

Resolution No. 2008-0002 ALUC
Page 3 of 4

- (3) The MCAS Miramar ALUCP requires that all structures greater than two hundred feet above ground level be submitted to the FAA for an obstruction evaluation. Preliminary evaluations of twenty conceptual vantage points of the project by the FAA yielded corresponding determinations of no hazard. However, no actual building plans have been provided of the project; therefore, in order to determine if structures comply with the height limitations of the MCAS Miramar ALUCP, any future structures must be submitted to the ALUC for review.
- (4) The proposed project is located outside the APZs for MCAS Miramar .
- (5) The MCAS Miramar ALUCP states that the final determination of compatibility of projects is with the US Marine Corps. Therefore, the proposed project should be submitted to MCAS Miramar for a determination of compatibility.
- (6) Therefore, if the proposed project contains the above-required conditions, the proposed project would be consistent with the adopted MCAS Miramar ALUCP.

BE IT FUTHER RESOLVED, that this Board action is not a "project" as defined by the California Environmental Quality Act (CEQA), Pub. Res. Code Section 21065; and is not a "development" as defined by the California Coastal Act, Pub. Res. Code Section 30106.

Resolution No. 2008-0002 ALUC
Page 4 of 4

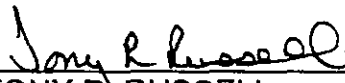
PASSED, ADOPTED AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 3rd day of January, 2008, by the following vote:

AYES: Board Members: Bersin, Boland, Desmond, Finnila, Panknin,
Watkins, Young, Zettel

NOES: Board Members: None

ABSENT: Board Members: Miller

ATTEST:



TONY R. RUSSELL
DIRECTOR, CORPORATE SERVICES/
AUTHORITY CLERK

APPROVED AS TO FORM:



BRETON K. LOBNER
GENERAL COUNSEL

001489



City of San Diego
Development Services
1222 First Ave., MS-302
San Diego, CA 92101
(619) 446-5000

Ownership Disclosure Statement

Approval Type: Check appropriate box for type of approval (s) requested: ☐ Neighborhood Use Permit ☐ Coastal Development Permit
☐ Neighborhood Development Permit ☒ Site Development Permit ☒ Planned Development Permit ☐ Conditional Use Permit
☐ Variance ☐ Tentative Map ☒ Vesting Tentative Map ☐ Map Waiver ☒ Land Use Plan Amendment ☐ Other _____

Project Title

Project No. For City Use Only

UTC Revitalization Project

Project Address:

4545 La Jolla Village Drive, San Diego, CA 92122-1212

Part I - To be completed when property is held by individual(s)

By signing the Ownership Disclosure Statement, the owner(s) acknowledge that an application for a permit, map or other matter as identified above, will be filed with the City of San Diego on the subject property, with the intent to record an encumbrance against the property. Please list below the owner(s) and tenant(s) (if applicable) of the above referenced property. The list must include the names and addresses of all persons who have an interest in the property, recorded or otherwise, and state the type of property interest (e.g., tenants who will benefit from the permit, all individuals who own the property). A signature is required of at least one of the property owners. Attach additional pages if needed. A signature from the Assistant Executive Director of the San Diego Redevelopment Agency shall be required for all project parcels for which a Disposition and Development Agreement (DDA) has been approved / executed by the City Council. Note: The applicant is responsible for notifying the Project Manager of any changes in ownership during the time the application is being processed or considered. Changes in ownership are to be given to the Project Manager at least thirty days prior to any public hearing on the subject property. Failure to provide accurate and current ownership information could result in a delay in the hearing process.

Additional pages attached ☐ Yes ☐ No

Name of Individual (type or print):

☐ Owner ☐ Tenant/Lessee ☐ Redevelopment Agency

Street Address:

City/State/Zip:

Phone No:

Fax No:

Signature :

Date:

Name of Individual (type or print):

☐ Owner ☐ Tenant/Lessee ☐ Redevelopment Agency

Street Address:

City/State/Zip:

Phone No:

Fax No:

Signature :

Date:

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Street Address:

City/State/Zip:

Phone No:

Fax No:

Signature :

Date:

Project Title:	Project No. (For City Use Only)
----------------	---------------------------------

Part II - To be completed when property is held by a corporation or partnership

Legal Status (please check):

☐ Corporation ☒ Limited Liability -or- ☐ General) What State? DE Corporate Identification No. _____
☐ Partnership

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Corporate/Partnership Name (type or print): <u>UTC Venture LLC, a Delaware limited liability company</u> <input checked="" type="checkbox"/> Owner <input type="checkbox"/> Tenant/Lessee Street Address: <u>c/o WESTFIELD, LLC, 11601 Wilshire Blvd</u> City/State/Zip: <u>Los Angeles, CA 90025</u> Phone No: <u>(310)</u> Fax No: _____ Name of Corporate Officer/Partner (type or print): <u>see attached signature page</u> Title (type or print): _____ Signature: _____ Date: <u>4/11/2008</u>	Corporate/Partnership Name (type or print): _____ <input type="checkbox"/> Owner <input type="checkbox"/> Tenant/Lessee Street Address: _____ City/State/Zip: _____ Phone No: _____ Fax No: _____ Name of Corporate Officer/Partner (type or print): _____ Title (type or print): _____ Signature: _____ Date: _____
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Ownership Disclosure Statement – UTC Revitalization Project

UTC VENTURE LLC, a Delaware limited liability company

By: University Towne Centre LLC, a Delaware limited liability company, its sole member

By: Valley Fair UTC LLC, a Delaware limited liability company, its sole member

By: WEA Valley Fair UTC LP, a Delaware limited partnership, its managing member

By: Westfield Subsidiary REIT 1, Inc., a Maryland corporation, a general partner

By: _____

Name: _____

Title: _____

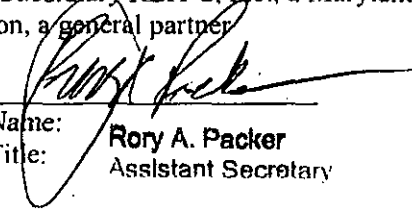

Rory A. Packer
Assistant Secretary

By: Westfield Subsidiary REIT 2, Inc., a Maryland corporation, a general partner

By: _____

Name: _____

Title: _____


Rory A. Packer
Assistant Secretary



City of San Diego
Development Services
1222 First Ave., MS-302
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Corporate/Partnership Name (type or print): <u>CMF UTC North LLC, a Delaware limited liability co.</u> <input checked="" type="checkbox"/> Owner <input type="checkbox"/> Tenant/Lessee Street Address: <u>610 Westfield, LLC - 11601 Wilshire Blvd, 11th floor</u> City/State/Zip: <u>Los Angeles CA 90025</u> Phone No: _____ Fax No: _____ Name of Corporate Officer/Partner (type or print): <u>See attached page</u> Title (type or print): _____ Signature: _____ Date: <u>4/11/2008</u>	Corporate/Partnership Name (type or print): _____ <input type="checkbox"/> Owner <input type="checkbox"/> Tenant/Lessee Street Address: _____ City/State/Zip: _____ Phone No: _____ Fax No: _____ Name of Corporate Officer/Partner (type or print): _____ Title (type or print): _____ Signature: _____ Date: _____
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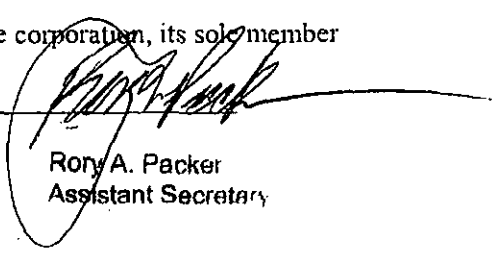
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By: CMF, Inc., a Delaware corporation, its sole member

By: _____

Name:

Title:


Rory A. Packer
Assistant Secretary



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Corporate/Partnership Name (type or print):

CMF UTC South LLC, a Delaware limited liability co.

☒ Owner ☐ Tenant/Lessee

Street Address:

c/o WESTFIELD, LLC - 11601 Wilshire, 11th flr.

City/State/Zip:

Los Angeles CA 90025

Phone No:

Fax No:

Name of Corporate Officer/Partner (type or print):

see attached page

Title (type or print):

Signature:

Date:

4/11/2008

Corporate/Partnership Name (type or print):

☐ Owner ☐ Tenant/Lessee

Street Address:

City/State/Zip:

Phone No:

Fax No:

Name of Corporate Officer/Partner (type or print):

Title (type or print):

Signature:

Date:

Corporate/Partnership Name (type or print):

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Phone No:

Fax No:

Name of Corporate Officer/Partner (type or print):

Title (type or print):

Signature:

Date:

Ownership Disclosure Statement – UTC Revitalization Project

CMF UTC South LLC, a Delaware limited liability company

By: CMF, Inc., a Delaware corporation, its sole member

By: 

Name:

Rory A. Packer

Title:

Assistant Secretary

001498



City of San Diego
Development Services
1222 First Ave., MS-302
San Diego, CA 92101
(619) 446-5000

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Corporate/Partnership Name (type or print):

Nordstrom, Inc., a Washington corporation

☒ Owner ☐ Tenant/Lessee

Street Address:

1700 SEVENTH AVE., STE 1000

City/State/Zip:

SEATTLE, WA. 98101-4407

Phone No:

(206) 303-4416

Fax No:

(206) 303-4419

Name of Corporate Officer/Partner (type or print):

JOHN C. DOLSON

Title (type or print):

VICE PRESIDENT OF REAL ESTATE

Signature:



Date:

4/3/08

Corporate/Partnership Name (type or print):

☐ Owner ☐ Tenant/Lessee

Street Address:

City/State/Zip:

Phone No:

Fax No:

Name of Corporate Officer/Partner (type or print):

Title (type or print):

Signature:

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Street Address:

City/State/Zip:

Phone No:

Fax No:

Name of Corporate Officer/Partner (type or print):

Title (type or print):

Signature:

Date:

Sent via Overnight Delivery

April 7, 2008

Mr. Greg Fitchitt
Development Director
Westfield UTC
402 W. Broadway, Suite 2050
San Diego, CA 92101

Re: Nordstrom Ownership Disclosure Statement

Dear Mr. Fitchitt:

Please find enclosed the signed Disclosure Statement for University Town Center.

If you have any questions or concerns, please do not hesitate to contact John Dolson at 206.303.4408.

Thank you.

Sincerely,
NORDSTROM, INC.



Gabriela F. Gusu
Real Estate Analyst

Encl.

NORDSTROM

1700 7th Ave, Suite 700, Seattle, WA 98101-4407 (T) 206.303.4416



City of San Diego
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Name of Individual (type or print):

☐ Owner ☐ Tenant/Lessee ☐ Redevelopment Agency

Street Address:

City/State/Zip:

Phone No:

Fax No:

Signature:

Date:

Name of Individual (type or print):

☐ Owner ☐ Tenant/Lessee ☐ Redevelopment Agency

Street Address:

City/State/Zip:

Phone No:

Fax No:

Signature:

Date:

Name of Individual (type or print):

☐ Owner ☐ Tenant/Lessee ☐ Redevelopment Agency

Street Address:

City/State/Zip:

Phone No:

Fax No:

Signature:

Date:

Project Title:	Project No. (For City Use Only)
----------------	---------------------------------

Part II - To be completed when property is held by a corporation or partnership

Legal Status (please check):

☒ Corporation ☐ Limited Liability -or- ☐ General) What State? NY Corporate Identification No. _____
☐ Partnership

By signing the Ownership Disclosure Statement, the owner(s) acknowledge that an application for a permit, map or other matter, as identified above, will be filed with the City of San Diego on the subject property with the intent to record an encumbrance against the property. Please list below the names, titles and addresses of all persons who have an interest in the property, recorded or otherwise, and state the type of property interest (e.g., tenants who will benefit from the permit, all corporate officers, and all partners in a partnership who own the property). A signature is required of at least one of the corporate officers or partners who own the property. Attach additional pages if needed. Note: The applicant is responsible for notifying the Project Manager of any changes in ownership during the time the application is being processed or considered. Changes in ownership are to be given to the Project Manager at least thirty days prior to any public hearing on the subject property. Failure to provide accurate and current ownership information could result in a delay in the hearing process. Additional pages attached ☒ Yes ☐ No

Corporate/Partnership Name (type or print): <u>Sears, Roebuck & Co., a New York corporation</u> <input checked="" type="checkbox"/> Owner <input type="checkbox"/> Tenant/Lessee Street Address: <u>3333 Beverly Road</u> City/State/Zip: <u>Hoffman Estates, IL 60179</u> Phone No: _____ Fax No: _____ <u>JAMES F. TERRELL</u> Name of Corporate Officer/Partner (type or print): <u>VP of Real Estate</u> Title (type or print): <u>James F. Terrell</u> <u>4/14/08</u> Signature: _____ Date: _____	Corporate/Partnership Name (type or print): _____ <input type="checkbox"/> Owner <input type="checkbox"/> Tenant/Lessee Street Address: _____ City/State/Zip: _____ Phone No: _____ Fax No: _____ Name of Corporate Officer/Partner (type or print): _____ Title (type or print): _____ Signature: _____ Date: _____
Corporate/Partnership Name (type or print): _____ <input type="checkbox"/> Owner <input type="checkbox"/> Tenant/Lessee Street Address: _____ City/State/Zip: _____ Phone No: _____ Fax No: _____ Name of Corporate Officer/Partner (type or print): _____ Title (type or print): _____ Signature: _____ Date: _____	Corporate/Partnership Name (type or print): _____ <input type="checkbox"/> Owner <input type="checkbox"/> Tenant/Lessee Street Address: _____ City/State/Zip: _____ Phone No: _____ Fax No: _____ Name of Corporate Officer/Partner (type or print): _____ Title (type or print): _____ Signature: _____ Date: _____
Corporate/Partnership Name (type or print): _____ <input type="checkbox"/> Owner <input type="checkbox"/> Tenant/Lessee Street Address: _____ City/State/Zip: _____ Phone No: _____ Fax No: _____ Name of Corporate Officer/Partner (type or print): _____ Title (type or print): _____ Signature: _____ Date: _____	Corporate/Partnership Name (type or print): _____ <input type="checkbox"/> Owner <input type="checkbox"/> Tenant/Lessee Street Address: _____ City/State/Zip: _____ Phone No: _____ Fax No: _____ Name of Corporate Officer/Partner (type or print): _____ Title (type or print): _____ Signature: _____ Date: _____

DEVELOPMENT SERVICES
Project Chronology
University Towne Center - PTS# 2214

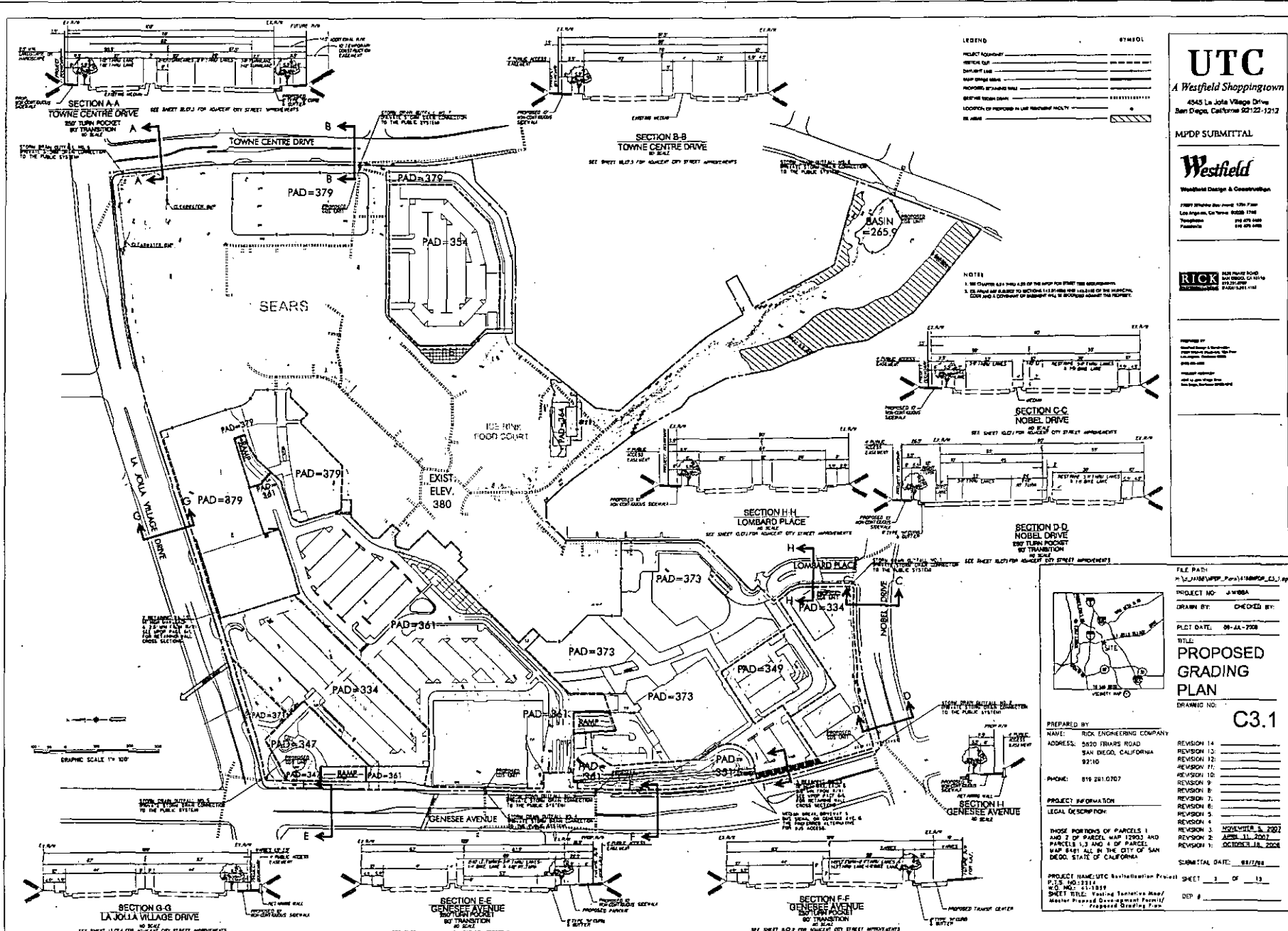
Date	Action	Description	City Review Time	Applicant Response
12/17/01	First Submittal	Project Deemed Complete		
2/11/02	First Assessment Letter		56 days	
6/17/02	Second Submittal			127 days
7/11/02	Second Review Complete		24 days	
8/25/04	Third Submittal			782 days
10/22/04	Third Review Complete		58 days	
4/13/05	Fourth Submittal			173 days
10/4/05	Fourth Review Complete	Staff meetings w/ applicant prior to review completion.	174 days	
11/27/06	Fifth Submittal			419 days
2/1/07	Fifth Review Complete		66 days	
4/13/07	Sixth Submittal			71 days
5/10/07	Sixth Review Complete		27 days	
8/9/07	Public Review Draft EIR			
11/16/07	Seventh Submittal			190 days
1/31/08	Seventh Review Complete		76 days	
3/19/08	Eighth Submittal			48 days
4/7/08	Final EIR			
4/9/08	Eighth Review Complete		21 days	
4/21/08	Ninth Submittal			12 days
4/25/08	Ninth Review Complete		4 days	
5/12/08	Issues Resolved			21 days

001504

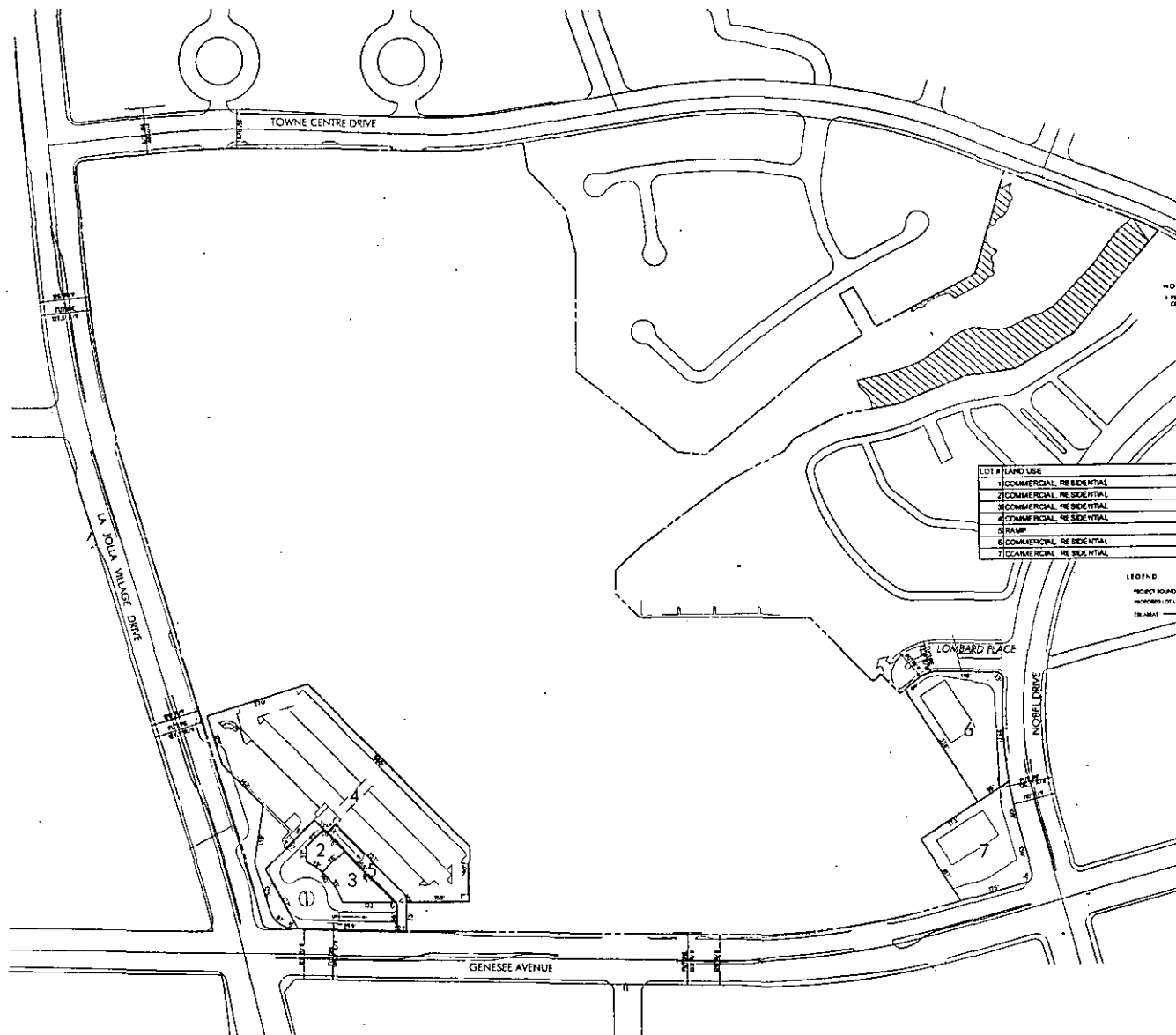
Attachment 18

5/22/08	Planning Commission Hearing		27 days	
TOTAL STAFF TIME			533 days	
TOTAL APPLICANT TIME				1843 days
TOTAL PROJECT RUNNING TIME		From Deemed Complete to Planning Commission	6 years, 5 months, 6 days	

RECEIVED
CITY CLERK'S OFFICE
08 JUL 11 PM 4:18
SAN DIEGO, CALIF.



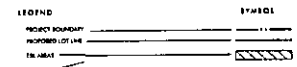
001510



NOTES
1. THE AREA NOT SUBJECT TO SECTION 142 IS SHOWN AND 142 IS NOT OF THE PLANNING CENTER AND A CONTRACT OF SUBMITTAL WILL BE REQUIRED FOR THE PROPERTY

LAND USE SUMMARY TABLE

LOT #	LAND USE	AREA (SFE)	ELEV	GROUND AREA (AC)
1	COMMERCIAL RESIDENTIAL	0.88	348	0.80
2	COMMERCIAL RESIDENTIAL	0.14	348	0.14
3	COMMERCIAL RESIDENTIAL	6.27	348	0.27
4	COMMERCIAL RESIDENTIAL	4.27	339	4.27
5	RAMP	0.25	339-348	0.25
6	COMMERCIAL RESIDENTIAL	1.25	339	1.25
7	COMMERCIAL RESIDENTIAL	1.15	339	1.15



UTC
A Westfield Shoppingtown
4545 La Jolla Village Drive
San Diego, California 92122-1212

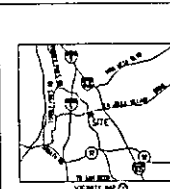
MPDP SUBMITTAL

Westfield
Westfield Design & Construction

1801 Wilshire Boulevard, 12th Floor
Los Angeles, California 90057-1748
Telephone: 213 476 4444
Facsimile: 213 476 4449

RICK ENGINEERING COMPANY
3500 LA JOLLA VILLAGE DRIVE
SAN DIEGO, CA 92108

PREPARED BY:
Rick Engineering Company
3500 La Jolla Village Drive
San Diego, California 92108
PROJECT ADDRESS:
West Center Plaza Drive
San Diego, California 92108



FILE PATH:
H:\PROJECTS\UP\UP_Plan\VISMAP\OF_C6.1.dgn
PROJECT NO.: J-1000A
DRAWN BY: _____
CHECKED BY: _____
PLOT DATE: 23-JAN-2008
TITLE:
VESTING
TENTATIVE MAP
LOWER LEVEL 1
DRAWING NO.: C6.1

PREPARED BY:
NAME: RICK ENGINEERING COMPANY
ADDRESS: 3500 FRANKS ROAD
SAN DIEGO, CALIFORNIA
92110
PHONE: 619 281 0707

PROJECT INFORMATION
LEGAL DESCRIPTION
THOSE PORTIONS OF PARCELS 1 AND 2 OF PARCEL MAP 12903 AND PARCELS 1, 2 AND 4 OF PARCEL MAP 8481 ALL IN THE CITY OF SAN DIEGO, STATE OF CALIFORNIA

REVISION 14: _____
REVISION 13: _____
REVISION 12: _____
REVISION 11: _____
REVISION 10: _____
REVISION 9: _____
REVISION 8: _____
REVISION 7: _____
REVISION 6: _____
REVISION 5: _____
REVISION 4: _____
REVISION 3: _____
REVISION 2: _____
REVISION 1: _____

PROJECT NAME: UTC Development Project
P.L.S. NO: 223314
W.D. NO.: 21-1059
SHEET TITLE: Vesting Tentative Map/
Map: Planned Development Permit/
V.B.W. Lower Level 1
SUBMITTAL DATE: 03/17/08
SHEET 6 OF 13
DEP # _____

GRAPHIC SCALE 1" = 100'

UTC*A Westfield Shoppingtown*4545 La Jolla Village Drive
San Diego, California 92122-1212

MPDP SUBMITTAL

Westfield

Westfield Design & Construction

11801 Wilshire Boulevard, 12th Floor
Los Angeles, California 90025-1746
Telephone 310 478 4444
Facsimile 310 478 4444**RICK** RICK ENGINEERING COMPANY
10000 Wilshire Boulevard, Suite 1000
Los Angeles, California 90024
Telephone 310 478 4444
Facsimile 310 478 4444PREPARED BY
Rick Engineering Company
10000 Wilshire Boulevard, Suite 1000
Los Angeles, California 90024
Telephone 310 478 4444
Facsimile 310 478 4444

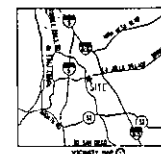
LAND USE SUMMARY TABLE

LAND USE	AREA (ACRES)	PERCENTAGE
COMMERCIAL, RETAIL	1.00	100%
RESIDENTIAL, SINGLE-FAMILY	0.00	0%
INDUSTRIAL, MANUFACTURING	0.00	0%
RECREATION, OPEN SPACE	0.00	0%
UTILITY	0.00	0%
TOTAL	1.00	100%

LEGEND

PROJECT BOUNDARY
PROPOSED NEW LANE

SYMBOL

FILE PATH
H:\1168\MPDP_Plan\1168MPDP_C6.4.dwg

PROJECT NO. J-1168A

DRAWN BY: CHECKED BY:

PLOT DATE: 25-JUN-2006

TITLE
**VESTING
TENTATIVE MAP
LEVEL 2**DRAWING NO.
C6.4PREPARED BY
NAME: RICK ENGINEERING COMPANY
ADDRESS: 5620 FIDARS ROAD
SAN DIEGO, CALIFORNIA
92110
PHONE: 619 281 0707PROJECT INFORMATION
LEGAL DESCRIPTIONTHOSE PORTIONS OF PARCELS 1
AND 2 OF PARCEL MAP 12903 AND
PARCELS 1,3 AND 4 OF PARCEL
MAP EAST ALL IN THE CITY OF SAN
DIEGO, STATE OF CALIFORNIA

REVISION 14	_____
REVISION 13	_____
REVISION 12	_____
REVISION 11	_____
REVISION 10	_____
REVISION 9	_____
REVISION 8	_____
REVISION 7	_____
REVISION 6	_____
REVISION 5	_____
REVISION 4	_____
REVISION 3	_____
REVISION 2	_____
REVISION 1	_____

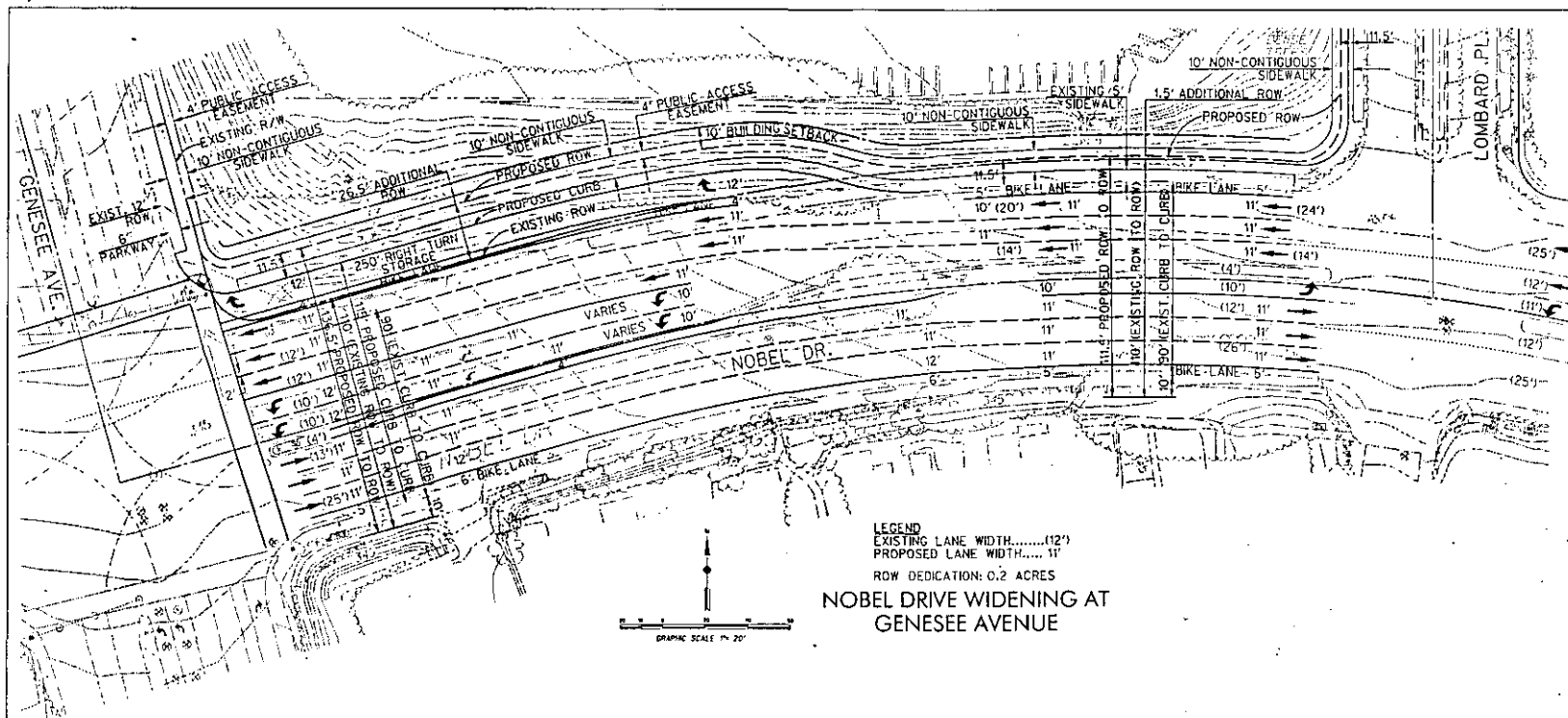
SUBMITTAL DATE: 03/17/06

PROJECT NAME: UTC Revitalization Project
P.L.S. NO. 12374
SHEET NO. 21-1039
SHEET TITLE: Vesting Tentative Map/
Master Planned Development Permit/
C.B.M. Level 2

SHEET 9 OF 13

DEP #

GRAPHIC SCALE 1" = 100'



UTC

A Westfield Shoppingtown

4545 La Jolla Village Drive
San Diego, California 92122-1212

MPDP SUBMITTAL

Westfield

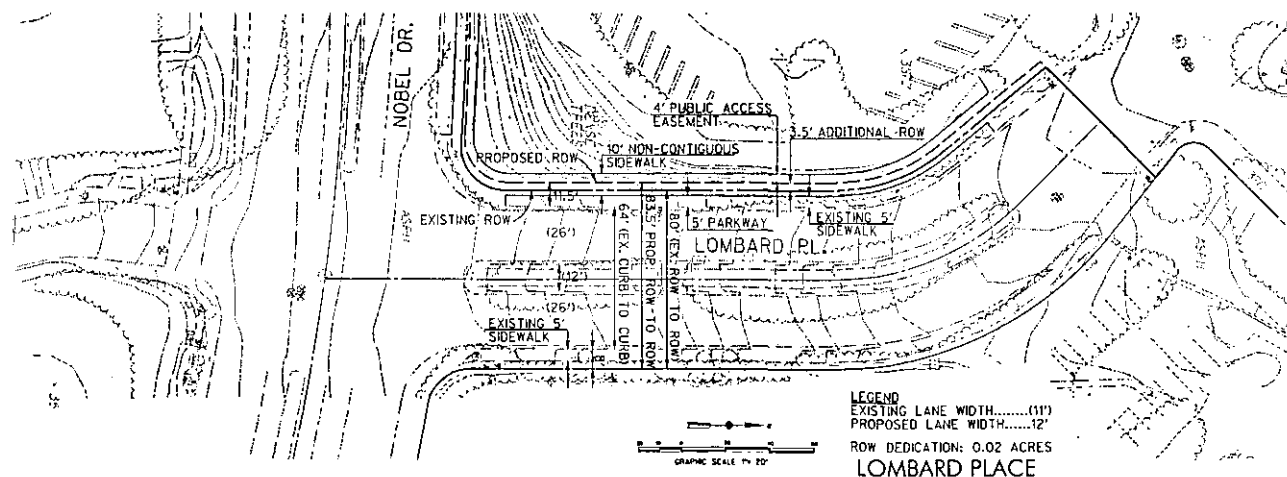
Westfield Design & Construction

11801 Wilshire Boulevard, 17th Floor
Los Angeles, California 90025-1718
Telephone: 310 475 4300
Facsimile: 310 475 4000

RICK

3400 Wilshire Blvd.
San Diego, CA 92103
310 475 1101

PROJECT NO. 0100000000
PROJECT NAME: Nobol Drive Widening at Genesee Avenue
PROJECT LOCATION: San Diego, California
PROJECT DATE: 01/01/00

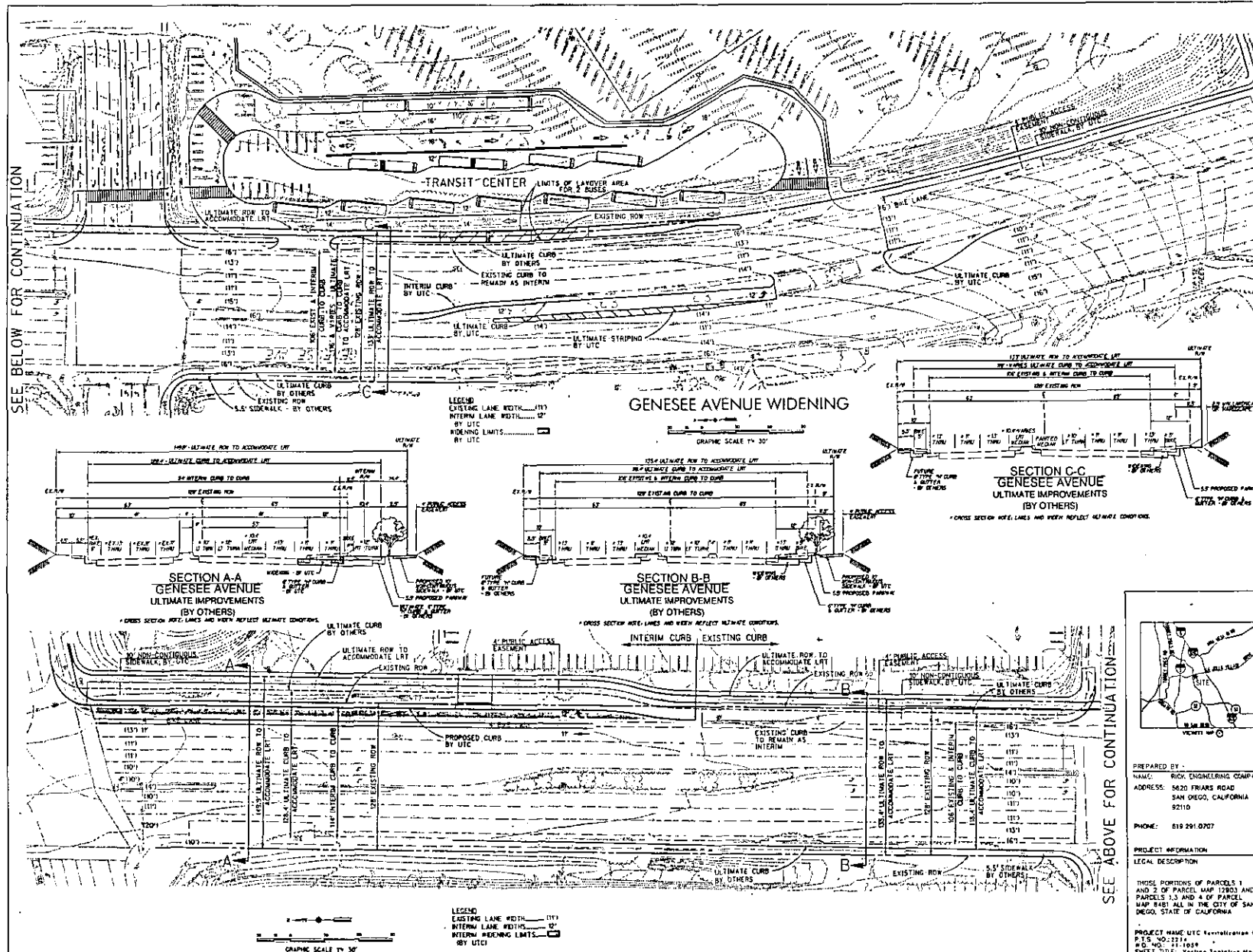


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PROJECT NO. 0100000000
DRAWN BY: CHECKED BY:
PLOT DATE: 22-APR-2008
TITLE:
ADJACENT CITY STREET PLANS
DRAWING NO: C7.1

REVISION 14: _____
REVISION 13: _____
REVISION 12: _____
REVISION 11: _____
REVISION 10: _____
REVISION 9: _____
REVISION 8: _____
REVISION 7: _____
REVISION 6: _____
REVISION 5: _____
REVISION 4: _____
REVISION 3: 20/01/00
REVISION 2: 08/01/00
REVISION 1: 01/01/00

PROJECT INFORMATION
LEGAL DESCRIPTION
THOSE PORTIONS OF PARCELS 1 AND 2 OF PARCEL MAP 12063 AND PARCELS 1, 2 AND 4 OF PARCEL MAP 8481 ALL IN THE CITY OF SAN DIEGO, STATE OF CALIFORNIA

SUBMITTAL DATE: 03/17/08
SHEET 10 OF 12
DCP #



GENESEE AV. WIDENING

UTC

A Westfield Shoppingtown

4545 La Jolla Village Drive
San Diego, California 92122-1912

MPDP SUBMITTAL

Westfield

Westfield Design & Construction

11801 Wilshire Boulevard, 12th Floor
Los Angeles, California 90025-1748
Telephone: 310.408.6800
Facsimile: 310.408.6800**RICK**

RICK ENGINEERING COMPANY

PREPARED BY: Rick Engineering Company
CHECKED BY: J. W. HARRIS
DATE: 11/10/99
PROJECT: 019 291 0707
SHEET: 11 OF 12FILE PATH:
R:\V\14\14\Map\Map\140000\07_2.dwg

PROJECT NO: J-WHARRIS

DRAWN BY: CHECKED BY:

PLOT DATE: 23-JUN-2008

TITLE:

**ADJACENT CITY
STREET PLANS**

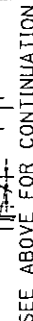
DRAWING NO

C7.2PREPARED BY:
NAME: RICK ENGINEERING COMPANY
ADDRESS: 5420 FRIARS ROAD
SAN DIEGO, CALIFORNIA
92110
PHONE: 619 291 0707PROJECT INFORMATION
LEGAL DESCRIPTIONTHOSE PORTIONS OF PARCELS 1
AND 2 OF PARCEL MAP 12803 AND
PARCELS 1, 3 AND 4 OF PARCEL
MAP 8481 ALL IN THE CITY OF SAN
DIEGO, STATE OF CALIFORNIAPROJECT NAME: UTC Revitalization Project
P.T.S. NO: 2231
P.D. NO: 11-1028
SHEET TITLE: Westfield Shoppingtown Map/
Major Planned Development Permit/
Proposed Public ImprovementsREVISION 14:
REVISION 13:
REVISION 12:
REVISION 11:
REVISION 10:
REVISION 9:
REVISION 8:
REVISION 7:
REVISION 6:
REVISION 5:
REVISION 4:
REVISION 3:
REVISION 2:
REVISION 1:
NOVEMBER 5, 2007
APRIL 31, 2007
DECEMBER 18, 2006

SUBMITTAL DATE: 03/27/08

SHEET 11 OF 12

SEP 8



C7.3

PROJECT NAME: UTC Realization Pro-
P.T.S. NO:2214
W.D. NO: 43-1999
SHEET TITLE: Vesting Tentative Map/
Master Planned Development Permit/
Proposed Public Improvements

SUBMITTAL DATE: 09/01/2011
SHEET 19 OF 20
DEP #

001517

UTC
 A Westfield Shoppingtown
 4545 La Jolla Village Drive
 San Diego, California 92122-1212

MPDP SUBMITTAL

Westfield
 Westfield Design & Construction
 11001 Wilshire Boulevard, 12th Floor
 Los Angeles, California 90025-1748
 Telephone: 310 479-1000
 Fax: 310 479-1000

RICK
 RICK ENGINEERING COMPANY
 3800 FLORIS ROAD
 SAN DIEGO, CA 92108
 (619) 594-1100
 FAX: (619) 594-1101

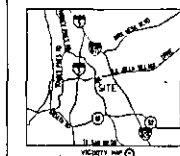
PREPARED BY:
 Rick Engineering Company
 3800 Floris Road, San Diego, CA 92108
 DATE: 08/27/08

PROJECT NO.: J-11111
 DRAWN BY: J-11111
 CHECKED BY: J-11111
 PLOT DATE: 08-28-2008
 TITLE:

ADJACENT CITY STREET PLANS

C7.4

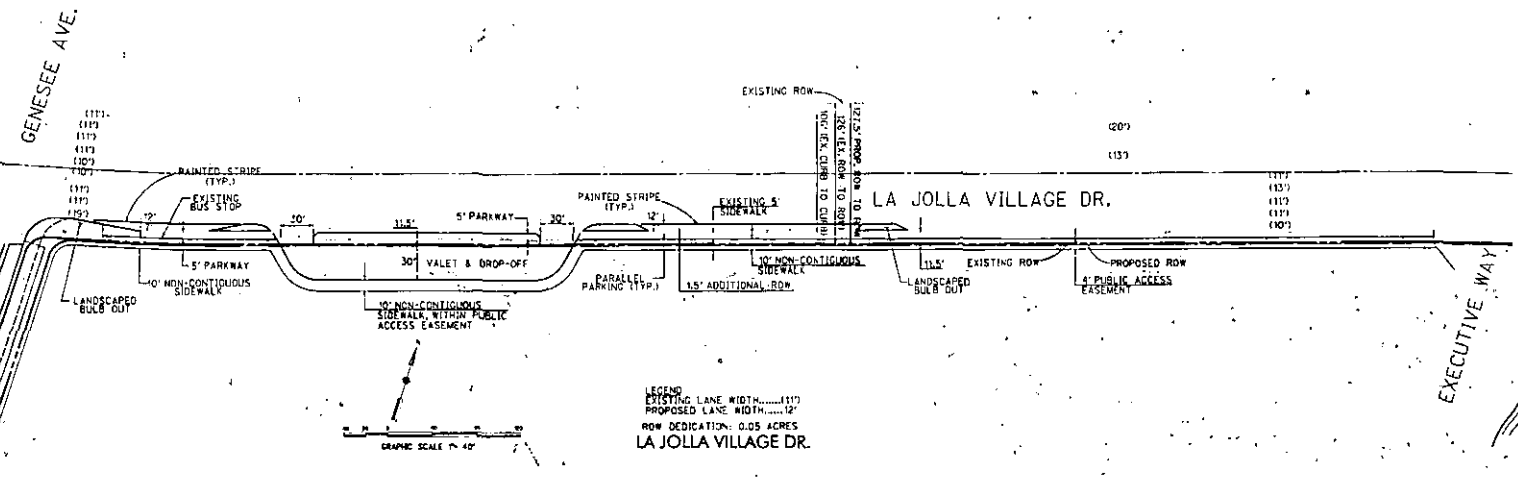
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REVISION 11	
REVISION 10	
REVISION 9	
REVISION 8	
REVISION 7	
REVISION 6	
REVISION 5	
REVISION 4	
REVISION 3	NOVEMBER 5, 2007
REVISION 2	APRIL 11, 2007
REVISION 1	OCTOBER 16, 2006
SUBMITTAL DATE: 08/27/08	
SHEET 18 OF 18	
DEP 1	



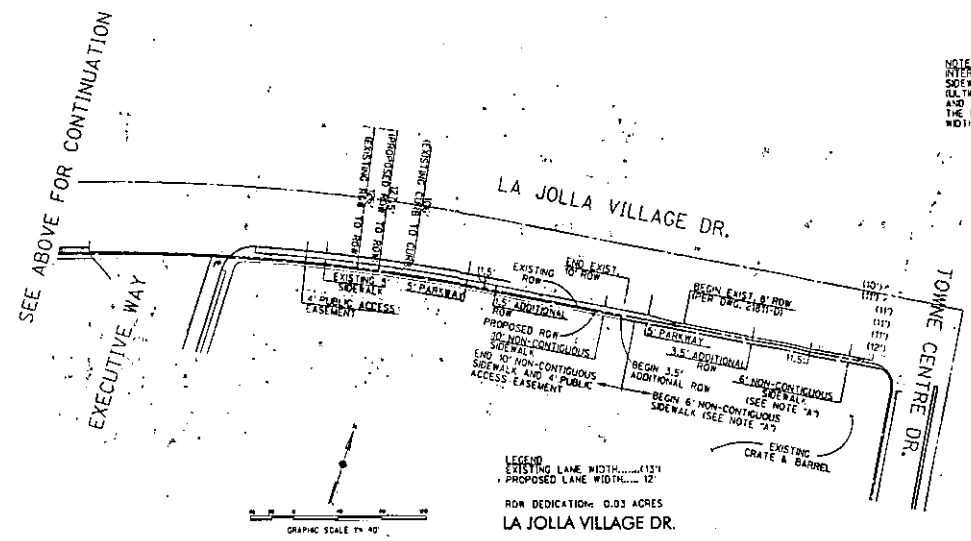
PREPARED BY:
 NAME: RICK ENGINEERING COMPANY
 ADDRESS: 3820 FLORIS ROAD
 SAN DIEGO, CALIFORNIA 92108
 PHONE: 619 594-1100

PROJECT INFORMATION
 LEGAL DESCRIPTION
 THOSE PORTIONS OF PARCELS 1 AND 2 OF PARCEL MAP 12003 AND PARCELS 1, 3 AND 4 OF PARCEL MAP 8451 ALL IN THE CITY OF SAN DIEGO, STATE OF CALIFORNIA

PROJECT NAME: UTC Revitalization Project
 P.T.S. NO: 12114
 N.C. NO.: 01-1059
 SHEET TITLE: Final Engineering Map
 Section 9 used Development Family
 Proposed Public Improvements



NOTE "A"
 INTERIM CONDITION TO PROVIDE A MINIMUM 6'-NON-CONTIGUOUS SIDEWALK UNTIL A MINIMUM 10'-FOOT NON-CONTIGUOUS SIDEWALK ULTIMATE CONDITION CAN BE CONSTRUCTED UPON DEMOLITION AND REDEVELOPMENT OF THE EXISTING SEARS TOBACCO AREA AND OF THE EXISTING CRATE & BARREL. THE ADDITIONAL 4' OF SIDEWALK WIDTH WILL BE LOCATED WITHIN A PUBLIC ACCESS EASEMENT.





A NEW VISION FOR WESTFIELD UTC

At the Heart of the University Community

Westfield

Master Planned Development Permit and Design Guidelines for Westfield UTC

March 14, 2008

Revised July 2, 2008

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CITY OF SAN DIEGO

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CEQA 8:6

APPENDICES

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Zones (Table 131-05B)

CITY OF SAN DIEGO

Mayor Jerry Sanders

City Council

Council President, Scott Peters, District 1
Council President Pro Tem, Jim Madaffer, District 7
Councilmember Kevin Faulconer, District 2
Councilmember Toni Atkins, District 3
Councilmember Anthony Young, District 4
Councilmember Brian Maienschein, District 5
Councilmember Donna Frye, District 6
Councilmember Ben Hueso, District 8

City Attorney

Michael Aguirre

Mayor's Office

Bill Anderson

Planning Commission

Barry Schultz, Chairperson
Michael Smiley
Robert Griswold
Gil Ontai
Dennis Otsuji
Eric Naslund
Tim Golba

City Staff

Kelly Broughton
Cecelia Gallardo
Tim Daly
Betsy McCullough
Dan Monroe
Tait Galloway
Chris Larson
Charlene Gabriel
John Tracanna
Cheryl Robinson
Labib Qasem
Victoria Huffman
Martha Blake
Christine Rothman
Alexander Hempton
Don Weston
Julius Ocen
Jim Barrett
Marsi Steirer
George Adrian
Bob Medan
Bobbi Salvini
Janet King
Chris Gascon
Deborah Sharpe
Jeff Harkness
Ali Fattah
Mike Benoit
Elif Cetin

WESTFIELD UTC TEAM

Jonathan Bradhurst, SVP Development	Dan Gutierrez, Rick Engineering
Greg Fitchitt, Development Director	Karen Van Ert, Rick Engineering
Vince Zawodny, SVP Design	Kevin Gibson, Rick Engineering
Randy Galang, VP Design	Chris Heidrick, EPT, Landscape Architecture
David Reitz, VP Design	Tom Skinfill, Studio CITE, Landscape Architecture
Romain Gilli, Design	Rich Miller, Planning, MetroPlan
Ty Miller, Design	Walter Musial, LLG, Traffic Engineering
Ali Fetanat, Design	Pat Gibson, Fehr & Peers/Kaku, Traffic and Parking
Lili Merck, Design	Jim Lightbody, DMJM, Transit
Reno Cao, Design	Tamara Gould, Waking State Design, Graphic Design
Dewi Rusli, Design	Lynne Heidel, Legal, Worley, Schwartz, Garfield & Prairie
William Lo, Design	Robin Munro, Legal, Worley, Schwartz, Garfield & Prairie
Loriann Valverde, Design	
Nicole Imberger, VP Development Marketing	
Francesco Cordua, Development Marketing	
Sherry Jones, General Manager, Westfield UTC	
Tim Murphy, Rick Engineering	

"People come together in cities in order to live; they remain together in order to live the good life" – Aristotle



Overview

Located approximately 13 miles north of downtown San Diego, the University Community is defined by the beauty of its natural environment, clusters of world class bio-medical and technology facilities, nationally recognized works of architecture, the University of California San Diego, and Westfield UTC, a regional shopping center that serves as a thriving social center at the heart of the community.

Over the course of the past three decades, UTC has acted as an important center for both commerce and community connection. Seniors and students, office workers and tourists, families and friends all find each other at Westfield UTC. It has been, and aspires to remain, a place where the many diverse parts of the community come together to interact, to engage, and to share in the experience of living the good life.

At present, the approximately 75-acre Westfield UTC property features 1.06 million square feet of regional commercial uses including:

- Major department stores
- Specialty retail shops
- Restaurants
- Westfield Playtown
- Pre-school

- Community meeting rooms
- Bus transit center
- Food Court
- Skating rink
- Health club
- Bank
- Automotive service shops
- Surface and structured parking, and
- Developed open space

Proposed changes for Westfield UTC will be subject to a number of discretionary approvals including one for a Master Planned Development Permit (MPDP). The City of San Diego Municipal Code allows for the use of a MPDP to promote imaginative and innovative design. This MPDP document provides a new mixed-use, City of Villages vision for Westfield UTC that is consistent with adopted city policies such as the Strategic Framework Element.

The MPDP divides the property into seven geographic areas that collectively implement the vision:

- Planning Area One: Palm Plaza
- Planning Area Two: Palm Passage

- Planning Area Three: University Central
- Planning Area Four: Towne Centre Gardens
- Planning Area Five: Nobel Heights
- Planning Area Six: La Jolla Terrace
- Planning Area Seven: Torrey Trail





Westfield UTC today is a 1,061,400 square foot regional shopping center. The proposed project would be the renovation and expansion of retail uses by 733,000 to 750,000 square feet of new retail and the development of 250 to 300 multiple-family dwelling units. Alternative scenarios, which could include different levels of retail and residential development, have been included in the MPDP, traffic analysis and environmental documents. This will allow Westfield UTC to flexibly adapt as a mixed-use village over time, without incurring additional traffic or environmental impacts. The MPDP contains eight chapters and appendices that are organized as follows:

- Chapter One (Introduction): Describes the purpose of the Master PDP and explains the legal authority for the permit.
- Chapter Two (Site and Context): Discusses existing conditions and the larger context to understand the basis for planning decisions.
- Chapter Three (Land Use): Provides a brief discussion of the community plan and proposed amendment. Divides the site into seven geographic districts and provides a map and accompanying table that defines land use and the maximum amount of development.

- Chapter Four (Design Guidelines): Offers both qualitative and quantitative guidelines, policies and standards for private and public improvements that are applicable project-wide or to a specific district.
- Chapter Five (Existing and Proposed Zoning): Includes an explanation of the rezoning and establishes permitted uses and development standards consistent with the municipal ordinance.
- Chapter Six (Civil and Utility Work): Addresses the civil and utility improvements – water, fire supply, storm drainage – necessary for the development.
- Chapter Seven (Mobility): Addresses the nature of pedestrian, transit and vehicular movement in and around the site.
- Chapter Eight (Implementation): Outlines the process for future project reviews, density transfers and the California Environmental Quality Act.
- Appendices: Contains Table 131-05B, which illustrates use regulations for commercial zones.

Ultimately the MPDP functions as a blueprint for fulfilling the vision articulated for Westfield UTC. The MPDP will provide for the orderly revitalization of the site by:

- Determining the appropriate location,

maximum concentration and mix of land uses,

- Guiding the character of the development to ensure that improvements are of the highest quality, and
- Conforming to City policies and regulations.

Purpose of and Authorization for Planned Development Permits

A primary intent of the City of San Diego's Planned Development Permit regulations is to... "Accommodate to the greatest extent possible, an equitable balance of development types, intensities, styles, site constraints, project amenities, public improvements and community and City benefits" (City of San Diego Municipal Code, Section 143.0401).

The City of San Diego has adopted Planned Development Permit Regulations, as part of the Land Development Code, to provide ... "Flexibility in the application of development regulations for projects where strict application of the base zone development regulations would restrict design options and result in a less desirable project (Section 143.0401)." The intent of a Planned Development Permit is to encourage imaginative and innovative planning and assure that a proposed development achieves the goals of the General Plan and Progress Guide such as the ones included in the Strategic Framework Element.

The City of San Diego Municipal Code Section 143.0480 provides the basis for processing an MPDP. This type of a planned development permit is particularly well-suited to implement City objectives for a mixed-use project such as the revitalization of Westfield UTC. The section states that "A Master Planned Development Permit may be processed for any proposed development that will comply with the primary and supplemental regulations of this division and proposes to incorporate conceptual development criteria for portions of the premises intended for future or phased development."

The MPDP includes criteria for the following

project elements:

- 1. Conceptual site plan
- 2. Landscaping
- 3. Parking
- 4. Building orientation
- 5. Public transportation facilities
- 6. Recreational facilities
- 7. Traffic and pedestrian circulation
- 8. Architectural Design Guidelines
- 9. Density transfer information

To provide flexibility for projects where all components may not be fixed at the time of Master PDP approval, the Municipal Code allows for detailed plans to be submitted at a future date (Section 143.0480 b).

As a Process Five project, the City Council will be the decision-maker for the Westfield UTC MPDP after receiving recommendations from the University Community Planning Group and the Planning Commission.

Upon approval, the MPDP would be applicable over the entire area that is covered by the permit and would become effective upon recordation.

As described in Chapter Eight of this docu-

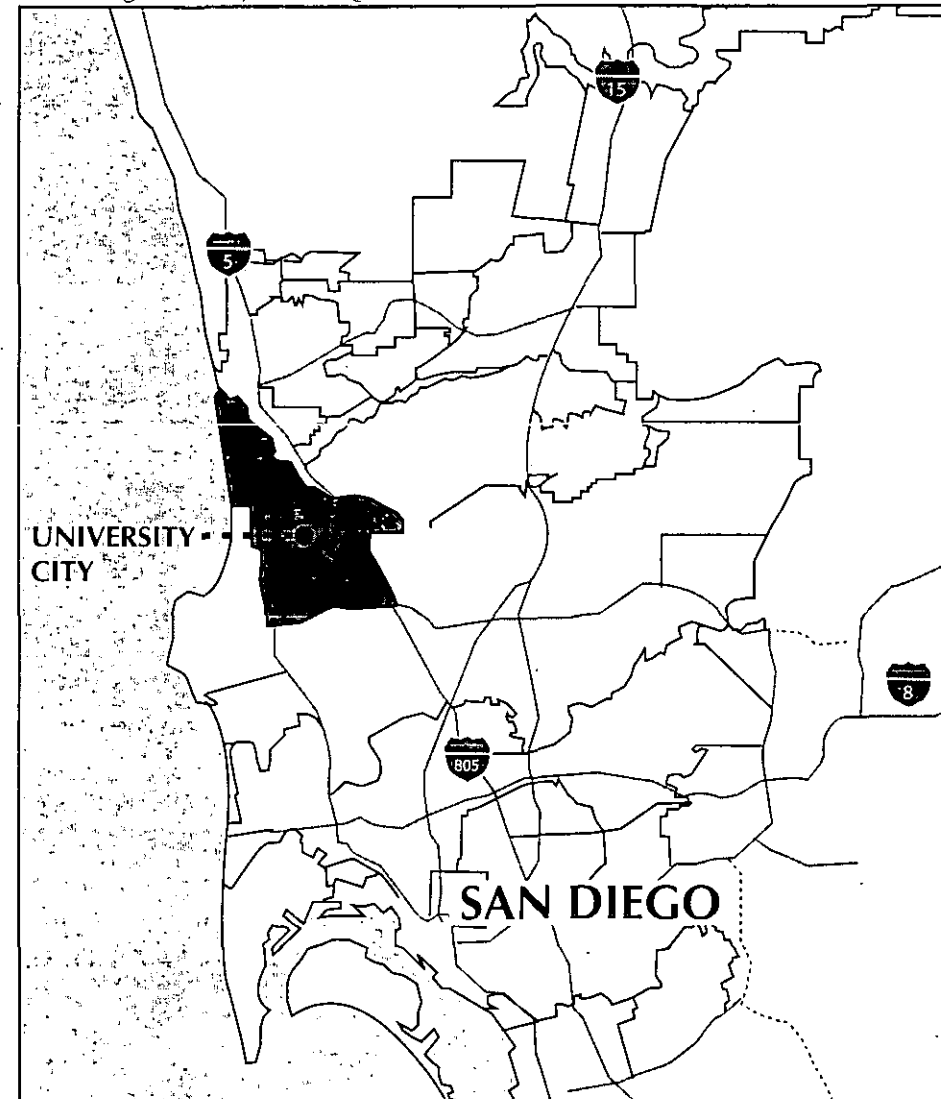
ment, unless otherwise specified, the City shall review the compliance of subsequent development proposals to the MPDP in accordance with the substantial conformance review process described in Section 126.0112 of the Municipal Code.

All landscaping shall conform to the City of San Diego Landscape Regulations, LDC 142.0401.

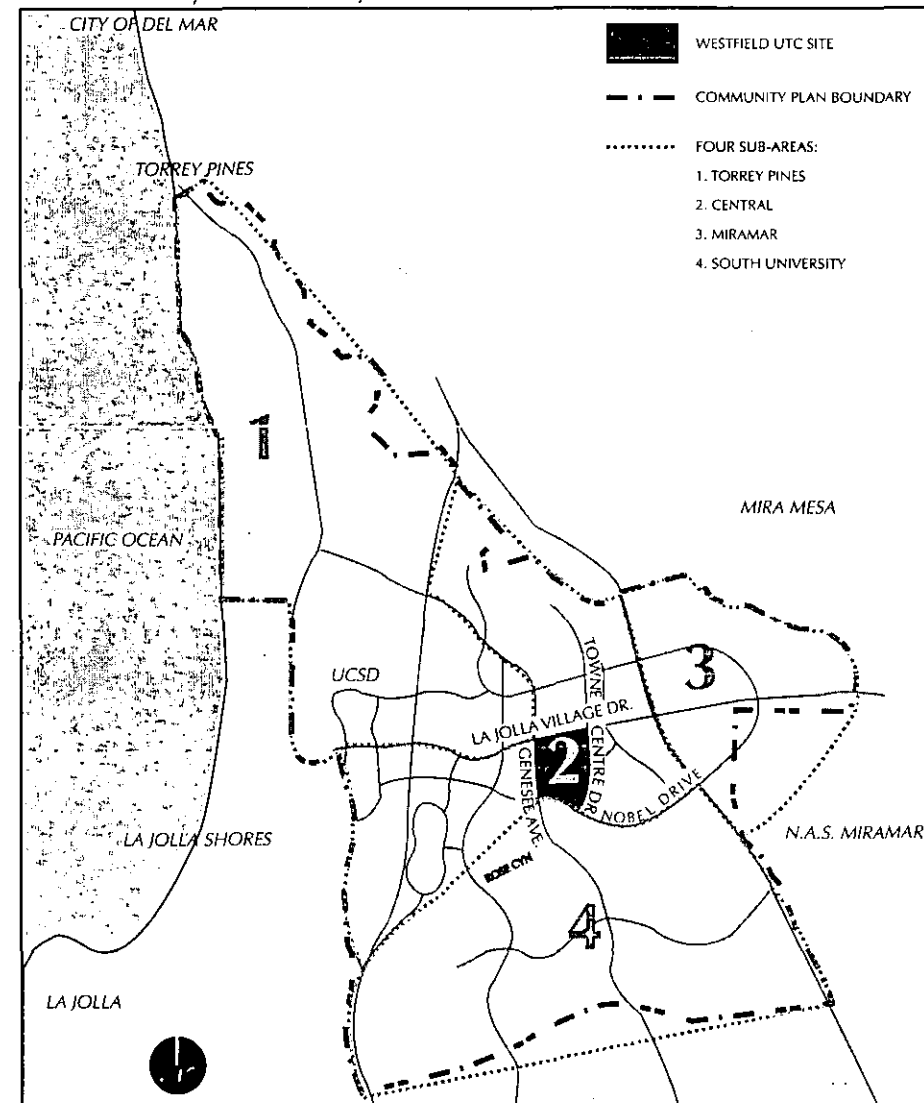
Chapter 2 THE SITE AND CONTEXT

Regional and Local Setting

San Diego: A City of Villages



The University Community



Westfield UTC is regionally located approximately 13 miles north of downtown San Diego in virtually the center of the area known as the Golden Triangle. As a regional attraction, Westfield UTC draws customers from a significant portion of San Diego County. The primary trade area for the regional shopping center includes Interstate 8 to the south, north almost to State Route 78, the Pacific Ocean to the west and Interstate 15 to the east. The geographic area has a total population exceeding 700,000. Demographers forecast the population will increase 7% between 2006 and 2011.

Westfield UTC is within the boundaries of the 8,500-acre University Community planning area. More specifically, the site falls within Central Subarea #2, one of four geographic divisions established by the community plan. The Central Subarea is the most urbanized portion of the University Community containing a diverse mix of uses including two regional commercial centers, high-rise offices, hotels and residential towers. Characterized by wide streets and "super block" development, this portion of the community offers an experience that differs greatly from most outlying suburban communities.

As shown on the local vicinity map, the boundaries of Westfield UTC are largely defined by the major circulation elements that border the property: La Jolla Village Drive to the north, Genesee Avenue to the west, Towne Centre Drive to the east and Nobel Drive to the south.

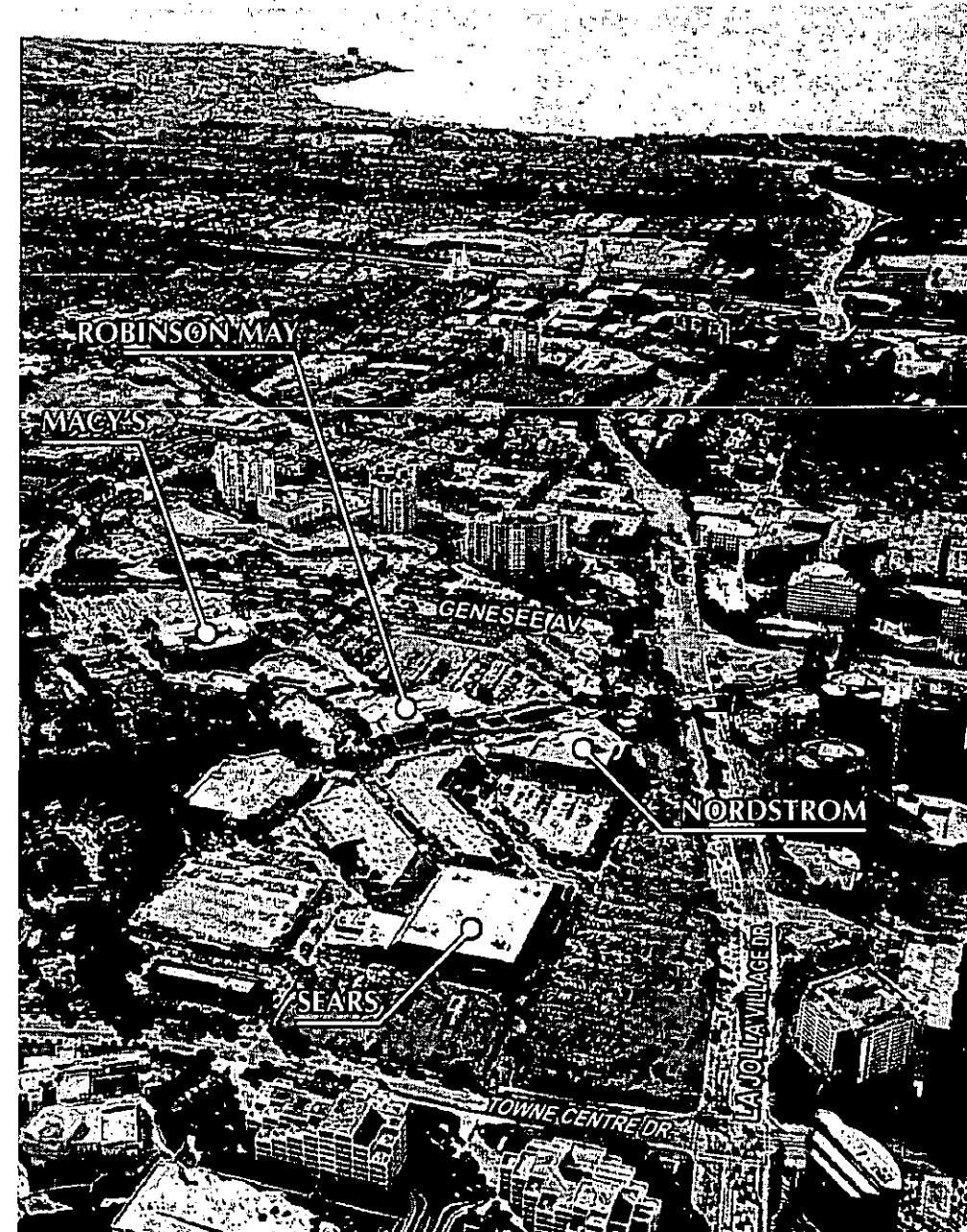
Existing Land Use

For almost three decades, Westfield UTC has served as the primary commercial element of the Town Center for the University Community and Golden Triangle communities. The subject area for this MPDP currently includes a 1.06 million square foot regional shopping center featuring:

- Major department stores
- Specialty retail shops
- Restaurants
- Westfield Playtown
- Pre-school
- Community meeting rooms
- Bus transit center
- Food Court
- Skating rink
- Health club
- Bank
- Automotive service shops
- Surface and structured parking, and
- Developed open space

Approximately eight acres of developed open space is located between the southern edge of the shopping center and Towne Centre Drive that includes landscaping, lawn and pedestrian pathways. The aerial photograph identifies the location of existing landmarks within the MPDP site.

Westfield UTC Today



Existing Entitlement

The evolving nature of the project area is evidenced by the entitlement history associated with the property. The initial approvals for the center were granted in the early-1970's. In September of 1973, the Planning Commission granted Planned Commercial Development No. 2 for the development of approximately 3 million square feet, to include retail, office, hotel, residential and other development, on the then approximately 106 acre site. This approval was appealed, and on May 8, 1975, the City Council approved Planned Commercial Development (PCD) #2 for an approximately 118-acre area including UTC. The scope of the approval included a Town Centre with approximately 1.1 million square feet of gross commercial/retail floor area, along with approximately 300 dwellings units and off-street parking.

In September 1976, the Planning Commission approved Amendment No.1 PCD #2 to expand the square footage allowed by the permit to accommodate the proposed Robinson's-May Department Store and increased the amount of parking.

On March 18, 1983, the Planning Director granted PCD Permit No. 83-0117 to Teachers Insurance & Annuity of America and University Towne Centre Associates. This permit, which continues to govern the development and use of the property, authorized

- Three Department Stores plus one new

Department Store,

- Retail Stores including a new freestanding restaurant,
- Public, Cultural, Educational & Recreational Facilities,
- An MTDB Bus Transfer Facility,
- Residential Units,
- Off-Street Parking including parking structures.

The Subdivision Board also concurrently approved a two-lot Parcel Map that authorized a new department store, additional retail areas, parking structures, a MTDB Bus Stop (Transfer Facility) and a freestanding restaurant.

A renovation plan approved in July 1997 through the Substantial Conformance Review (SCR) process authorized recent modifications made to UTC. The SCR provided Mall Area Improvements (i.e. new paving, removal and replacement of planters, benches, fountains, trellises and trees, the removal of a building from the central food court, the addition of a new clock tower with new retail space, the addition of pedestrian bridges and the enhancement of entry drives and new signage along Genesee Avenue, La Jolla Village Drive and Towne Centre Drive).

A new 2-story freestanding retail building on

the corner of La Jolla Village Drive and Towne Centre Drive was approved in December 2006 through the Substantial Conformance Review (SCR) process, in conjunction with the decommissioning of a commensurate amount of space within an existing, unoccupied department store building on the site. The new building is anticipated to open in the Fall of 2007.

On February 7, 2002, the Planning Commission approved initiation of an amendment to the University Community Plan associated with this MPDP.

Surrounding Land Uses

The area surrounding the site is characterized by high-density urban development. The exhibit (right) illustrates existing land uses surrounding Westfield UTC and information from the community plan providing development intensities. Immediately north of the site along La Jolla Village Drive are multi-story office towers, restaurants and the Embassy Suites Tower. To the east are multi-story office developments, a religious institution/school, neighborhood-serving commercial center and residential uses along Towne Centre Drive. West of the site along Genesee Avenue is a community/neighborhood commercial center and high-density residential structures. The City Council approved development of 560 new residential units in four 21-story to 23-story residential towers in September 2007.

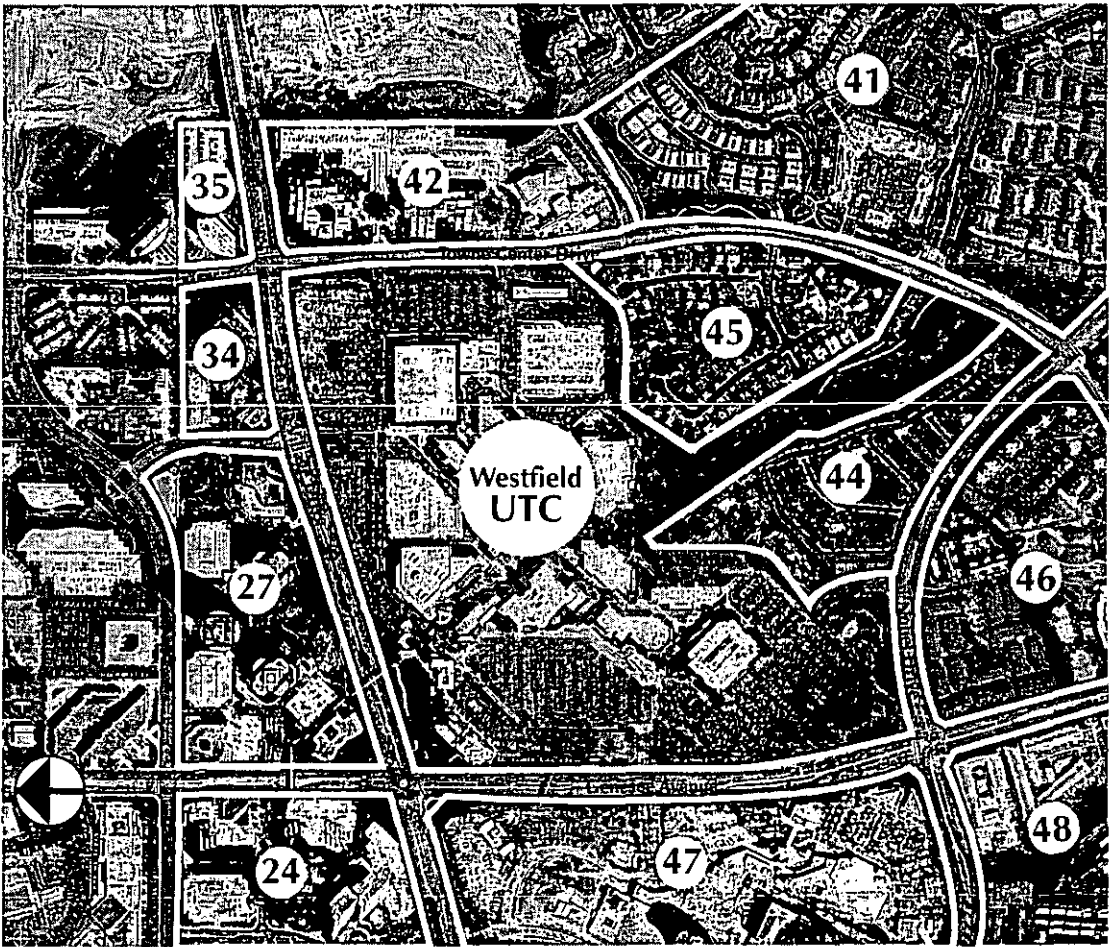
Another development request has been filed with the City in the area immediately west of UTC. It proposes to add approximately 75,000 square feet of neighborhood and community commercial uses to the 14-acre Costa Verde shopping center located at the northwest corner of Nobel Drive and Genesee Avenue.

Multi-family residential and a small pocket of single-family residential uses are South of Westfield UTC along Towne Centre Drive. Nobel Drive includes both townhome and condominium projects. Multi-family residen-

tial development also occurs along the Lombard Place driveway on to the project site.

Farther from the site along Genesee Avenue are University High School, Rose Canyon Open Space and single-family residential development which characterize south University City. To the northwest of the site and north of La Jolla Village Drive is the University of California San Diego (UCSD). Office, industrial park, institutional and residential uses occur farther north of the site along Genesee Avenue and Towne Centre Drive. Marine Corps Air Station (MCAS) Miramar is situated approximately 5 miles east of the UTC site along Miramar Road.

