

# 4 Environmental Analysis

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## 4.1 Aesthetics

This section describes the existing setting of the project site, identifies associated regulatory requirements, evaluates potential impacts related to aesthetics related to implementation of the proposed San Diego State University (SDSU) Mission Valley Campus Master Plan Project (proposed project).

A Notice of Preparation (NOP) was circulated from January 19, 2019, to February 19, 2019. A total of 150 letters were received during this comment period. Comments on the NOP related to aesthetics and/or visual quality focused on preparation of a high quality master plan with emphasis on design, Mission-style architecture branding, and guidelines to ensure harmonious design and sense of place; and the provision of additional connections to the site. Please see Appendix A, NOP Scoping Comments, for a complete compilation of comments received on the NOP.

### 4.1.1 Existing Conditions

This section describes the existing conditions in the project area and identifies the visual resources that could be affected by the proposed project. The existing environmental setting discussion below provides a general description of the project vicinity and the project site. Following the general description, the environmental setting is organized according to visual/aesthetic resources identified in Appendix G of the California Environmental Quality Act (CEQA) Guidelines, i.e., scenic vistas, scenic highways, visual character and quality, etc.

#### Scenic Vistas

~~While there are no designated scenic vistas identified in the current Mission Valley Community Plan (City of San Diego 2013a),~~ The City's Draft General Plan Final Program Environmental Impact Report (Final PEIR) (City of San Diego 2008a) identifies non-specific "communitywide" public views for Mission Valley. Specifically, the Final PEIR identifies public views to the San Diego River corridor from hillside streets and parks in the surrounding communities as public vantage points and further implies that these views are de facto scenic vistas.

The project site and adjacent San Diego River corridor are located in a valley bordered by higher elevation mesas to the north and south. In the immediate project area, the mesas are developed with single- and multifamily residential developments. Local mesas provided elevated vantage points from which the project site, San Diego River corridor, Mission Valley, and distant hills and mountains are visible. However, the majority of these views are offered from private residential properties and private views are not typically considered sensitive under CEQA. Views to the project site from public roads atop the developed mesas in the area are generally not available due to the presence of intervening residential development that routinely abut roads and line the mesa rims. In addition to Mission Valley, surrounding communities (i.e., Serra Mesa, North Park and Normal Heights) do not feature hillside or mesa edge public parks that provide views that include the San Diego River and the project site.

The project site is intermittently visible from Interstate (I) 15, I-8, and I-805. While not identified as scenic vistas in local planning documents, views from these freeways of the Mission Valley corridor are occasionally long and extend beyond the project site to hillsides and mesa landforms and to more distant hills and mountains to the east. In addition, San Diego County Credit Union (SDCCU) Stadium, ~~identified as a cultural landmark in the current Mission Valley Community Plan (City of San Diego 2013a),~~ is visible from these facilities.

The project site and surrounding Mission Valley area are visible from Cowles Mountain (1,594 feet above mean sea level) and Pyles Peak (1,379 feet above mean sea level). Located over 5 miles east of SDCCU Stadium in Mission Trails Regional Park, west-oriented views from the slopes and summits of these locations are long and broad and stretch to the Pacific Ocean. While the Stadium and site are visible from the elevated vantage points, these features are experienced within the broader context of the City of San Diego and development along I-8 corridor. Due to the broad westward view offered from prominent terrain in Mission Trails Regional Park, neither the Stadium nor site are particularly dominant features as viewed from these locations.

### Scenic Highways

The nearest state scenic highways to the project site are I-8, State Route (SR-) 163, and I-5 (Caltrans 2019).

I-8, an eligible state scenic highway from the coast (Sunset Cliffs Boulevard) to SR-98 near Coyote Wells. Through Mission Valley, I-8 roughly parallels the southern boundary of the site for approximately 0.75 miles and is located approximately 485 feet from the San Diego River corridor. Between Mission Valley Parkway and I-15 (a distance of approximately 0.75 miles), the upper exterior of SDCCU Stadium structure are intermittently visible from eastbound I-8. Tall eucalyptus trees planted in the sloped interstate median and landscaping installed north of westbound I-8 occasionally block the Stadium and project site from view of eastbound motorists. The duration of view exposure to the Stadium from westbound I-8 is brief. Views are regularly blocked (or obstructed) on the approach from the east by the elevated ramps of east- and westbound I-8 and southbound I-15, and three-story office buildings and landscaping (including tall pine and eucalyptus trees) located north of I-8 and west of I-15. In addition, mature trees within the San Diego River corridor also block or obstruct SDCCU Stadium and the project site from view of westbound I-8 motorists between I-15 and the western boundary of the project site (a distance of approximately 0.6 miles).

From approximately Ash Street in downtown San Diego to I-8, SR-163 is an eligible state scenic highway. Due to intervening canyon slopes, vegetation and development, the project site is not visible from the designated scenic segment of SR-163. The segment of SR-163 that spans the San Diego River and extends north through Mission Valley is located over 2.4 miles from the project site and is not designated scenic. North of I-8, the project site is blocked from view of SR-163 motorists by elevated off-ramps, interstate landscaping, mature trees within the San Diego River corridor, the elevated track of the Metropolitan Transit System (MTS) Trolley Green Line, and a collection of tall office and hotel buildings and associated landscaping. These elements are all located east of SR-163 through Mission Valley and block SDCCU Stadium from view of northbound motorists. Tall hotel and office buildings also block the Stadium from view of southbound motorists on SR-163 as the highway descends adjacent hillsides and traverses Mission Valley.

I-5 through San Diego County is also an eligible state scenic highway. At the San Diego River crossing near Old Town, the project site is located nearly 5 miles from I-5. As viewed from I-5 at the river crossing, SDCCU Stadium is blocked from view by intervening terrain, vegetation, and assorted development along the I-8 corridor.

### Visual Character and Quality

#### *Project Site*

The existing SDCCU Stadium and surrounding surface parking lots are located at 9449 Friars Road in the eastern portion of the Mission Valley Area, immediately to the south of Friars Road, to the west of I-15, and to the north of San Diego River and I-8. The primarily asphalt paved site is generally sloped from north to south and features

elevations ranging from approximately 100 feet above mean sea level in the northwest corner to 50 feet above mean sea level along the southern boundary. Vegetation is sparse within the boundary of the majority of the project site; however, small pockets of riparian and upland vegetation occur in the site's southwestern boundary near the turf practice fields. Located south of the MTS trolley corridor, these areas support a dense collection of mature trees and lower shrubs. In addition, single rows of evenly spaced ornamental trees are planted in two concentric rings around the inner parking lot and the concrete concourse that surrounds the Stadium. Radial lines of evenly spaced pine trees are also planted within seven of the eight concrete paths that collect and direct visitors from the parking lot to the Stadium's ticket gates.

SDCCU Stadium is centrally located within the project site boundaries. The approximately 120-foot-tall concrete Stadium structure is surrounded by over 150 acres of surface parking lots. According to the Historical Resources Technical Report prepared by Heritage Architecture & Planning for the San Diego Stadium Project in 2015, the configuration of the Stadium utilize a series of circular forms (i.e., ramps/walkways) that radiate from a central horseshoe-shaped structure that was once opened on the east end. Installed in 1997, video screens and signage now occupy the east end. A large "Jumbo-tron" video screen, scoreboard and second video screen are installed atop the Stadium on the west end. A series of paired vertical concrete columns run perpendicular to the horizontal horseshoe-shaped sections to support the uppermost portions of the Stadium. Two cylindrical elevator towers each that are connected to the central structure by bridges are located on the north and south sides of the Stadium. Several one to two-story curved concrete additions/features including Murphy's and a concessions stand are wedged between ramps and escalators along the structure exterior. The unpainted concrete exterior of the Stadium features visible staining in some area as well as exposed pipes, A/C units and wiring. Lastly, ticket gate and other informational signage is affixed to the exterior of the unadorned grey concrete structure in the concourse areas.

In addition to SDCCU Stadium, the southern portion of the site is traversed by an elevated section of the MTS-owned Trolley Green Line and Stadium Station. The elevated station is characterized by a collection of unpainted vertical and horizontal columns and red railing/fencing alongside ramps/walkways. The station and nearby surface parking spaces are accessible to the public.

Photos of SDCCU Stadium, surrounding parking lots, single-story prefabricated buildings and site landscaping are provided on Figure 4.1-1, Existing Conditions – Project Site.

