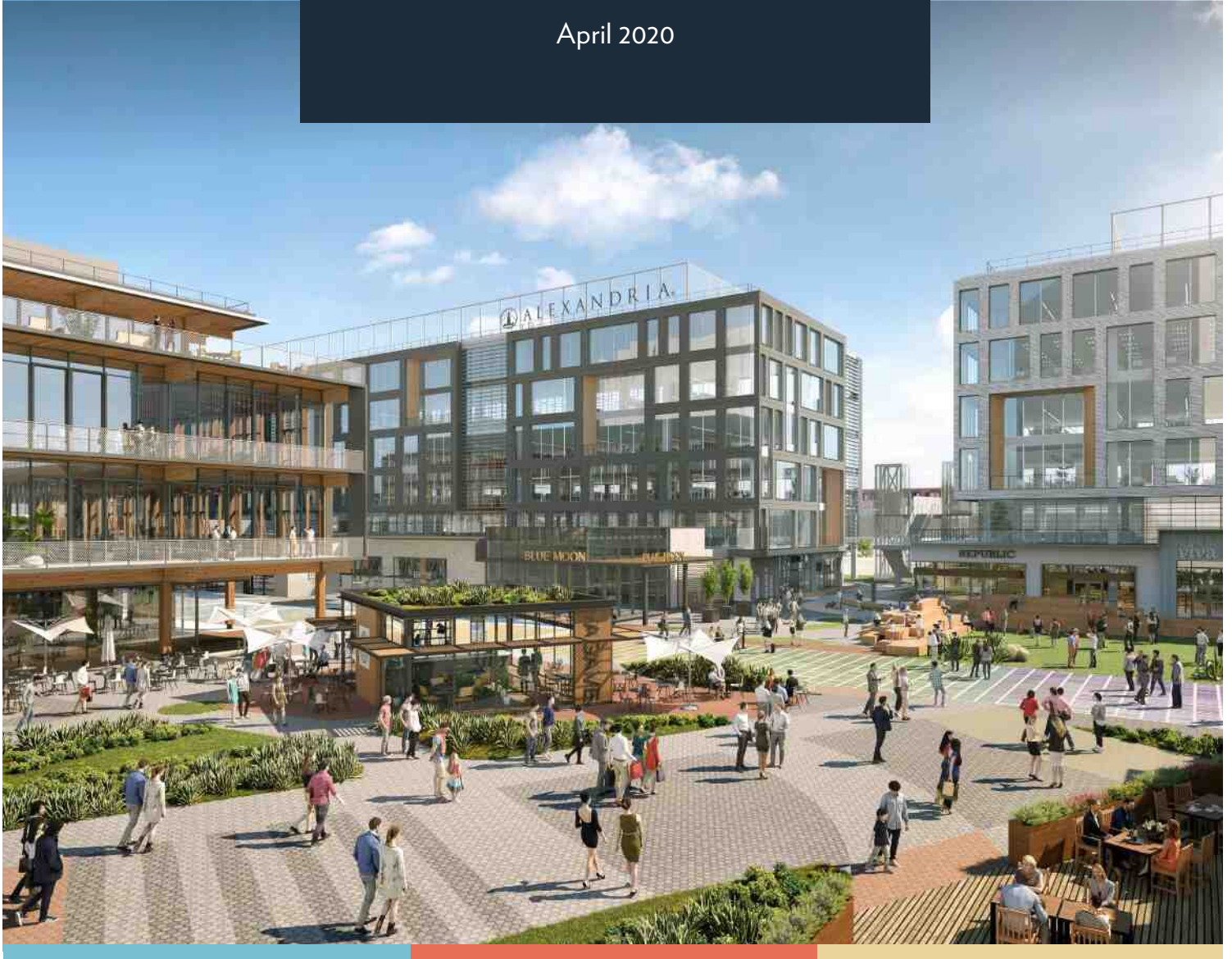


COSTA VERDE CENTER FACT SHEET

Prepared for the
UCPG and the VI

April 2020



COSTA VERDE C E N T E R

Regency
Centers.



ALEXANDRIA

WHAT IS AN EIR



WHAT IS AN ENVIRONMENTAL IMPACT REPORT?

Purpose of CEQA

The California Environmental Quality Act is designed to inform the public and decision makers about the environmental effects of a proposed project and measures to reduce these impacts.

Purpose of an EIR

Provide the public and government detailed information about potential effects of a proposed project on the environment. An EIR also identifies ways to avoid, minimize or mitigate those effects.

What is in an EIR

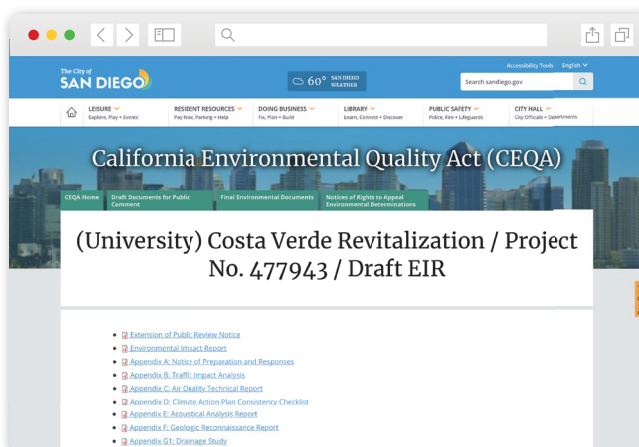
Description of the project. Analysis of environmental impacts of the project. Mitigation measures to reduce environmental impacts. Project Alternatives to reduce environmental impacts.



