neither provide insufficient facilities, nor exacerbate any existing shortfall.

### **Libraries**

The adequacy of local libraries to meet the demand for libraries within University City is based largely on standards within the City of San Diego's General Plan. The General Plan establishes guidelines and standards for branch libraries. Ideally, branch libraries should serve a resident population of 30,000 and may be established when a services area, which is expected to grow to 30,000 residents within 20 years of library construction, has a minimum population of 18,000 to 20,000. Branches should be located in areas of intense human activity, within a two-mile maximum service area, and where trips can be combined with other daily trips. The City of San Diego's goal is to provide 0.7 square feet of library space per resident.

The project is located within the San Diego Public Library system. Currently, the nearest branch library is the University Community Branch located on Governor Drive, approximately two miles from the project site at 4155 Governor Drive. The University Community Branch serves approximately 52,858 people, and contains approximately 77,000 books and other media in its 10,000-square foot facility. Expansion plans for the facility are in the preliminary stages, and it is unknown at this time how much the library will be expanded or when the expansion will occur.

In response to the growing population of University City, the new North University Community Branch Library is under construction within the planned expansion of the Nobel Athletic Park, located at Nobel Drive and Judicial Drive, approximately one mile from the project site. To be completed in 2006, this facility will contain 15,000 square feet and be staffed by approximately eight employees. Initially, the facility would contain 35,000 resources, however, this number will increase annually until it is comparable to similar libraries.

In the University City area, the existing University Community Branch Library and the future library on Nobel Drive fall short of the square foot service goal by approximately 12,000 square feet. With the addition of the project, the deficit would increase to 13,282 square feet. However, the local branches are part of the entire City of San Diego library system, which allows residents to use any branch within the system. Residents will often use the library most convenient to them, likely one near work or school, and not necessarily the closest one to their home. Therefore, local libraries would be adequate to meet the demands of the project. Monte Verde will pay its fair share by paying FBA fees for library facilities.

#### **Sewer**

Wastewater treatment service is provided by the San Diego Metropolitan Wastewater Department (MWWD). The Point Loma Wastewater Treatment Facility currently treats up to 190 million gallons per day (mgd). The facility is nearing completion of an upgrade which will allow the facility to treat 240 mgd.

It is estimated that each dwelling unit would generate 120 gallons per day of wastewater, which would result in a total project average wastewater flow of 96,000 gallons per day. The Point Loma Wastewater Treatment Facility currently has 50 mgd unused capacity. Therefore, the wastewater treatment facility has adequate capacity to provide service to the project. The existing 10 to 12-inch line gravity sewer line in Genesee Avenue would not have adequate capacity to serve the project. Therefore, as part of the project the applicant would replace the existing line with an upsized 18-inch sewer line from the project site to the interceptor line in Rose Canyon, to the south. With upsizing of the sewer line, sewer service would be adequate to serve the proposed project.

#### **Water**

The City of San Diego Water Department serves the project site. The Water Department treats and delivers more than 200,000 AF of water annually to approximately 1.3 million residents. The project site is served by the Miramar Water Treatment Plant, which provides potable water to approximately 500,000 people in the City of San Diego's northern section. The Miramar Water Treatment Plant currently produces 429 acre feet per day (AF/day). The capacity for potable water is exceeded at times; therefore the Plant is undergoing an expansion, due to be completed in winter 2007. The expansion will increase the capacity to 659 AF/day of potable water to meet existing and future demands.

Based on the City of San Diego estimates, the average multi-family dwelling unit uses approximately 0.25 AF/year, therefore the project would result in estimated annual demand of 200 AF/year. The Water Supply Assessment (WSA) Report prepared by the City of San Diego for this project identifies that the water demand associated with the project would be within the water demand forecasts within the Urban Water Management Plan and other water resources planning documents of the Water Department, SDCWA, and MWD.

### Schools

The project is located within the jurisdiction of the San Diego Unified School District (SDUSD). Doyle Elementary School (grades K through 5), Standley Middle School (grades 6 through 8), and University High School (grades 9 through 12) would serve the project. The capacity of the schools serving the project site and the current enrollment are provided below. As indicated in the table, current enrollment at two schools does not exceed their design capacity. Doyle Elementary is over capacity; however, the project will be responsible for paying school impact fees which, by state law (Government Code Section 65996(b), constitute "full and complete school facilities mitigation." The San Diego Unified School District will have a number of options in how to use this money to address its capacity issues.

SCHOOL	ENROLLMENT <sup>1</sup>	EXISTING CAPACITY	REMAINING CAPACITY	PROJECT GENERATION
Doyle Elementary School	798	814	16	48
Standley Middle School	1,374	1,412	38	15
University City High School	1,908	1,973	65	20

Source: San Diego Unified School District, Facilities Allocation Dept., 2005.  
1 October 2005

According to the SDUSD student generation rates per condominium unit, the 800 residential units associated with the project would generate up to 83 school-age children, of whom 48 would be elementary school students, 15 would be middle school students, and 20 would be high school students. The middle and high schools will remain under capacity even with the project; the project will move the elementary school slightly over capacity, but the applicant's school impact fees will allow the school district to address that issue.