### **Surrounding Area**

Land uses in the surrounding area are depicted on Figure 2-3, Surrounding Land Use.

The project site is accessible from the north via Friars Road, Mission Village Drive, and San Diego Mission Road. The project boundary directly abuts Friars Road and San Diego Mission Road on the northwest and northeast, respectively. The Mission Valley East Fire Station and a large surface parking lot are located north of Friars Road and the fire station is adjacent to higher elevation terrain to the west and north. A densely landscaped multifamily residential development ("Monte Vista") comprised of numerous four-story apartment buildings is located to the west of the fire station. Several east- and south-facing buildings along the east and south exterior of the development are situated approximately 60 to 30 feet higher in elevation than the high point of the project site and have available views to SDCCU Stadium and surface parking lots.

To the north, a series of finger-like mesas separated by narrow canyons are developed with single-family residential neighborhoods. However, individual homes are setback from the edge of the mesa and abut a transmission line corridor featuring numerous steel lattice towers and tubular poles, and wood poles. Lastly, the northeastern corner

of the project site that parallels San Diego Mission Road is located near six white cylindrical storage tanks and a primarily white, prefabricated metallic single-story maintenance building. These features and nearby facilities to the north of Friars Road are part of the Kinder Morgan Energy Partners Mission Valley Terminal petroleum storage and distribution facility.

The western boundary of the proposed project site abuts the Fenton Market Place shopping center. The approximately 60-acre center consists of regional serving commercial uses, retail businesses, office space, and a large central surface parking lot. Anchor tenants include Costco, IKEA, and Lowe's Home Improvement and these businesses are housed in long, warehouse-style buildings adorned with corporate color schemes and logos. In addition, the shopping center features numerous restaurants and other services, office space (three- to seven-stories high buildings in the northeastern corner of the development site), and the Mission Valley branch of the City of San Diego Public Library. Multifamily residential developments encompassing numerous two- and three-story buildings are located to the west and north of the Fenton Market Place (i.e., to the north of Friars Road and west of Fenton Parkway, respectively). Landscaping consisting of palm and carrotwood trees and shrubs is located throughout the center's parking lot.

The San Diego River borders the southern boundary of the proposed project site. Dark green, tall and spreading riparian trees within the riverbed are generally dense and the south-facing slope to the north of the river features pockets of sparse shrubby vegetation. Several multistory office buildings of brick, concrete and glass and associated surface parking lots are located south of the river and are bordered by Camino Del Rio North and I-8 to the south. Similar to the terrain to the north of the project site, valley terrain to the south of the project site (and south of I-8) rises and forms a series of canyons and elongated mesas developed with single-family residential development.

Lastly, Murphy Canyon Creek is located within the eastern project boundary; I-15, and multifamily apartment and low-profile office development, are located east of the project site. Murphy Canyon Creek is periodically maintained by the City of the San Diego and is characterized as a narrow channel flanked by slopes vegetation with trees and shrubs. Near the San Diego Mission Road bridge, trees within and/or adjacent to the creek bed partially block views to SDCCU Stadium to interstate motorists. South of the bridge views to the Stadium and site are available briefly before the elevated deck of the I-8 westbound on-ramp partially blocks available views to the west beyond the interstate corridor. Two or three-story multifamily residential development housed in a variety of off-white and earth tone colors and generally topped by tiled or wood shingle roofs are the predominant development to the east of the interstate and north of the San Diego River. The Mission Basilica San Diego de Alcala is located approximately 0.40 miles to the eastern boundary of the project site. Partially screened views to the project site are available from the southern and western areas of the mission campus that is comprised of numerous buildings constructed atop slightly elevated terrain.

### ***Viewpoints***

Eleven (11) locations from which representative views of SDCCU Stadium and the project site are available to viewer groups in the surrounding area were selected to evaluate the anticipated visual change associated with implementation and operation of the proposed project. These locations (i.e., viewpoints) form the basis of the impact analysis as it relates to visual character and quality of the site and surrounding area. The views at identified viewpoints are also characteristic of the range of viewing angles, distances, and general visibility to the project site available to local viewer groups in the surrounding area. The quality of the existing view and character of the landscape at the viewpoints was captured in photographs taken during the February 2019 photographic inventory. The location of the viewpoints and their relationship to the project site is depicted on Figure 4.1-2, Viewpoints. The existing photographs taken at each viewpoint are included on Figures 4.1-3 through 4.1-5, Existing Views to the Project Site, and a brief description of each view is provided below each image.

Table 4.1-1, Viewpoints and General Visibility, below lists the identified viewpoints and provides the location, approximate distance, viewing angle/observer position, and general visibility conditions to the project site. A brief description of the view and visual character of the landscape also is provided below by key view location.

**Table 4.1-1. Viewpoints and General Visibility**

Viewpoints	View Direction and Location	Approximate Distance to Project Site/Boundary	General Visibility Conditions to Project Site
1	Southward view to project site from Mission Village Drive	0.30 miles	Partially obstructed. Canyon slopes and trees focus views south the main gate entrance, parking lot, and north exterior of SDCCU Stadium.
2	Southwestward view to project site from I-15	0.50 miles	Partially obstructed. Upper portions of SDCCU Stadium structure visible above white tanks in the foreground. Parking lots blocked from view by intervening development and Friars Road off-ramp.
3	Southwestward view to project site from San Diego Mission Road	100 feet	Unobstructed. Parking lots in northeastern corner of site visible. Site landscaping and exterior of Stadium structure (including circular ramps) visible.
4	Westward view to project site from <del>I-5 On-Ramp</del> Friars Road SB On-Ramp to I-8	100 feet	Unobstructed. Eastern parking lots and associated landscaping visible. East exterior of Stadium, signage, circular ramps, and exterior of Jumbo-tron visible.
5	Northeastward view to project site from Cliff Place	0.60 miles	Partially obstructed. West portion of site obstructed by foreground canyon terrain. South exterior of Stadium, south and eastern parking lots, and MTS Trolley Stadium Station (and elevated trolley track) visible.
6	Northward view to project site from eastbound Camino Del Rio	0.20 miles	Partially obstructed. Upper portions of south exterior of Stadium visible. Red components at MTS Trolley Stadium Station visible. Western parking lot and elevated trolley track visible through gaps in landscaping.
7	Northeastward view to project site from eastbound I-8	0.20 miles	Obstructed. Upper concrete components of south and west Stadium exterior visible. Trolley Stadium Station obstructed from view by mature trees and low concrete wall separating east- and westbound lanes. Parking lots and trolley not visible.
8	Northeastward view to project site from Mission City Parkway	0.10 miles	Partially obstructed. South and west exterior of Stadium (including circular ramps) visible. MTS Trolley Stadium Station obstructed by river corridor vegetation. Elevated trolley track and western parking lot visible but partially blocked from view by river corridor trees.

Table 4.1-1. Viewpoints and General Visibility

Viewpoints	View Direction and Location	Approximate Distance to Project Site/Boundary	General Visibility Conditions to Project Site
9	Eastward view to project site from northbound I-805	0.40 miles	Partially obstructed. South and west exterior of Stadium, MTS Trolley Stadium Station, and south parking lot visible. West, north, and east parking lots blocked from view.
10	Eastward view to project site from MTS Trolley Fenton Parkway Station	N/A*	Partially obstructed. West and south exterior of Stadium visible. Elevated trolley track and MTS Trolley Stadium Station visible. South parking lot partially visible.
11	Southeastward view to project site from Friars Road	30 feet	Unobstructed. North and east parking lots (and associated landscaping) visible. North and west exterior of Stadium, circular ramps, escalator ramps, and curved addition (Murphy's Bar and Restaurant [previously, Stadium Club]) visible.

**Note:**

\* Within project site boundary.

**Viewpoint 1: Mission Village Drive**

Viewpoint 1 is located on Mission Village Drive, approximately 930 feet north of Friars Road, and offers a southward view to the main Stadium entrance marked by a horizontal, teal band and flag pole (see Figure 4.1-3, Viewpoint 1). Located 0.30 miles away, SDCCU Stadium towers above the main entrance and is characterized by greyish and off-white, horizontal and vertical concrete beams and pillars and circular access ramps. Densely vegetated, green canyon slopes are visible beyond the Stadium and create a short southern horizon line. Multiple conductor lines span Mission Village Drive and are silhouetted against the sky.

