

UDSP AMENDMENT PHOTO SIMULATIONS



UDSP AMENDMENT PHOTO SIMULATIONS KEY PLAN



TWIN OAKS VALLEY ROAD:

- 1. TWIN OAKS VALLEY ROAD & CRAVEN DRIVE - LOOKING NORTH
- 2. TWIN OAKS VALLEY ROAD & CAMPUS MARKET - LOOKING NORTH
- 3A. TWIN OAKS VALLEY ROAD & NORTH CITY DRIVE - LOOKING SOUTH-EAST
- 4. TWIN OAKS VALLEY ROAD & SR 78 BRIDGE - LOOKING SOUTH
- 4A. TWIN OAKS VALLEY ROAD & SAN MARCOS BOULEVARD - LOOKING SOUTH
- 5. TWIN OAKS VALLEY ROAD & MISSION ROAD - LOOKING SOUTH

PARKS:

- 14A. KNOLL PARK - LOOKING EAST

STATE ROUTE 78:

- 19. SR 78 & SAN MARCOS BOULEVARD - LOOKING SOUTH EAST
- 19A. EAST BOUND SR 78 - LOOKING EAST
- 20. WEST BOUND SR 78 - LOOKING WEST
- 21. 104 RANCHEROS DRIVE - LOOKING SOUTH

BARHAM DRIVE:

- 24. BARHAM DRIVE & SPRINTER STATION - LOOKING SOUTH-WEST

DISCOVERY STREET:

- 25. DISCOVERY STREET & RUSH DRIVE - LOOKING NORTH-EAST

 # VANTAGE POINT WHERE BUILDINGS ARE VISIBLE

DISCLAIMER

The attached renderings are meant to serve as a visual tool to assist the City of San Marcos in assessing a proposed change to the development regulations within the University District Specific Plan area that would allow for increased building height. The drawings are solely meant to represent typical massing and scale. They are not intended to illustrate actual building design.

No additional density or intensity beyond what has already been approved in the Specific Plan is being requested. In fact, the proposed amendment would result in a decrease of approximately 187,000 square feet of non-residential uses and no change to the overall number of housing units.

The proposed modification to the building height regulations is intended to provide for greater architectural variation and contribute to a “downtown” identity for the City of San Marcos. Increased height limits would allow for smaller building footprints at the ground level, opening up additional lot area for public realm enhancements such as urban plazas, paseos, and other pedestrian amenities.

BUILDING HEIGHT REGULATION - CURRENTLY ALLOWED

THESE RENDERINGS ARE SOLELY INTENDED TO ILLUSTRATE POTENTIAL BUILDING HEIGHTS AND DO NOT REFLECT ACTUAL ARCHITECTURAL DESIGN.



PROPOSED BUILDING HEIGHT REGULATION - AMENDED UD-SPA

THESE RENDERINGS ARE SOLELY INTENDED TO ILLUSTRATE POTENTIAL BUILDING HEIGHTS AND DO NOT REFLECT ACTUAL ARCHITECTURAL DESIGN.



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**1 - TWIN OAKS VALLEY ROAD & CRAVEN DRIVE
LOOKING NORTH**

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2 - TWIN OAKS VALLEY ROAD & CAMPUS MARKET
LOOKING NORTH

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**3A - TWIN OAKS VALLEY ROAD & NORTH CITY DRIVE
LOOKING SOUTH-EAST**