Existing Development

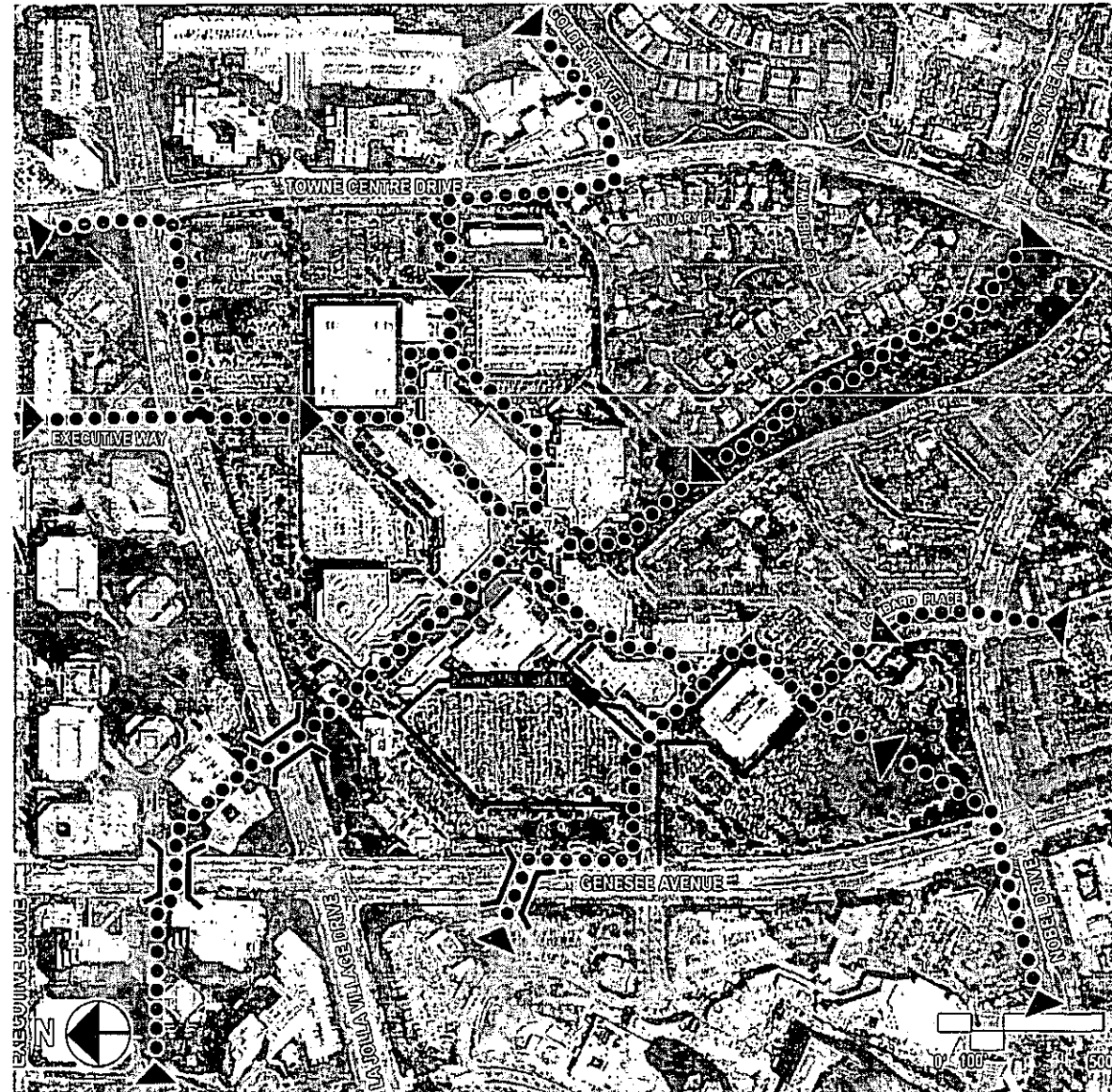


Source: University Community Plan, 1987

- 24** Regent Park (PCD)
27.46 acres
360 room hotel
30,200 sf neighborhood commercial
574 DU
- 27** The Plaza (PCD)
16.85 acres
841,300 sf office
8,700 sf restaurant
- 34** Embassy Suites (PCD)
4.9 acres
335 suites-hotel
4,400 sf. restaurant
- 35** La Jolla Centre (PCD)
3.17 acres
162,250 sf offices
- 41** Renaissance La Jolla (PDR & PCD)
112.96 acres
50,000 sf neighborhood commercial
2500 DU
- 42** La Jolla Gateway (PCD)
14.17 acres
500,000 sf offices
- 44** Vista La Jolla/University Pines
12.26 acres
257 DU
- 45** Vista La Jolla
14.84 acres
56 DU
- 46** Nobel Terrace (PDR)
41.05 acres
716 DU
- 47** Costa Verde Specific Plan
54.00 acres
400 rooms hotel
178,000 neighborhood community commercial
2,600 DU
- 48** La Jolla Highlands/Torrey Pines/La Jolla Pines Village Green
17.42 acres
474 DU

- ▶ PEDESTRIAN NETWORK
- ⌋⌋ PEDESTRIAN OVERPASS
- |— BUS TRANSIT STATION

Existing Circulation Plan



Circulation Network

Regional vehicular access to Westfield UTC is available from:

- I-5 to the west via La Jolla Village Drive, Genesee Avenue or Nobel Drive,
- I-805 to the east via Nobel Drive, La Jolla Village Drive/ Miramar Road, and
- SR-52 to the south via Genesee Avenue or Regents Road

Significant roadways in the immediate vicinity of Westfield UTC include:

- La Jolla Village Drive/Miramar Road – This six-lane east-west roadway (with some sections providing seven lanes of travel) offers access to Interstates 5, 805 and 15. It is classified as a six-lane Primary Arterial except between Towne Centre Drive and I-805 where it is an eight-lane Primary Arterial. Average Daily Trips along the Westfield UTC frontage range from approximately 35,000 east of Executive Way to over 51,000 west of Executive Way. The posted speed limit varies between 45-50 miles per hour.
- Genesee Avenue – This north-south four-lane roadway runs from west of I-5 to south of SR-52. Genesee Avenue currently carries approximately 28,000 average daily trips. Classified as a six-lane Primary Arterial from its intersection with I-5 on

Existing Circulation and Transit

the north to Regents Road, the road changes to a six-lane Major Street from Regents Road to Nobel Drive. Posted speeds range from 40 to 50 miles per hour.

- Towne Centre Drive – This north-south four-lane roadway is classified as a four-lane Major north of Golden Haven Drive and as a four-lane Collector south of Golden Haven Drive.
- Nobel Drive – Classified as a six-lane Primary Arterial, Nobel Drive connects to interchanges at both I-5 and I-805.

Transit

A number of bus routes currently operate within the University City community and connect to other regional destinations. Most of the routes utilize the six-bay bus transit center located at Westfield UTC. Transit service in the area includes five regional routes (Routes 30, 50, 150, 310, 960), six local routes (Routes 5, 34, 41, 101, 921, 931) and two routes that connect to the Sorrento Valley Coaster Station (Routes 981, 982). The community also has several private transportation systems that offer local shuttle service.

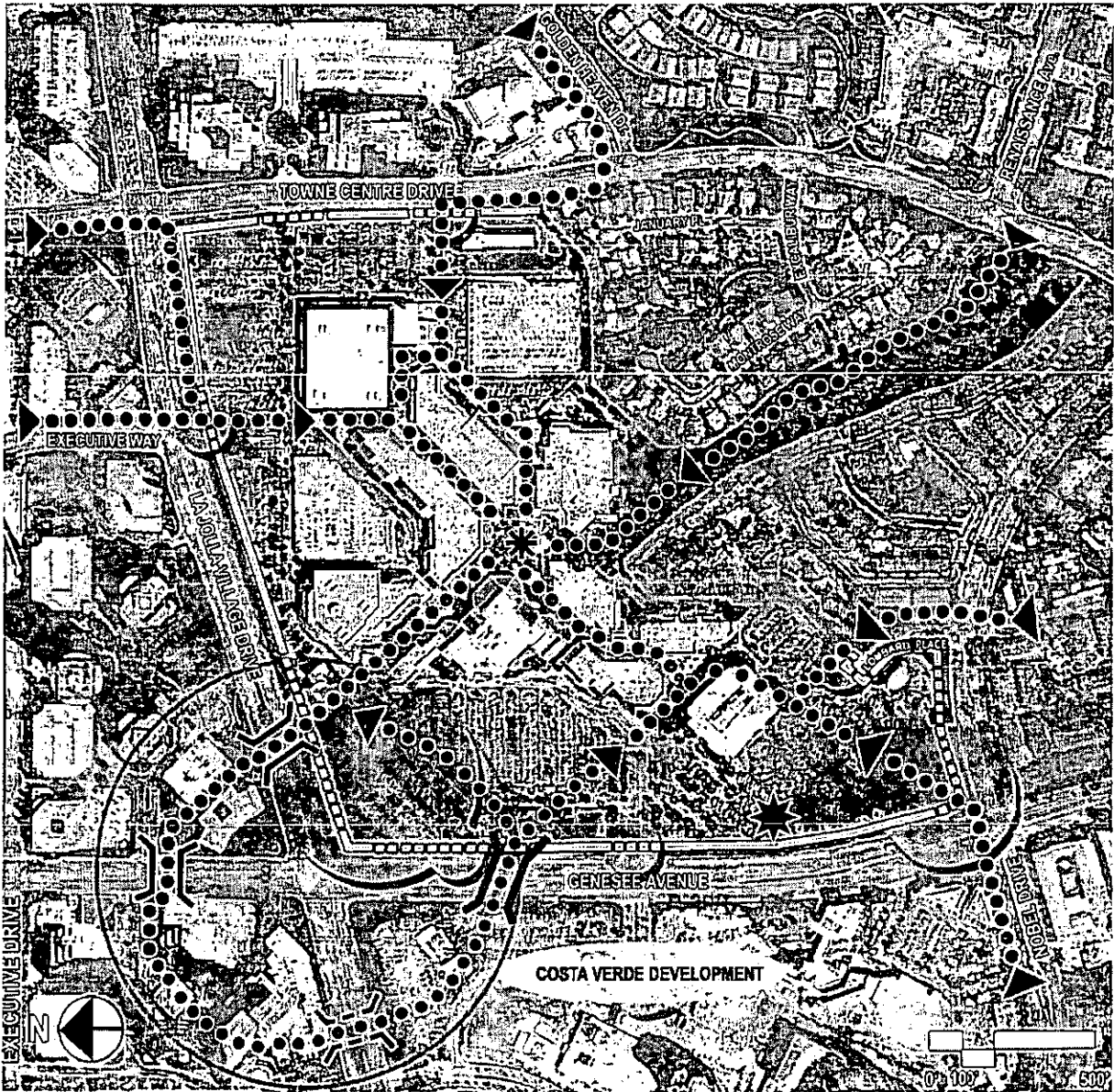
As discussed in the Mobility chapter, a significant expansion of transit services is anticipated in the coming years.

Opportunities

The revitalization of Westfield UTC in coordination with public transportation plans being contemplated for the University Community, could in the future, offer a uniquely different San Diego experience. Westfield UTC presents a number of significant opportunities:

- Facilitating the implementation of the Mid-Coast Light Rail Transit, the Superloop and other transit opportunities.
- Promoting a culture of Smart Growth by integrating pedestrian and transit use along with residential and commercial uses as a centerpiece of redevelopment.
- Fulfilling the long-held vision articulated in the community plan of UTC as a dynamic, forward-thinking social center that is at the heart of the University Community.
- Reaching externally to integrate with neighboring uses.
- Creating an iconic sense of place.

Interfacing with the Neighborhood



Chapter 3 LAND USE

Overview of University Community Plan Existing Land Use Designation

CATEGORY	ACRES	PERCENTAGE
Residential	1,525	18.0%
Commercial	396	4.7%
Life Sciences/Research	713	8.4%
Industrial	575	6.8%
Parks	100	1.2%
Open Space	2,713	31.9%
Schools	1,233	14.5%
Public Facilities	36	0.4%
Other	1,201	14.1%
TOTAL	8,492	100%

*University Community Plan, Adopted July 7, 1987
Amended January 12, 1988 & January 16, 1990
Page 23*

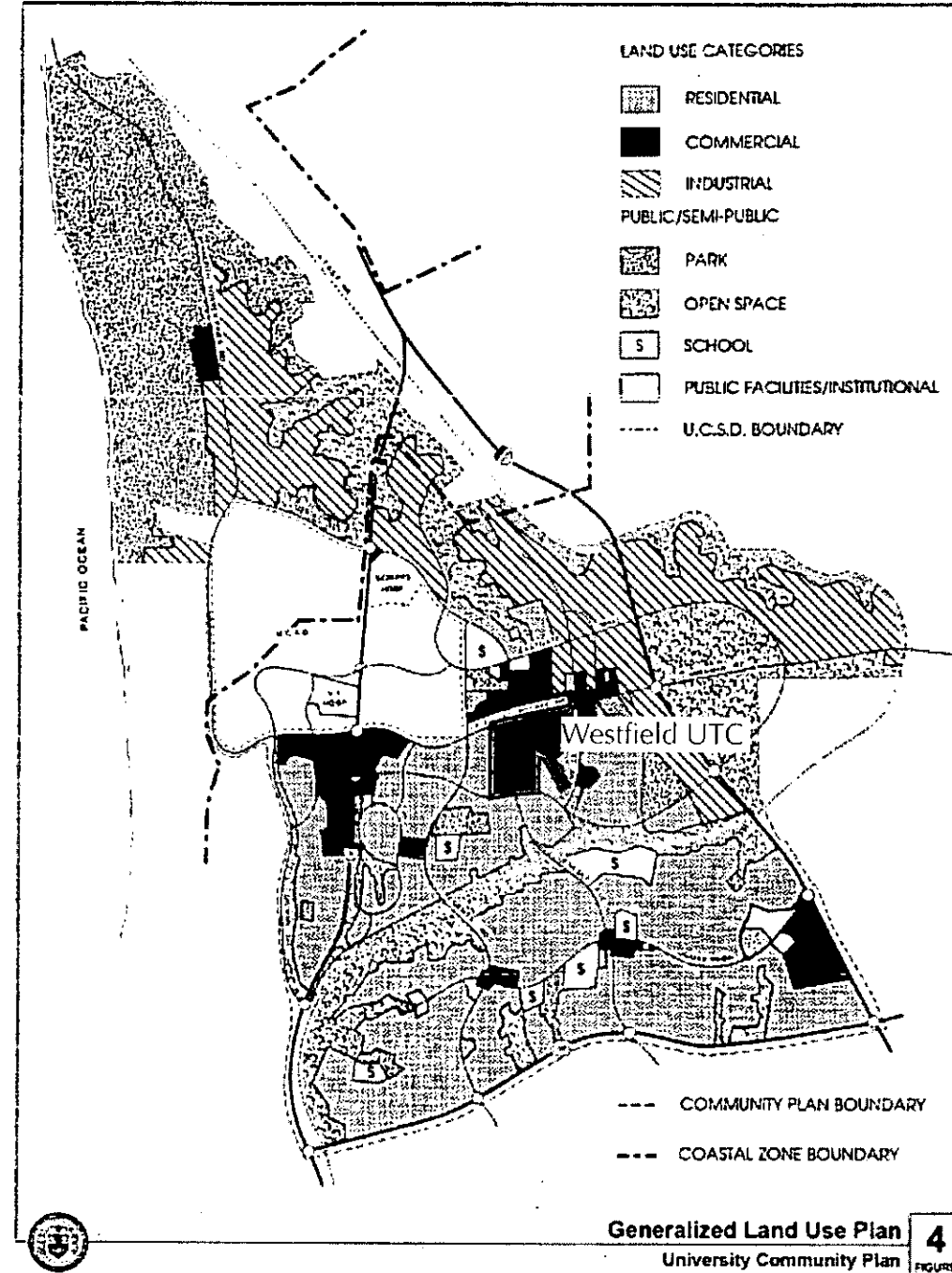
The University Community planning area is bounded by Penasquitos Lagoon and the toe of the east-facing slopes of Sorrento Valley on the north, the railway tracks, MCAS Miramar and Interstate 805 on the east, State Route 52 on the south and Interstate 5, Gilman Drive, North Torrey Pines Road, La Jolla Farms and the Pacific Ocean on the west. Neighboring communities include Torrey Pines, Mira Mesa, Clairemont and La Jolla. Both UCSD and Westfield UTC are considered to be focal points of the community. The research, corporate headquarters, and medical centers in the northern portion of the planning area, Torrey Pines, Rose Canyon, San Clemente Canyon and South University residential areas are the other primary land uses in the community.

Overview of University Community Plan

Existing Land Use Designation

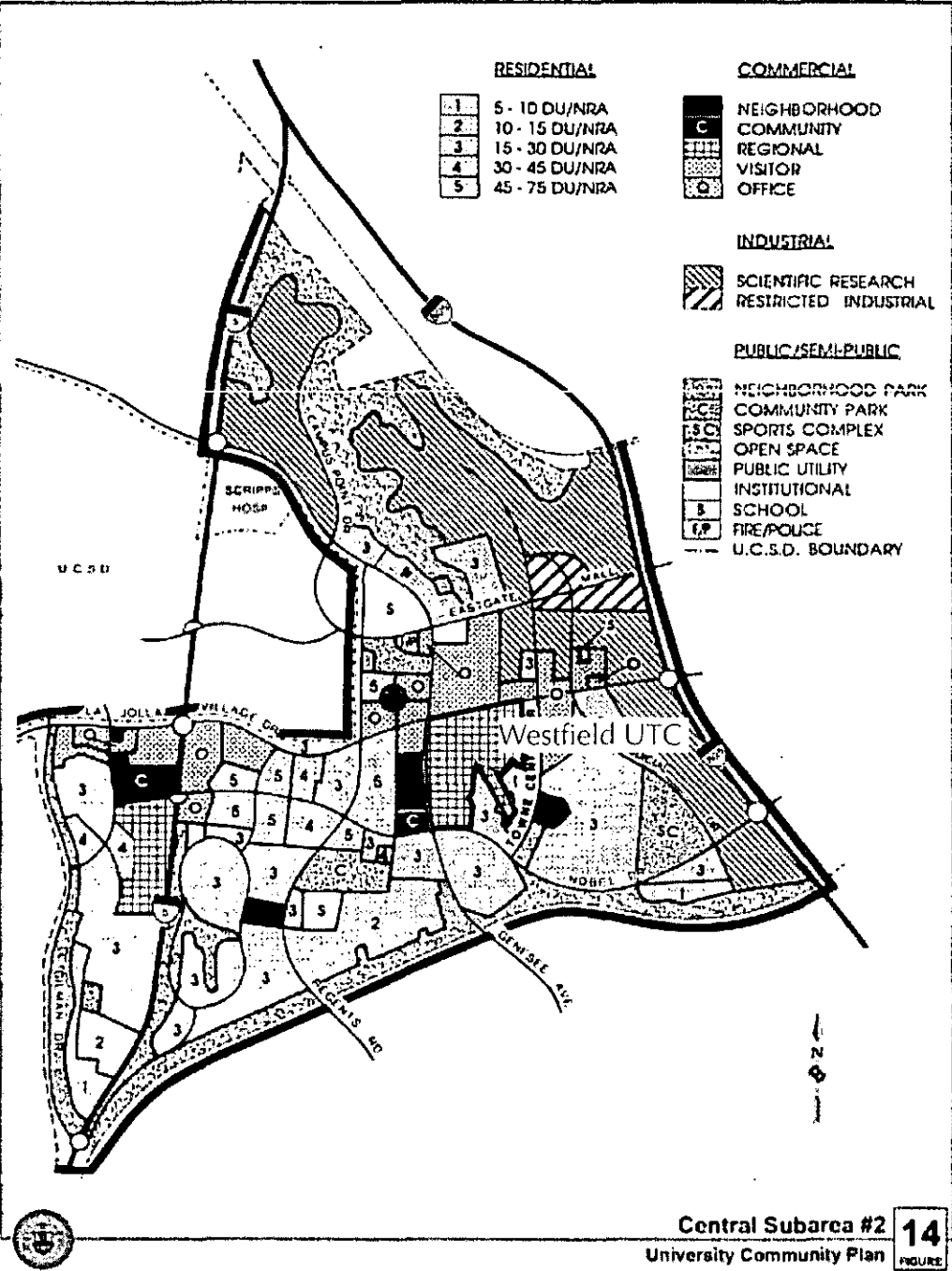
In 1960, the San Diego City Council adopted the original Master Plan for the community to provide assurance to the Regents of the University of California that a compatible land use plan and local highway system would be available to serve the proposed university and surrounding area. The plan has continued to be refined over the years including a major update in 1983 and addition of an Urban Design Element in 1990. The adopted land use plan provides for the land uses specified in the table on this page (right) (*University Community Plan*).

Extracts from University Community Plan



Overview of University Community Plan Existing Land Use Designation

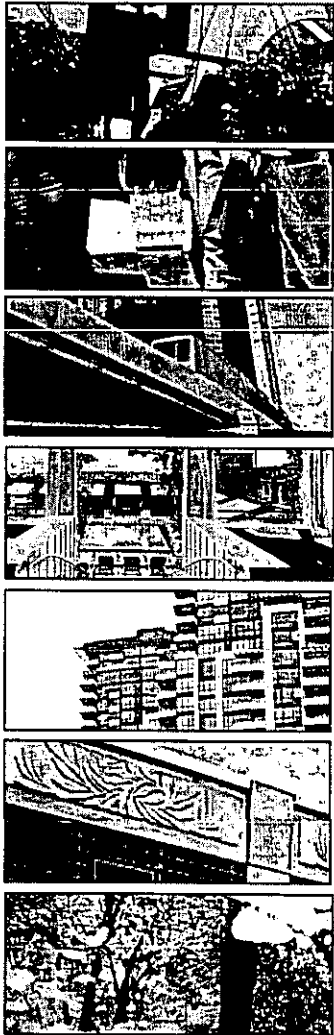
Extracts from University Community Plan



The residential element of the community plan provides for 28,279 dwelling units in five density categories. Neighborhood, community, regional, visitor and office commercial land uses are distributed throughout the planning area primarily adjacent to major roadways. As illustrated in the table (left), the University Community Plan Subarea 2 designates Westfield UTC as a regional commercial use. The only other regional commercial center in the University Community Plan is La Jolla Village Square Shopping Center located west of Interstate 5 and south of Nobel Drive. The Commercial Element of the University Community Plan states the intention to "Encourage the renewal, and where appropriate, the expansion of regional and community commercial centers to maintain their viability in meeting community needs" (University Community Plan).

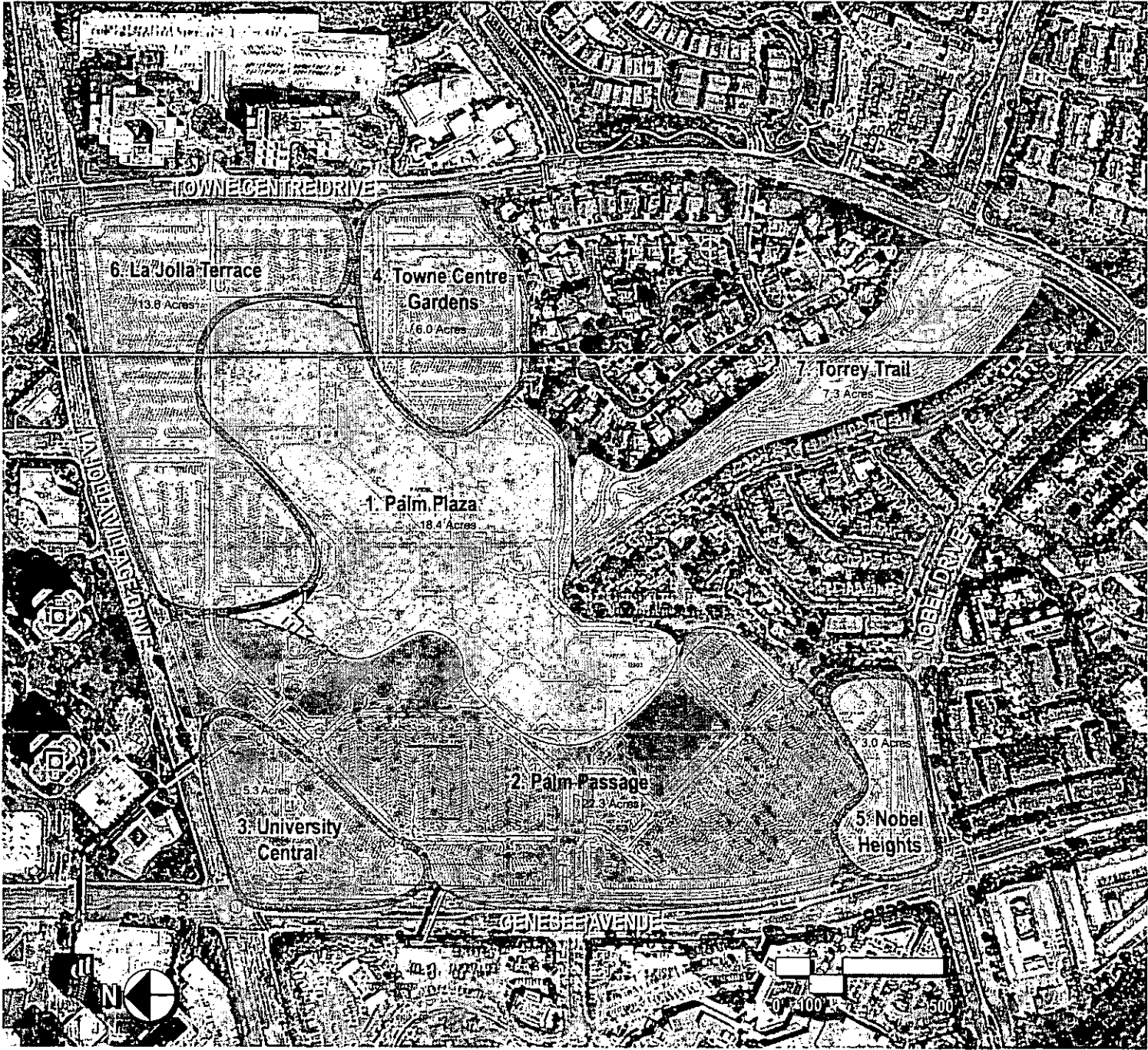
Conceptual Site Plan

DISTRICTS			EXISTING		PROPOSED			TOTAL	
NO.	NAME	ACRES	USES	RETAIL (SQ. FT.)	POTENTIAL USES	RETAIL ADDITION (MAX SQ. FT.)**	DWELLING UNITS**	TOTAL RETAIL (MAX SQ. FT.)**	DWELLING UNITS**
ONE	PALM PLAZA	18.4	REGIONAL COMMERCIAL	511,000	REGIONAL COMMERCIAL	80,000	0	591,000	0
TWO	PALM PASSAGE	22.3	REGIONAL COMMERCIAL PARKING TRANSIT CENTER	450,000	REGIONAL COMMERCIAL PARKING	470,000	0	920,000	0
THREE	UNIVERSITY CENTRAL	5.3	REGIONAL COMMERCIAL PARKING	45,000	REGIONAL COMMERCIAL RESIDENTIAL TRANSIT FACILITY PARKING	75,000	100 DU	120,000	100 DU
FOUR	TOWNE CENTRE GARDENS	6	REGIONAL COMMERCIAL PARKING	10,000	RESIDENTIAL PARKING REGIONAL COMMERCIAL	20,000	100 DU	30,000	100 DU
FIVE	NOBEL HEIGHTS	3	REGIONAL COMMERCIAL PARKING	10,000	RESIDENTIAL PARKING REGIONAL COMMERCIAL	20,000	50 DU	30,000	50 DU
SIX	LA JOLLA TERRACE	13.6	PARKING	35,000	REGIONAL COMMERCIAL PARKING	85,000	0	120,000	0 DU
SEVEN	TORREY TRAIL	7.3	OPEN SPACE	0	OPEN SPACE COMMUNITY	0	0	0	0
	ALL DISTRICTS	75.9	REGIONAL COMMERCIAL PARKING OPEN SPACE TRANSIT CENTER	1,061,000 SQ. FT.	REGIONAL COMMERCIAL RESIDENTIAL TRANSIT FACILITY PARKING OPEN SPACE COMMUNITY	≤ 750,000 SQ. FT.**	≤ 250 DU*	≤ 1,811,000 SQ. FT.**	≤ 250 DU*



Notes:
1- All square-footage indicated in the chart exclude Parking Structures, Transit Facilities and Community Meeting Areas.
2- Parking may include both structured and surface parking.
* Alternative use mixes are permitted in accordance with the alternative scenarios described in chapter 8. Any alternative mix of uses shall not produce significant impacts beyond those already evaluated (see the EIR for additional information)
** Transfer will be allowed within the criteria defined in Chapter 8

Conceptual Site Plan



- Palm Plaza*
- one and two level shopping centre
 - two and three story department stores
 - parking (structured / surface)



- Palm Passage*
- one and two level shopping centre
 - two and three story department stores
 - parking (structured / surface)
 - mid-coast light rail transit station
 - bus transit station



- University Central*
- plaza / restaurants / retail
 - mid-coast light rail transit station
 - bus transit station
 - residential
 - parking



- Towne Centre Gardens*
- residential
 - restaurants / retail
 - parking (structured / surface)



- Nobel Heights*
- residential
 - restaurants / retail
 - parking (structured / surface)



- La Jolla Terrace*
- one and two level shopping centre
 - parking (structured / surface)



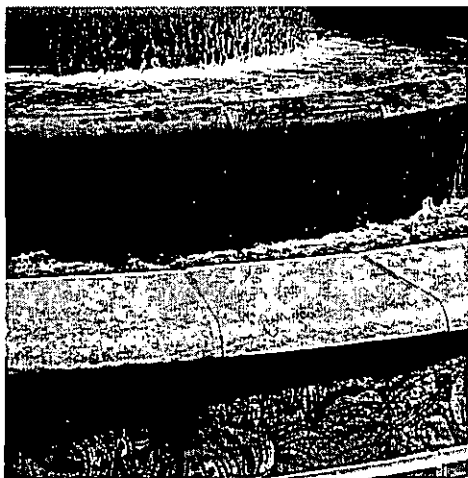
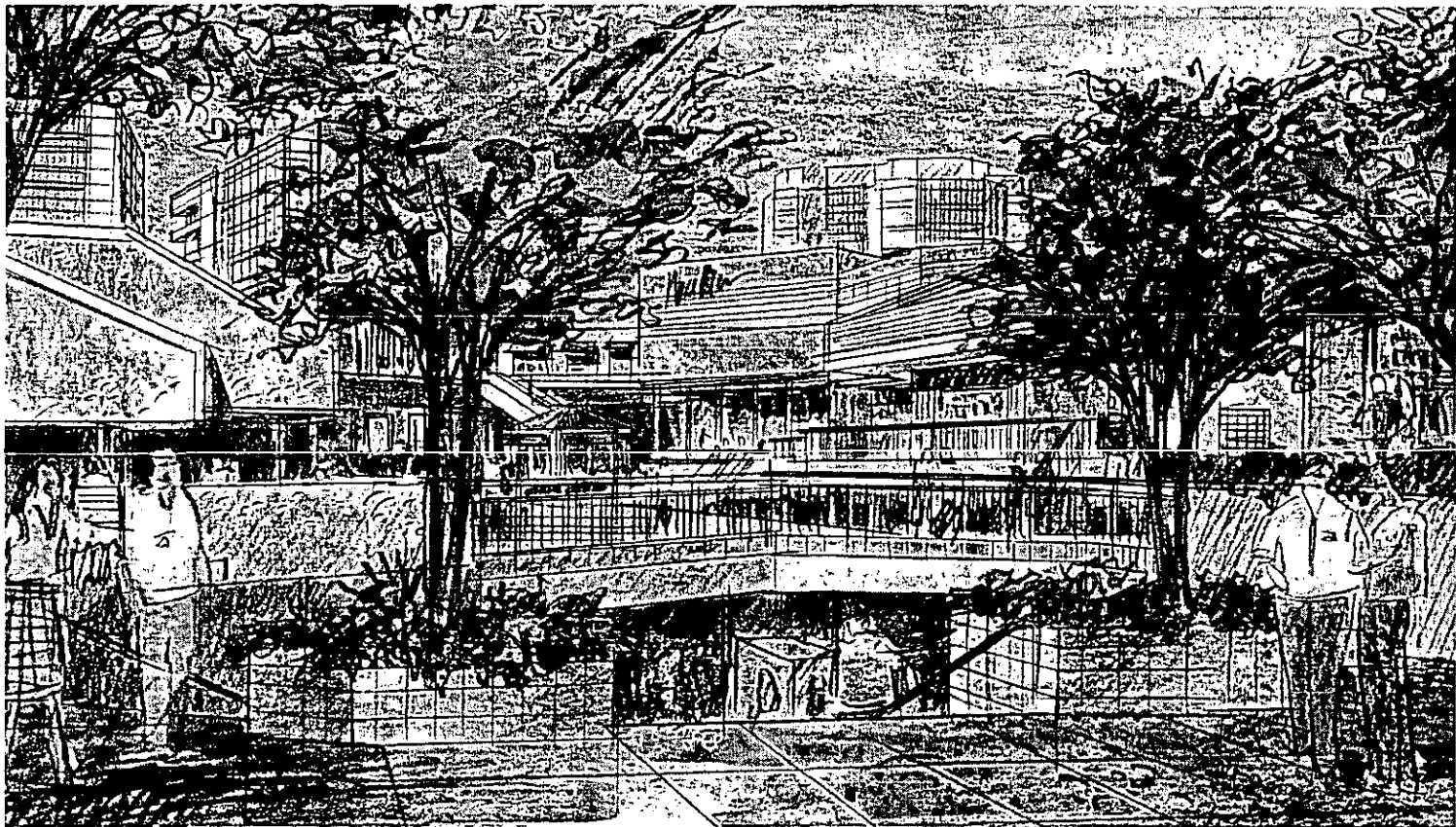
- Torrey Trail*
- existing bike and pedestrian path
 - open space
 - recreational areas
 - community areas

UTC Village-MPDP Planning Areas
Description of Planning Area One *Palm Plaza*

Palm Plaza defines the Westfield UTC experience today, and is a much loved destination for the people of the University Community and the surrounding areas. Human in scale with a relaxed atmosphere, generous outdoor concourses lined with single story retail spaces direct shoppers towards a large, tree filled plaza. With its charming clock tower and beautiful fountain, it provides a place to unwind, enjoy the outdoors, sip cappuccino and meet friends. Palm Plaza is one of the great public spaces in San Diego County and has been the inspiration for planning the future development of the UTC site. The expansion of Westfield UTC will embody the spirit of Palm Plaza at every turn, and offer more of the elements that make UTC a favorite destination today.

No significant changes are anticipated for Palm Plaza, although the retail offering will continue to evolve over time, and the dining options will be improved. Westfield will refresh the existing buildings, update the site furnishings, and create a rigorous tenant criteria package defining the requirements of future retail build-outs to ensure the highest quality of sustainable design and construction consistent with the site's new retail offerings.

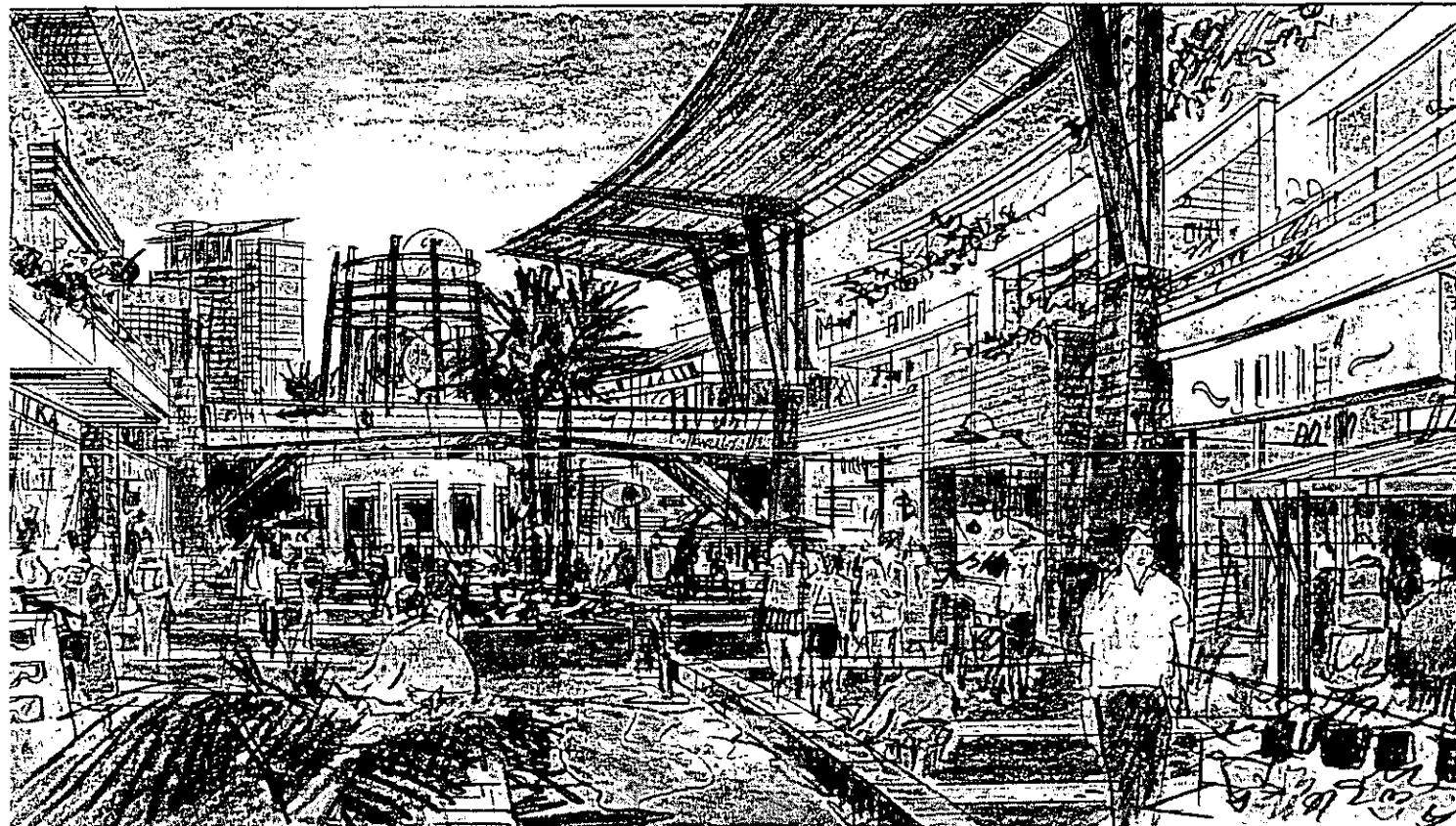
Landscape Concept Existing palm trees will be transplanted. New, large specimen torrey pine trees will be the center piece of the plaza. New shrub plantings will incorporate more unique, California-centric, drought tolerant plant species such as succulents, natives or indigenous material.



Images from existing Palm Plaza area

UTC Village-MPDP Planning Areas

Description of Planning Area Two *Palm Passage*



Concept images for Palm Passage

As an extension of the Palm Plaza, Palm Passage will offer an exciting array of new retail options, transforming Westfield UTC into the premier shopping experience in San Diego County. With upgrades to the existing department stores, and introduction of the right combination of leading national brands and unique retail concepts, Westfield UTC shoppers will be rewarded by a destination that provides a sophisticated selection of merchandise of the highest quality.

Carefully designed stores are arranged along beautifully crafted outdoor spaces. Shoppers linger in spacious plazas, enjoying fountains, courtyard areas, and family friendly walkways with paved and landscaped areas. A feeling of calm, casual sophistication fills the air. Locally inspired architecture and design elements enhance the outdoor mood, and set the tone for a truly Southern California experience.

The walkways and courtyards of Palm Passage connect Palm Plaza to University Central and Nobel Heights, allowing visitors and UTC residents to explore all that the property has to offer via a network of delightful, park-like public spaces. Palm Passage is gently terraced from the corner of Genesee and Nobel, up towards University Central. Each of the terraces is anchored by a courtyard, unique in its design. These courtyards are the focus of a diverse range of activities that could include: an outdoor summer movie series, café dining, early morning tai chi classes, rotating markets, cooking demonstrations, and catching up on a bit of work with a refreshing lemonade under the sun.

Accessible, high quality public transportation is critical to San Diego's future and its realization of the City of Villages plan. Building an effective public transportation hub for the University City Community and creating a

walkable village center are key objectives of the new Westfield UTC plan. This new transit center, discussed in greater detail in chapter 4, could be accommodated in either the Palm Passage or in University Central. In either location, it will be integrated into the center with easy access to both the shopping center and the public sidewalks and will be designed to accommodate both existing and planned future transit services. With this efficient new public transportation infrastructure, University City Community residents, UCSD students and faculty, and local area workers will be conveniently connected to areas within the community, downtown San Diego and other parts of the region.

Landscape Concept The Palm Passage courts are themed and landscaped to enhance the progression of experiences through this area. For example, the Southwest courtyard might be conceived as the "Protea Court" – with bold Australian flowers such as Proteas and Banksias, which thrive in the Southern California climate. The semi-formal paving patterns which fill this court also incorporate theme trees with colorful and unique shrubs and vines to provide interest and shade for the various courts and passage ways. At nighttime uplighting accentuates the drama of the palms and the strength of the paving patterns.

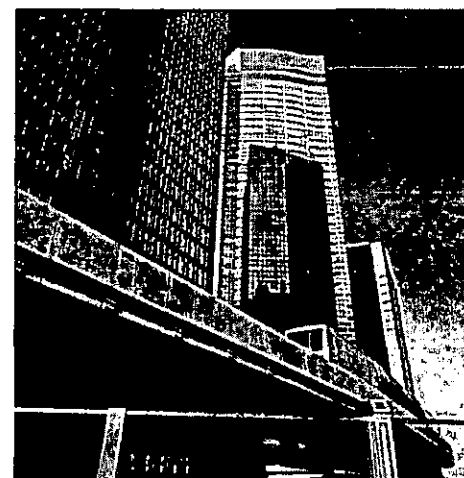
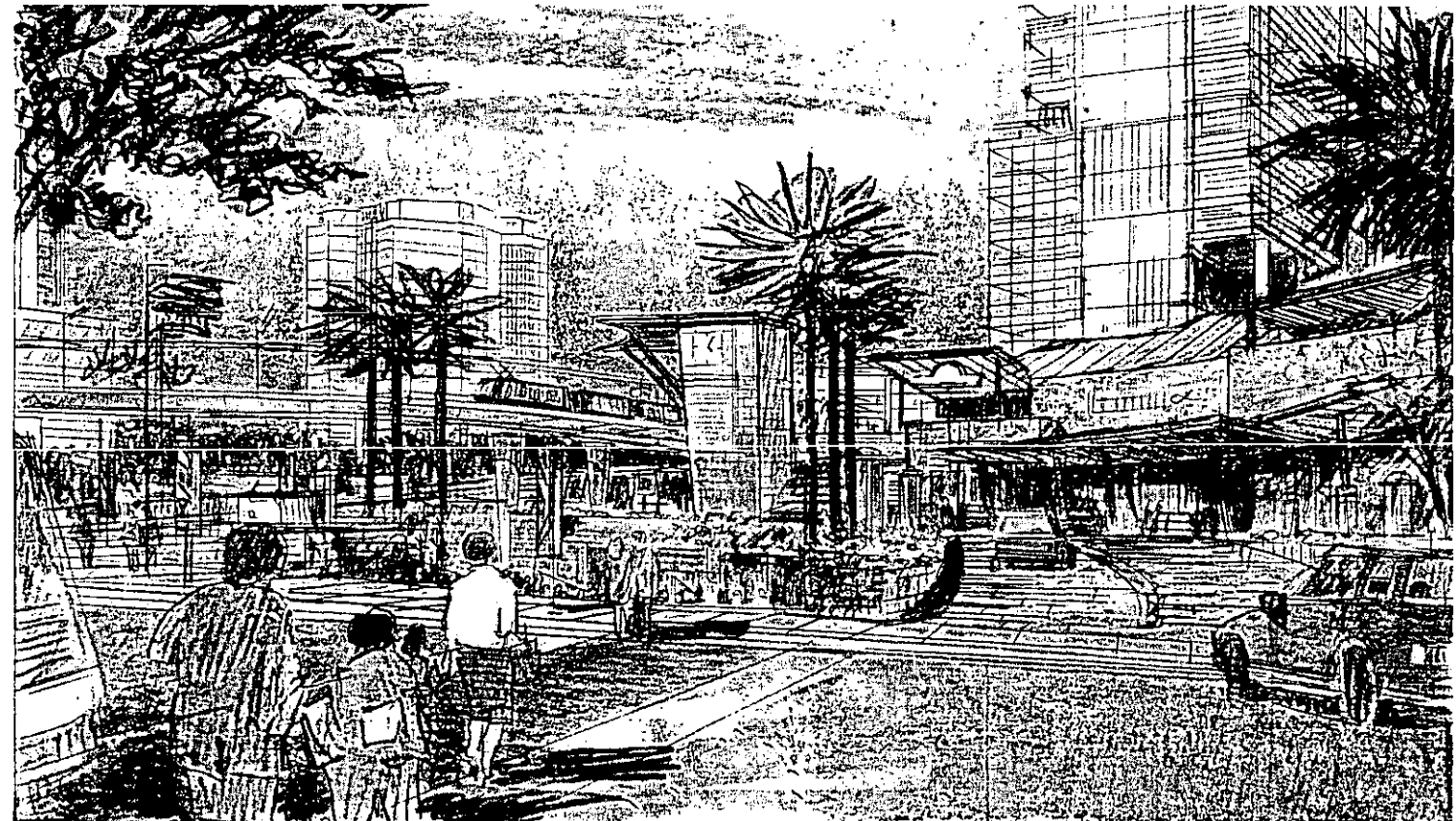
UTC Village-MPDP Planning Areas

Description of Planning Area Three *University Central*

This will be the most active part of the property, a welcoming gateway to the heart of the University City Community. Offering a grand “front door” experience, a vibrant public plaza with exciting dining options, and providing the site with a modern high-rise residential building, this area will have an invigorating urban feel.

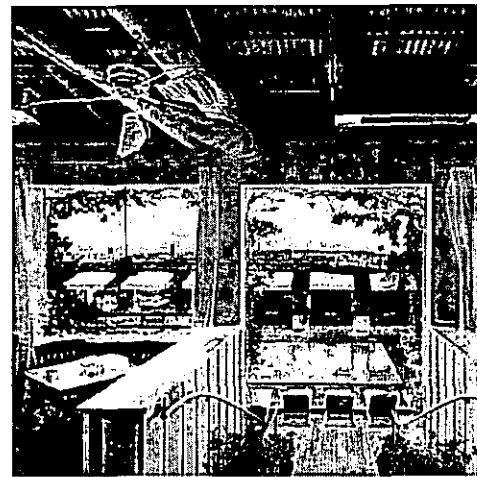
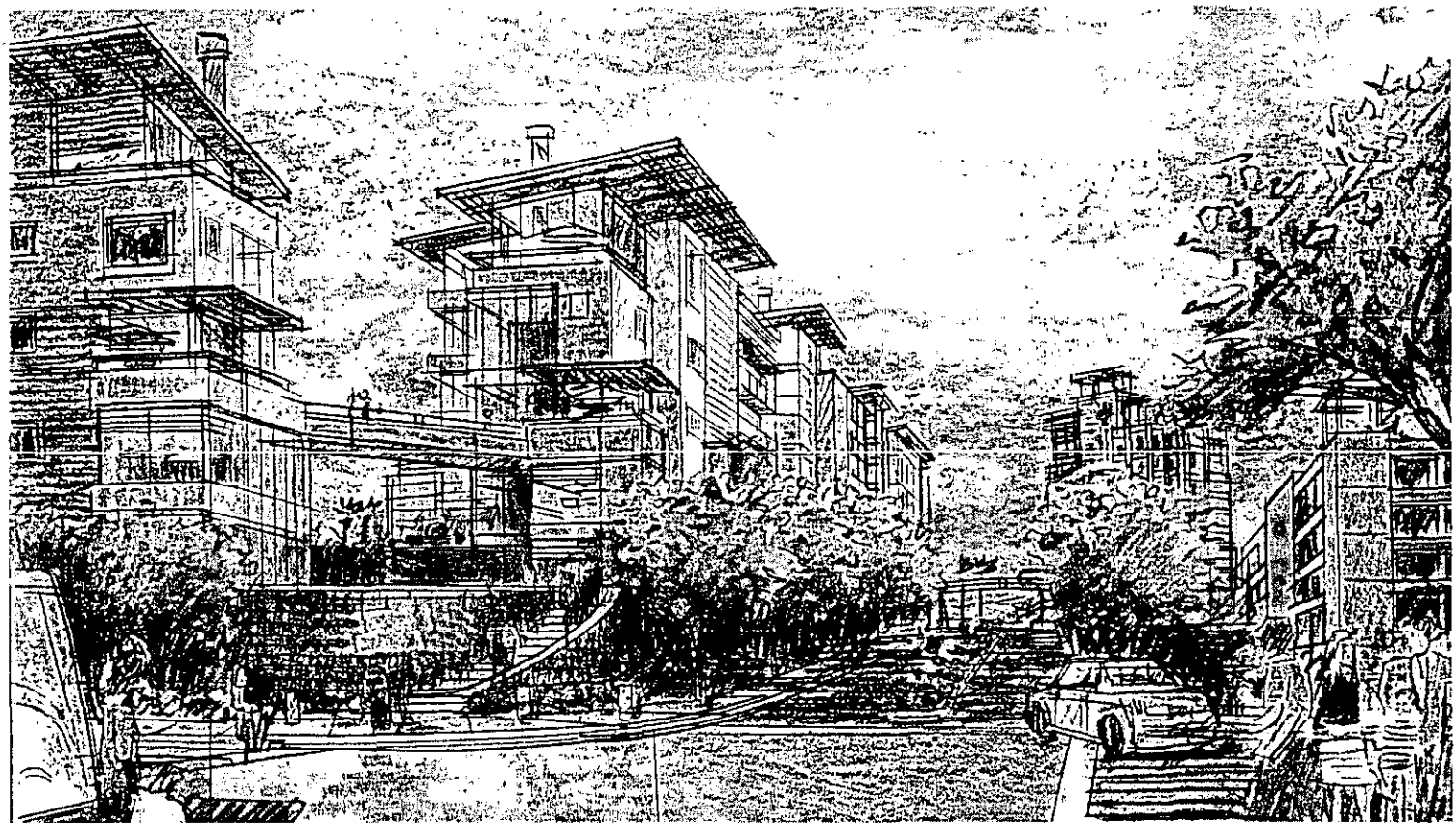
Accessible, high quality public transportation is critical to San Diego’s future and its realization of the City of Villages plan. Building an effective public transportation hub for the University City Community and creating a walkable village center are key objectives of the new Westfield UTC plan. This new transit center, discussed in greater detail in chapter 4, could be accommodated in either the Palm Passage or in University Central. In either location, it will be integrated into the center with easy access to both the shopping center and the public sidewalks and will be designed to accommodate both existing and planned future transit services. With this efficient new public transportation infrastructure, University City Community residents, UCSD students and faculty, and local area workers will be conveniently connected to areas within the community, downtown San Diego and other parts of the region.

Landscape Concept Sculptural forms lead visitors into an expansive court of palm trees. Kinetic water features cool the space, and dampen the noise of the street. Torrey Pines and other drought tolerant trees provide perimeter shade and screening for seatwalls and site furnishings, creating inviting people places for sitting, discussion, and eating. Ground-level planters within the plaza include a brightly colored array of flowering plants such as Bougainvillea, Fortnite Lily, Salvia, and Senecio, while a wide variety of desert flora such as Agave and Kangaroo Paw provide focal interest in large scale pots.



Concept images for University Central

UTC Village-MPDP Planning Areas
Description of Planning Area Four *Towne Centre Gardens*



Concept images for Towne Centre Gardens

In the same way that a growing resident base has brought downtown San Diego to life in recent years, incorporating a mix of residential units into the property will give Westfield UTC a new pulse and create a sense of place unique to Southern California.

Towne Centre Gardens consists of courtyard or garden apartment style housing built over structured parking. Arranged around an expansive courtyard, units have private balconies that look across lush landscaping and community spaces. Residents also enjoy views over Westfield UTC's great shopping precincts and its central plaza. Raised well above the level of the shops, the base of this residential complex creates a secluded, comfortable setting in the heart of the University Community.

The Towne Centre Gardens housing will provide young families, singles, students and empty nesters an opportunity to live the best life that Southern California has to offer: beautiful outdoor spaces, sun all year round, walking distance to shopping, dining and entertainment, a direct public transportation link to downtown, proximity to the University of California, and a great sense of community.

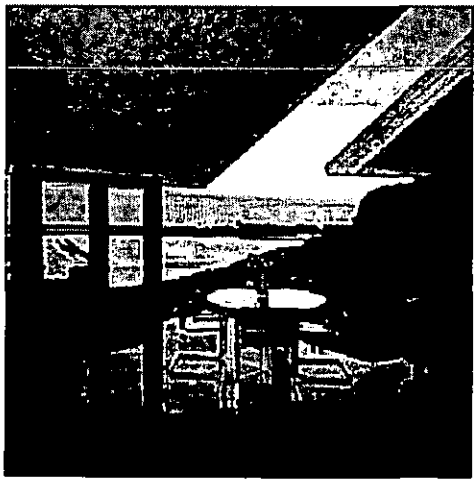
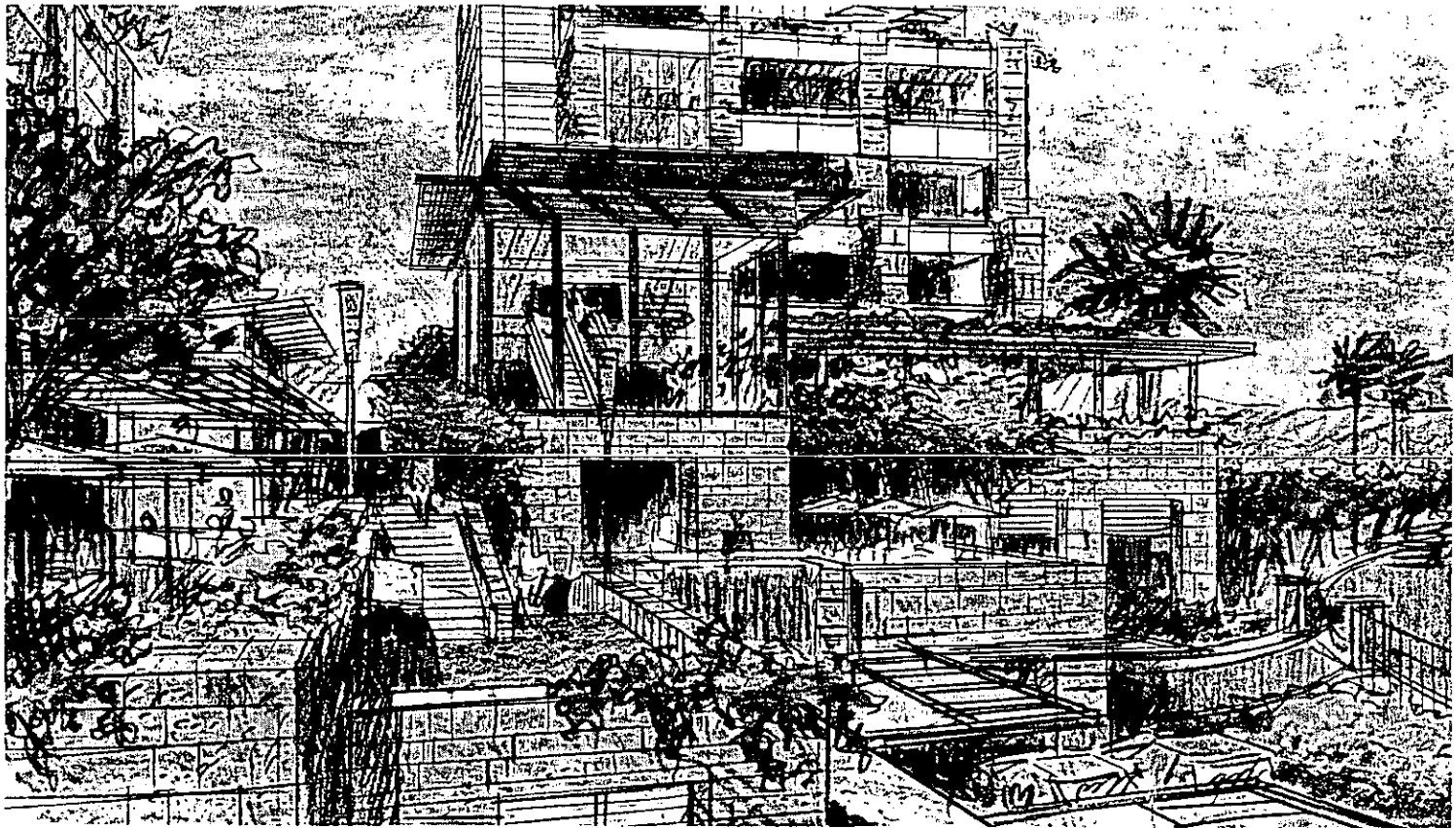
Landscape Concept An urban courtyard theme is created utilizing vertical screening plant material, small flowering shade trees such as Acacias, and garden plantings of Roses, Cistus, and Grevillea. In addition, taller screen trees such as Tristania and Melaleucas along the perimeter create a sense of enclosure and keep Towne Centre Gardens private from adjacent existing residential developments.

UTC Village-MPDP Planning Areas

Description of Planning Area Five *Nobel Heights*

Two state-of-the art residential towers form a grand gateway to the property for visitors arriving from the corner of Genesee and Nobel. Standing tall and framing views up to Westfield UTC's dynamic retail center, these towers reflect the vitality of 21st Century San Diego living. These units are planned as sophisticated, modern, and smart, offering exceptional quality and comfort to those who have made their home here. A clearly defined pedestrian-friendly path carries visitors from a street-level plaza up to an elevated plaza, then across to Westfield UTC's new retail precinct.

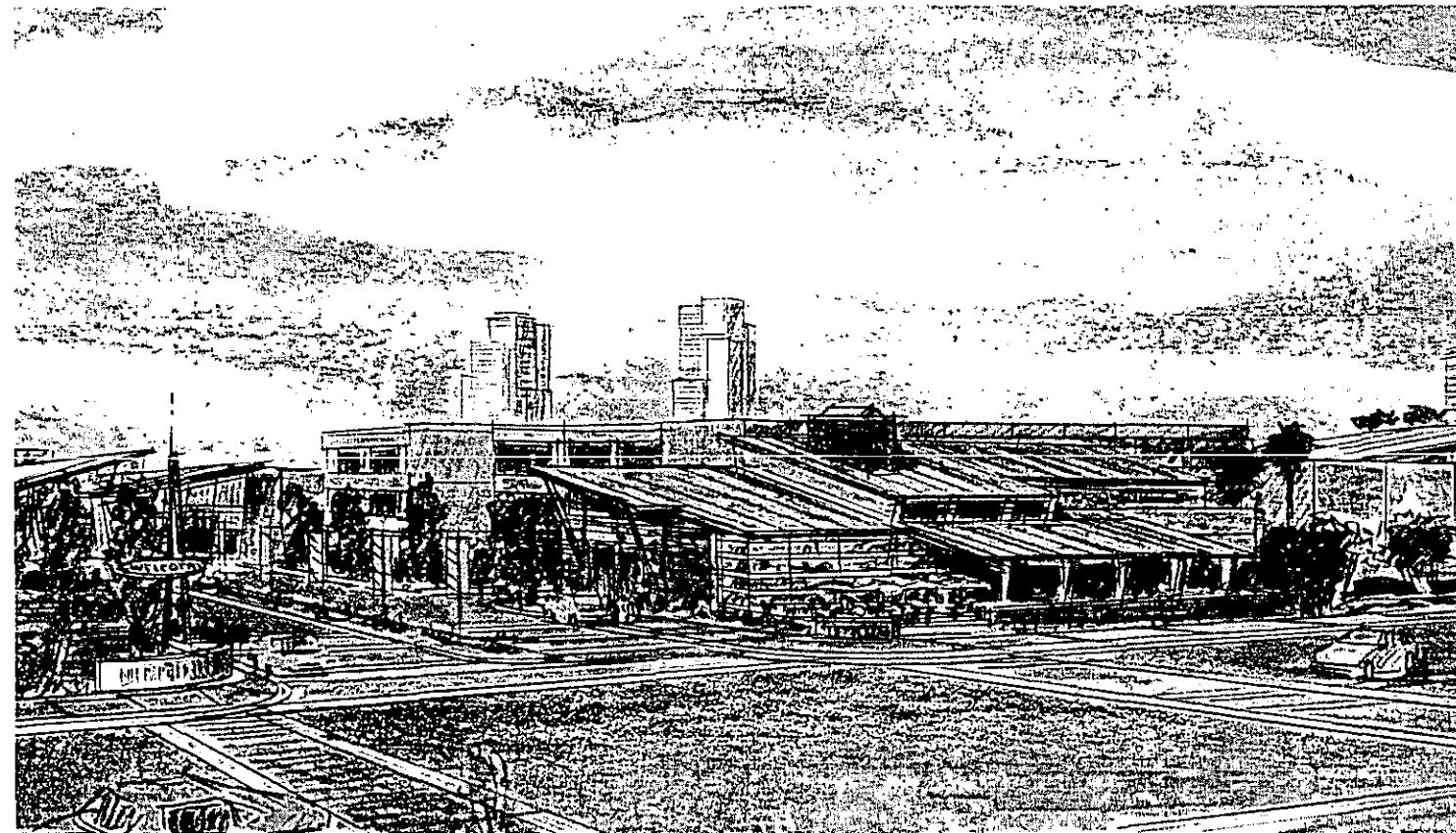
Landscape Concept Cascading water feature elements, and/or similar landscape features, heighten the sense of arrival that is felt as visitors ascend a pleasant and inviting path into the development. A bosque of shade trees such as Oaks, Torrey Pines and Sycamores provides intimate pedestrian level seating areas and places for people to gather within the urban setting. Shrubs duplicate the character of University Central, with an emphasis on the southern exposure of the plazas.



Concept images for Nobel Heights

UTC Village-MPDP Planning Areas

Description of Planning Area Six *La Jolla Terrace*



Visitors to UTC, arriving from La Jolla Village Drive, may be invited into the property by a family-oriented restaurant or signature retail offering. Surrounded by large outdoor terraces, and overlooking a large expanse of landscaping, guests may enjoy al fresco dining under the warm San Diego sun. The carefully considered landscaping, which would include a welcoming water element, provides shelter to areas of on-grade or structured parking offering easy access to the restaurants, retail buildings, Sears and Westfield UTC's Palm Plaza.

Landscape Concept Tree groves with palm accents at the gateways to the Westfield UTC screen parking areas, reduce solar reflection, and give the site a verdant appearance from the street views. Sculptural groupings of Oak and Sycamore trees subdivide the parking areas, while shrub plantings of native or drought tolerant screen and soften the ground level parking areas from street and building views.



Concept images for La Jolla Terrace

UTC Village-MPDP Planning Areas

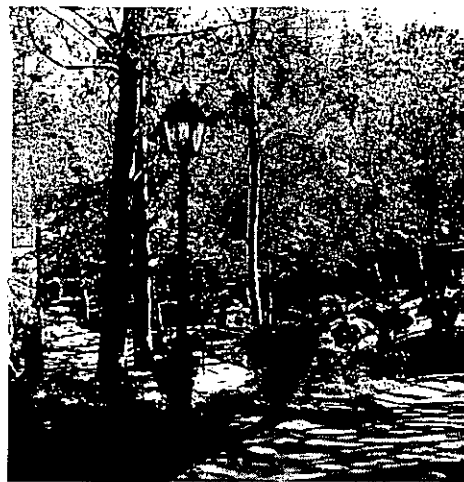
Description of Planning Area Seven *Torrey Trail*

Torrey Trail is approximately eight acres of developed open space Westfield owns between UTC and Towne Centre Drive, which was graded when UTC was originally developed. Portions of Torrey Trail contain steep slopes and sensitive biology as defined in the City's Environmentally Sensitive Lands Regulations. Most of the slopes and vegetation are disturbed, either from the grading done when UTC was originally developed, or from non-native vegetation which has grown into it. It is currently improved with a pedestrian path which is infrequently used by the community in its current condition.

Westfield UTC proposes to improve Torrey Trail with park amenities open to the public, with pedestrian connections linking the shopping center and community-oriented uses to the residential development. Improvements would be determined through the public input process as identified in the City of San Diego Council Policy 600-33 "Community Notification and Input for City-Wide Park Development Projects," and could include wayfinding signage, security lights along the pathway, a tot lot, benches, picnic tables or other park amenities. That portion of the existing Torrey Trail to be improved to satisfy population-based park requirements shall be developed consistent with Park and Recreation Department standards/guidelines, and shall be privately owned and maintained with a recreation easement to allow

for general public use. No development is proposed within the southern section of Torrey Trail except as may be required as part of the public open space / recreation easement or to satisfy population-based parks requirements. Park improvements will be limited to the developed open space areas only and no development shall encroach into the steep hillsides or sensitive biology as defined by the ESL Regulations. In addition, a covenant of easement will be recorded against those portions of the premises which contain environmentally sensitive lands pursuant to SDMC sections 143.0140 (a) and 143.0152.

Torrey Trail will provide a retreat for residents and visitors to the property, allowing them to take a break from the City and be in the great outdoors. Stronger linkages with Palm Plaza will enable visitors to flow more easily into Torrey Trail to picnic under the trees, work-out, watch the birds, or just rest for a while.



Concept images for Torrey Trail

Chapter 4 DESIGN GUIDELINES

The Vision of UTC

*"No two villages will be alike—each
will be unique to the community in
which it is located."*

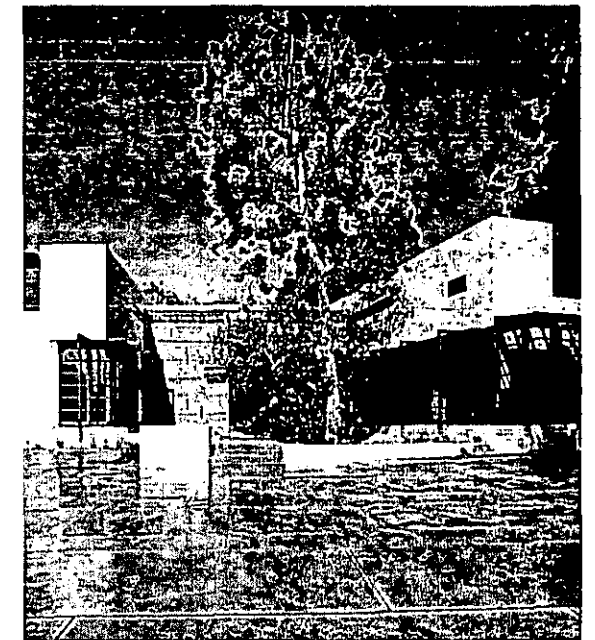
*— Strategic Framework and Landuse
Elements, City of San Diego General Plan*

The University Community, the area in which UTC is located, attracted throughout the 20th century a number of institutions and research facilities. With time, a number of those buildings and campuses became some of San Diego's most famous architectural icons. From Irving Gill's 1910 Bishop school and Louis' Kahn's 1965 Salk Institute to the more recent private houses designed by Wallace Cunningham, the area's architectural landmarks are recognized by their simple and harmonious proportion, the attention to detail and the palette of colors and materials they elegantly use. Influenced either by the Spanish heritage or by a more contemporary design, the area's best architecture also reveals a special attention given to the interaction between the buildings and landscape often celebrating the outdoors in beautiful courtyards and plazas.

Building upon the image of UTC as University Community's heart, the UTC revitalization must reflect the area's distinctive character and achieve the unique vision that the community has expressed for its future. In order to achieve these objectives, the design guidelines that follow do not dictate a particular style or architectural vocabulary, but instead, give criteria that outline the overall character of the project and highlight the required or guiding elements taken from the San Diego Municipal Code and the University Community Plan.

The first part "General Design Characteristics" outlines characteristics and principles that apply to all buildings for the entire UTC site. The second part "Specific Design Characteristics" presents characteristics and principles that are specific to different building uses. The third part "Special District Requirements", focuses on the requirements and the criteria that are specific to each district.

These Design Guidelines shall be followed by all parties involved in future development on the site.



Example of simple forms and masses

General Design Characteristics

Although they are essential in assuring the cohesiveness and the proper integration of the project in the existing fabric and the neighborhood, these guidelines do not constitute the exhaustive list of the requirements that apply to the project. Future development at UTC and all of its components will first have to comply with the “General Development Regulations” and the “Supplemental Regulations” defined in the San Diego Municipal Code for CR1-1 base zone development. Permitted deviations from the baseline development regulations are included in Chapter Eight of this document.

As general principles, the MPDP design guidelines will ensure that:

- The character of University Community’s area and San Diego inspire the architecture and the landscaping of Westfield UTC and all its components.
- The specific climate and vegetation of San Diego influence the architecture, the color, the materials, and the planning of future development.
- Each component is designed to assure the best possible integration with the surrounding community fabric and transit system.
- Each component contributes to the public realm by providing visual amenities and a sense of place.

General Design Characteristics
Principles from the University Community Plan

Objective:

Designate and clearly define a primary pedestrian network linking superblocks, major activity centers and resource areas utilizing the public sidewalk, street level crossings, overpasses, meandering paths through private developments and trails through natural open space areas. The primary pedestrian network should be supplemented by internal paths within the superblocks.

Concurrent to the processing of this MPDP, an amendment to the University Community Plan is requested which would add La Jolla Village Drive and Genesee Avenue within the Urban Node to the existing primary pedestrian network for the University Community Plan. This addition will contribute to the pedestrian friendliness and street vitality within the Urban Node and help promote alternatives to automobile use.

Accomplished by:

Ensuring that the urban node pedestrian network sidewalks have generously landscaped parkways, are non-contiguous and have a minimum of ten feet in width. Existing contiguous sidewalks along the Westfield UTC project frontage will be retrofitted as development occurs under this MPDP within each planning area containing street frontage (Palm Passage, University Central, Nobel Heights, La Jolla Terrace and Towne Centre Gardens). See Chapter 7:4-7:6 for more detail and implementation plan for sidewalk improvements.

Requiring provision of pedestrian paths through private developments. Such paths should be open and accessible to the public at all times and connect with the street sidewalk pedestrian network. The pedestrian network alignment should be through the most active, attractive and interesting areas of a project. Paths should have a minimum width of ten feet. Such a pedestrian network, which exists at Westfield UTC today through the private development and connecting to the street sidewalk network, will be expanded and enhanced as development occurs under this MPDP within each planning area.

General Design Characteristics

Principles from the University Community Plan

Objective:

Ensure that the location of new pedestrian overpasses and street level crossings reinforces the pedestrian network and that their design reflects safety, uniqueness and community pride.

Accomplished by:

Designing overpasses as integral parts of projects not as “afterthoughts.” Overpasses should connect buildings, plazas, major entrances and the most active and interesting areas on both sides of the street. Detached and isolated overpasses landing on parking lots or dead spaces should be avoided. Overpass design plans shall be submitted when development occurs under this MPDP within the planning areas which are to have a pedestrian overpass (or where the planning area contains an existing pedestrian overpass to be retrofitted).

The overpass across La Jolla Village Drive to “The Plaza” project shall be maintained or replaced, with a new connection and/or landing area into the new development occurring within the University Central planning area. Modifications to this overpass, which as noted in the University Community Plan is the most successful pedestrian overpass in the community, shall be coordinated to ensure that the new transit facility and the

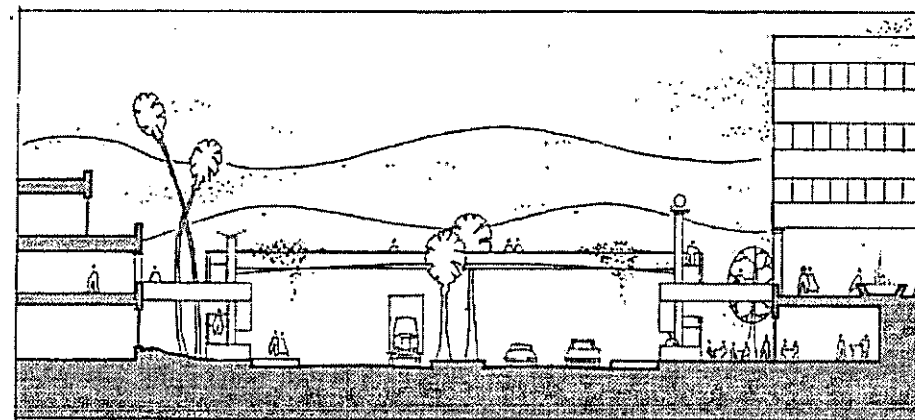
future elevated station, if constructed in the University Central planning area, are well integrated and conveniently connected to both sides of La Jolla Village Drive.

Designing overpasses as one-of-a-kind landmarks which can create identity and citywide 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. All proposals for new overpasses must submit the following in conjunction with new development under the MPDP within the relevant planning areas:

- Proposed theme, color, materials, textures, landscaping, artworks and other unique features.
- Description of land uses, structures and activities at landing points on each side of the overpass.
- Proposed access design from private property as well as from the public sidewalk.

Installing traffic signals permitting mid-block

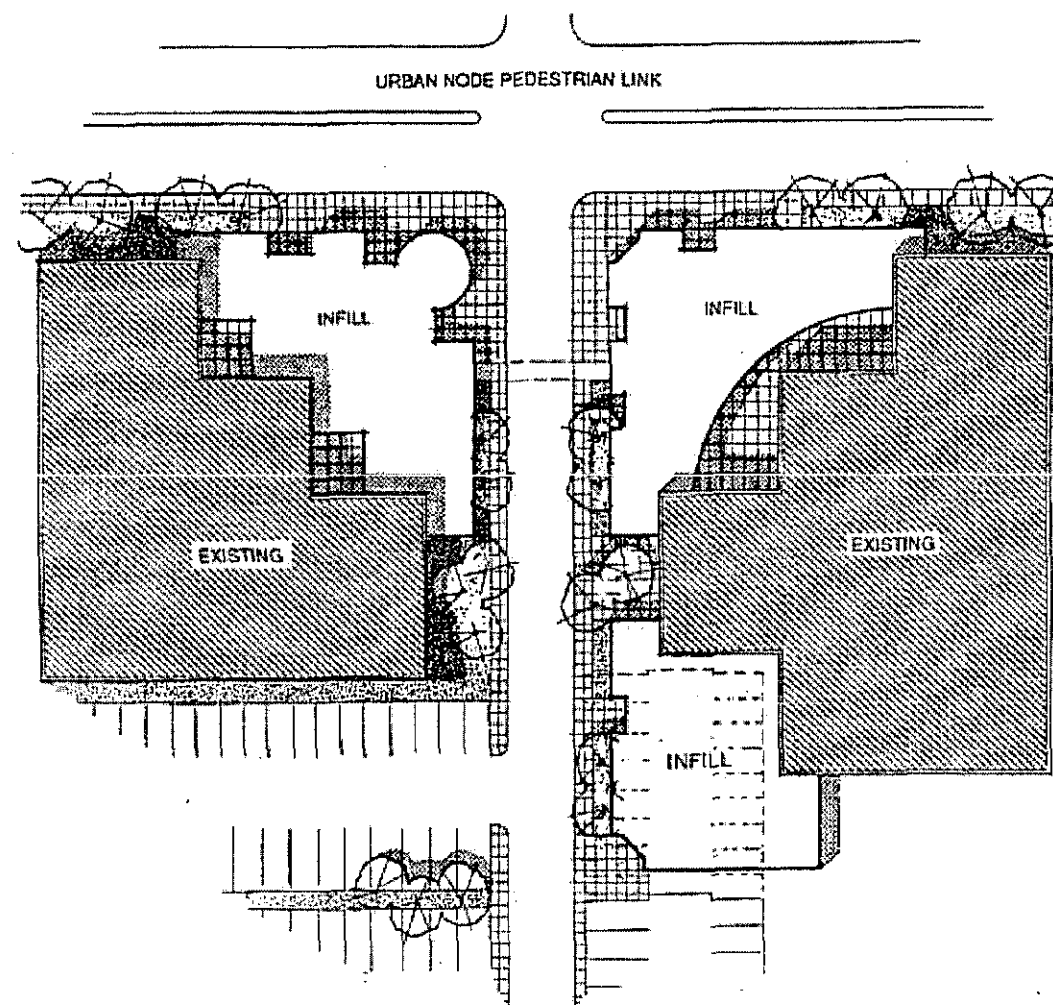
street level pedestrian crossings on Towne Centre Drive at the southern entry point into UTC, and at the intersection of Nobel Drive and Lombard Place, in order to ensure and enhance pedestrian network continuity. The curb at such crossing points should allow use by handicapped persons. The traffic signals and associated pedestrian crossings at these two locations shall be installed at the time development occurs under the MPDP of new commercial or residential structures.



Overpasses should connect buildings, plazas and “people areas” becoming integrated parts of projects.

General Design Characteristics

Principles from the University Community Plan



Infill structures containing eating establishments, art galleries and other pedestrian-oriented activities are appropriate infill developments on existing street yards abutting the urban node pedestrian network and internal pedestrian paths

Objective:

Retrofit development bordering the Urban Node Pedestrian Network with pedestrian-oriented uses and amenities which contribute to street vitality.