Viewpoint 1 is representative of views experienced by motorists, pedestrians, and cyclists traveling south on Mission Village Drive towards Friars Road and SDCCU Stadium. Mission Village Drive and SDCCU Stadium are prominent features in the existing view from Mission Village Drive.

**Viewpoint 2: Southbound I-15**

Viewpoint 2 is located on southbound I-15, approximately 0.35 miles north of Friars Road, and offers a southwesterly view beyond a collection of white, cylindrical tanks in the foreground towards a partially obstructed SDCCU Stadium (see Figure 4.1-3, Viewpoint 2). In addition to the I-15, storage tanks, asphalt surfaces and numerous vehicles at the Kinder Morgan Mission Valley Terminal are prominent features in the view. SDCCU Stadium (approximately 0.70 miles away) is located beyond these features and with the exception of concrete on the east exterior that is lightened in color by the sun, the structure displays dark tones that help it to partially blend in with the dark, distant hillside.

Viewpoint 2 is representative of views experienced by southbound interstate motorists on the approach towards Friars Road.

**Viewpoint 3: San Diego Mission Road**

Viewpoint 3 is located on San Diego Mission Road and offers an unobstructed, southwestward view beyond the elevated road and low concrete wall towards asphalt parking lots, scattered landscaping and SDCCU Stadium (see Figure 4.1-3, Viewpoint 3). Located 0.25 miles away, SDCCU Stadium is the prominent feature in the view and the bulk, scale and building materials of the structure are distinct. Thin light poles are distributed throughout the Stadium parking lots lightly colored, multistory building are visible south of the San Diego River corridor and west of the project site. In addition, rolling hills and steep canyon slopes are visible to the west and southwest.

Viewpoint 3 is representative of views experienced by motorists, pedestrians, and cyclists on the approach towards the San Diego Mission Road/Mission Village Drive intersection.

**Viewpoint 4: Friars Road SB On-Ramp to I-8/I-15 Southbound On-ramps**

Viewpoint 4 is located on the ~~southbound I-15 on-ramp to I-8~~ via Friars Road. South of Friars Road, the on-ramp gradually descends in elevation, spanning Murphy Canyon Creek, and parallels the I-15 alignment for approximately 0.40 miles before merging onto the interstate. Viewpoint 4 is located approximately 0.20 miles south of Friars Road, is adjacent to the banks of Murphy Canyon Creek, and offers an unobstructed westward view towards parking lots and the east exterior of SDCCU Stadium (located 0.20 miles away) (see Figure 4.1-3, Viewpoint 4). The rectangular, horizontal, and vertical concrete components of the structure are apparent in the view, and large Stadium signage is legible. The Stadium is centrally located in the view and is the prominent feature. Beyond the project site, a multistory tan with reddish tile roofs apartment development is detectable to the northeast, and the reflective glass exterior of a high-rise office building is visible above parking lot trees to the southwest.

Viewpoint 4 is representative of views experienced by local road motorists on the approach towards the southbound ~~I-8/I-15~~ transition.

**Viewpoint 5: Cliff Place**

Viewpoint 5 is located on Cliff Place, a narrow road that lines a canyon system located south of the project site and I-8. Residences located on Cliff Place are located approximately 330 feet greater in elevation than the project site and are within the neighborhood of Normal Heights. Viewpoint 5 offers a northeastward view that includes the project site, MTS Trolley Stadium Station, SDCCU Stadium, I-15, and Murphy Canyon, and local and more distant regional mountains including Mount Woodson and Palomar Mountain (see Figure 4.1-4, Viewpoint 5). The bulk and scale of SDCCU Stadium (located 0.85 miles away) is evident in the view, but along with local and distant mountain terrain including peaks in Mission Trails Regional Park, the foreground canyon terrain are the prominent features in the landscape. Indistinct and lightly colored development east and north of the Stadium is detectable in the view.

Viewpoint 5 is representative of views experienced by a limited number of local road motorists and Normal Heights residents lining the canyons to the south of I-8.

**Viewpoint 6: Camino Del Rio South**

Viewpoint 6 is located on eastbound Camino Del Sur, a three-lane road with bike lanes and an unprotected center median that parallels I-8 through Mission Valley. Viewpoint 6 offers a northward view to the south and east elevation of the SDCCU Stadium (approximately 0.40 miles away) and parking lots that are partially obstructed by chain-link fencing, eucalyptus trees, and office development located north of I-8 (see Figure 4.1-4, Viewpoint 6). Hillsides and ridge developed with residential structures and electrical transmission infrastructure are visible to the north of SDCCU Stadium. The terrain to the immediate north of I-8 is located approximately 15 feet lower in elevation than Camino Del Rio South and therefore, I-8 is not visible in the northward offered at Viewpoint 6.

**Viewpoint 7: Eastbound I-8**

Viewpoint 7 is located on eastbound I-8, approximately 615 feet east of the Mission City Parkway Bridge and offers a northeastward view across the interstate and towards SDCCU Stadium. Located 0.50 miles away, SDCCU Stadium is partially obstructed by tall eucalyptus trees installed in the median and north of I-8. Horizontal and vertical concrete components of the Stadium structure are visible above the low concrete wall of the interstate (see Figure 4.1-4, Viewpoint 7). In addition to the Stadium and tall eucalyptus trees, warehouse (yellow building) and office development (tall grey buildings) in the Fenton Market Place are visible as is the red-tile roofs of nearby multifamily residential development. Further, green and vegetated to tan and bare hillsides are detectable in the northward view, and the canyon rim is developed with tall support structures for electrical infrastructure and residential structures.

**Viewpoint 8: Mission City Parkway**

Located on the Mission City Parkway span of I-8, Viewpoint 8 offers a northeastward view towards SDCCU Stadium (approximately 0.55 miles away). Vegetated terrain occupies the immediate foreground of the view and is bisected by partially obstructed Camino Del Rio North (see Figure 4.1-4, Viewpoint 8). The grey branches of deciduous riparian trees is visible beyond rough green and grey shrubs in the foreground and marks the general alignment of the San Diego River. A low, horizontal line created by elevated MTS Trolley track supported by concrete piers is visible to the north and parallels the San Diego River. The tall southern and eastern exterior of the Stadium structure attracts attention and the circular access ramps are distinct. The red-tile roofs of multifamily residential development are visible to the beyond the Stadium, and visible hillsides to the north are green, vegetated, and developed with electrical infrastructure and residential structures.

**Viewpoint 9: Northbound I-805**

Viewpoint 9 is situated on northbound I-805, approximately 800 feet north of I-8, and offers an eastward view along the San Diego River corridor towards SDCCU Stadium. In the foreground beyond the parallel I-805 on-ramps, numerous deciduous and evergreen trees occupy the wide and undeveloped river corridor (see Figure 4.1-5, Viewpoint 9). A tall, reflective glass window exterior building is constructed south of the river and is distinct due to scale and materials. MTS Trolley track and multifamily residential development are located north of the river and mature trees regularly rise from the interior grounds of residential developments. In addition to the low, rectangular, blue and yellow retail warehouse buildings within the Fenton Market Place, taller grey office buildings and tan exterior with red-tile roof residential structures are distant but detectable. The large surface parking lots surrounding the Stadium stand out due to a lack of landscaping and densely clustered structures. Located approximately 1 mile away, SDCCU Stadium is partially obscured by shadow; however, the eastern and southern elevation is in the Sun, and the mass and scale of the structure is discernable. Hillsides developed with residential land uses are visible to the east and northeast; however, individual structures are indistinct due to distance.

Prominent terrain including Cowles Mountain, Pyles Peak, Kwaay Paay, South Fortuna, and North Fortuna in Mission Trails Regional Park are located over 6 miles away from Viewpoint 9. The peaks are visible in eastward views from the interstate at the San Diego River crossing and are experienced as a series of dark mounded features that create a near continuous undulating horizon. Lastly, the hazy silhouette of El Cajon Mountain (located over 20 miles away from Viewpoint 9), is visible to the east beyond Cowles Mountain.