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4 - TWIN OAKS VALLEY ROAD & SR 78 BRIDGE
LOOKING SOUTH

BUILDING HEIGHT REGULATION - CURRENTLY ALLOWED

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PROPOSED BUILDING HEIGHT REGULATION - AMENDED UD-SPA

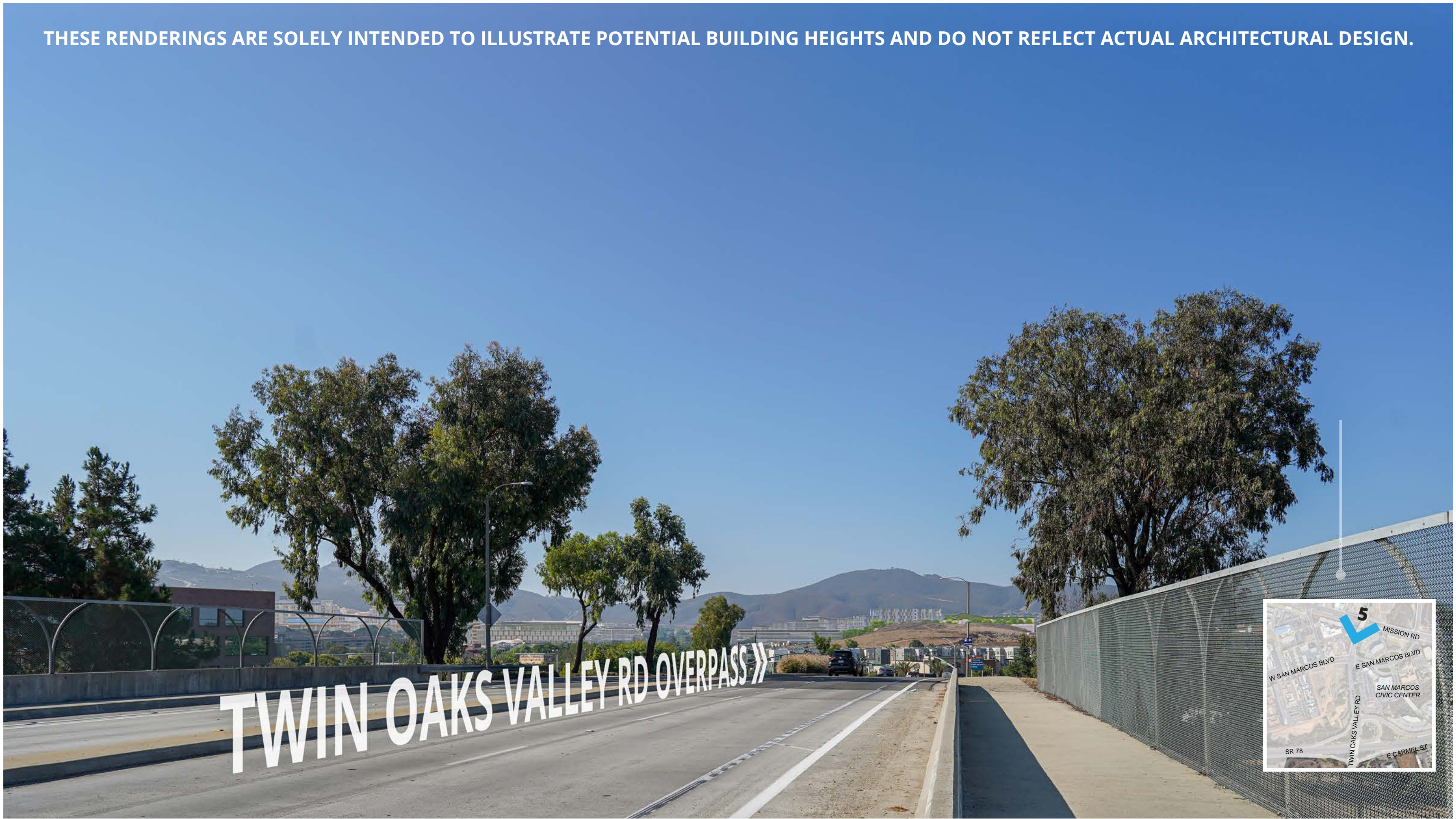
THESE RENDERINGS ARE SOLELY INTENDED TO ILLUSTRATE POTENTIAL BUILDING HEIGHTS AND DO NOT REFLECT ACTUAL ARCHITECTURAL DESIGN.



4A - TWIN OAKS VALLEY ROAD & SAN MARCOS BOULEVARD
LOOKING SOUTH

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5 - TWIN OAKS VALLEY ROAD & MISSION ROAD
LOOKING SOUTH

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5 - TWIN OAKS VALLEY ROAD & MISSION ROAD
LOOKING SOUTH

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BUILDING HEIGHT REGULATION - CURRENTLY ALLOWED

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**19 - SR 78 & SAN MARCOS BOULEVARD
LOOKING SOUTH-EAST**

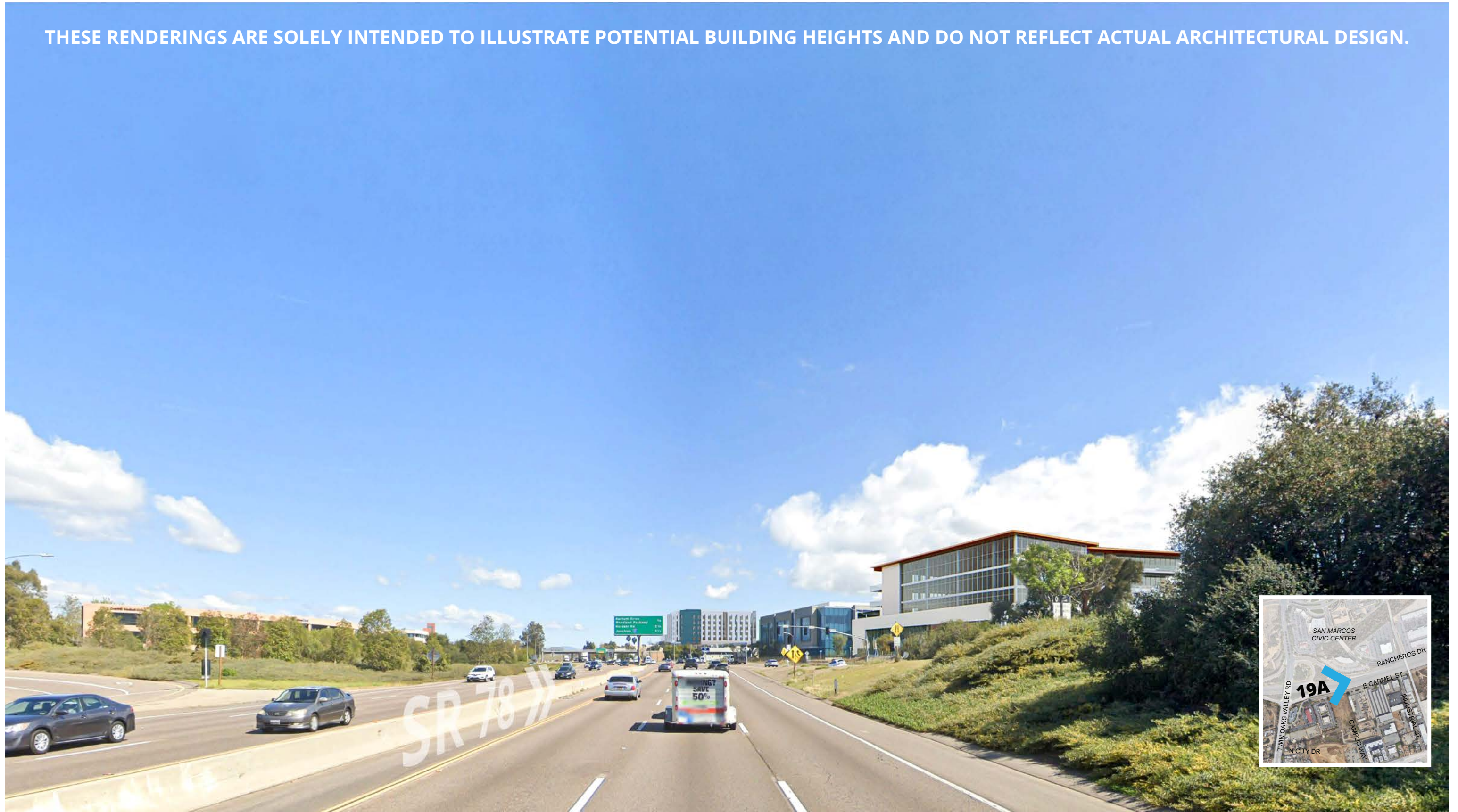
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19 - SR 78 & SAN MARCOS BOULEVARD
LOOKING SOUTH-EAST