Accomplished by:

Allowing infill development on existing street yards and surface parking lots bordering the Urban Node Pedestrian Network. Examples of pedestrian-oriented uses include restaurants, retail shops, cafes, cultural institutions, entertainment, etc. Examples of desired amenities include transparent walls, entrances, windows, plazas, seating, special lighting and paving, unique landscaping forms, art and water features, atriums, courtyards, etc. New infill development should contribute to the public realm and community livability.

Ensuring that the new street yard infill development parallels the alignment of the adjacent pedestrian network in order to provide a sense of enclosure and maintain the street wall.

Avoiding or screening utility boxes, mechanical equipment and other utilitarian building components from view from the Urban Node Pedestrian Network. Similarly, service areas should not be visible from such pedestrian network.

Requiring entrances from the public sidewalks into new infill development bordering the Urban Node Pedestrian Network. There should be maximum visual interest and contact with the infill building's interior from the adjoining sidewalk.

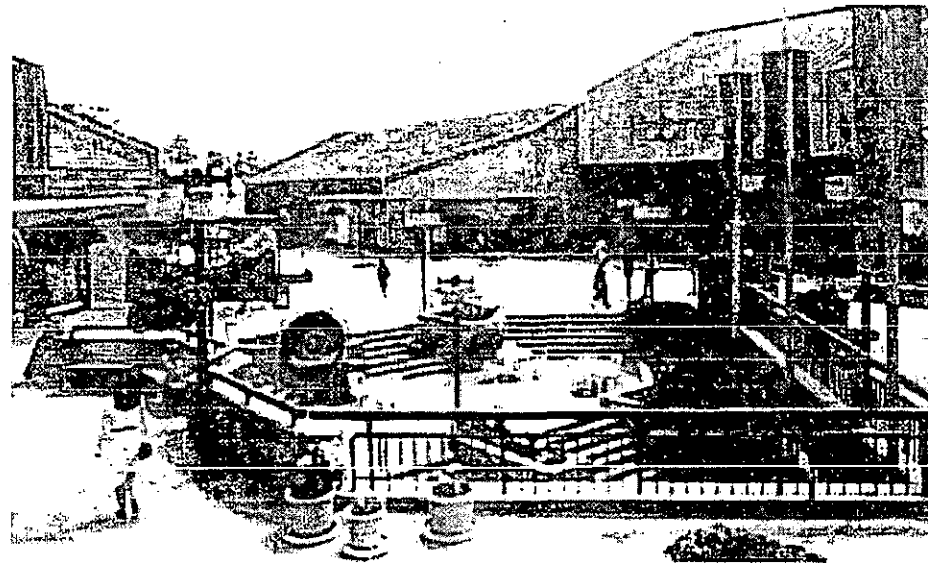
Where entrances from the public sidewalks directly into new structures are not feasible (due to site grades, the uses of the new buildings, etc.), entrances from the public sidewalks into the new infill development shall be open, articulated, attractive and inviting gateways encouraging pedestrians to enter the site. Where feasible, these gateways shall provide direct visibility to interior courtyards and plazas. These gateway entrances are further identified and defined in Chapter 2:6 ("Interfacing with the Neighborhood") and in the General Design Guidelines.

Restricting the location of new surface and above-grade parking in the Urban Node Pedestrian Network. As development occurs under this MPDP in each planning area, the amount of street yard used for parking shall not be increased above the existing conditions. Within the University Central planning area, no above-grade parking structures shall be located within 50 feet of the street frontage unless screened by a building. While La Jolla Village Drive and Genesee Avenue are planned to be added to the Urban Node Pedestrian Network as part of the Community

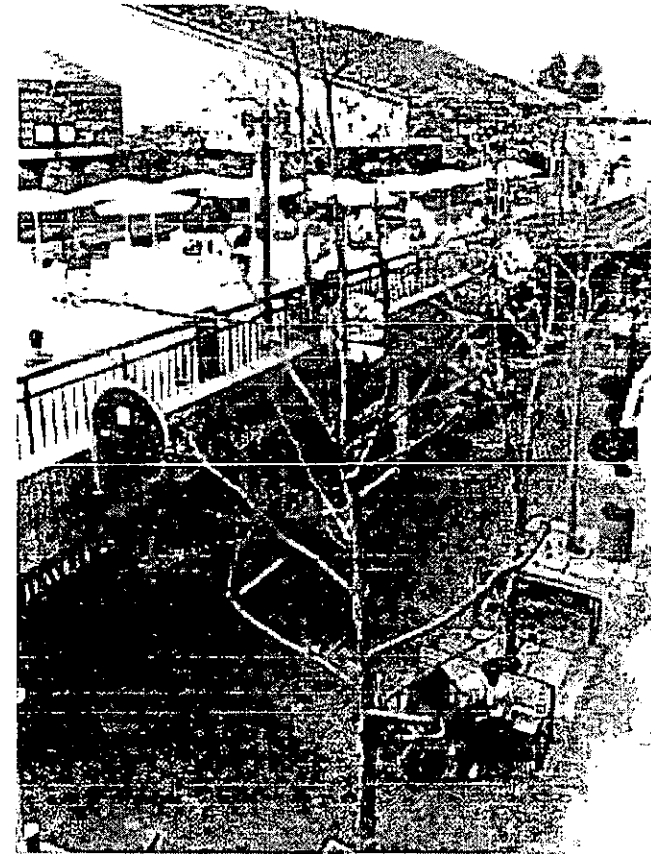
General Design Characteristics

Principles from the University Community Plan

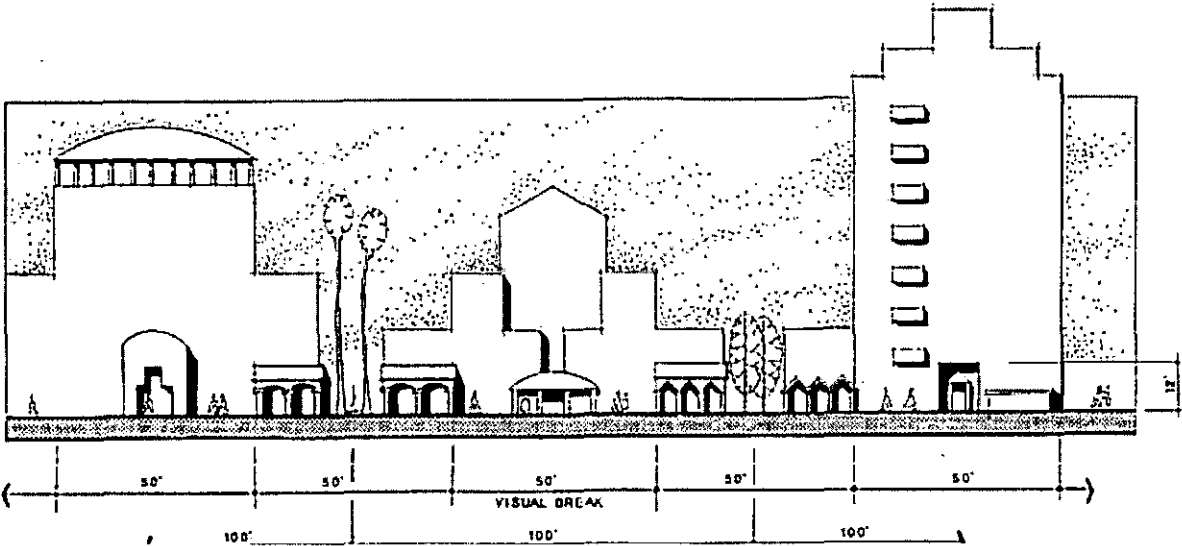
Plan Amendment being processed concurrently with this MPDP, they shall be exempt from the Urban Node Pedestrian Network limitation of parking uses along the frontage of only 30%. La Jolla Village Drive and Genesee Avenue along the project frontage shall, however, comply with the "Profile Wideness Rule" described in the Special Planning Area Requirements for Palm Passage, to assure variation along the street edge, along with other pedestrian-orientation requirements described under this objective.



Examples of good pedestrian-oriented environments which already exist in the community. The Urban Design Element proposes that more of these amenities be provided. However, they should be located adjacent to the urban node pedestrian network and along the internal pedestrian paths within the superblocks.



General Design Characteristics
Principles from the University Community Plan



Building height subject to visual break requirement.

Requiring “visual breaks” along the street yard bordering the Urban Node Pedestrian Network. Examples of “visual breaks” include setback variations, sculpted facade treatments, changes in color, material, texture and landscaping elements, articulated walls and fences, special features and amenities. Single treatment of an infill building wall or fence bordering the Urban Node Pedestrian Network should not exceed 50 linear feet. For example, every 50 feet the building or fence should protrude, recess, change in color or texture. Similarly, landscaping or other treatment within this street yard should not exceed 100 linear feet. For example: every 100 linear feet, the basic landscaping theme should introduce a new element (form, planting material, hardscape, etc.) to break the monotony and enhance the pedestrian experience. This requirement is not intended to conflict or prohibit a uniform street tree theme along an entire street.

Parks and natural open space resource areas are excluded from the “visual break” requirement. The vertical distance of a new wall bordering the Urban Node Pedestrian Network which is subject to the “visual break” requirement is 12 feet.

General Design Characteristics

Principles from the University Community Plan

Objective:

Improve the central community's urban form and cohesiveness as new construction activity continues.

Accomplished by:

Providing building setbacks appropriate to the variable height of structures. The street yards of new developments should average the street yards of adjoining and fronting developments. Overpowering and drastic street setback variations should be avoided.

Generally, as development occurs under this MPDP in each planning area, setbacks will be reduced as the large, landscaped berms which exist today and provide barriers between the sidewalks and the interior uses are removed and replaced with new street yard infill development. The new infill development will generally parallel the alignment of the adjacent pedestrian network, providing a sense of enclosure and maintaining the street wall.

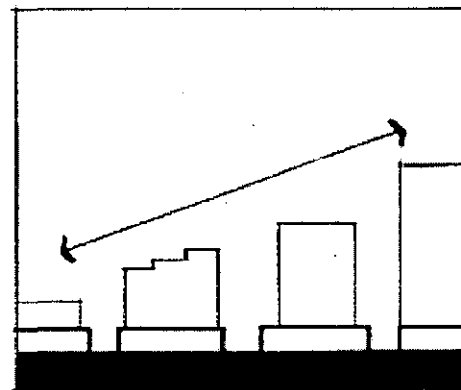
Transitioning the scale and height of adjacent buildings. Projects which lie between dissimilar use types or are adjacent to projects with differing intensities should be designed to ascend or descend in scale and height to create a harmonious, smooth transition.

Exceptionally large, bulky or tall buildings should not be located immediately adjacent to low-rise buildings. The contrast not only creates problems such as excessive shadows, undesirable wind tunnels, lack of privacy and view blockages, but is also aesthetically disturbing to the neighborhood. A gradual transition should be created between adjacent projects of different forms and heights by the use of terracing or sculpturing techniques.

The Westfield UTC site is within the Urban Node of the Central Subarea of the University Community Plan. As such, it is the most appropriate location in the community for higher-density mixed use development. Most of the properties located near the Westfield UTC site are medium to high-density residential and commercial sites. To maintain appropriate scale transition to the lower-density properties adjacent to the Towne Centre Gardens planning area, an additional height restriction is applied to this planning area (see Special Planning Area Requirements for Towne Centre Gardens).

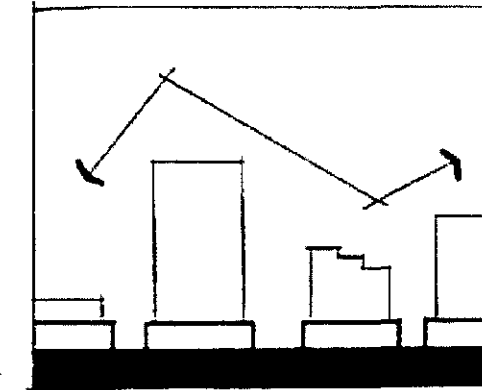
Siting and designing buildings to maximize solar access and view corridors. Prevent dark, windy spaces between adjacent high-rise buildings by the use of terracing. This technique also aids in the preservation of views. Plazas and courtyards should be located on the south side of high-rise structures to maximize sun access.

THIS



Appropriate building height transition creates good urban form.

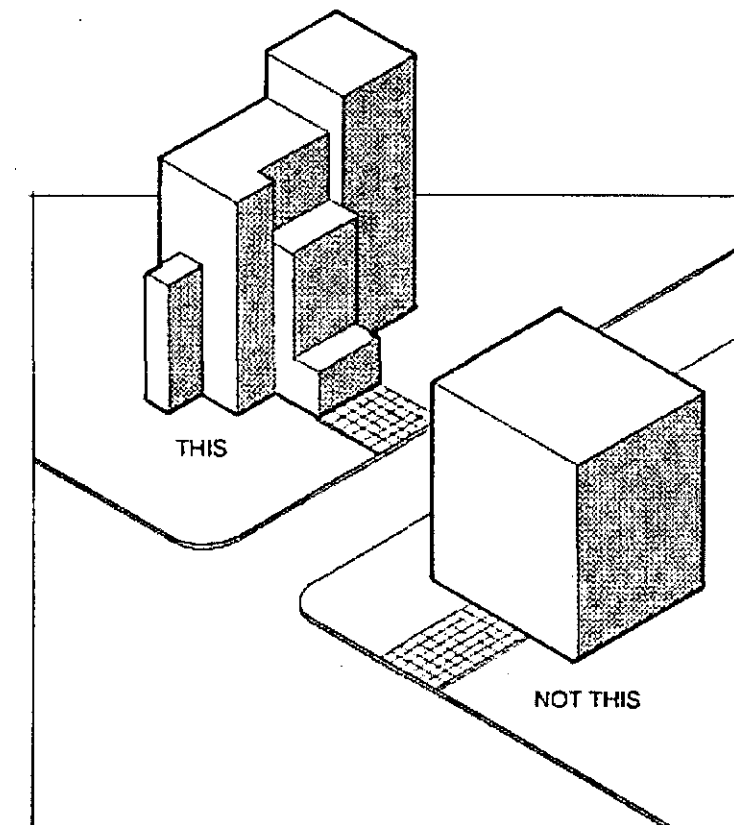
NOT THIS



Articulating the building mass with offsets, changes of plane, stepped terraces and irregular architectural edges. The base of buildings should relate to the needs of pedestrians and motorists, thus, this is the place for texture, color, special amenities, architectural detailing and other visual interest. External materials that are sympathetic in color and texture to the existing patterns should be used.

Utilizing building elements, colors and materials that are not disturbing to the eye. The eye is usually disturbed by lack of unity, asymmetrical balance, and bad proportion.

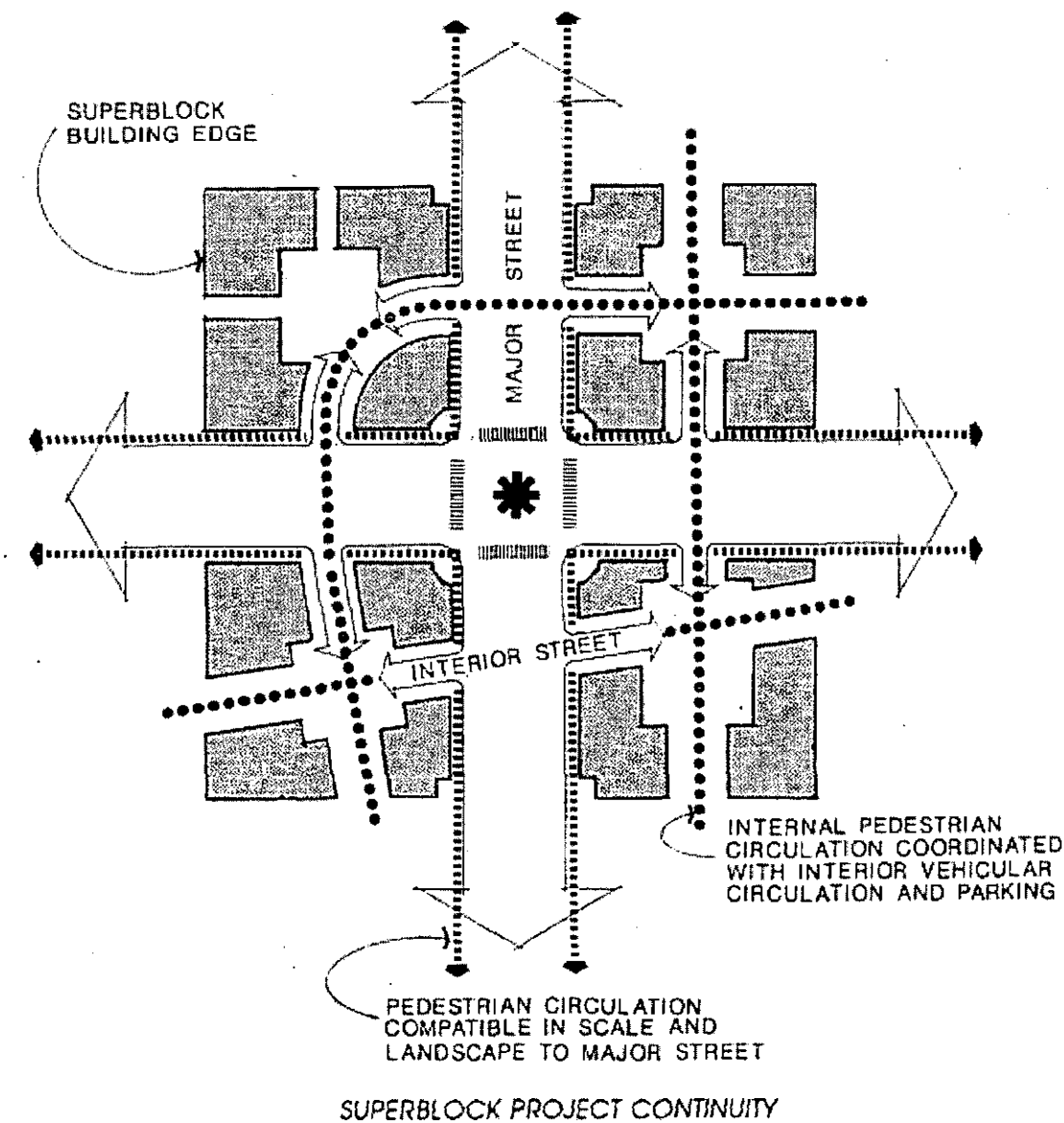
Concealing rooftop equipment, vents and shafts from view from adjacent highrise buildings. Similarly, trash storage, mechanical



Variations in planes of wall surfaces create interesting environments.

General Design Characteristics

Principles from the University Community Plan



Superblock project continuity

equipment, utility appurtenances and service areas should be screened with walls, doors or landscaping.

Requiring that all structures above 50 feet in height developed under this MPDP submit solar access and shadow studies as part of the Substantial Conformance Review process.

Requiring that roads and open space areas within a large development be coordinated with the roads and open spaces of adjacent and facing projects, and aligned so as to form a continuous network.

Providing areas for employees that include seating, sunny plazas and recreational facilities.

Avoiding the location of service roads and fire lanes parallel to the public street. Providing sidewalks on at least one side of all important private streets within the project. Ensure that such sidewalks interconnect with other pedestrian paths within and outside the project, particularly with the primary pedestrian network identified in the Existing Circulation Plan in Chapter 2:5, and originally identified in the University Community Plan (figure 12, Chapter 7:4).

Avoiding the location of parking and parking entrances adjacent to the pedestrian network streets. With the addition of La Jolla Village Drive and Genesee Avenue to the pedestrian

network, all of Westfield UTC's street frontage will be included as part of the pedestrian network. However where parking decks are required adjacent to the streets, they shall comply with the "Profile Wideness Rule" described in the Special Planning Area Requirements for Palm Passage, as well as the visual break requirement described in Chapter 4:7, to assure variation along the street edge. If surface parking lots must be provided, they should be dispersed throughout the site in multiple increments located at different levels. Large, single expanses of surface areas parking should be avoided. Surface parking landscaping must conform to the City's Landscaping Ordinance at a minimum.

Integrating signage into the site and building design. All signage shall conform to the Wayfinding and Signage Guidelines included in this MPDP.

General Design Characteristics
General Architectural Guidelines

From attractive walkways and intimate landscaped courtyards, to simple massing transitions that soften the contrast between high-rise and low-rise buildings the architectural characteristics that follow are required in the design of all buildings. Each is essential in maintaining the overall character and image of UTC.



Example of composition and articulation

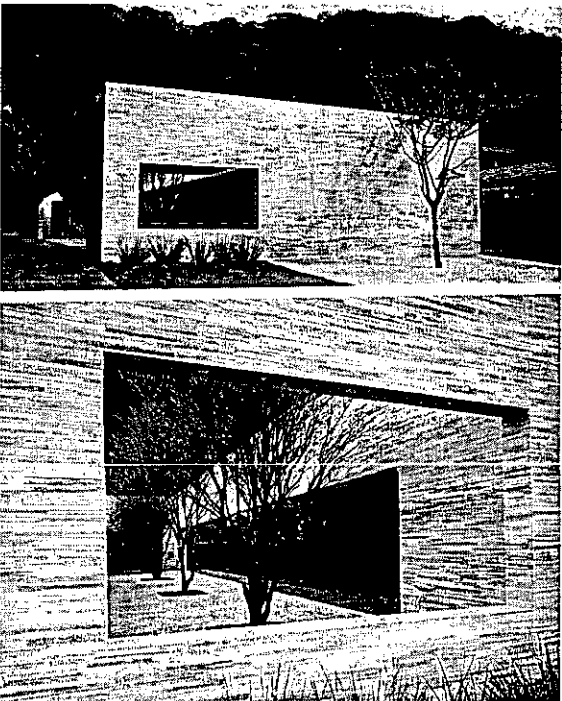
Symmetry and Articulation of Walls

The design of all buildings will incorporate spaces and building massing that pushes in or pulls out to avoid obvious symmetry. The design must be composed and articulated by a series of proportionate simple geometric forms and avoid the appearance of a singular mass.

Elements such as chimneys, balconies, niches and windows as well as wall articulations shall be utilized in the composition of the elevation(s) of building(s).

Quality of Materials

The quality of materials should convey a sense of permanence and durability. The use of materials like stucco, masonry, stone, concrete, and heavy timber is encouraged. Stucco of various finishes including smooth, sand, or lightly textured may be utilized especially where a change in plane or building mass occurs. A similar approach should be used in the selection of more decorative or ornamental elements such as tile for wall features or fountains, richly detailed gates, railing, awnings or signage armatures.



Example of use of materials and architecture to create a sense of permanence

General Design Characteristics

General Architectural Guidelines



Roof Forms

The overall roofline of the building(s) should be simple and avoid drastic change of profile. Roofs can be shed, gabled or flat. Hipped roofs can be used where appropriate (i.e. towers or other articulated buildings). Slopes of roofs shall be between 2:12 and 5:12. Overhangs are also encouraged and should be also used where appropriate.



Examples of pedestrian scale defining elements

Windows and Doors

Building penetrations, such as windows and doors should be recessed to emphasize themselves, create interesting shadow lines, as well as express the integrity and mass of the façade wall. In addition, window and door assemblies should be of a high quality.



Windows and doors should be substantial and also of a high quality material and design

Pedestrian Scale-Defining Elements

Throughout the development, it is essential to utilize elements that help to define a pedestrian scale. Architectural elements such as awnings, canopies, trellises, arcades and porches that help to create an intimate scale are essential to maintain the image of the project and are highly encouraged. These should be incorporated into the building form to provide visual interest to large wall surfaces.

General Design Characteristics
General Architectural Guidelines

Project Entry Statements and Entry Drives-
Creating a Welcoming Experience

All entry drives of UTC shall be visually and symbolically identified as the “gateways” into the project. They should celebrate the arrival into the project and should immediately define the character that is uniquely UTC. In addition, it is essential that the entries convey a sense of arrival. Therefore any portion of the redevelopment that borders on or contains an entry drive must utilize a combination of architecture, landscape, lighting and graphics/ signage elements as outlined in the following criteria to reinforce and visually enhance the arrival experience to the project.

Public Realm, Pedestrian Gateways and
Primary Pedestrian Network Continuity

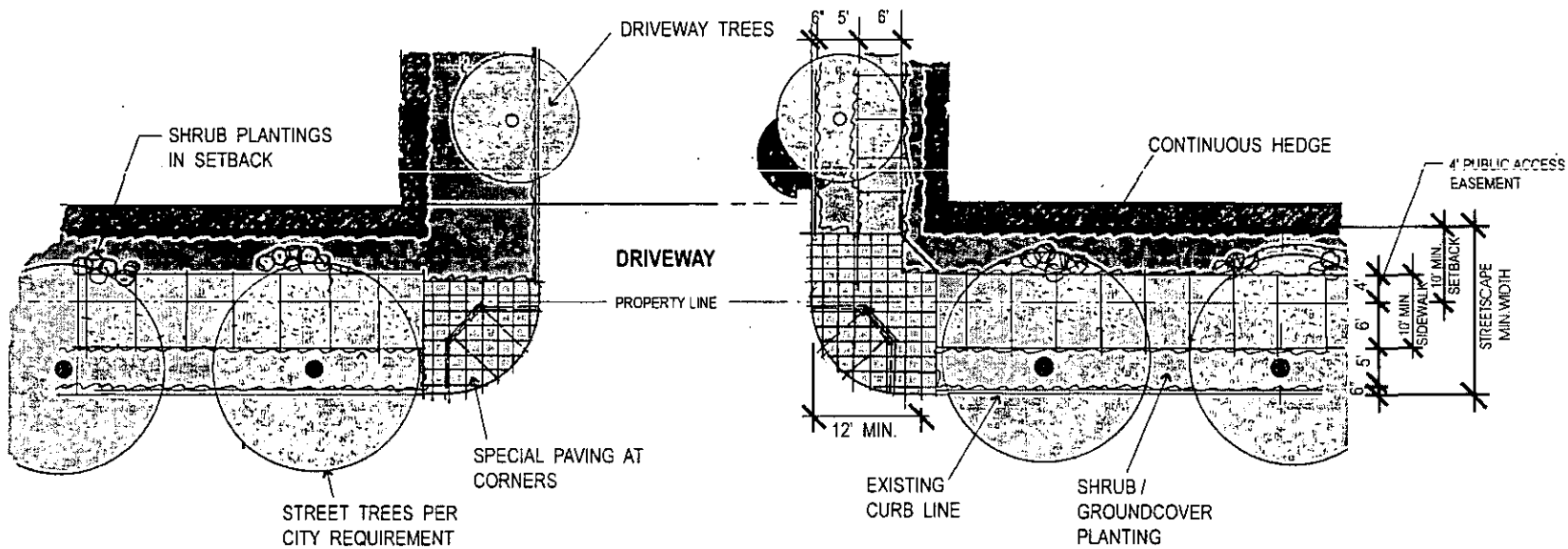
New buildings will be located in such ways that the continuity with the existing pedestrian network is assured. This network shall remain open and accessible to all 24 hours a day, 7 days a week. In addition:

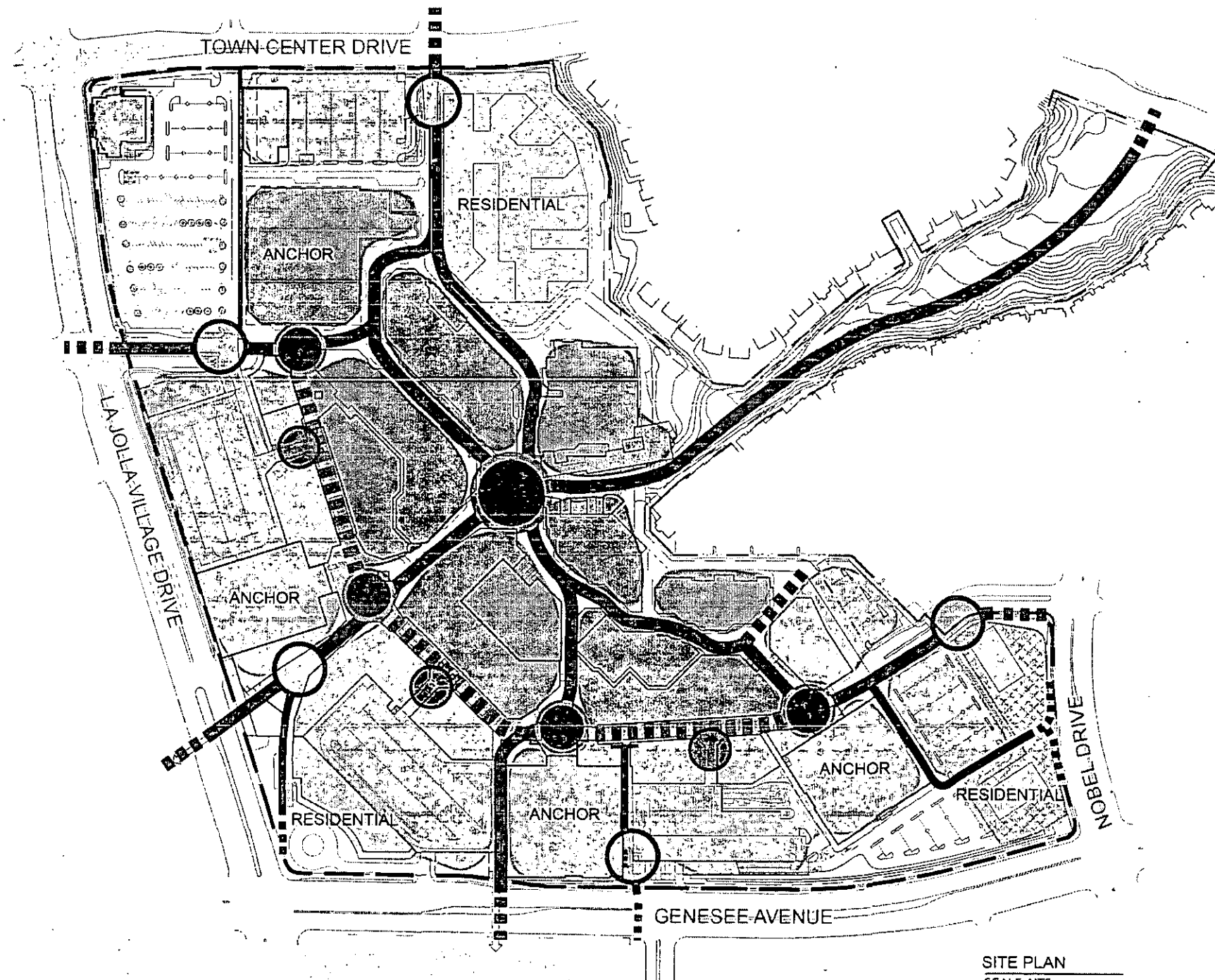
- Gateways and/or arrival monuments shall be erected at each of the five primary connections (see plan on opposite page).
- These gateways shall architecturally relate to the project courtyard and plaza and create welcoming transition along the exist-

ing pedestrian network.

- The gateways shall all include bike racks, a directional map indicating the relative distance to key buildings of the site and connection to close bike/pedestrian routes.
- At least one of the following features shall be integrated in the design of those gateways/ arrival monuments:
 - a water feature
 - a particular landscaping treatment, a specimen tree, or a group of trees
 - an architectural feature, such as a tower, trellis structure, portal, etc.
- The minimum width of any public connection, linkage and pathway along the Primary Pedestrian Network (refer to diagram in Chapter 4:13) shall be 20 feet.
- Access to a mall or Department Store entry or retail shop shall not exceed 200 feet from the gateway points providing access to the center from the public right-of-way.
- All pedestrian connections from the Primary Pedestrian Network into the center shall have a similar or complementary look and feel, both in material and color, to the adjacent mall and/or courtyard area.

- Gateways along the edge of the public right-of-way shall highlight the access ways and passages along the Primary Pedestrian Network into the shopping center.





SITE PLAN
SCALE: NTS

DIAGRAM KEY

- — Non Contiguous Sidewalk Condition
- ■ ■ ■ Connection between UTC Retail Resort along the pedestrian network
- Anchor Plaza and Main Plazas
- Pedestrian Gateways: The Project Front Doors
- Arrival Lobbies
- ■ ■ ■ Retail "Passage"

- Connect the retail resort experience to the public sidewalks.
- Integrate the UTC pedestrian network with the urban node pedestrian network.
- Create multi-level retail passages within UTC.
- Bring plentiful and indigenous landscaping to the site.

General Design Characteristics
General Architectural Guidelines

Streetscape and Street Frontage

Permeability

- In addition to the Primary Pedestrian Network, a secondary means of entering the project may be used to minimize travel distances between the pedestrian access ways.
- The minimum width of these secondary connections shall be 10 feet.
- The maximum distance between pedestrian linkages along the public right-of-way shall not exceed 300 feet.
- Pedestrian Connections that are covered or within the parking garages shall have enhanced paving, ceiling and lighting treatments that shall be of a complementary look and feel of the shopping center.
- The above criteria will be implemented in each specific planning area when actual redevelopment or expansion greater than 5000 SF is proposed or constructed within each planning area.

Street Activation

- Tenants, uses, and functions that create activation and enhance the pedestrian experience along the street front shall be integrated into the project in substantial conformance with the following exhibit.

Examples of such uses include:

- Retail Shops
- Restaurants
- Cafes
- News stand
- Florists
- Service retail
- Retail carts
- Retail kiosks
- Display cases
- Show windows
- Transit uses
- In cases where the above uses are not feasible, street side amenities, pocket parks or small plazas will be integrated into the streetscape to enhance the pedestrian experience along these non-active frontages.

Architecture

Architecture and architectural features are key elements to any entry statement.

- When no new structures or buildings are adjacent to the entry drives, monument signs, and/or gateway-like structures are required components that help to frame the entry.
- When a new building or a new structure is adjacent to an entry drive, it must include setback articulations and variations in its form within a distance of 30 to 50 feet on either side of the entry. Be it a change in façade plane, color and/or texture, any new building must also contribute to the entry experience into the project.
- When the drive is adjacent to two or more Planning Areas, setback variations and changes in color and/or texture must be coordinated, as well, in order to achieve successful composition correspondence and/or symmetry to the entry sequence.

Overall, the architectural character of these parts should convey the image and spirit of the Planning Area or District by which it is adjacent or within which it is located. Color, materials and architectural form of these elements, be it a building, an entry gateway, or other architectural element should reinforce a sense of arrival.

General Design Characteristics General Architectural Guidelines



PERMEABILITY & ACTIVATION

- PRIMARY GATEWAY
- SECONDARY GATEWAY
- CONNECTION LINK
- ACTIVATED STREET FRONTAGES
ALONG PRIMARY PEDESTRIAN NETWORK
- OPEN-AIR ACCESSWAY
ALONG PRIMARY PEDESTRIAN NETWORK
- COVERED ACCESSWAY
- FUTURE ACCESSWAY

General Design Characteristics
General Architectural Guidelines

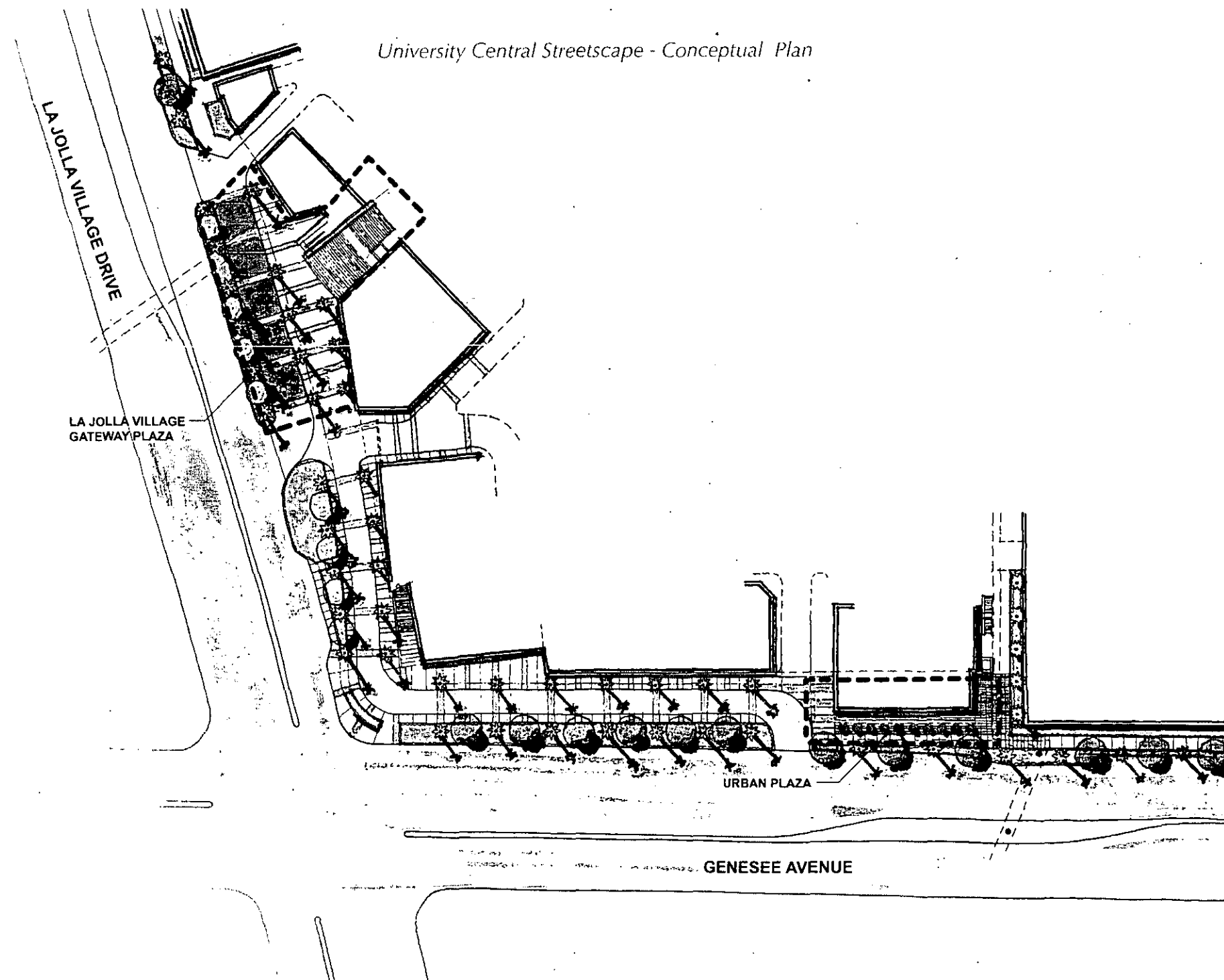
Urban Parks/Plazas and Street Amenities

- To further enhance the pedestrian experience along La Jolla Village Drive and Genesee, a variety of plazas, landscaped areas, pocket parks, and street amenities along the street front shall be strategically placed.
- These can be grouped into 4 different categories:
 - Gateway Park/Plaza > 5,000 SF
 - Urban Park/Plaza > 2,000 SF, but <5,000 SF
 - Pocket Park/Plaza > 200 SF, but <2,000 SF
 - Street side Amenity < 200 SF
- These should vary in size and scale and accommodate a variety of different activities which could be active and/or passive.
- Immediately east from the corner of Genesee and La Jolla Village Drive, at the ceremonial entry to the project and a primary gateway, the plaza shall be a minimum of 5,000 SF.
- At the corner of Nobel and Genesee, the urban plaza shall be a minimum of 2,000 SF and the pocket parks along the pathway shall together be a minimum of 2,500 SF.
- The maximum distance between any of the above shall be no greater than 200 feet in length.
- Street side amenities, pocket parks and small plazas will be integrated to enhance the pedestrian experience along the non-active frontage areas.
- A variety of amenities shall be integrated into the various plazas such as:
 - Benches and seating
 - Sculpture and artwork
 - Fountains
 - Landscape/planting
 - Bike racks
 - Concierge and information services
 - Valet service
 - Project directories
- All gateway park/plazas, Urban Park/Plazas, and Pocket Park/Plazas shall include at a minimum seating areas, bike racks, and landscape/planting areas.



- LANDSCAPE / AMENITIES / OPPORTUNITIES**
- GATEWAY PARK / PLAZA > 5,000 SF
 - URBAN PLAZA > 2,000 SF, < 5,000 SF
 - "POCKET" PLAZA > 200 SF, < 2,000 SF
 - STREET SIDE AMENITY AREA < 200 SF
-BENCH / SEATING

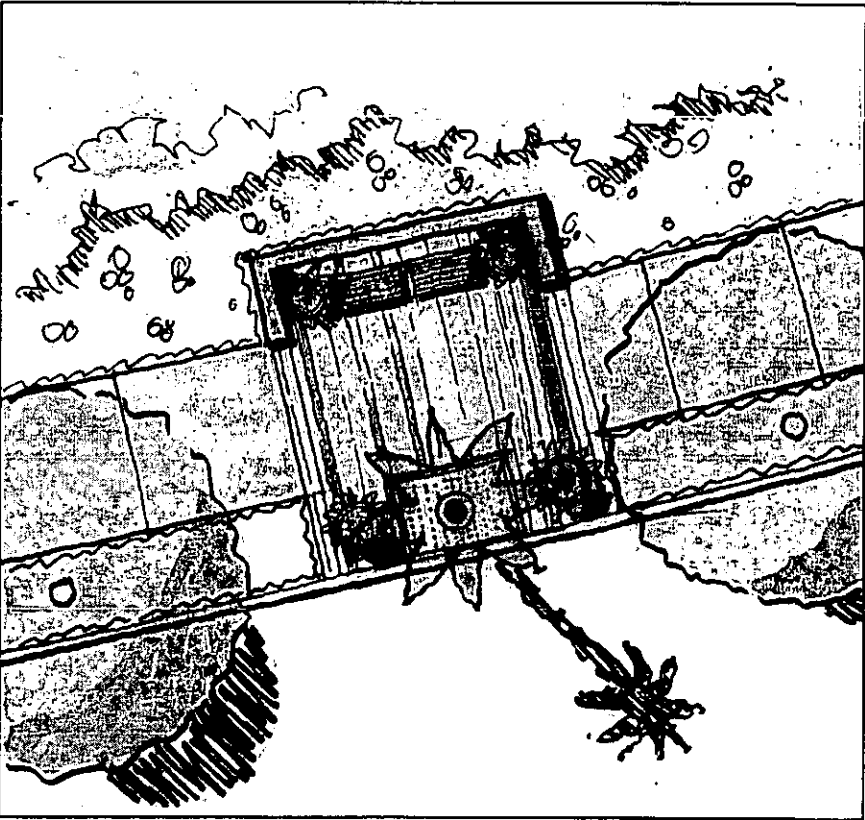
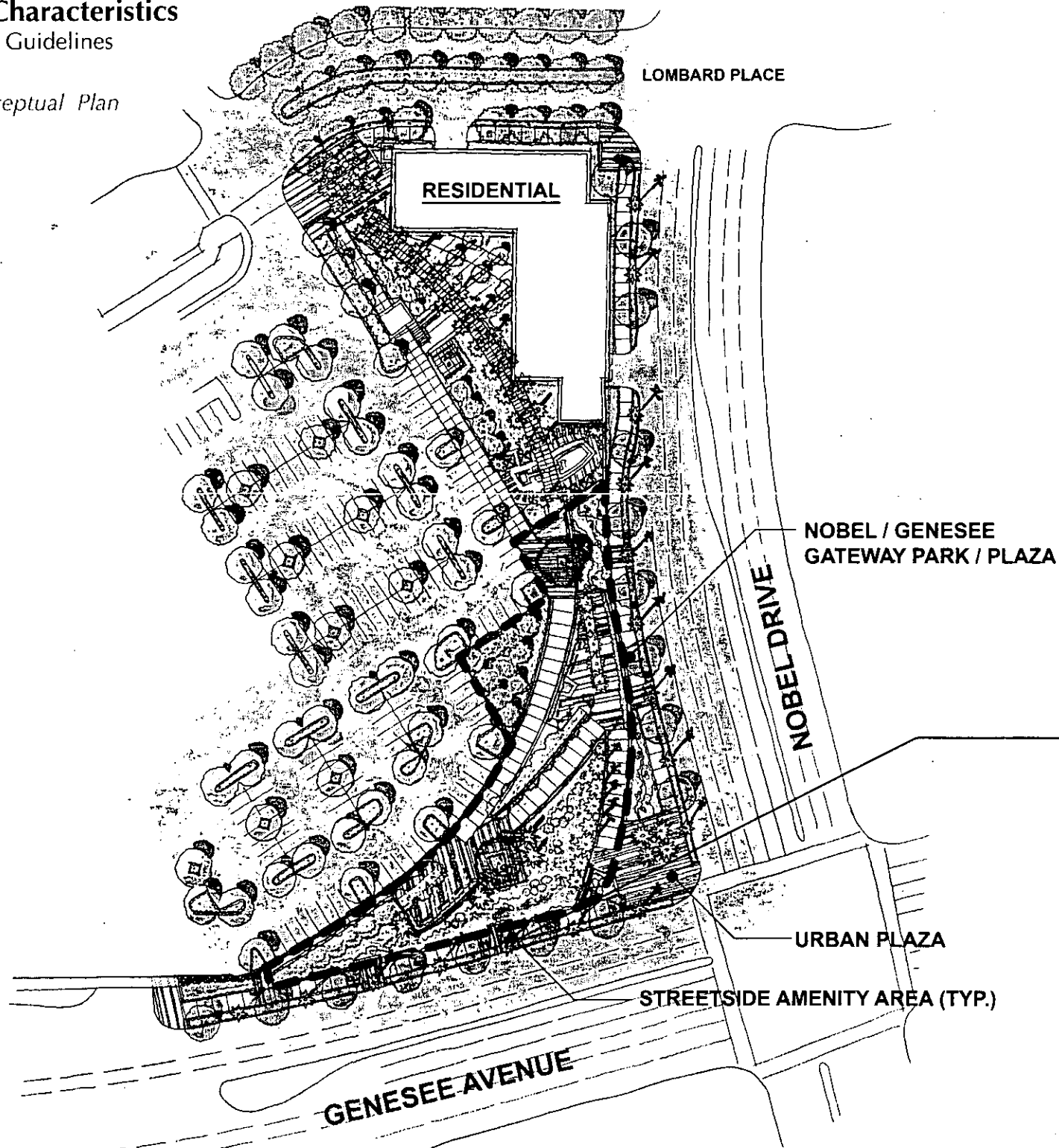
General Design Characteristics
General Architectural Guidelines



General Design Characteristics

General Architectural Guidelines

Nobel Heights - Conceptual Plan



Enlarged Plan of Street Side Amenity Area

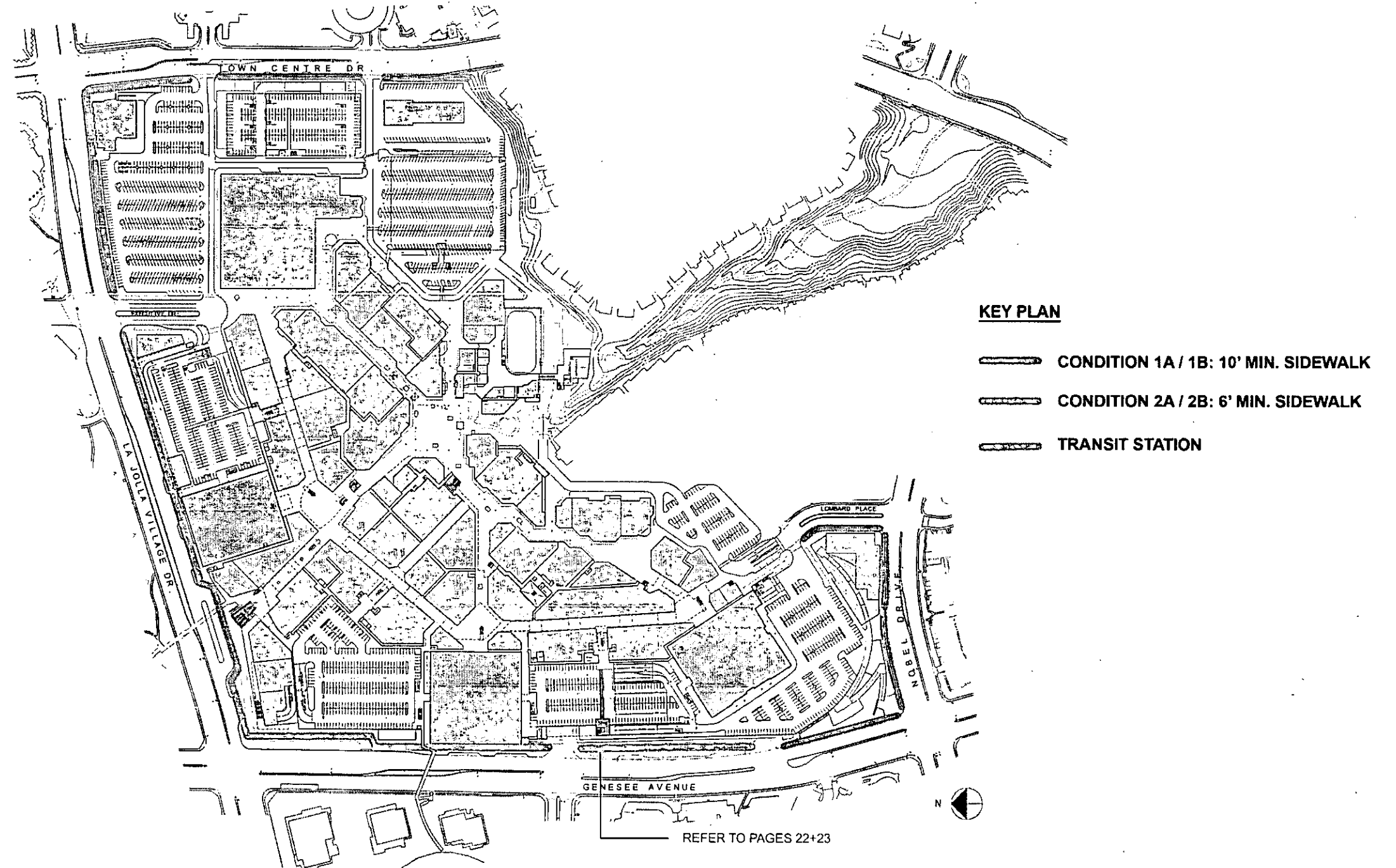
Parkways/Sidewalks/Setbacks

Parkways

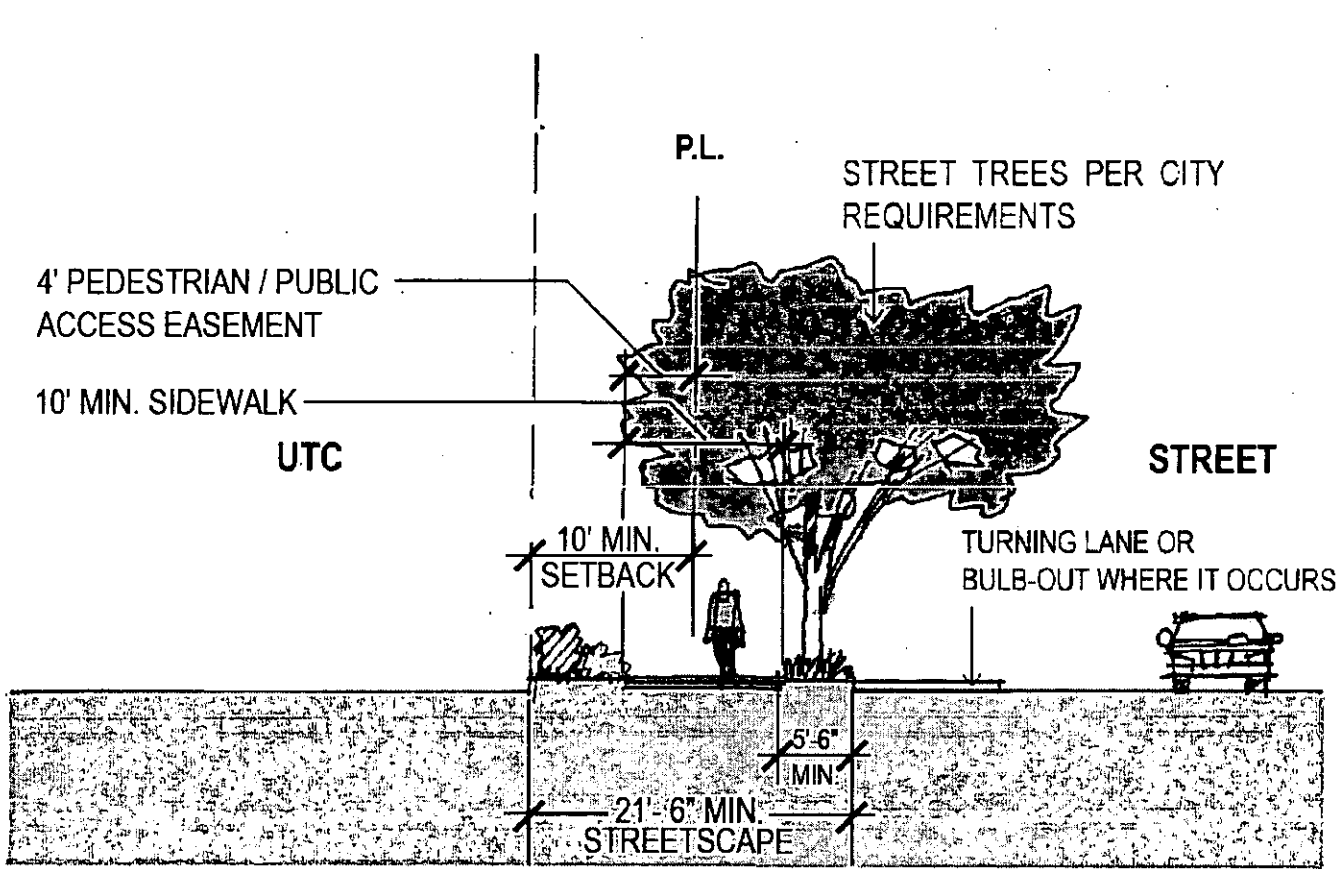
- The minimum sidewalk width shall be 10 feet, except in the specific locations shown on the Adjacent City Street Plans in the MPDP.
- Generally, there shall be a minimum 21.5 foot parkway from face of curb to building façade, consisting of a 6 inch curb, a minimum 5 foot planting area including street trees, a minimum 10 foot sidewalk, of which 6 feet would be in the public ROW, and 4 feet or more would be in the setback area with a pedestrian and non-motorized vehicle public access easement over it.
- The remaining 6 feet within the setback area may be landscape, hardscape, or a combination thereof.
- The 5 foot planting area immediately behind the curb may also be hardscape, with tree wells for the street trees.

Setbacks

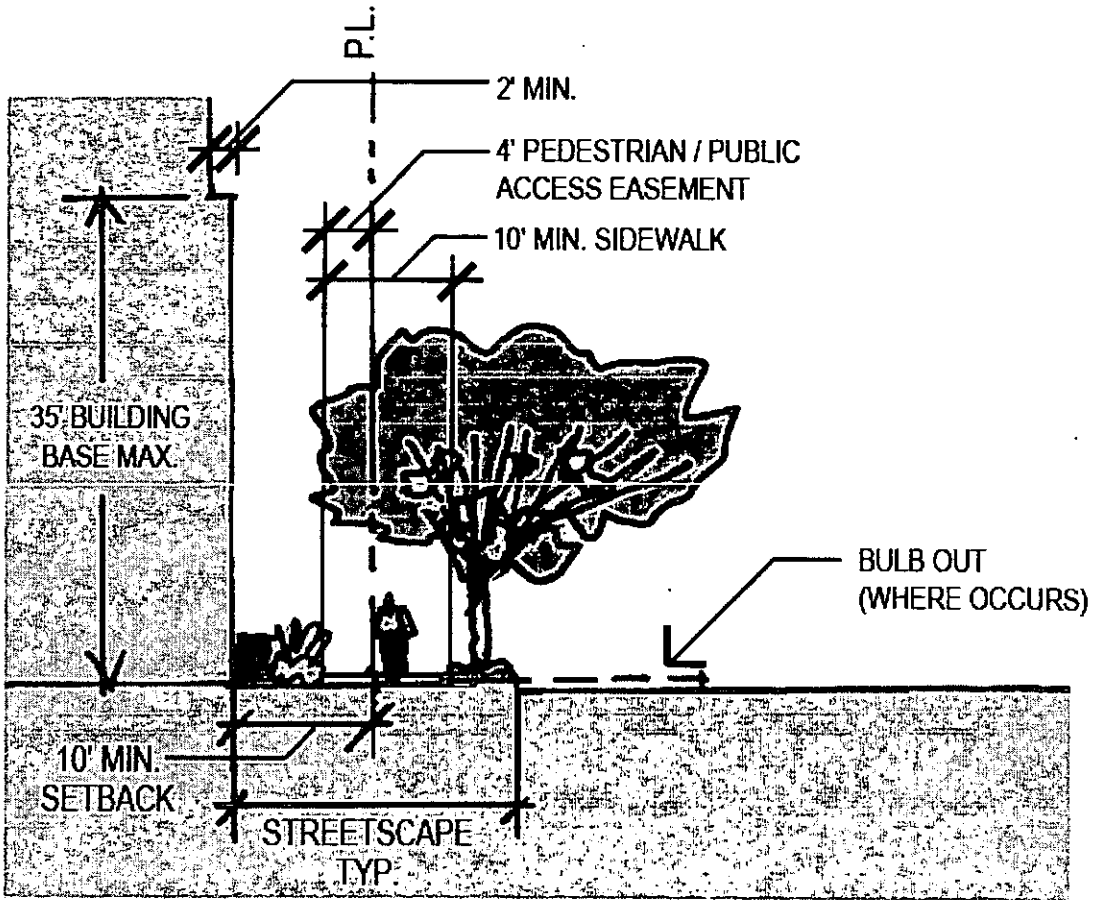
- When a building fronting onto the street cannot achieve the required 2 foot stepback at the building base, (i.e. department store), an additional 5 foot setback shall be required (see diagrams).
- Landscape, hardscape or a combination thereof can occur within this additional setback.



General Design Characteristics
 General Architectural Guidelines



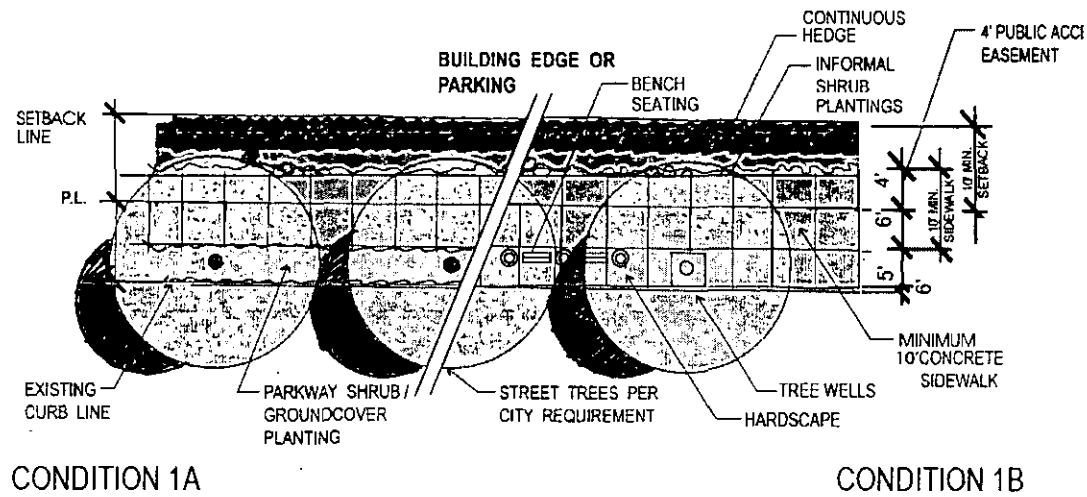
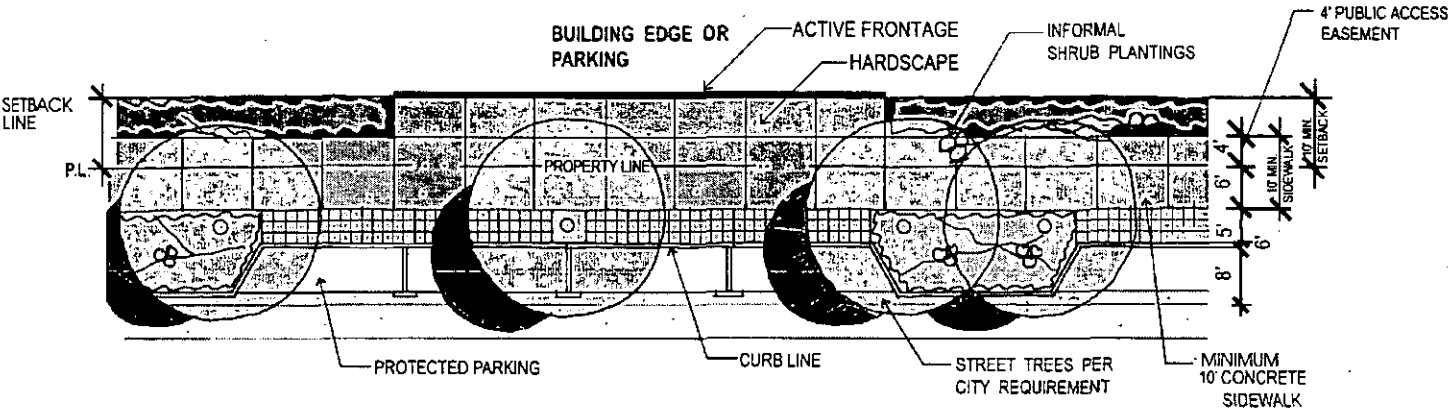
Streetscape - La Jolla Village Drive and Genesee Drive



Typical Section at Street Frontage with Department Store or Parking Deck

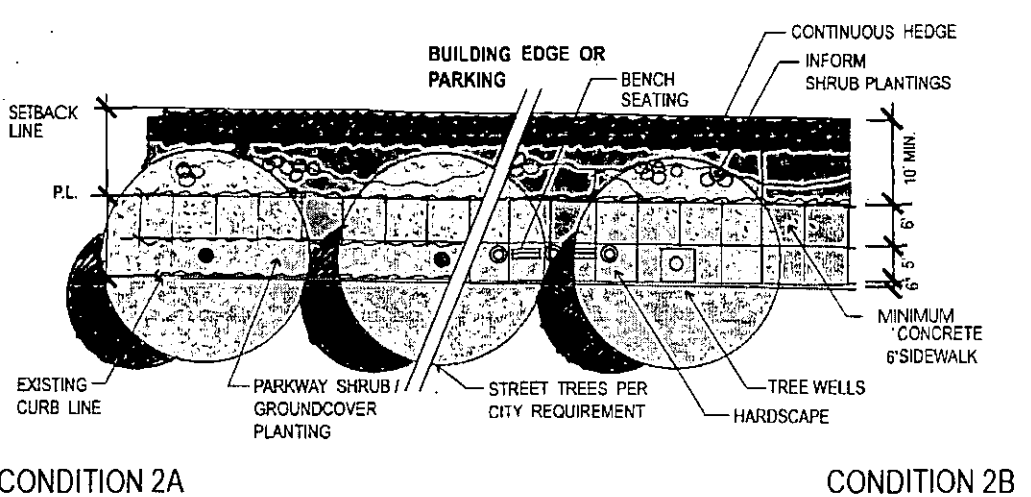
General Design Characteristics
General Architectural Guidelines

Parkway Plan at Active Frontage



CONDITION 1A

CONDITION 1B



CONDITION 2A

CONDITION 2B

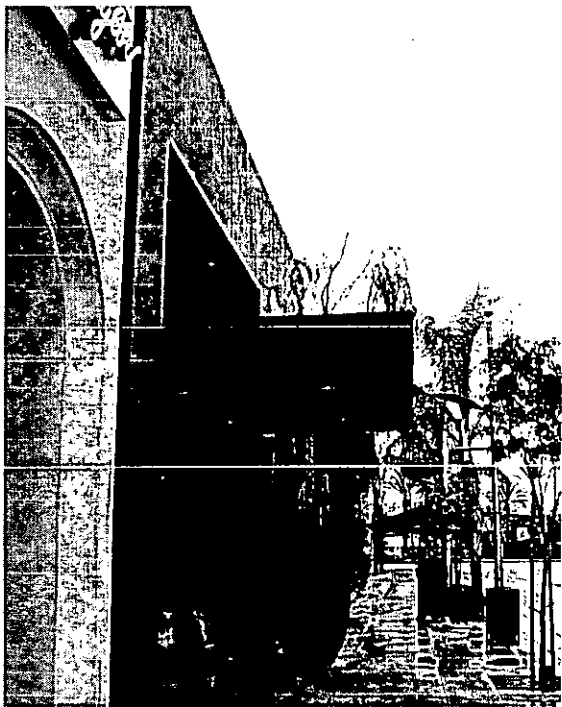
General Design Characteristics
General Architectural Guidelines

Interior Courtyards and Plazas

Courtyards and plazas of various scales are essential to creating a development that is intimate and welcoming. Therefore, courtyards and plazas of various scales should be integrated into the project site. From private and semi-private courtyards to wider communal plazas, the new open spaces must be different but complementary and offer various levels of accessibility.

Accent Colors

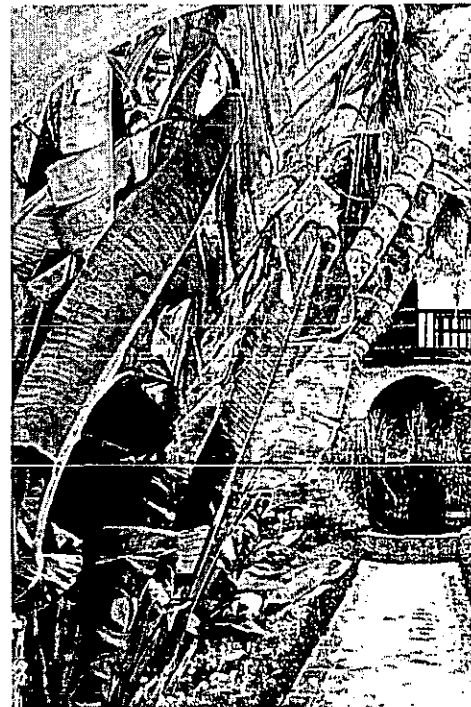
While lightly colored walls and surfaces should dominate the overall color scheme, accent color is encouraged for key architectural building forms and details. The use of rich quality materials, such as tile, mosaics, stone or integral color concrete should be used to infuse color into the development.



Example of accent color in storefront

General Design Characteristics

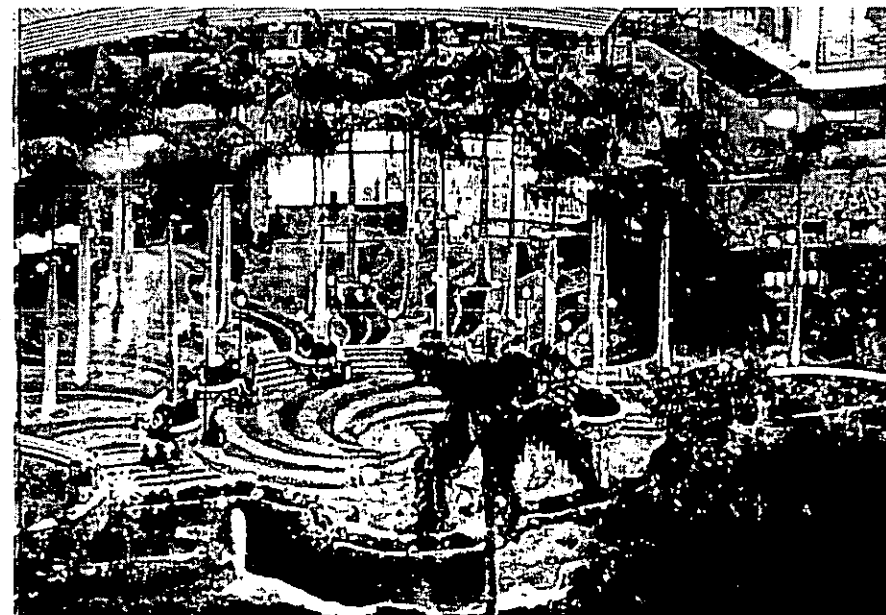
General Landscape Guidelines



Example of landscaped pathways



Example of landscaped outdoor spaces



Example of integration of buildings and landscape

"We should build our house simple, plain and substantial as a boulder, then leave the ornamentation of it to Nature, who will tone it with lichens, chisel it with storms, make it gracious and friendly with vines and flower shadows as she does the stone in the meadow." – Irving J. Gill - "The New Architecture of the West" 1916

All landscape and irrigation shall conform to the standards of the City-Wide Landscape Regulations and the City of San Diego Land Development Manual Landscape Standards and all other landscape related City and Regional Standards.

The landscape guidelines for the development, much like the architectural guidelines, are intended to help unify each component of the redevelopment and assure a successful transition with the neighborhood. Therefore, in addition to complementing and enhancing the design and character of the architecture of the development the landscape must:

- Define Westfield UTC development components as an integrated yet distinct part of the overall project and the community.
- Enhance the surrounding outdoor spaces within the retail, residential, office and the transport facilities.
- Accentuate key paths, passageways,

walkways and thoroughfares within the development.

- Provide screening and privacy where appropriate and/or required.
- Draw attention to key architectural details and features of the buildings.
- Provide shading and cover in large open spaces.
- Utilize indigenous and other low water use, non-invasive plant material.

General Design Characteristics
General Landscape Guidelines

Tree Root Barriers

Tree root barriers shall be installed where trees are placed within 5 feet of public improvements including walks, curbs, or street pavements or where new public improvements are placed adjacent to existing trees. The root barrier will not wrap around the root ball [142.0403].

Irrigation

An automatic, electrically controlled irrigation system shall be provided as required for proper irrigation, development, and maintenance of the vegetation in a healthy, disease-resistant condition. The design of the system shall provide adequate support for the vegetation selected.

Mulch

All required planting areas shall be covered with mulch to a minimum depth of two inches, excluding slopes requiring revegetation and areas planted with ground cover. All exposed soil areas without vegetation shall also be mulched to this minimum depth [142.0413(B)].

Maintenance

All required landscape areas shall be maintained by Westfield. Landscape and irrigation areas in the public ROW dedicated from Westfield property as part of development under this MPDP shall be maintained by Westfield. The landscape areas shall be maintained in a healthy growing condition. Diseased or dead plant material shall be satisfactory treated or replaced per the condition of the permit.

All graded, disturbed or eroded areas that will not be permanently paved or covered by structures shall be permanently revegetated and irrigated as shown in Table 142-04F and in accordance with the standards in the Land Development Manual [142-0411(a)].

New development under this MPDP may require removal of mature trees in various portions of the site. When mature trees are removed, replacement trees shall have a comparable caliper and shall provide a similar tree shade canopy at maturity to those trees removed.

Landscape Development Plans will be submitted as part of the Substantial Conformance Review packages submitted in conjunction with development under this MPDP.

Prior to issuance of any building permits the site plan shall indicate the area and location

for street trees in the right-of-way. The site plan shall be submitted to the City Manager for approval and the plans shall take into account a 40 square foot area around each tree which is unencumbered by utilities. Driveways, utilities, drains, water, and sewer laterals shall be designed so as not to prohibit the placement of street trees.