The project would not impact SDUSD's ability to comply with SB 50 because the money from the State of California is based on the number of students, therefore an increase in the number of students would increase the amount of funding available to comply with SB 50.

### Solid Waste

Solid waste disposal in the project area is provided by the combined services of the City of San Diego Environmental Services Department (ESD) and private collectors.

Private hauling companies service multi-family residences. Refuse collected from the area is generally taken to the Miramar Landfill.

According to the City's ESD, as of May 31, 2002, the Miramar Landfill had a remaining capacity of approximately 20.66 million cubic yards of solid waste. It is anticipated that the Miramar Landfill will reach its maximum capacity by the year 2011 and is projected to close between 2011 and 2013.

The project would contribute to the landfill shortfall by resulting in a net increase in solid waste to be placed in the Miramar Landfill and to an alternate landfill once the Miramar Landfill is closed. However, the project will minimize this "contribution" by following the City's requirements for waste minimization and recycling. We hope to exceed the City's requirements.

The City provides a number of waste management services to all sectors of the City, including technical assistance programs, litter control, and waste reduction services. Growth in the residential sector would affect the City's ability to provide these services. Since the project would not use City solid waste collection crews, there would be no effect on such services.

### **Police**

Police protection to the site is provided by the City of San Diego Police Department Northern Division, located at 4275 Eastgate Mall. There are a total of approximately 185 sworn law enforcement officers within the Northern Division. Service goals are based on two factors, staffing and response times. The department goal is for a ratio of officers to population of 1.5 officers per 1,000 persons. The Northern Division encompasses 68.2 square miles and serves a population of 249,873 people, which results in 0.6 officers per 1,000 population, 232 officers less than the goal ratio.

The police department's goal for responding to emergency priority calls is seven minutes. Response times on average for the Northern Division are 8.9 minutes for emergency calls and 18.4 minutes for Priority One calls. The Northern Division response time exceeds the City's average response times of 7.3 minutes for emergency calls and 13.1 for Priority One calls.

According to the Northern Division, the current 8.9-minute average response time is 1.6 minutes over the City's 7.3-minute average response time for emergency calls.

Based on SANDAG's estimate that the average household size in University City is 2.12, the proposed project would result in 1,696 residents. At a ratio of 1.5 officers per 1,000 residents, the project would generate a demand equivalent to 2.5 officers and associated equipment. As discussed above, the substation serving the project area is currently 232 officers short of meeting the goal ratio.

Developer fees are usually used to pay for facilities that are necessary to provide services. Operating costs, such as providing additional officers, are usually paid from taxes. The residents of Monte Verde are likely to pay more than their share because unit sales will establish high, new assessed values for property taxes,

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without those values having been restricted by the 2% per year increase limit of Proposition 13. The overall beneficial fiscal impact of Monte Verde appears in the report submitted by Keyser Marston; the additional tax revenues could fund additional police officers, should the City choose to use them that way.

### **Fire**

The proposed project would be served by the City's Fire and Life Safety Department Station 35, located at 4285 Eastgate Mall. Station 35 houses one engine, one truck, one chemical rig, and one Battalion Chief vehicle. Four firefighters staff the engine at all times, and four firefighters staff the truck company at all times. The station is also staffed with a Battalion Chief and two medics, for a total of 11 people.

The City strives to provide an average maximum initial response time of no more than five minutes for fire and life safety. The response time to the site is estimated to be within three minutes as the station is located approximately 1.5 miles from the site. The current response time from the nearest fire station is within the acceptable response time of five minutes for fire protection and eight minutes for paramedic service.

The City Council recently initiated an amendment to the Community Plan to provide one or more additional fire stations. The Council resolution notes that the problem is existing "at this time." Even though Monte Verde will not significantly affect that existing problem, the developer will assist the City in providing a fire station: The developer has agreed to design and build a station, with only a right of reimbursement from FBA fees. Solving this serious, existing problem will be a tremendous benefit to the community.

### **Other**

All other public infrastructure and services are available on-site and will be coordinated with City staff prior to issuance of building permits.

**18 Availability of public facilities and services, future financing of facilities and services, and school capacity issues.**

Please see response #8 for libraries, parks, fire, sewer, and water facilities. By law, school fees are sufficient to mitigate school impacts.

## PEDESTRIAN BRIDGES

**5 Vehicular, pedestrian and bicycle access into and within the subject property. In particular, maximizing walkability and establishing pedestrian linkages to and from the site to surrounding developments.**

We have prepared a plan that significantly improves the pedestrian qualities of the University City Urban Node. The plan has been designed to address specific goals and objectives of the Community Plan by incorporating proven design strategies and features that have thus far been lacking in the physical design of the neighborhood. Many of the features of the plan were further refined with input from numerous outreach meetings with community residents, neighboring property owners, UCPG and City staff. Below we have explained how Monte Verde implements relevant Community Plan goals.