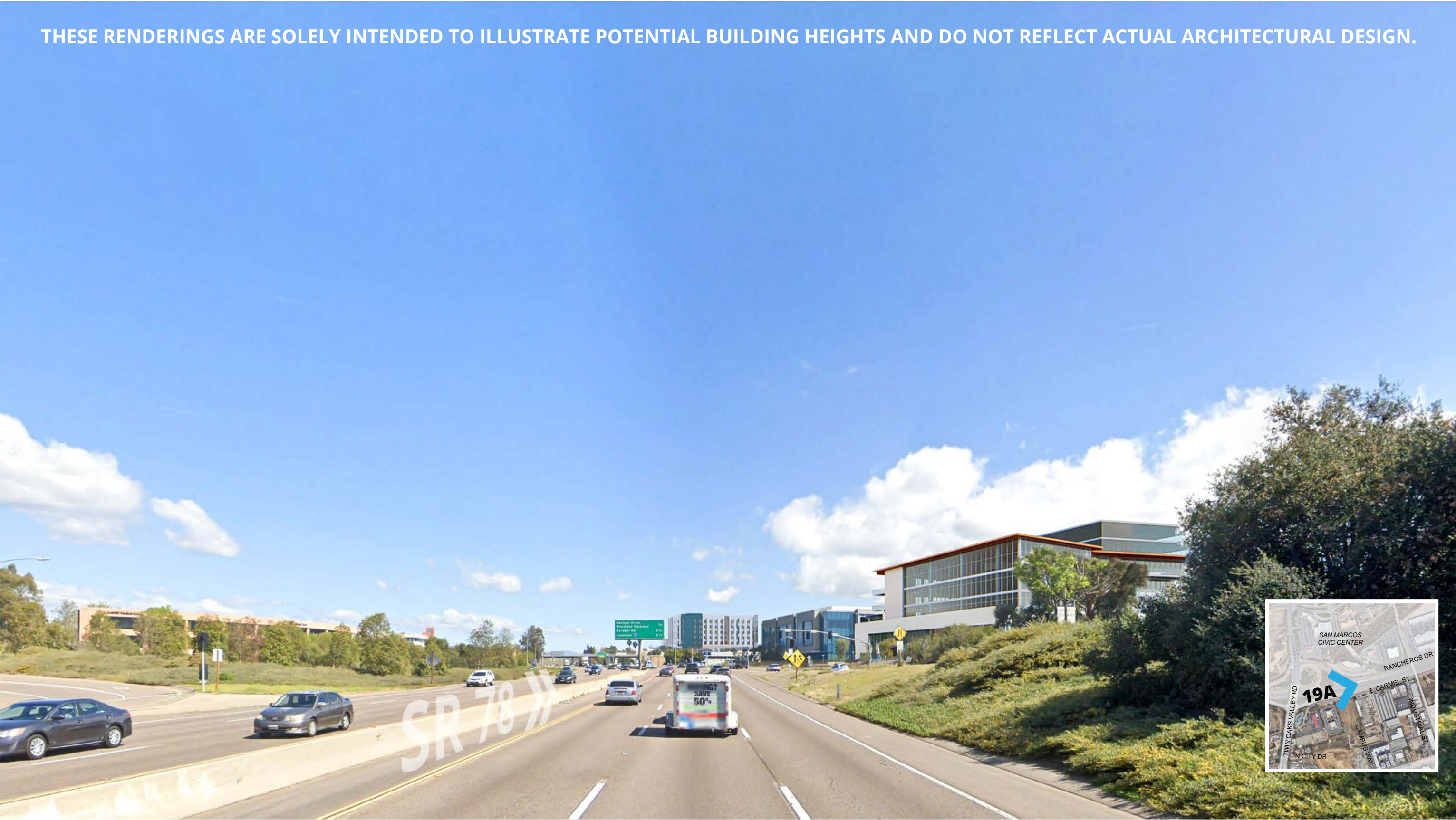
BUILDING HEIGHT REGULATION - CURRENTLY ALLOWED