**Viewpoint 10: MTS Trolley Fenton Parkway Station**

The eastward view from the MTS Trolley Fenton Parkway Station encompasses the trolley corridor, native shrubs and trees within a short, north-south channel of the San Diego River, and adjacent land uses. A marked, grass football/soccer field surrounded by chain-link fencing is visible south of the trolley corridor, and tall and thin light poles are installed around the perimeter (see Figure 4.1-5, Viewpoint 10). A large and long retail warehouse building and exterior storage area are visible to the north of the trolley line. SDCCU Stadium (0.50 miles away) is central to the view and visually prominent. Developed hillsides and Cowles Mountain comprise the eastern horizon, and a clear view to the mounded form of the mountain is available at Viewpoint 10.

**Viewpoint 11: Eastbound Friars Road**

Viewpoint 11 provides a representative southeastward view from eastbound Friars Road across surface parking lots to SDCCU Stadium. The local terrain slopes from north to south, and tall, thin light poles are scattered throughout the parking lot. A ring of trees is installed around an inner parking lot, and several low-profile tan/brown buildings are visible to the southeast. SDCCU Stadium (located 0.50 miles away) is visually prominent in the view and its tall and wide form is clear (see Figure 4.1-5, Viewpoint 11). Circular access ramps, diagonal escalator ramps, cylindrical elevator towers, and numerous horizontal and vertical concrete bands that comprise the Stadium exterior are distinct in the view. Beyond the Stadium, Canyon terrain rises to the east and south of the Stadium and includes residential development and undeveloped terrain.

***Light and Glare***

Existing development on the project site including SDCCU Stadium and associated signage installed near the northwestern entrance off Friars Road, the MTS Stadium Trolley Station, and surface parking lots is equipped with exterior lighting fixtures. With the exception of Stadium lights that operate during evening events, lighting installed on site primarily consists of low-level lighting affixed to tall poles. Lighting fixtures are installed on the exteriors of the trolley station concrete beams. During evening events, the use of Stadium lights increases ambient lighting levels and is noticeable to viewers in the surrounding area. With the exception of Stadium lights during evening events, the project site is not a substantial source of glare.

With the exception of the San Diego River to the immediate south, surrounding land uses contain sources of nighttime lighting that are also a potential source of glare. For example, businesses and parking lots at the nearby Fenton Marketplace feature exterior lighting and security lighting that operates nightly. In addition, local mall developments (i.e., Fashion Valley and Mission Valley) and mid-rise commercial, office, and residential developments feature internal and external lighting fixtures and parking lot lighting. Lastly, streetlights are installed throughout the Mission Valley community.

As a component of the Lighting Study prepared by Francis Krahe & Associates Inc. (see Appendix 4.1-1), existing illuminance (i.e., the level of lighting falling on a given area expressed in foot candles or lumens per square foot) was measured and documented at 12 monitoring locations. The 12 monitoring locations were established on- and off site and were used to inventory existing lighting levels at representative residential and wildlife habitat (i.e., the San Diego River) locations in the immediate area. The monitoring sites are representative of the view to the project site from the vicinity of the residences and roadways surrounding the project site to the north, south, east, and west.

The locations of the monitoring sites are depicted on Figure 4.1-6, Monitoring Sites for Measured Illuminance (Existing Conditions), and horizontal and vertical plane lighting levels (and a qualitative evaluation of lighting level) are listed in Table 4.1-2, Measured Illuminance at Monitoring Sites During Stadium Events. For context, the Lighting Study explains that measured illuminance greater than 1.5 footcandles (fc) is considered “high,” from 0.75 fc to 1.5 fc is “medium,” and levels of 0.74 fc or less is considered “low” (see Appendix 4.1-1).

With the exception of monitoring sites ME1 and ME2 (located on the project site’s existing eastern parking lots) and MN3 (located on the project site’s existing northwest parking lots and near Friars Road), monitoring sites are typically exposed to low (i.e., 74 fc or less) or medium (0.75 to 1.5 fc) horizontal and vertical luminance under existing conditions. The measured illuminance at the 12 monitoring sites is listed in Table 4.1-2 below. A brief description/evaluation of existing illuminance levels is also included in the table.

**Table 4.1-2. Measured Illuminance at Monitoring Sites During Stadium Events (Existing Conditions)**

Monitoring Site	Illuminance (footcandles)		Evaluation (High, Medium or Low)	
	Horizontal	Vertical	Horizontal	Vertical
ME1 <sup>1</sup>	2.58	2.24	High	High
ME2 <sup>1</sup>	1.91	1.93	High	High
ME3 <sup>2</sup>	0.06	0.30	Low	Low
ME4 <sup>2</sup>	0.16	0.17	Low	Low
MS1 <sup>1</sup>	0.14	0.58	Low	Low
MS2 <sup>3</sup>	0.38	0.75	Low	Medium
MS3 <sup>3</sup>	1.18	0.45	Medium	Low
MW1 <sup>2</sup>	0.02	0.20	Low	Low
MN1 <sup>2</sup>	0.34	1.52	Low	High
MN2 <sup>2</sup>	0.03	0.52	Low	Low
MN3 <sup>1, 2</sup>	1.34	3.65	Medium	High
MN4 <sup>1</sup>	0.03	0.29	Low	Low

**Source:** Francis Krahe & Associates 2019 (see Appendix 4.1-1)

**Notes:**

- <sup>1</sup> Used to evaluate illuminance at residential properties in the surrounding area.
- <sup>2</sup> Used to evaluate illuminance at specific public roads in the surrounding area.
- <sup>3</sup> Used to evaluate illuminance at the San Diego River corridor.

In general, the measured illuminance listed in Table 4.1-2 is consistent with a sports and entertainment site lighting condition during operation of Stadium field lighting and other sources. Specifically, relatively high illuminance was measured within the project site (i.e., ME1, ME2, and MN3) and at the street and sidewalk within the adjacent public right-of-way and nearby commercial properties. With distance from primary lighting sources, lower illuminance was measured at the San Diego River corridor (i.e., MS2) and at surrounding residential property monitoring sites. The highest existing horizontal illuminance level was recorded at monitoring site ME1 with 2.58 fc, while the lowest horizontal illuminance was recorded at monitoring site MW1 at 0.02 fc. The highest existing vertical illuminance level was recorded at monitoring site MN3 at 3.65 fc, while the lowest vertical illuminance was recorded at monitoring site ME4 at 0.17 fc. The project site currently includes parking lot lighting, Stadium field lighting, roadway lighting, and lighting for sports fields and maintenance facilities in the southwestern corner of the property. Adjacent commercial properties to the west, street lighting on the surrounding streets, and lighting on I-15 and I-8 freeways contribute to illuminance at residential areas surrounding the project site.

In addition to existing illuminance levels, the Lighting Study evaluates measured luminance at the same twelve monitoring sites. Whereas illuminance indicates the amount of lumens falling on a given surface, *luminance* describes the perceived brightness of an illuminated or luminous surface. Luminance is defined as the ratio of luminous intensity of a surface (candela or cd) to the projected area of this surface (square meter [m<sup>2</sup>] or square foot [ft<sup>2</sup>]). A maximum and average luminance is measured and the “luminance ratio” is the ratio of the highest Measured Luminance as compared to the Luminance within the field of view at an observer position. This ratio is referred to as “contrast”, and is determined by the variation of luminance. “high,” “medium,” and “low” contrast are terms used to describe effect of the contrast ratios of greater than 30:1, between 10:1 and 30:1, and below 10:1, respectively. The evaluation of high, medium, and low contrast describes the perception of how bright a visible object appears in comparison to the surrounding objects within any given field of view. High luminance contrast ratios above 30:1 are generally uncomfortable for the human eye to perceive and indicate a potential glare condition.

Table 4.1-3, Measured Luminance at Monitoring Sites, summarizes the measured luminance at each monitoring site along with qualitative evaluation of the existing luminance. As shown in the table, no luminance contrast ratios above 30:1 that would indicate a potential glare condition were measured at any of the 12 monitoring sites. The highest existing contrast ratio was 21.4:1 at monitoring site MN4, which is located north of the project site within a residential area on Harcourt Drive. Monitoring site MN4 is located approximately 0.25 miles north of the project site and approximately 240 feet higher in elevation. The lowest existing contrast ratio was 6.7:1 at monitoring site ME3, which is located east of the project site at the south side of San Diego Mission Road, north of the Bella Posta Apartments and approximately 350 feet east of the eastern project site boundary.