### **Pedestrian Bridges**

*"Designing overpasses as integral parts. . . not as 'afterthoughts'. Freestanding overpasses should be avoided." (UCP Page 76)*

The pedestrian bridge system at Monte Verde offers meaningful, integrated connections through the site at both the elevated bridge level and down to the ground level. The second level connections are not only through the site but link pedestrians to the town homes and residential building lobbies of Towers A and B at the upper levels. The bridge linkages within the site are designed as integral parts of the building architecture with slender, unobtrusive steel members. Residents can exit the tower at the bridge level and walk directly to the upper level spa facilities or across La Jolla Village Drive and Genesee Avenue. Likewise, visitors using the bridges can directly access the residential tower lobbies. These integrated features and future upper level connections on neighboring parcels enhance the functionality of the pedestrian overpass system – fostering the goals of the Community Plan.

The new La Jolla Village Drive pedestrian bridge itself will be a state of the art cable stay engineering marvel and stand as the gateway to University City in the same manner as the Scripps Crossing at La Jolla Shores celebrates the Scripps Institute. Monte Verde's upper level connection from La Jolla Village Drive is designed to connect to a future bridge by others over Genesee Avenue. It is envisioned that this bridge will connect directly to the future MTDB transit center at UTC. For the interim condition, the existing Genesee Bridge will remain in its present location. The existing ramp on the Monte Verde side of Genesee will be removed and replaced with a new elevator and stairway.

The future MTDB transit center will be a significant destination in the area and offers great potential for linkage to the pedestrian overpass system. Given the unknown location for the MTDB transit center at this time, the plan illustrates a buildable solution for the Monte Verde project utilizing the Genesee bridge in the existing location in a temporary manner.

*"Designate and clearly define a primary pedestrian network - . . . Paths should be open and accessible to the public at all times and connect with the street sidewalk pedestrian network." (UCP Page 73-74)*

Monte Verde improves the connectivity to an already broad selection of desirable residential serving destinations: the University Town Center regional shopping mall, the Costa Verde shopping center, and the Marriott Hotel. Multiple paths, most universally accessible, provide a variety of connections. The urban core network of pedestrian bridges is completed with a new contemporary cable stay pedestrian bridge over La Jolla Village Drive connecting the Regent's Park Neighborhood with the Monte Verde project and greater Costa Verde neighborhood. Easements are granted to allow 24 hour public access through the Monte Verde site.

Conforming to the community plan, a regular pattern of canopy street trees, planted in parkways, line the perimeter streets. Non-contiguous, 8' wide, public sidewalks, flanked by street trees on both sides, serve to buffer the pedestrians from the high speed automobile traffic. Generously sized front yard patio spaces further buffer the town homes from the traffic while providing direct pedestrian access to the public sidewalk. Residents can walk out their front door directly to the public sidewalk and on to the surrounding shopping and entertainment venues. The entry garden patios are elevated off the public sidewalk and feature privacy stone walls planted with vines, garden trees, enhanced paving and colorful planting. Low, individual garden gates delineate the entry to each town home. A continuous curved stone retaining wall surrounds each bank of town homes revealing the sloping grade of the site and complementing the signature curved 'Leaf' façade of the building towers. At the corners of the site, the trees open up and the landform rises to accentuate the intersection of the site walls and the 'Leaf'. Throughout, the curved stone site walls are scaled to the towers and roadways, while at the same time acting as a welcoming gesture guiding pedestrians into and through the project and supporting project identification signage.

An art program has been implemented that will commission leading national and local artists to create unique works specifically integrated with the architecture and landscape of Monte Verde. The site plan and architecture have already benefited from an extensive collaboration with California artists. The works of art will be accessible for the enjoyment of both residents and the community. Similar to the artworks on the UCSD campus, art is to be integrated throughout Monte Verde in a multitude of different ways: artists may create sequential or serial works that define movements through the project as well as from landscape to lobby, garage to lobby, and lobby to units as well as to the roof overlooks. Artists will be involved in the design of the overlooks, orchestrating views from the roof areas. Lighting may be designed by artists including special light conditions and effects, as well as the design of unique lighting fixtures. Artists will be asked to develop unique designs for paving, carpeting, pool areas and furniture.

**9 Consider the pedestrian bridges on the northern and southeastern edges of the site as integral to the site plan and design the development as the central linkage between these bridges. Consider moving the northern bridge across La Jolla Village Drive to orient better for pedestrian usage.**

To fulfill the objectives of the University City Community Plan and the Costa Verde Specific Plan, the Monte Verde project proposes to build a pedestrian overpass crossing La Jolla Village Drive. (This is required by the development agreement, which still helps guide planning for this site.) We are also committed to provide meaningful connections to and through the site at the appropriate upper level of the La Jolla Village Drive pedestrian bridge and the Genesee pedestrian bridge. Monte Verde will enhance the existing Genesee pedestrian bridge and, when the location of the future MTDB transit station has been determined, provide upper level access connecting to the future MTDB transit station or other bridge level uses at UTC.