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PROPOSED BUILDING HEIGHT REGULATION - AMENDED UD-SPA

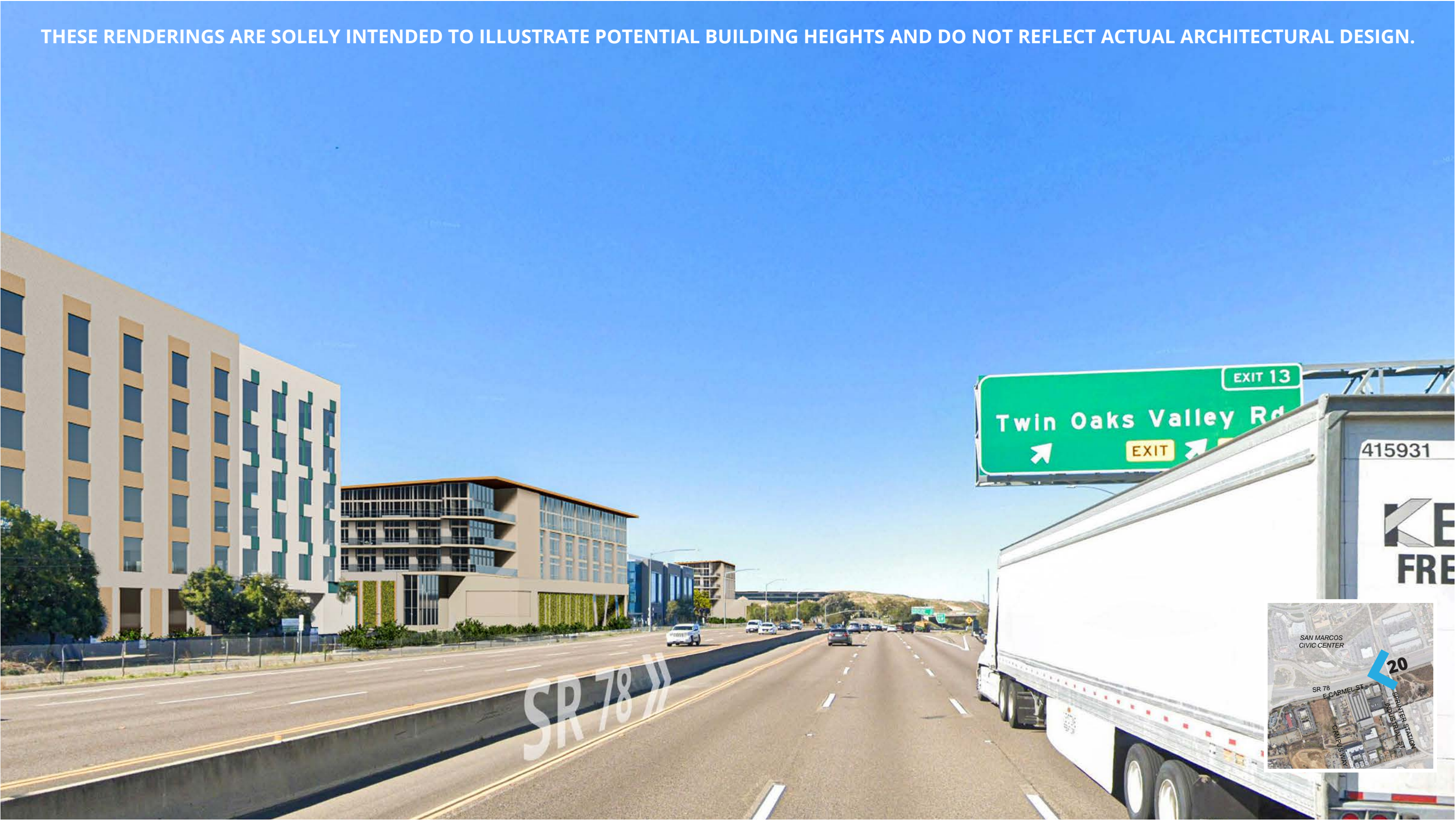
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19A - EAST BOUND SR 78
LOOKING EAST

BUILDING HEIGHT REGULATION - CURRENTLY ALLOWED

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20 - WEST BOUND SR 78
LOOKING WEST

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20 - WEST BOUND SR 78
LOOKING WEST