General Design Characteristics
Master Plant List

Streetscapes - Street Trees / Entry Trees (trees suited for 5' parkway; *7'-10' parkway required)

Botanical Name	Common Name	HT/SPREAD	SD List	Native	Low Water Use	Moderate Water Use	High Water Use	Region Adapted
Native								
<i>Chitlpa tashkentensis</i>	Desert Chitalpa	20'-30'x25'-30'	X	X	X			
<i>Heteromeles arbutifolia</i>	Toyon	15'-25'x15'-25'	X	X	X			
<i>Lyonothamnus floribundus asplenifolius</i>	Fernleaved Catalina Ironwood	30'-60'x20'-40'	X	X	X			
* <i>Platanus rocemosa</i>	California Sycamore	40'-55'x25'-40'	X	X		X		
* <i>Pinus torreyana</i>	Torrey Pine	40'-60'x30'-45'	X	X				
<i>Washingtonia filifera</i>	California Fan Palm	to 40'x12'		X	X			
Non-Native, Drought Tolerant								
<i>Acacia baileyana</i>	Bailey Acacia	25' x 25'	X		X			X
<i>Agonis flexuosa</i>	Australian Willow	25'-35'x15'-30'	X		X			X
<i>Albizia julibrissin</i>	Silk Tree	20' x 20'	X			X		X
<i>Arbutis 'Marina'</i>	Marina Madrone	35' x 30'	X		X			X
<i>Arbutus unedo</i>	Strawberry Tree	10'-35'x 10'-25'	X		X			X
<i>Brahea armata</i>	Mexican Blue Palm	30'-35'x10'	X			X		X
<i>Brahea edulis</i>	Guadalupe Palm	25'-30'x10'	X		X			X
<i>Brachychiton populneus</i>	Bottle Tree	30'-50' x 30'			X			X
<i>Cassia leptophylla</i>	Golden Medallion Tree	20'-25'x20'	X			X		X
<i>Cupaniopsis anacardioides</i>	Carrot Wood	20'-40'x25'-30'	X		X			X
<i>Eucalyptus gunii</i>	Cider Gum	50' x 40'	X		X			X
<i>Eucalyptus torquata</i>	Coral Gum	20'-35'x15'-30'	X		X			X
<i>Geijera parviflora</i>	Australian Willow	25'-30'x 20'	X		X			X
<i>Jacaranda mimosifolia</i>	Jacaranda	35'-40'x30'-35'	X		X			X
<i>Melaleuca quiquinervia</i>	Cajeput Tree	20'-35'x15'-20'	X			X		X
* <i>Olea europaea</i>	Olive "fruitless"	30'-35'x10'	X		X			X
<i>Phoenix dactylifera 'Medjool'</i>	Date Palm	to 80'x15'-20'			X			X
<i>Pinus canariensis</i>	Canary Island Pine	45'-70'x20'35'	X		X			X
<i>Pinus eldarica</i>	Afghan Pine	30'-70'x15'-25'	X		X			X
<i>Pistacia chinensis</i>	Chinese Pistache	30'-40'x35'-40'	X			X		X
<i>Pittosporum phillyraeoides</i>	Willow Pittosporum	15'-25'x15'-20'	X		X			X
* <i>Platanus acerifolia 'Bloodgood'</i>	London Plane tree	40'-80' x 30'-40'	X			X		X
<i>Podocarpus macrophyllus</i>	Yew Pine	15'-50'x8'-15'	X			X		X
<i>Quercus ilex</i>	Holly Oak	25'-50' x 25'-50'	X		X			X
<i>Rhus lancea</i>	African Sumac	20'-30'x20'-35'	X		X			X
<i>Stenocarpus sinuatus</i>	Firewheel Tree	25'-30'x 15'	X			X		X
<i>Tristania conferta</i>	Brisbane Box	30'-45'x25'	X		X			X
<i>Washingtonia robusta</i>	Mexican Fan Palm	to 80'x10'	X			X		X

General Design Characteristics

Master Plant List

Streetscapes - Shade & Accent Trees

Botanical Name	Common Name	HT/SPREAD	California Native	Low Water Use	Moderate Water Use	High Water Use	Region Adapted
Native							
<i>Acer macrophyllum</i>	Big Leaf Maple	25'-30'x20'-30'	X			X	
<i>Alnus rhombifolia</i>	White Alder	35'-60'x25'-35'	X			X	
<i>Betula occidentalis</i>	Water Birch	10'-20'x10'	X			X	
<i>Cercocarpus minutiflorus</i>	San Diego Mountain Madrone	10'-20'x12'-16'	X	X			
<i>Lithocarpus densiflorus</i>	Tan Oak	40'-80'x30'-50'	X	X			
<i>Lyonothamnus floribundus asplen</i>	Fern Leaved Catalina Ironwood	30'-60'x20'-40'	X	X			
<i>Pinus sabiniana</i>	Foothill Pine	30'-60'x30'-45'	X	X			
<i>Pinus torreyana</i>	Torrey Pine	40'-60'x30'-45'	X	X			
<i>Platanus racemosa</i>	California Sycamore	40'-80'x 20'-50'	X			X	
<i>Quercus agrifolia</i>	Coast Live Oak	20'-60'x40'-70'	X	X			
Non-Native, Drought Tolerant							
<i>Agonis flexuosa</i>	Peppermint Tree	25'-35'x15'-30'		X			X
<i>Albizia julibrissin</i>	Silk Tree	20'x20'			X		X
<i>Chorisia speciosa</i>	Floss Silk Tree	35'- 50'x30'-45'			X		X
<i>Cupressus sempervirens</i>	Italian Cypress	40'x8'		X			X
<i>Erythrina calfra</i>	Coral Tree	25'-40'x45'-55'			X		X
<i>Eucalyptus ficifolia</i>	Red-Flowering Gum	20'-40'x20'-50'		X			X
<i>Eucalyptus nicholii</i>	Willow Leafed Peppermint	30'-40'x 15'-30'		X			X
<i>Eucalyptus sideroxylon</i>	Red Ironbark	35'-70'x30'-50'		X			X
<i>Geijera parviflora</i>	Australian Willow	25'-30'x 20'		X			X
<i>Melaleuca nesophila</i>	Pink Melaleuca	15'-20'x25'-30'		X			X
<i>Parkinsonia aculeata</i>	Mexican Palo Verde	15'-25'x15'-25'		X			X
<i>Pinus halepensis</i>	Aleppo Pine	30'-60'x20'-40'		X			X
<i>Pinus pinea</i>	Italian Stone Pine	40'-80'x40'-60'		X			X
<i>Quercus virginiana</i>	Southern Live Oak	40'-65'x50'-80'			X		X
<i>Rhus lancea</i>	African Sumac	20'-30'x20'-35'		X			X
<i>Tabebuia impetiginosa</i>	Pink Trumpet Tree	25'-40'x25'-40'				X	X
<i>Tipuanu tipu</i>	Tipu Tree	25'-40'x30'-60'			X		X

General Design Characteristics
Master Plant List

Streetscapes - Shrubs & Groundcovers and Accent Plants

Botanical Name	Common Name	California Native	Low Water Use	Moderate Water Use	High Water Use	Region Adapted
Native						
<i>Achillea filipendulina</i>	Fernleaf Yarrow	X		X		
<i>Achillea millefolium</i> 'Rosea'	Common Yarrow	X		X		
<i>Adenostoma fasciculatum</i>	Chamise	X	X			
<i>Adenostoma fasciculatum</i> var. <i>obtusifolium</i>	San Diego chamise, Chamise	X	X			
<i>Arctostaphylos</i> species	Manzanita	X		X		
<i>Baccaris pilularis</i> 'Twin peaks'	Dwarf Coyote Brush	X	X			
<i>Ceanothus</i> 'Concha'	Wild Lilac	X	X			
<i>Ceanothus griseus horizontalis</i>	Carmel Creeper	X	X			
<i>Ceanothus griseus</i> var. <i>horizontalis</i>	Carmel ceanothus	X	X			
<i>Ceanothus</i> 'Joyce Coulter'	Joyce Coulter ceanothus	X	X			
<i>Cercis occidentalis</i>	Western redbud	X	X			
<i>Garrya elliptica</i> 'James Roof'	James Roof silk tassel	X	X			
<i>Malosma laurina</i>	Laurel sumac	X	X			
Non-Native, Drought Tolerant						
<i>Agave attenuata</i>	Foxtail Agave		X			X
<i>Agave vilmoriana</i>	Octopus Agave		X			X
<i>Aloe arborescens</i>	Tree Aloe		X			X
<i>Aloe bainesii</i>	N.C.N.		X			X
<i>Aloe striata</i>	Coral Aloe		X			X
<i>Anigozanthos flavidus</i>	Kangaroo Paw			X		X
<i>Arbutus unedo</i> 'Compacta'	Dwarf Strawberry tree		X			X
<i>Bougainvillea</i> spp.	Bougainvillea		X			X
<i>Carex speciosa</i> <i>velebit</i>	N.C.N.			X		X
<i>Carex tumulicola</i>	Berkeley sedge		X	X		X
<i>Carissa grandiflora</i> 'hybrids'	Natal Plum		X			X
<i>Dietes bicolor</i>	Fortnight Lily			X		X
<i>Dracena draco</i>	Dragon Tree			X		X
<i>Echium candicans</i> (<i>E. fastuosum</i>)	Pride of Madeira		X			X
<i>Festuca mairei</i>	Maires Fescue		X			X
<i>Hesperaloe parviflora</i>	Red Yucca		X			X
<i>Kniphofia uvaria</i>	Red Hot Poker		X			X
<i>Ligustrum japonicum</i> 'Texanum'	Texas Privet			X		X

General Design Characteristics

Master Plant List

Streetscapes - Shrubs & Groundcovers and Accent Plants

Botanical Name	Common Name	California Native	Low Water Use	Moderate Water Use	High Water Use	Region Adapted
Native						
<i>Prunus ilicifolia</i>	Hollyleaf cherry	X	X			
<i>Rhamnus alaternus</i>	Italian buckhorn	X	X			
<i>Rhamnus californica</i> 'Little Sur'	Coffeeberry	X	X			
<i>Salvia</i> 'Allen Chickering'	Sage	X	X			
<i>Salvia clevelandii</i> 'Winnefred Gilman'	Sage	X	X			
<i>Trichostema lanatum</i>	Woolly Blue Curls	X	X			
<i>Xylococcus bicolor</i> Mission manzanita X X						
<i>Yucca recurvifolia</i>	N.C.N.	X	X			
Non-Native, Drought Tolerant						
<i>Myoporum</i> 'Pacificum'	N.C.N.		X			X
<i>Nassella tenuissima</i>	Mexican Feather Grass		X			X
<i>Phormium tenax</i> species	Flax		X			X
<i>Prunus caroliniana</i>	Carolina laurel cherry		X			X
<i>Raphiolepis indica</i> hybrids	India Hawthorne		X			X
<i>Rosmarinus</i> spp	Rosemary		X			X
<i>Salvia leucantha</i>	Mexican Sage		X			
<i>Strelitzia reginae</i>	Bird of Paradise			X		X
<i>Tagetes limmoni</i>	Mountain Marigold		X			X
<i>Thysanolaena maxina</i>	Tiger Grass		X			X
<i>Trachelospermum jasminoides</i>	Star Jasmine			X		X
<i>Westringia fruticosa</i>	Westringia		X			X

General Design Characteristics
Master Plant List

Courtyards – Trees

Botanical Name	Common Name	HT/SPREAD	California Native	Low Water Use	Moderate Water Use	High Water Use	Region Adapted
Native							
<i>Pinus torreyana</i>	Torrey Pine	40-60 x 30-50'	X	X			
<i>Washingtonia filifera</i>	California Fan Palm	to 60'x15'	X	X			
Non-Native. Drought Tolerant							
<i>Agonis flexuosa</i>	Australian Willow	25'-35'x15'-30'		X			X
<i>Arbutus 'Marina'</i>	Marina Madrone	25'-30'x25'-30'		X			X
<i>Brahea edulis</i>	Guadalupe Palm	to 30x10'-15'		X			X
<i>Dracaena draco</i>	Dragon Tree	10'-20'10'-15'		X			X
<i>Erythrina caffra</i>	Coral Tree	25'-40'x45'-55'			X		X
<i>Eucalyptus leucoxylon</i>	White Ironbark	20'-70'x18'-50'		X			X
<i>Geijera parviflora</i>	Australian Willow	25'-30'x 20'		X			X
<i>Melaleuca quiquinervia</i>	Cajeput Tree	20'-35'x15'-20'		X			X
<i>Phoenix dactylifera</i>	Date Palm	to 80'x15'-20'					X
<i>Phoenix reclinata</i>	Senegal Date Palm	15'-30'x20'-30'			X		X
<i>Pinus thunbergia</i>	Japanese Black Pine	10'-20'x10'-15'			X		X
<i>Strelitzia nicolai</i>	Giant Bird of Paradise	15'-30'x10'-15'		X			X
<i>Trachycarpus fortunei</i>	Windmill Palm	to 30'x10'			X		X
<i>Washingtonia robusta</i>	Mexican Fan Palm	to 80'x10'		X			X

General Design Characteristics

Master Plant List

Courtyards - Shrubs, Perennials and Groundcovers

Botanical Name	Common Name	California Native	Low Water Use	Moderate Water Use	High Water Use	Region Adapted
Native						
Baccaris pilularis ‘Twin peaks’	Dwarf Coyote Brush	X	X			
Carex tumulicola	Foothill sedge	X	X			
Deschampsia caespitosa	Tufted Hairgrass	X			X	
Dudleya hassei	Britton’s Chalk Dudleya	X	X			
Dudleya lanceolata	Britton’s Chalk Dudleya	X	X			
Juncus effusus ‘Spiralis’	Corkscrew Rush	X			X	
Juncus acutus	Spint Rush	X			X	
Non-Native, Drought Tolerant						
Agave attenuata	Foxtail Agave		X			X
Agave vilmoriana	Octopus Agave		X			X
Aloe bainesii	N.C.N.		X			X
Aloe striata	Coral Aloe		X			X
Anigozanthos flavidus	Kangaroo Paw			X		X
Bamboo spp.	Bamboo			X		X
Bougainvillea spp.	Bougainvillea		X			X
Bromelia spp.	Bromeliads			X		X
Buxus microphylla	Boxwood Beauty			X		X
Carex morrowii var. temnolepis ‘Silk Tassel’	Hosoba kan suge			X		X
Carex humilis ‘Velbeit’	Low Sedge		X			X
Carex testacea	Orange New Zeland Sedge		X			X
Carissa grandiflora ‘ hybrids’	Natal Plum		X			X
Cistus spp.	Rock Rose		X			X
Crassula spp	Jade Plant		X			X
Cycas revoluta	Sago Palm		X			X
Dietes bicolor	Fortnight Lily			X		X
Echiveria spp.	Hen and Chicks		X			X
Echiveria x imbricata	Hen and Chicks		X			X
Festuca amethystina ‘Superba’	Large Blue Fescue		X			X
Festuca glauca	Blue Fescue		X			X
Haworthia spp.	N.C.N.		X			X
Helictotrichon sempervirens	Blue Oat Grass		X			X

General Design Characteristics

Master Plant List

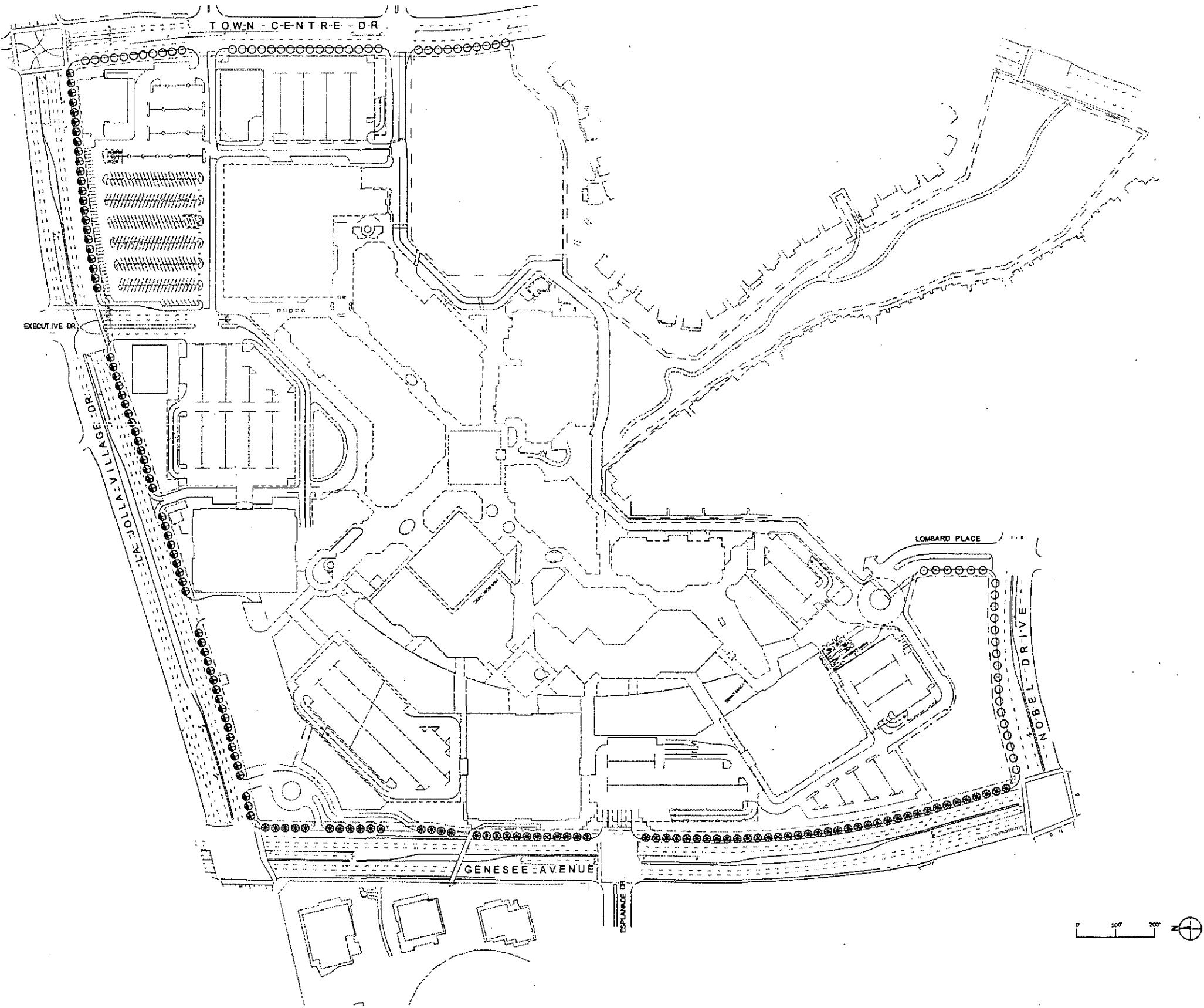
Courtyards - Shrubs, Perennials and Groundcovers continued from previous page

Botanical Name	Common Name	California Native	Low Water Use	Moderate Water Use	High Water Use	Region Adapted
Non-Native, Drought Tolerant						
Muhlenbergia rigens	Deer Grass		X			X
Muhlenbergia capillaris 'White Cloud'	Muhly		X			X
Nassella tenuissima	Mexican Feather Grass		X	X		
Phormium tenax species	Flax		X			X
Raphiolepis indica hybrids	India Hawthorne		X			X
Rosemarinus officinalis	Rosemary		X			X
Sesleria caerulea	Blue Moor Grass		X			X
Trachelospermum asiaticum	Asian Jasmine			X		X

Courtyards - Vines

Botanical Name	Common Name	California Native	Low Water Use	Moderate Water Use	High Water Use	Region Adapted
Native						
Vitis californica 'Rogers Red'	California wild grape	X	X			
Non-Native, Drought Tolerant						
Bougainvillea spp.	Bougainvillea		X			X
Clytostoma callistegioides	Lavender Trumpet Vine			X		X
Distictus buccinatoria	Blood-red Trumpet Vine			X		X
Ficus pumila	Creeping Fig		X			X
Parthenocissus quinquefolia	Virginia Creeper		X			X
Rosa banksiae	Lady Banks' Rose		X			X
Wisteria sinensis	Chinese Wisteria			X		X

General Design Characteristics
Street Tree Masterplan



⊗ *La Jolla Village Drive Tree*

Street Frontage: 1,954 L.F.
* Trees Required: 66

⊗ *Genesee Avenue Tree*

Street Frontage: 1,918 L.F.
* Trees Required : 64

○ *Towne Centre Drive Tree*

Street Frontage: 1,109 L.F.
* Trees required: 37

○ *Nobel Drive Tree/Lombard Place Tree*

Street Frontage Nobel Drive: 487 L.F.
Street Frontage Lombard Place: 202 L.F.
* Trees Required: 23

*Refer to Master Plant List, "Streetscape-Street Trees/Entry Tree",
Chapter 4:25 for list of possible street trees.*

** Assumes the use of Canopy Trees for all of the required
number of street trees. Use of other trees not classified as
Canopy Trees will result in an increase to the total number of
street trees required.*

MINIMUM TREE SEPARATION DISTANCE	
IMPROVEMENT	MIN. DISTANCE TO STREET TREE
Traffic signals (stop sign).....	20 feet
Underground utility lines	5 feet
Above ground utility structures.....	10 feet
Driveway (entries)	10 feet
Intersections	25 feet
(intersecting curb lines of two streets)	
Sewer Lines	10 feet

General Design Characteristics
General Lighting Guidelines

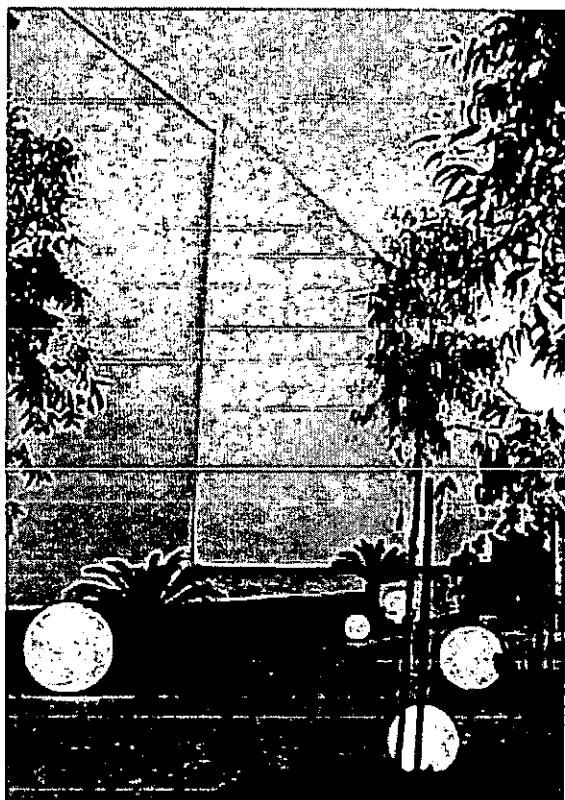
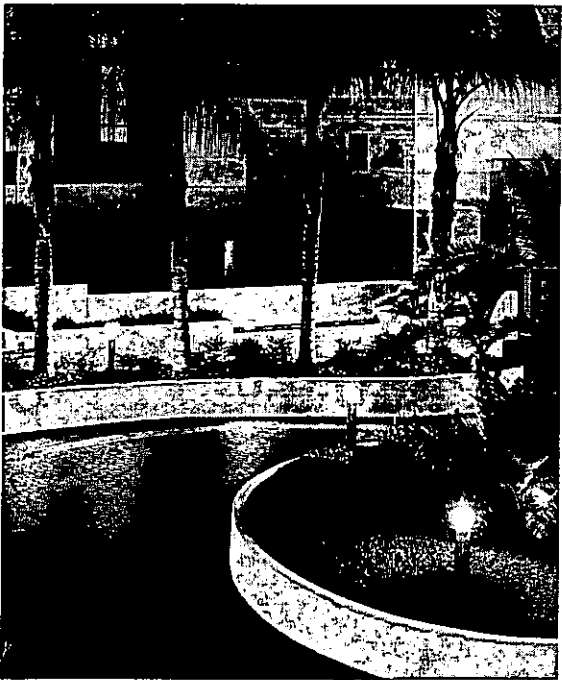
The lighting guidelines for the development are intended to not only ensure that the development offer a safe and usable environment for its residents, visitors and guests, but also to provide criteria that utilizes lighting as a means for enhancing the character and appearance of the architecture.

The design of the lighting for Westfield UTC development should:

- Provide pedestrian-scaled light at pedestrian pathways and walkways throughout the premises.
- Utilize effective and appropriate lighting for both pedestrian and vehicular circulation.
- Ensure lighting provides a sense of safety.
- Specify fixtures and standards that complement the architectural design and aesthetic.
- Employ dramatic lighting that enhances the massing and character of the architecture.
- Not disrupt or overwhelm lighting and/or privacy of adjacent property especially residential parcels (refer to Municipal code section 142.0740 for other pertinent requirements and restrictions).

- Use energy efficient lighting wherever feasible to achieve the design objectives for the project.

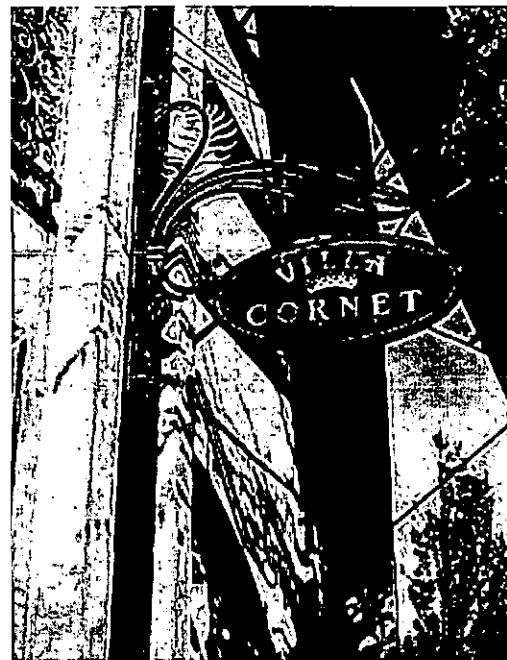
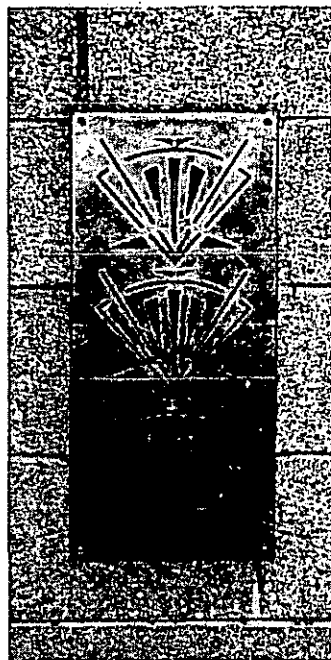
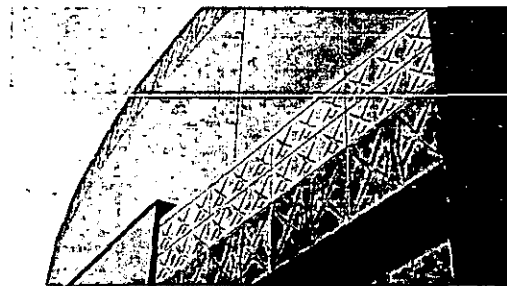
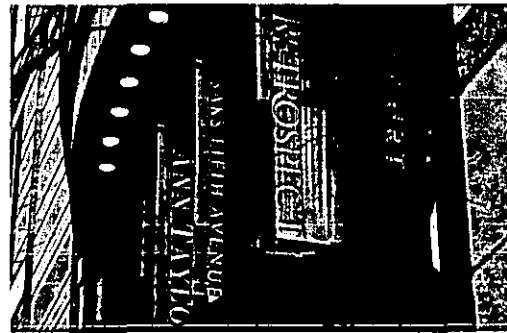
In addition to the above criteria, the developer shall also refer to additional requirements as outlined in the “Urban Design Element” of the City of San Diego General Plan, sections C and F.



Examples of pedestrian path lighting

General Design Characteristics

General Wayfinding and Signage Guidelines



Examples of signage and architectural details

The wayfinding and signage guidelines are intended to define the Westfield UTC development as a distinct destination within the greater University Community, and enhance the user experience by orienting residents, visitors and guests through aesthetically relevant, intuitive and logical means. Consideration of the architectural design, and of San Diego's rich history, culture, and surrounds, are some aspects that may inform the creation of a meaningful visual language that will enhance the user experience, and facilitate movement and action throughout the project.

Through the use of color, material, scale, form, typography and texture, a system of signs shall be organized into an hierarchical plan for the overall development. The intent of these signs will be to:

- Announce and define the Westfield UTC development and brand;
- Seamlessly communicate information and direct users throughout the project;
- Design individual districts within the project: residential, office, retail, parks, etc.;
- Enhance both vehicular and pedestrian user experiences through the visual language and interpretive signage and architectural details; and

- Create an environment and develop guidelines for tenant signage.

In general, the types of signage may fall under the following categories:

- *Site Identification* – monument, landmark and/or gateway signage and other markers for major and minor entries and to define districts
- *Wayfinding/Directional Signage* – including vehicular/traffic flow and pedestrian directional signing for site destinations, key areas and parking
- *Informational Signage* – directories and kiosks
- *Regulatory Signage* – stop, safety, etc, (conforming to City of San Diego relevant codes, and as determined by traffic consultant as necessary)
- *Parking Area Signage* – entry and exit identification, vehicular and pedestrian wayfinding
- *Interpretative Signage* – informational, educational, and/or entertaining signage elements may be incorporated within the project to further enhance the visitor experience
- *Architectural Details and Artistic Amenities* – development of a system of architectural

details to be disseminated throughout the project, therefore reinforcing the identity through a variety of subtle manifestations; this can include a variety of elements such as pavers/medallions, banners, friezes or artwork in walkways or building exteriors, ironwork and wood details, etc.

- *Temporal Elements* – seasonal or event-driven banners, advertisements
- *Tenant Criteria* – the creation of guidelines defining tenant signage usage, including design character, size and location parameters, typography usage, colors and materials for individual districts

The Westfield UTC wayfinding and signage shall be a system which will integrate harmoniously into the fabric of the University Community, while distinguishing the project as a whole and project components both from the outside and throughout. The developer shall also refer to additional requirements as outlined in the "Urban Design Element" of the City of San Diego General Plan, sections C and F.

Specific Design Characteristics

Open Space and Recreation

In addition to the “General Design Characteristics”, this section outlines design characteristics that are specific to the different uses that will inhabit the project. Future development at UTC and all of its components will also have to comply with the “General Development Regulations”, and the “Supplemental Regulations” defined in the San Diego municipal code for CR1-1 base zone development. Permitted deviations from the baseline development regulations are included in the Chapter Eight of this document.

Open Space and Recreation

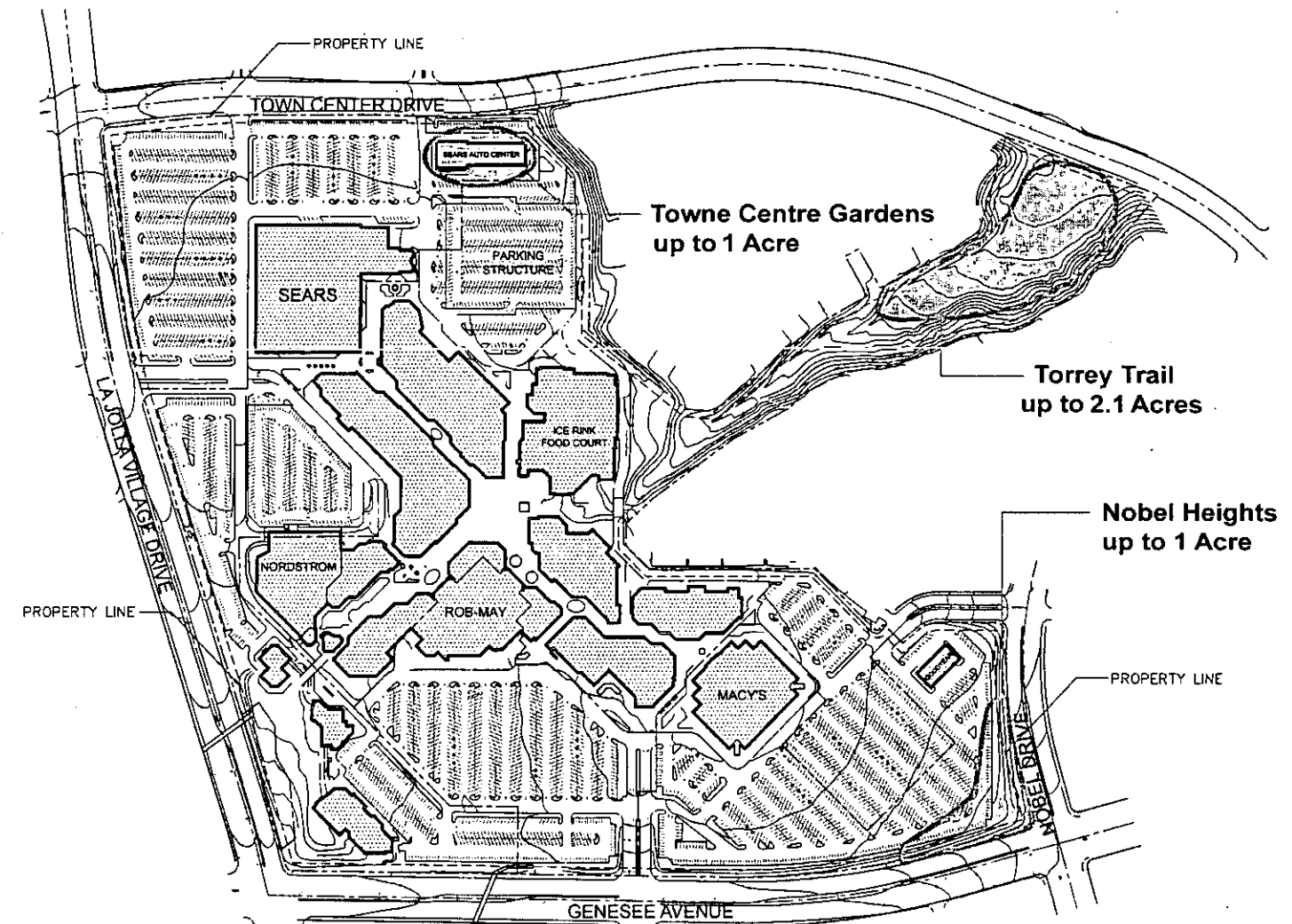
The Open Space and Recreation Element of the University Community Plan defines open space as including “urban areas such as developed parks, private recreational facilities, plazas or malls” (See page 225 of the UCP). Westfield UTC will continue to serve as a recreation amenity for University City with its improved open plazas, walkways, courtyards, community center and ice rink.

To further enhance the open space and recreation opportunities for residents and visitors of Westfield UTC, as part of its initial phase of residential development under this MPDP, Westfield UTC proposes to improve Torrey Trail with park amenities open to the public, with pedestrian connections linking the shopping center and community-oriented uses to the residential development. Depending on

the number of residential units developed under this MPDP, up to 1.84 acres of usable open space and recreational area would be required under the maximum residential development scenario of 300 units, based on SANDAG’s 2030 forecast of 2.19 persons per household for the north UCP area and a usable acreage requirement of 2.8 acres per 1,000 persons. The portions of the site to be improved to satisfy population-based park requirements shall be developed consistent with Park and Recreation Department standards/guidelines, and shall be privately owned and maintained with a recreation easement to allow for general public use and must be contiguous to a public right of way, in close proximity to the residents creating the need, and welcoming the general public to reinforce public use. The area for these park improvements and the improvements themselves shall be identified at the time that residential plans are submitted for substantial conformance review by the City.

In addition, Westfield will enhance and provide new community-serving uses in areas of Torrey Trail closest to the shopping center. The Torrey Trail improvements will provide an accessible link from Towne Center Drive to the shopping center with lamppost-style lighting along the pedestrian connection, enhanced native landscape and landscape treatments.

Proposed Location of the Open Space and Recreational Area at UTC



Specific Design Characteristics

Regional Commercial Uses



There are three regional commercial components in the Westfield UTC plan. Palm Passage and La Jolla Terrace, where most of the shopping experiences occur, must blend and/or transition with the existing shopping center around Palm Plaza. To achieve this goal, the architecture must successfully integrate the design of exterior storefronts to the buildings and to quality outdoor areas. Westfield will work with individual tenants to develop façade designs that integrate harmoniously with the overall pedestrian streetscape design.

Building Height

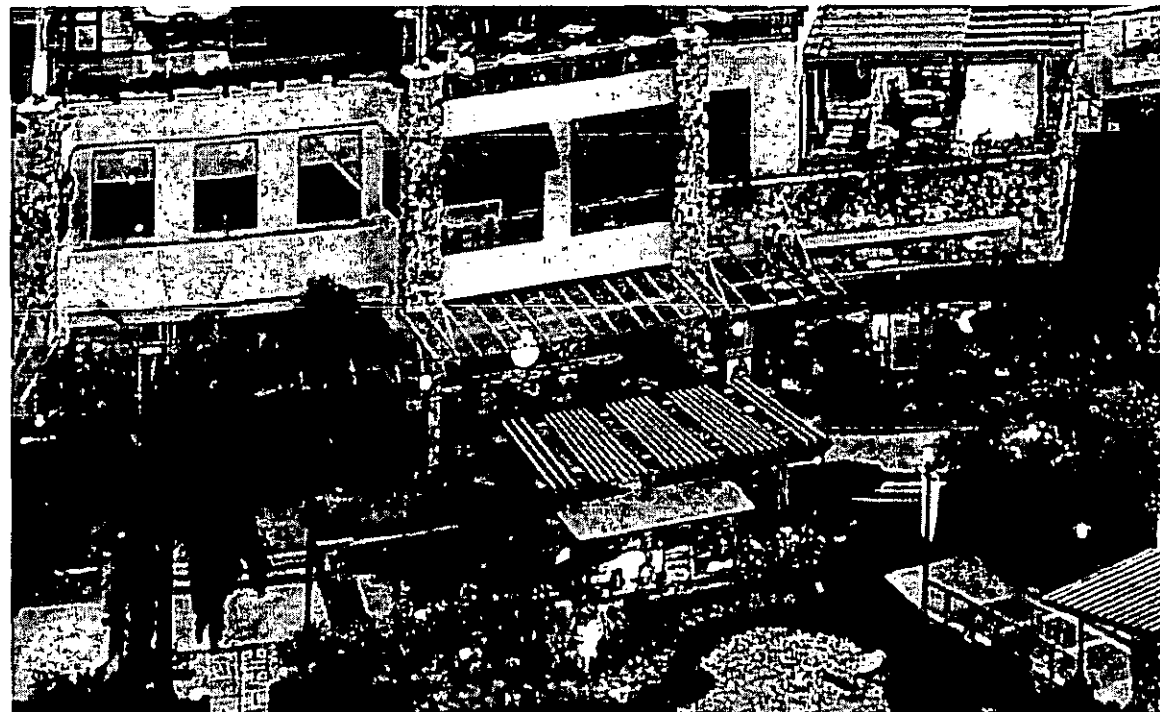
The maximum building height within the regional commercial components of Westfield UTC is set to 100 feet high. This includes punctual architectural features that are designed and located to reinforce the identity of certain tenants or to serve as focal points.

Storefront Limits

Horizontal limits (width) of the storefront will vary, but are defined from the inside face of landlord's "Neutral Piers." Vertical limits of the storefront are defined from finished floor to a height not less than 14 feet above finished floor or to the underside of the landlord's "Bulkhead".

Storefront Articulation

To add visual interest, articulation and modulation of the storefront is encouraged both horizontally and vertically. Long expanses of flat storefront will not be permitted. Recessed entries are encouraged. Tenants may recess or "pop out" their storefronts as long as the general lease line is followed. Storefront configuration is subject to Landlord review and approval. The base of the solid portion of the storefront must be stone, cast stone, or cultured stone.



Examples of storefront articulation

Specific Design Characteristics
Regional Commercial Uses

Merchandising Front Yards and Patios

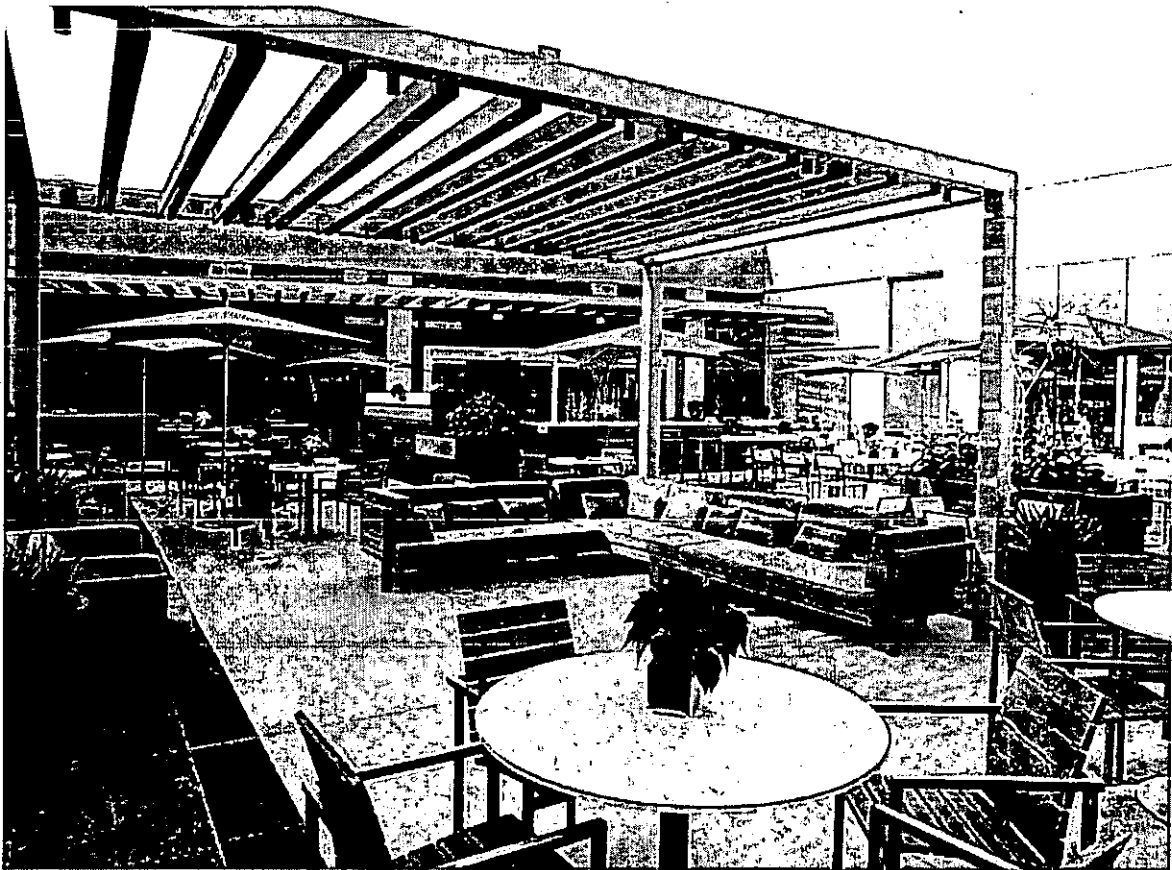
Westfield UTC will allow for a merchandising front yard in designated areas along the storefronts. Also, patio seating is encouraged, including outdoor, covered or semi-enclosed. Fences and/or gates enclosing the patio areas shall permit visibility into the patio space.

Openings and Windows

Articulation of any fenestration is encouraged and should be compatible with the tenant storefront design and the overall base building composition. All window frames should be metal or wood with a natural or stained finish that are finely crafted and detailed. Windows may be operable and allow indoor and outdoor areas to mix.

Canopies and Trellises

To provide shading and visual definition to tenant storefronts, projecting canopies, awnings or trellises are encouraged as part of building design proposals within the commercial districts. To maintain the overall image of the project, the design of the canopies/trellises will be coordinated.



Example of patio seating



Example of coordinated trellises

Specific Design Characteristics

Residential Developments



Example of residential high-rise

Residential components are potentially located in three districts of Westfield UTC – University Central, Nobel Heights and Towne Centre Gardens. Each will bring a variety of residential types to the heart of UTC and the University community. The successful integration of these new components in the neighborhood depends primarily on the articulation of the massing and the transitions with the adjacent buildings and planning areas. Westfield will work with the individual builders to develop façade designs that integrate harmoniously with the overall skyline and the street corridors.

Building Height

The maximum building height for any residential buildings shall be a maximum of 293 feet above grade.



Example of scale transition

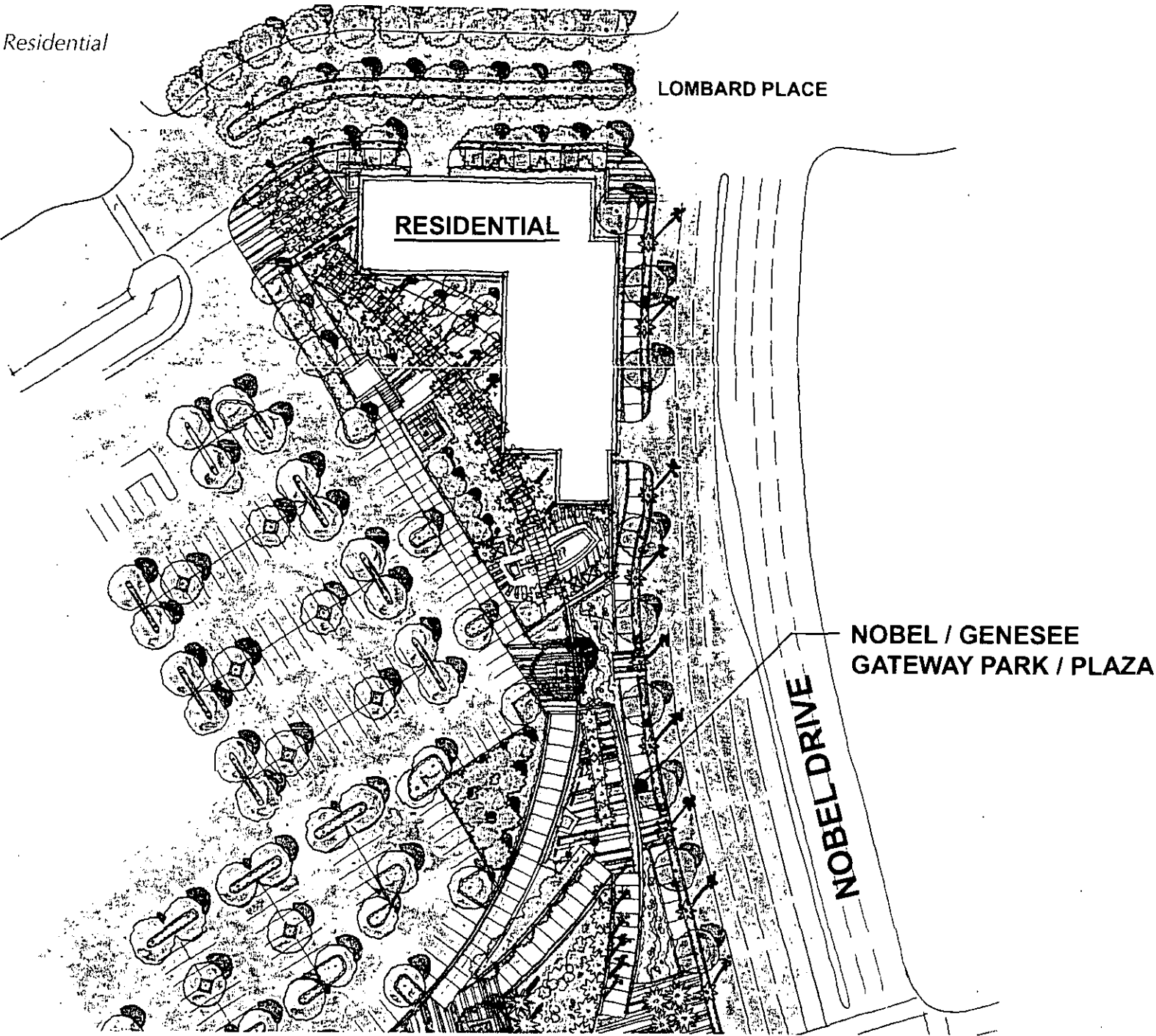
Scale Transition

High rise construction differs from low rise construction in that there are fundamentally different structural, life safety, constructability and economic criteria that inform the architectural character of a building of this type. Application of scale transition principals such as horizontal, vertical and proportional correspondence between buildings is applicable as in low rise construction, with the application accomplished using form manipulation, patterning and articulation methods consistent with industry standards for technically competent, elegantly shaped/proportioned towers and bases.

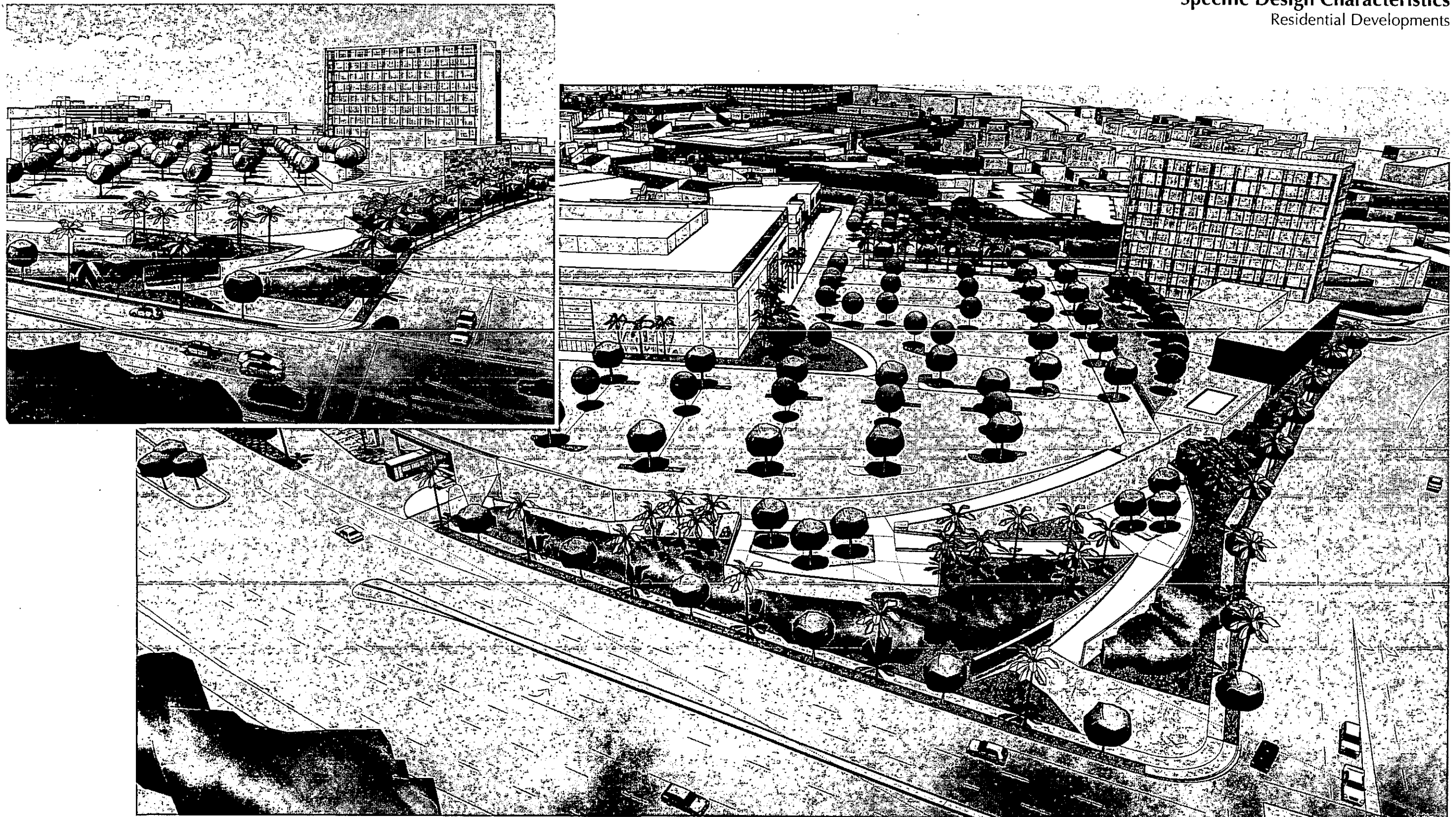
Such proportioning may include pattern/rhythm changes in-plane, offsets, changes of plane/geometries and/or balconies/terraces. Within this context, high rise bases should correspond with proportions and rhythms of adjacent building facades and provide appropriate transitions to tower elements. In the same way, vertical elements of towers may extend into the building base to accentuate connection to the ground level and avoid appearance of towers isolated from the street.

Specific Design Characteristics
Residential Developments

Conceptual Plan of Nobel Heights Residential



Specific Design Characteristics
Residential Developments



Conceptual Plan of Nobel Heights Residential

Specific Design Characteristics
Residential Developments

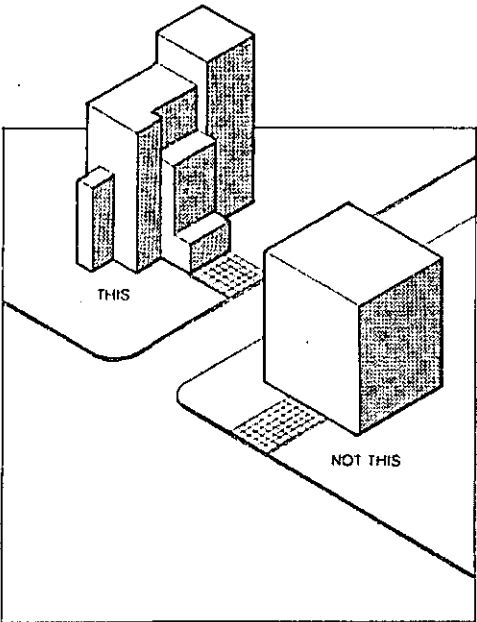
Building Orientation and Building Base

Consistent with the setback recommendation for the central area given in the “University Community Plan” (UCP) p.111 & p.113, all buildings located along a public street should have a building base seated at an appropriate setback to reinforce the street space and provide a comfortable sense of street enclosure.

With the exception of where plaza and drops-off/entrance components are planned, the street yards of the new building should average the street yards of adjoining and fronting developments so to avoid “overpowering and drastic street setback variations”. In addition, the building base should respond to both tower architecture and massings/ rhythms of adjacent buildings to create a sense of rhythm and establish a correspondence of proportions and scales with adjacent buildings and the street.

Façade Articulation

Building façades, especially for high-rise constructions, should create visual interest for pedestrians and motorists. A gradual transition should be created between the smaller scaled repetitive elements of the building (the windows, balconies...) and the larger scale elements of the façade. Relationships should be created between the finer fabric of architectural elements such as windows, balconies, canopies and skin articulation(s) and the primary and/or secondary (if applicable) building forms of tower(s) and base(s) to generate cohesive architecture of character.



Extracted from the University Community Plan

Variations in planes of wall surfaces create interesting environments.

Environmental Response

To promote sustainability and energy conservation, high rise and mid-rise construction should incorporate energy efficient building systems, technologies, environmentally endorsed finishes and/or skin treatments as appropriate to orientation, architectural expression and project economics.



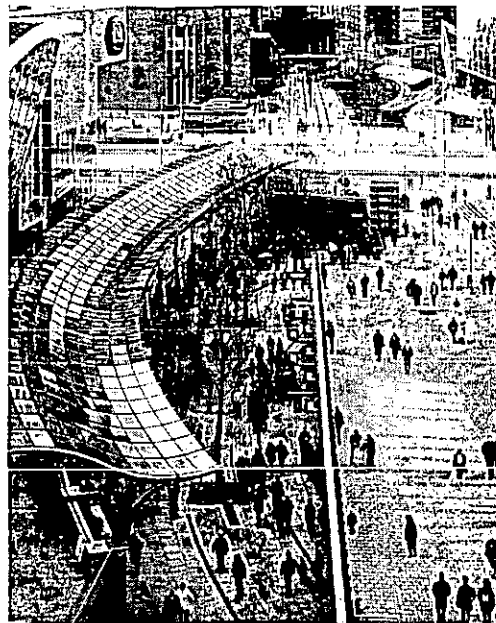
Example of building base and varied massing



Example of façade articulation

Specific Design Characteristics

Trolley and Transit Facility



Example of urban transit facility

“Integrated stations should be highly visible from the public street, adjacent to the most active uses within a project...” UCP p.86

Project Integration

Consistent with the recommendation for the Urban Node given in the UCP p.85, Westfield UTC will integrate the trolley/transit facility into its site plan. It will also coordinate its design as part of the architecture of the overall project. Furthermore, the designs of the benches, planters, lighting devices, way-finding signs and other site amenities should be complementary or identical to those used in the regional commercial portion of the redevelopment. This will reinforce the integration of the facility and the distinct character of the revitalized UTC.

Visibility and Identity

Consistent with the recommendation for the urban node given in the UCP p.86, the trolley/transit facility should be planned in such a way that it is clearly identifiable from the public right of way and near to the pedestrian paths connecting the super-blocks. This will be accomplished by the use of recognizable architectural features, public art elements, landscaping and hardscaping treatments.

Physical Requirements and Project Phasing

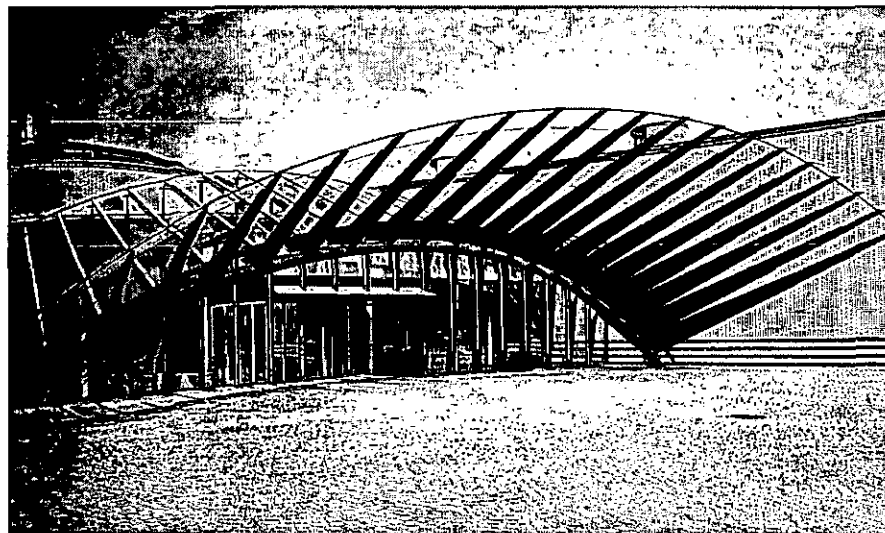
The transit facility will be designed so it can function both with and without the mid-coast trolley. The dimensioning and the organization of the bus transit facility and the elevated trolley station will be consistent with the requirements of the Metropolitan Transit System (MTS) of San Diego, CA and SANDAG.

Trolley and Transit Facility

(These criteria also apply to Special Planning Area Requirements, Planning Area Two, Palm Passage, Chapter 4:58)

- A convenient and safe means of access shall be provided for patrons and users of the public transit system from the transit plaza to the shopping center.
- A convenient and safe means of access shall be provided along the street front to project gateways.
- The maximum distance from the transit plaza to the shopping center entry or project gateway shall not exceed 200 feet.
- The accessways from the transit plaza shall have an enhanced paving, ceiling and lighting treatment that shall be of a complementary look and feel to the shopping center when covered.

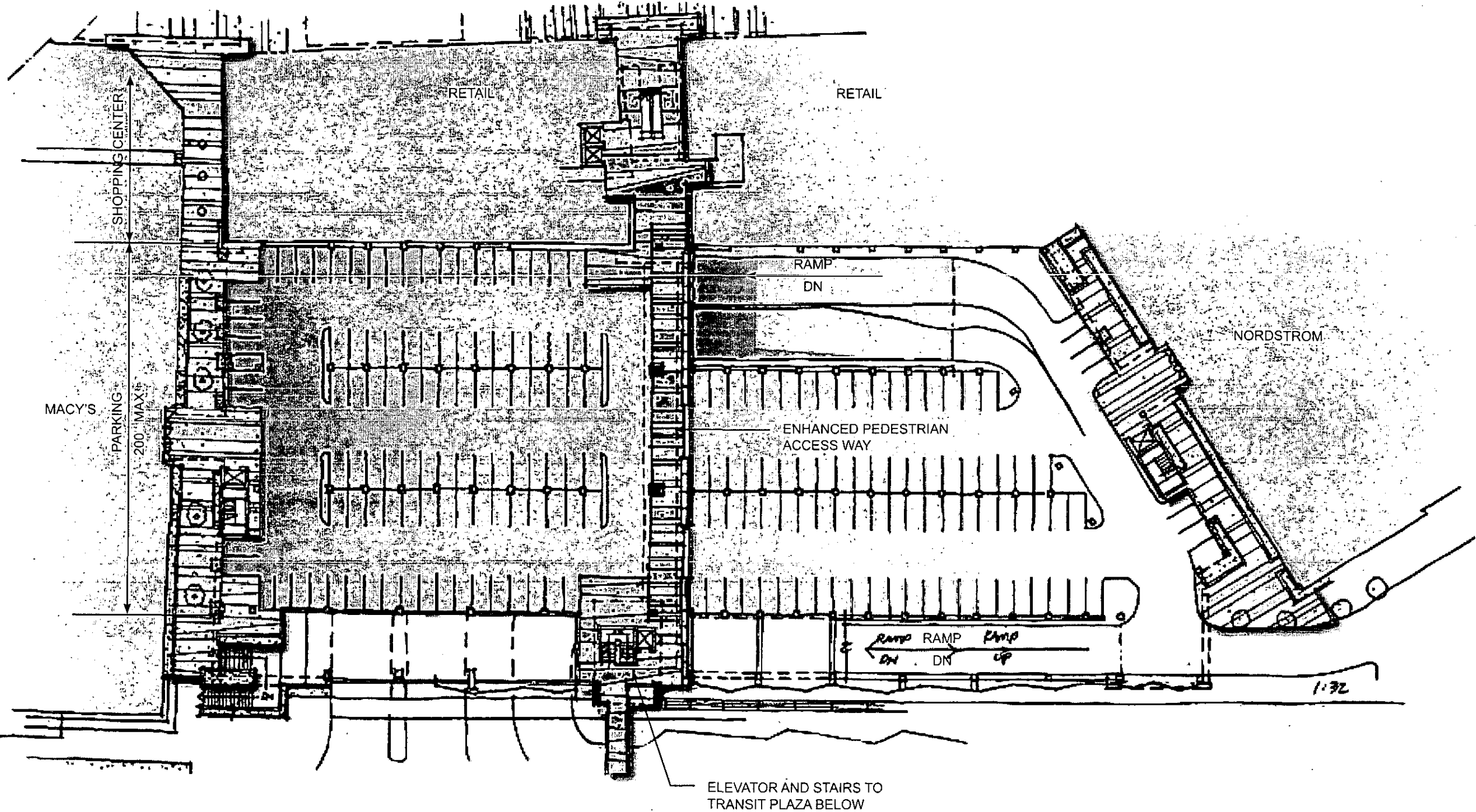
- Transit plaza flooring shall extend across entry driveways to connect the transit plaza platform to the public right-of-way.
- The minimum width of the access way from the transit plaza shall be 10 feet clear.
- Benches and/or other seating options shall be provided within the transit plaza.
- Retail and/or café offerings complementary to the transit center shall be provided for transit patrons.
- Bike racks and bike lockers shall be provided within or immediately adjacent to the transit facility.



Example of architectural entry feature

Specific Design Characteristics
Trolley and Transit Facility

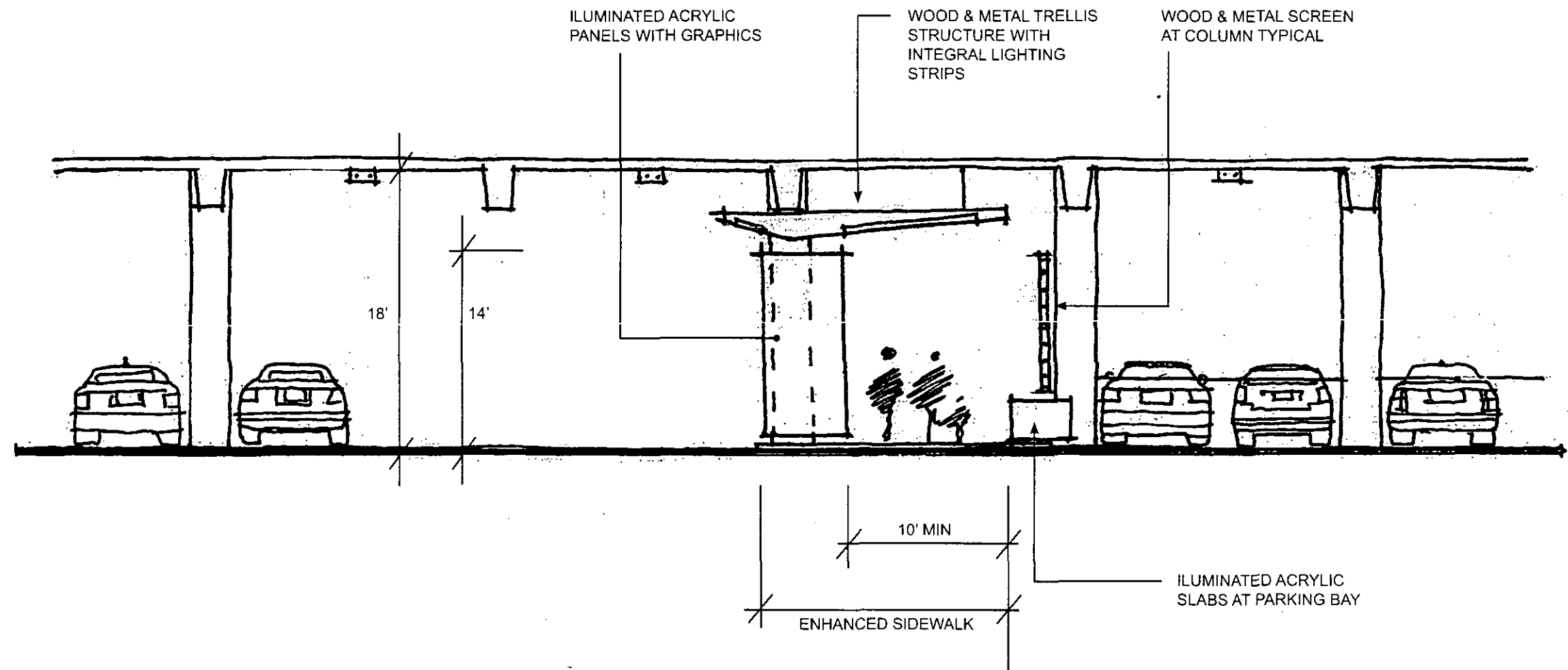
Conceptual Plan for Connection Between Transit Center and Retail Center



Specific Design Characteristics

Trolley and Transit Facility

Conceptual Cross Section at Transit Connection
Level 2 (380.0)



Specific Design Characteristics

Parking Decks

All parking decks shall comply with the "Parking Regulations" defined in "San Diego Municipal Code" §14.02.05 and the "Urban Design Element" defined in the General Plan p.UD-108 & 109.

Building Height

The maximum building height for parking decks, throughout Westfield UTC is 80 feet above grade. Architectural features, such as towers, trellises, and solar carports, may extend up to 100 feet above grade.

Facade Articulation

The facade design of the parking decks should be complementary to the architectural expression of the adjacent/attached buildings.

The architecture shall modulate the rhythm of the deck structure by regrouping repetitive elements into the larger overall façade composition.

When parking deck elevation(s) are fronting a public right-of-way, the façade must comply with the building articulation rule defined in §13.01.0554.

Screening and Street Interface

When the parking deck is located along a public right of way, the building base shall reinforce the street space and provide a comfortable sense of street enclosure. To

achieve this objective, the building base shall be treated with textured and colorful material, incorporate trellises, landscaping, canopies, or other architectural features that would achieve similar effects. A landscaped yard will provide appropriate screening of parked vehicles and create a comfortable, pedestrian-friendly streetscape. The access to the decks shall be well defined and clearly recognizable elements in the façade composition.

The perimeter of each parking garage floor above street level shall have an opaque screen or other decorative screening mechanism to shield automobiles from public view. The screen shall be at least 3.5 feet high measured from the finished floor elevation. An architectural treatment, such as a finished fascia, shall be provided to shield any unfinished structural elements (including electrical elements, exposed metal beams, and fireproofing material) or mechanical appurtenances from a viewing position at grade from the opposite side of the street. Lights visible from the exterior of the structure shall be covered or screened with a diffusing lens and oriented to minimize the visual impact from a viewing position at grade from the opposite side of the street.

Landscaping Requirement and Alternative Top Deck Uses

The top floor of parking structures that are open to the sky are subject to the vehicular use area requirements of the Landscape Regulations (Chapter 14, Article 2, Division 4). One minimum 24 inch box size tree is required to be located within 30 feet of each parking space. The minimum planting area required is 40 square feet, with no dimension less than 5 feet. Alternatively, trellis structures with vine planting or innovative solutions such as solar "carports" may be utilized. When appropriate, residential development will use the top of the parking structure as a recreational amenity deck.



Example of parking structure facade treatment

Special Planning Area Requirements

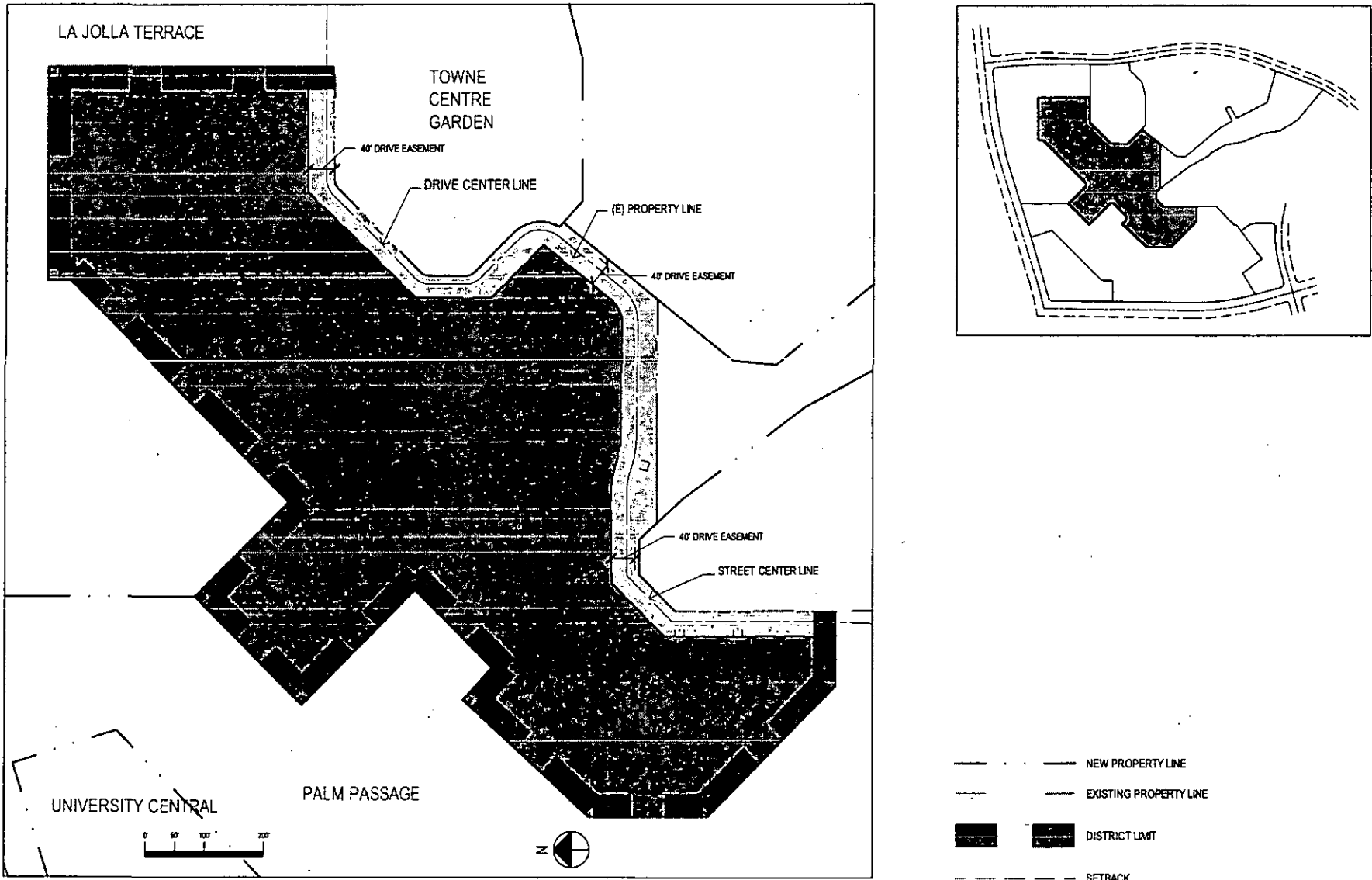
The UTC site fronts onto approximately 5900 feet of public right of way and is adjacent to existing residential development on the additional 4300 feet of its perimeter (see Chapter 2:4). Consistent with the Urban Design Element in the University Community Plan (UCP), future development will contribute to the improvement of “the central community’s urban form and cohesiveness”.

In addition to the requirements for the CR1-1 zone, this section outlines planning area-specific criteria that promote cohesiveness and continuity with the existing neighborhood fabric and circulation patterns. These guidelines are intended as implementation tools for use by the developer, their architects, planners, and civil engineers.

Special Planning Area Requirements
Planning Area One *Palm Plaza*

Project Description

Palm Plaza consists of most of the original shopping area minus the existing Robinson May store and the Macy's store. The 18.8 acres area includes about 521,000 square feet of existing retail stores including today's two level SEARS department store. In order to compliment of the existing shopping area, the project envisions the construction of up to 40,000 square feet of new retail which could come as a second level above existing one level retail buildings.



Palm Plaza – Ground Use and Setbacks

Special Planning Area Requirements
Planning Area One *Palm Plaza*



All of the photos on this page show the existing Westfield UTC

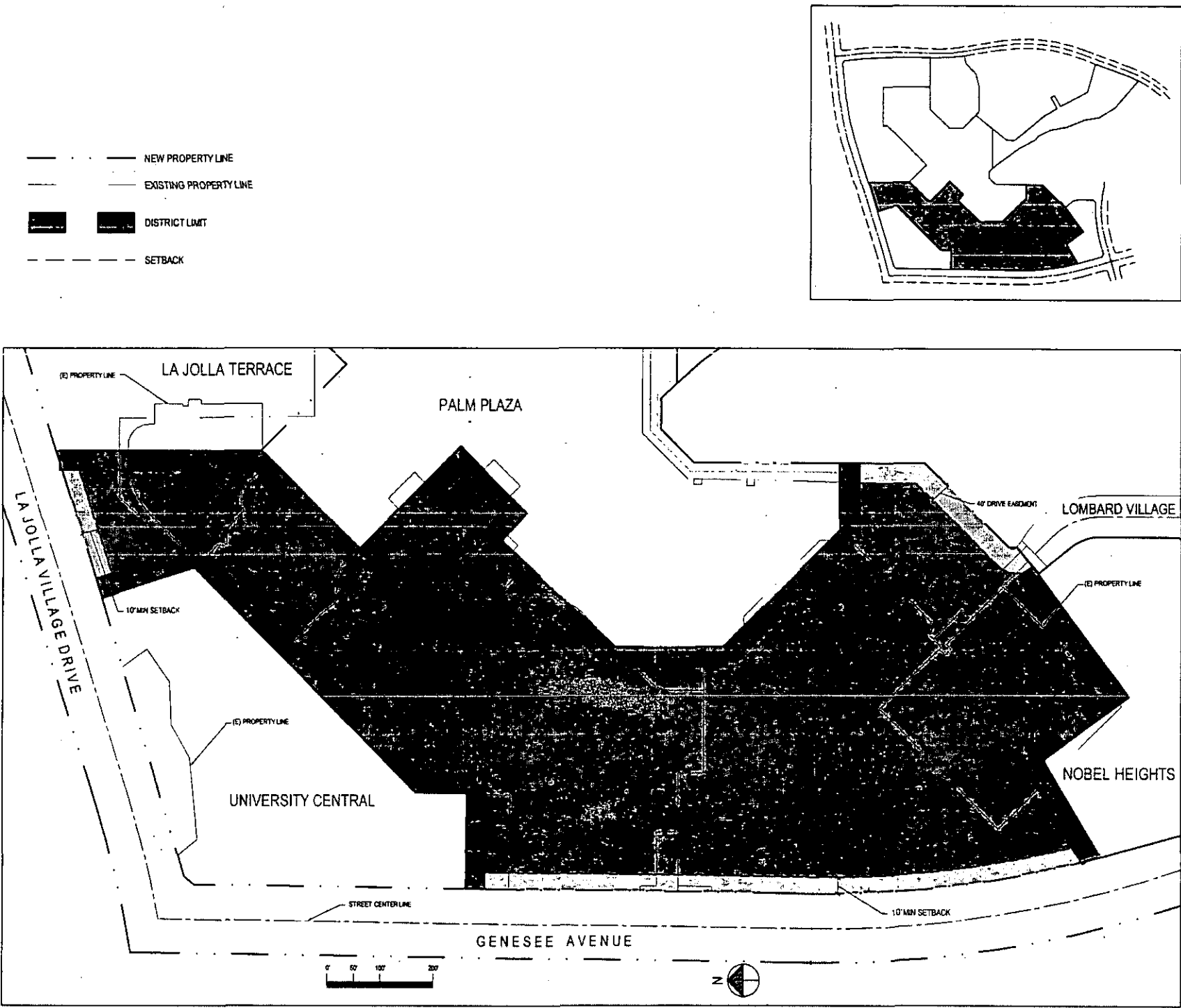


Special Planning Area Requirements

Planning Area Two *Palm Passage*

Project Description and Site Development

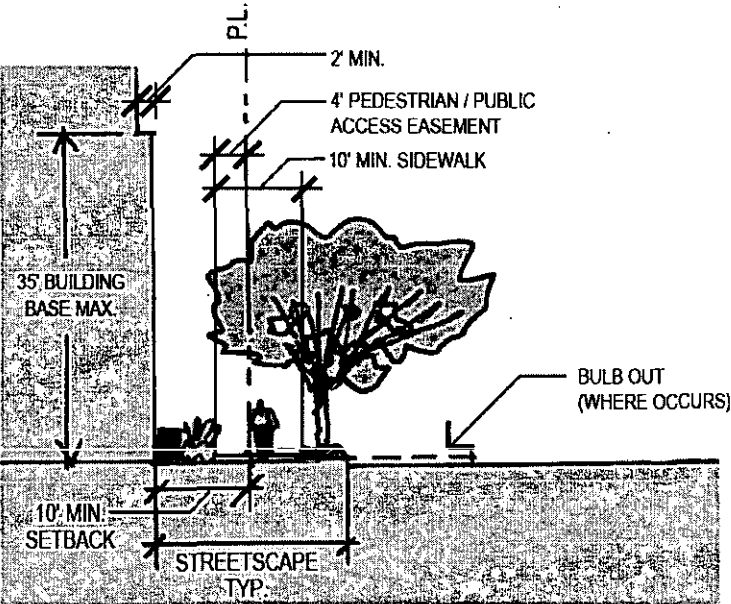
Palm Passage contains the main retail expansion area for the project. It consists of up to 450,000 square feet of net new outdoor shopping area that stretches north to south from University Central to Nobel Heights. Built on approximately 22 acres, this planning area includes existing retail stores as well as large expanses of surface parking fields directly adjacent to Genesee Avenue the west and La Jolla Village Drive to the north. A segment of the Future development within Palm Passage will re-define a significant portion of the street frontage and the pedestrian thoroughfares in and around UTC.



Palm Passage – Ground Use and Setbacks

Special Planning Area Requirements

Planning Area Two Palm Passage



Typical Section at Parking Structures

Entry Drives

Currently, an entry drive at the intersection of Esplanade Drive and Genesee Avenue provides access to the project from the west for both vehicles and pedestrians. In order to highlight the entry drive as a “gateway” into the project, as well as provide a visual break along the Genesee Avenue frontage, any new structure(s) adjacent to Esplanade drive must include setback variations, changes in color and/or texture, and landscaping elements. Because an entry drive occurs within this planning area, any development of new buildings or structures must comply with the requirements defined in the GENERAL DESIGN CHARACTERISTICS on Entry Drives and Entry Statements. Special requirements for architectural features, landscape and graphics are outlined and described in the above mentioned section of the MPDP and should be referenced to ensure compliance with these design criteria.

The new building façades will help to define the streetscape and provide a comfortable sense of street enclosure. To achieve these goals:

- New buildings will observe a minimum 10 feet setback from the property line.
- New buildings along Genesee Avenue and La Jolla Village Drive will maintain a building base of up to 35 feet maximum

height, architecturally modulated in height, depth and width to create a sense of rhythm and establish a pedestrian scale with the streetscape.

- Above the building base, the façade of new buildings must stepback a minimum of two feet and be composed of offsetting planes that will provide depth and rhythm.
- New buildings along Genesee Avenue and La Jolla Village Drive shall be lined with a planted street yard providing a minimum separation of 6 feet between the pedestrian sidewalk and the building base wherever no storefront, pedestrian access or vehicular access occurs.
- The maximum building height along Genesee Avenue and La Jolla Village Drive is set to 80 feet. Above that, the building height is limited by a plane rising away from the parapet at a 45 degree angle to a maximum height of 100 feet.

The diagrams on Chapter 4:56 represent four permissible building envelope profiles for new UTC street frontages along Genesee Avenue and La Jolla Village Drive.

Special Planning Area Requirements

Planning Area Two Palm Passage

Street Frontages

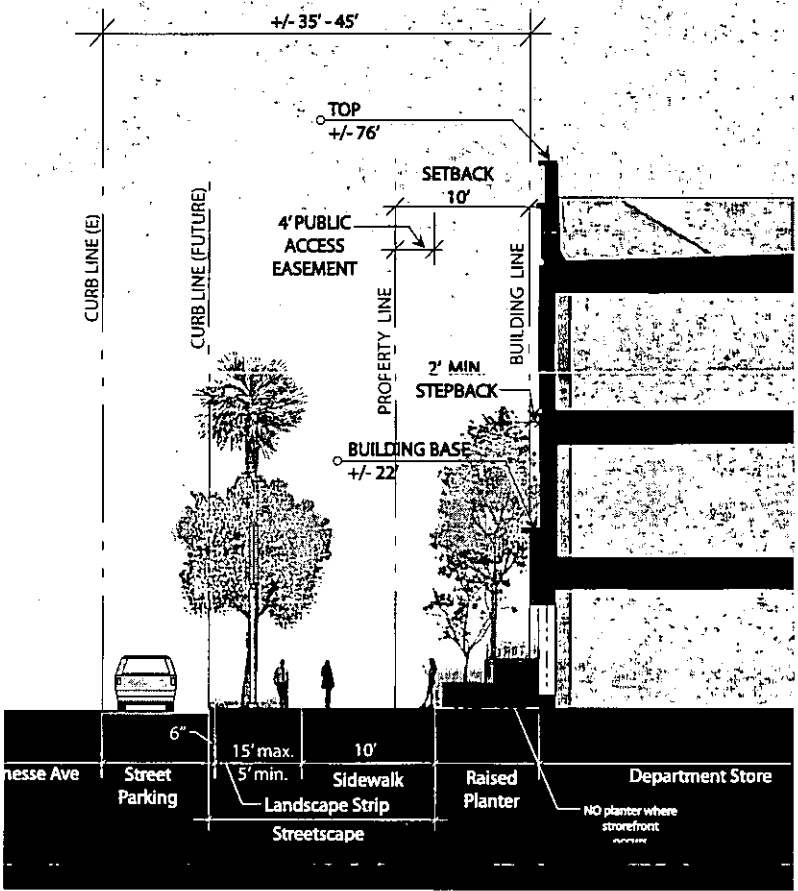
The existing street frontages and sidewalks in Planning Area Two are not currently pedestrian friendly as they exist today; "Isolated from adjacent buildings and activities, they make the pedestrian feel exposed and uncomfortable" (UCP p.71). It is therefore required that any major modifications or new construction along the public right-of-way include sidewalks and landscape improvements designed to reinforce "the sense of protection and enclosure which is comfortable to pedestrians" (UCP p.71).