What is NOT in an EIR

List of potential tenants. Types of building uses. Financial statements. Leasing plans.

Learn More About the Environmental Impact Report



www.sandiego.gov/departament-document/university-costa-verde-revitalization-project-no-477943-draft-eir

The EIR and supporting documents for the Costa Verde Revitalization Project can be found on the City's website.

THIS FACT SHEET WAS PREPARED BY THE APPLICANT FOR YOUR CONVENIENCE AND IS NOT INTENDED AS A SUBSTITUTE FOR THE EIR. PLEASE REFER TO THE EIR AS THE CITY'S OFFICIAL ENVIRONMENTAL DOCUMENT.

PROJECT BACKGROUND



Regency Centers owns and operates the 13 acre Costa Verde Center. The shopping center was built four decades ago long before it was surrounded by homes and apartments within a one mile radius. Regency Centers has been working since early 2015 on plans to revitalize the center and add uses/partners to enhance the sites vitality and take advantage of the regional investment in the \$3B Mid Coast Trolley line. We understand Costa Verde Center needs an extensive upgrade to continue to meet your needs as our neighbors and customers. We'd like to improve the centers site plan and accessibility including enhancing parking, new community amenities and increased choices for shopping and dining. We've also partnered with Alexandria Real Estate to create new office space that can meet the needs of San Diego's growing life science industry.

	EXISTING SITE BUILT IN 1989	UPDATED PROJECT JANUARY 2020
USES /SQUARE FOOTAGE	Retail (178k sq ft)	Retail (178k sq ft) R&D Office (400k sq ft) Hotel (200 rooms)
PARKING	Surface Parking Lot 960 Parking Spaces	Underground Parking Garage 1,837 Parking Spaces
AMENITIES	<ul style="list-style-type: none"> • Grocery Store • Fitness Center • Restaurants • Gas Station • Car Wash • McDonald's • Post Office • Dry Cleaners 	<ul style="list-style-type: none"> • Gourmet Grocer and Specialty Food Retailer • Fitness Operator • Increased Restaurant Space • Gas Station • Car Wash • McDonald's • Post Office • Dry Cleaners • Pharmacy • Expanded Event Plaza • Enhanced Trolley Connection • Daycare • Pedestrian Main Street • Expanded Green Space and • Community Gathering Area

VISUAL & RENDERINGS



VISUAL & RENDERINGS



NOISE



EIR's require noise studies to help identify and mitigate impacts the project might have in the future. We understand that impacts caused by noise from projects is a serious quality of life issue and the Costa Verde Center Revitalization Project will fully comply with all City noise requirements.

Here are some of the ways we plan to mitigate noise impacts on the community:

- Construction barriers will be utilized according to city requirements which are the same for both residential neighborhoods and skilled nursing facilities
- Rooftop HVAC equipment will be properly shielded
- Measures to mitigate noise from indoor or outdoor activities



The office buildings will act as a security and sound buffer between the trolley and the residential buildings to the west of Costa Verde Center in accordance with feedback received from the community



STORMWATER



The Costa Verde Center Revitalization project will drastically improve the sites ability to manage stormwater runoff during major storm events. The proposed stormwater system is designed to meet and exceed the City of San Diego’s requirements for pollutant removal and discharge rates. These improvements will help protect our community’s natural resources like Rose Canyon.

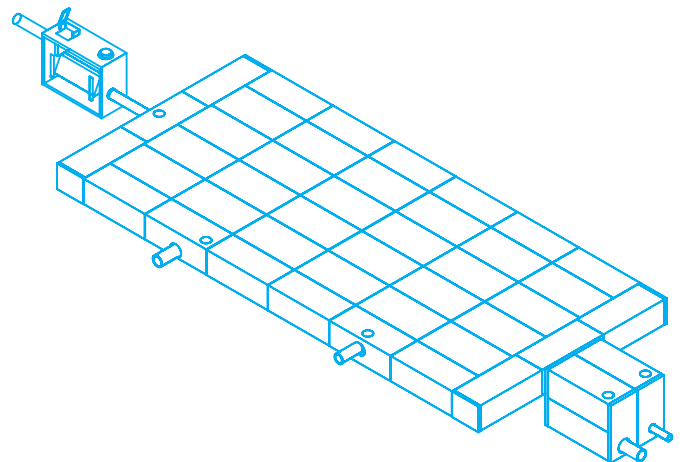


Flow-through Planters

All stormwater will be routed through a series of “flowthrough planters” strategically located throughout the proposed development for treatment. “Flow-through planters” are planters that are specifically designed to effectively treat stormwater using a combination of soil mixes and plants to remove pollutants.