**Table 4.1-3. Measured Luminance at Monitoring Sites During Stadium Events (Existing Conditions)**

Monitoring Site	Luminance (cd/m <sup>2</sup> )		Contrast Ratio (Max/Average)	Evaluation
	Maximum	Average		
ME1 <sup>1</sup>	4975.0	613.2	8.1	High maximum and average luminance; <b>Low contrast</b>
ME2 <sup>1</sup>	7611.0	859.3	8.9	High maximum and average luminance; <b>Low contrast</b>
ME3 <sup>2</sup>	417.1	62.2	6.7	Medium maximum and average luminance; <b>Low contrast</b>
ME4 <sup>2</sup>	1721.0	106.2	16.2	High maximum and Medium average luminance; <b>Medium contrast</b>
MS1 <sup>1</sup>	2258.0	124.7	18.1	High maximum, Medium average luminance; <b>Medium contrast</b>
MS2 <sup>3</sup>	1711.0	137.4	12.5	High maximum, Medium average luminance; <b>Medium contrast</b>
MS3 <sup>3</sup>	6141.0	371.2	16.5	High maximum, Medium average luminance; <b>Medium contrast</b>
MW1 <sup>2</sup>	426.4	50.6	8.4	Medium maximum, Medium average luminance; <b>Low contrast</b>
MN1 <sup>2</sup>	8015.0	505.0	15.9	High maximum, Medium average luminance; <b>Medium contrast</b>
MN2 <sup>2</sup>	2325.0	185.2	12.6	High maximum, Medium average luminance; <b>Medium contrast</b>

**Table 4.1-3. Measured Luminance at Monitoring Sites During Stadium Events (Existing Conditions)**

Monitoring Site	Luminance (cd/m <sup>2</sup> )		Contrast Ratio (Max/Average)	Evaluation
	Maximum	Average		
MN3 <sup>1,2</sup>	5665.0	531.6	10.7	High maximum, Medium average luminance; <b>Medium contrast</b>
MN4 <sup>1</sup>	2120.0	99.2	21.4	High maximum, Medium average luminance; <b>Medium contrast</b>

**Source:** Francis Krahe & Associates 2019 (see Appendix 4.1-1)

**Notes:** cd/m<sup>2</sup> = candelas per square meter.

- <sup>1</sup> Used to evaluate illuminance at residential properties in the surrounding area.
- <sup>2</sup> Used to evaluate illuminance at specific public roads in the surrounding area.
- <sup>3</sup> Used to evaluate illuminance at the San Diego River corridor.

As further detailed in Section 4.1.4, Impact Analysis, light trespass illuminance at the nearest sensitive use properties associated with the Project is calculated within a vertical plane at the sensitive use property line. The vertical plane extends from grade to a maximum viewing elevation above grade. Figure 4.1-7, Project Site and Vertical Plane Calculation Locations, identifies the vertical plane calculation locations in the surrounding area.

## 4.1.2 Relevant Plans, Policies, and Ordinances

### Federal

There are no federal aesthetics or visual resource policies that would be applicable to the proposed project.

### State

#### *State Scenic Highway Program*

The nearest state scenic highways to the project site are I-8 and SR-125. I-8, an eligible state scenic highway from the coast to SR-125, parallels the southern boundary of the site and is located approximately 485 feet from the San Diego River corridor which is south of the site. From approximately Ash Street in downtown San Diego to I-8, SR-163 is an eligible state scenic highway. The segment of SR-163 that spans the San Diego River and extends north through Mission Valley is not visible from the project site and is not designated scenic. I-5 through San Diego County is also an eligible state scenic highway; however, the project site is located nearly 5 miles from the segment of the highway spanning the San Diego River and is blocked from view by intervening terrain and vegetation. The availability of views to the project site from I-8 and SR-163 is discussed in Section 4.1.1, above.

#### *California Code of Regulations, Title 24*

Title 24 of the California Code of Regulations (CCR), also known as the California Building Standards Code, consists of regulations to control building standards throughout the State. The following components of Title 24 include standards related to lighting:

California Building Code (Title 24, Part 1) and California Electrical Code (Title 24, Part 3) stipulate minimum light intensities for safety and security at pedestrian pathways, circulation ways, and paths of egress. All lighting for the proposed project will comply with the requirements of the California Building Code.

### **California Energy Code (Title 24, Part 6)**

The California Energy Code allowances for lighting power and lighting control requirements for various lighting systems, with the goal of reducing energy consumption through efficient and effective use of lighting equipment.

Section 130.2 sets forth requirements for Outdoor Lighting Controls and Luminaire Cutoff requirements. All outdoor luminaires rated above 150 watts shall comply with the backlight, up light, and glare “BUG” in accordance with IES TM-15-11, Addendum A, and shall be provided with a minimum of 40% dimming capability activated to full on by motion sensor or other automatic control. This requirement does not apply to street lights for the public right-of-way, signs or building façade lighting.

Section 140.7 requires that outdoor lighting power density allowances in terms of watts per area for lighting sources other than signage. The lighting allowances are provided by Lighting Zone, as defined in Section 10-114 of the California Energy Code. Under Section 10-114, all urban areas within California are designated as Lighting Zone 3.

Section 130.3 requires that sign lighting controls with any outdoor sign that is on day and night must include a minimum 65% dimming at night. Section 140.8 of the CEC sets forth lighting power density restrictions for signs.

### **California Green Building Standards Code (Title 24, Part 11)**

The California Green Building Standards Code, which is Part 11 of Title 24, is commonly referred to as the CALGreen Code. Paragraph 5.106.8 Light pollution reduction, provides that all nonresidential outdoor lighting must comply with the following:

- The minimum requirements in the California Energy Code (CEC) for Lighting Zones (LZ) 0–4 as defined in Chapter 10 of the California Administrative Code. Lighting Zones are defined by qualitative levels of ambient illumination. For example, ambient illumination in Lighting Zone 0 (LZ0) is described as “Very Low,” and LZ0 is typically applied to undeveloped lands of government designated parks, recreation areas, and wildlife preserves. Ambient Illumination in LZ4 is described as “High,” and LZ4 is typically applied to outdoor areas of human activity where the vision of human residents and users is adapted to high light levels. As described in the Lighting Study (see Appendix 4.1-1), the existing conditions within and surrounding the project site are consistent with the definition of Lighting Zone 4; and
- Backlight, Uplight and Glare (BUG) ratings as defined in the Illuminating Engineering Society of North America’s Technical Memorandum on Luminaire Classification Systems for Outdoor Luminaires (IESNA TM-15-11, Appendix G); and
- Allowable BUG ratings not exceeding those shown in Table A5.106.8 in Section 5.106.85 of the CALGreen Code. The BUG ratings are lighting zone specific for LZ1–LZ4 (requirements are not defined for LZ0) and include limitations for luminaire mounting heights from property lines (applicable to backlight and glare ratings), and area and decorative luminaires (i.e., uplight ratings); ; or
- Comply with a local ordinance lawfully enacted pursuant to Section 101.7, whichever is more stringent.

### **Senate Bill 743 and Public Resources Code 21099**

September 2013, the Governor signed Senate Bill 743 (SB 743), which became effective on January 1, 2014. Among other provisions, SB 743 adds Public Resources Code (PRC) Section 21099, which provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." PRC Section 21099 defines a

"transit priority area" as an area within 0.5 miles of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." PRC Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." PRC Section 21099 defines an infill site as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75% of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

The project site is located within 0.5 miles of two MTS light rail transit stations (i.e., Fenton Parkway Station and Stadium Station) and therefore, the project site is within a transit priority area. Also, the project site is currently developed and is located in an urban area. Therefore, the project is proposed on an infill site. In accordance with PRC Section 21099, the potential aesthetic impacts of the proposed project shall not be considered significant impacts on the environment.

### Local

Because SDSU is an entity of the California State University (CSU), which is a state agency, the proposed project is not subject to local government planning and land use plans, policies, or regulations. However, for informational purposes, SDSU has considered these planning documents and the project's site location within, and relationship to, each. The proposed project would be subject to state and federal agency planning documents described above, but would not be subject to regional or local planning documents such as the City's General Plan, Mission Valley Community Plan, or City municipal zoning code.

### *City of San Diego General Plan*

The **Conservation Element** of the City's General Plan (City of San Diego 2008b) contains policies that pertain to the natural landforms, including canyon lands that help make San Diego unique, including the following:

- **Policy CE-B.1.** Protect and conserve the landforms, canyon lands, and open spaces that: define the City's urban form; provide public views/vistas; serve as core biological areas and wildlife linkages; are wetlands habitats; provide buffers within and between communities; or provide outdoor recreational opportunities.
  - \*\*\*
  - c. Protect urban canyons and other important community open spaces including those that have been designated in community plans for the many benefits they offer locally, and regionally as part of a collective citywide open space system
- Policy CE-B.5. Maximize the incorporation of trails and greenways linking local and regional open space and recreation areas into the planning and development review process.