To achieve this goal, the following shall apply:

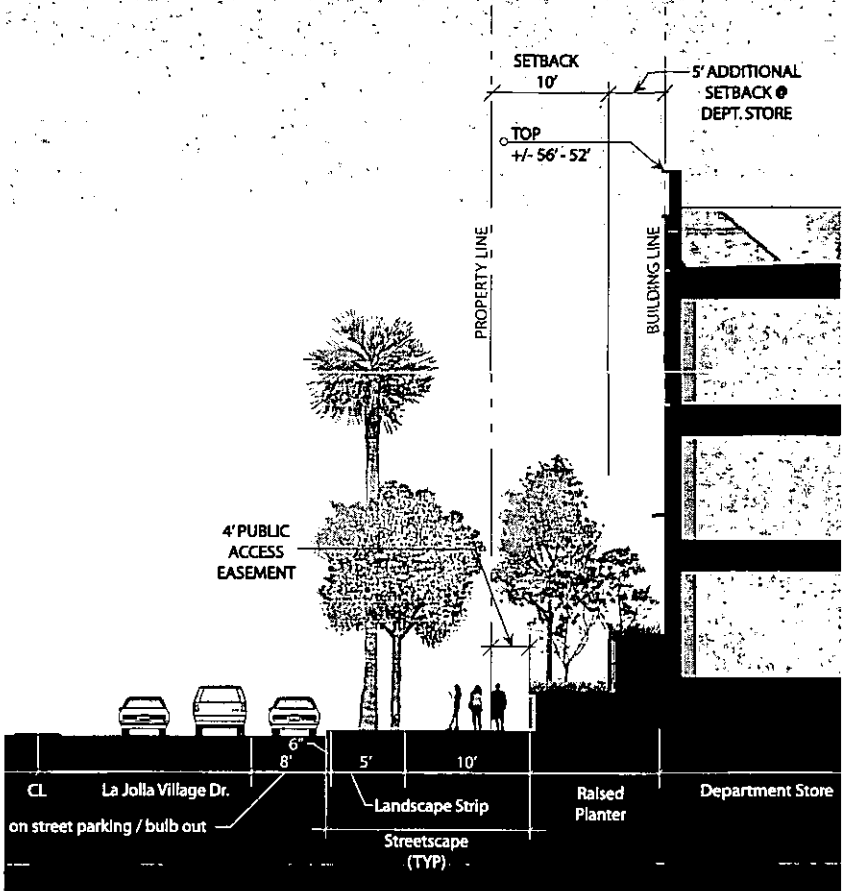
- The existing curb and sidewalk will be upgraded to a "non-contiguous" condition, as per the diagrams and phasing plan in Chapter 7 (Pedestrian Circulation)
- As defined in the Street Tree Masterplan exhibit Chapter 4:32, new street trees will be planted along the new "non-contiguous" sidewalk.

Furthermore, where practical, new development in Palm Passage is encouraged to allow for future infill development which could open onto the pedestrian network and/or the street frontage. Future street-oriented development is encouraged by placing buildings

near the pedestrian network (see exhibit Potential Street Facing Retail Use Locations on this page). Entries to the public sidewalk are not required, however if they are not included then a pedestrian gateway from the public sidewalk into the project shall be located within 300 feet of the new building, and where practical, new buildings should have a finish floor elevation close to the level of the adjacent sidewalk in case a future pedestrian building entry from the public sidewalk is desired. Future street-oriented development may also be encouraged if parking decks constructed along the street are designed at the street level to have floor-to-floor heights of 14 feet or greater, to enable future infill development within the structure.

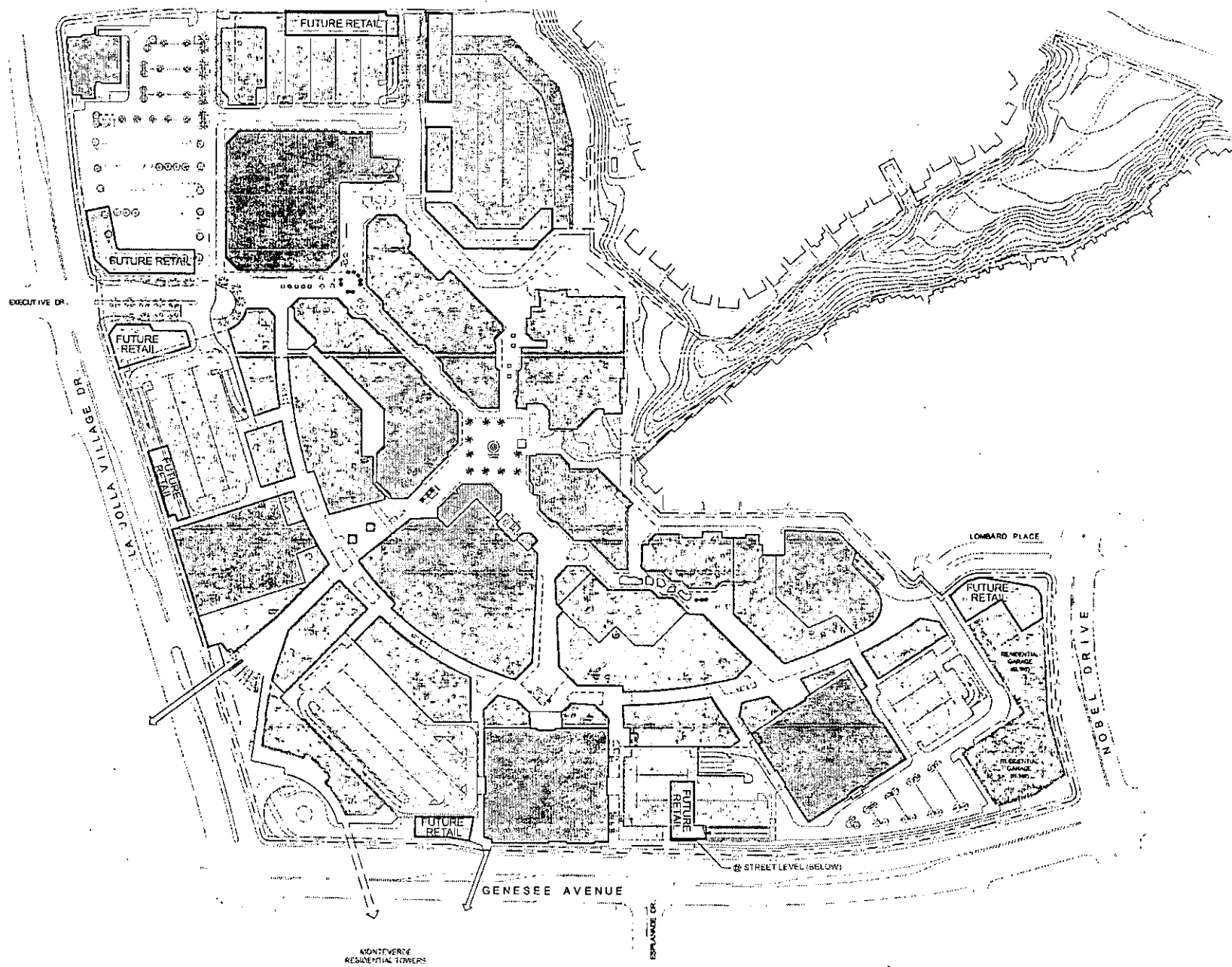


Conceptual Section Along Genesee at Macy's



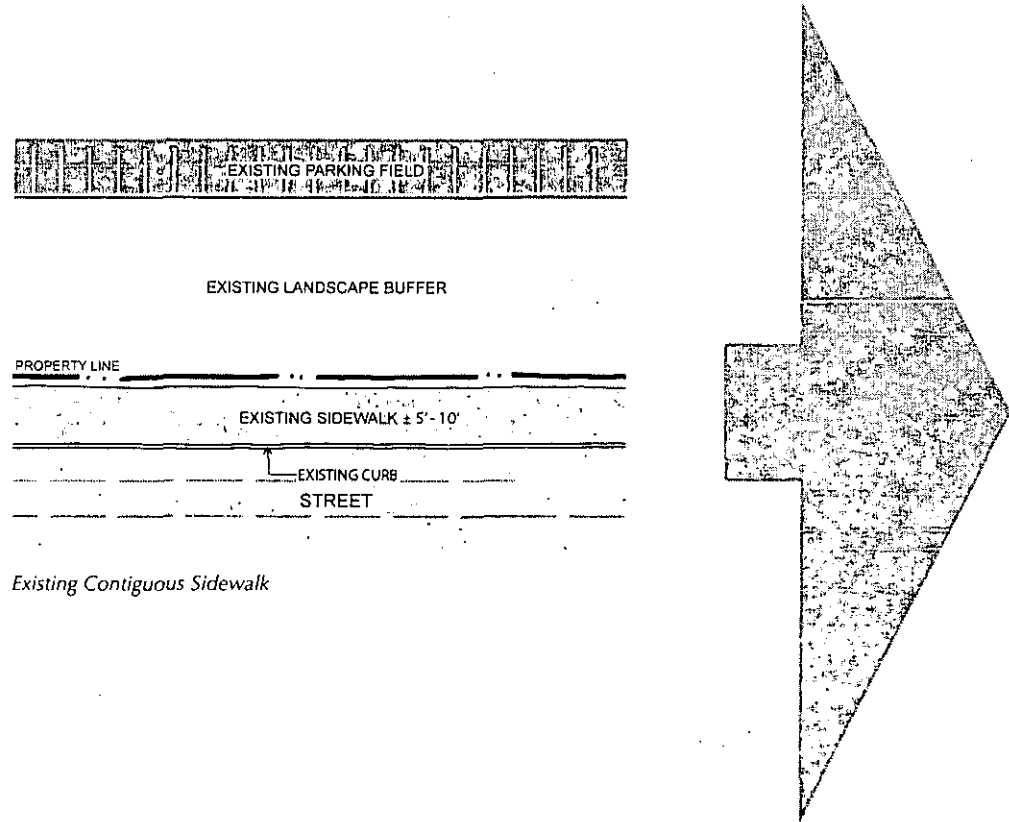
Conceptual Section Along La Jolla Village At New Department Store

Special Planning Area Requirements
Planning Area Two Palm Passage

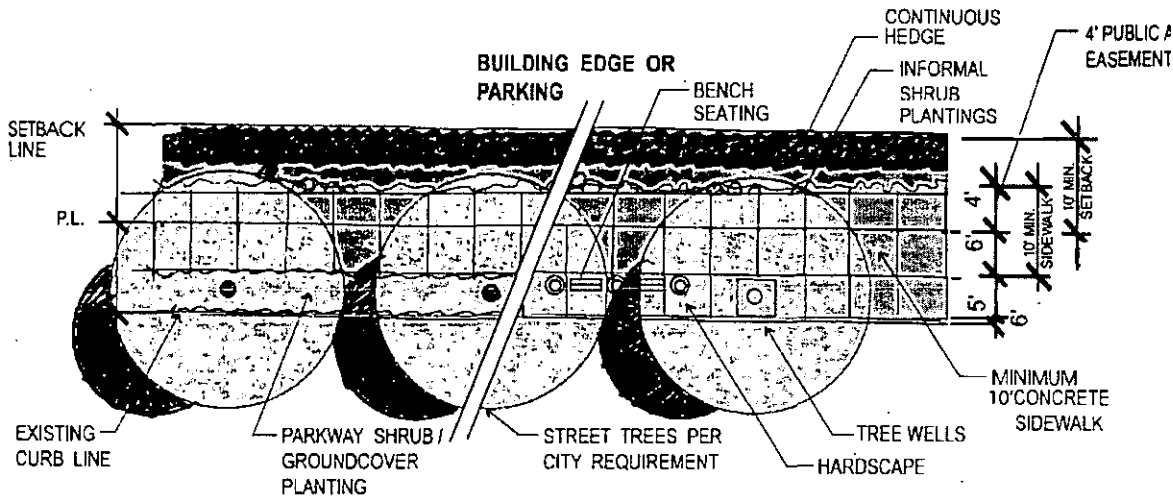
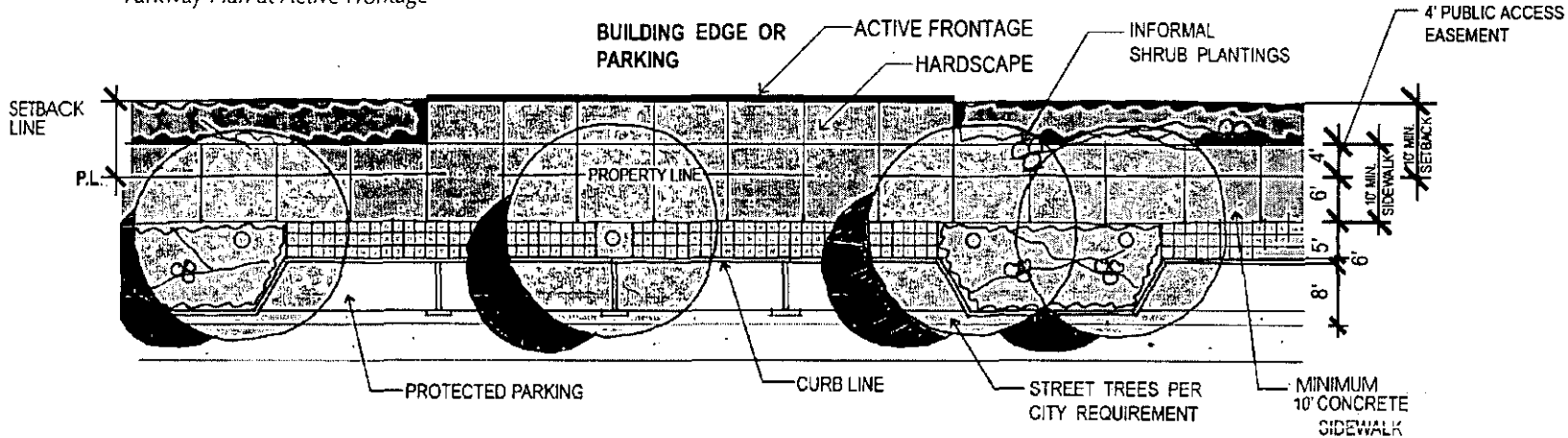


Potential Street Facing Retail Use Locations

Special Planning Area Requirements
Planning Area Two *Palm Passage*



Parkway Plan at Active Frontage

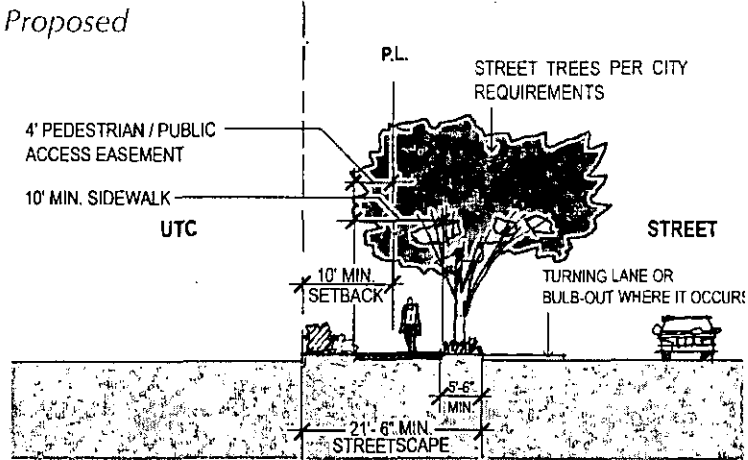
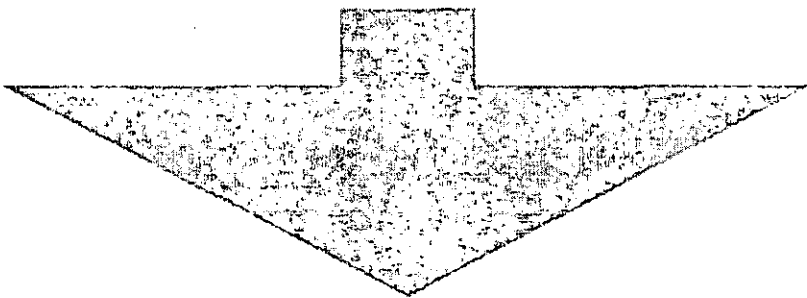
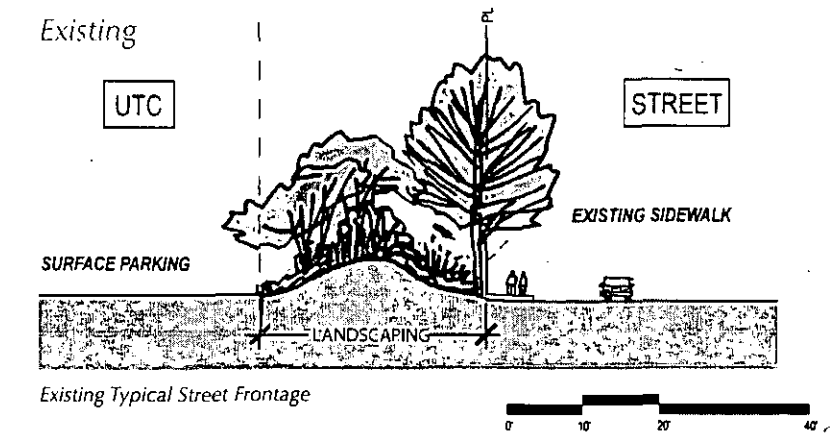


CONDITION 1A

CONDITION 1B

Special Planning Area Requirements

Planning Area Two *Palm Passage*



Streetscapes

Palm Passage fronts onto both La Jolla Village Drive and Genesee Avenue. The current streetscapes are inconsistent from block to block and provide little street shading and minimal pedestrian level street character.

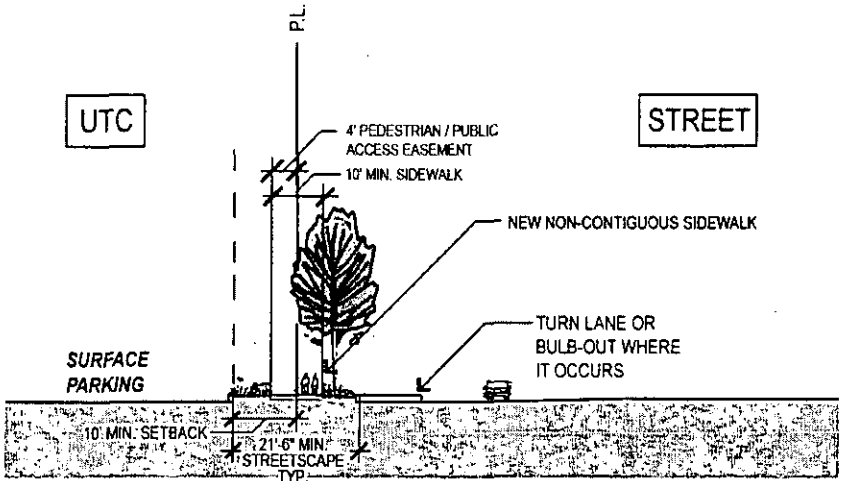
Street landscape will have street trees or palms at regular spacing. The quantity of new street trees is defined by the length of the street improvement divided by 30 feet (see the Street Tree Masterplan Exhibit Chapter 4:32). Planting in the Parkways and setbacks will be groundcovers/shrubs with intermittent accent plantings of succulents or flowering shrubs.

Building structures adjacent to sidewalks will be screened by double row plantings of hedge materials, vertical trees and vertical accent plants such as bamboo, unless the adjacent building has a storefront, in which case the sidewalk may encroach into the setback area to provide pedestrian access, patio seating areas, etc. The sidewalk may also encroach into the setback area in order to provide sidewalk widths in excess of the minimum of ten feet.

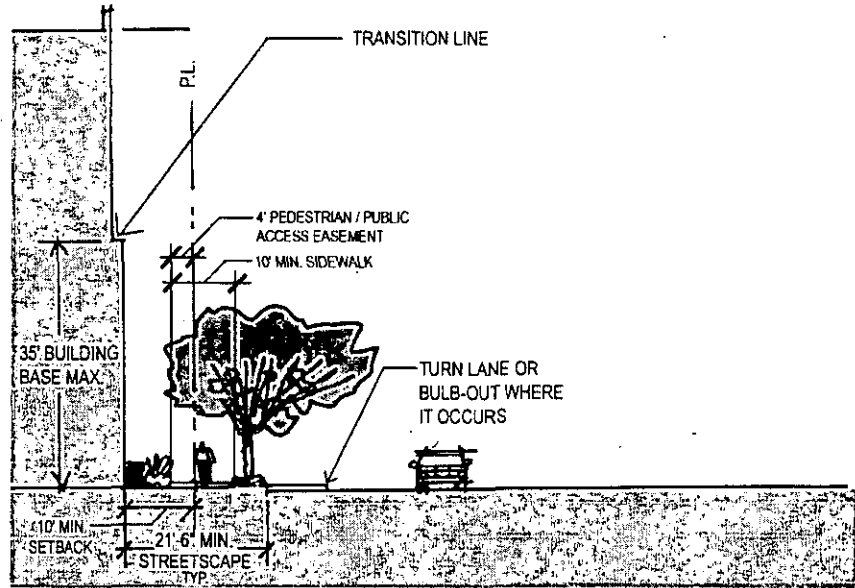
To soften parking deck edges, one or more of the following treatments will be used:

1. Vines
2. Trellises
3. Cornice articulation
4. A combination of the solutions mentioned above

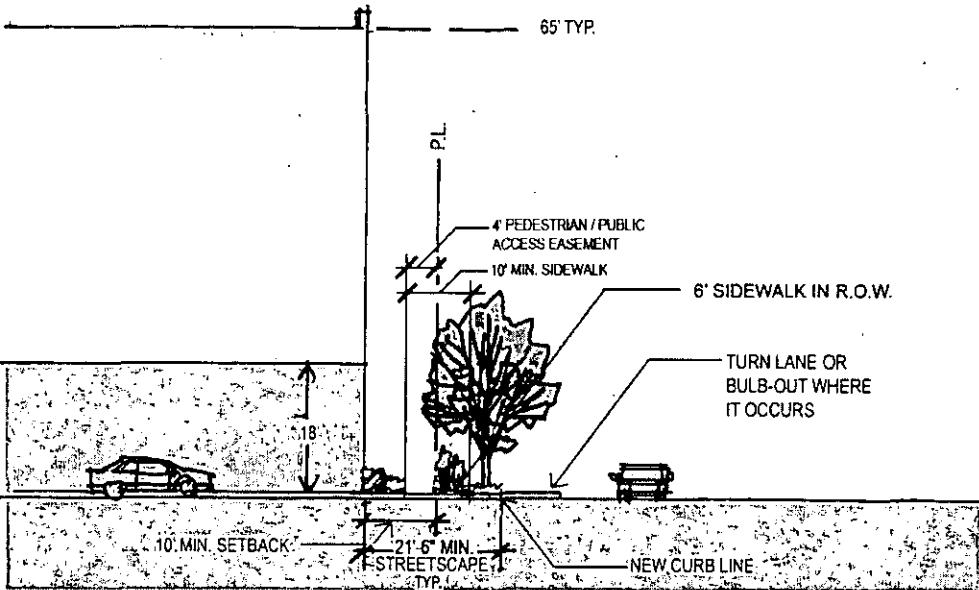
Special Planning Area Requirements Planning Area Two Palm Passage



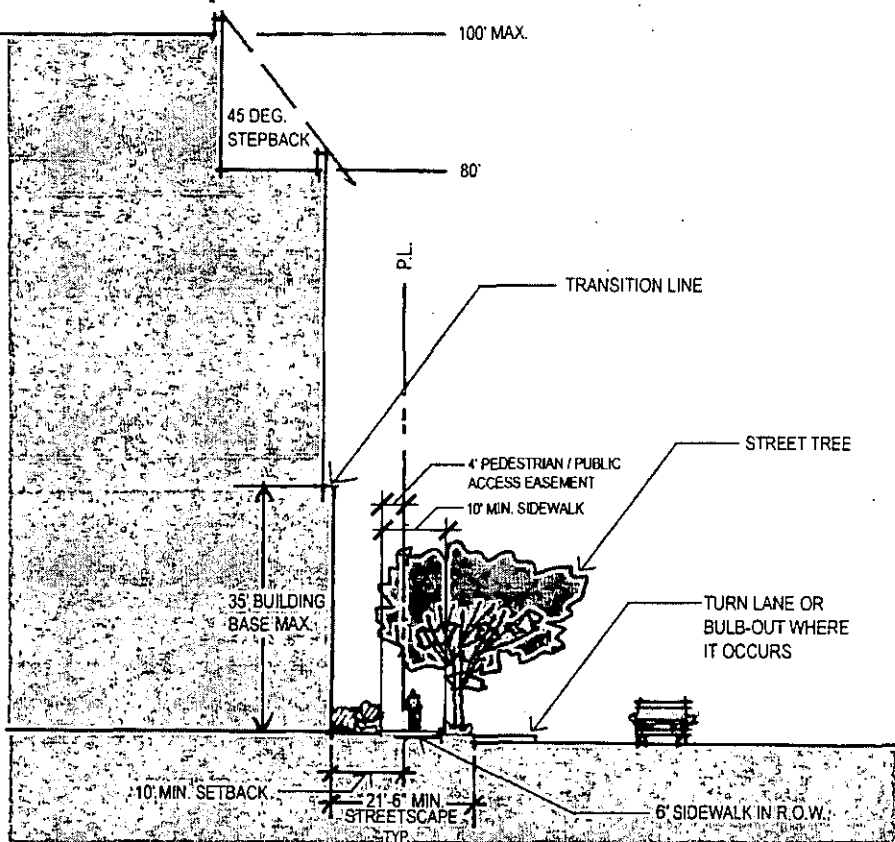
Upgraded Typical Street Frontage



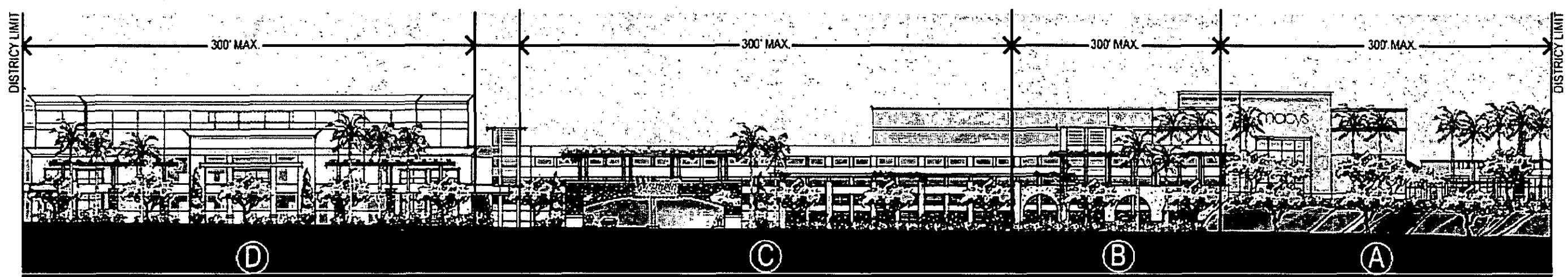
Typical Section Through Parking Structures



Typical Section Through Drive Entry



Typical Section Through Department Stores



Example of possible condition at the Esplanade drive entry and illustration of Profile Wideness Rule

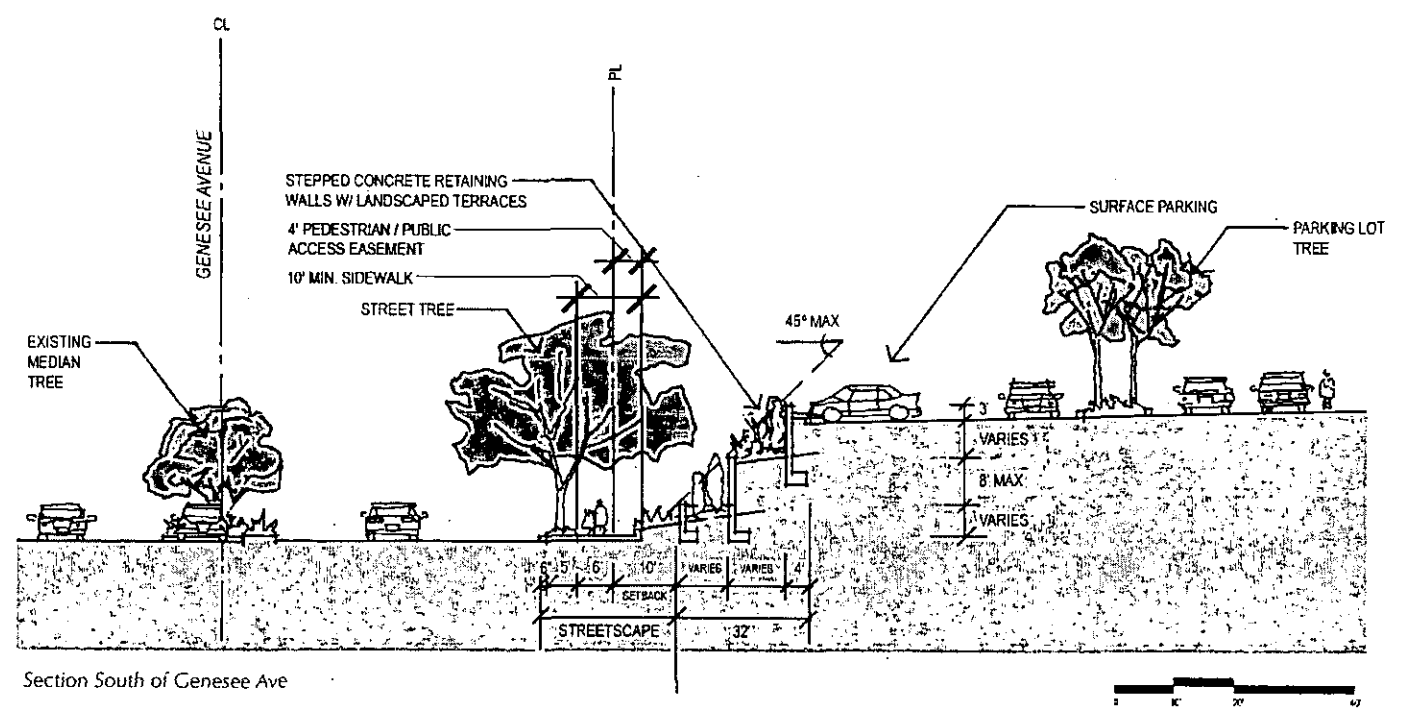
Profile Wideness Rule

In order to provide variation along the street edge, conditions A, B, C or D may be used in any order, however none may be longer than 300 feet along one continuous stretch of frontage, and no single profile may represent more than 35% of the total length of each street's frontage. The total length of the street frontage for both Genesee Avenue and La Jolla Village Drive is approximately 2,000 linear feet along each street.

The drawing above illustrates the Profile Wideness Rule.

Retaining Walls

New retaining walls around the parcel shall be screened with landscaping within 2 years of establishment. This can be accomplished by a combination of trees, shrubs and vines.



Special Planning Area Requirements

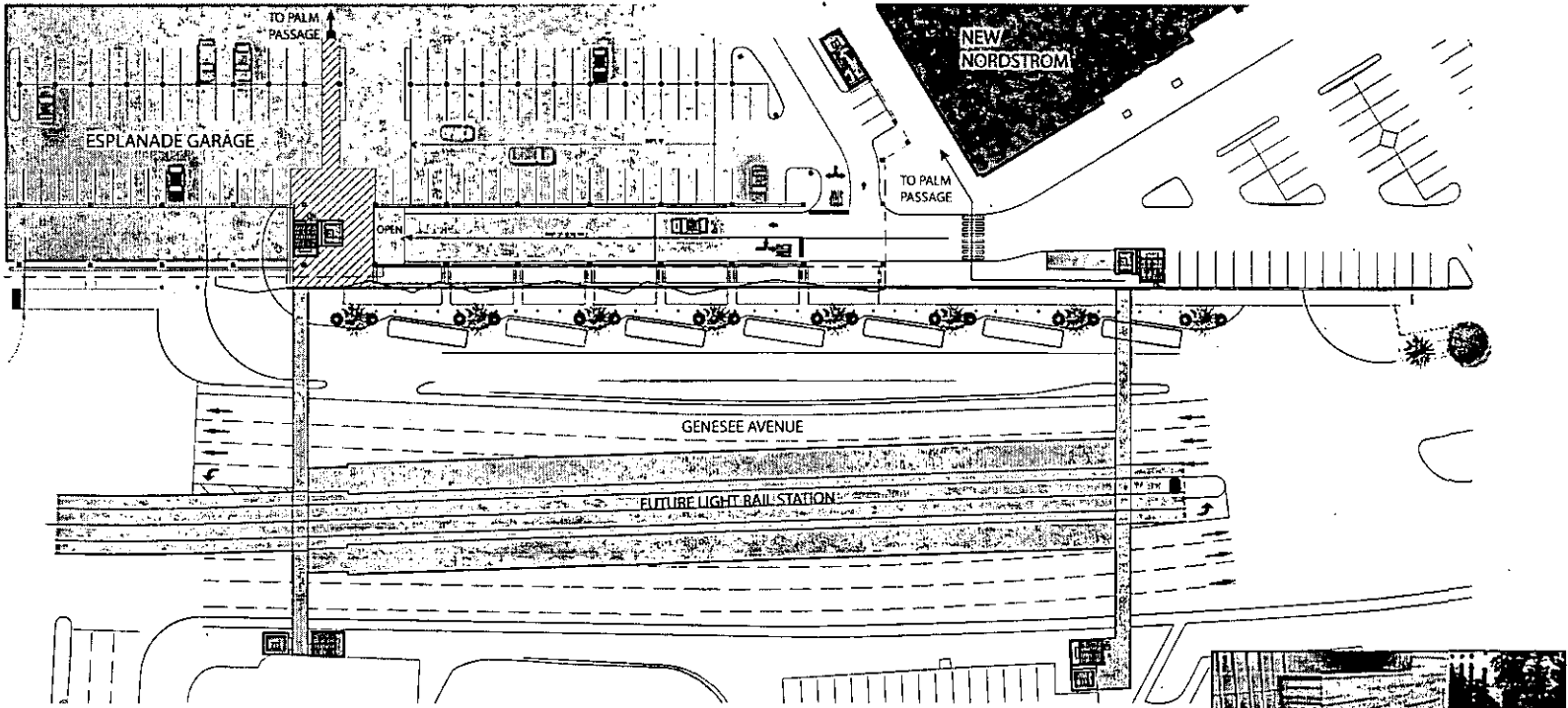
Planning Area Two Palm Passage

Transit Facility & Light Rail Station

- The trolley and transit facility shall be clearly identifiable from the public right-of-way. To help achieve this goal, wayfinding and identification signage for the station should be displayed and visible on both La Jolla Village drive and Genesee Avenue.
- The pedestrian access way to the transit station and future light rail station must be visible and convenient from both the public right-of-way on Genesee Avenue and La Jolla Village Drive as well as from areas within the shopping center.
- A combination of signs and graphics, architectural features and/or landscaping elements shall be used. In addition, way-finding signs that identify access to the transit facility and the light rail station will be posted in the existing and expanded shopping area.
- The trolley and transit facility shall be designed in a manner that allows for the future addition of the elevated trolley station or alternative high capacity transit, such as BRT. Therefore, the design of the transit facility shall be coordinated with both MTS (Metropolitan Transit System) and SANDAG.
- The pedestrian link between the Transit

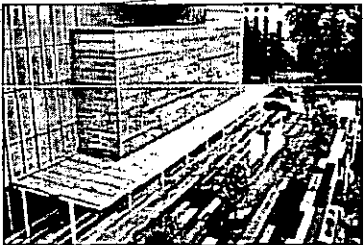
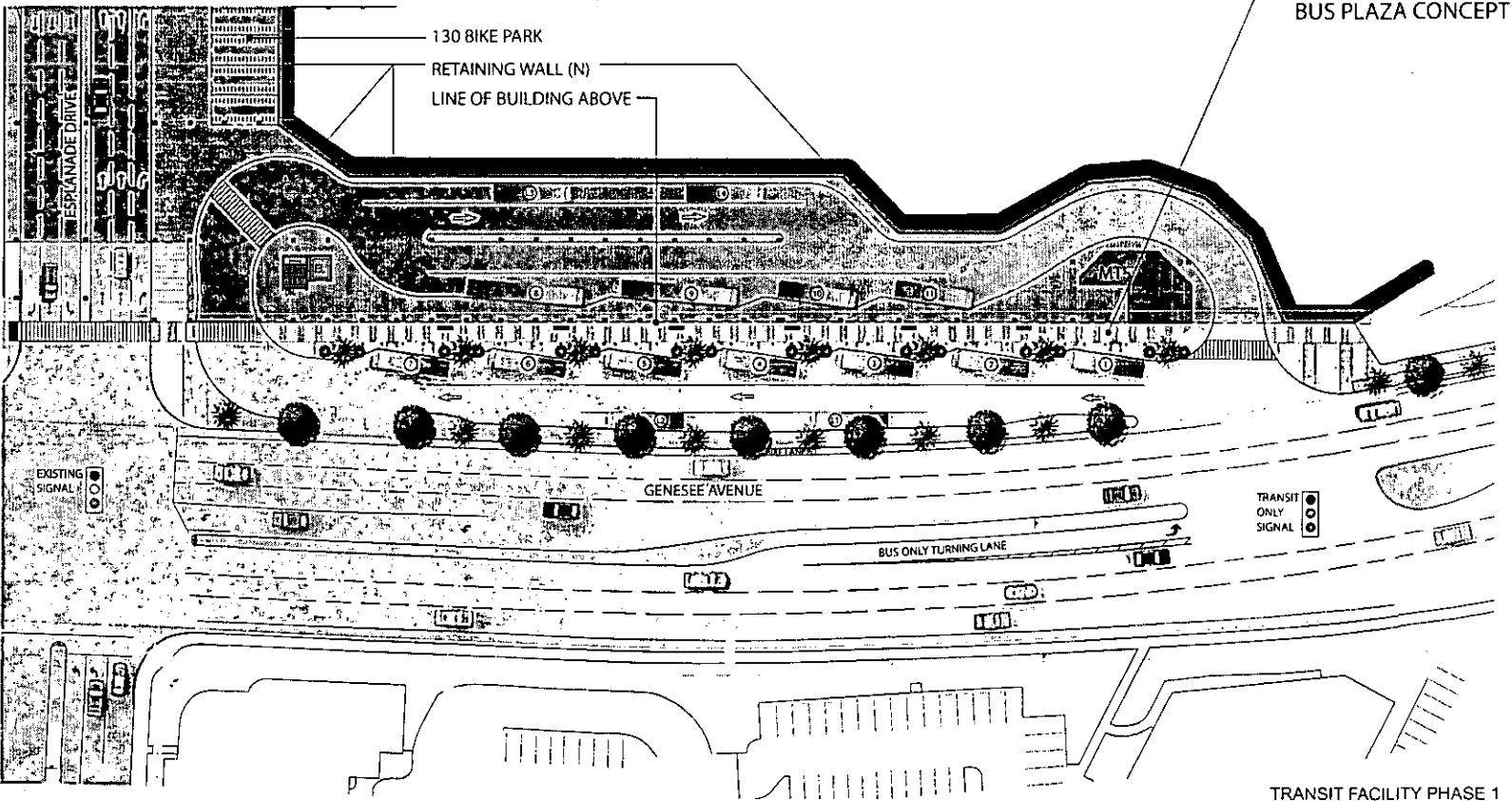
facility at street level and the elevated light rail station should be conveniently located and clearly identified to encourage efficient connection between buses and trams and vice versa. The platforms of the light rail station shall be in close proximity to the transit facility. Elevators, escalators and stairs that connect both facilities will be located within close proximity.

- The finished level of the bus transit facility shall be within eight feet of the adjacent street level.



Transit Facility with LRT - Upper Level Plan

Possible configuration of new transit station

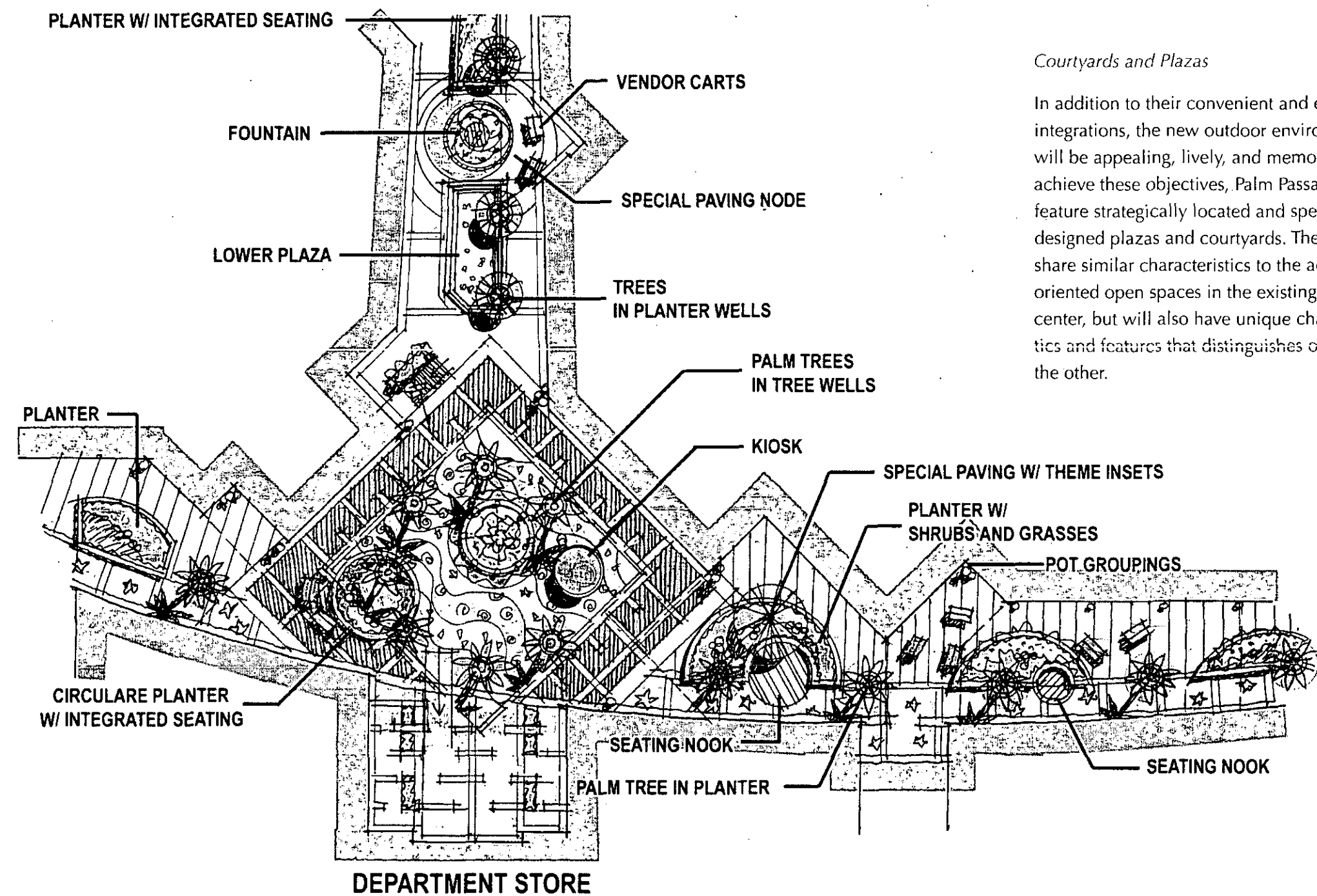


BUS PLAZA CONCEPT

TRANSIT FACILITY PHASE 1

Special Planning Area Requirements

Planning Area Two Palm Passage



Courtyards and Plazas

In addition to their convenient and efficient integrations, the new outdoor environments will be appealing, lively, and memorable. To achieve these objectives, Palm Passage will feature strategically located and specifically designed plazas and courtyards. These will share similar characteristics to the activity-oriented open spaces in the existing shopping center, but will also have unique characteristics and features that distinguishes one from the other.

These new open areas will:

- Be located in front of the major tenants, and/or provide continuity with and transition to the adjacent districts.
- Be unique, but complementary to one another.
- Provide landscaping and/or water elements integrated within their design. These elements will be an expression of the San Diego locale, designed to be sustainable and environmentally friendly, native species of plants and indigenous vegetation.
- Accommodate a variety of artistic, social, cultural, and recreational opportunities such as festivals, markets, performances, and/or exhibits.
- Be such that plazas and courtyards will have a strong connection to the pedestrian gateways identified on page 4:13

Example of typical courtyard landscaping plan

Special Planning Area Requirements

Planning Area Two *Palm Passage*

Building Height

As defined in Chapter Eight, the Planned Development Permit deviations for height in Palm Passage are as follows:

- Retail buildings within 20 feet of the public right-of-way shall be limited to 80 feet.
- The maximum structure height for all other retail buildings and parking structures shall be 100 feet. In addition, the total cumulative area of any retail floors, which are 80 feet or higher above grade, shall not exceed more than 10% of the total amount of square feet allocated to regional commercial use permitted within the MPDP.

Pedestrian Linkages

Consistent with CR1-1 zone requirements and the City of San Diego General Plan Goals for commercial and mixed-use design, new buildings shall provide continuity with existing pedestrian paths, walkways, and over-crossings.

The existing pedestrian linkage that bridges over Genesee Avenue from the Costa Verde /Monte Verde area shall be maintained, upgraded or replaced. In the event the existing overpass connection is to be removed or replaced, UTC and Costa Verde/Monte Verde shall coordinate design of the landing areas to ensure that the new pedestrian overpass

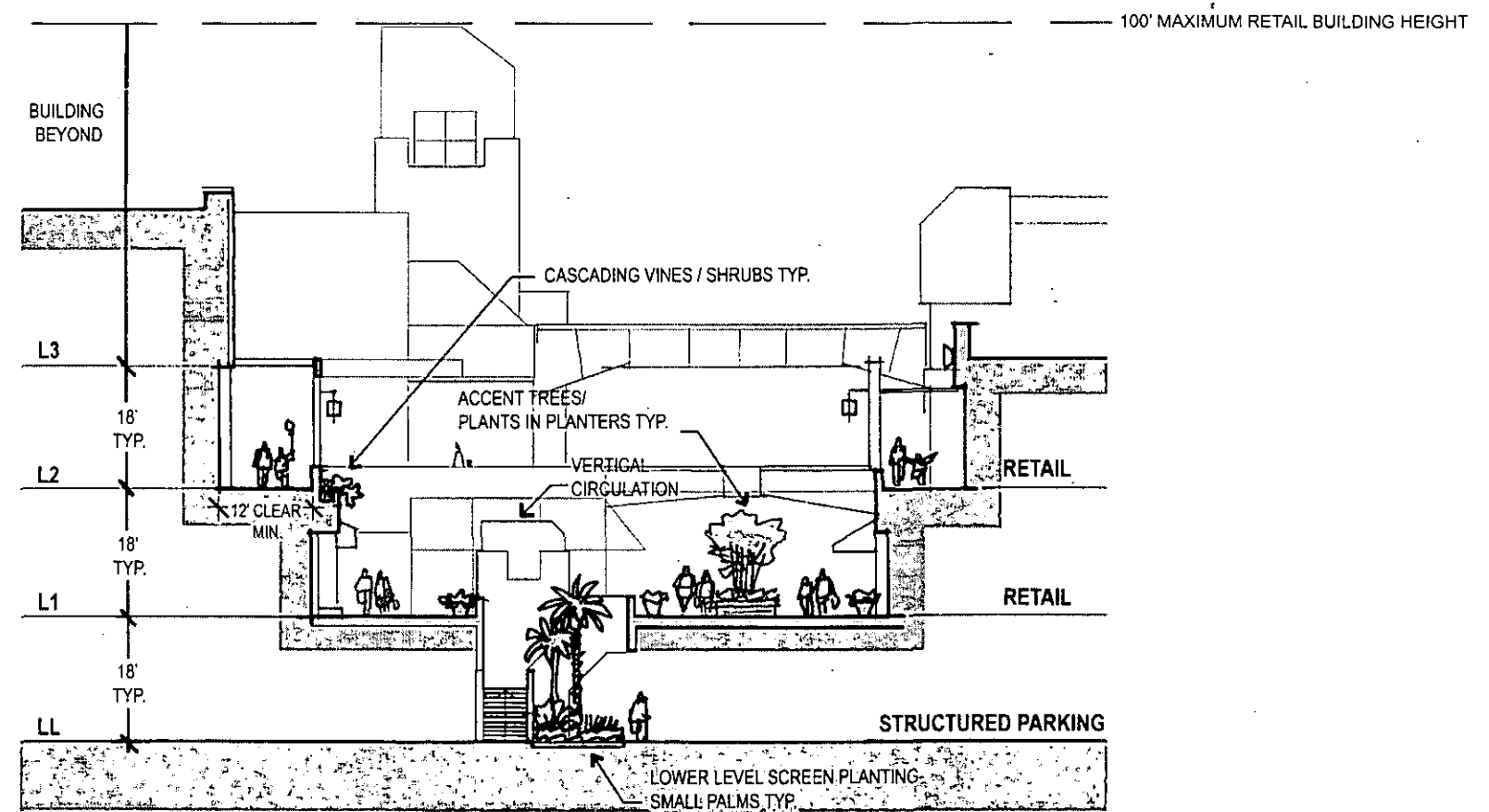
will be a functional improvement to the pedestrian network of the area. The pedestrian linkages shall continue at street level from the public right-of-way along Genesee along the Esplanade Drive entry and into the shopping center outdoor areas.

Internal Mall Criteria

- To ensure sufficient mall amenities areas within the proposed project, a minimum of 100 sf of mall amenities area shall be provided for every 1,000 sf of GLA within each of the Special Planning Areas.
- The minimum width of 12 feet shall apply to all common area walkways and passages.
- A minimum width of 28 feet between lease lines shall apply to any single level common area passage.
- Articulated lighting, enhanced ceiling, and flooring similar to or of the same quality as the rest of the shopping center shall be used in single level covered "indoor" passages and mall common areas.
- With the exception of any planning area with a potential residential development (I.e. University Central and Nobel Heights), buildings and/or architectural features above 65 feet above grade shall not exceed 50% of the building area within the special planning area.

Potential for an additional pedestrian bridge over Genesee south of Esplanade Drive may exist, particularly if a Community Plan Amendment initiated by the Costa Verde Shopping Center is adopted in the future. In the case that such a bridge is proposed by

the property owner to the west, the Westfield UTC site shall coordinate its placement and landing east of Genesee with the property owner to assure maximum viability and usability for the pedestrian.



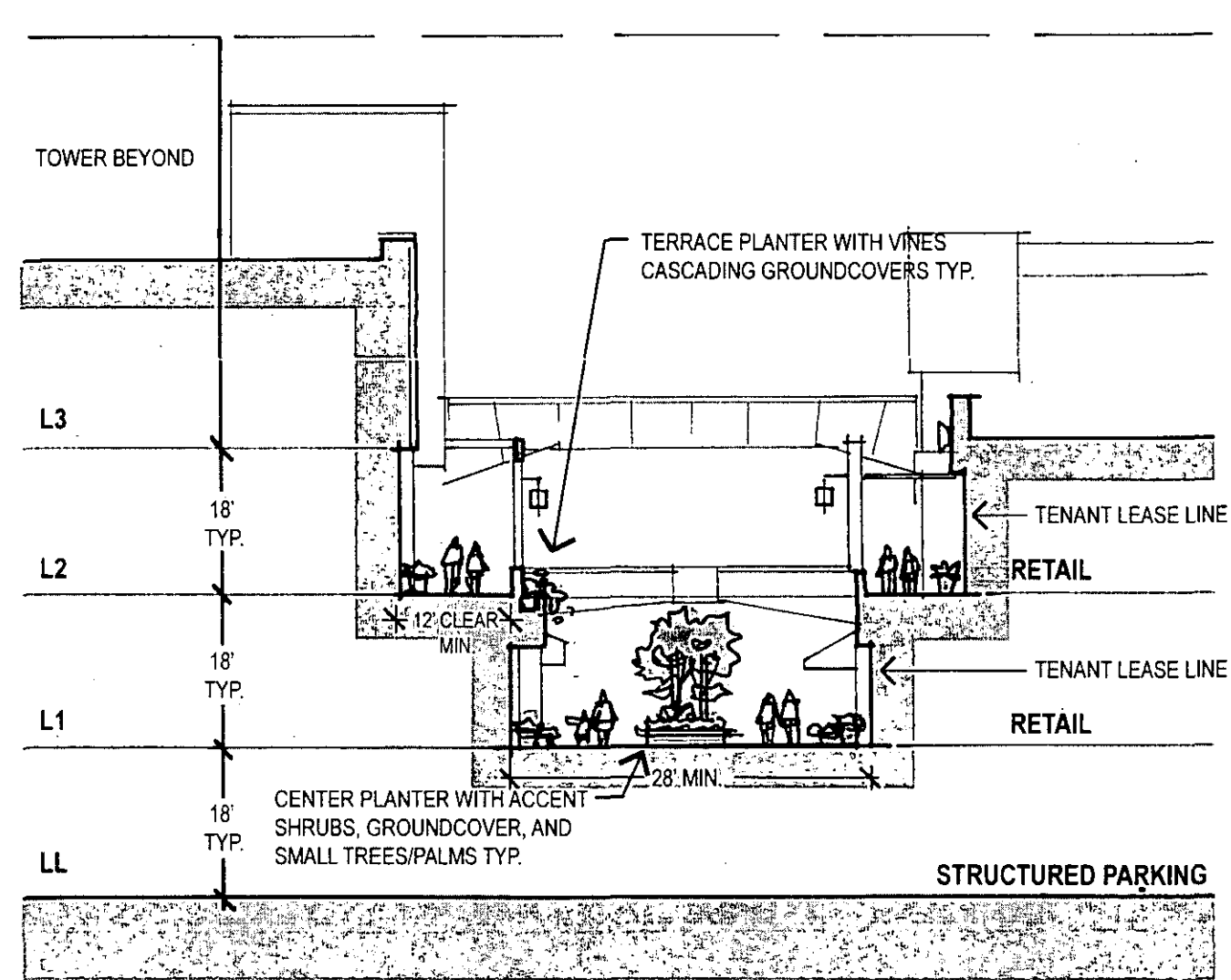
Typical Section through a courtyard of Palm Passage

Special Planning Area Requirements
Planning Area Two *Palm Passage*

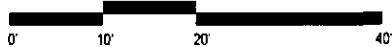
Landscaping

The goal of the landscape design for Palm Passage is to create a variety of spatial experiences and courtyard character while creating an identifiable and consistent street frontage within the context of the architectural character.

The various Palm Passage plazas and courtyards will have unique identities within the context of the surrounding architectural theme. Each plaza will create a space with a unique feature element that provides opportunities for sitting, viewing, events, etc. while providing differences in color, texture, fragrance and sounds. There will be a variety of formal and semi-formal spaces utilizing architectural, water, or planting elements to create focal points. Plant materials will be themed to create a specific court or plaza planting character; for example, Ocean Court, Bromeliad Court, Protea Court – themes which relate both to the unique court character and to the surrounding community.



Typical section in the Palm Passage



Special Planning Area Requirements

Planning Area Three *University Central*

Project Description and Site Development

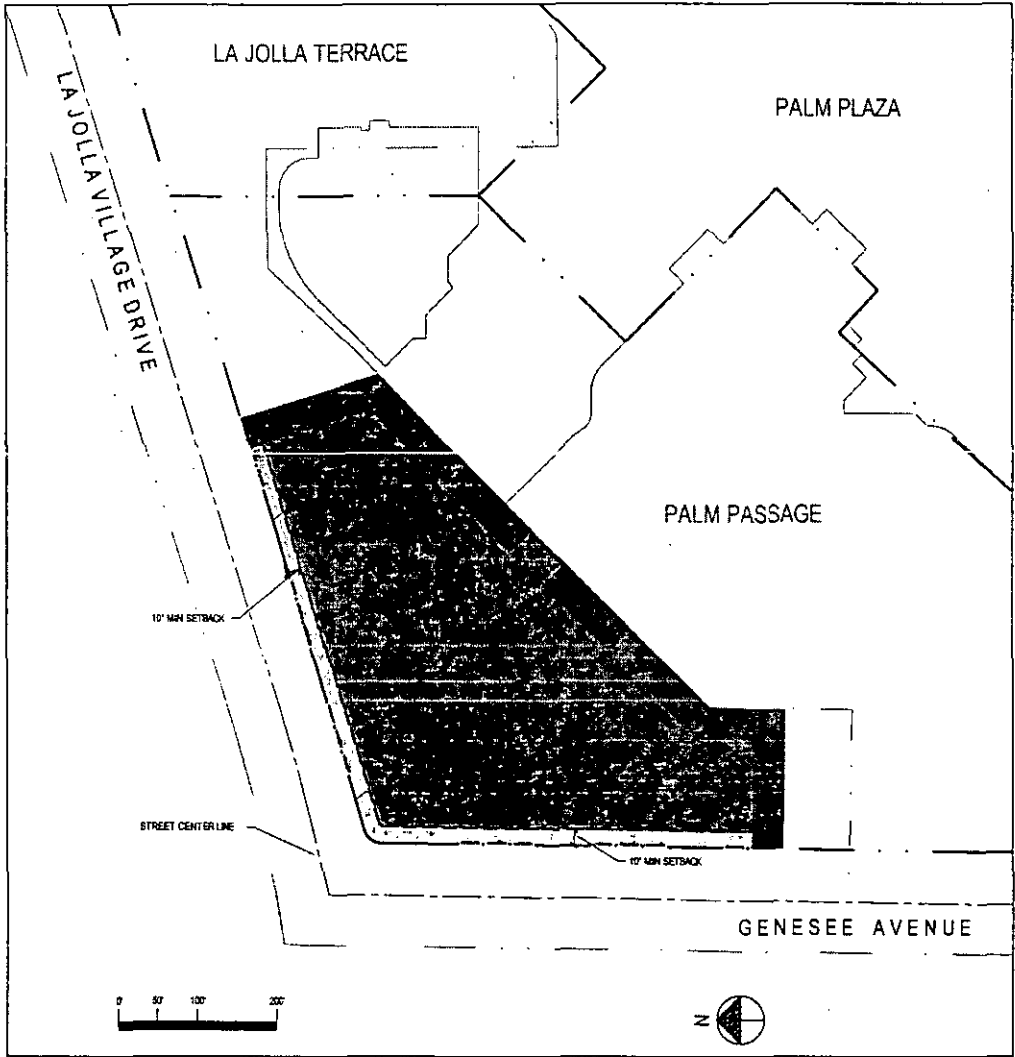
Built on approximately 5 acres at the intersection of two major arterials, La Jolla Village Drive and Genesee Avenue, Planning Area Three is situated at the heart of the University Community and is linked by pedestrian bridges to the surrounding neighborhood. Its proximity to both the pedestrian and vehicular networks and other high density commercial and residential uses makes this area a possible location for future public transportation facilities. University Central (Planning Area Three) includes an option to incorporate the new transit facility and prepare the premises for the proposed light rail or other high capacity transit station. These would be located in a prominent area within University Central, and would provide a central location for the increased transit capacity envisioned in both the UCP and the City's General Plan.

In addition, University Central has been identified as an excellent location for mixed-use components within the project. Accordingly, along with new retail and new restaurants uses, University Central may also incorporate residential units. Each of these components will be arranged in a manner that organizes all of the parts into a unique design that is a significant urban destination that celebrates the context of the area and creates a landmark within the surrounding neighborhood and community.

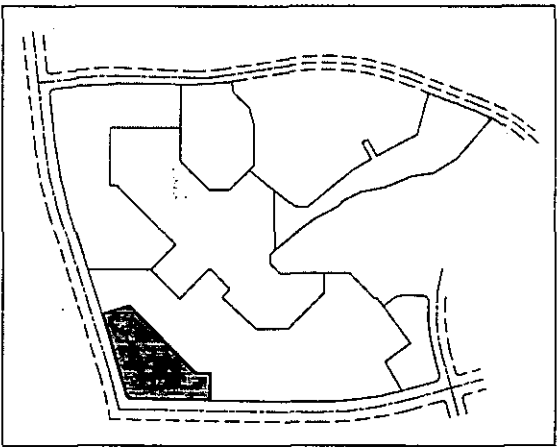
Building Base Integration

Because of University Central's "mixed-use" nature, the base of the new building in Planning Area Three provides for accommodations to several distinct programmatic components. In addition to the SPECIFIC DESIGN CHARACTERISTICS chapter, this set of criteria will regulate the design within University Central, Planning Area Three.

Special Planning Area Requirements
Planning Area Three *University Central*

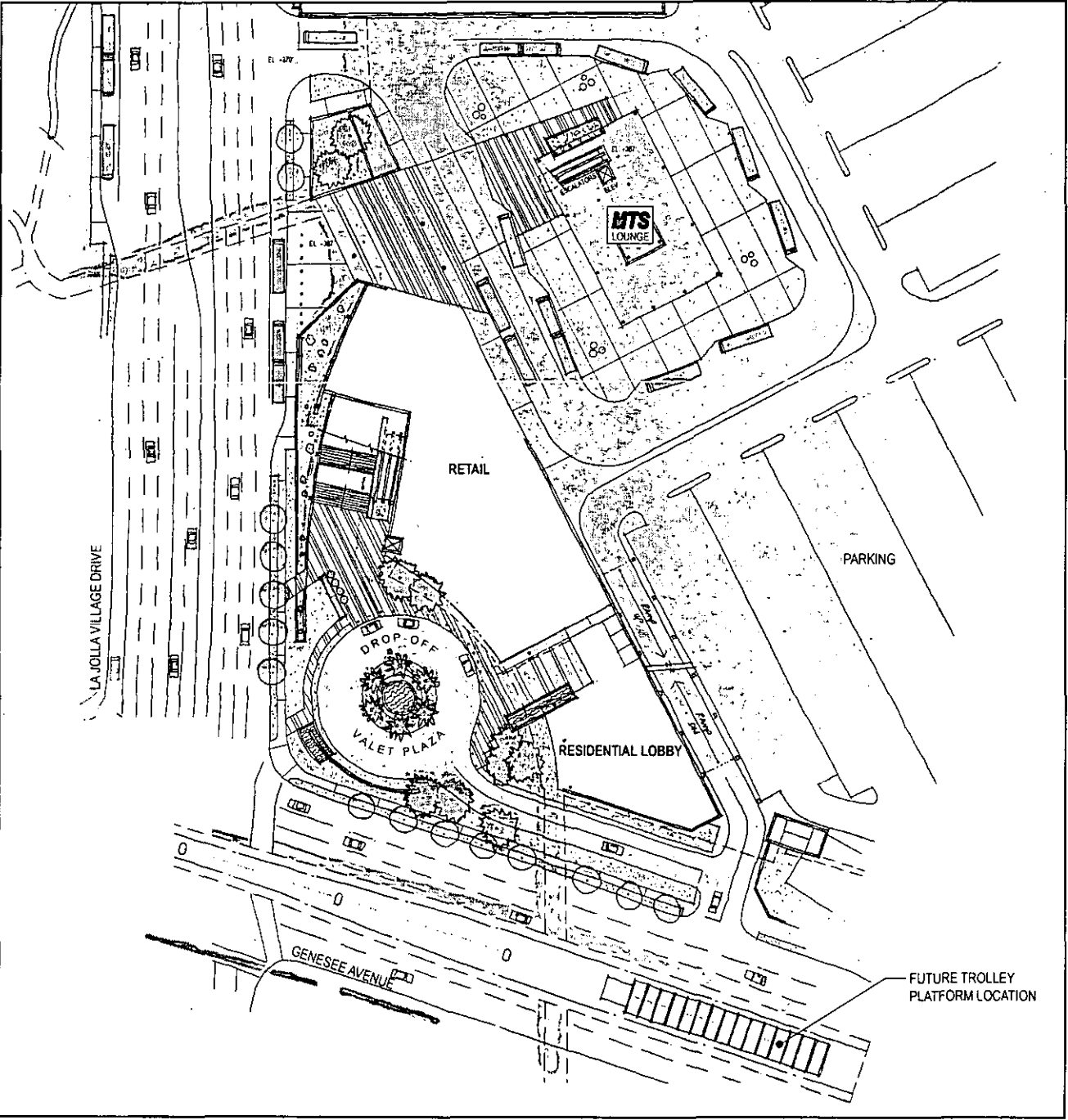


University Central – Ground Use and Setbacks



- NEW PROPERTY LINE
- EXISTING PROPERTY LINE
- DISTRICT LIMIT
- SETBACK

Special Planning Area Requirements
Planning Area Three *University Central*



Possible configuration of new transit station

Special Planning Area Requirements

Planning Area Three *University Central*

Transit Facility & Light Rail Station

- The trolley and transit facility shall be clearly identifiable from the public right-of-way. To help achieve this goal, wayfinding and identification signage for the station should be displayed and visible on both La Jolla Village drive and Genesee Avenue.
- The pedestrian access way to the transit station and future light rail station must be visible and convenient from both the public right-of-way on Genesee Avenue and La Jolla Village Drive as well as from areas within the shopping center.
- A combination of signs and graphics, architectural features and/or landscaping elements shall be used. In addition, wayfinding signs that identify access to the transit facility and the light rail station will be posted in the existing and expanded shopping area.
- The trolley and transit facility shall be designed in a manner that allows for the future addition of the elevated trolley station or alternative high capacity transit, such as BRT. Therefore, the design of the transit facility shall be coordinated with both MTS (Metropolitan Transit System) and SANDAG.

- The pedestrian link between the Transit facility at street level and the elevated light rail station should be conveniently located and clearly identified to encourage efficient connection between buses and trams and vice versa. The platforms of the light rail station shall be in close proximity to the transit facility. Elevators, escalators and stairs that connect both facilities will be located within close proximity.
- The finished level of the bus transit facility shall be within eight feet of the adjacent street level.

Retail and Restaurants

Retail and restaurants within University Central should be designed in such a way that their storefronts participate in the establishment of a urban pedestrian plaza that brings the light rail, the transit facility station and the pedestrian bridges in one coordinated ensemble. In order to achieve this goal:

- New retail and restaurant areas will be located along a convenient and comfortable pedestrian area transitioned between bridges, the transit areas and the existing shopping areas.
- New retail and restaurant storefronts and their terraces shall be located along the new pedestrian path between the bridges and the existing shopping areas.

Special Planning Area Requirements

Planning Area Three *University Central*

Residential

Vehicular and pedestrian access to the residential component must be clearly identifiable and clearly separated from the vehicular and pedestrian access ways to the transit facility at street level.

Street Frontages

University Central area fronts onto the public right-of-way on approximately 1,000 linear feet divided equally between La Jolla Village Drive and Genesee Avenue. The new Parkway will remain consistent and within the public right of way. The public right-of-way will include sidewalks and landscape improvements that will reinforce “the sense of protection and enclosure which is comfortable to pedestrians” (UCP p.71).

To achieve this, the existing curb and sidewalk will be replaced to a “non-contiguous” sidewalk condition, as illustrated at right.

In addition, the new building façades will help to define the streetscape and provide a comfortable sense of street enclosure. To achieve these goals:

- New buildings or structures will observe a minimum 10 feet setback from the property line.
- New structures along Genesee Avenue

and La Jolla Village Drive will maintain a building base of up to a 35 feet maximum height that is architecturally modulated in height, depth and width to create a sense of rhythm and establish a pedestrian scale with the street and the sidewalk. Architectural details and elements like trellises or canopies may be added to supplement these goals.

- New structures along Genesee Avenue and La Jolla Village Drive shall be lined with a planted street yard that provide a minimum separation of six feet between the pedestrian sidewalk and the building's base wherever no storefront, pedestrian access or vehicular access occurs. The



Non-contiguous sidewalk example

sidewalk may encroach into the setback area to provide sidewalk widths in excess of the minimum ten feet.

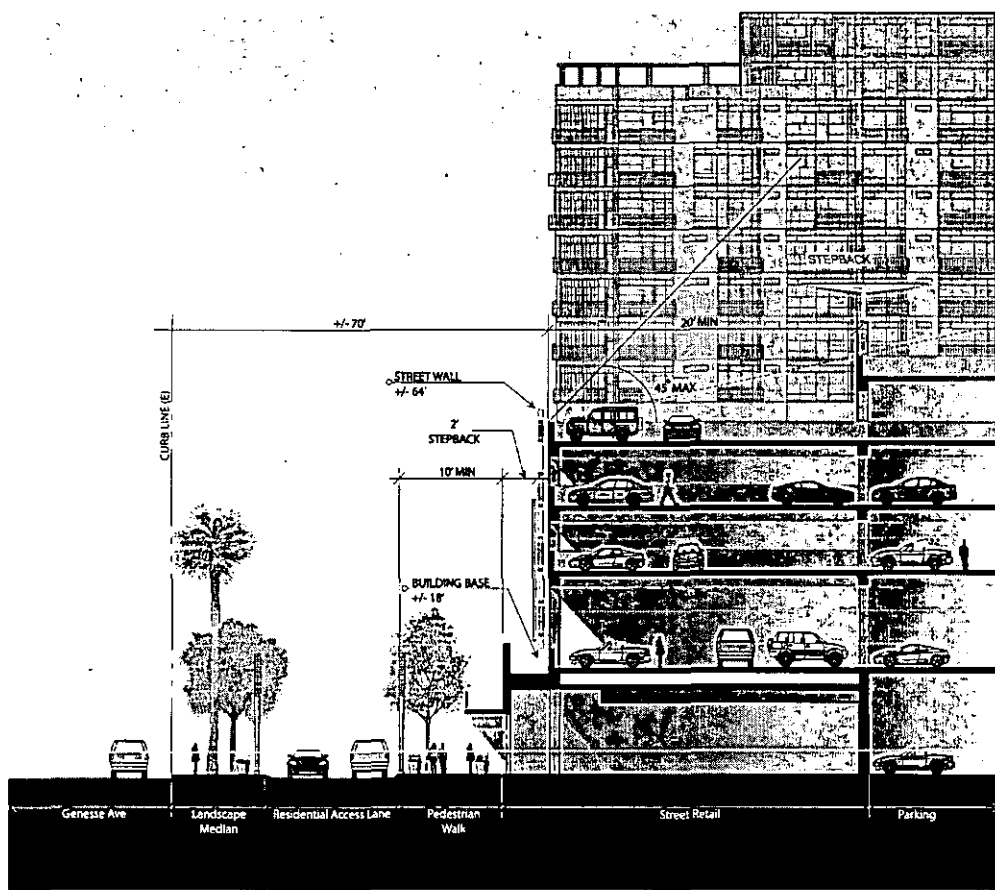
- Residential tower(s) should stepback away from the property line a minimum of 15 feet along Genesee Avenue and La Jolla village Drive.
- The maximum building height for parking and new retail buildings adjacent to Genesee Avenue and/or La Jolla Village Drive is 80 feet. Above 80 feet, the height for parking structures and new retail buildings is limited by an imaginary plane rising away from the parapet at a 45 degree angle to the maximum height of 100 feet.
- The maximum building height is 293 feet.
- As defined in the Street Tree Masterplan exhibit Chapter 4:32, new street trees will be planted along the new “non-contiguous” sidewalk.

Streetscapes

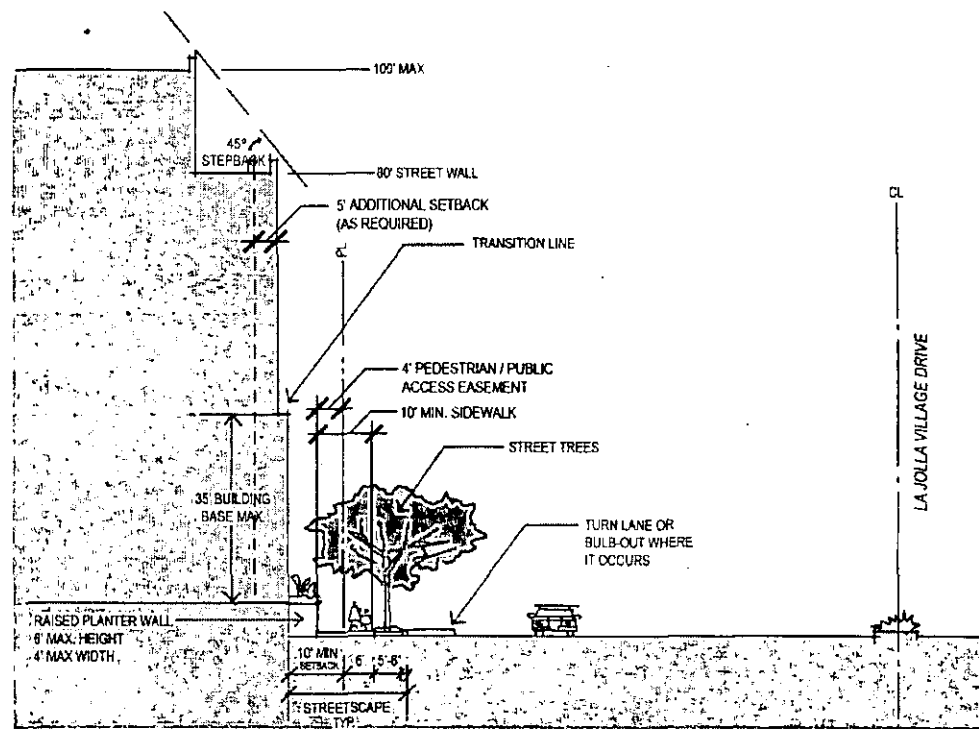
University Central fronts onto Genesee Avenue and La Jolla Village drive. The current streetscapes are inconsistent from block to block and provide little street shading and minimal pedestrian level street character. The streetscape will feature landscape including street trees or palms at a regular spacing. The quantity of new street trees is defined by the length of the street improvement divided by 30 feet (see the *Street Tree Masterplan* Exhibit Chapter 4:32). Building structures adjacent to sidewalks will be screened by double row plantings of hedge materials, vertical trees and vertical accent plants such as bamboo, unless the adjacent building has a storefront, in which case the sidewalk may encroach into the setback area to provide pedestrian access, patio seating areas, etc. The sidewalk may also encroach into the setback area in order to provide sidewalk widths in excess of the minimum ten feet.

To soften parking deck edges, one or more of the following treatments will be used:

1. Vines
2. Trellises
3. Cornice articulation
4. A combination of the solutions mentioned above



Conceptual Section Along Genesee at Parking Deck



Maximum Envelope along La Jolla Village Drive and Genesee Drive

Landscaping

The hardscape and landscape character of this urban space and project gateway is intended to capture the activity and vibrancy of the area to provide a strong identity for the site at this critical corner location, and to complete the urban intersection character and relationships to the adjacent offsite developments.

The entry plaza utilizes sculptural forms and elements to lead visitors into a shaded court of palm trees. An active water feature cools the space and provides white noise to moderate the noise of the street. The landscape theme continues the idea of a celebration of the California character and image, with an emphasis on unique botanic elements. Ground-level planters within the plaza include flowering plants such as Bougainvillea, Fortunelily, Salvia, and Senecio, while specimen and accent shrubs such as succulents, Aloes, Agaves, Kangaroo Paw, grasses and natives provide focal interest in planters and pots. Specimen trees such as Torrey Pine, California Live Oak and accent palms provide perimeter shade and screening with seatwalls and site furnishings below creating people places for sitting, discussion, and eating. The perimeter streetscape is designed to match the La Jolla Village streetscape planting while transitioning the onsite and offsite landscapes. Strong pedestrian linkages to Palm Plaza and Palm Passage are lined with small trees. Pots and

seating encourage walking within the overall site.

The site will also include podium-level outdoor plazas and decks related to the specific building uses (high-rise residential, etc.). While these spaces may be semi-public or private, the podiums are designed to visually extend the landscape further into the project, and provide vegetation to soften and reduce the scale of the architecture. The podium plazas are semiformal or formal, and utilize small tree and palm courts to create shaded seating and use areas.

Pedestrian Linkages

Consistent with CR1-1 zone requirements and the City of San Diego General Plan Goals for commercial and mixed-use design, new buildings shall provide continuity with existing pedestrian paths and walkways. Three pedestrian linkages exist today and connect Planning Area Three to the streets and the surrounding blocks. Two pedestrian linkages bridge over the streets while a pedestrian pathway links the sidewalk at the corner of Genesee Avenue and La Jolla Village Drive to the elevated plaza north of the existing shopping area.