PROPOSED BUILDING HEIGHT REGULATION - AMENDED UD-SPA

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24 - BARHAM DRIVE & SPRINTER STATION
LOOKING SOUTH-WEST

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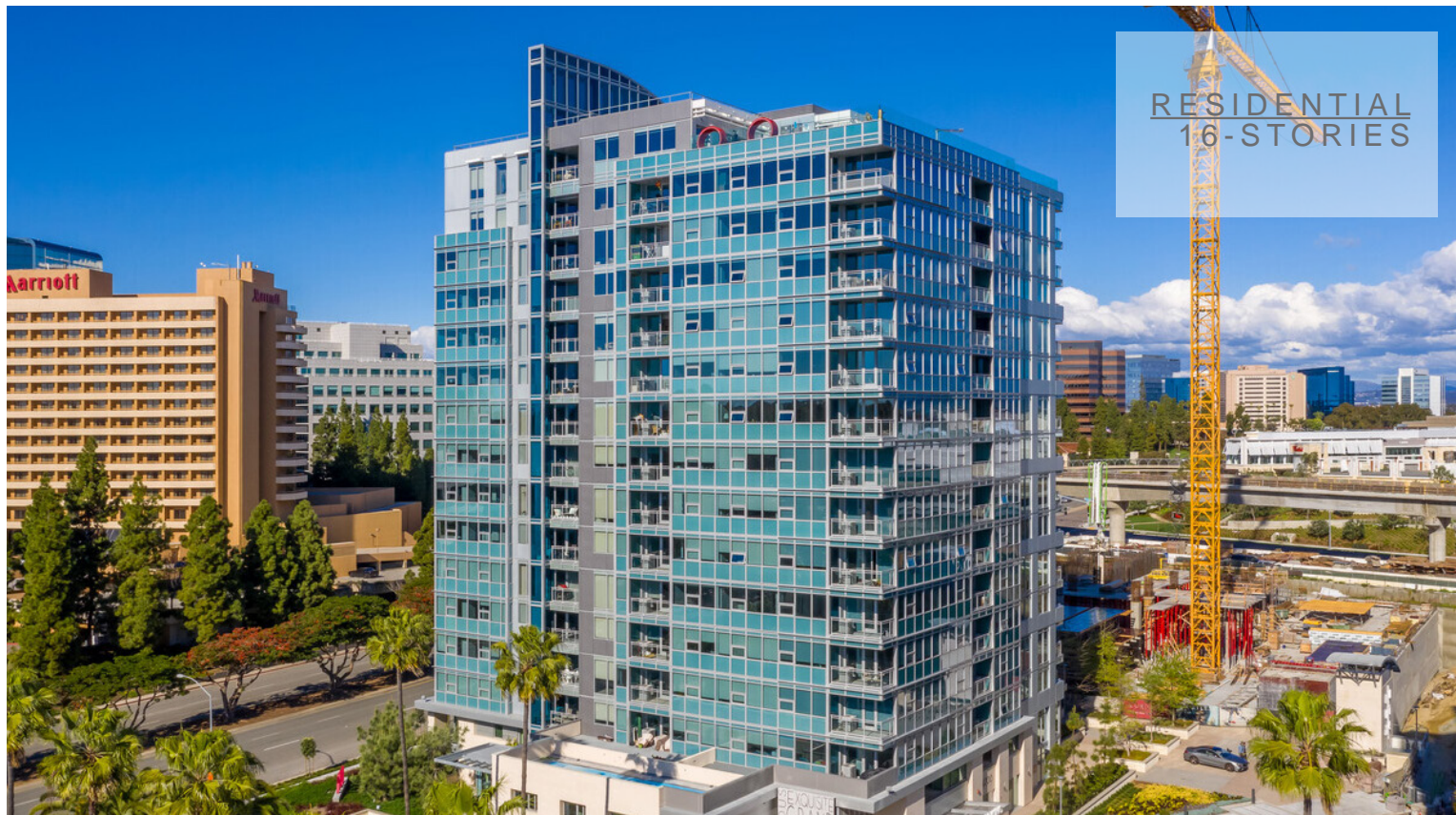