Pedestrians will be able to move across the LJVD pedestrian bridge, stay at an upper level through the project, able to access lobby entrances, spa entrances, second level town homes and walk over the future Genesee pedestrian bridge to shopping, dining, and entertainment opportunities at UTC. Large elevators will provide 24-hour safe access from the street level up to the upper walkway and bridges. Generous stairways within the project are also provided for easy and safe access.

Key destinations and connections will be the future MTDB transit center, University Towne Center, the Marriot Hotel, Costa Verde retail shopping, and the public sidewalks. Given the unknown location for the transit center and the inability to design features on property owned by others, Monte Verde's plans illustrate a buildable solution for the Genesee bridge using the existing location and showing the La Jolla Village crossing that can easily be linked to upper level uses. Tower A will be the first phase of Monte Verde and will be built with direct connections at the upper amenity level to the La Jolla Village Drive bridge.

We have met with Westfield Shopping Town (UTC) and Regents Park Association to facilitate these objectives and we are committed to continued work with neighbors and City staff to realize the goals of meaningful pedestrian connectivity in the Urban Node.

The diagram illustrated on Monte Verde's civil plan Sheet C-1 shows the potential routes and destinations for the upper level walkway, as well as Special Pedestrian Overpass Notes.

**12 Necessity of pedestrian orientation and the nature of the site as a key link in the pedestrian connections of the urban node.**

Please see responses #5, 6, and 9.

UCSD

**10 Possibility of incorporating UCSD affiliated uses into the site.**

We anticipate that many residents of Monte Verde will, simply because of its proximity, be students, staff or faculty at the university. In addition, we will have the UCSD campus shuttle stop at our proposed private shuttle bus stop between Towers A and B. Additional shared uses require some showing of interest by UCSD.

## PLANNING COMMISSION WORKSHOP

**15. Workshop on related projects within the University Community, particularly the Westfield Shopping Towne proposal across the street, to address the connected and cumulative impacts of these projects.**

The Planning Commission has had three workshops to discuss the urban node and the increase of community plan amendments. In addition, both Westfield Shopping Towne (UTC) and Monte Verde representatives have met numerous times to address connectivity and cumulative impacts of both projects.

The Monte Verde design team has met on numerous occasions with our neighbors to advance as many urban design goals as possible within the constraints of private property rights.

Analysis of cumulative impacts is provided within the EIR and addresses cumulative impacts of a project when the project's incremental effect would be cumulatively considerable. The following is a list of past, approved and pending projects within the University City Plan Area included in the cumulative analysis:

1. IDEC Research Park
2. La Jolla Commons (MAKAR)
3. La Jolla Crossroads
4. Qualcomm
5. UCSD
6. Eastgate Technology Park
7. Nexus Center
8. Towne Centre Science Park
9. Westfield at UTC
10. La Jolla Centre III/IV
11. Nexus University City Science Center
12. Costa Verde Commercial Center
13. Towers at Costa Verde
14. University City North/South Transportation Corridor Study (UCTC)
15. Rose Canyon Trunk Sewer Project
16. North City Water Reclamation Project
17. Fiesta Island Facilities Replacement Project/Northern Sludge Processing Facility

The EIR reviewed cumulative effects related to a number of issues including:

- Traffic
- Solid Waste
- Land Use
- Visual Effects/Neighborhood Character
- Public Facilities and Services
- Paleontological Resources
- Noise
- Biological Resources

- Historical Resources
- Air Quality
- Hydrology
- Water Quality
- Geologic Conditions
- Light, Glare and Shading
- Energy Conservation

The cumulative analysis concluded potentially significant impacts related to traffic and solid waste ONLY, with all other cumulative issues being found to be not significant. (See #17, traffic, for a discussion of cumulative traffic impacts.) Cumulative solid waste impacts are discussed below.

The demand for solid waste disposal services would result in significant cumulative impacts. Combined with other projects in the UC Plan area and the region, the impact on landfill capacity would be cumulatively significant due to the general shortage of suitable landfill disposal areas. Waste management actions (e.g. provisions for recycling) taken by the proposed development would help reduce the contribution of the project to solid waste disposal impacts, however, full mitigation of the cumulative impact would require actions which are beyond the control of any one project (e.g., new landfills).

**16 Integration with Westfield Shopping Towne proposal to increase functionality of the urban node.**

Please see responses #13 and #15.

**19 Integration of access from residential site to the adjacent community shopping center to the south.**

Our site has incorporated friendly pedestrian pathways within and outside of the project site. Our sidewalks along La Jolla Village Drive, Genesee Avenue, and Private Drive A have 8-foot wide, tree-lined sidewalks to promote easy access around the site to the adjacent community shopping center to the south.