The bridge over La Jolla Village Drive shall be maintained, upgraded or replaced. Coordination with UTC, its owner and local public transportation authorities may be necessary to coordinate the design of

modified landing areas, if necessary, to ensure that the new transit facility, as well as, the future elevated station is conveniently connected to both sides of La Jolla Village Drive, if the transit facilities are located in this planning area.

The bridge over Genesee Avenue from the Costa Verde / Monte Verde area shall also be maintained, upgraded or replaced. In the event the existing overpass connection is replaced, UTC, its owner, Costa Verde/ Monte Verde and its owner shall coordinate the design of the landing areas to ensure that the new pedestrian overpass becomes a functional improvement to the pedestrian network of the area. To achieve this, the new bridge will directly connect to the elevated pedestrian plaza and provide easy access to the transit facility. If a new bridge is to be constructed (rather than an upgrade of the existing bridge over Genesee), then it shall be constructed by the applicant at such time as more than 100,000 square feet of floor area is constructed in the University Central planning area. The cost of such construction may be subject to reimbursement from the Monte Verde project and/or from fees the proposed University Central development would generate into the Public Facilities Financing Program, if the Public Facilities Financing Program Plan is so amended to include the new bridge.

Special Planning Area Requirements
Planning Area Four Towne Centre Gardens

Project Description and Site Development

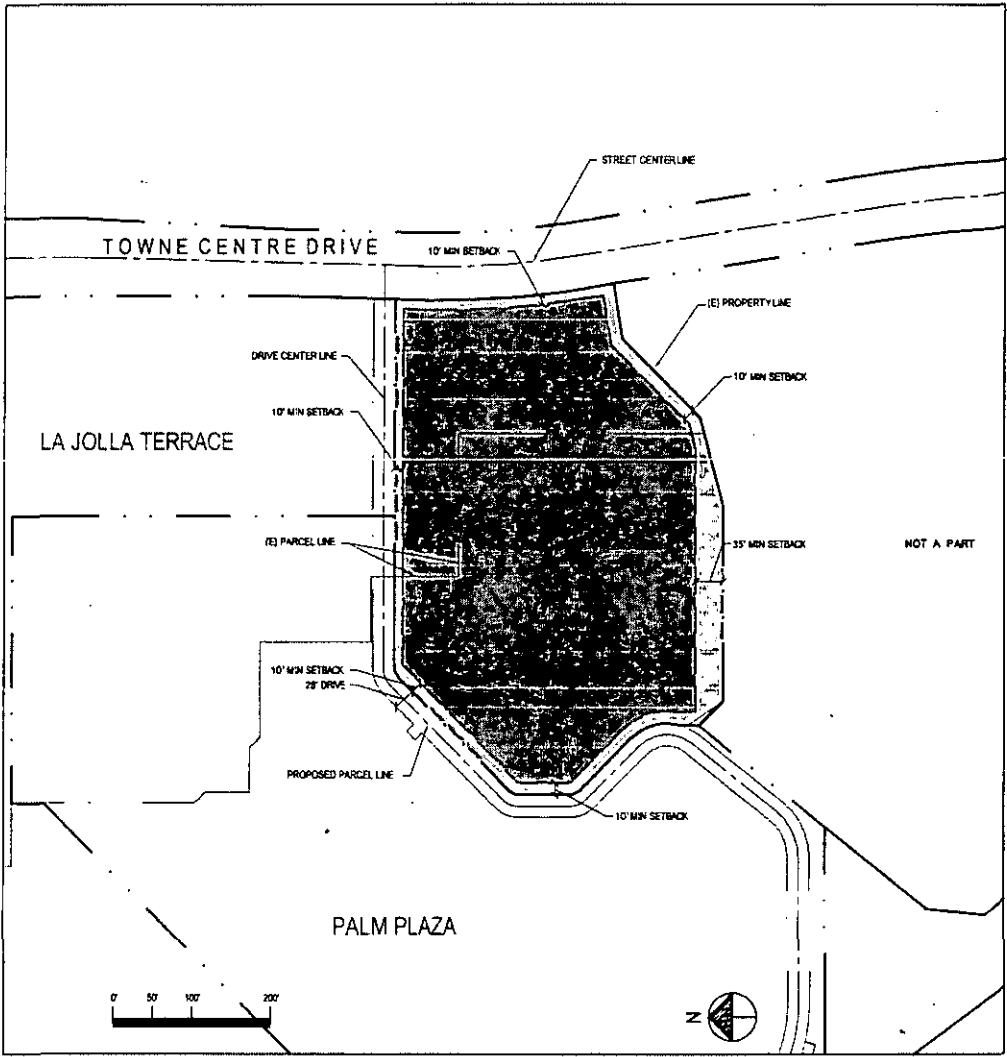
Within Towne Centre Gardens is one of the proposed residential parcels for the project redevelopment. It consists of up to 300 dwelling units with adjoining amenities, such as parking, storage, ancillary retail, and recreational areas. The planning area also may contain a new parking garage that will replace the existing retail parking deck that sits on two-thirds of the western portion of the planning area of approximately 6 acres. Today, a Tire, Battery and Accessory Building also exists within Planning Area Four on the north side of the parcel along Town Centre Drive. This may be removed and relocated to Planning Area Six to allow for this new residential development. Because of its location, Towne Centre Gardens serves as a significant entrance into UTC that will be vibrant and welcoming for both pedestrians and future residents.

Certain criteria apply for Planning Area Four, Towne Centre Gardens. In accordance with the General Development Regulations for Planned Development Permits §143.0410(a)(2), the project Design Guidelines for this planning area, including the residential portion of the program, are informed by the RM-4-10 zone Design guidelines to achieve a zone-equivalent project design consistent with the intent of the base zone. Were Towne Centre Gardens a stand-alone residential development instead of a single component of the mixed-used devel-

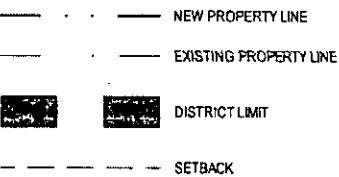
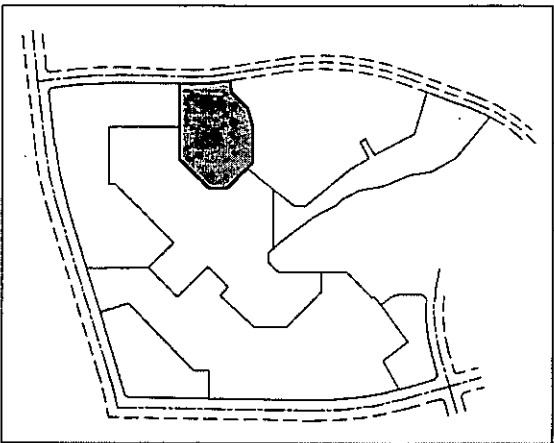
opment of the larger 75 acres CR-1-1 site, the proposed density would be comparable to the RM-4-10 Zone.

Open Space and Recreation

In addition to the recreational and open space amenities existing on the site, additional recreational and open space will be provided on-site based on the number of residential units developed under this MPDP. Up to 1.84 acres of usable open space and recreational area would be required under the maximum residential development scenario of 300 units, based on SANDAG's 2030 forecast of 2.19 persons per household for the north UCP area and a usable acreage requirement of 2.8 acres per 1,000 persons. The Towne Centre Gardens Planning Area may contain up to one acre of this recreational open space and recreational area. The portion of Towne Centre Gardens to be improved to satisfy population-based park requirements shall be developed consistent with Park and Recreation Department standards/guidelines, and shall be privately owned and maintained with a recreation easement to allow for general public use and must be contiguous to a public right of way, in close proximity to the residents creating the need, and welcoming the general public to reinforce public use. This park area shall be identified at the time that residential plans are submitted for substantial conformance review by the City.



Towne Center Gardens- Ground Use and Setbacks



Special Planning Area Requirements

Planning Area Four *Towne Centre Gardens*

Entry Drives

With La Jolla Terrace to the north, Towne Centre Gardens borders on the south side of a significant entry drive into the development off of Towne Centre Drive. Therefore, any new buildings or structures in the area must comply with the requirements defined in the GENERAL DESIGN CHARACTERISTICS for Entry Drives. Here, special attention must be given to the new buildings or structures in order to achieve a successful entry composition that highlights this as a prominent “gateway” into Westfield UTC. Consistent with the guidelines, the new structures must provide setback variations, as well as, changes in color and/or texture, and landscaping elements within at least 50 feet on both sides of the entry drive.

Special Planning Area Requirements

Planning Area Four Towne Centre Gardens

Street Frontages

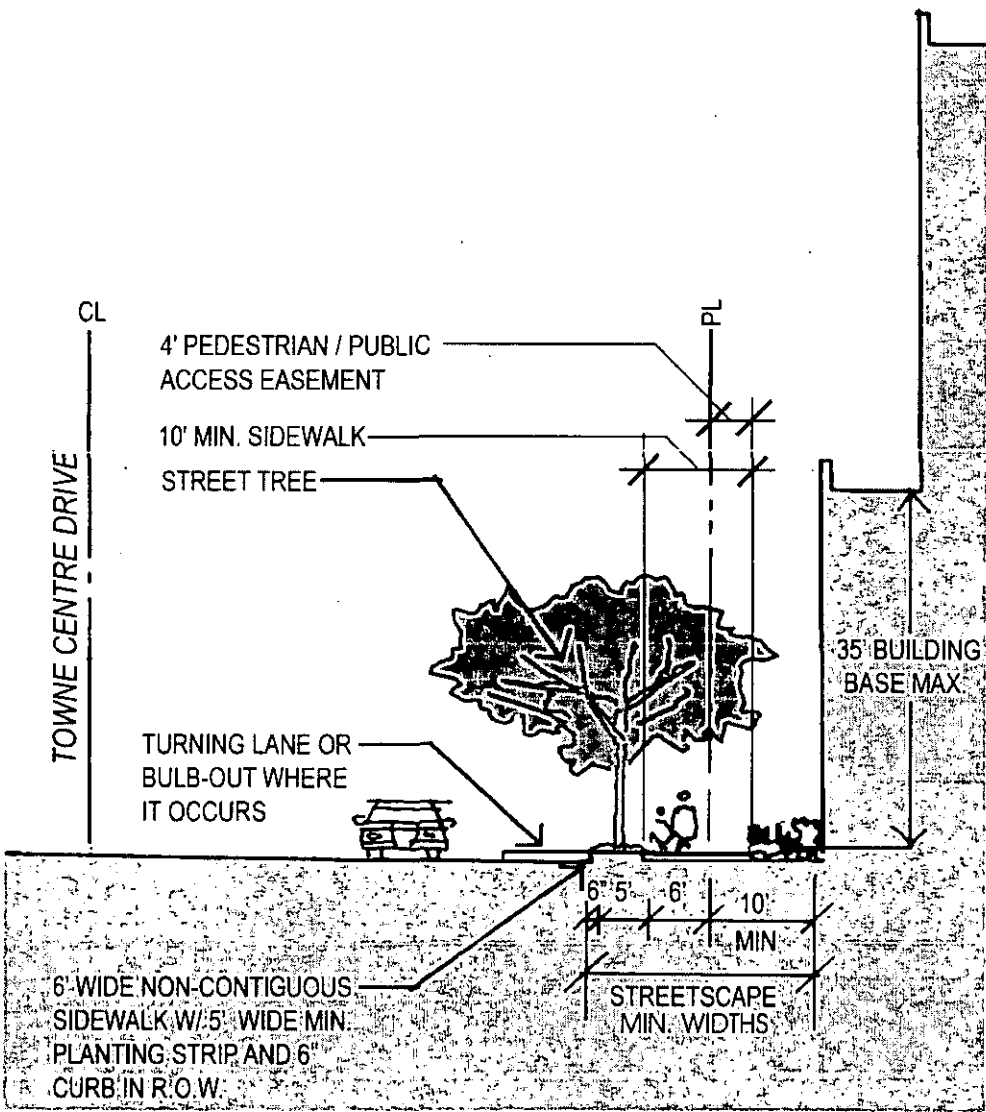
Towne Centre Gardens fronts onto the public right-of-way on approximately 250 linear feet on its eastern side along Towne Centre Drive. In addition, the area is adjacent to the existing UTC internal street for approximately 700 feet on its northern and western sides. On its southern side, the area is adjacent to "Vista la Jolla", a 15 acre residential development. The existing street frontages and sidewalks in Planning Area Four are not pedestrian friendly as they exist today; "Isolated from adjacent buildings and activities, they make the pedestrian feel exposed and uncomfortable" (UCP p.71). It is therefore required that any major modifications or new construction along the public right-of-way include sidewalks and landscape improvements designed to reinforce "the sense of protection and enclosure which is comfortable to pedestrians" (UCP p.71).

To achieve this, Towne Centre Gardens will maintain or improve the existing bermed landscape along Towne Centre Drive and design new building façades that will help re-define the streetscape and provide a more comfortable sense of street enclosure. Therefore:

- All new buildings/structures will observe a minimum 10 feet setback from the property line along Towne Centre Drive.

- New buildings/structures along Towne Centre Drive and the existing internal ring road will maintain a "base" to the building of a maximum of 35 feet high. The base shall be architecturally modulated in height, depth and width to create a sense of rhythm and establish a pedestrian scale with the street and the sidewalk.
- Above the building base, the new façade must be composed of offsetting planes that will provide depth and rhythm as required by the Development Regulations in the CR-1-1 zone (§131.0554 Building Articulation).
- All new buildings/structures along Towne Centre Drive and the existing internal ring road shall be lined with a planted street yard providing a minimum separation of six feet between the pedestrian sidewalk and the building wherever no storefront, pedestrian access or vehicular access occurs. The sidewalk may encroach into the setback area to provide sidewalk widths in excess of the six foot minimum.
- As defined in the Street Tree Masterplan exhibit Chapter 4:32, new street trees will be planted along the new "non-contiguous" sidewalk.

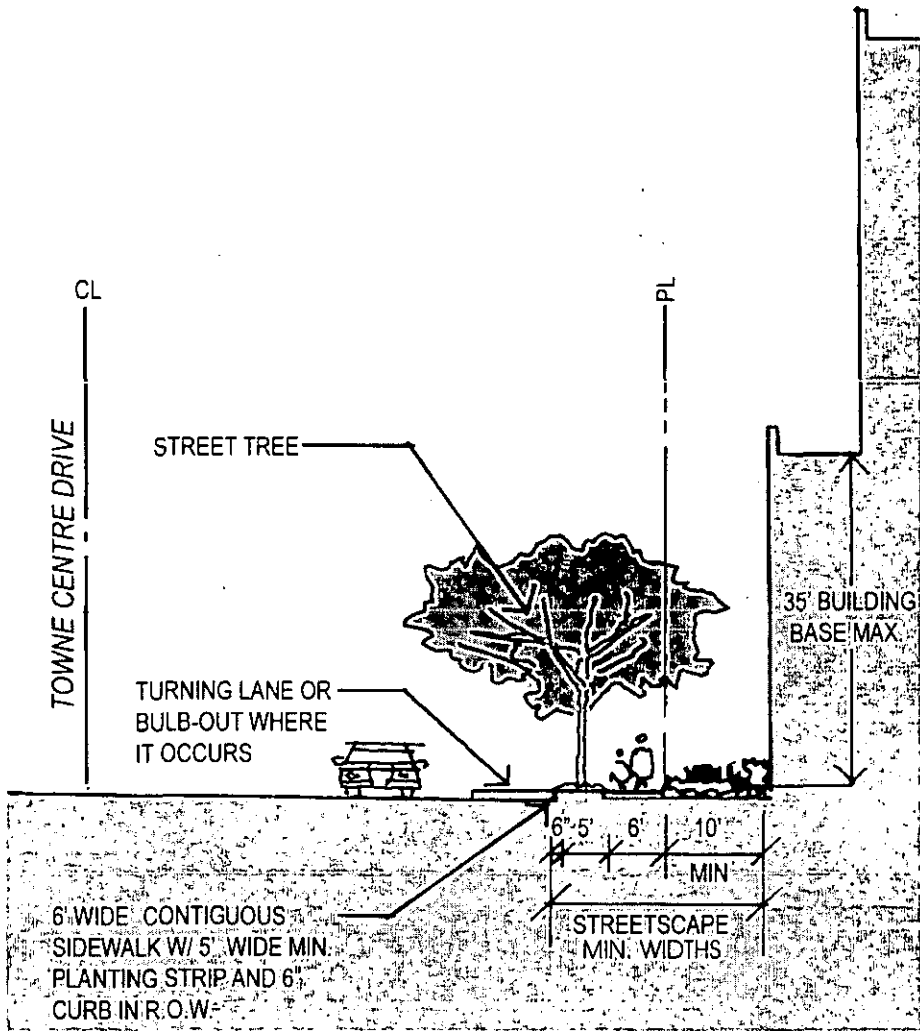
Furthermore, where practical, new develop-



Condition 1: Maximum Building Envelope along Towne Centre Drive

Special Planning Area Requirements

Planning Area Four Towne Centre Gardens



Condition 2: Maximum Building Envelope along Towne Centre Drive

ment in Towne Centre Gardens is encouraged to allow for future infill development which could open onto the pedestrian network and/or the street frontage. Future street-oriented development is encouraged by placing buildings near Towne Centre Drive and the entry drive from Towne Centre Drive into the project. Entries to the sidewalks are not required, however if they are not included then a pedestrian gateway from the public sidewalk into the project shall be located within 100 feet of the new building, and where practical, new buildings should have a finish floor elevation close to the level of the adjacent sidewalk in case a future pedestrian building entry from the public sidewalk is desired. Future street-oriented development may also be encouraged if parking decks constructed along the street are designed at the street level to have floor-to-floor heights of 14 feet or greater, to enable future infill development within the structure.

Streetscapes

Towne Centre Gardens fronts onto Towne Centre Drive and the existing UTC internal ring road. The current streetscapes are inconsistent from block to block and provide little street shading, and minimal pedestrian level street character. Street landscape will have street trees or palms at regular spacing. The quantity of new street trees is defined by the length of the street improvement divided by 30 feet (see the Street Tree Masterplan Exhibit Chapter 4:32). Building structures adjacent to sidewalks will be screened by double row plantings of hedge materials, vertical trees and vertical accent plants such as bamboo, unless the adjacent building has a storefront, in which case the sidewalk may encroach into the setback area to provide pedestrian access, patio seating areas, etc. The sidewalk may also encroach into the setback area in order to provide sidewalk widths in excess of the minimum six feet.

To soften parking deck edges, one or more of the following treatments will be used:

1. Vines
2. Trellises
3. Cornice articulation
4. A combination of the solutions mentioned above

Landscaping

The landscape for Towne Centre Gardens is comprised of the exterior project planting for the streetscape as well as slope planting at the adjacent housing project, and interior courtyard plantings of the housing.

The perimeter streetscape along Towne Centre Drive will be informal tree plantings and hedges outside of the row to match the existing character of the street. Vertical trees will be used at the building edges and Towne Centre Drive to visually reduce the mass of the architecture and develop a pedestrian scale. Tree planting will be grouped and will vary from 15 feet OC to 44 feet OC. Parkway areas will be planted with mounding groundcover to create a more informal character for the Towne Centre frontage. The drive into the project from Towne Center Drive will develop a more urban, formal façade planting in keeping with the limited landscape areas and architectural character. Hedges and linear planting of shrubs such as Arbutus, Rosemary, and Ceanothus will funnel the visitor towards the interior of the project with street trees in the parkway.

The project edge adjacent to the existing Vista La Jolla Housing will be heavily screened to minimize intrusion into the existing project. Informal plantings of vertical trees such as Tristania, Eucalyptus, Markhamia, and Pines

Special Planning Area Requirements

Planning Area Four Towne Centre Gardens

will be augmented at the ground level by tall hedges such as Arbutus, and mounding shrub plantings such as Cistus and Ceanothus to limit off-site views where buildings are adjacent to the property lines.

The partially shaded interior courtyards will provide resident Mediterranean gardens that provide sitting and gathering areas with flowering attractive shrubs and ground covers that are drought tolerant, indigenous or native material.

Building Base Integration

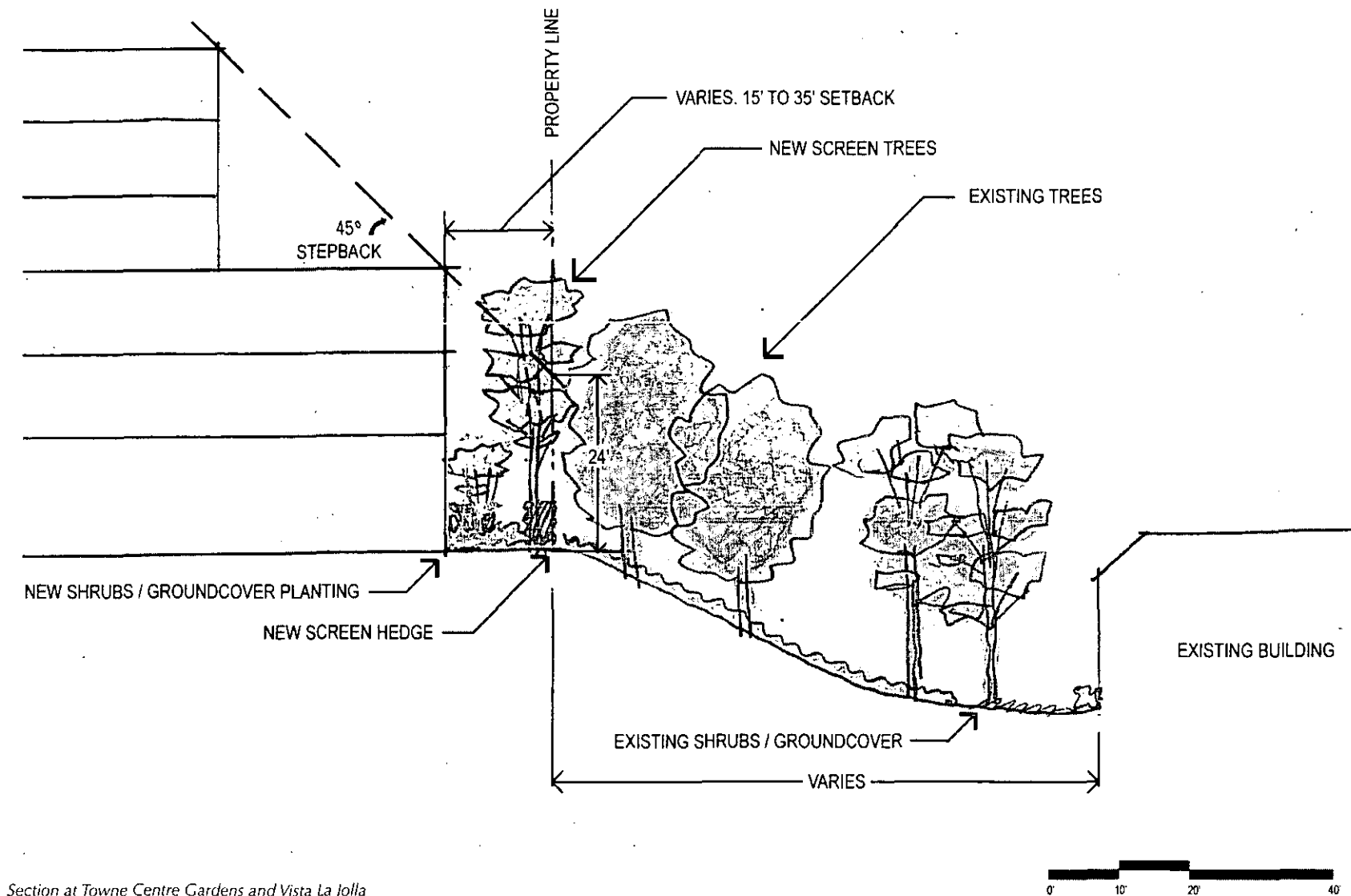
At the street level, new structures will cover, within the required setbacks, most of Planning Area Four. The eastern and southern sides of the planning area will accommodate the new residential use while on the western and the northern sides, the existing retail parking use may remain. The eastern area may also include up to one acre of open space and/or recreational area. The new residential portion may front onto Towne Centre Drive where it is anticipated to house the main residential lobby as well as a private vehicular access for residents that leads up to above-grade residential parking and residential amenities that sit above the parking levels. To provide proper separation of uses, the retail parking area of the new structure(s) may have its own ramps and circulation system so as to function independently of the residential uses of the program.

Building Envelope

The maximum building height for the Residential development is 293 feet above grade. However, the area specific requirements that follow regulate the building profile when it abuts the adjacent parcels to the south to ensure proper transition with the existing residential development pursuant to both the RM-4-10 zone Development Regulations and the University Community Plan (UCP p.113).

- New buildings must provide a setback varying from 15 feet to 35 feet on the southern side of the developed parcel, thus maintaining the existing planted slope.
- New buildings shall follow, on the southern side of the Area, a Required Angle Building Envelope Plane that limits the profile of the new building. The concept for this transitional building height restriction comes from the RS-1 Zone, rather than the CR-1-1 Commercial Zoning.

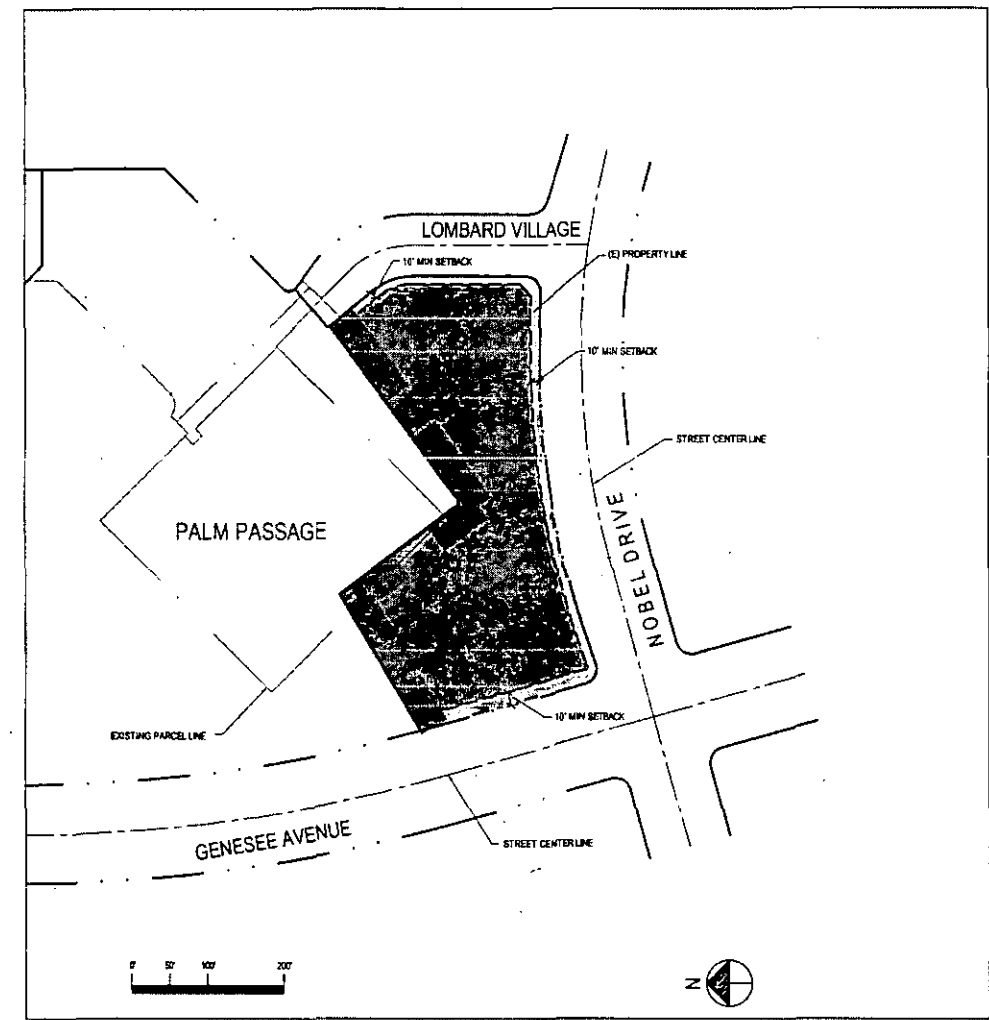
This plane establishes that above 24 feet, the building height should be limited by an imaginary plane rising away from the property line at a 45-degree angle – refer to the diagram on this page.



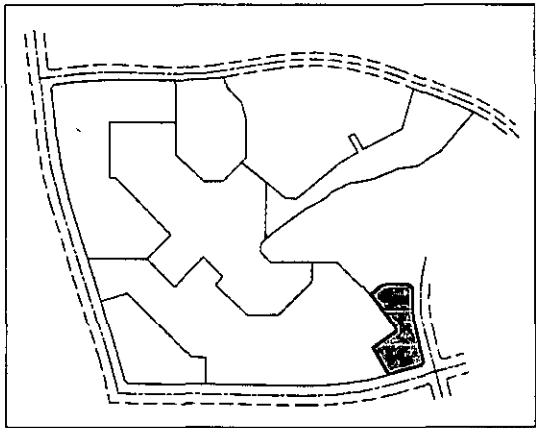
Section at Towne Centre Gardens and Vista La Jolla

Special Planning Area Requirements

Planning Area Five Nobel Heights



Nobel Heights – Ground Use and Setbacks



- NEW PROPERTY LINE
- EXISTING PROPERTY LINE
- DISTRICT LIMIT
- SETBACK

Project Description and Site Development

Nobel Heights is another parcel slated for a potential residential use within the overall masterplan of the site. It consists of up to 300 dwelling units and adjoining amenities, such as parking, storage, and recreational areas and up to 20,000 square feet of retail and/or restaurant uses. Built on approximately 3 acres, this area includes some retail uses today as well as a large expanse of surface parking directly adjacent to Genesee Avenue on its west, Nobel Drive to its south, and Lombard Place to its east.

Because of its location, Nobel Heights will serve as the southern entrance into the UTC site for both pedestrian and vehicles. Future development within Nobel Heights will re-define the access to the revitalized UTC site as well as a significant portion of the street frontage.

In accordance with the General Development Regulations for Planned Development Permits §143.0410(a)(2), the project Design Guidelines for the residential portion of the program are informed by the RM-4-11 zone Design guidelines to achieve a zone-equivalent project design consistent with the intent of the base zone. Were Nobel Heights a stand-alone residential development rather than a single component of the mixed-used development of the larger 75 acre CR-1-1

Special Planning Area Requirements

Planning Area Five Nobel Heights

site, the proposed density could be comparable to the RM-4-11 Zone.

Open Space and Recreation

In addition to the recreational and open space amenities existing on the site, additional recreational and open space will be provided on-site based on the number of residential units developed under this MPDP. Up to 1.84 acres of usable open space and recreational area would be required under the maximum residential development scenario of 300 units, based on SANDAG's 2030 forecast of 2.19 persons per household for the north UCP area and a usable acreage requirement of 2.8 acres per 1,000 persons. The Nobel Heights Planning Area may contain up to one acre of this recreational open space and recreational area. The portion of Nobel Heights to be improved to satisfy population-based park requirements shall be developed consistent with Park and Recreation Department standards/guidelines, and shall be privately owned and maintained with a recreation easement to allow for general public use and must be contiguous to a public right-of-way, in close proximity to the residents, creating the need and welcoming the general public to reinforce public use. This park area shall be identified at the time that residential plans are submitted for substantial conformance Review by the City.

Street Frontages

The existing street frontages and sidewalks in Planning Area Five are not pedestrian friendly as they exist today; "Isolated from adjacent buildings and activities, they make the pedestrian feel exposed and uncomfortable" (UCP p.71). It is therefore required that any major modifications or new construction along the public right-of-way include sidewalks and landscape improvements designed to reinforce "the sense of protection and enclosure which is comfortable to pedestrians" (UCP p.71).

To achieve this goal, the existing curb and sidewalk will be upgraded to a "non-contiguous" condition, as per the diagrams and phasing plan in Chapter 7 (Pedestrian Circulation).

The new building façades will help to define the street space and provide a comfortable sense of street enclosure. To achieve this:

- New buildings will observe a minimum 10 feet setback from the property line along Genesee Avenue and a minimum of 10 feet along Nobel Drive and Lombard Place.
- New buildings along Genesee Avenue, Nobel Drive and Lombard Place will

maintain a building base of up to 35 feet maximum high, architecturally modulated in height, depth and width to create a sense of rhythm and establish a pedestrian scale with the streetscape.

- Portions of the building above the building base will provide additional stepbacks so it is a minimum of 15 feet away from the property line.
- New buildings along Genesee Avenue, Nobel Drive and Lombard Place shall be lined with a planted street yard providing a minimum separation of six feet between the pedestrian sidewalk and the building base wherever no storefront, pedestrian access or vehicular access occurs. The sidewalk may encroach into the setback area to provide sidewalk widths in excess of the minimum of 10 feet.
- As defined in the Street Tree Masterplan exhibit Chapter 4:32, new street trees will be planted along the new "non-contiguous" sidewalk.

Streetscapes

Nobel Heights fronts on Genesee Avenue, Nobel Drive and Lombard Place. The current streetscapes are inconsistent from block to block and provide little street shading,

and minimal pedestrian level street character. Street Landscape will have street trees or palms at regular spacing. The quantity of new street trees is defined by the length of the street improvement divided by 30 feet (see the Street Tree Masterplan Exhibit Chapter 4:32). Planting in the Parkways and setbacks will be groundcovers/shrubs with intermittent accent plantings of succulents or flowering shrubs. Building structures adjacent to sidewalks will be screened by double row plantings of hedge materials, vertical trees and vertical accent plants such as bamboo, unless the adjacent building has a storefront, in which case the sidewalk may encroach into the setback area to provide pedestrian access, patio seating areas, etc. The sidewalk may encroach into the setback area to provide sidewalk widths in excess of the minimum 10 feet.

To soften parking deck edges, one or more of the following treatments will be used:

1. Vines
2. Trellises
3. Cornice articulation
4. A combination of the solutions mentioned above

Special Planning Area Requirements
Planning Area Five *Nobel Heights*

Building Base Integration

Initially conceived as a Superblock, the existing site was graded from the inside out in such a way that the level of the internal shopping area coincides with the surrounding surface parking expanses. As a result, much of Nobel Heights' existing grade sits 20 to 25 feet above the street level, "barricaded" behind a 30 to 60 feet wide bermed landscaping zone. Physically disconnected from the surrounding streets, vehicular or pedestrian access to Planning Area Five and the larger 75 acre site is very difficult or impractical especially along Genesee Avenue or Nobel Drive where the grade differential is the most pronounced.

Consistent with the University Community Plan (UCP p.70-71), future development should nevertheless locate its new buildings "near or at the property line" in order to moderate the impact of the existing internally-oriented Superblock. In order to achieve this:

- The new building or structure may provide the location of the new residential parking garage at its base in new excavated level(s) accessible from the adjoining streets.
- The new residential front entrance and parking drive entries may be located along private streets interior to the Masterplan.

Building Envelope

The building base footprint can occupy the totality of Planning Area Five parcel up to 35 feet above the existing finished grade, excluding the 10-foot minimum setback areas. Above that level, the new building footprints within Planning Area Five should not exceed 85% of the total planning area and be limited to 25,000 square foot floor plates in order to avoid excessive bulk and the "walling" effect that a single large footprint would have. The eastern portion of the planning area may also include up to one acre of open space and/or recreational area. In addition, the building envelope must comply with the SPECIFIC DESIGN CHARACTERISTICS chapter on Residential Developments and provide scale transition and articulation with the surrounding buildings and cityscape.

The maximum building height for Residential tower(s) is 293 feet in this planning area.

Pedestrian Linkages

Consistent with CR1-1 zone requirements and the City of San Diego General Plan Goals for commercial and mixed-use design, new buildings shall provide continuity with existing pedestrian paths and walkways. There are two existing pedestrian paths in Planning Area Five. One is the public sidewalk along Lombard Place that will be

Special Planning Area Requirements

Planning Area Five *Nobel Heights*

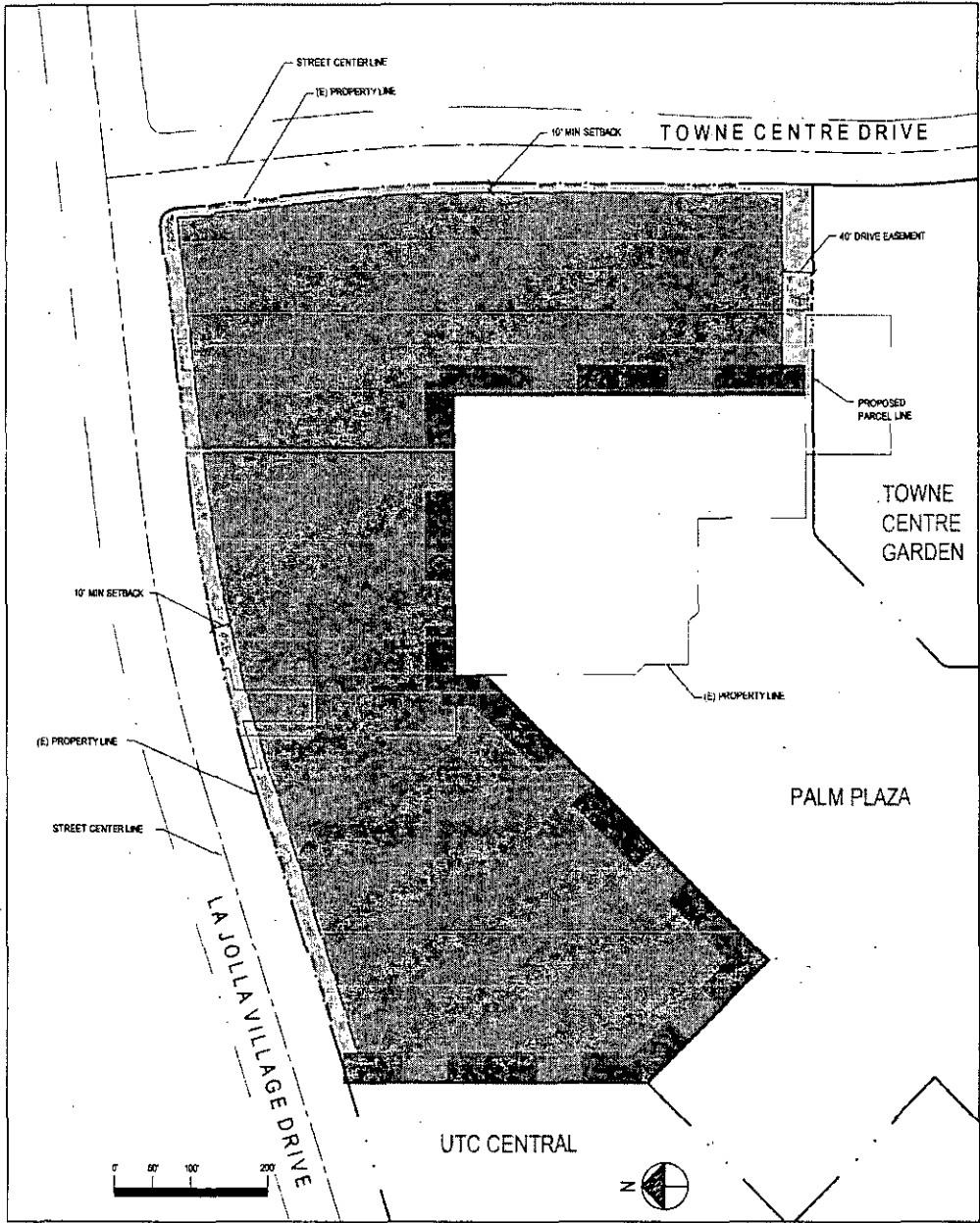
upgraded to a non-contiguous sidewalk condition and the other passes directly along the corner of Genesee Avenue and Nobel Drive where existing steps along the landscape sloped area take pedestrians from street level up to the existing Macy's parking field toward the shopping area. This will be replaced or relocated in conjunction with the new Nobel Heights residential development. In order to maintain the functionality of the existing path and achieve the best possible integration in the context of the site, the new pedestrian path must be inviting, visible and convenient. To achieve this:

- Architectural features such as a gateway, terraced gardens and/or water features shall be used in addition to landscaping elements.
- Way-finding signs that indicate the access to the shopping area and the new transit facility shall be posted and visible from the street. Vice versa, pedestrian access to the corner of Genesee Avenue and Nobel Drive using the pedestrian path will be signed from within the shopping area.
- The pedestrian access at street level to the new path shall remain within 300 feet of the corner of Genesee Avenue and Nobel Drive.

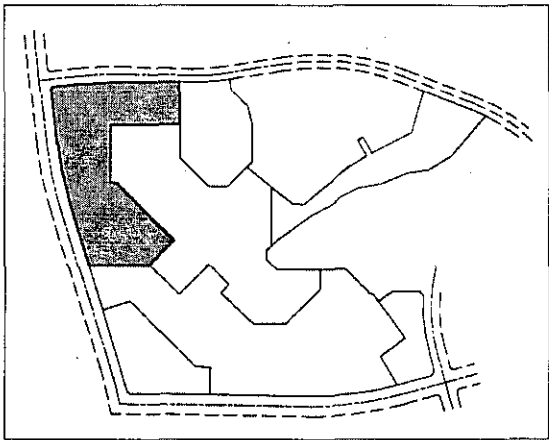
Landscaping

Nobel Heights anchors the Southwest corner of the site, and as such provides an opportunity for a project gateway and presentation of the project theme. The site would include a entry gateway similar to the University Central character, but on a smaller scale, and/or a cascading water feature element. A bosque of shade trees such as Oaks or Sycamores, or a palm bosque would soften scale and bulk transitions and provide pedestrian level seating areas and people places. Shrubs would duplicate the University Central character, but with an emphasis on the southern exposure of the plazas.

Special Planning Area Requirements Planning Area Six La Jolla Terrace

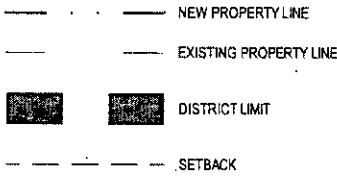


La Jolla Terrace – Ground Use and Setbacks



Project Description and Site Development

La Jolla Terrace is a large area of the site bounded by La Jolla Village Drive to the east and Towne Centre Drive to the north. La Jolla Terrace may contain new retail uses of up to 75,000 square feet. Approximately 13.6 acres, this planning area today is predominantly large expanses of surface parking, as well as a parking structure west of Executive Drive off of La Jolla Village Drive. The future development of La Jolla Terrace will improve a significant portion of the street frontage and pedestrian access ways in and around UTC.

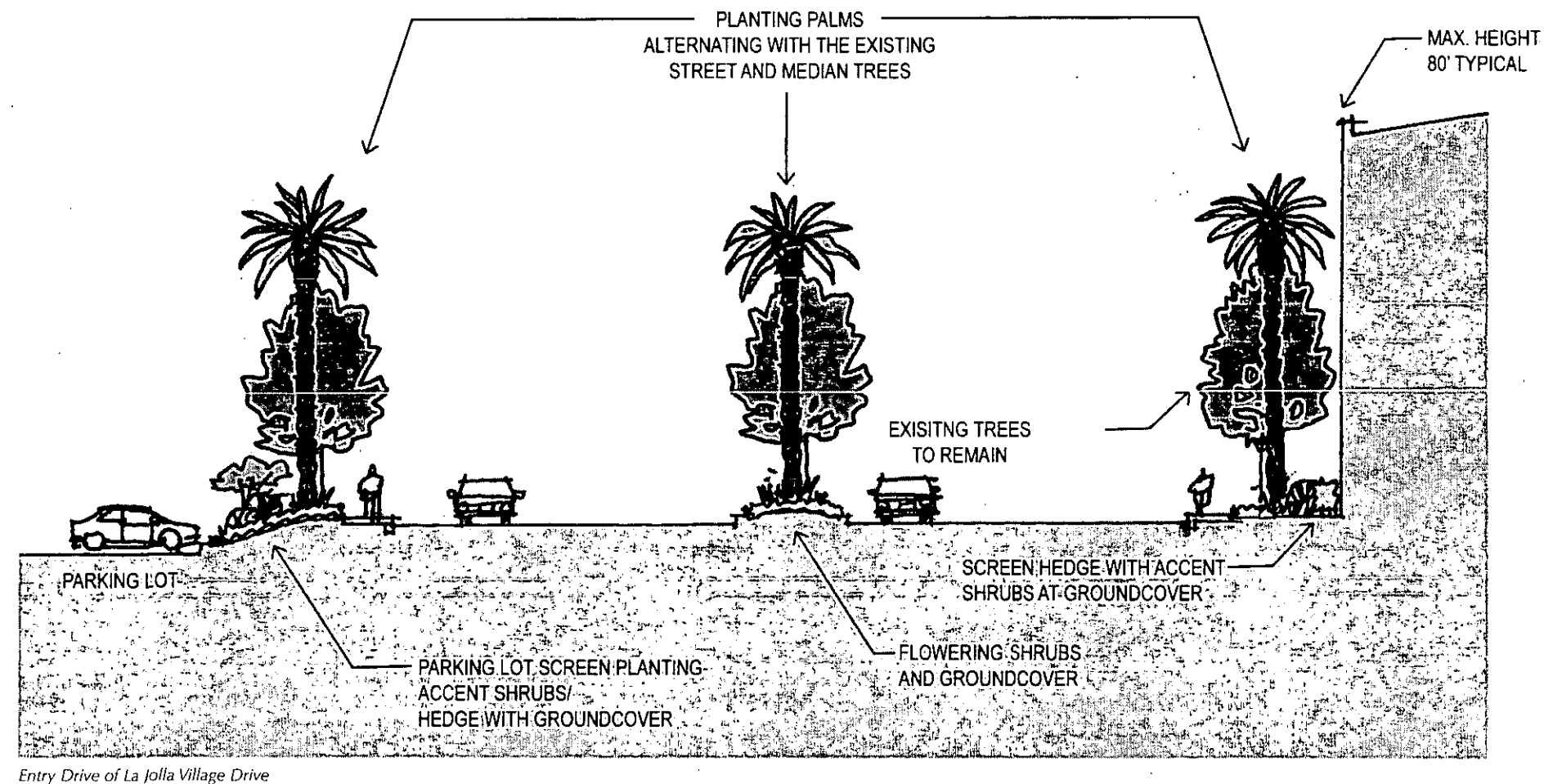


Special Planning Area Requirements

Planning Area Six *La Jolla Terrace*

Entry Drives

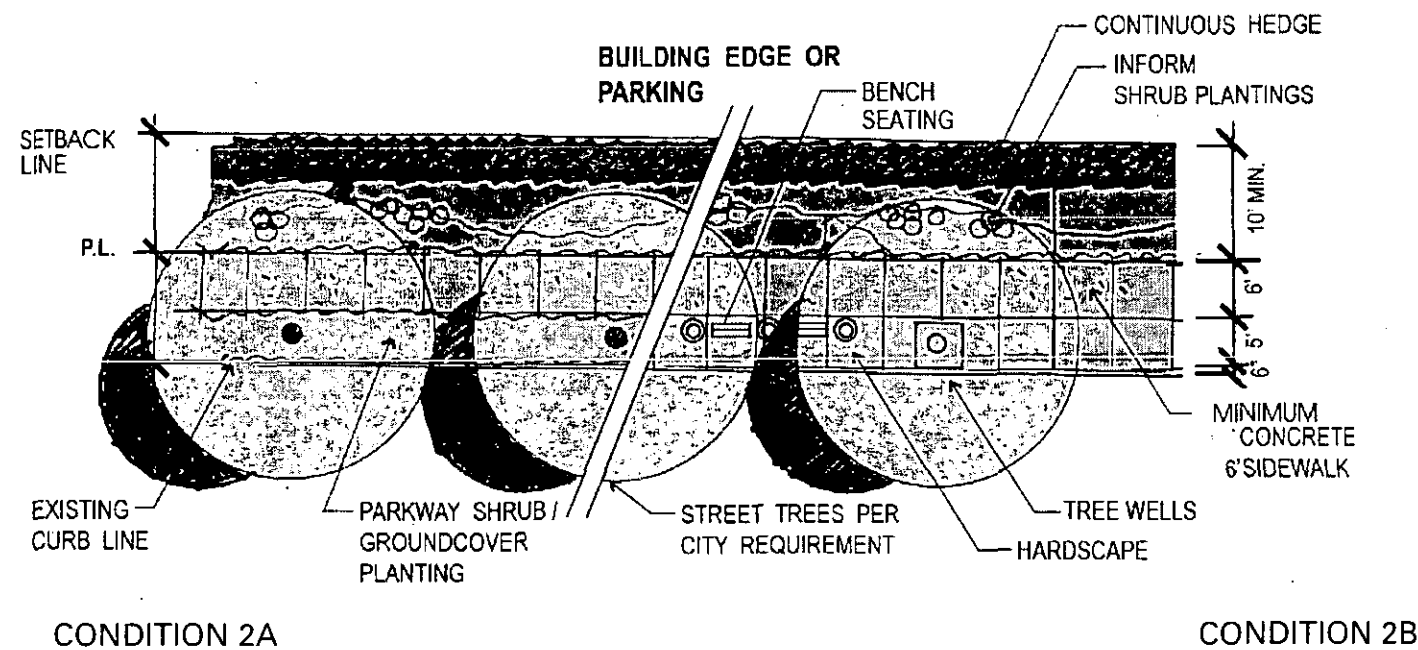
Because there are significant entry drives located within La Jolla Terrace, all new buildings or structures must comply with the requirements defined in the GENERAL DESIGN CHARACTERISTICS on Entry Drives. Today, there are three entry drives within this planning area. Executive Drive entry off of La Jolla Village Drive provides access to the north, while two other entries, both off of Towne Centre Drive provide access on the eastern side of the development. Special attention shall be given to the new buildings or structures at these entry drives, especially those at the entry drive adjacent to the Towne Centre Gardens planning area. There, consistent with the Entry Drive guidelines, the design of new buildings or structures shall be coordinated with those within the Towne Centre Gardens planning area in order to achieve a successful composition and an appropriate entry statement for both the new residential development as well as the project as a whole. The new structures shall include setback variations, changes in color and/or texture, and landscaping elements within 50 feet on both sides of the entry drives.



Special Planning Area Requirements

Planning Area Six La Jolla Terrace

Option A – Parkway Plan



Street Frontages

The existing street frontage and sidewalks in Planning Area Six are not pedestrian friendly as they exist today; "Isolated from adjacent buildings and activities, they make the pedestrian feel exposed and uncomfortable" (UCP p.71). It is therefore required that any major modifications or new construction along the public right-of-way include sidewalks and landscape improvements designed to reinforce "the sense of protection and enclosure which is comfortable to pedestrians" (UCP p.71).

To achieve this goal, the existing curb and sidewalk will be upgraded to a "non-contiguous" condition, as per the diagrams and phasing plan in Chapter 7 (Pedestrian Circulation).

The new building façades will help to define the street space and provide a comfortable sense of street enclosure. To achieve this:

- All new buildings or structures will observe a minimum 10 feet setback from the property line on La Jolla Village Drive, and a minimum of 10 feet setback on Towne Centre Drive.
- All new buildings or structures along Towne Centre Drive and the existing internal ring road within UTC will maintain an architectural expression of a building "base" that is a minimum of 25

feet high and a maximum of 45 feet high. The building base will be architecturally modulated in height, depth, and width to create a sense of rhythm and establish a pedestrian scale along the street and sidewalk.

- All new buildings along La Jolla Village Drive and Towne Centre Drive shall be lined with a planted street yard that will provide a minimum separation of six feet between the pedestrian sidewalk and the building base wherever no storefront, pedestrian access or vehicular access occurs. The sidewalk may encroach into the setback area to provide sidewalk widths in excess of the minimum as shown on Chapter 4:19.
- As defined in the Street Tree Masterplan exhibit Chapter 4:32, new street trees will be planted along the new "non-contiguous" sidewalk.

Furthermore, where practical, new development in La Jolla Terrace is encouraged to allow for future infill development which could open onto the pedestrian network and/or the street frontage. Future street-oriented development is encouraged by placing buildings near the pedestrian network. Entries to the sidewalks are not required, however if they are not included then a pedestrian connection from the public sidewalk into the project

Special Planning Area Requirements

Planning Area Six *La Jolla Terrace*

shall be located within 300 feet of the new building, and where practical, new buildings should have a finish floor elevation close to the level of the adjacent sidewalk in case a future pedestrian building entry from the public sidewalk is desired. Future street-oriented development may also be encouraged if parking decks constructed along the street are designed at the street level to have floor-to-floor heights of 14 feet or greater, to enable future infill development within the structure.

Streetscapes

La Jolla Terrace fronts onto La Jolla Village drive and Towne Centre Drive. The current streetscapes are inconsistent from block to block and provide little street shading, and minimal pedestrian level street character. Street Landscape will have street trees or palms at regular spacing. The quantity of new street trees is defined by the length of the street improvement divided by 30 feet (see the Street Tree Masterplan Exhibit Chapter 4:32). Building structures adjacent to sidewalks will be screened by double row plantings of hedge materials, vertical trees and vertical accent plants such as bamboo, unless the adjacent building has a storefront, in which case the sidewalk may encroach into the setback area to provide pedestrian access, patio seating areas, etc. The sidewalk

may also encroach into the setback area in order to provide sidewalk widths in excess of the minimum six feet.

To soften parking deck edges, one or more of the following treatments will be used:

1. Vines
2. Trellises
3. Cornice articulation
4. A combination of the solutions mentioned above

Building Height

As defined in Chapter Eight, the Plan Development Permit deviations are as follows:

- Retail buildings within 20 feet of the public right-of-way shall be limited to 80 feet.
- The maximum structure height for all other retail buildings and parking structures shall be 100 feet except the total cumulative area of any retail floors, which are 80 feet or higher above grade, shall not exceed more than 10% of the total amount of square feet allocated to regional commercial use permitted within the MPDP.

Landscaping

The landscape areas for La Jolla Terrace are made up of parking areas and project entry

drives, and as such create a need to screen views at parking, visually break up the large asphalt areas, while providing project identity at the west project entry drive and at the corner of La Jolla Village Drive and Towne Centre Drive. Planting will be structured to provide subdivisions of the areas using tree bosques of Oaks and Sycamore trees to add a more sculptural quality to the parking areas. Shrub plantings or *Raphiolepis*, *Arbutus*, *Ligustrum*, *Garrya* and *Dietera* will screen and soften the ground level parking areas from street and building views.

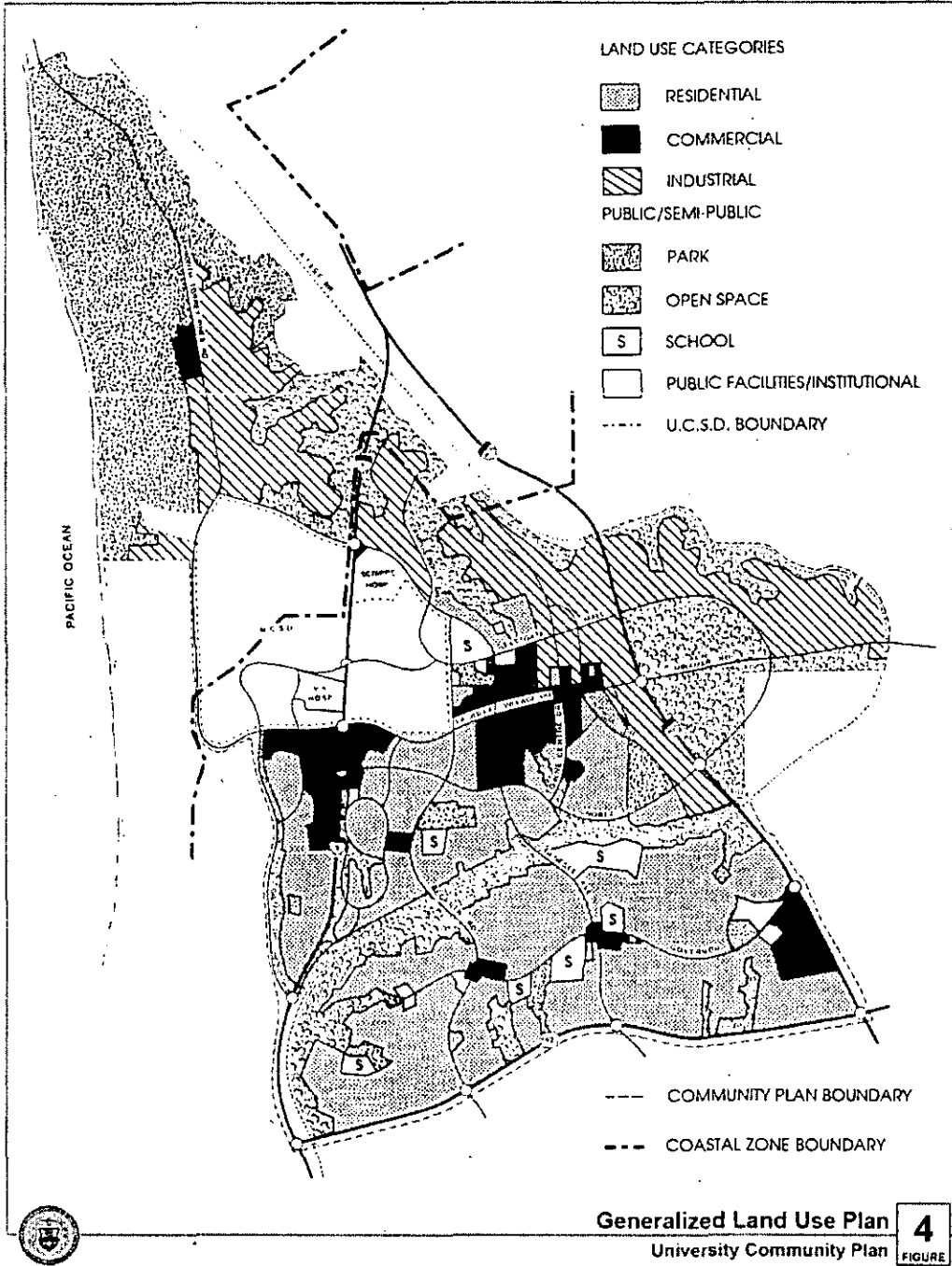
For the areas between Towne Center Gardens and the corner of La Jolla Village Drive and Towne Centre Drive, the landscape treatment is essentially the same as for Towne Centre Gardens – informal street trees and hedge shrub materials to screen parking /parking decks. Between the corner of La Jolla Village Drive and Towne Centre Drive and the west entry drive, the planting scheme will be formal street trees similar to Palm Plaza with hedge plantings and informal shrubs on slopes to screen the parking lots. Parking lot trees will be added to create a variety of densities of shade and to break up the parking area and create structure to the overall area.

The West Entry Drive is currently successful in creating a strong visual link between Palm Plaza and La Jolla Village Drive. However,

the extension of two-story retail buildings and the development of University Central and its multi-story buildings will require additional planting to maintain the strength and impact of the scheme and the visual link. Thus, the entry drive planting will add date palms at the drive edges, in addition to the median, alternating with shade trees. Hedges will define the entry drive edges and screen adjacent parking, while flowering shrubs and groundcover such as *Lantana*, *Rockrose*, *Indian Hawthorn*, *Kangaroo Paw*, and *Fortnite Lily* will reinforce and accentuate the entry drive and pedestrian link.

Special Planning Area Requirements
Planning Area Seven Torrey Trail

Extracts from University Community Plan



Project Description and Site Development

Torrey Trail is approximately eight acres of developed open space Westfield owns between UTC and Towne Centre Drive, which was graded when UTC was originally developed. Portions of Torrey Trail contain steep slopes and sensitive biology as defined in the City's Environmentally Sensitive Lands Regulations. Most of the slopes and vegetation are disturbed, either from the grading done when UTC was originally developed, or from non-native vegetation which has grown into it. It is currently improved with a pedestrian path which is infrequently used by the community in its current condition.

Westfield UTC proposes to improve Torrey Trail with park amenities open to the public, with pedestrian connections linking the shopping center and community-oriented uses to the residential development. Improvements would be determined through the public input process as identified in the City of San Diego Council Policy 600-33 "Community Notification and Input for City-Wide Park Development Projects," and could include wayfinding signage, security lights along the pathway, a tot lot, benches, picnic tables or other park amenities. That portion of the existing Torrey Trail to be improved to satisfy population-based park requirements shall be developed consistent with Park and

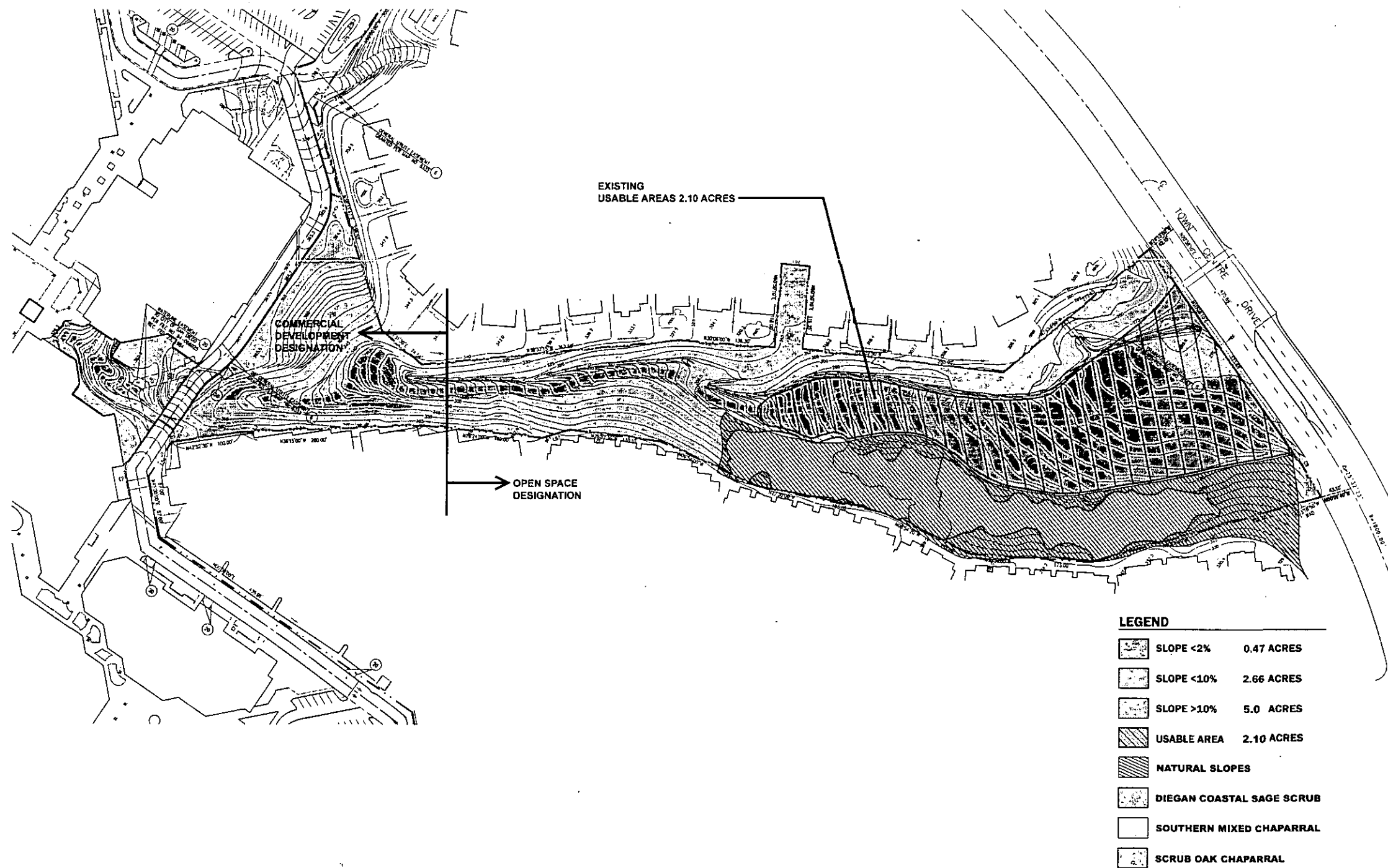
Recreation Department standards/guidelines, and shall be privately owned and maintained with a recreation easement to allow for general public use. No development is proposed within the southern section of Torrey Trail except as may be required as part of the public open space / recreation easement or to satisfy population-based parks requirements. Park improvements will be limited to the developed open space areas only and no development shall encroach into the steep hillsides or sensitive biology as defined by the ESL Regulations.

Special Planning Area Requirements
Planning Area Seven *Torrey Trail*

In the southern section of Torrey Trail (approximately 2.1 acres, zoned CC-1-3 and RS-1-14), which is designated as open space in the University Community Plan (see figures 4 and 5 in the UCP), improvements will be made consistent with City Park and Recreation Department standards and guidelines for park development. These approximately 2.1 acres of Torrey Trail today meet the slope and size requirements for useable parkland for passive use. Portions of Torrey Trail outside the approximately 2.1 acres of usable park space contain steep slopes and sensitive biology as defined in the City's Environmentally Sensitive Lands Regulations. Park improvements will be limited to the developed open space areas only and no development shall encroach into the steep hillsides or sensitive biology. In addition, a covenant of easement will be recorded against those portions of the premises which contain environmentally sensitive lands pursuant to SDMC sections 143.0140 (a) and 143.0152.

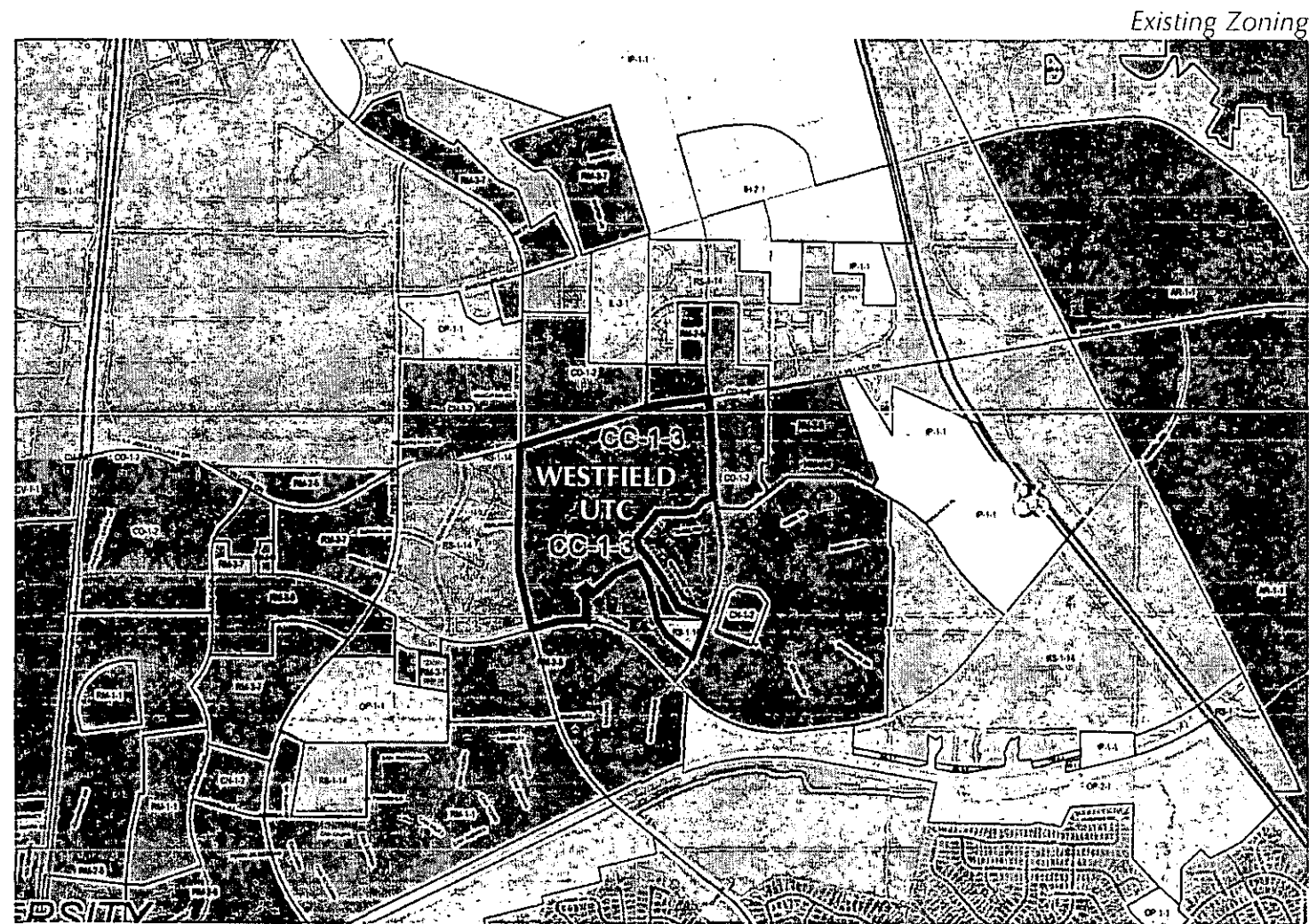
In the northern section of Torrey Trail nearest Palm Plaza, new community use buildings such as a child care center or a new community meeting facility could be developed. Any structures would be constructed within the northernmost portion of Torrey Trail of approximately 2 acres nearest the shopping center, which is designated for commercial development in the UCP.

Potential Additional Open Space & Recreational Area within Torrey Trail



Chapter 5 EXISTING & PROPOSED ZONING

Existing Zoning



The property encompassing Westfield UTC was zoned CA (Area-wide Shopping Center) prior to adoption of the citywide Land Development Code. Effective January 1, 2000, new commercial zones were implemented and the property became regulated by the current base zoning of CC-1-3.

The site is also within the Airport Environs Overlay Zone and Community Plan Implementation Overlay Zone (Area A). The first overlay zone requires any changes within the project area will need to comply with the Comprehensive Land Use Plan adopted for Marine Corps Air Station Miramar. The objective of the second overlay zone is to ensure that development proposals are reviewed for consistency with the use and development criteria included in the community plan.

Proposed Zoning

Permitted Uses

A request has been made to re-zone the property to CR-1-1, concurrent with submittal of the MPDP and several other related actions. The site is presently designated within the University Community Plan as a regional-commercial site (UCP page 110). The purpose of the CR (Commercial—Regional) Zones is to provide areas for a broad mix of business/professional office, commercial, service, retail, wholesale, and limited manufacturing uses. The CR zones are intended to accommodate large-scale high intensity developments. Property within these zones will be primarily located along major streets, primary arterials, and major public transportation lines. CR-1-1 allows a mix of regional serving commercial uses and residential uses with an auto orientation.

The exhibit to the right depicts the proposed re-zoning of the property.

Permitted Uses

Table131-05B of the Municipal Code provides a list of uses for commercial zones that are either:

- Permitted,
- Permitted with limitations,
- Require either a Neighborhood Use Permit/Conditional Use Permit, or
- Prohibited

While the CR-1-1 zone provides for a wide variety of uses, the proposed changes at Westfield UTC will primarily involve retail sales/commercial services, multiple-family housing, open space and public uses associated with transit facilities with the potential for office developments as well. A complete list of uses allowed by the CR-1-1 zone may be found in Appendix A, in the Use Regulations Table for Commercial Zones, Table 131-05B.

Proposed Zoning



Proposed Zoning
Development Standards

Table 131-05D
Development Regulations of CR, CO, CV, CP Zones

Development Regulations [See Section 131.0530 for Development Regulations of Commercial Zones]	Zone Designator	Zones					
	1st & 2nd >>	CR-	CO-		CV-		CP-
	3rd >>	1- 2-	1-		1-		1-
	4th >>	1	1	2	1	2	1
Max permitted residential density ⁽¹⁾		1,500	1,000	1,500	1,500	1,500	--
Supplemental residential regulations [See Section 131.0540]		applies	applies	applies	applies	applies	--
Lot area							
Min Lot Area (sf)		15,000	5,000	5,000	15,000	5,000	--
Max Lot Area (ac)		--	--	--	--	--	--
Lot dimensions							
Min Lot Width (ft)		100	50	50	100	50	--
Min street frontage (ft)		100	50	50	100	50	--
Min Lot Depth (ft)		100	100	100	100	100	--
Setback requirements							
Min Front setback (ft)		10	10	10	10	--	10
Max Front setback (ft) [See Section 131.0543(a)(1)]		--	25 ⁽²⁾	--	--	10 ⁽²⁾	--
Min Side setback (ft)		10	10	10	10	10	10
Optional Side setback (ft)		--	0 ⁽³⁾	0 ⁽³⁾	--	0 ⁽³⁾	--
Side Setback abutting residential [See Section 131.0543(c)]		applies	applies	applies	applies	applies	applies
Min Street Side setback (ft)		10	10	10	--	--	--
Max Street Side setback (ft) [See Section 131.0543(a)(1)]		--	25 ⁽²⁾	--	--	10 ⁽²⁾	--
Min Rear setback (ft)		10	10	10	10	10	10
Optional Rear setback (ft)		--	0 ⁽³⁾	0 ⁽³⁾	--	0 ⁽³⁾	0 ⁽³⁾
Rear Setback abutting residential [See Section 131.0543(c)]		applies	applies	applies	applies	applies	applies
Max structure height(ft)		60	45	60	60	45	30
Min lot coverage(%)		--	--	--	--	35	--
Max floor area ratio		1.0 ⁽⁴⁾	0.75 ⁽⁴⁾	1.5 ⁽⁴⁾	2.0 ⁽⁴⁾	2.0 ⁽⁴⁾	1.0 ⁽⁴⁾
Floor Area Ratio bonus for mixed use/ Minimum percentage of bonus required for residential use [See Section 131.0546(a)]		1.0/50	1.0/100	1.5/50	--	--	--
Floor Area Ratio bonus for child care [See Section 131.0546(b)]		applies	--	applies	--	--	--
Pedestrian paths [See Section 131.0550]		applies	applies	applies	applies	applies	--
Transparency [See Section 131.0552]		--	applies	--	--	applies	--
Building articulation [See Section 131.0554]		applies	applies	applies	applies	applies	--
Street yardparking restriction [See Section 131.0555]		--	applies	--	--	--	--
Parking lot orientation [See Section 131.0556]		applies	--	applies	applies	applies	--

Footnotes For Table 131-05D

- 1 One dwelling unit per specified minimum square footage of lot area as determined in accordance with Section 113.0222.
- 2 See section 131.0543(a)(2).
- 3 See section 131.0543(b).
- 4 Within the Kearny Mesa Community Plan area, the maximum floor area ratio is 0.50 and the portion of the maximum allowed gross floor area that may be occupied by retail sales or eating and drinking establishments shall not exceed 70 percent.

Table 131-05D of the City of San Diego Municipal Code defines development regulations for the proposed CR-1-1 Zone. Exceptions to these standards may be allowed by approval of deviations as defined in Chapter Eight.

The CR-1-1 zoning allows up to 1 dwelling unit for every 1,500 square feet of land area. For the 75.86 acre project site, this translates into 2,202 units permitted. However, the number of dwelling units permitted on the site is further limited by this MPDP and the environmental analysis, which restricts future development under this MPDP based on a trip generation equivalency further described in Chapter 8:4, "Project Alternative Use".

Proposed Zoning

Parking

A May 2007 Shared Parking Analysis for Westfield University Town Center prepared by Fehr & Peers/Kaku Associates evaluated the projected peak parking demand under the alternative scenarios described in Chapter 8:4. The parking demand for the project will be calculated using the Urban Land Institute's Shared Parking model. The model is based on the recently updated Shared Parking, Second Edition published by the Urban Land Institute and the International Council of Shopping Centers in 2005.

Parking requirements for the project will be based on the parking supply calculated by the Municipal Code, but the initial supply of on-site parking will be based on the ULI data described above. The ULI parking supply will be targeted at providing enough parking to be able to accommodate the peak week-day parking demand on site. Peak weekend demand will be served by the on-site supply and the continuation of an off-site employee parking program during the December holiday shopping period. Westfield UTC is currently operating an off-site parking employee program during the month of December that serves 250-350 vehicles at the peak times of the day. The program utilizes office parking in the vicinity of the shopping center and brings employees to/from the center in shuttle buses. The shared parking analysis presented in the report requires the program to be

modestly expanded to meet the peak parking demands of the proposed project.

Shared parking is not proposed for the residents living on the site. The proposed residential development would meet or exceed the minimum parking requirements in accordance with the Transit Area ratio described in the City of San Diego's Parking Regulations. Guest parking for the residential development may be shared with the retail portion of the development if approved as part of a separate shared parking analysis prepared in conjunction with Substantial Conformance Review.

A parking management plan will be prepared that includes an annual monitoring program to make sure that the amount of parking provided is adequate to meet the project demands. The parking management plan will also discuss the holiday employee parking program and the project's support of transit and other transportation demand management measures.

The complete parking study, prepared by Fehr & Peers/Kaku dated May, 2007, is included in the approved traffic study prepared by Lin-scott, Law and Greenspan, July, 2007.

Proposed Zoning

Affordable Housing

In May 2003, the City of San Diego City Council adopted Inclusionary Affordable Housing Regulations applicable to all new residential development consisting of two or more units. The ordinance provides for a set-aside of at least 10 percent of the total number of dwelling units in a project for households with an income at or below 65 percent average median income (AMI) for rental units, or at or below 100 percent AMI for for-sale units.