The goal of the General Plan Urban Design Element is to “guide development toward a desired scale and character that is consistent with the social, economic and aesthetic values of the City of San Diego (City of San Diego 2008c). The term “urban design” encompasses the physical features present in the landscape that help characterize the image of a street, neighborhood or community and consists of both natural and man-made features. Canyons and mesas are identified in the Urban Design Element as natural features that contribute to San Diego distinctive character. Relevant policies of the Urban Design Element include:

- **Policy UD-A.1.** Preserve and protect natural landforms and features
  - a. Protect the integrity of community plan designated open spaces.
- **Policy UD-A.2.** Use open space and landscape to define and link communities.
  - a. Link villages, public attractions, canyons, open space and other destinations together by connecting them with trail systems, bikeways, landscaped boulevards, formalized parks, and/or natural open space, as appropriate.
  - b. Preserve and encourage preservation of physical connectivity and access to open space.
- **Policy UD-A.3.** Design development adjacent to natural features in a sensitive manner to highlight and complement the natural environment in areas designated for development.
  - a. Integrate development on hillside parcels with the natural environment to preserve and enhance views, and protect areas of unique topography.
  - b. Minimize grading to maintain the natural topography, while contouring any landform alterations to blend into the natural terrain.

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- e. Utilize a clustered development pattern, single-story structures or single-story roof elements, or roofs sloped toward the open space system or natural features, to ensure that the visibility of new developments from natural features and open space areas are minimized.
- f. Provide increased setbacks from canyon rims or open space areas to ensure that the visibility of new development is minimized.
- g. Screen development adjacent to natural features as appropriate so that development does not appear visually intrusive, or interfere with the experience within the open space system. The provision of enhanced landscaping adjacent to natural features could be used to soften the appearance of or buffer development from the natural features.
- h. Use building and landscape materials that blend with and do not create visual or other conflicts with the natural environment in instances where new buildings abut natural areas. This guideline must be balanced with a need to clear natural vegetation for fire protection to ensure public safety in some areas.
- i. Ensure that the visibility of new development from natural features and open space areas is minimized to preserve the landforms and ridgelines that provide a natural backdrop to the open space systems. For example, development should not be visible from canyon trails at the point the trail is located nearest to proposed development. Lines-of-sight from trails or the open space system could be used to determine compliance with this policy.
- j. Design and site buildings to permit visual and physical access to the natural features from the public right-of-way.
- k. Encourage location of entrances and windows in development adjacent to open space to overlook the natural features.
- l. Protect views from public roadways and parklands to natural canyons, resource areas, and scenic vistas.

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n. Provide public pedestrian, bicycle, and equestrian access paths to scenic viewpoints, parklands, and where consistent with resource protection, in natural resource open space areas.

- **Policy UD-A.5:** Design buildings that contribute to a positive neighborhood character and relate to neighborhood and community context.
  - a. Relate architecture to San Diego's unique climate and topography.
  - b. Encourage designs that are sensitive to the scale, form, rhythm, proportions, and materials in proximity to commercial areas and residential neighborhoods that have a well-established, distinctive character.
  - c. Provide architectural features that establish and define a building's appeal and enhance the neighborhood character.
  - d. Encourage the use of materials and finishes that reinforce a sense of quality and permanence.
  - e. Provide architectural interest to discourage the appearance of blank walls for development. This would include not only building walls, but fencing bordering the pedestrian network, where some form of architectural variation should be provided to add interest to the streetscape and enhance the pedestrian experience. For example, walls could protrude, recess, or change in color, height or texture to provide visual interest.
  - f. Design building wall planes to have shadow relief, where pop-outs, offsetting planes, overhangs and recessed doorways are used to provide visual interest at the pedestrian level.
  - g. Design rear elevations of buildings to be as well-detailed and visually interesting as the front elevation, if they will be visible from a public right-of-way or accessible public place or street.
  - h. Acknowledge the positive aspects of nearby existing buildings by incorporating compatible features in new developments.

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k. Design roofs to be visually appealing when visible from public vantage points and public rights-of-way.

- **Policy UD-A.6.** Create street frontages with architectural and landscape interest to provide visual appeal to the streetscape and enhance the pedestrian experience.
  - a. Locate buildings on the site so that they reinforce street frontages.
  - b. Relate buildings to existing and planned adjacent uses.
  - c. Ensure that building entries are prominent, visible, and well-located.
  - d. Maintain existing setback patterns, except where community plans call for a change to the existing pattern.
  - e. Minimize the visual impact of garages, parking and parking portals to the pedestrian and street façades.
- **Policy UD-A.8.** Landscape materials and design should enhance structures, create and define public and private spaces, and provide shade, aesthetic appeal, and environmental benefits.
  - a. Maximize the planting of new trees, street trees and other plants for their shading, air quality, and livability benefits.

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e. Landscape materials and design should complement and build upon the existing character of the neighborhood.

f. Design landscape bordering the pedestrian network with new elements, such as a new plant form or material, at a scale and intervals appropriate to the site. This is not intended to discourage a uniform street tree or landscape theme, but to add interest to the streetscape and enhance the pedestrian experience.



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- i. Demarcate public, semi-public/private, and private spaces clearly through the use of landscape, walls, fences, gates, pavement treatment, signs, and other methods to denote boundaries and/or buffers.

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- k. Reduce barriers to views or light by selecting appropriate tree types, pruning thick hedges, and large overhanging tree canopies.
- l. Utilize landscape adjacent to natural features to soften the visual appearance of a development and provide a natural buffer between the development and open space areas.
- **Policy UD-A.9.** Incorporate existing and proposed transit stops or stations into project design.
  - a. Provide attractively designed transit stops and stations that are adjacent to active uses, recognizable by the public, and reflect desired neighborhood character.
- **Policy UD-A.10.** Design or retrofit streets to improve walkability, bicycling, and transit integration; to strengthen connectivity; and to enhance community identity. Streets are an important aspect of Urban Design as referenced in the Mobility Element.
- **Policy UD-A.11.** Encourage the use of underground or above-ground parking structures, rather than surface parking lots, to reduce land area devoted to parking.
  - a. Design safe, functional, and aesthetically pleasing parking structures.
  - b. Design structures to be of a height and mass that are compatible with the surrounding area.
  - c. Use building materials, detailing, and landscape that complement the surrounding neighborhood.
- \*\*\*
- e. Use appropriate screening mechanisms to screen views of parked vehicles from pedestrian areas, and headlights from adjacent buildings.
- f. Pursue development of parking structures that are wrapped on their exterior with other uses to conceal the parking structure and create an active streetscape. Where ground floor commercial is proposed, provide a tall, largely transparent ground floor along pedestrian active streets.
- g. Encourage the use of attendants, gates, natural lighting, or surveillance equipment in parking structures to promote safety and security.
- **Policy UD-A.12.** Reduce the amount and visual impact of surface parking lots.
  - a. Encourage placement of parking along the rear and sides of street-oriented buildings.
  - b. Avoid blank walls facing onto parking lots by promoting treatments that use colors, materials, landscape, selective openings or other means of creating interest. For example, the building should protrude, recess, or change in color, height or texture to reduce blank facades.
  - c. Design clear and attractive pedestrian paseos/pathways and signs that link parking and destinations.
  - d. Locate pedestrian pathways in areas where vehicular access is limited.
  - e. Avoid large areas of uninterrupted parking especially adjacent to community public view sheds.
  - f. Build multiple small parking lots in lieu of one large lot.
- **Policy UD-A.13.** Provide lighting from a variety of sources at appropriate intensities and qualities for safety.
  - a. Provide pedestrian-scaled lighting for pedestrian circulation and visibility.
  - b. Use effective lighting for vehicular traffic while not overwhelming the quality of pedestrian lighting.
  - c. Use lighting to convey a sense of safety while minimizing glare and contrast.