## STRATEGIC FRAMEWORK ELEMENT

## 20 Consistency with Strategic Framework Element.

The Strategic Framework contains many concerns and goals which can only be satisfied with projects like Monte Verde. The project is the best way to accommodate the long-term needs of San Diego with the fewest impacts. Monte Verde will contain many dwelling units, but a developed, urban area like this is the logical place to put these dwellings, because otherwise they will end up spread throughout areas, such as the backcountry, better left with lower densities. The site has already been graded and is part of a development that has been planned for the last twenty years. Monte Verde actually represents under building in the context of traffic, as the number of trips is being reduced from the hotel currently allowed on site. Monte Verde also provides an opportunity for an attractive, visual, urban landmark for northern University City. Putting these units here makes sense for long-range planning because it accommodates San Diego's needs for the long term not just the horizon year of the plan (2020, a quarter of the time which has already passed since the City began thinking about updating its plans), but rather the true long term.

A detailed listing of relevant statements in the Strategic Framework follows. Monte Verde satisfies all of them.

<u>Strategic Framework Plan</u>	<u>Project Consistency</u>
"Population forecasts indicate that the City's population will continue to increase." (Page 13.)	Monte Verde, as a residential project, will help provide housing.
"Less than 10% of the City's land is vacant and available for new development, meaning the City must shift from developing vacant land to reinvesting in existing communities." (Page 13.)	Monte Verde uses one of the last vacant pieces in an existing, highly urbanized community.
"Housing is increasingly unaffordable and unavailable." (Page 13.)	By providing housing, Monte Verde will help the market avoid future increases. Monte Verde will also provide price-restricted housing in other projects owned by its managing member.
"Create diverse village centers to accept intense commercial and residential development." (Page 16.)	Monte Verde is the last part to be built of Costa Verde, an intense commercial and residential development.

<u>Strategic Framework Plan</u>	<u>Project Consistency</u>
<p>“Increase walkability in City neighborhoods.” (Page 16.)</p>	<p>Monte Verde will be the first development in the Urban Node to significantly enhance walkability with meaningful pedestrian bridges; public pocket parks; wider, tree lined sidewalks; and individual pedestrian entrances to town homes.</p>
<p>“Integrate land use and transportation planning to improve mobility.” (Page 16.)</p>	<p>Monte Verde will provide a shuttle and support for the Super Loop, below, but most importantly it puts people where they can walk to many destinations</p>
<p>“Ensure that the housing supply accommodates future population growth.” (Page 16.)</p>	<p>Monte Verde, as a residential project, will help supply housing.</p>
<p>The “benefits of the regional coordination associated with the City of Villages are: 1) the real potential to limit sprawl in outlying areas of the county . . .” (Page 17.)</p>	<p>Monte Verde will focus growth into an already-urbanized area.</p>
<p>“[N]ew services may require refocusing City resources into communities with the highest concentrations of jobs or housing.” (Page 19.)</p>	<p>Northern University City and the nearby areas of Torrey Pines, Sorrento Mesa and western Mira Mesa are already important employment centers.</p>
<p>“Making communities better through the City of Villages strategy will involve leveraging growth in ways that provide amenities for new development and adjacent neighborhoods that already exist.” (Page 23.)</p>	<p>The number one amenity that Monte Verde provides to the residents of the University Community is <i>walkability</i> and <i>mobility</i>. Residents will be able to walk through the site, along tree lined sidewalks and most importantly across accessible pedestrian bridges to adjacent uses and the future MTDB system. In addition, Monte Verde includes two civic open spaces called the Civic Green and the Monte Verde Pocket Park that are significantly sized (over 10% of the site). Amenities or significant public spaces such as plazas and pocket parks such as these in village centers will reinforce the quality of the neighborhood.</p>

<b><i>Strategic Framework Plan</i></b>	<b><i>Project Consistency</i></b>
<p>“The foundation of the strategy is to provide housing for all San Diegans. By increasing the overall supply through targeted density increases, the strategy increases housing opportunities for existing and future residents, meets the needs of a diverse population, and potentially reduces household expenses by allowing San Diegans a choice about living closer to their place of employment.” (Page 24.)</p>	<p>Monte Verde will provide badly-needed housing. An economic benefit analysis for Garden Communities’ four nearby apartment projects concluded that more than 70% of our tenants work within five miles of their home. Monte Verde will allow people to live near major employment centers, including North University City, Torrey Pines, Sorrento Mesa and western Mira Mesa.</p>
<p>“Increasing the housing supply is virtually the only way to combat a growing Southern California phenomenon B two and three families occupying a home intended for one family.” (Page 24.)</p>	<p>The additional units would provide housing for students, couples and families.</p>
<p>“San Diego has nearly reached its current plan build-out. Less than ten percent of the developable land within the City is still vacant. By increasing development potential and encouraging growth in existing urbanized areas within the City’s municipal boundaries, implementation of the Strategic Framework Element will reduce pressure to develop areas of unprotected open space and rural portions of San Diego County. Reducing the need for families to locate outside of the region in search of housing can also lessen congestion on regional and local roadways.” (Page 25.)</p>	<p>Monte Verde will be in an existing urbanized area identified in the Strategic Framework Element as an urban village center. Monte Verde will thus increase the housing supply, reduce the pressure to develop in suburban and rural areas, and, by locating housing near jobs, retail and entertainment, reduce congestion on regional and local roadways.</p>
<p>“Villages would combine commercial, office, public, and residential uses to become neighborhood centers accessible by foot, bicycle, and transit.” (Page 26.)</p>	<p>The Costa Verde Specific Plan and University Community plan envisioned the project site and surrounding land uses functioning as an urban village. With the addition of needed housing and the existing adjacent residential, retail, and commercial land uses, Monte Verde will add to the existing neighborhood center. Monte Verde will be across a street from and connected by pedestrian bridges to major shopping, entertainment and employment centers.</p>