Storage and Discharge

All stormwater will be routed to an underground concrete storage chamber to hold water and regulate the discharge to the public system. The proposed stormwater system is designed to handle a 100-year storm event and will reduce the 100 -year peak discharge rate by up to 65% as compared with the existing developed site.

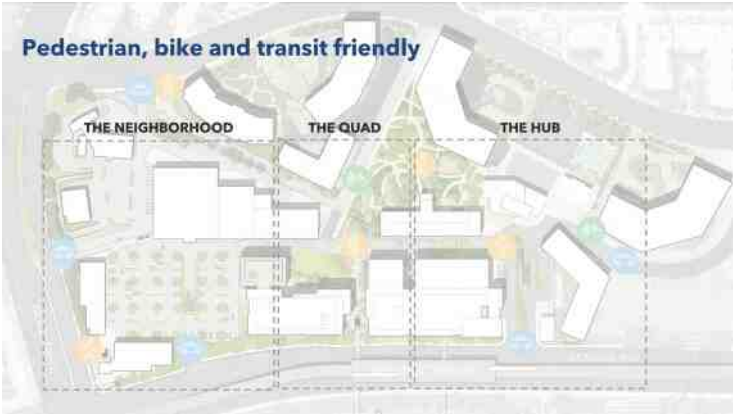


TRAFFIC & CIRCULATION



Climate Action Plan

The City of San Diego’s Climate Action Plan (CAP) lays out the goals for addressing Climate Change and the associated strategies to help achieve those goals. The City is ultimately responsible for setting these goals, outlining best practices for projects to follow, and monitoring both the effectiveness of these strategies and overall progress towards these goals. The Costa Verde Center Revitalization Project will help the City achieve these goals in a number of ways including placing jobs and employment directly on a transit stop, contributing to mobility improvements on and around the site, and complying with the City’s CAP Checklist.



Mobility Improvements

The Costa Verde Center Revitalization Project will drastically improve the pedestrian experience on the site. The existing center has multiple levels and requires the use of a series of escalators to navigate and access all of the shops. This is inconvenient for most people, so the proposed Project will level the site and will now place the majority of retail on one level along the “Main Street” making it easy to access for customers, visitors and employees to the property.

The proposed Project will also be improving the biking experience by constructing a Class IV cycle track on the north side of Nobel Drive and as requested by the City, extended this Class IV cycle track to Regents Road which is consistent with the City of San Diego’s plans for mobility infrastructure in the University community. Regency and Alexandria are working with Circulate San Diego to design improvements and enhancements at crosswalks along the perimeter of the property.

PARKING NUMBERS

EXISTING SPACES

960

CITY REQUIRED SPACES

1837

TRAFFIC & CIRCULATION



The EIR and associated traffic study analyze the potential impacts that the Costa Verde Revitalization Project will have on the community. The project was analyzed under both the currently required Level of Service (LOS) model and the Vehicle Miles Traveled (VMT) model that all traffic studies will be switching to later this year. When reviewing traffic studies, it is important to remember that these studies assume 100% occupancy for all uses on the site.

LOS vs VMT

The State of California is currently in the process of changing how projects are required to measure their traffic impacts for the purposes of CEQA. Starting July 1, 2020 projects will no longer use Level of Service (LOS) in Environmental Impact Reports and will instead use Vehicle Miles Traveled (VMT).

Level of Service (LOS): Measures traffic impacts to roads and intersections based on estimated wait times. This system focused on requiring improvements such as road widening to reduce congestion which the University community has consistently opposed.

Vehicle Miles Traveled (VMT): Measures impacts that a project may have through total miles traveled for trips to and from a project. This system focuses on reducing total vehicle miles traveled through improvements to alternative transportation options like bike lanes and transit.

Mitigation of Impacts

The Costa Verde project will generate more than **\$10M** in FBA fees that will be used for local traffic and transportation projects and community benefits. These funds are in addition to other money that Regency and Alexandria will invest in project mitigation that is required and approved by the City of San Diego including:

- Genesee / Esplanade Ct intersection: Adding outbound lane on Esplanade Ct
- Genesee southerly driveway: Adding southbound dedicated right-turn lane
- Nobel / Costa Verde Blvd: Adding southbound dedicated right-turn lane
- Costa Verde Blvd / Project Driveway: Adding northbound dedicated right-turn lane; on the outbound: providing exclusive left-turn and right-turn turn lane
- Genesee / Decoro: Adding westbound dedicated right-turn lane
- Genesee / SR 52 WB Ramps: Adding traffic signal
- Genesee / SR 52 EB Ramps: Signal changes
- Genesee corridor between Esplanade Ct and Governor: Traffic signal communication upgrades

AVERAGE DAILY TRIPS

EXISTING	PROPOSED
8720	13700

VISITORS TO CENTER

VEHICLE	TRANSIT/BIKE/WALK
87%	13%



My name is John Murphy, and I am leading the effort to revitalize Costa Verde Center on behalf of Regency Centers. All of us at Regency Centers are committed to working with our neighbors to create a better Costa Verde Center. During this process, I hope you will reach out to me if you have any questions or ideas.

John Murphy

Regency Centers | JohnMurphy@RegencyCenters.com