- d. Use vandal-resistant light fixtures that complement the neighborhood and character.
- e. Focus lighting to eliminate spill-over so that lighting is directed, and only the intended use is illuminated.
- **Policy UD-A.14.** Design project signage to effectively utilize sign area and complement the character of the structure and setting.
  - a. Architecturally integrate signage into project design.
  - \*\*\*
  - d. Design signs to minimize negative visual impacts.
- **Policy UD-A.16.** Minimize the visual and functional impact of utility systems and equipment on streets, sidewalks, and the public realm.
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  - b. Design and locate public and private utility infrastructure, such as phone, cable and communications boxes, transformers, meters, fuel ports, back-flow preventors, ventilation grilles, grease interceptors, irrigation valves, and any similar elements, to be integrated into adjacent development and as inconspicuous as possible. To minimize obstructions, elements in the sidewalk and public right of way should be located in below grade vaults or building recesses that do not encroach on the right of way (to the maximum extent permitted by codes). If located in a landscaped setback, they should be as far from the sidewalk as possible, clustered and integrated into the landscape design, and screened from public view with plant and/or fence-like elements.
  - c. Traffic operational features such as streetlights, traffic signals, control boxes, street signs and similar facilities should be located and consolidated on poles, to minimize clutter, improve safety, and maximize public pedestrian access, especially at intersections and sidewalk ramps. Other street utilities such as storm drains and vaults should be carefully located to afford proper placement of the vertical elements.
- **Policy UD-B.1.** Recognize that the quality of a neighborhood is linked to the overall quality of the built environment. Projects should not be viewed singularly, but viewed as part of the larger neighborhood or community plan area in which they are located for design continuity and compatibility.
  - a. Integrate new construction with the existing fabric and scale of development in surrounding neighborhoods. Taller or denser development is not necessarily inconsistent with older, lower-density neighborhoods but must be designed with sensitivity to existing development. For example, new development should not cast shadows or create wind tunnels that will significantly impact existing development and should not restrict vehicular or pedestrian movements from existing development.
  - b. Design new construction to respect the pedestrian orientation of neighborhoods.
  - c. Provide innovative designs for a variety of housing types to meet the needs of the population.
- **Policy UD-B.4.** Create street frontages with architectural and landscape interest for both pedestrians and neighboring residents.
  - a. Locate buildings on the site so that they reinforce street frontages.
  - b. Relate buildings to existing and planned adjacent uses.
  - c. Provide ground level entries and ensure that building entries are prominent and visible.
  - d. Maintain existing setback patterns, except where community plans call for redevelopment to change the existing pattern.
  - e. Locate transparent features such as porches, stoops, balconies, and windows facing the street to promote a sense of community.

- **Policy UD-B.8.**
  - a. Design attractive recreational facilities, common facilities, and open space that can be easily accessed by everyone in the development it serves.
- **Policy UD-C.7.** Enhance the public streetscape for greater walkability and neighborhood aesthetics.
  - a. Design or redesign buildings to include architecturally interesting elements, pedestrian-friendly entrances, outdoor dining areas, transparent windows, or other means that emphasize human-scaled design features at the ground floor level.
- **Policy UD-D.2.** Assure high quality design of buildings and structures. The design and orientation of buildings within projects affect the pedestrian- and transit-orientation.
  - a. Design buildings to have shadow-relief where pop-outs, offsetting planes, overhangs, and recessed doorways are used to provide visual interest, particularly at the street level.
  - b. Design rooftops and the rear elevations of buildings to be as well detailed and visually interesting as the front elevation, if it will be visible from a public street.
- **Policy UD-D.3.** Assure high-quality design in parking areas, which often provide the first impression and identification of a project to a client, employee, or resident.
  - a. Utilize a combination of trees and shrubs at the edge of parking areas to screen parking lots and structures from the street.
  - b. Distribute landscape areas between the periphery and interior landscaped islands.
  - c. Design landscape to break-up large paved areas.
- **Policy-E.2.**

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  - d. Encourage innovative designs that civic and public buildings and landmarks from the surrounding neighborhood as a means of identifying their role as focal points for the community.
- **Policy UD-F.1.**

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  - b. Use public art and cultural amenities to improve the design and public infrastructure projects.

### ***Mission Valley Community Plan (2013)***

The Mission Valley Community Plan, which serves as a blueprint for the future development of the neighborhood, was adopted by the City Council in 1984; and last amended in 2013. Overall objectives described in the community plan include encouragement of high quality urban development that offer occupational and recreational opportunities for all citizens, conservation of important wetland/riparian habitats balanced with expanded urban development, the provision of public facilities and services that attend to the needs of the community and region, and the provision of guidelines that facilitate urban design that is in keeping with the natural features of the land (City of San Diego 2013a). In regards to multi-use development projects, the following design elements are identified as development guidelines in the community plan:

- Multi-use development projects should include all of the following design elements:
  - People-oriented spaces
  - Compatibility with adjacent development
  - Uninterrupted pedestrian connections

- ~~Encourage activity on a 24-hour basis within a development project by including one or more of the following types of uses in addition to office and retail:~~
  - ~~Restaurants~~
  - ~~Theatres~~
  - ~~Hotels~~
  - ~~Residences.~~

~~The project site is located north of the San Diego River and the following development guidelines related to open space, parks and recreation and urban design are applicable to all development along the river:~~

- ~~The San Diego River Pathway for pedestrians and bicyclists should be included as part of the design for all development along the river. The San Diego River Pathway location and design to be in accordance with the Mission Valley Planned District Ordinance and be consistent with the meet the San Diego River Park Master Plan Design Guidelines.~~
- ~~All new structures built adjacent to the River should be design to be in accordance with the Mission Valley Planned District Ordinance and be consistent with the meet the San Diego River Park Master Plan Design Guidelines.~~
- ~~Develop a continuous pedestrian walkway and bikeway along the river consistent with the San Diego River Park Master Plan Design Guidelines.~~
- ~~New development located nearby should complement the landmarks, and should be sited so as not to hide them from view. Special development considerations should be established within the landmark view sensitive areas of the Plan.~~
- ~~Development surrounding the San Diego Stadium should maintain view corridors and landscaped areas to enhance the views into this major civic and architectural landmark.~~

### ***Mission Valley Community Plan Update (2019)***

The ~~Draft-Final~~ Mission Valley Community Plan Update was released on May 31, 2019 (City of San Diego 2019) and the City Council approved the Mission Valley Community Plan Update on September 10, 2019. The ~~Draft-Final~~ Mission Valley Community Plan Update includes policies for development, including permitted use and development within the River Corridor Area (i.e., the 35-foot setback area on both sides of the mapped 100-year floodway for the San Diego River). Relevant policies pertain to lighting, plant materials, visual openings, building height and massing, and setbacks. In addition, policies pertaining to building façade and entrance, building transparency and reflective, public access and signage are also relevant to the proposed project.

In addition to policies specific to the River Corridor Area, general and site-specific policies are provided for development topics including site planning, land use, resource protection, mobility, parks and recreation, and urban design.

Major transportation, libraries, parks and recreation and fire facilities needed to serve the community are identified in the Mission Valley Public Facilities Financing Plan (PFFP). The PFFP identifies a future park and recreation project, P-3, that consists of an approximate 20-acre community park that is assumed to be located on City-owned land in the vicinity of Qualcomm Stadium (City of San Diego 2013b, p. 55).

### ***Navajo Community Plan***

The San Diego City Council adopted the Navajo Community Plan in December 1982 and last amended the plan in June 2015. The Navajo Community Plan area of San Diego is approximately 8,000 acres; located in the eastern portion of the City of San Diego; and includes the community areas of Allied Gardens, Del Cerro, Grantville, and San Carlos. The Plan's stated overriding objectives for the long-range development are to retain the residential character of the area; provide adequate community services, such as police and fire protection and rubbish collection; establish guidelines for the use of canyons and hillsides; and enhance the environment of the area as a pleasant, livable, walkable community (City of San Diego 2015a).

The Navajo Community Plan outlines a future "Qualcomm Major Park and Recreation Center," planned to include 30 acres within the SDCCU Stadium site, adjacent to the San Diego River. This planned park was outlined in the Navajo Community Plan to serve both the Mission Valley and Navajo communities, with Navajo's portion estimated to use approximately 10 acres of active and passive recreation uses, including sports fields, picnic areas, children's play areas, multipurpose courts, walkways, landscaping, and parking. The Navajo Community Plan also includes a 25,000-square-foot recreation center to serve both the Navajo and Mission Valley communities with an indoor gymnasium, multipurpose courts, multipurpose rooms, a kitchen, and other community-serving facilities (City of San Diego 2015a).