<i>Strategic Framework Plan</i>	<i>Project Consistency</i>
<p>“Transit ridership generated by City of Villages developments and a state of the art transit system would likely be even higher than the citywide average, due to the villages’ walkable community designs, mixed-use development, higher densities, and accessibility to the best regional transit services.” (Page 28.)</p>	<p>Monte Verde will assist transit and provide a pedestrian bridge to facilitate non-vehicular travel among the nearby regional shopping center, hotel and employment uses.</p>
<p>“The City of Villages strategy will provide the public facilities and services that growing neighborhoods require.” (Page 28.)</p>	<p>Monte Verde will construct a pedestrian bridge over La Jolla Village Drive, enhance the existing Genesee Avenue pedestrian bridge, replace an existing sewer line within Genesee Avenue, secure and build a fire station, and participate in the FBA system.</p>
<p>“The availability of public facilities, infrastructure, transit as essential to neighborhood quality and as necessary companions to density increases.” (Page 29.)</p>	<p>Monte Verde will construct one pedestrian bridge, enhance another, replace a sewer line, participate in the FBA system, secure and build a fire station, and assist with a transit loop system.</p>
<p>“A compact, efficient, and environmentally sensitive pattern of development.” (Page 29.)</p>	<p>Monte Verde will provide 800 units on 4.77 acres with only 31% building coverage. As part of Costa Verde, its density is appropriate, yet at the same time a compact, efficient use of what vacant land remains.</p>
<p>“Walkable communities with tree-lined streets.” (Page 29.)</p>	<p>As part of its pedestrian orientation, Monte Verde includes a non-contiguous sidewalk separated from traffic with a lawn planted parkway and lined with a double row of large street trees along all of the street sidewalks as well as generous plazas and pathways through the interior of the site.</p>

<b><i>Strategic Framework Plan</i></b>	<b><i>Project Consistency</i></b>
<p>“Define neighborhood and community edges by either natural open space or urban enhancements (streetscape improvements, public art, landscape and architectural themes) to celebrate gateways and entrances.” (Page 32.)</p>	<p>The edges of the Monte Verde project are enhanced with significant streetscape improvements and large areas of planting and gardens along with town home entrances that face the streets. Architectural awnings, entrances, patios, gardens, curved walls, plantings, bridge landings, areas of lawn, bus shelters and overlook areas add relief and interest from the street. Artists will be commissioned to create site designed/integrated art throughout the project including the public right of way. The Art Program will be guided by the Director of the Stuart Collection at USCD. It is also important to highlight that the proposed La Jolla Village Drive pedestrian cable-stay bridge will be a “one-of-a-kind landmark” for the University Community and it will serve as a gateway into the urban core of mixed residential and retail/commercial uses. Monte Verde’s design and character will take the lead in defining the neighborhood and community edges of Costa Verde.</p>
<p>“Focus more intense commercial and residential development in new or redeveloped mixed-use village centers in a manner that is pedestrian-oriented and preserves the vast majority of single-family neighborhoods.” (Page 33.)</p>	<p>Monte Verde is right across the street from one of the major shopping/entertainment centers in the city and part of another; and with the addition of a residential component like Monte Verde will become a successful mixed-use village center. In providing mixed-use in northern University City, this community will be able to preserve single-family southern University City from higher-density development.</p>