Although the ordinance permits a variety of ways to comply with its requirements, such as construction of the units off-site or payment of in-lieu fees, the Westfield UTC project will comply with the ordinance by constructing the required affordable housing units on the same site as the market-rate housing units.

Proposed Zoning

Master Planned Development Permit Deviations

The City Council can approve deviations from the proposed base zone of CR-1-1 as part of a MPDP. Deviations provide flexibility for applicants to achieve a zone-equivalent project design that will be consistent with the intent of the base zone. Chapter Eight identifies the deviations being requested by the applicant in the section entitled Special Planning Area Requirements.

Chapter 6 CIVIL AND UTILITY WORK

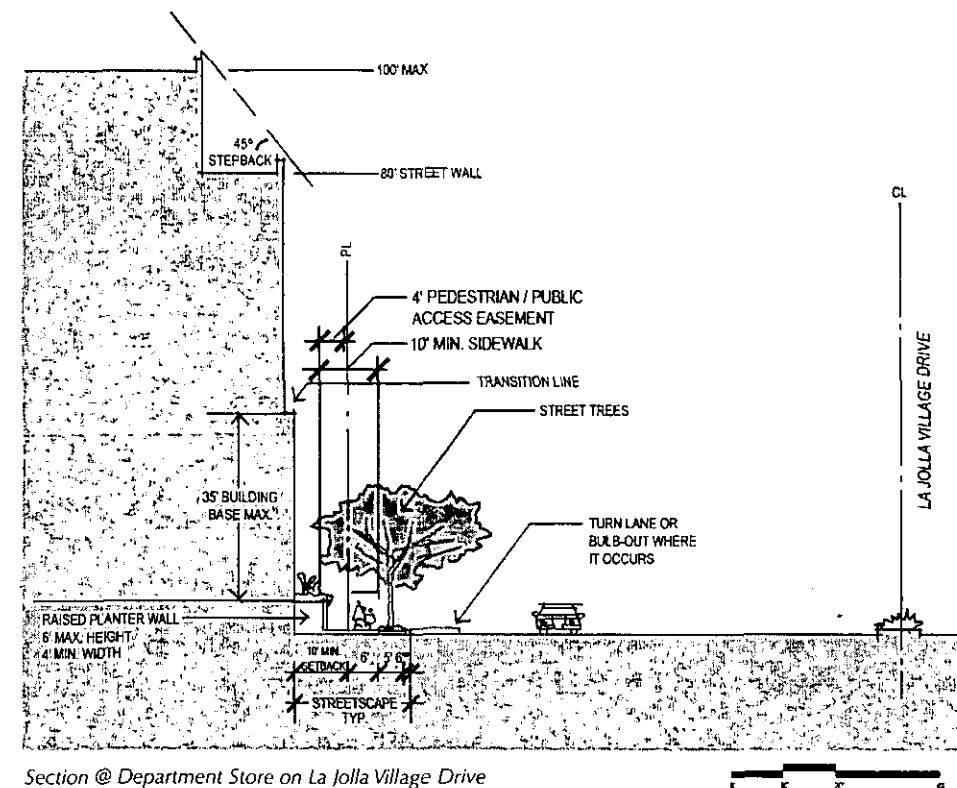
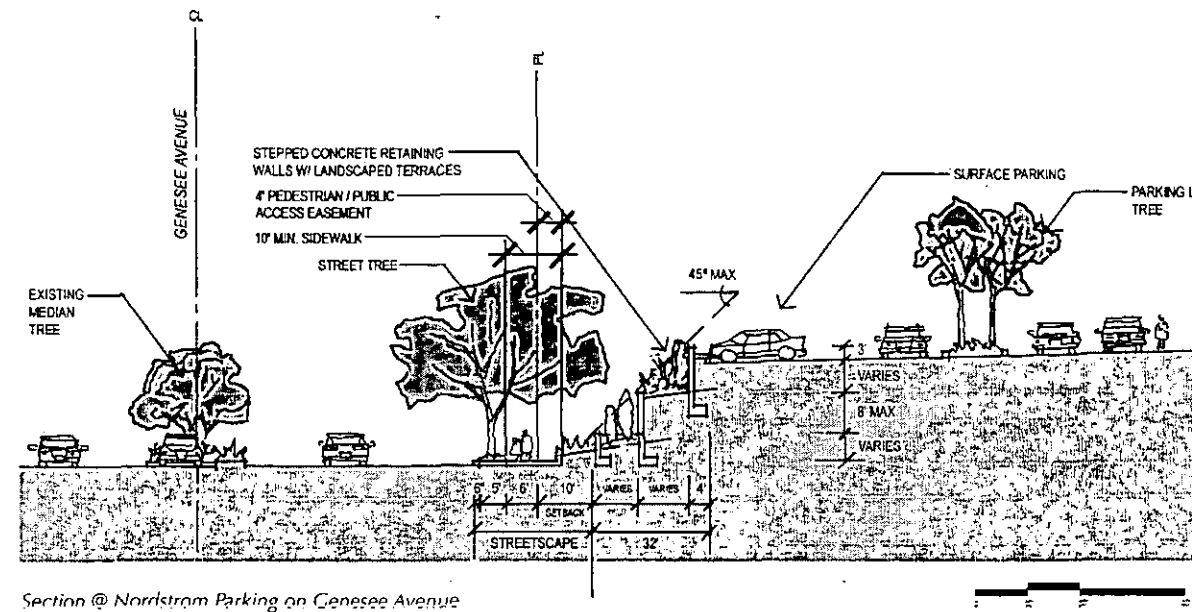
Civil and Utility Work Exhibits

Street Improvements and Pedestrian Access

Public street and pedestrian access improvements that are a condition of this project will be designed in accordance with the standards established in the City of San Diego Street Design Manual, dated November 2002 and the San Diego Regional Standard Drawings, dated July 2004. Pedestrian access throughout the site will be designed to meet minimum ADA standards per accessibility guidelines. (For further discussion of these design items, see Chapter 7, Mobility.) Detailed improvement plans for the public street frontage of this project are included in this chapter.

Grade Changes Along the Streets

Retaining walls along the streets shall not exceed 4' in height (see La Jolla Village Drive diagram on this page). Retaining walls that maintain an existing cut bank adjacent to the public right-of-way may have a maximum height of 8' (municipal code (Chap. 142.0340(b)). Where existing grade change is greater than 8', additional retaining walls with a maximum of 8' each are permitted if they are separated by a minimum horizontal distance equal to the height of the upper wall (see Genesee Avenue diagram on this page). In addition, 80% of the retaining walls shall be screened with landscaping within 2 years of plant establishment. A combination of trees, shrubs, and vines shall be used to screen the walls.



Civil and Utility Work Exhibits

Water

Water service will be supplied to the project from existing capacity in the surrounding streets. The project site is currently serviced by a 16-inch water main loop in La Jolla Village Drive, Genesee Avenue, Nobel Drive, and Towne Centre Drive. This loop is connected to the 30-inch Miramar Extension Pipeline at the intersection of La Jolla Village Drive and Genesee Avenue. The developer will design and construct all proposed public and private water facilities according to the most current edition of the City of San Diego Water Facility Design Guidelines and City regulations, standards and practices pertaining thereto. Additionally, the developer will provide acceptable water studies in a manner satisfactory to the Water Department Director.

Fire Supply System

Fire service will be provided from the existing water main in La Jolla Village Drive, Towne Centre Drive and Genesee Avenue. Design and construction of the fire supply system and emergency access will meet the most current City of San Diego design standards. Fire hydrants will be installed in locations satisfactory to the Fire Marshall and the Water Department Director. Final construction of the fire supply system will be per a plan reviewed and approved by the City of San Diego Fire Marshall.

Recycled Water

Adequate recycled water service is available to the project and can be supplied from the City of San Diego North City Wastewater Treatment Plant and the existing 12-inch main in Towne Centre Drive and a six-inch main in Nobel Drive. The developer will design and construct all recycled water facilities within the subdivision boundaries as required in the accepted recycled water studies for this area and to the satisfaction of the Water Department Director.

Sewer

A sewer system analysis prepared by Rick Engineering Company for the MPDP for the Westfield UTC revitalization project has been submitted for approval to the City of San Diego Wastewater Department. This report confirms that the proposed project will not have an adverse affect to the future downstream sewer system. Upon completion of the detailed project designs, the developer will submit for a Substantial Conformance Review including submitting a detailed Sewer Study satisfactory to the Metropolitan Wastewater Department Director.

The MPDP includes eight alternative land use scenarios for the site, including regional commercial, multiple family dwelling units, office uses. The analysis examined each

of the scenarios to calculate the maximum population proposed for the site, and focused on the worst-case scenario for verifying the capacity of the downstream system. The analysis also incorporates the data provided in the "Sewer Study Analysis for the Mar Bella Project" prepared by Dexter Wilson Engineering (dated August 13, 2003), and verifies that the proposed expansion does not exceed the total estimated flow noted in this study for the downstream system. The additional flows created by the proposed project are anticipated to drain westerly into the existing sewer line in Genesee Avenue. The existing sewer line in Genesee Avenue does not have capacity to serve the proposed UTC project when combined with the proposed residential development to the west. Therefore, Westfield UTC will participate financially by contributing their fair share cost to upgrade the sewer line in Genesee Avenue from the UTC point of connection to Rose Canyon Trunk Sewer. If the Westfield UTC project is developed prior to the adjacent Monte Verde project, then Westfield UTC would be eligible to enter into a reimbursement agreement.

The proposed sewer system for the site will be a private system to be maintained through a Construction, Operation and Reciprocal Easement Agreement between property owners and will be designed and constructed in

accordance with established criteria in the most current City of San Diego Sewer Design guide. A portion of the existing public main within the UTC boundary that is being replaced by a private line will require abandonment, by either removing or abandoning in-place per the design requirements of the City of San Diego. Additionally, the existing public sewer easement covering these abandoned lines will need to be vacated. Existing public sewer lines located under building structures will be privatized. All other existing public sewer lines not affected by the project will remain public.

All proposed private sewer facilities that serve more than one lot are to be designed and constructed in accordance with established criteria in the most current City of San Diego Sewer Design Guide and require an approved sewer study, Improvement Drawings and inspection by the Field Engineering Division. All proposed private sewer facilities located within a single lot are to be designed to meet the requirements of the California Uniform Plumbing Code and will be reviewed as part of the Building permit plan check. The developer will be required to provide evidence, satisfactory to the Metropolitan Wastewater Department Director, indicating that each lot will have its own sewer lateral or provide recorded documentation for the operation and maintenance

of on-site private sewer facilities that serves more than one lot.

The following conclusions are based on the sewer study analysis for the UTC Revitalization project:

1. The UTC Revitalization project can receive sewer service by constructing a 10-inch private sewer main within the proposed expansion, and connecting into the sewer line in Genesee Avenue.
2. The existing sewer line in Genesee Avenue does not have adequate capacity to serve the project when combined with the residential project to the west and shall be replaced with an 18-inch sewer line from the UTC connection to the Rose Canyon Trunk Sewer connection.
3. Westfield UTC will participate financially by contributing their fair share cost to upgrade the sewer line in Genesee Avenue from the UTC point of connection to Rose Canyon Trunk Sewer. If this project is developed prior to the adjacent Monte Verde project, then the Westfield UTC is eligible to enter into a reimbursement agreement.
4. Westfield UTC will provide a recorded operating agreement for the business owners' association, outlining the responsibility and maintenance

requirements for the on-site private system for UTC.

5. An Encroachment Maintenance and Removal Agreement will be provided to the City of San Diego for and prior to proposed improvements of any kind, including utilities, landscaping, enriched paving and electrical conduits installed within the public right-of-way or public easement.

Storm Drainage and Water Quality

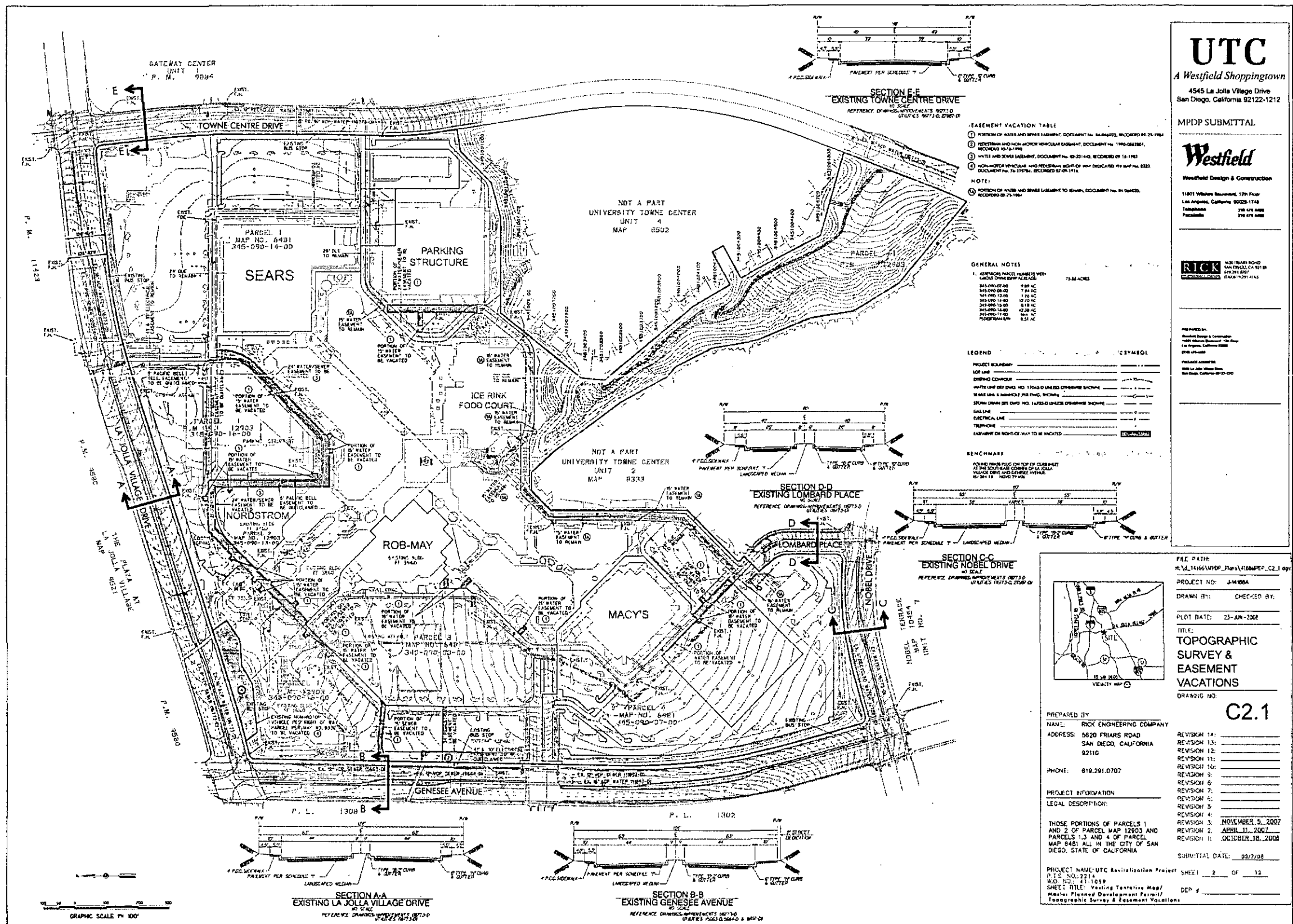
The existing on-site storm drain system is comprised of eight drainage basins. All basins drain through a private on-site storm drain system into public drainage systems located in the public right-of-way in Genesee Avenue, Nobel Drive, Towne Centre Drive, and La Jolla Village Drive. The proposed project will modify the existing on-site storm drain system; however, the proposed revitalization of UTC will not increase peak flow rates or runoff volumes for any of the eight (8) basins draining to independent downstream outfalls. Additionally, the overall drainage area tributary to each independent downstream outfall and the outfall locations will remain the same as in the existing condition. During final engineering, design tools such as pervious pavement, check dams, planter boxes, or other equally comparable methods will be utilized where necessary to ensure

that the UTC revitalization project will not increase storm water runoff as compared to existing conditions. A preliminary drainage study has been prepared based on the City of San Diego Drainage Manual that provides additional detail regarding existing and proposed hydrologic conditions.

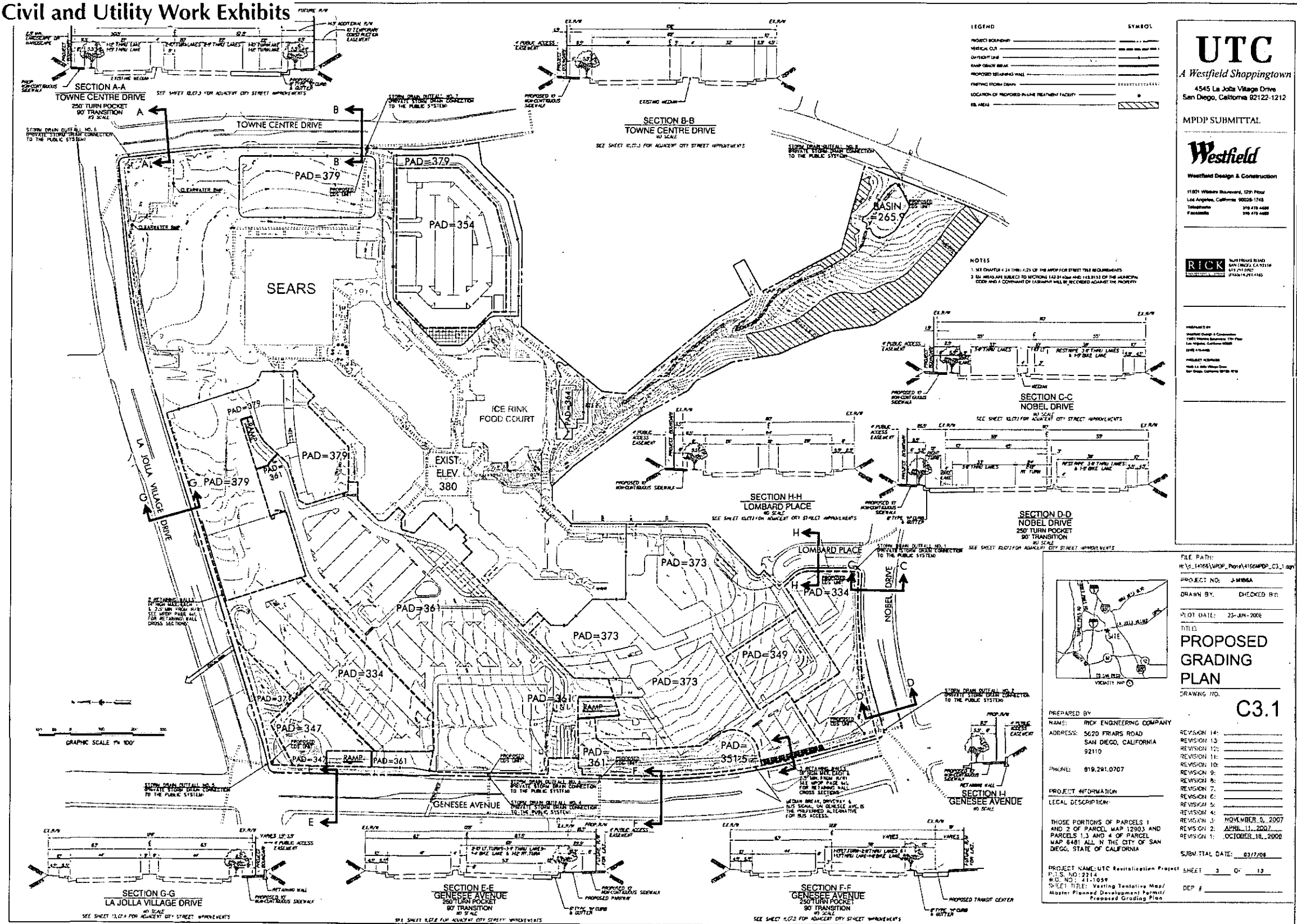
The UTC revitalization project will provide permanent storm water Best Management Practices (BMPs) to ensure that water quality treatment is provided prior to storm water runoff discharging downstream of the project site. Generally speaking, the UTC project will improve the water quality runoff situation by replacing the acres and acres of exposed existing asphalt surface parking areas with rooftops and multi-story parking decks. Replacing vehicular use impervious surface with rooftops will help improve water quality in the proposed condition. A combination of site design, source control, and treatment control BMPs will be incorporated throughout the project to improve water quality runoff.

A Water Quality Technical Report (WQTR) has been prepared and will be updated during final engineering as necessary. A maintenance agreement (currently referred to as a Storm Water Management and Discharge Control Maintenance Agreement (SWMD-CMA)) will also be prepared during the final

engineering process that will ensure the ongoing maintenance for the permanent storm water BMPs. As part of the SWMDCMA, an Operation and Maintenance (O&M) Plan will be prepared that describes the designated responsible party to manage the storm water BMPs. The party responsible for the O&M plan will retain records of inspection and servicing of all permanent treatment control BMPs for at least 5 years. A Storm Water Pollution Prevention Plan (SWPPP) will be prepared prior to construction and will be implemented throughout the construction phase.



Civil and Utility Work Exhibits



LEGEND

PROPOSED ROADWAY	EXISTING ROADWAY
PROPOSED CUL-DE-SAC	EXISTING CUL-DE-SAC
PROPOSED DRIVEWAY	EXISTING DRIVEWAY
PROPOSED SIDEWALK	EXISTING SIDEWALK
PROPOSED BIKEWAY	EXISTING BIKEWAY
PROPOSED STORM DRAIN	EXISTING STORM DRAIN
PROPOSED PUBLIC UTILITY	EXISTING PUBLIC UTILITY
PROPOSED PRIVATE UTILITY	EXISTING PRIVATE UTILITY
PROPOSED FLOOD PLANE TREATMENT FACILITY	EXISTING FLOOD PLANE TREATMENT FACILITY
EXISTING AREA	

NOTES

- SEE CHAPTER 4.24 (1) 1.25 OF THE MAP FOR STREET REQUIREMENTS.
- SEE MAP FOR REQUIRED TO RECORD 1/2"=1" AND 1/4"=1" OF THE MAP. THE COORDINATE OF TABULARY WILL BE RECORDED AGAINST THE PROPERTY.

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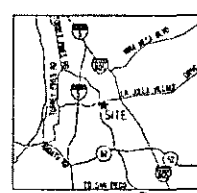
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CHECKED BY:
PLOT DATE: 25-JUN-2006

TITLE:
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DRAWING NO.: **C3.1**

REVISIONS

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REVISION 1:	OCTOBER 18, 2006

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SHEET 3 OF 13
DEP #

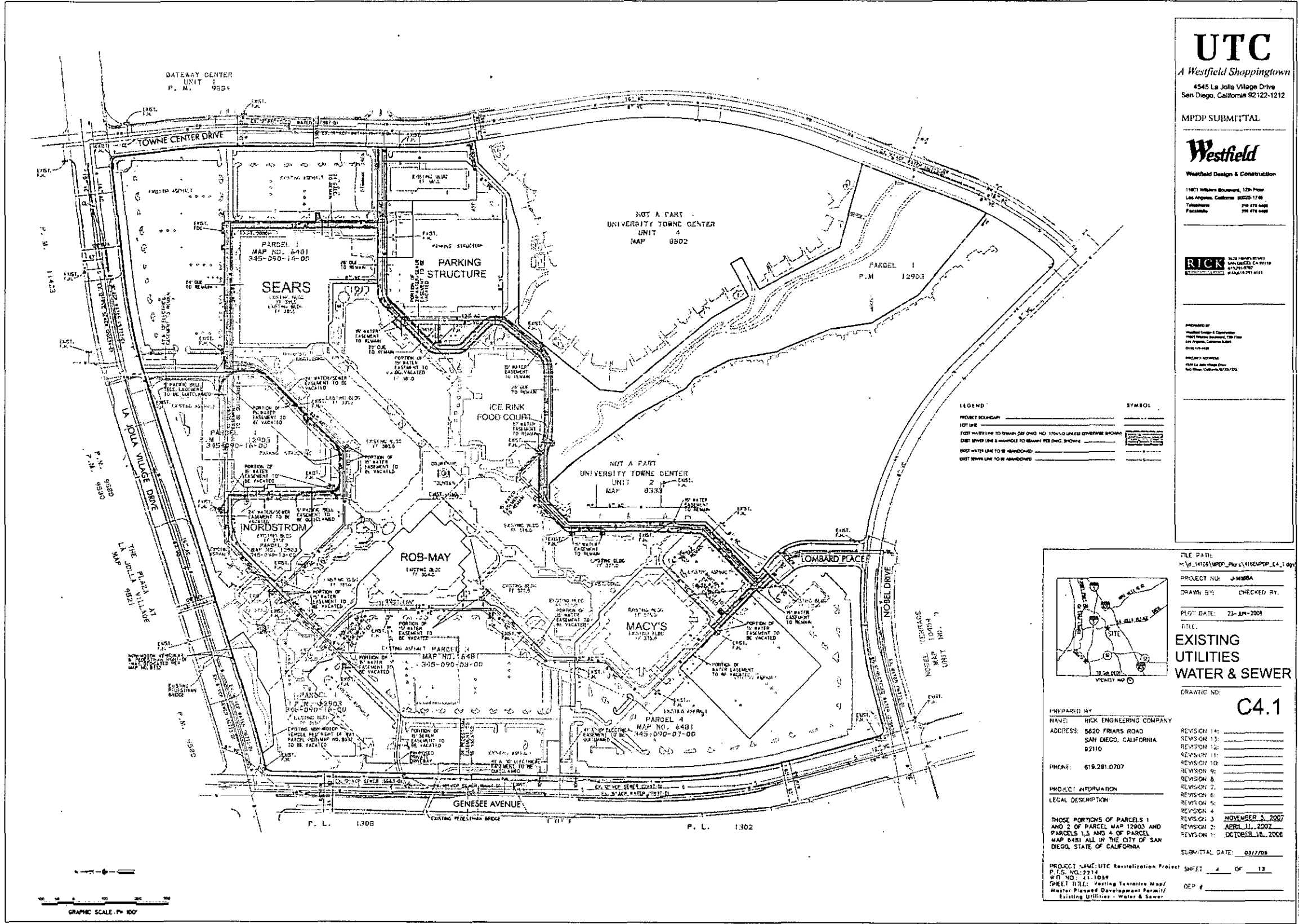


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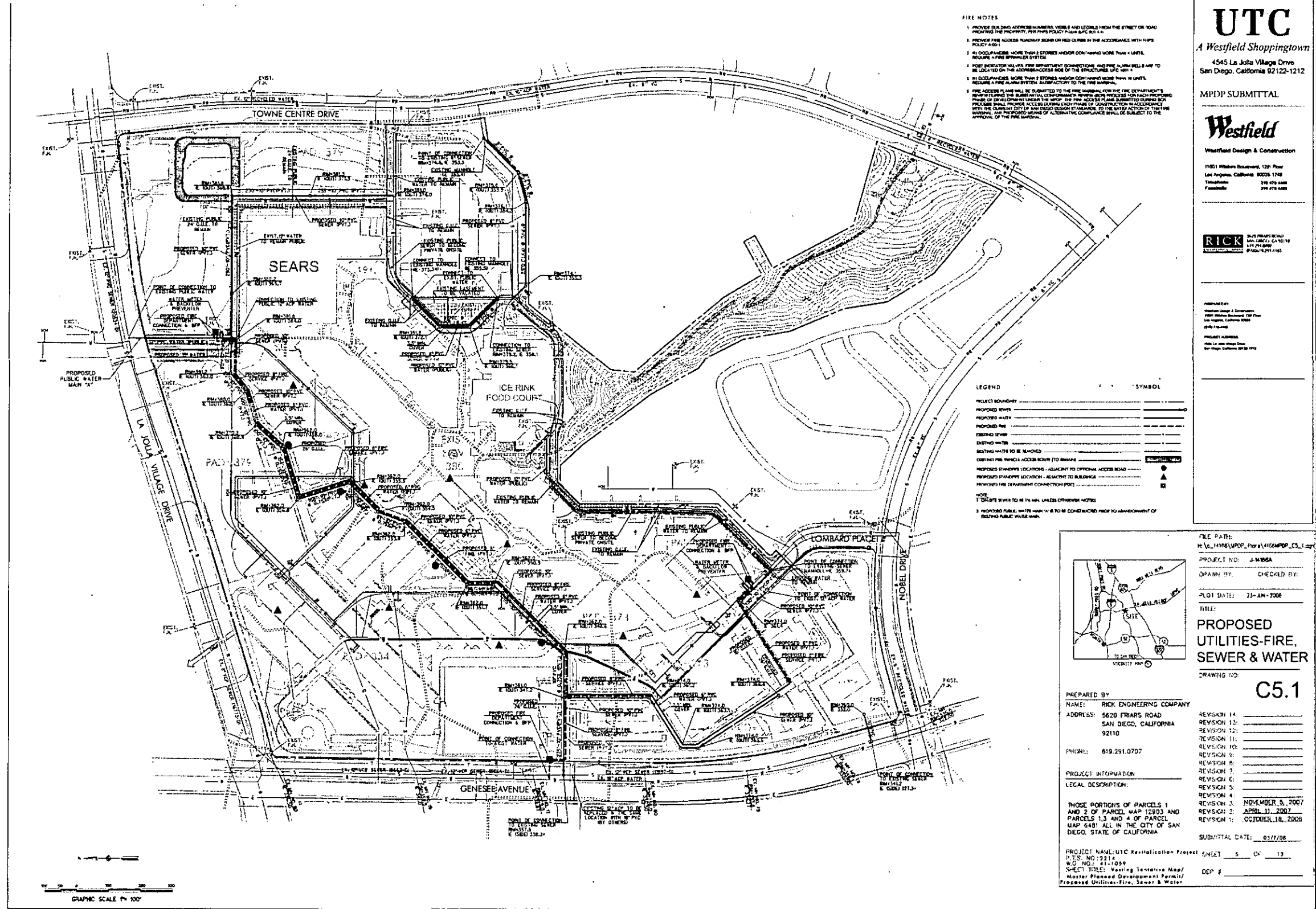
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PROJECT NAME: UTC Revitalization Project
P.L.S. NO: 2214
W.D. NO: 41-1059
SHEET TITLE: Vesting Tentative Map/ Master Planned Development Permit/ Proposed Grading Plan

Civil and Utility Work Exhibits



Civil and Utility Work Exhibits



- FIRE NOTES**
1. PROVIDE BUILDING ADDRESS NUMBERS, VISIBLE AND LEGIBLE FROM THE STREET OR ROAD, PROTECTING THE PROPERTY, PER FIRE POLICY PLAN A.F.C. 811.4.1.
 2. PROVIDE FIRE ACCESS ROADWAY, 20' OR 24' WIDE, IN THE ACCORDANCE WITH FIRE POLICY A.F.C. 811.4.1.
 3. IN OCCUPANCIES MORE THAN 2 STORIES AND/OR CONTAINING MORE THAN 4 UNITS, REQUIRE A FIRE SPRINKLER SYSTEM.
 4. FIRE DEPARTMENT VALVES, FIRE DEPARTMENT CONNECTIONS, AND FIRE ALARM BELL ARE TO BE LOCATED ON THE ACCESS/ACCESS SIDE OF THE STRUCTURES, PER FIRE POLICY A.F.C. 811.4.1.
 5. IN OCCUPANCIES MORE THAN 2 STORIES AND/OR CONTAINING MORE THAN 4 UNITS, REQUIRE A FIRE ALARM SYSTEM, SUBJECT TO THE APPROVAL OF THE FIRE DEPARTMENT.
 6. FIRE ACCESS PLANS WILL BE SUBMITTED TO THE FIRE DEPARTMENT FOR REVIEW, PER THE BUILDING DEPARTMENT, BEFORE ANY PERMITS FOR EACH PROPOSED PROJECT DEVELOPMENT UNDER THE MAP. THE FIRE ACCESS PLANS SUBMITTED MUST BE IN ACCORDANCE WITH THE CITY OF SAN DIEGO DESIGN STANDARDS, TO THE EXTENT APPLICABLE, THAT THE FIRE DEPARTMENT, FOR THE PURPOSES OF ALTERNATIVE COMPLIANCE, SHALL BE SUBJECT TO THE APPROVAL OF THE FIRE DEPARTMENT.

LEGEND	SYMBOL
PROJECT BOUNDARY	-----
PROPOSED SEWER	-----
PROPOSED WATER	-----
PROPOSED FIRE	-----
EXISTING SEWER	-----
EXISTING WATER	-----
EXISTING FIRE	-----
EXISTING WATER TO BE REMOVED	-----
EXISTING FIRE TRUCK ACCESS ROAD (TO REMAIN)	-----
PROPOSED FIRE TRUCK ACCESS ROAD (TO REMAIN)	-----
PROPOSED FIRE TRUCK ACCESS ROAD (TO REMAIN)	-----
PROPOSED FIRE DEPARTMENT CONNECTION POINT	-----
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2. PROPOSED PUBLIC WATER MAIN 18" IS TO BE CONSTRUCTED PRIOR TO AMENDMENT OF EXISTING PUBLIC WATER MAIN.	

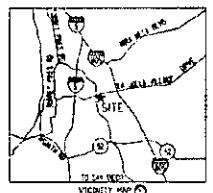
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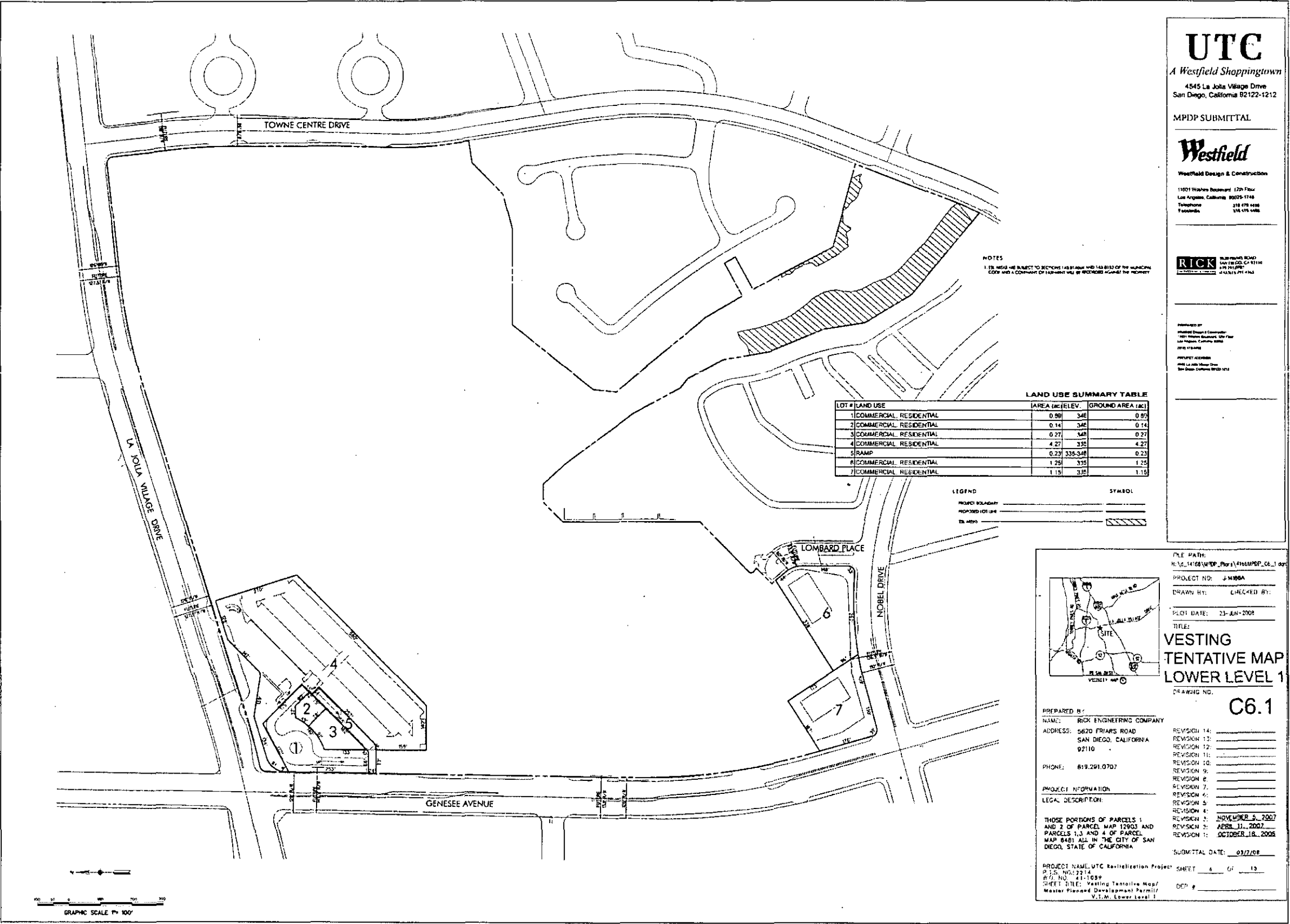
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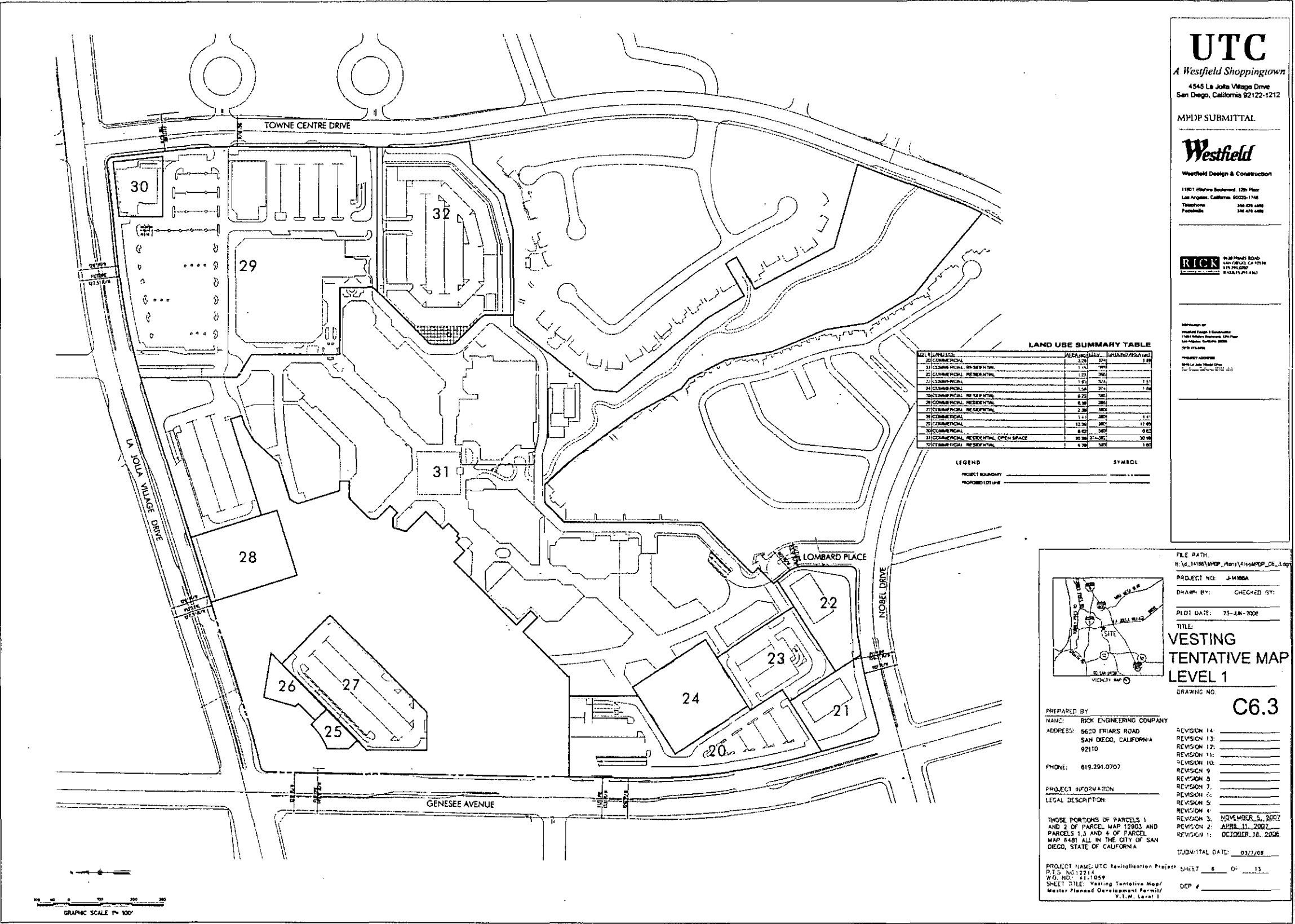
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DRAWING NO.: **C5.1**

PREPARED BY: NAME: RICK ENGINEERING COMPANY ADDRESS: 5620 FRIARS ROAD SAN DIEGO, CALIFORNIA 92110 PHONE: 619.291.0707	REVISION 14: REVISION 13: REVISION 12: REVISION 11: REVISION 10: REVISION 9: REVISION 8: REVISION 7: REVISION 6: REVISION 5: REVISION 4: REVISION 3: REVISION 2: REVISION 1:
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PROJECT NAME: UTC Revitalization Project P.T.S. NO: 2214 S.D. NO: 41-1059 SHEET TITLE: Existing Tentative Map/ Master Planned Development Permit/ Proposed Utilities-Fire, Sewer & Water	SUBMITTAL DATE: 03/17/08 SHEET 5 OF 13 DEP #

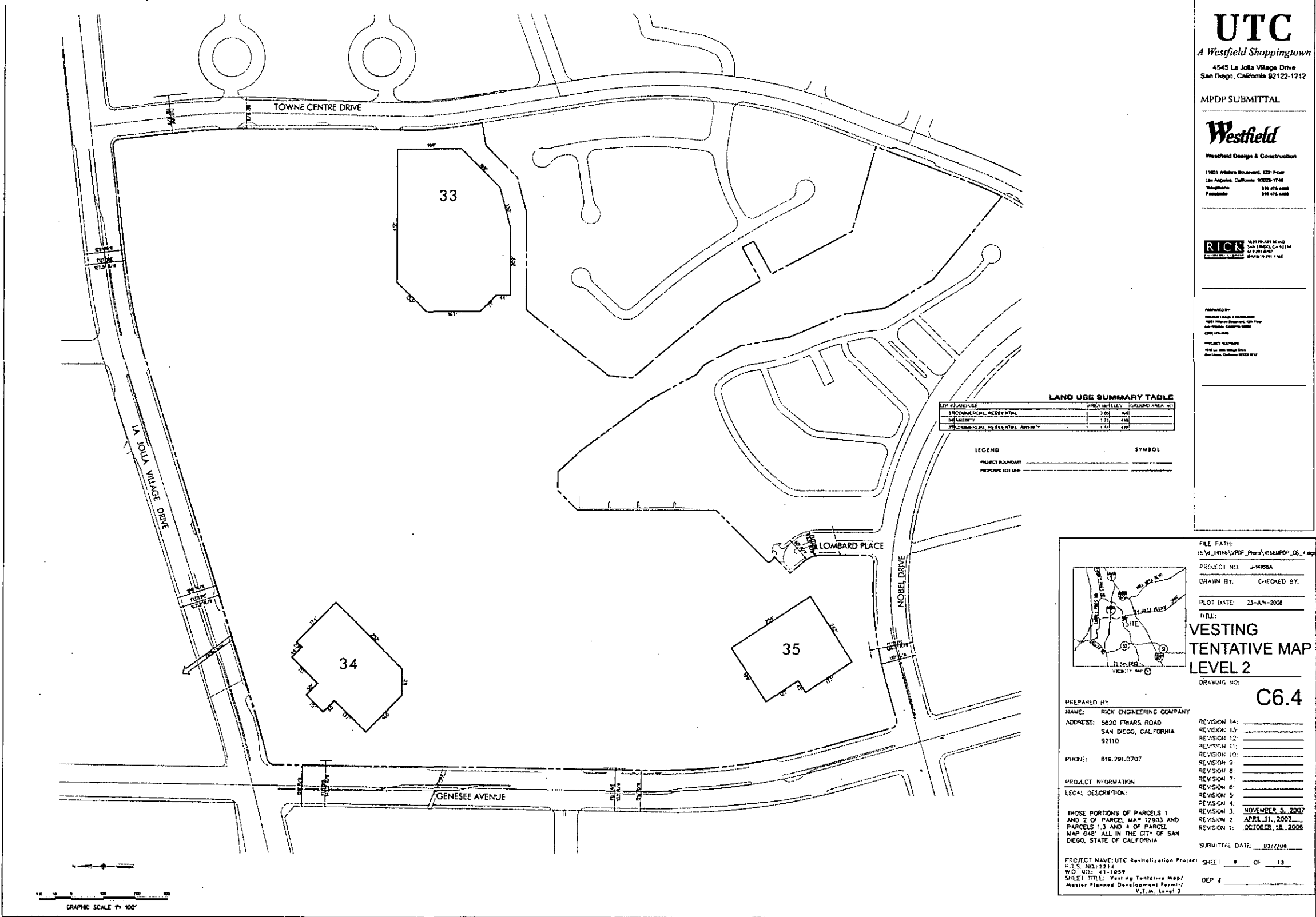
Civil and Utility Work Exhibits



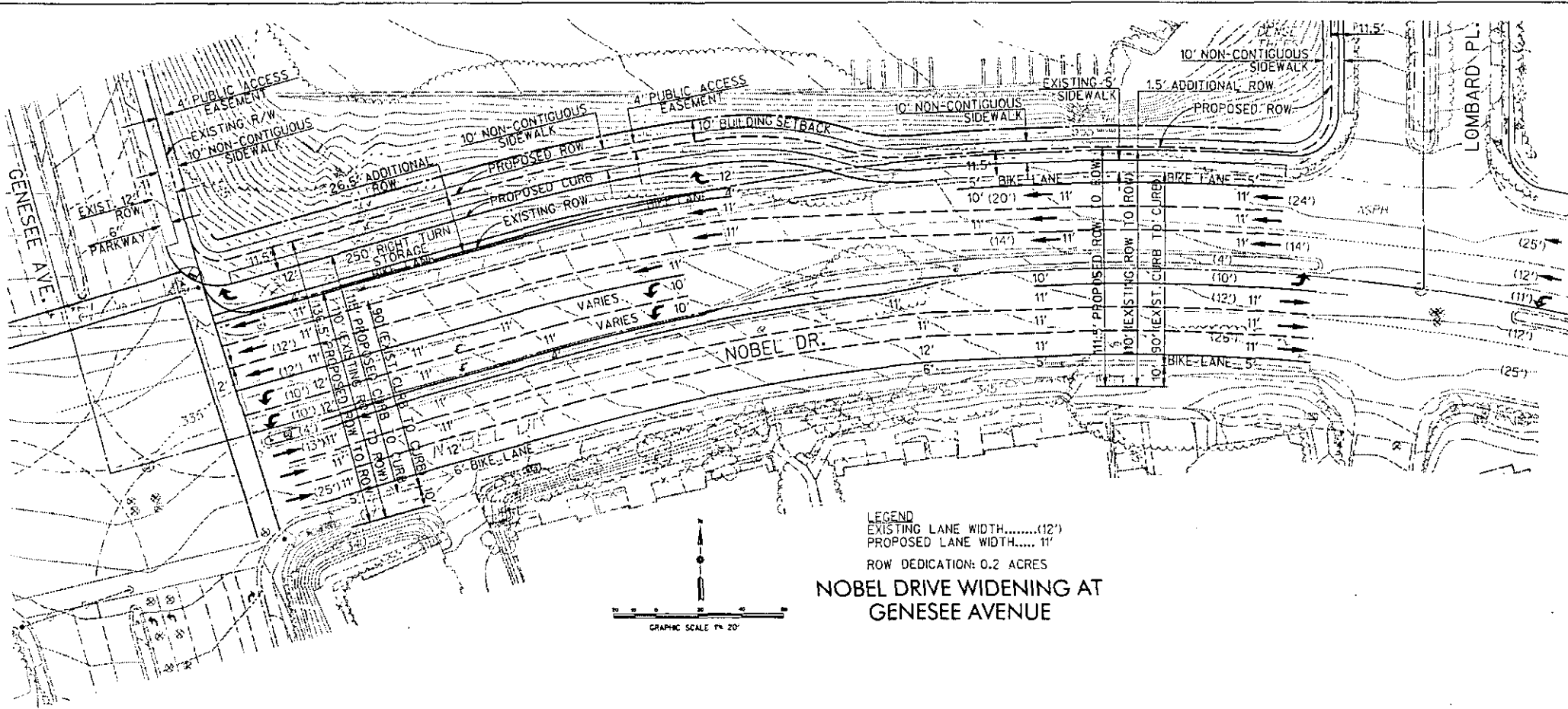
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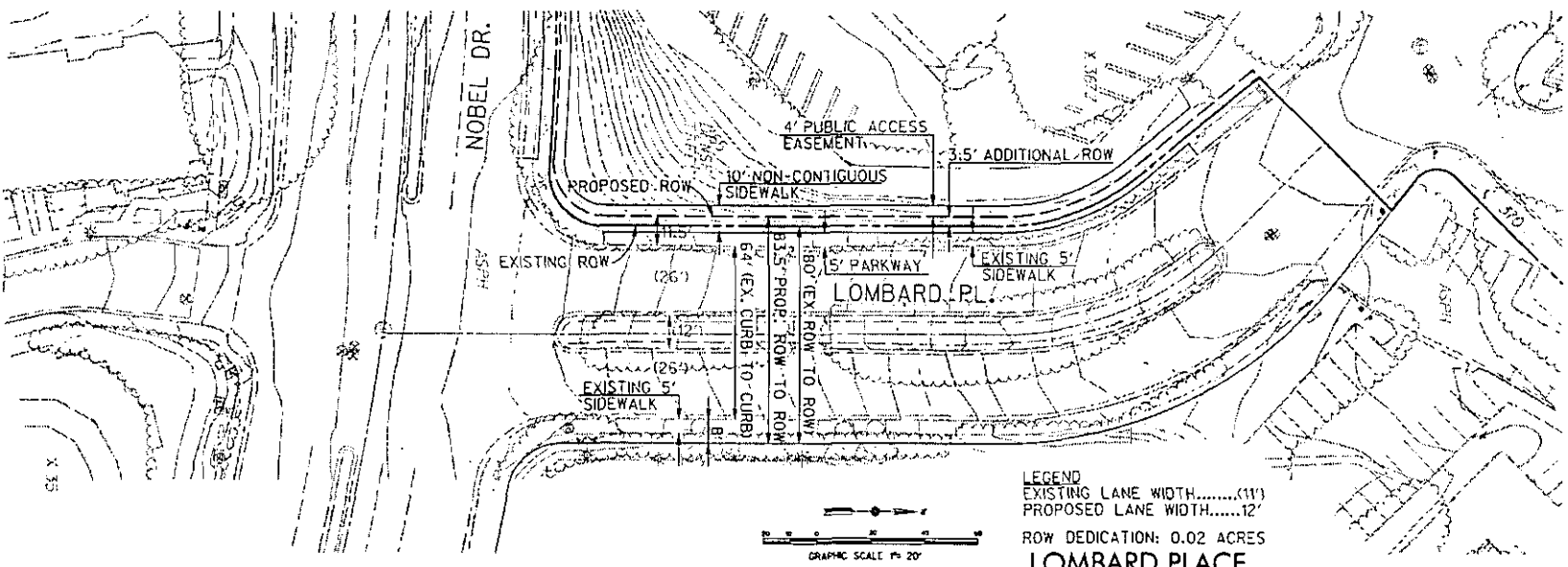
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Rick Engineering Company
5620 Friars Road, San Diego, CA 92110
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PLOT DATE: 23-JUN-2008
TITLE:
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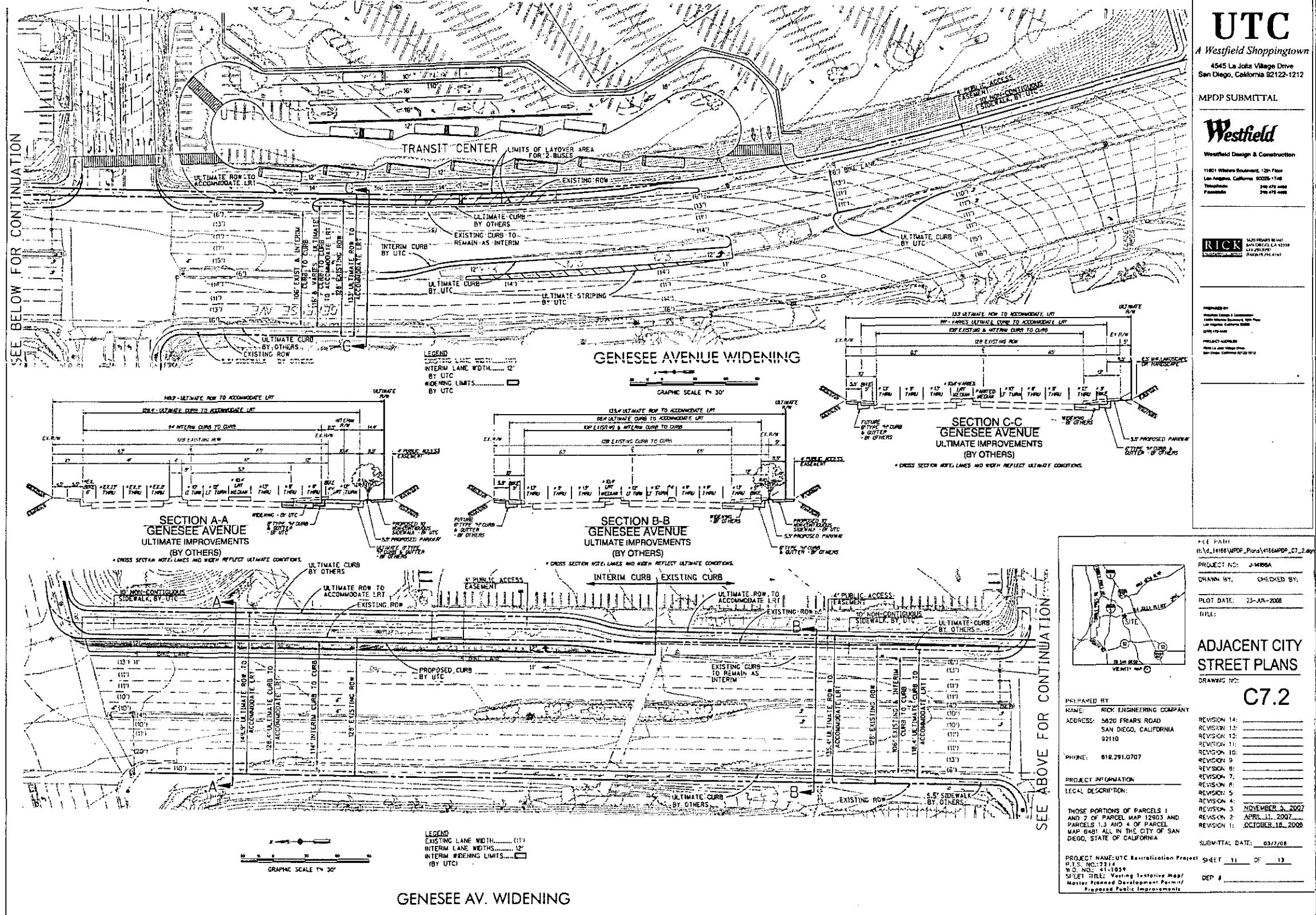
ADJACENT CITY STREET PLANS

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PROJECT INFORMATION
LEGAL DESCRIPTION:
THOSE PORTIONS OF PARCELS 1 AND 2 OF PARCEL MAP 12003 AND PARCELS 1, 3 AND 4 OF PARCEL MAP 8451 ALL IN THE CITY OF SAN DIEGO, STATE OF CALIFORNIA
PROJECT NAME: UTC Rehabilitation Project
P.L.S. NO.: 2214
#12: 41-1059
SHEET TITLE: Visting Tentative Map/
Master Planned Development Permit/
Proposed Public Improvements
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REVISION 3: NOVEMBER 5, 2007
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SUBMITTAL DATE: 03/27/08
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Civil and Utility Work Exhibits



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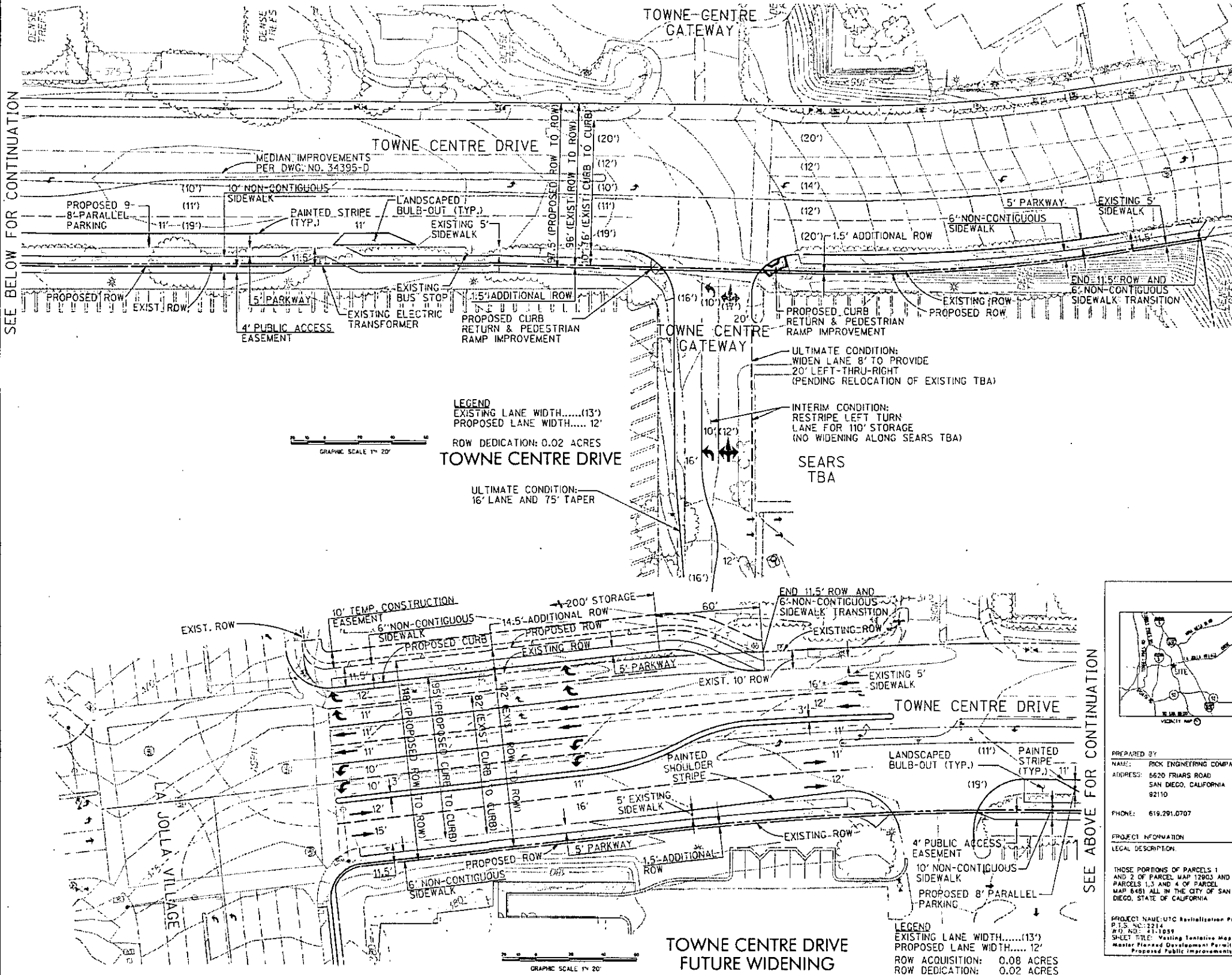
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ADJACENT CITY STREET PLANS
DRAWING NO: **C7.2**

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PROJECT INFORMATION
LEGAL DESCRIPTION:
THOSE PORTIONS OF PARCELS 1 AND 2 OF PARCEL MAP 12803 AND PARCELS 1, 3 AND 4 OF PARCEL MAP 6481 ALL IN THE CITY OF SAN DIEGO, STATE OF CALIFORNIA

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REVISION 1:

SUBMITTAL DATE: 03/17/08
SHEET 11 OF 13
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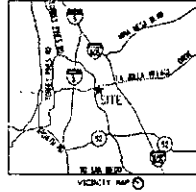
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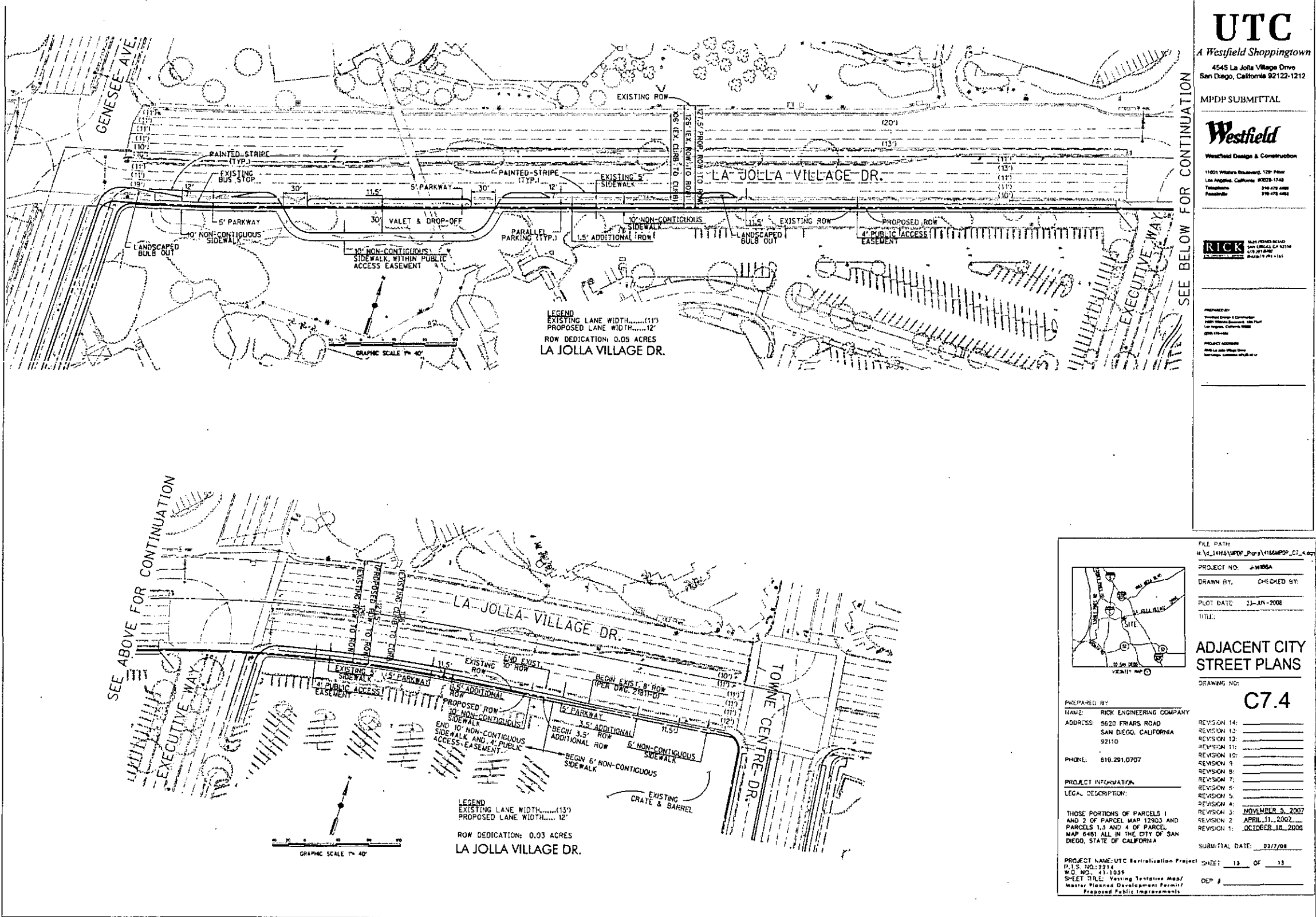


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ADJACENT CITY STREET PLANS
DRAWING NO. **C7.3**

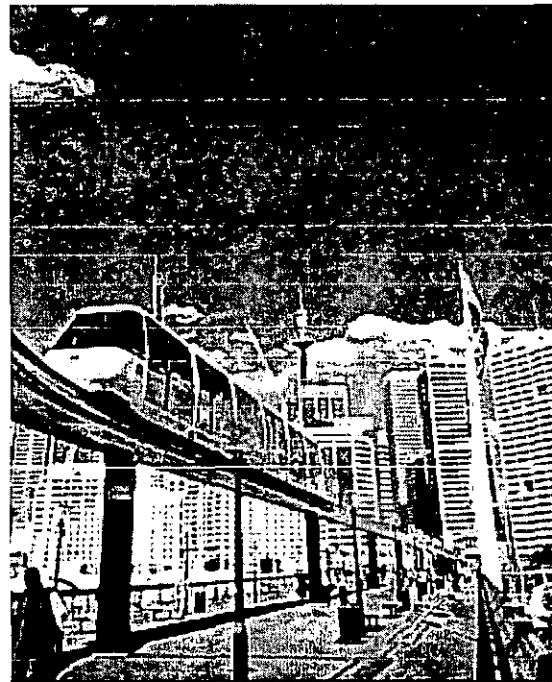
PREPARED BY:
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SAN DIEGO, CALIFORNIA 92110
PHONE: 619.291.0707
PROJECT INFORMATION:
LEGAL DESCRIPTION:
THOSE PORTIONS OF PARCELS 1 AND 2 OF PARCEL MAP 12003 AND PARCELS 1, 3 AND 4 OF PARCEL MAP 6481 ALL IN THE CITY OF SAN DIEGO, STATE OF CALIFORNIA
PROJECT NAME: UTC Revitalization Project SHEET 12 OF 13
P.L.S. NO.: 2214
R.O. NO.: 41-1659
SHEET TITLE: Vesting Tentative Map/ Master Planned Development Permit/ Proposed Public Improvements
REVISION 14:
REVISION 13:
REVISION 12:
REVISION 11:
REVISION 10:
REVISION 9:
REVISION 8:
REVISION 7:
REVISION 6:
REVISION 5:
REVISION 4:
REVISION 3:
REVISION 2:
REVISION 1:
SUBMITTAL DATE: 03/27/08
DEF #

Civil and Utility Work Exhibits



Chapter 7 MOBILITY

Mobility Overview and Principles



Example of elevated rail

Overview

A core objective of most mixed-use developments is the anticipation that a variety of experiences at one location will lessen the need to travel to other areas. The proposal associated with this MPDP could transcend this most basic goal by assisting the implementation of regional mobility strategies. While the expansion of transit is ultimately a public responsibility, the re-invention of Westfield UTC can promote a variety of multi-modal opportunities at a key location. An effective public-private partnership that integrates land use and mobility options could facilitate much needed transit and mobility improvements to the University Community and surrounding areas. Maximizing opportunities as part of a comprehensive strategy could create a mobility model for the City and region.

Principles

- Provide for a wide range of vehicular, transit, biking and pedestrian options.
- Cooperate with SANDAG and MTS in planning the location and design of the Westfield UTC Transit Center/Light Rail Transit Station.
- Reduce reliance on automobiles.
- Provide a series of safe, recognizable and interesting pedestrian experiences by offering internal pathways and connections to on- and off-site activity areas.

Transit

The Mid-Coast Transit First Study proposes a network of transit services for an area identified as the Mid-Coast Corridor. The report recommends transit projects and services including both near-term solutions, as well as a more comprehensive long-term network that will link with other key activity centers in the region. It is a blueprint for improving transit service in the corridor for the next 30 years.

The study has defined routes, station locations, potential services, transportation modes, and methods of integrating transit with surrounding land uses. The following section describes key elements of the study, including the significant role of Westfield UTC in the proposed transit services network.

Mid-Coast Light Rail Transit Extension

This project would extend the trolley approximately 11 miles from the Old Town Transit Center to University City (Exhibit 7-2). The Mid-Coast Light Rail Transit Extension includes two phases. The first phase is proposed to start at the connection to the light rail transit Blue Line in Mission Valley. It would continue approximately 3.4 miles to Balboa Avenue in existing right-of-way. Stations are proposed at Tecolote Road, Clairemont Drive and Balboa Avenue. Ultimately the extension would continue to UCSD and end at Westfield UTC.

The Mid-Coast Light Rail Transit Extension is part of a larger project that also includes commuter rail improvements at Sorrento Valley and a new Nobel Drive Coaster Station. These improvements would provide access to growing employment, education and residential areas within the Mid-Coast Corridor.

Bus Rapid Transit

Bus Rapid Transit (BRT) involves the use of rubber-tired vehicles that can travel in dedicated transit lanes, on streets and highways, and/or use signal priority to enhance transit travel time. BRT projects in the Mid-Coast Corridor include the Super Loop, conversion of existing regional routes to BRT and the addition of a peak period BRT service along the I-805 corridor connecting Sorrento Mesa and South Bay. Additionally, SANDAG is evaluating the option to use BRT instead of Light Rail for the Mid-Coast Transit Extension.

The internal circulators would provide three tiers of services to address and meet the different needs of the Mid-Coast area:

1. Super Loop – The Super Loop, which is at the core of the service plan, focuses on providing frequent connections in both directions along the major corridors and between the major activity centers in the community.
2. Community Circulators – Community

circulator loops are focused on connecting areas outside of the Super Loop with service along the Super Loop. Community circulators would use portions of the Super Loop to provide for transfers to regional services.

3. Point-to-Point (PTP) Services – This form of service supplements community circulators by providing peak period direct service to employment sites that are difficult to serve by circulator routes.

Implementation of the Super Loop will require the construction of 11-13 stations, implementation of priority treatments, and the use of “branded” vehicles. The Super Loop could be operational within 3 to 5 years depending on the availability of funding.

Exhibit 7-1 illustrates the interface between regional services and the Superloop. The Westfield UTC Transit Center is an important Superloop station because it offers access to a major activity area and connections to several other mobility options including the proposed LRT systems.

Transit Opportunities

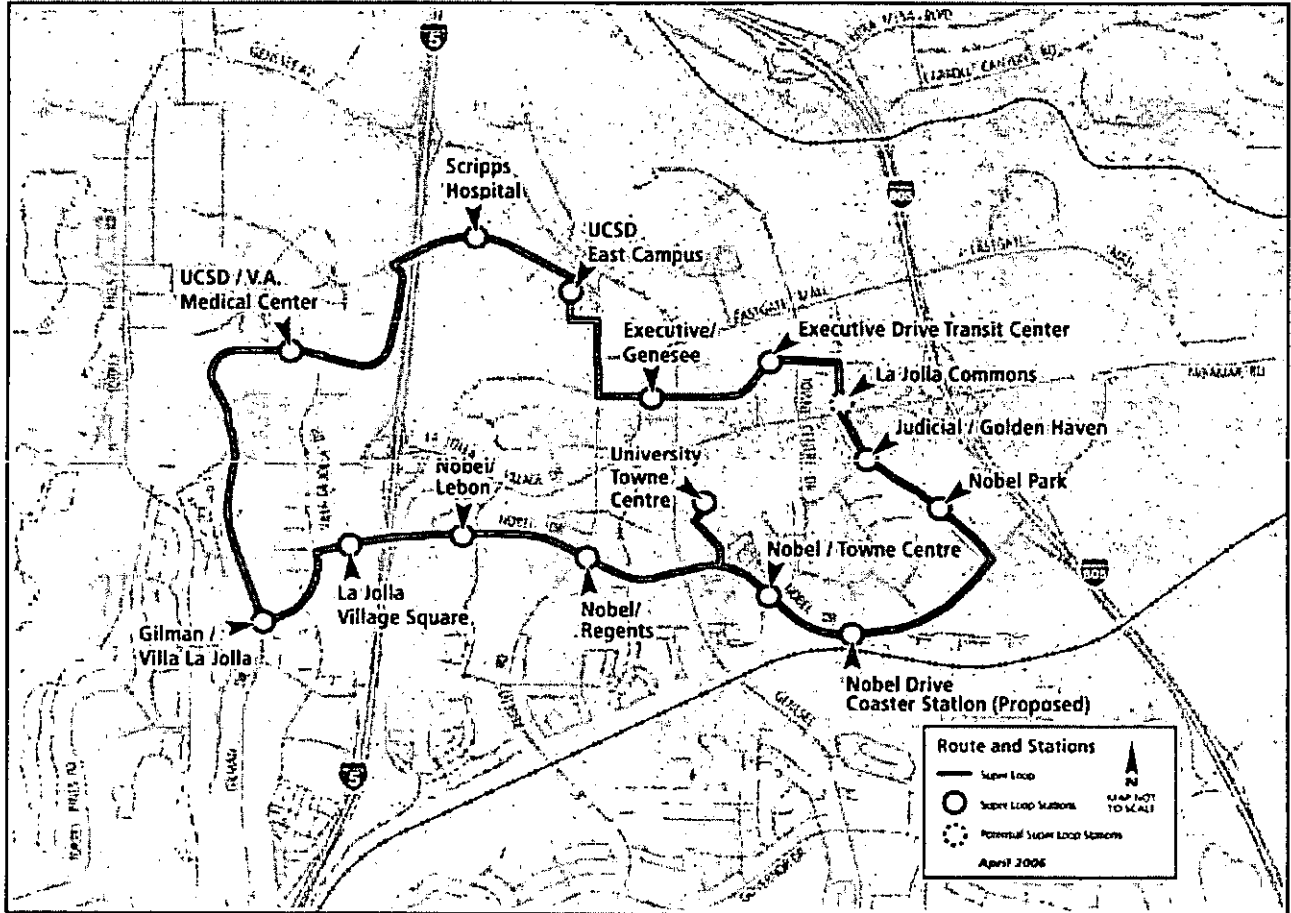
Approval of the MPDP would:

- Provide for integration between the new bus transit station at the Westfield UTC site and the Mid-Coast Light Rail improvements.

- Re-locate and expand the existing bus transit facility to create an inter-modal transportation system including linkages with the future light-rail transit stop and bicycle lockers/racks for secure storage.
- Provide accessibility to the LRT stop, Superloop, Community Circulators and Point to Point Services.

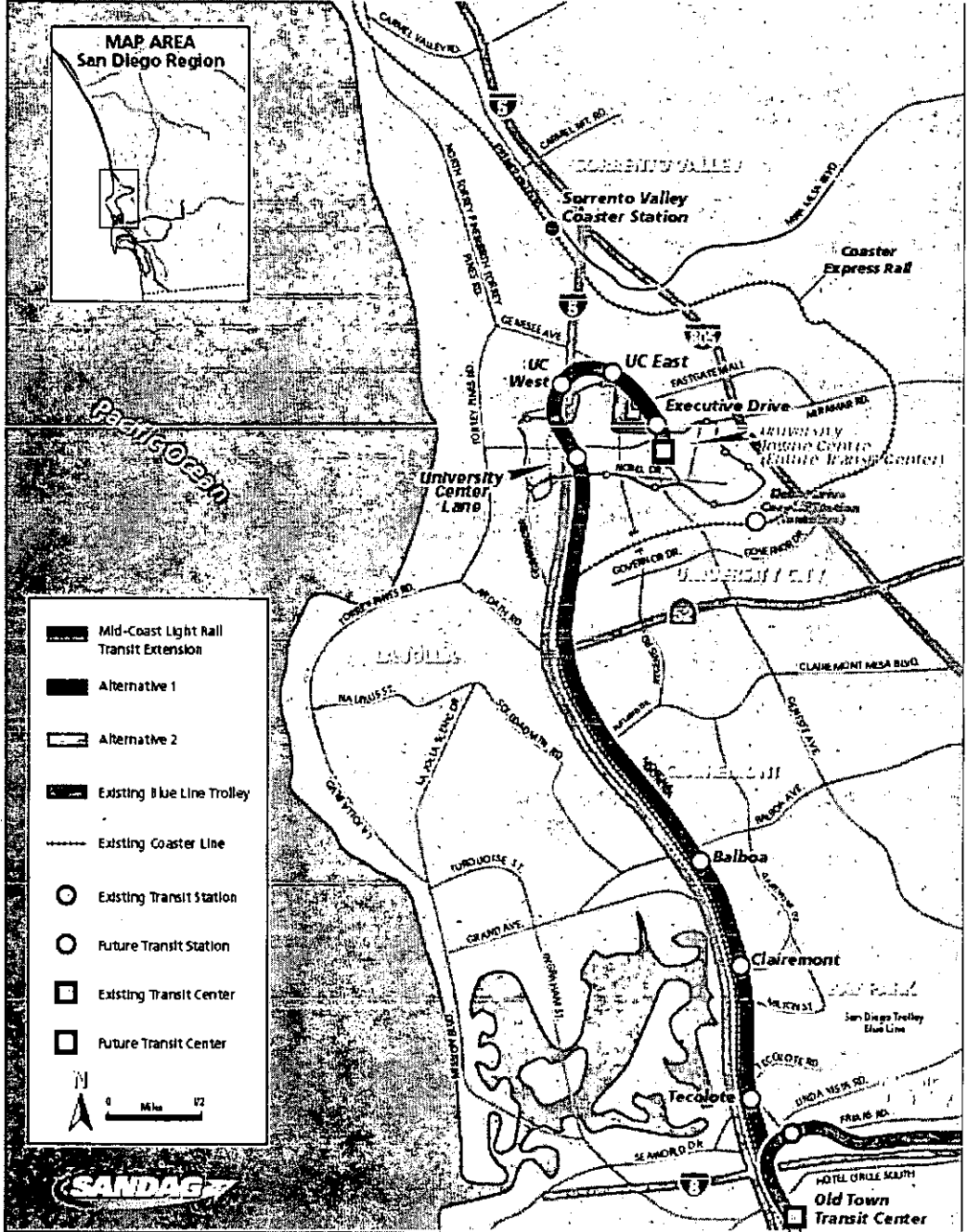
As discussed in Chapter Four, containing Design Guidelines, the location and design of any transit improvements are critical components of the overall look and function of Westfield UTC.