25 - DISCOVERY STREET & RUSH DRIVE
LOOKING NORTH-EAST

REFERENCE BUILDINGS



SUNROAD SPECTRUM

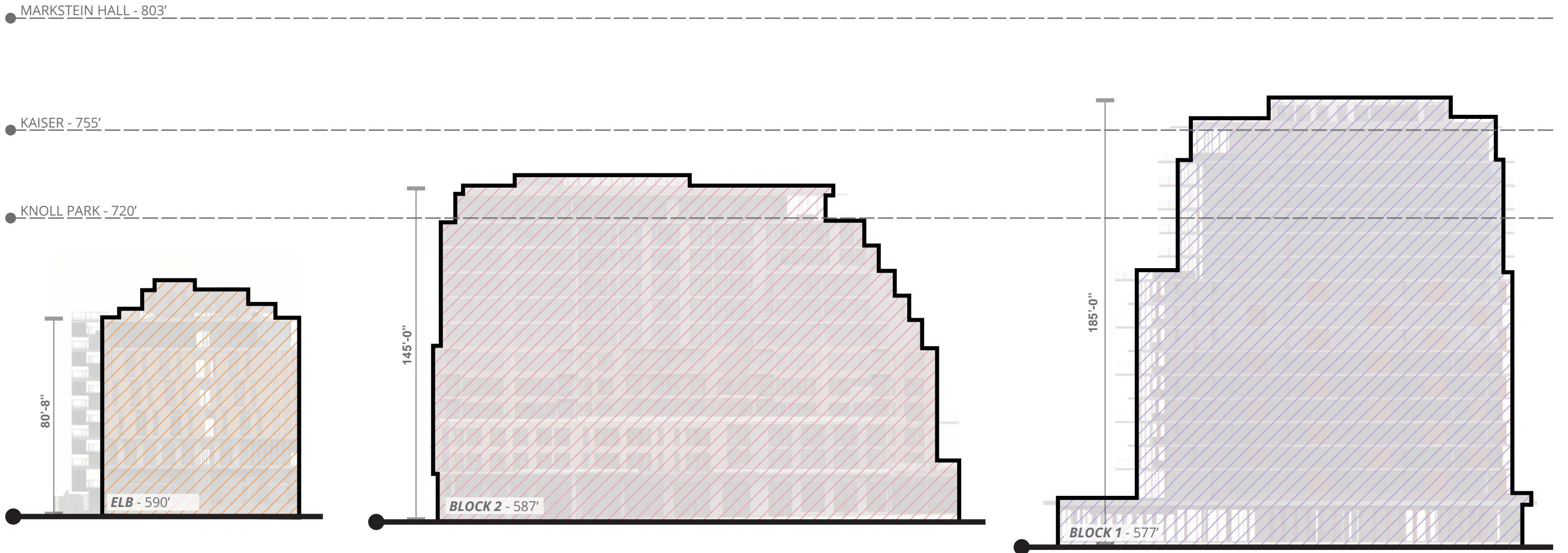


LUX UTC

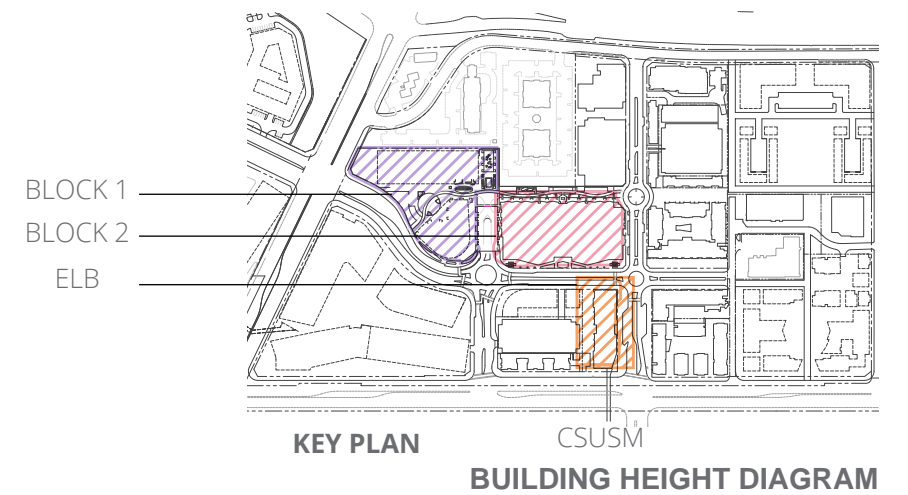


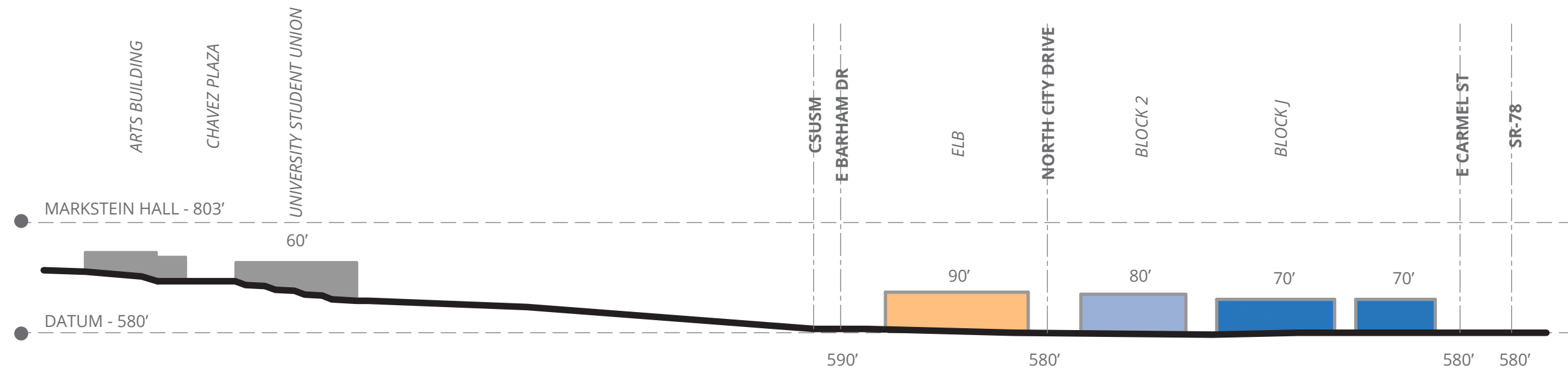
NORTH TORREY PINES LIVING & LEARNING

BUILDING HEIGHT DIAGRAMS

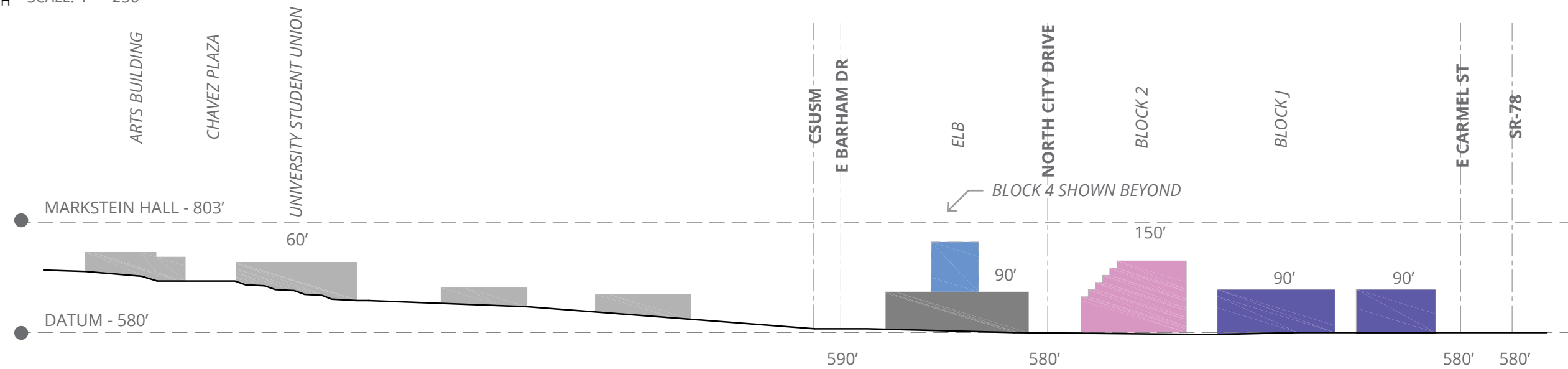


* ELEVATIONS ARE NOTED RELATIVE TO SEA LEVEL





SECTION AA - CURRENT
SCALE: 1" = 250'



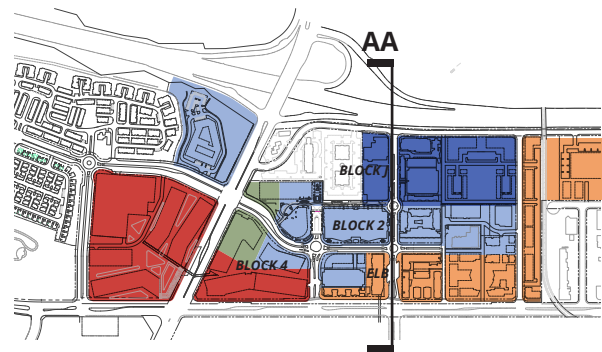
SECTION AA - AMENDED
SCALE: 1" = 250'

LEGEND - CURRENT

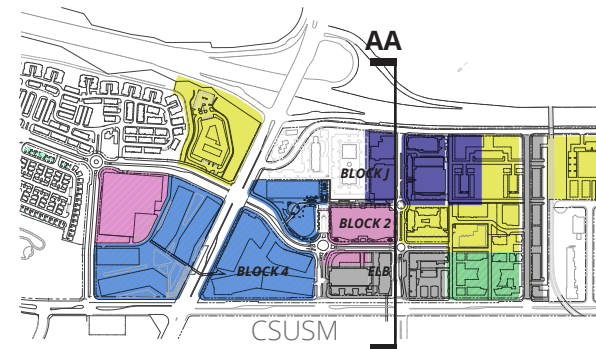
- 3-stories or 30' min. / 7-stories and 90' max.
- 2-stories or 20' min. / 6-stories and 90' max.
- 3-stories min. / 5-stories and 70' max. if developed as Freeway Commercial Building A or Mixed-Use Building A and 1-story and 36' min. / 3-stories and 70' max. for parts of the building designed for an anchor retail store.
- 3-stories or 30' min. / 6-stories and 80' max