<i>Strategic Framework Plan</i>	<i>Project Consistency</i>
<p>“Design village centers, public facilities, and other new developments to be integrated into existing neighborhoods through more pedestrian-friendly site grading, building orientation and design, and the provision of multiple pedestrian access points, while respecting the existing community character.” (Page 33.)</p>	<p>The design of Monte Verde addresses the major growth/development challenge of the city – converting automobile oriented suburbs to vibrant, pedestrian serving neighborhoods. The Monte Verde project is completely walkable. Pedestrians may access the site from the sidewalk at multiple locations, walk freely through the site to adjacent properties as well as walk through the site at an upper level from one pedestrian bridge to another. The towers of Monte Verde are oriented toward the street and lobby entrances to the buildings are visible from and located adjacent to public sidewalks. Vehicular circulation within the project is minimized, the car is not allowed on more than 15% of the site. Monte Verde will be the first development in the area to provide at-grade entrances to individual residential units from the public sidewalks. The project is designed to integrate with the surrounding land uses in respect to building orientation and design through an architectural style that is similar to and complements the surrounding high rise buildings.</p>
<p>“Provide the focus for neighborhood identity by designing village centers as focal points for public gatherings through public spaces (e.g. plazas, public art spaces, streetscape, transit centers, urban trail heads, parks, and pocket parks) and publicly-oriented buildings (civic buildings and monuments, public facilities and services, social services, and retail centers).” (Page 33.)</p>	<p>Monte Verde is pedestrian focused. The site design celebrates walkability - not only through but also within the site. We have moved proprietary uses, specifically the pool decks, to the upper levels of the towers in order to create larger civic public open spaces at the street level. These public spaces are designed for passive recreation such as lingering, people watching, brown bagging, and reading the paper. Monte Verde will contain 2 major public open spaces - the Civic Green and the Monte Verde Pocket park. These two open spaces total 10% of the site. This is in addition, to other smaller gathering space within the project such as in front of the tower lobbies and at the bridge landings.</p>

<u><b>Strategic Framework Plan</b></u>	<u><b>Project Consistency</b></u>
<p>“Develop alternative methods of providing parks and recreational areas to meet the needs of urban and built-out communities.” (Page 34.)</p>	<p>Monte Verde has provided an alternative by providing two civic open spaces as explained above. In addition, Monte Verde connects with adjacent parks and open spaces. Within the Costa Verde shopping Center (within one block of Monte Verde), a new one-acre community park has been built. Residents will be able to walk through Monte Verde past the shops to the Costa Verde to a Park. The Costa Verde Park has a fenced dog exercise area as well areas of lawn, tables and chairs, planting and shade trees.</p> <p>Residents can also walk directly to the UTC shopping center. From the shopping center food court, residents can walk down through a natural finger canyon through an adjacent housing development. The finger canyon connects to Rose Canyon – one of the largest open space parks in the city which is less than one mile away from Monte Verde!</p>
<p>“Reduce the incidence and fear of crime through implementation of Crime Prevention Through Environmental Design (CPTED) concepts and measures in the built environment.” (Page 35.)</p>	<p>By placing town home entries on the public sidewalk as well as tower lobbies and town home entries on the elevated walkway, the public areas will be full of activity and there will be eyes on the street. Monte Verde has worked with a CPTED-certified security consultant to incorporate CPTED. Features include, among other things, orienting town home entrances and windows to the public sidewalks and placing active main entrances in clear sight lines to the streets.</p>
<p>“Promote streetscape, bicycle facilities, urban trails, paths and pedestrian connection projects, and retrofits to develop or increase the pedestrian- and bicycle-orientation of each neighborhood and the City as a whole.” (Page 35.)</p>	<p>Monte Verde will provide hundreds of bicycle spaces and a network of publicly accessible, 24-hour paths through the site in addition to the pedestrian bridge system.</p>

<i><b>Strategic Framework Plan</b></i>	<i><b>Project Consistency</b></i>
“Enrich individual neighborhoods and the City as a whole by integrating arts and culture into community life, supporting the region’s diverse cultural assets, and highlighting San Diego as an international cultural destination.” (Page 36.)	Monte Verde has retained recognized art consultants and involved artists as integral parts of the design process for the project’s architecture and landscape
“Incorporate public art opportunities, including performing and visual arts, in capital improvement projects and private development projects.” (Page 36.)	Monte Verde has committed to incorporating \$2 million in public art into the project.
“New development will contribute to public facilities commensurate with the level of impact.” (Page 38.)	Monte Verde will contribute its fair share to the North University City FBA system, along with securing and constructing a fire station and upgrading sewer facilities.
“Provide public facilities and services to assure that adequate levels of service standards are attained concurrently with development.” (Page 39.)	Monte Verde will contribute its fair share to the North University City FBA system and has offered to link construction to the securing and construction of a fire station.
“Provide a sufficient range of housing opportunities by facilitating the maintenance and development of an overall diversity of housing types and costs.” (Page 44.)	Exact pricing cannot be determined yet, but Monte Verde will provide a range of housing sizes and configurations (bedrooms). In addition, price-restricted housing will be reserved in nearby projects owned by Garden Communities.
“Increased housing opportunities Y are needed to accommodate future population growth, changing demographics, and to enable the workforce to live near employment centers.” (Page 44.)	Monte Verde will be located in an existing urbanized area identified as an urban village center and near major employment centers.
“Urban Village Centers vary in size and could support medium to high density residential uses Y University Towne Center and the higher density development surrounding it are an example of an existing Urban Village Center.” (Page 51.)	Monte Verde will be located at the southwest corner of a set of superblocks in the heart of the high density area, across a street from UTC.