Exhibit 7-1



Recommended Super Loop Route and Stations

Exhibit 7-2



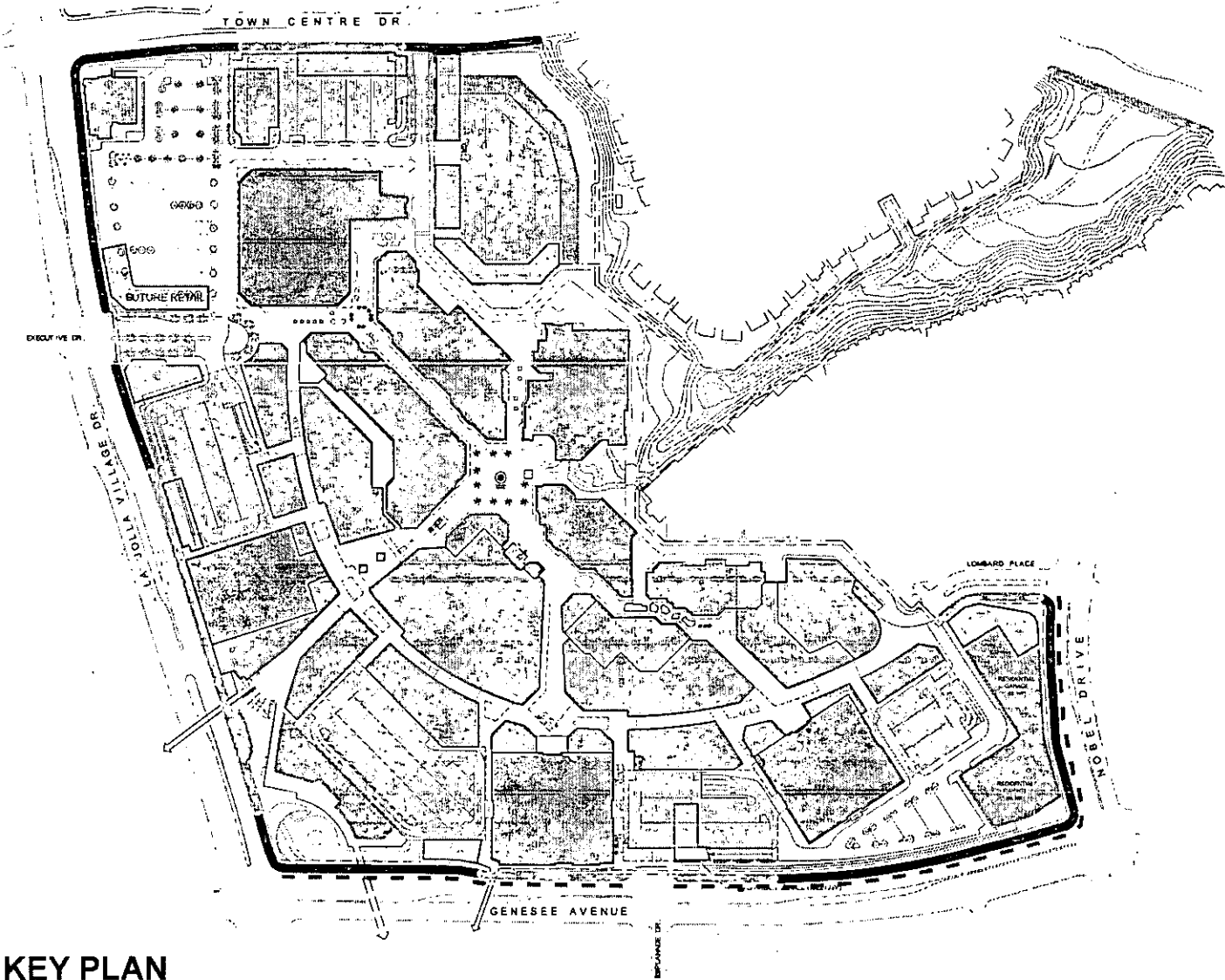
Mid-Coast Corridor Transit Project

Pedestrian Circulation

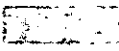

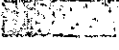

As discussed in the University Community Plan, the existing Westfield UTC currently offers a very positive pedestrian environment within the shopping center. The proposed changes to Westfield UTC would enhance this walkability both within the site and through connections to surrounding uses. Both La Jolla Village Drive and Genesee Avenue are currently designated within the University Community Plan as ceremonial, auto-oriented parkways, emphasizing automobiles rather than pedestrians. The Community Plan Amendment being processed concurrently with this Master Planned Development Permit will add La Jolla Village Drive and Genesee Avenue within the Urban Node to the pedestrian network. The University Community Plan recognizes this challenge that these streets will remain significant vehicular traffic arterials and provides for elevated pedestrian bridges rather than at-grade crossings in certain locations (see Opportunities Exhibit, Chapter 2:6).

Non-Contiguous Sidewalks

One goal of the University Community Plan is to improve the pedestrian experience, particularly in the Urban Node, by retrofitting existing contiguous sidewalks to a non-contiguous condition. Non-contiguous sidewalks provide a sense of comfort and protection for the pedestrian. All the public sidewalks fronting the Westfield UTC site shall be upgraded to a non-contiguous condition, most with a minimum 10 feet sidewalk width and a minimum five feet parkway area, in accordance with the Sidewalk Improvement Phasing Plan (figure 7-3) and the Parkway Plan on Chapter 4:19. This upgraded condition is further illustrated in the Special Planning Area requirements sections for each planning area.



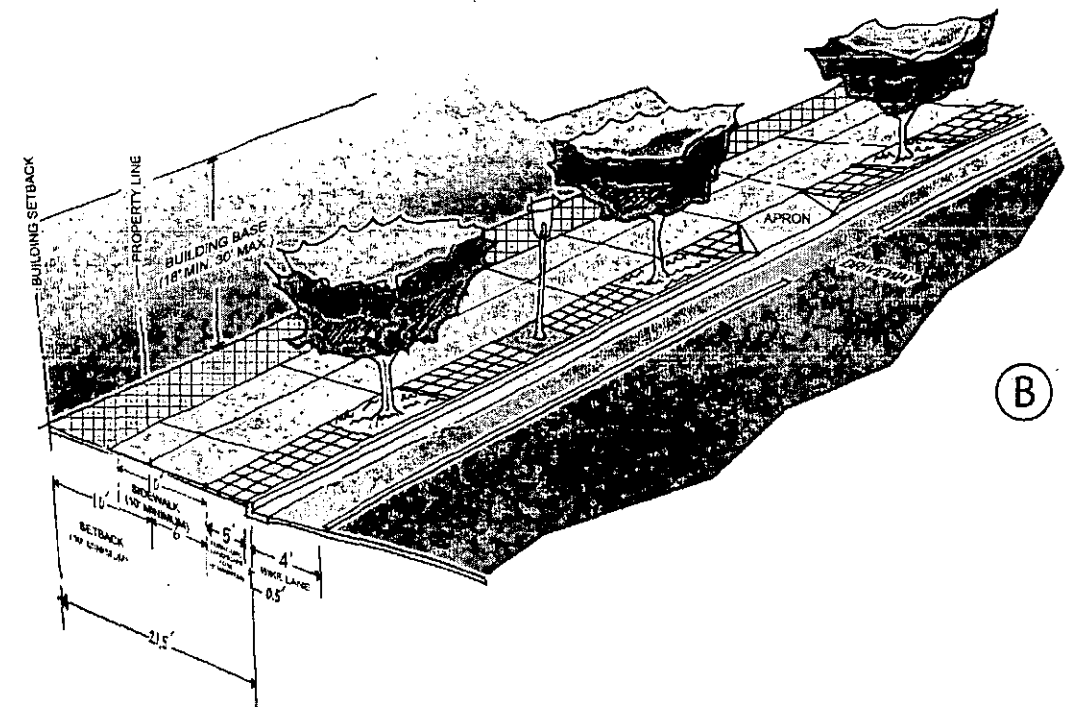
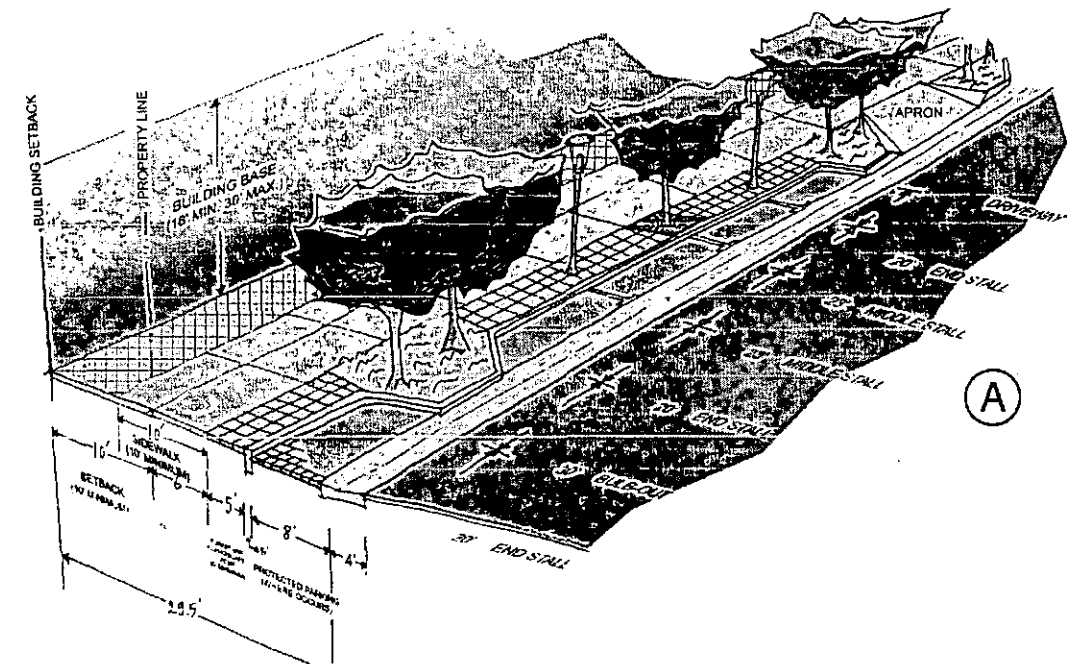
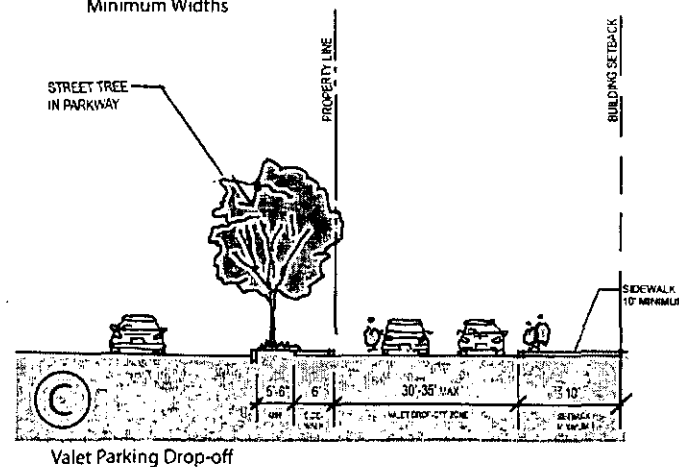
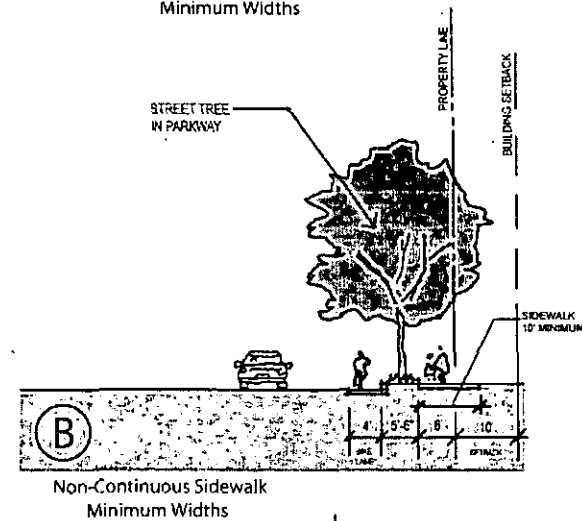
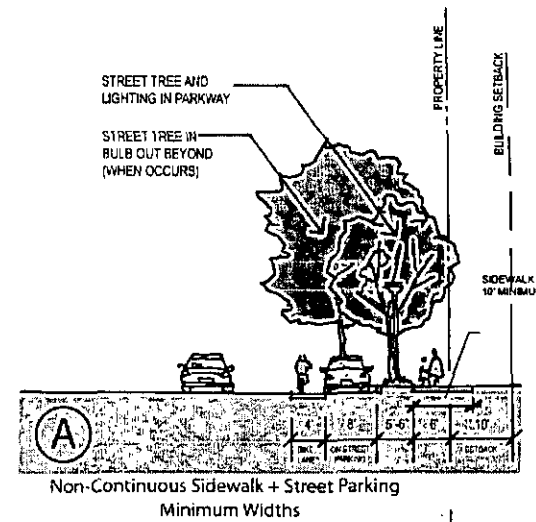
KEY PLAN

-  A: Non-Contiguous Sidewalk + Street Parking
-  B: Non-Contiguous Sidewalk
-  C: Valet Parking Drop-off
-  * Bike Lane

Pedestrian Circulation

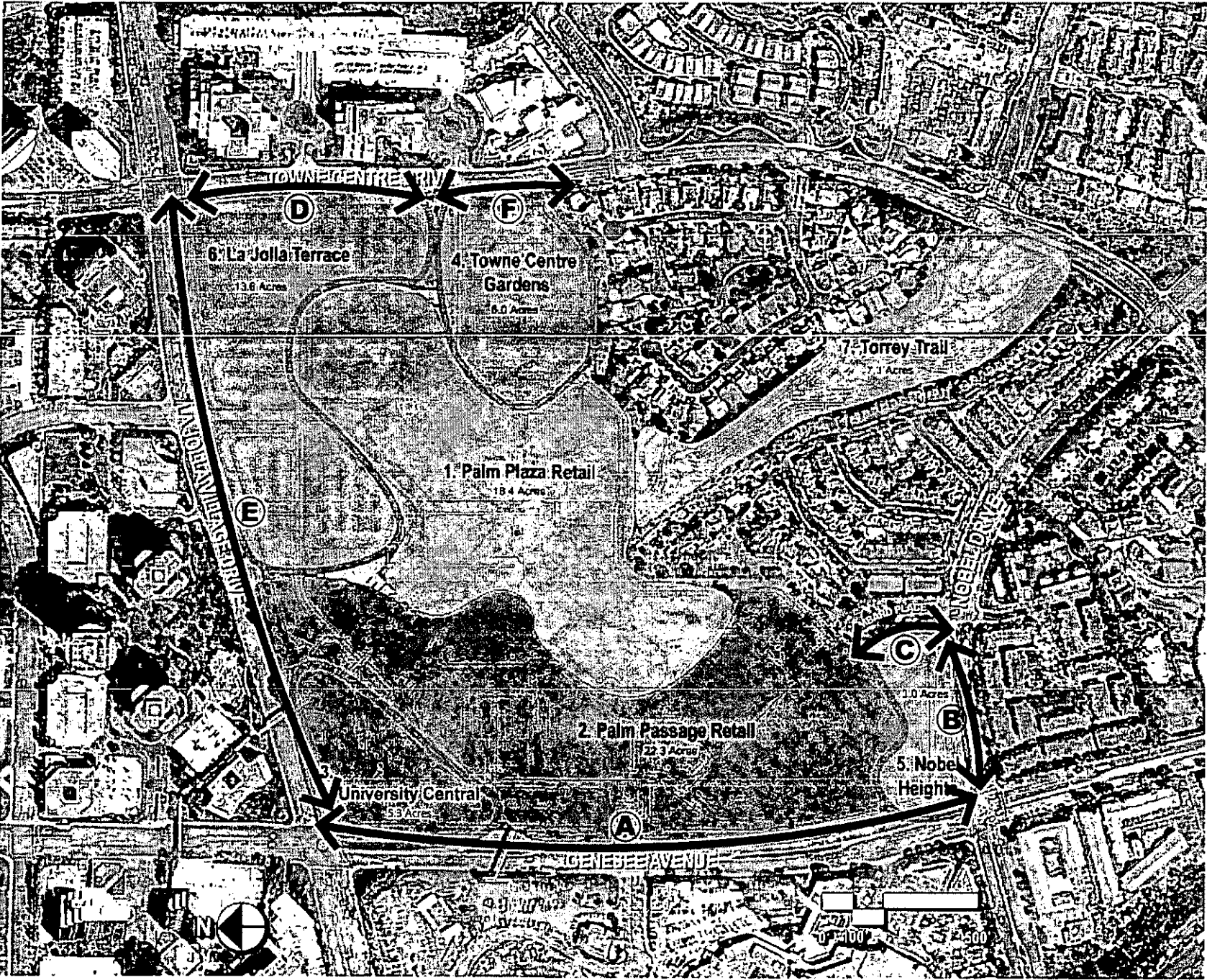
Pedestrian Connections

The University Community Plan establishes an objective to, “Designate and clearly define a primary pedestrian network linking superblocks, major activity centers and resource areas utilizing the public sidewalk, street level crossings, overpasses, meandering paths through private developments and trails through natural open space areas.” The proposed project would integrate existing sidewalks, walkways and bridges as shown in Figure 12 from the University Community Plan (page 7:7), revised to add La Jolla Village Drive and Genesee Avenue to the Urban Node Pedestrian Network. The design guidelines provide direction for the aesthetic requirements.



Pedestrian Circulation

Sidewalk Improvement Phasing Exhibit 7-3



WESTFIELD UTC REVITALIZATION
SIDEWALK IMPROVEMENT PHASING STRATEGY

A+B+C: "PALM PASSAGE IMPROVEMENTS":

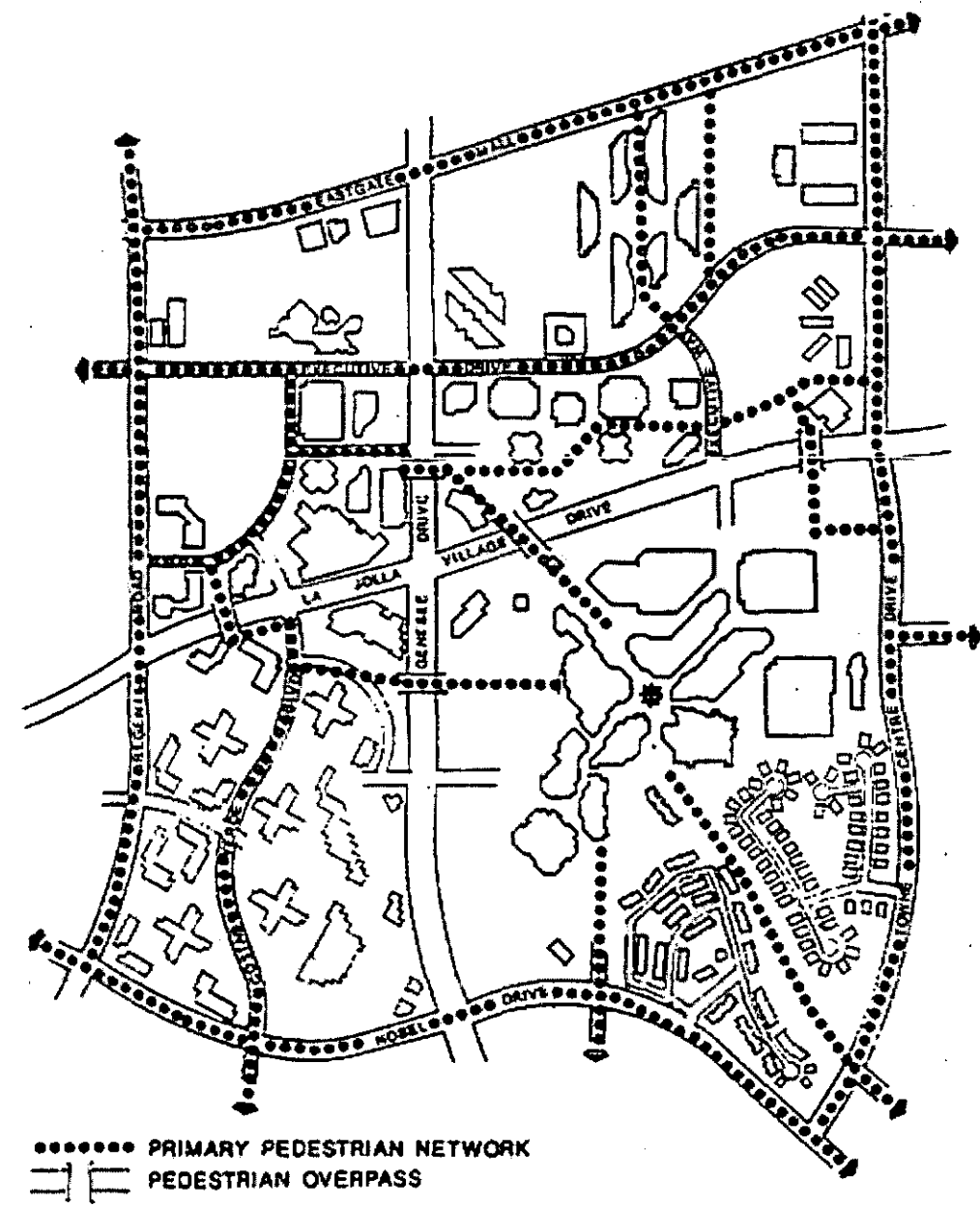
SIDEWALKS TO BE UPGRADED IN CONJUNCTION WITH NEW DEVELOPMENT IN THE NOBEL HEIGHTS PLANNING AREA, OR THE PALM PASSAGE OR UNIVERSITY CENTRAL PLANNING AREAS FRONTING ON GENESEE."

D+E+F: "LA JOLLA TERRACE IMPROVEMENTS":

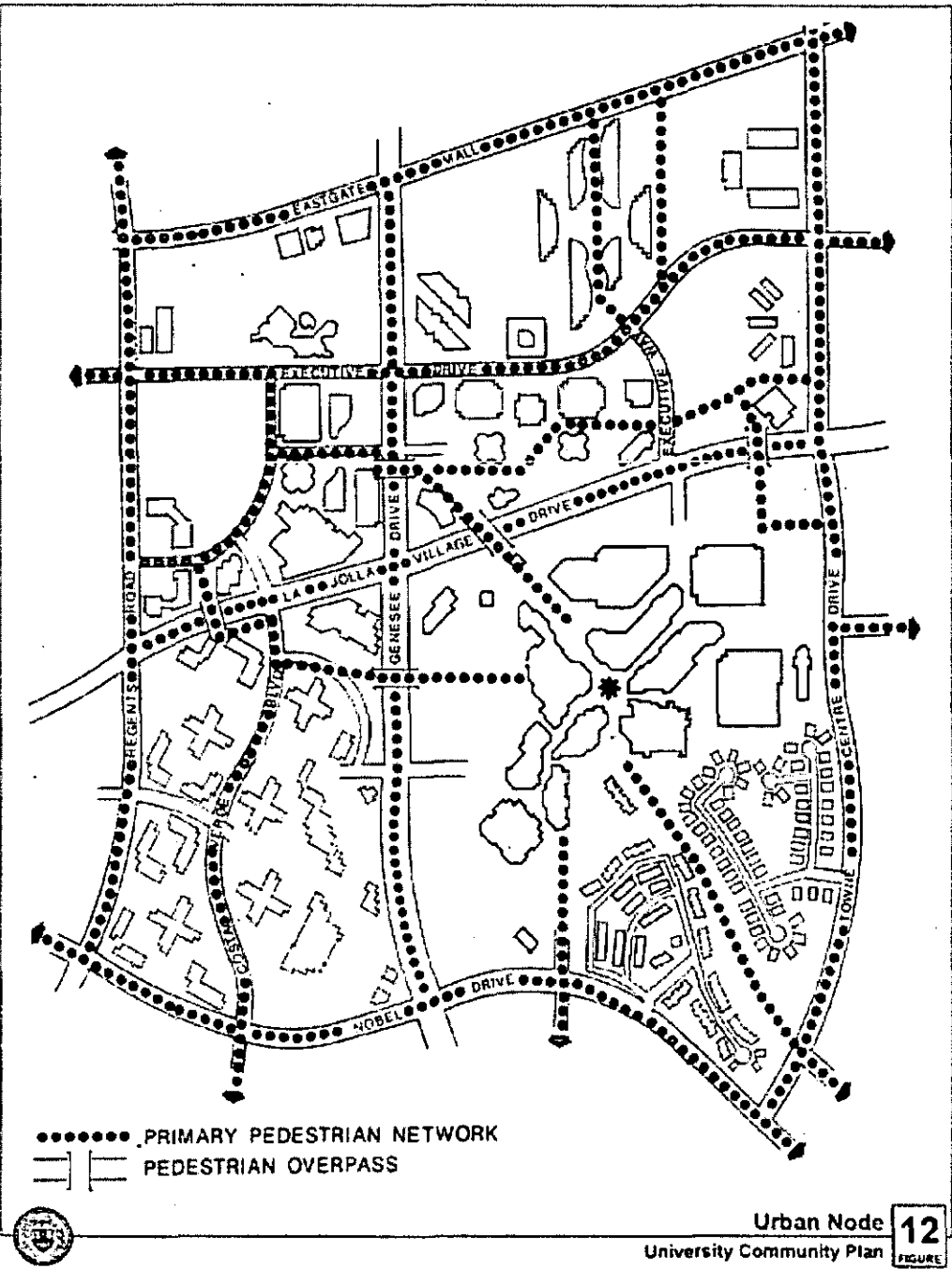
SIDEWALKS TO BE UPGRADED IN CONJUNCTION WITH NEW DEVELOPMENT IN THE LA JOLLA TERRACE OR TOWNE CENTRE GARDENS PLANNING AREAS, OR THE PALM PASSAGE OR UNIVERSITY CENTRAL PLANNING AREAS FRONTING ON LA JOLLA VILLAGE DRIVE."

Pedestrian Circulation

University City Plan, Figure 12 (page 82)



Revised Figure 12 as proposed in Community Plan Amendment for this project



Pedestrian Circulation

Overpasses

One of the objectives of the University Community Plan is to ensure that raised pedestrian bridges not only provide a safe means of crossing wide streets but link activity areas. The design of the overpasses should be unique landmarks that create identity and appeal to City-wide interests.

The University Community Plan identifies five pedestrian bridges within the Urban Node, two of which have not been constructed. The La Jolla Village Drive overpass, connecting Westfield UTC and the Plaza to the north, is the bridge that is considered to most effectively connect two destinations. The existing overpass on Genesee Avenue between the UTC site and the Costa Verde site today fails to fulfill the objective of the community plan for pedestrian overpasses to connect buildings, plazas, major entrances or active areas rather than dead spaces.

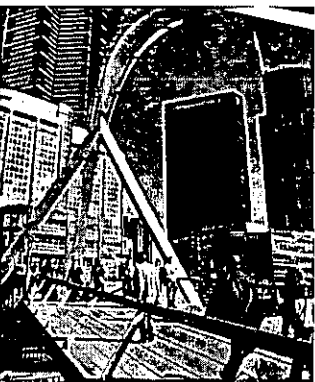
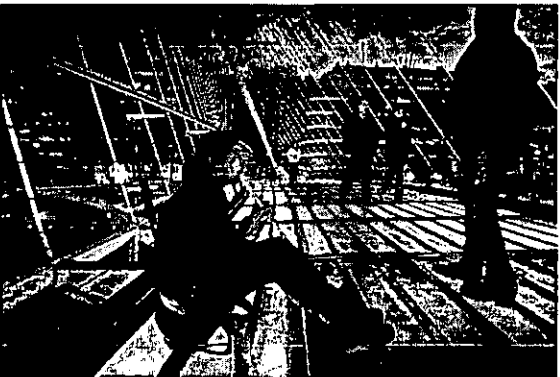
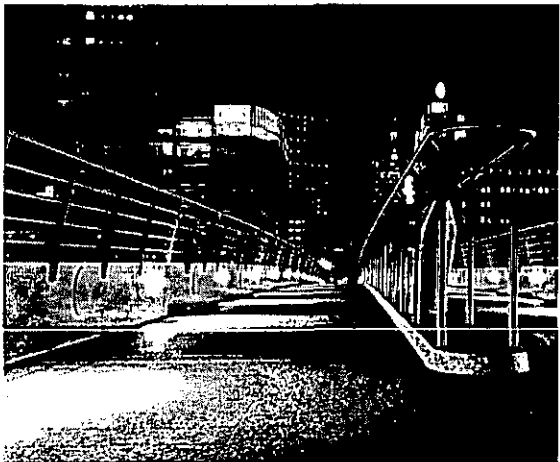
One elevated walkway is proposed to cross La Jolla Village Drive west of Genesee Ave. This pedestrian bridge would be constructed concurrent with development of Monte Verde as a requirement of the Costa Verde Specific Plan. The applicants for this MPDP and Monte Verde are also coordinating plans to upgrade and better link to the existing pedestrian overcrossing across Genesee south of La Jolla Village Drive to comply with the objectives of the community plan. An additional

pedestrian overcrossing above La Jolla Village Drive between Towne Center Drive and Executive Drive will be constructed when construction of new retail, commercial or residential spaces occur at the existing Sears site.

Pedestrian Opportunities

As discussed in the design guidelines, the proposed changes associated with implementation of the MPDP would:

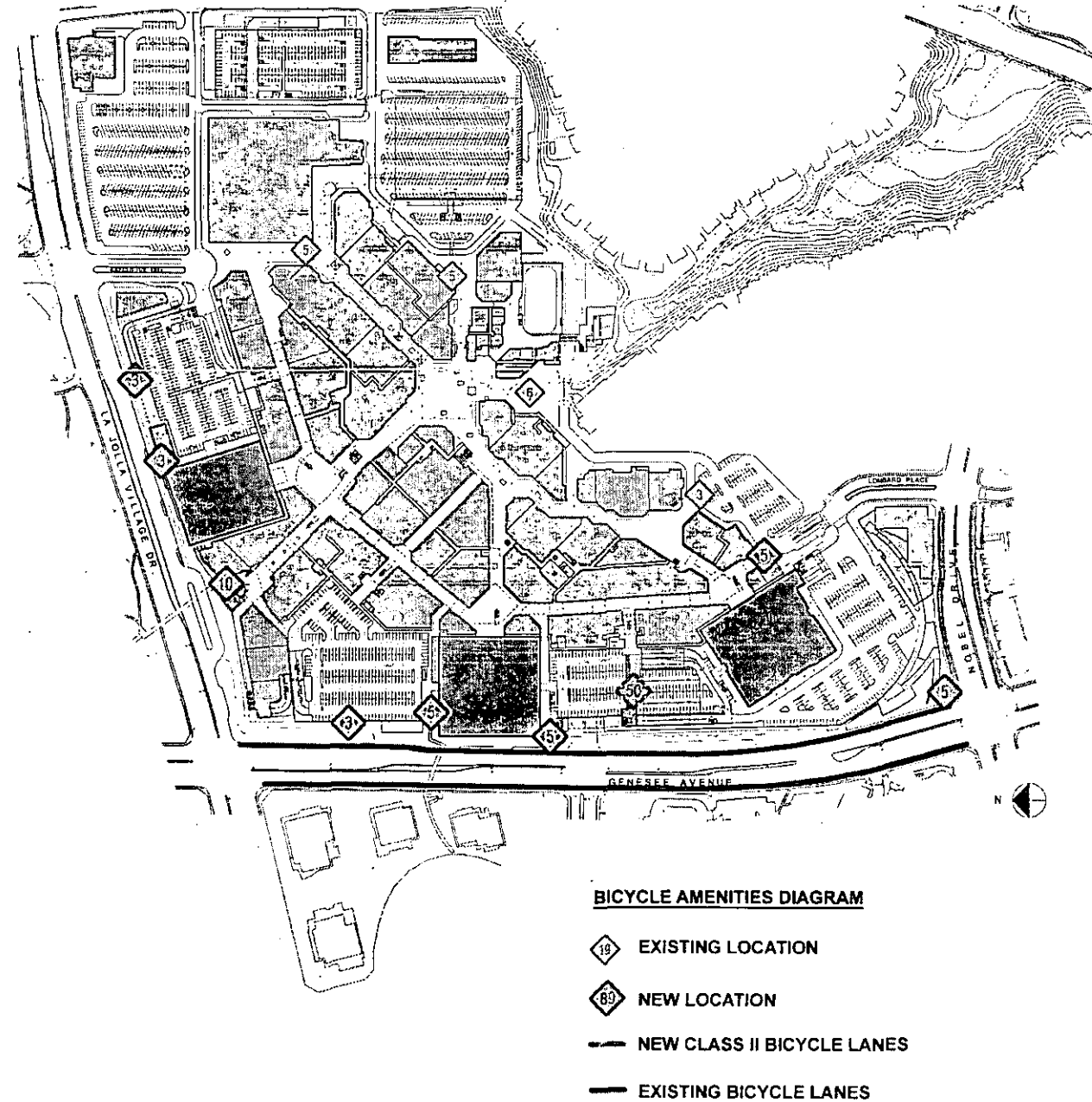
- Offer positive pedestrian experiences that connect on-and-off-site areas of high activity such as the Transit Center.
- Include pedestrian pathways (minimum of six feet wide) throughout the proposed development that comply with the American's With Disabilities Act and California Title 24.
- Enhance connections from the internal existing pedestrian system and between the different planning areas and uses on the site.
- Install directional signage for pedestrian use.
- Improve the elevated network of pedestrian bridges to address community plan goals.
- Connect with existing street sidewalk pedestrian network.



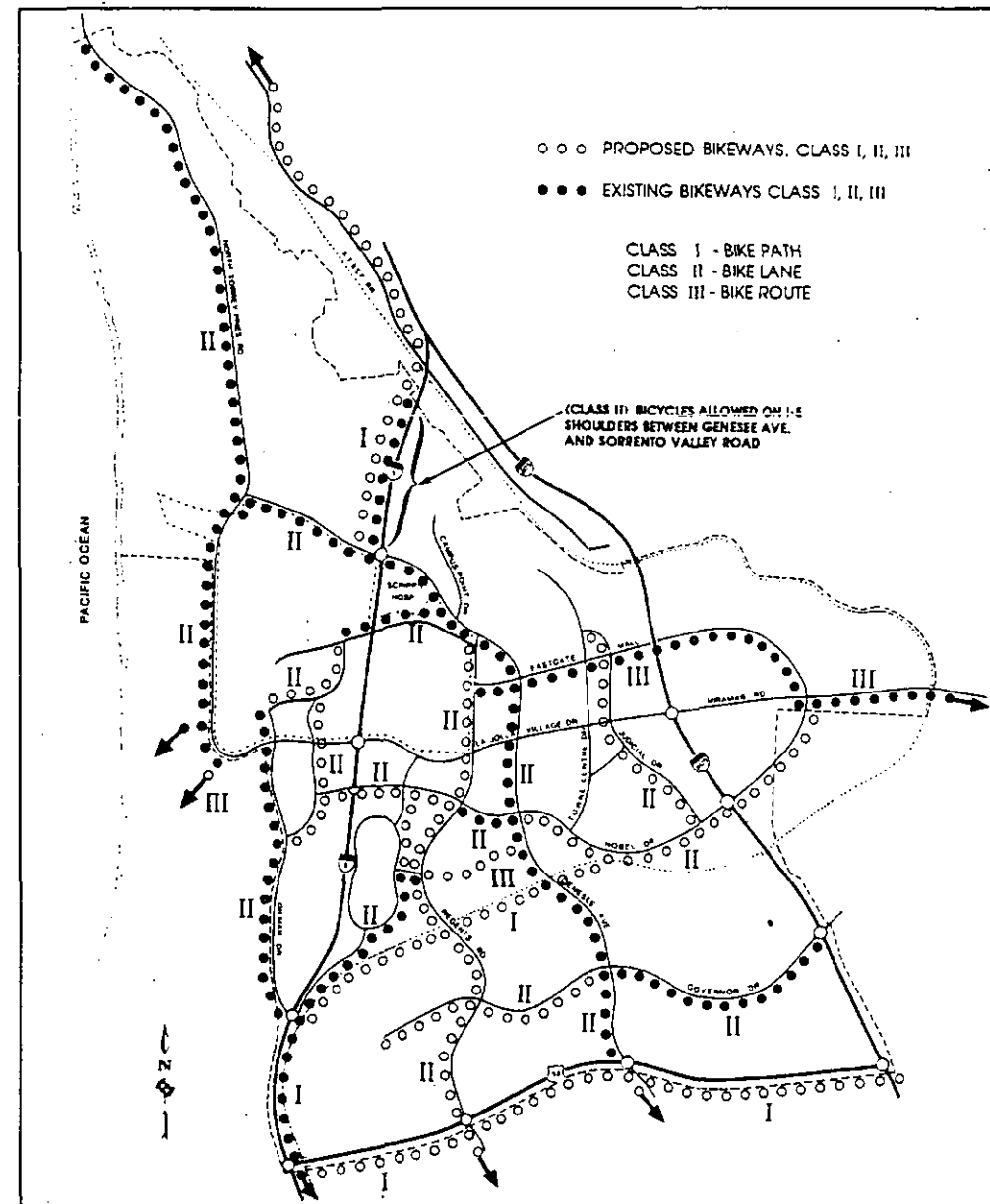
Examples of pedestrian overpasses

Bicycles

Bicycles Opportunities and Amenities



"Bikeways" diagram from University Community Plan, figure 23



The existing and proposed bikeway network for the University Community is shown in the adjacent figure, including Class II bike lanes along GeneSEE and Nobel. Westfield UTC would support and enhance the bicycle network in the community by providing bicycle amenities (racks, lockers, etc.) near the transit station in University Central or Palm Passage, as well as by increasing the number of bicycle racks which are today distributed at convenient locations throughout the site.

The Class II bikeway along Nobel between GeneSEE and Lombard will be implemented by the project concurrent with the improvements on Nobel as shown in Chapter Six.

Vehicles

As discussed in the existing circulation and transit section of Chapter 2:5, Westfield UTC has excellent vehicular accessibility from an established circulation network. Development in the North University City area of the University Community Plan is subject to the Public Facilities Financing Plan for the area. The intent of the Public Facilities Financing Plan is to provide public infrastructure improvements commensurate with need. Projects developed under this MPDP will either construct public infrastructure projects benefitting the community, or contribute fees toward the construction of such projects identified in the Public Facilities Financing Plan.

The approved "Westfield University Towne Center Traffic Impact Study" prepared by Linscott, Law and Greenspan, July, 2007, provides a comprehensive analysis of near-term and horizon year conditions with the changes proposed by this MPDP. The study area that was defined by the City of San Diego included 59 intersections and 70 street segments. The study concludes that with mitigation, Transportation/Circulation impacts from the proposed project are less than significant for intersections. Certain street segment matters would remain unmitigated due to the adverse effect that mitigation would impose on community character from the "freeway effect" that can result from excessive widening (UCP

p. 37). Impacts to freeway segments and ramp meters will be significant, but would be addressed by future improvements planned in the SANDAG Mobility 2030 Plan. The Westfield UTC project will contribute directly toward these improvements by initiating a project study report for the I-805 improvements, and by constructing improvements at impacted ramps. In addition, the future Westfield UTC envisioned within this MPDP will contribute significantly through Transnet taxes to these and other regional transportation improvements.

Transportation/Circulation improvements to be completed in conjunction with of the project are as follows:

Near-Term

Intersections

- Install a traffic signal to City standards at the intersection of Nobel Drive/Lombard Place. Timing plans would need to be developed and implemented by the City. No changes to the lane configurations would be required.
- Install a traffic signal to City standards at the intersection of Towne Centre Drive/South UTC Project Driveway. Timing plans would need to be developed and implemented by the City.

- Reconfigure the westbound approach to provide a dedicated right-turn lane at the intersection of La Jolla Village Drive/Regents Road. To accommodate the additional lane, widening and/or modifications to the median along roadway may be required. Modifications to the traffic signal timing by the City in conjunction with the changed lane designation would also be required.
- Reconfigure the northbound approach to provide a dedicated right-turn lane at the intersection of La Jolla Village Drive/Genesee Ave. To accommodate the additional lane, widening and/or modifications to the median along roadway may be required.
- Reconfigure the northbound approach to provide an additional through lane at the intersection of La Jolla Village Drive/Towne Centre Drive. To accommodate the additional lanes, widening and/or modifications to the median along the roadway may be required.
- Reconfigure the driveway to permit right-turn only movements at the intersection of Towne Centre Drive/North UTC Project Driveway. This shall be achieved with the construction of a raised median and signage.
- Reconfigure the westbound approach to

provide an additional dedicated right-turn lane at the intersection of Governor Drive/Genesee Avenue. To accommodate the additional lane, widening and/or modifications to median along the roadway may be required.

Segments

- Add one eastbound lane on La Jolla Village Drive between Towne Centre Drive and I-805. This additional lane will not require street widening, but will be accomplished by restriping and restricting parking.
- Add one westbound lane and one eastbound lane on Nobel Drive between Genesee Avenue and Lombard Place (project driveway). Bike lanes in the westbound and eastbound directions shall also be provided.

Ramp Meters

- Extend the existing number 1 westbound left-turn lane east of the off-ramp to provide additional storage on the Nobel Drive to Southbound I-805 off-ramp.
- Widen the on-ramp to provide an HOV lane to provide additional queue storage and promote carpooling on the Westbound La Jolla Village Drive to Northbound I-5 on-ramp.

Vehicles

- Extend the existing number 1 westbound lane on Nobel Drive east of University Center Lane to provide additional queue storage for the Nobel Drive to Southbound I-5 on-ramp.
- Extend the on-ramp to the Judicial Drive under-crossing to provide additional queue storage (based on the review of preliminary improvement plans) for the La Jolla Village Drive to Southbound I-805 on-ramp.

Note: With the exception of timing changes at the intersection of La Jolla Village Drive and I-805 Southbound ramps which are to be performed by CalTrans, all other signal timing modifications to be developed and implemented by the City of San Diego.

Horizon Year

Intersections

- Reconfigure the southbound approach of the intersection of La Jolla Village Drive/I-805 Southbound Ramps (lane geometry was assumed based on the review of preliminary improvement plans for the interchange). The four-lane southbound approach shall be restriped to include a left, right-left and dual right-turn lanes. Modifications to the traffic signal timing by Caltrans in conjunction with the changed lane designations shall also be implemented.

- Reconfigure the northbound approach at the intersection of La Jolla Village Drive/Executive Way (project driveway) to provide an additional dedicated right-turn lane. To accommodate the additional lanes, widening and/or modifications to the median along the roadway may be required. Modification to the traffic signal timing in conjunction with the changed land designations shall also be implemented.
- Reconfigure the westbound approach at the Nobel Drive/Genesee Avenue intersection to provide an additional dedicated westbound right-turn lane. To accommodate the additional lanes, widening and/or modifications to the median along the roadway may be required. Modification to the traffic signal timing in conjunction with the changed land designations shall also be implemented.
- Reconfigure the eastbound approach at the Decoro Street/Genesee Avenue intersection. The two-lane eastbound approach shall be restriped to provide a left-thru-right turn lane and a right-turn lane. Modifications to the traffic signal timing in conjunction with the changed lane designations shall also be implemented.

Parking

- The project applicant shall expand the existing off-site employee parking program

during the month of December to serve up to 500 vehicles.

Freeway Segments

- Pay a fair share contribution towards the study, design, or implementation of corridor improvements on I-805 between Carroll Canyon Road and SR 52.

Other Project Mitigation

- In addition to the above mentioned project mitigations, the project is proposing other improvements that include the relocation and expansion of the bus center and planning for the future Light Rail Transit Station, as well as a comprehensive Travel Demand Management (TDM) plan.

Future Transit Service

Expanded Bus Service, Superloop, Trolley

The concentration of density and activity in this key transit node will help achieve key SANDAG goals, including increased transit ridership and enhanced multi-modal connectivity. Through development of a multi-modal transit center in the revitalized UTC, public transportation can play a major role in serving both the shopping center and adjacent residential, office, and commercial development. Concentrating development intensity around the new transit center and integrating the design of the transit center into the project will create an appealing model for the community and increase the attractiveness of transit as a viable option for shoppers, employees, and neighboring residents.

UTC is an important location for existing and future transit service in the University community. Currently, ten weekday bus routes serve the existing bus transit center at UTC. Future bus service additions are identified in the 1999 Central Coastal Transit Development Study and in the 2003 Mid-Coast Action Plan. The SANDAG Transportation Committee in December 2003 approved a preferred Mid-Coast light rail transit alignment that terminates at UTC. The Mid-Coast Super Loop transit circulator is also proposed to serve the UTC transit center.

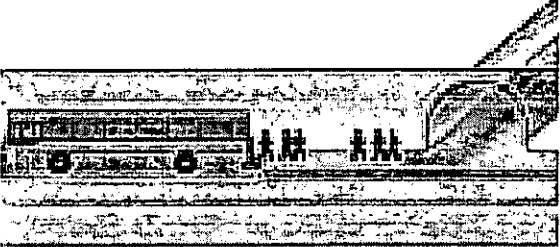
Transit Center Requirements

SANDAG has worked with Westfield in recent years on integrating the transit center into the proposed development of the UTC shopping center.

The following requirements will meet the service needs for existing bus and future light rail, bus rapid transit, and local bus/shuttle operations:

- 1. Locate the transit center in an area that integrates and provides immediate access to the shopping center, minimizes walking distances, and emphasizes direct and pleasant pedestrian connections. SANDAG and Westfield have prepared conceptual design plans that provide this integrated access into the center by locating the transit center at either of two locations: 1) along Genessee Avenue immediately south of Esplanade, or 2) near the intersection of La Jolla Village Drive and Genessee Avenue. These designs maximize access to the UTC site itself and to the existing and future pedestrian bridges connecting to existing and future residential, office, and commercial developments to the west and north.

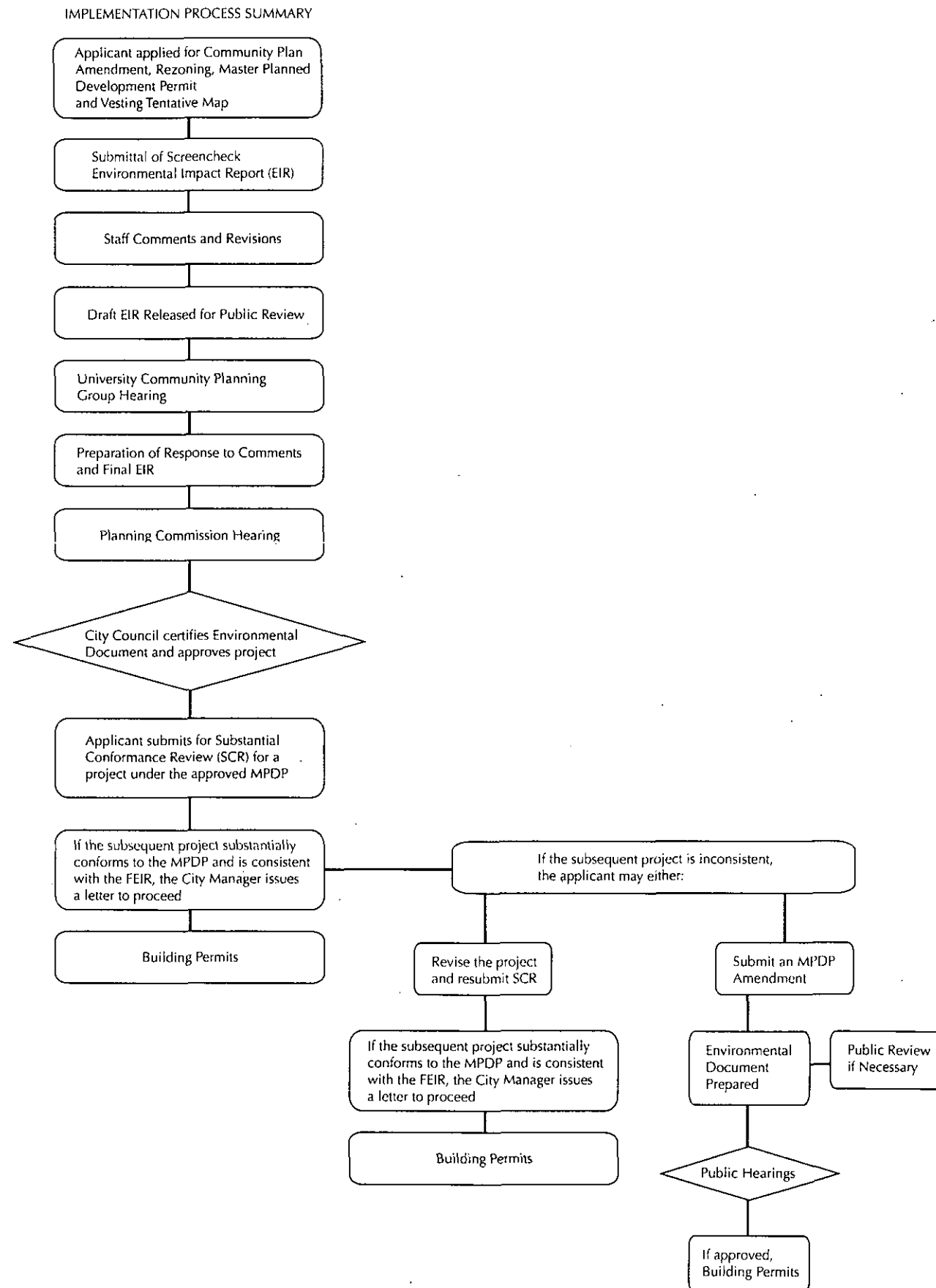
- 2. Designate sufficient right-of-way for the transit center to accommodate 11 bus bays, including 2 articulated buses. Sufficient right-of-way may also be required for the light rail track alignment adjacent to the shopping center (approximately 35 feet minimum width with an additional 20 feet each side for construction easement), if the LRT platform is located in the existing right-of-way above the street. The Designing for Transit Manual shall be consulted for facility standards.



Examples of light rail and transit integration

Chapter 8 IMPLEMENTATION

Concurrent Discretionary Approvals



In addition to the MPDP, several other planning and discretionary actions are being requested:

Community Plan Amendment

The University Community Plan contains a Land Use and Development Intensity Table that provides a maximum building limit for 101 subareas. Projects, which differ significantly from the land use or development intensities in Table 3, as determined by the Planning Director will be found to be inconsistent with the Community Plan. The Community Plan currently allocates 1,061,000 square feet of regional commercial uses to Subarea 43 (University Towne Center). The proposed Community Plan Amendment would revise Table 3 to include 1,811,400 square feet of regional commercial uses and 250 multiple family dwelling units, or an equivalent alternative as identified in the EIR for the project.

Re-zoning

Approval of this action would change the current zoning of the site from CC-1-3 to CR-1-1. The Land Development Code, which was adopted in January 2000, included a number of new zones such as the CR-1-1 (Commercial-Regional) to more effectively regulate specific identified circumstances. The CR-1-1 zoning classification was created for regional-commercial sites such as Westfield UTC. Application of the zone for this site would serve to implement the Land Development Code.

Vesting Tentative Map

A Vesting Tentative Map would serve to reconfigure existing parcels (to accommodate department store relocations) and create new parcels (to accommodate the residential development and new parking decks).

Master Planned Development Permit Deviations

Due to the conceptual nature of the MPDP, deviations are addressed on a planning area basis rather than attributed to a specific aspect of a subsequent development project. As an example, the MPDP identifies planning area height limits for designated land uses rather than for specific building elevations. If a subsequent development proposes building heights that are below or meet the increased limit approved as a MPDP deviation, no further discretionary review is required.

Maximum Structure Height

The maximum structure height for the CR-1-1 zone is 60 feet. The deviation would provide:

- Retail buildings within 20 feet of the public right-of-way shall be limited to 80 feet.
- The maximum structure height for all other retail buildings and parking decks shall be 100 feet. In addition, the total cumulative area of any retail floors, which are 80 feet or higher above grade, shall not exceed more than 10% of the total amount of square feet allocated to regional commercial use permitted within the MPDP.
- The maximum building height for residential is 293 feet.
- Implementation of the MPDP will not result in any building that the FAA

would determine to be a hazard for air navigation.

Ground Floor-Residential Use/Parking

The Municipal Code does not permit residential use/residential parking in the front half of a lot that is zoned CR-1-1. The deviation would provide:

- Residential use and residential parking would be permitted on the ground floor in the front half of the lot provided the proposed development complies with the design requirements of the approved MPDP.

Building Articulation

The Municipal Code states that all building elevations fronting a public right-of-way shall be composed of offsetting planes that provide relief in the building facade by inseting or projecting surfaces (planes) of the building. The minimum number of offsetting planes and the minimum horizontal separation between planes is based on the length of the new building facade, as shown in Table 131-05F. The deviation would require:

- All building elevations, within 20 feet of the property line, fronting a public right-of-way shall include offsetting planes as described in the approved MPDP.

Street Tree Locations

The Municipal Code states that street trees shall be located 7 feet from the face of curb on streets classified in the applicable land use plan as major streets, primary arterials, or expressways that have a posted speed of 50 miles per hour or greater. The deviation would allow that:

- If a non-contiguous sidewalk is proposed as part of a street classified in the University Community Plan as a major street, primary arterial, or expressway (with a posted speed of 50 miles per hour or greater), street trees may be placed 4 feet from the face of curb except if the location of the tree would create a hazardous sight visibility condition.

Sewer

The private, on-site sewer line may require a depth of more than 15 feet. Should a depth of more than 15 feet be required, Westfield UTC shall design the utility corridor and nearby structure to provide adequate width and clearance for the possible future repair or replacement of the sewer line.

Subdivision-Lot Standards

The vesting tentative map creates 36 lots. Some of the newly created lots are interior lots, without street frontage. The interior lots will not meet the minimum developments regulation of the CR-1-1 zone shown in Table

131-05D. Deviations from the minimum lot standards may include street frontage, lot area, lot dimensions, setbacks and lot coverage. The site will be treated as a single premises with respect to the development regulations; the frontage and setback standards only apply to the portions of any exterior lot, which are adjacent to the public right-of-way.

Density Transfers and Alternative Mix of Uses

Pursuant to Municipal Code section 143.0410(b)(1), the permitted number of dwelling units or total gross floor area is based on the entire premises and may be distributed without regard to the proposed lot boundaries.

This MPDP provides for the ability to transfer development intensities between the planning areas within Westfield UTC to allow a flexible response to potentially changing market conditions. The table in Chapter 3:4 establishes the maximum development intensities allowed in the various planning areas.

A proposed transfer of density may be approved through the Substantial Conformance Process, if the subsequent project complies with the requirements of the MPDP and does not exceed the overall development intensity limit for the overall site contained in the University Community Plan. An amendment to the University Community Plan and this MPDP would be required if an applicant proposes to expand beyond the adopted development intensity limit for the overall site or expand the geographic boundaries of this permit.

The applicant shall be responsible for providing City Staff with a Site Density Transfer Chart and corresponding information to accurately record transfer of dwelling units or regional commercial square footage.

Planning Area Size

Expansions or reductions of any of the planning areas of up to a maximum of 20% are allowed through Substantial Conformance Review.

Regional Commercial Use

Transfer of regional commercial square footage within this MPDP shall be allowed provided the transfer does not result in any planning area receiving more than 30% of the maximum square footage identified in The table in Chapter 3:4. Both the planning areas which receive additional development and the planning areas for which the density is being reduced shall be identified.

Multi-Family Housing

The MPDP provides for a maximum development of 300 multiple-family dwelling units. As provided in this MPDP and the EIR, additional dwelling units up to the maximum of 300 may be included on the site as long as they are consistent with the EIR and do not increase the overall project intensity as evaluated in the EIR. Development of additional dwelling units in excess of the 250 units in the proposed project will require a corresponding reduction in the amount of regional commercial space permitted, consistent with Table 13-1 in Chapter 8:4.

The transfer of dwelling units from one planning area to another planning area where residential is a permitted use, is permitted through the Substantial Conformance Review process.

Project Alternative Use

Description of Alternative Project Scenarios

The MPDP provides a variable development program that can respond to changing market conditions and desires of the community as alternatives to the original project (750,000 square feet retail and 250 dwelling units). An alternative project scenario has been developed based on a trip generation equivalency. The intent of the Master PDP is to allow flexibility in the development program while ensuring the alternative project scenario has been addressed by the analysis of the original project.

A sensitivity analysis was performed to develop the alternative project scenario. The determining factor was the "Critical Peak Hour Equivalency" (AM inbound and PM outbound). Table 13-1 (at right) lists the alternative project scenario, which qualifies as generating the same or less than the original project's AM peak hour "inbound" and PM peak hour "outbound" volumes. These are the critical movement directions during the critical peak hours. The scenario also generates less overall ADT than the original project, which is listed as Scenario 1 in the table.

Source: Linscott, Law & Greenspan, Engineers

SCENARIO	LANDUSE		WEEKDAY ADT	AM PEAK HOUR			PM PEAK HOUR		
	RETAIL	RESIDENTIAL		IN	OUT	2-WAY	IN	OUT	2-WAY
PROPOSED PROJECT	750,000 SF	250 UNITS	17,800	256	182	438	825	778	1,603
MAX. RESIDENTIAL	733,000 SF	300 UNITS	17,700	256	195	451	823	768	1,591

Table 13-1, Alternative Project Scenarios
Trip Generation Comparison ("Cumulative")

Alternative Project Scenarios

The "Maximum Residential" development scenario shall be revised to include 300 units and 733,000 square feet of retail GLA. This scenario remains underneath all the traffic limits specified in the current MPDP and the FEIR (ADT limit of 17,800, as well as inbound AM peak hour trips of 256, and outbound PM peak hour trips of 778).

Substantial Conformance Review

The goal of Substantial Conformance Review (SCR) is to determine if the proposed project is consistent and is in conformance with a previously approved permit. This includes a review of the revised project against the approved exhibits, permit conditions, environmental documentation, applicable land use policies, and the public record for the prior permit. Staff will recommend approval of the modified project if the change falls within the parameters of the prior approval.

The following development regulations, guidelines and approval conditions shall be used by City Staff to determine if a subsequent development substantially conforms to the Master Planned Development Permit:

- Land Use Plan/Allocation Table
- CR-1-1 Zone Permitted Uses
- CR-1-1 Zone Development Standards
- Planning Area Deviations
- Shared Parking Analysis
- Design Guidelines
- Special Planning Area Requirements
- Conditions of Approval for the MPDP and VTM
- Final Environmental Impact Report and Mitigation Monitoring and Reporting Program

A subsequent development project that meets or exceeds the above-referenced requirements shall be considered to substantially conform to this MPDP.

All future submittals shall be subject to a Process 2 level review for Substantial Conformance. The Process 2 level SCR includes:

- a. Public Notice, to be mailed (rather than notification by publication in the newspaper)
- b. Referral to and review by the University Community Planning Group
- c. Decision is appealable to the Planning Commission

- All future submittals for development under this MPDP shall identify existing and proposed square footages and number of residential units, and the existing and proposed ADT counts and peak hour trip counts associated with the submittal.

SCR submittals within the University Central and Palm Passage areas shall include SANDAG and MTS staff review for Transit Facility or Light Rail development requirements.

Trip Generation Study

Upon completion of the full retail development, the Owner/Permittee shall provide a trip generation study to show any reduction in daily and AM/PM peak hour trips to the satisfaction of the City Engineer.

CEQA

A Final Environmental Impact Report (FEIR) analyzing the MPDP and other concurrent actions has been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA). The FEIR (SCH No.20022071071, PTS No. 2214) evaluates the land use plan, circulation and infrastructure improvements associated with implementing the proposed changes to Westfield UTC. Subsequent development projects which are consistent with the FEIR will not require any additional environmental documentation.

APPENDICES

Use Regulations Table for Commercial Zones

San Diego Municipal Code
(3-2006)

Chapter 13: Zones

Table 131-05B
Use Regulations Table for Commercial Zones

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator	Zones									
		CN ⁽¹⁾			CR		CO		CV		CP
		1st & 2nd >>			1st		2nd		1st		1st
		1	2	3	1	2	1	2	1	2	1
Open Space											
Active Recreation		-			-		-		-		-
Passive Recreation		-			-		-		-		-
Natural Resources Preservation		-			-		-		-		-
Park Maintenance Facilities		-			-		-		-		-
Agriculture											
Agricultural Processing		-			-		-		-		-
Aquaculture Facilities		-			-		-		-		-
Dairies		-			-		-		-		-
Horticulture Nurseries & Greenhouses		-			-		-		-		-
Raising & Harvesting of Crops		-			-		-		-		-
Raising, Maintaining & Keeping of Animals		-			-		-		-		-
Separately Regulated Agriculture Uses											
Agricultural Equipment Repair Shops		-			P		P		-		-
Commercial Stables		-			-		-		L		-
Community Gardens		-			-		-		-		-
Equestrian Show & Exhibition Facilities		-			-		-		C		-
Open Air Markets for the Sale of Agriculture-related Products & Flowers		-			-		-		-		-
Residential											
Group Living Accommodations		-			-		-		-		-
Mobilehome Parks		-			-		-		-		-
Multiple Dwelling Units		p ⁽²⁾			p ⁽²⁾		p ⁽²⁾		p ⁽²⁾		-
Single Dwelling Units		-			-		-		-		-
Separately Regulated Residential Uses											
Boarder & Lodger Accommodations		L ⁽²⁾			L		L		L ⁽²⁾		-
Companion Units		-			-		-		-		-
Employee Housing:											
6 or Fewer Employees		-			-		-		-		-

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Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator	Zones									
		CN ⁽¹⁾			CR		CO		CV		CP
		1st & 2nd >>			1st		2nd		1st		1st
		1	2	3	1	2	1	2	1	2	1
12 or Fewer Employees		-			-		-		-		-
Greater than 12 Employees		-			-		-		-		-
Fraternalities, Sororities and Student Dormitories		C ⁽²⁾			C		C		C ⁽²⁾		-
Garage, Yard, & Estate Sales		-			-		-		-		-
Guest Quarter		-			-		-		-		-
Home Occupations		L			L		L		L		-
Housing for Senior Citizens		C ⁽²⁾			C		C		C ⁽²⁾		-
Live/Work Quarters		-			-		-		-		-
Residential Care Facilities:											
6 or Fewer Persons		p ⁽²⁾			P		P		p ⁽²⁾		-
7 or More Persons		C ⁽²⁾			C		C		C ⁽²⁾		-
Transitional Housing:											
6 or Fewer Persons		p ⁽²⁾			P		P		p ⁽²⁾		-
7 or More Persons		C ⁽²⁾			C		C		C ⁽²⁾		-
Watchkeeper Quarters		-			L		-		-		-
Institutional											
Separately Regulated Institutional Uses											
Airports		-			C		C		C ⁽¹⁰⁾		-
Botanical Gardens & Arboreta		-			P		P		P		-
Cemeteries, Mausoleums, Crematories		-			C		C		C ⁽¹⁰⁾		-
Churches & Places of Religious Assembly		C ⁽¹⁰⁾			C		C		C ⁽¹⁰⁾		-
Communication Antennae:											
Minor Telecommunication Facility		L			L		L		L		L
Major Telecommunication Facility		C ⁽¹⁰⁾			C		C		C ⁽¹⁰⁾		C
Satellite Antennas		L			L		L		L		L
Correctional Placement Centers		-			C		C		C ⁽¹⁰⁾		-
Educational Facilities:											
Kindergarten through Grade 12		C ⁽¹⁰⁾			C		C		C ⁽¹⁰⁾		-
Colleges / Universities		-			C		C		C ⁽¹⁰⁾		-
Vocational / Trade School		-			P		P		-		-
Energy Generation & Distribution Facilities		C ⁽¹⁰⁾			P		P		P ⁽¹⁰⁾		-

Use Regulations Table for Commercial Zones

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Chapter 13: Zones

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator	Zones									
		CN ⁽¹⁾			CR ⁽²⁾		CO ⁽³⁾		CV ⁽⁴⁾		CP ⁽⁵⁾
		1st & 2nd >>			1-		2-		1-		1-
		3rd >>			1-		2-		1-		1-
	4th >>	1 2 3			1 1		1 2		1 2		1
Exhibit Halls & Convention Facilities		-			P	P	C		P		-
Flood Control Facilities		L			L	L	L		L		-
Historical Buildings Used for Purposes Not Otherwise Allowed		C ⁽¹⁰⁾			C	C	C		C ⁽¹⁰⁾		-
Homeless Facilities:											
Congregate Meal Facilities		C ⁽¹⁰⁾			C	-	C		C ⁽¹⁰⁾		-
Emergency Shelters		C ⁽¹⁰⁾			C	-	C		C ⁽¹⁰⁾		-
Homeless Day Centers		C ⁽¹⁰⁾			C	-	C		C ⁽¹⁰⁾		-
Hospitals, Intermediate Care Facilities & Nursing Facilities		-			P	P	C		P ⁽¹⁰⁾		-
Interpretive Centers		-			-	-	-		-		-
Museums		-			P	P	C		P		-
Major Transmission, Relay, or Communications Switching Stations		-			C	C	C		C ⁽¹⁰⁾		-
Social Service Institutions		-			C	C	C		C ⁽¹⁰⁾		-
Retail Sales											
Building Supplies & Equipment		P			P	P	-		-		-
Food, Beverages and Groceries		P			P	P	P		P		-
Consumer Goods, Furniture, Appliances, Equipment		P			P	P	P ⁽³⁾		-		-
Pets & Pet Supplies		P			P	P	-		-		-
Sundries, Pharmaceutical, & Convenience Sales		P			P	P	P		P		-
Wearing Apparel & Accessories		P			P	P	-		P		-
Separately Regulated Retail Sales Uses											
Agriculture Related Supplies & Equipment		-			P	P	-		-		-
Alcoholic Beverage Outlets		L			L	L	L		L		-
Plant Nurseries		P			P	P	-		-		-
Swap Meets & Other Large Outdoor Retail Facilities		-			C	C	-		C ⁽¹⁰⁾		-
Commercial Services											
Building Services		-			P	P	P ⁽⁶⁾		-		-
Business Support		P			P	P	P ⁽⁷⁾		-		-
Eating & Drinking Establishments		P ⁽⁴⁾			P	P	P ⁽⁵⁾		P		-
Financial Institutions		P			P	P	P		-		-
Funeral & Mortuary Services		-			P	P	-		-		-
Maintenance & Repair		P			P	P	P ⁽⁶⁾		-		-

San Diego Municipal Code
(3-2006)

Chapter 13: Zones

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator	Zones									
		CN ⁽¹⁾			CR ⁽²⁾		CO ⁽³⁾		CV ⁽⁴⁾		CP ⁽⁵⁾
		1st & 2nd >>			1-		2-		1-		1-
		3rd >>			1-		2-		1-		1-
	4th >>	1 2 3			1 1		1 2		1 2		1
Off-site Services		-			P	P	-		-		-
Personal Services		P			P	P	-		P		-
Assembly & Entertainment		-			P	P	-		P		-
Radio & Television Studios		-			P	P	-		-		-
Visitor Accommodations		-			P	P	-		P		-
Separately Regulated Commercial Services Uses											
Adult Entertainment Establishments:											
Adult Book Store		L			L	L	-		-		-
Adult Cabaret		-			L	L	-		L		-
Adult Drive-In Theater		-			L	L	-		L		-
Adult Mini-Motion Picture Theater		-			L	L	-		L		-
Adult Model Studio		L			L	L	-		L		-
Adult Motel		-			L	L	-		L		-
Adult Motion Picture Theater		-			L	L	-		L		-
Adult Peep Show Theater		-			L	L	-		L		-
Adult Theater		-			L	L	-		L		-
Body Painting Studio		L			L	L	-		L		-
Massage Establishment		L			L	L	-		-		-
Sexual Encounter Establishment		L			L	L	-		L		-
Bed & Breakfast Establishments:											
1-2 Guest Rooms		-			P	P	-		P		-
3-5 Guest Rooms		-			P	P	-		P		-
6+ Guest Rooms		-			P	P	-		P		-
Boarding Kennels		-			C	C	C		C ⁽¹⁰⁾		-
Camping Parks		-			C	C	C		C		-
Child Care Facilities:											
Child Care Centers		L			L	-	L		L ⁽¹⁰⁾		-
Large Family Day Care Homes		L			L	-	L		L ⁽¹⁰⁾		-
Small Family Day Care Homes		P			P	-	P		P		-
Eating and Drinking Establishments Abutting Residentially Zoned Property		L			L	L	L		L		-
Fairgrounds		-			C	C	-		C		-

Use Regulations Table for Commercial Zones

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator	Zones									
		CN ⁽¹⁾			CR ⁽²⁾		CO ⁽³⁾		CV ⁽⁴⁾		CP ⁽⁵⁾
		1st & 2nd >>			1-		1-		1-		1-
		3rd >>	4th >>			1-	2-	1-	1-	1-	1-
Golf Courses, Driving Ranges, and Pitch & Putt Courses		-	-	-	C	C	C	C	C	-	-
Helicopter Landing Facilities		-	-	-	C	C	C	C	C ⁽¹⁰⁾	-	-
Instructional Studios		P	-	-	P	P	C	C	C	-	-
Massage Establishments, Specialized Practice		L	-	-	L	L	-	-	-	-	-
Nightclubs & Bars over 5,000 square feet in size		-	-	-	C	C	C	C	C	-	-
Parking Facilities as a <i>Primary Use</i> :											
Permanent Parking Facilities		-	-	-	P	P	C	C	C	P	-
Temporary Parking Facilities		-	-	-	N	N	C	C	C	N	-
Private Clubs, Lodges and Fraternal Organizations		C	-	-	C	P	P	P	P	-	-
Privately Operated, Outdoor Recreation Facilities over 40,000 Square Feet in Size ⁽⁹⁾		-	-	-	C	C	-	C	C	-	-
Pushcarts:											
Pushcarts on Private Property		L	-	-	L	L	L	L	L	-	-
Pushcarts in Public Right of Way		N	-	-	N	N	N	N	N	-	-
Recycling Facilities:											
Large Collection Facility		N	-	-	N	N	N	N	N ⁽¹⁰⁾	-	-
Small Collection Facility		L	-	-	L	L	L	L	L ⁽¹⁰⁾	-	-
Large Construction & Demolition Debris <i>Recycling Facility</i>		-	-	-	-	-	-	-	-	-	-
Small Construction & Demolition Debris <i>Recycling Facility</i>		-	-	-	-	-	-	-	-	-	-
Drop-off Facility		L	-	-	L	L	L	L	L	-	-
Green Materials Composting Facility		-	-	-	-	-	-	-	-	-	-
Mixed Organic Composting Facility		-	-	-	-	-	-	-	-	-	-
Large Processing Facility Accepting at Least 98% of Total Annual Weight of Recyclables from Commercial & Industrial Traffic		-	-	-	-	-	-	-	-	-	-
Large Processing Facility Accepting All Types of Traffic		-	-	-	-	-	-	-	-	-	-
Small Processing Facility Accepting at Least 98% of Total Annual Weight of Recyclables From Commercial & Industrial Traffic		-	-	-	-	-	-	-	-	-	-
Small Processing Facility Accepting All Types of Traffic		-	-	-	-	-	-	-	-	-	-
Reverse Vending Machines		L	-	-	L	L	L	L	L	-	-
Tire Processing Facility		-	-	-	-	-	-	-	-	-	-
Sidewalk Cafes		N	-	-	N	N	N	N	N	-	-
Sports Arenas & Stadiums		-	-	-	C	C	C	C	C	-	-

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator	Zones									
		CN ⁽¹⁾			CR ⁽²⁾		CO ⁽³⁾		CV ⁽⁴⁾		CP ⁽⁵⁾
		1st & 2nd >>			1-		1-		1-		1-
		3rd >>	4th >>			1-	2-	1-	1-	1-	1-
Theaters that are outdoor or over 5,000 square feet in size		-	-	-	C	C	C	C	C	-	-
Urgent Care Facilities		N	-	-	N	N	N	N	N ⁽¹⁰⁾	-	-
Veterinary Clinics & Animal Hospitals		-	-	-	C	C	C	C	-	-	-
Zoological Parks		-	-	-	-	-	-	-	-	-	-
Offices											
Business & Professional		P ⁽⁷⁾	-	-	P	P	P	P	-	-	-
Government		P	-	-	P	P	P	P	-	-	-
Medical, Dental, & Health Practitioner		P	-	-	P	P	P	P	P ⁽¹⁰⁾	-	-
Regional & Corporate Headquarters		P	-	-	P	P	P	P	-	-	-
Separately Regulated Office Uses											
Real Estate Sales Offices & Model Homes		L	-	-	L	-	L	L	L	-	-
Sex Offender Treatment & Counseling		L	-	-	L	L	L	L	L ⁽¹⁰⁾	-	-
Vehicle & Vehicular Equipment Sales & Service											
Commercial Vehicle Repair & Maintenance		-	-	-	P	P	-	-	-	-	-
Commercial Vehicle Sales & Rentals		-	-	-	P	P	-	-	-	-	-
Personal Vehicle Repair & Maintenance		-	-	-	P	P	-	-	-	-	-
Personal Vehicle Sales & Rentals		-	-	-	P	P	-	-	-	-	-
Vehicle Equipment & Supplies Sales & Rentals		-	-	-	P	P	-	-	-	-	-
Separately Regulated Vehicle & Vehicular Equipment Sales & Service Uses											
Automobile Service Stations		-	-	-	C	C	C	C	C	-	-
Outdoor Storage & Display of New, Unregistered Motor Vehicles as a <i>Primary Use</i>		-	-	-	C	C	-	-	-	-	-
Wholesale, Distribution, Storage											
Equipment & Materials Storage Yards		-	-	-	-	P	-	-	-	-	-
Moving & Storage Facilities		-	-	-	-	P	-	-	-	-	-
Warehouses		-	-	-	-	P ⁽⁸⁾	-	-	-	-	-
Wholesale Distribution		-	-	-	-	P ⁽⁸⁾	-	-	-	-	-
Separately Regulated Wholesale, Distribution, and Storage Uses											
Impound Storage Yards		-	-	-	-	C	-	-	-	-	-
Junk Yards		-	-	-	-	-	-	-	-	-	-
Temporary Construction Storage Yards Located off-site		L	-	-	L	L	L	L	L	-	-
Industrial											
Heavy Manufacturing		-	-	-	-	-	-	-	-	-	-

Use Regulations Table for Commercial Zones

San Diego Municipal Code Chapter 13: Zones
(3-2006)

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator	Zones									
		CN ⁽¹⁾			CR ⁽²⁾	CO ⁽³⁾		CV ⁽⁴⁾		CP ⁽⁵⁾	
		1st & 2nd >>			1- 2- 3-	1- 2- 3-		1- 2- 3-		1- 2- 3-	
		1	2	3	1	1	2	1	2	1	1
Light Manufacturing		-	-	-	P ⁽⁸⁾	-	-	-	-	-	-
Marine Industry		-	-	-	-	-	-	-	-	-	-
Research & Development		-	-	-	P	P	P	-	-	-	-
Trucking & Transportation Terminals		-	-	-	P	P	-	-	-	-	-
Separately Regulated Industrial Uses		-	-	-	-	-	-	-	-	-	-
Hazardous Waste Research Facility		-	-	-	-	-	-	-	-	-	-
Hazardous Waste Treatment Facility		-	-	-	-	-	-	-	-	-	-
Marine Related Uses Within the Coastal Overlay Zone		-	-	-	C	C	C	C	C	-	-
Mining and Extractive Industries		-	-	-	-	-	-	-	-	-	-
Newspaper Publishing Plants		-	-	-	C	C	C	C ⁽¹⁰⁾	-	-	-
Processing & Packaging of Plant Products & Animal By-products Grown Off-premises		-	-	-	-	-	-	-	-	-	-
Very Heavy Industrial Uses		-	-	-	-	-	-	-	-	-	-
Wrecking & Dismantling of Motor Vehicles		-	-	-	-	-	-	-	-	-	-
Signs		-	-	-	-	-	-	-	-	-	-
Allowable Signs		P	P	P	P	P	P	P	P	P	P
Separately Regulated Signs Uses		-	-	-	-	-	-	-	-	-	-
Community Identification Signs		-	-	-	-	-	-	-	-	-	-
Reallocation of Sign Area Allowance		N	N	N	N	N	N	N	N	N	N
Revolving Projecting Signs		N	N	N	N	N	N	N	N	N	N
Signs with Automatic Changing Copy		N	N	N	N	N	N	N	N	N	N
Theater Marquees		-	-	-	N	N	-	N	-	-	-

RECEIVED
CITY CLERK'S OFFICE
08 JUL 11 PM 4:18
SAN DIEGO, CALIF.