LEGEND - AMENDED

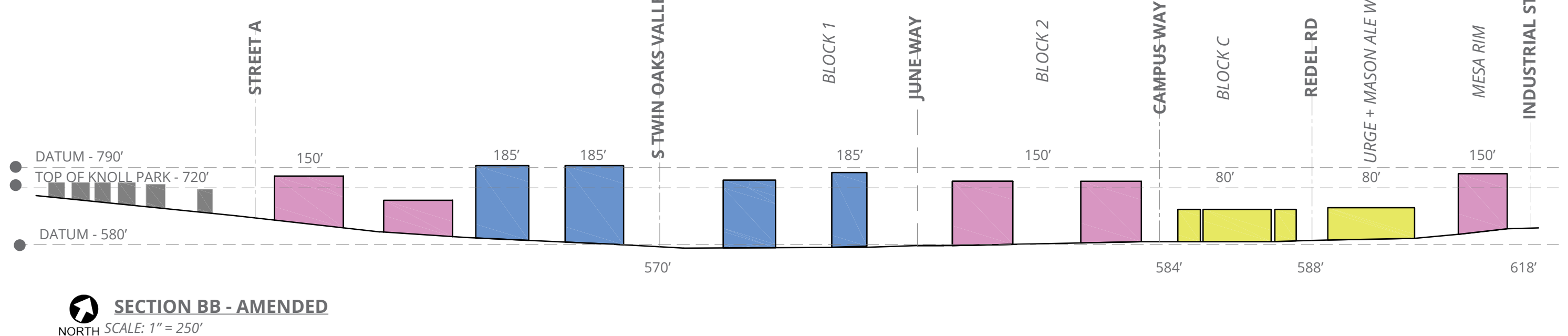
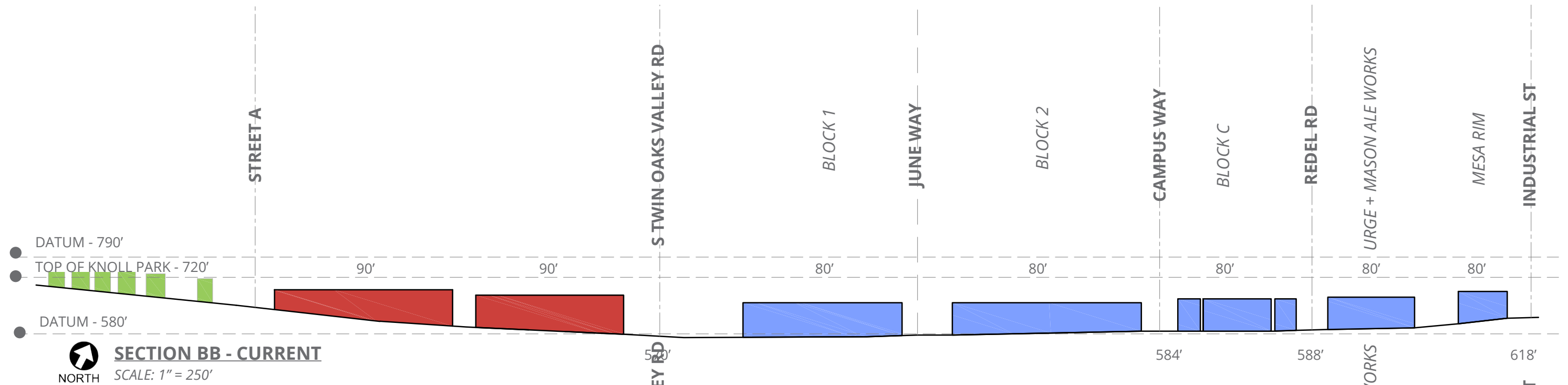
- 3-stories or 30' min. / 150' max
- 3-stories or 30' min. / 185' max
- 3-stories or 30' min. / 175' max
- 2-stories or 20' min. / 6 Stories and 90'-100' max
- 3-stories or 30 min. / 5-6 Stories and 70'-90' max
- no change



CURRENT KEY PLAN



AMENDED KEY PLAN

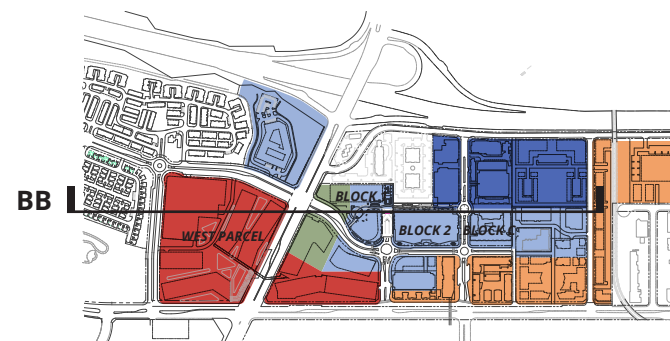


LEGEND - CURRENT

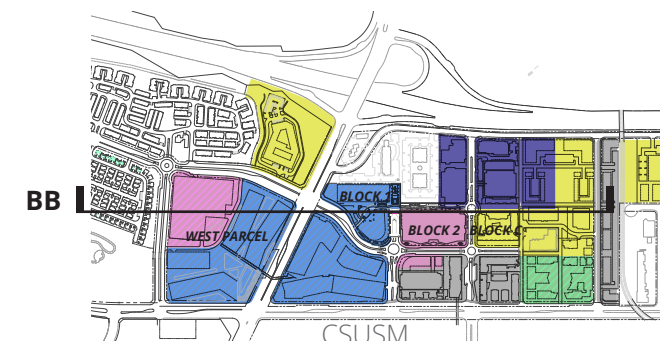
- 3-stories or 30' min. / 7-stories and 90' max.
- 3-stories or 30' min. / 6-stories and 80' max.
- 3-stories min. / 5-stories and 70' max. if developed as Mixed-Use Building A and 1-story and 28' min. / 3-stories and 70' max. if developed as Commercial Building

LEGEND - AMENDED

- 3-stories or 30' min. / 150' max
- 3-stories or 30' min. / 185' max
- 3-stories or 30' min. / 175' max
- 2-stories or 20' min. / 6 Stories and 90'-100' max
- 3-stories or 30 min. / 5-6 Stories and 70'-90' max
- no change



CURRENT KEY PLAN



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