**COMPATIBILITY – SURROUNDING LAND USES**

**4 Compatibility of the proposed land use changes and densities with surrounding land uses.**

Please see attached “Surrounding Conditions Analysis” exhibit (SCA) that provides information relative to the density, floor area ratio (FAR), and height of the surrounding residential development. We believe that the proposed project is consistent with the surrounding residential development and contributes to the intended residential density of the urban node. Please also refer to response 1.

# MONTE VERDE COSTA VERDE HOTEL, LLC SURROUNDING CONDITIONS ANALYSIS

BLOCK A							
Parcel	Assessor's Parcel No.	Development Name	Development Type	Acres	Total Units	Density (Units per Acre)	Floor Area Ratio
1	345-1013	Monte Verde	Condominiums	4.97	859	173	0.52
2	345-1014, 15	Tommy's Corner Villa	Apartment	5.51	107	19	0.28
3	345-1015	Chateau #2 (Hotel Building)	Guest Center	1.18	111	94	0.23
4	345-1016, 2	Costa Verde Village South	Apartment	2.37	20	8	0.28
5	345-1017, 1, 5	Costa Verde Village South	Apartment	8.25	75	9	0.175
				<b>TOTAL UNITS:</b>	<b>1269</b>		

BLOCK B							
Parcel	Assessor's Parcel No.	Development Name	Development Type	Acres	Total Units	Density (Units per Acre)	Floor Area Ratio
1	345-1008	La Jolla Village Park Phase	Condominiums	4.55	80	18	0.28
2	345-1009	La Jolla Village Park Phase	Condominiums	4.96	124	25	0.20
3	345-1011	Wind Tunnel	Condominiums	1.74	11	6	-
4	345-1012	Park Place	Condominiums	0.88	44	50	4
5	345-1013	The Terrace	Apartment	4.9	32	6	0.15
6	345-1014, 8, 11	Park Place #2, 2B	Apartment	1.52	113	75	21
				<b>TOTAL UNITS:</b>	<b>380</b>		

BLOCK C							
Parcel	Assessor's Parcel No.	Development Name	Development Type	Acres	Total Units	Density (Units per Acre)	Floor Area Ratio
1	345-0747	The Village	Apartment	8.24	308	37	0.11
				<b>TOTAL UNITS:</b>	<b>308</b>		

BLOCK D							
Parcel	Assessor's Parcel No.	Development Name	Development Type	Acres	Total Units	Density (Units per Acre)	Floor Area Ratio
1	345-0748	Project Court	Apartment	3.12	50	16	1.39
2	345-1001	Watering Village	Apartment	2.88	50	17	0.20
3	345-1003	The Terrace	Apartment	2.17	32	15	-
				<b>TOTAL UNITS:</b>	<b>132</b>		

BLOCK E							
Parcel	Assessor's Parcel No.	Development Name	Development Type	Acres	Total Units	Density (Units per Acre)	Floor Area Ratio
1	345-1014, 3	La Jolla Village	Apartment	3.11	23	7	0.44
2	345-1014, 4	Park Place	Apartment	5.12	104	20	0.41
3	345-1016	La Jolla Village	Apartment	8.91	80	9	-
4	345-1014, 5	Watering Village	Apartment	5.56	32	6	0.56
				<b>TOTAL UNITS:</b>	<b>239</b>		

BLOCK F							
Parcel	Assessor's Parcel No.	Development Name	Development Type	Acres	Total Units	Density (Units per Acre)	Floor Area Ratio
1	345-1424, 5, 12, 11	University Center South	Condominium	7.20	152	21	-
				<b>TOTAL UNITS:</b>	<b>152</b>		

BLOCK G							
Parcel	Assessor's Parcel No.	Development Name	Development Type	Acres	Total Units	Density (Units per Acre)	Floor Area Ratio
1	345-1014, 10, 13	Project La Jolla	Apartment	11.54	114	10	1.10
				<b>TOTAL UNITS:</b>	<b>114</b>		

BLOCK H							
Parcel	Assessor's Parcel No.	Development Name	Development Type	Acres	Total Units	Density (Units per Acre)	Floor Area Ratio
1	345-0749, 21	La Jolla Village North Oaks	Condominiums	7.88	120	15	-
				<b>TOTAL UNITS:</b>	<b>120</b>		

BLOCK I							
Parcel	Assessor's Parcel No.	Development Name	Development Type	Acres	Total Units	Density (Units per Acre)	Floor Area Ratio
1	345-1015	La Jolla Village	Condominiums	8.99	111	12	0.77
				<b>TOTAL UNITS:</b>	<b>111</b>		

BLOCK J							
Parcel	Assessor's Parcel No.	Development Name	Development Type	Acres	Total Units	Density (Units per Acre)	Floor Area Ratio
1	345-1017, 7, 8, 9	La Jolla Village	Condominiums	21.40	1,500	70	0.57
				<b>TOTAL UNITS:</b>	<b>1,500</b>		