### ***Navajo Public Facilities Financing Plan***

The Navajo PFFP (approved in June 2015) identifies public facilities that are anticipated over the next 15 years (from the PFFP approval date) when full community buildout of the Navajo Community Plan area is anticipated, serves to establish a financing strategy for the provision of those facilities, and establishes a Development Impact Fee for new development (City of San Diego 2015b). Two of the facilities, "Qualcomm Major Park" and Navajo/Mission Valley Recreation Center, would be sited in Mission Valley on land in the vicinity of the SDCCU site. The PFFP, the 10-acre "major park" could include typical components of a community park including athletic fields, picnic areas, children's play areas, multipurpose courts and turf areas, walkways and landscaping (City of San Diego 2015b). The 25,000-square-foot recreation center would serve Mission Valley and the Navajo community and total costs would be shared by the communities via a 75% (Mission Valley) to 25% (Navajo) ratio (City of San Diego 2015b).

### ***San Diego River Park Master Plan***

The San Diego City Council adopted the San Diego River Park Master Plan on May 20, 2013. The San Diego River Park Master Plan's goal is to provide the vision and guidance to reverse the San Diego River's threatened condition, and restore the symbiotic relationship between the river and surrounding communities. The San Diego River Park Master Plan's vision, principles, recommendations, and implementation strategy provide the City with a strong policy document for the future development along the river. Recommendations are divided into general recommendations for the entire river park area, extending from the City of Julian to the Pacific Ocean, and specific reach recommendations for the six distinct geographic areas of the river (City of San Diego 2013c). The project site is located within the Lower Valley geographic area.

The San Diego River Park Master Plan includes Design Guidelines, consistent with community plans such as the Mission Valley Community Plan, to support development regulations of the City's Land Development Code and community-specific regulations, such as the Mission Valley Planned District Ordinance. These design guidelines apply only to the River Corridor Area, which includes the 100-year floodway and 35 feet on both sides of the

floodway, and the River Influence Area, which extends 200 feet beyond the River Corridor Area on both sides of the river. Guidelines as to how the River Corridor Area interfaces with the City’s Multi-Habitat Planning Area and wetland buffer overlay are also discussed in the San Diego River Park Master Plan (City of San Diego 2013c).

The visions and principles of the San Diego River Park Master Plan, and the recommendations for achieving these, include the following (City of San Diego 2013c):

- Vision: Reclaim the valley as a common, a synergy of water, wildlife and people
- Principle One: Restore and maintain a healthy river system
  - Recommendation H. Future development projects should incorporate hydrology and water quality considerations in all planning and guidance documents and monitor water quality following implementation of the projects.
- Principle Two: Unify fragmented lands and habitats
  - Recommendation A. Establish appropriate corridors for the river, wildlife and people.
  - Recommendation B. Acquire open lands and/or pursue conservation easements.
  - Recommendation C. Eliminate invasive plant species and reintroduce native species.
  - Recommendation D. Naturalize floodway areas.
  - Recommendation E. Use biological systems to treat all storm water before it enters the river.
  - Recommendation F. Separate pedestrian/wildlife and vehicular river crossings.
  - Recommendation G. Create “Green Gateways”
  - Recommendation H. Establish habitat corridors as secondary gateways at side canyons and tributaries.
- Principle Three: Create a connected continuum, with a sequence of unique places and experiences
  - Recommendation E. Upgrade and link existing parks into San Diego River Park system.
  - Recommendation H. Provide San Diego River Park way-finding signs.
- Principle Four: Reveal the river valley history
- Principle Five: Reorient development toward the river to create value and opportunities for people to embrace the river
- Lower Valley Reach Recommendation I: Consider public recreation, the San Diego River Pathway and a naturalized open space along the river when planning any future use of the City’s property at the Qualcomm Stadium site.

### ***City of San Diego Municipal Code and Land Development Code***

The San Diego Municipal Code (SDMC), Chapters 11 through 14, and a portion of Chapter 15, are referred to as the Land Development Code. These chapters contain the City’s planning, zoning, subdivision, and building regulations. The Mission Valley Planned District Ordinance is included as Article 14 of Chapter 15 of the Land Development Code and includes special regulations that apply to all development proposals subject to review under this ordinance. One of the purposes of the Mission Valley Planned District Ordinance is to support implementation of the River Park Master Plan. Section 1514.0302 of the Land Development Code also sets forth regulations to ensure that development along the San Diego River implements the River Park Master Plan and the Mission Valley Community Plan. Additional purposes set forth in Section 1514.0302 are to preserve and enhance the character of the San Diego River valley, to provide for sensitive rehabilitation and redevelopment, and to create the River Pathway. Where there is a conflict between the special regulations outlined in the Mission Valley Planned District Ordinance and those of Section 1514.0302 (San Diego River Park Subdistrict), the provisions of Section 1514.0302 shall apply.

### 4.1.3 Significance Criteria

Except as provided in PRC 21099 and in accordance with Appendix G of the CEQA Guidelines, the project would result in a potentially significant impact related to aesthetics if it would:

1. Have a substantial adverse effect on a scenic vista;
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state highway;
3. Conflict with applicable zoning and other regulations governing scenic quality; or
4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

In the context of question no. 4 identified above, which is from Appendix G of the CEQA Guidelines, the determination of significance as presented in the Lighting Study for light and glare takes into account the following factors:

- The change in ambient nighttime levels as a result of project light sources; and
- The extent to which project lighting would spill off the Property and affect adjacent residential or other sensitive use properties.

Specifically, the Project Construction or Building Lighting would create a significant impact with regard to artificial light or glare if:

- The Project Construction or Building Lighting Trespass Illuminance exceeds 1.4 foot-candles at adjacent residential use zoned or wildlife habitat property lines. For purposes of this report, adjacent wildlife habitat specifically refers to the San Diego River located south of the project site)
- The Project Construction or Building Lighting creates high contrast conditions, greater than 600 cd/m<sup>2</sup> and greater than 30:1 contrast ratio.

The Project Sign Lighting would create a significant impact with regard to artificial light or glare if:

- The Project Sign Lighting Trespass Illuminance exceeds 1.4 foot-candles at adjacent residential use zoned property lines.
- The Project Sign Lighting creates high contrast conditions greater than 600 cd/m<sup>2</sup> and contrast ratio greater than 30:1.

PRC 21099 provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." As initially discussed in Section 4.1.2 above, the project site is located within 0.5 miles of two MTS light rail transit stations (i.e., Fenton Parkway Station and Stadium Station) and therefore, the project site is within a transit priority area. Also, the project site is currently developed and is located in an urban area. Therefore, the project is proposed on an infill site. In accordance with PRC Section 21099, the potential aesthetic impacts of the proposed project shall not be considered significant impacts on the environment.

## 4.1.4 Impacts Analysis

### ***Would the project have a substantial adverse effect on a scenic vista?***

PRC Section 21099(d) (1) states that “[a]esthetic and parking impacts of a residential, mixed-use residential, or employment center project within a transit priority area shall not be considered [to have a] significant impact on the environment.” The proposed project includes campus, residential, mixed-use residential and employment opportunities within the campus village and research park, is located on an infill site, and is within a Transit Priority Area as identified by the City of San Diego (City of San Diego 2019b). As such, any aesthetics impact the proposed project may produce, including effects to existing scenic views or scenic vistas as measured under the Appendix G threshold outlined above, cannot be considered a significant impact on the environment.

The following discussion addresses aesthetics impacts of the project to inform the public and Lead Agency decision-makers of such impacts even though they cannot be considered significant impacts on the environment under CEQA.

As discussed in Section 4.1.1, there are no designated scenic vistas or viewpoints identified in the Mission Valley Community Plan. However, the project site is intermittently visible from I-15, I-8, and I-805 and views from these locations extend to local scenic resources (i.e., hillsides) and more distant scenic features including mountain terrain to the east. Further, Mission Trails Regional Park is located 5 miles east of the project site and publicly accessible scenic vistas in the park include Cowles Mountain and Pyles Peak. Both Cowles Mountain and Pyles Peak are located over 5 miles from the project site. While the existing Stadium and site are visible from the peaks, these features are experienced within the broader context of the City of San Diego and development along I-8 corridor. Due to the broad westward view offered from prominent terrain in Mission Trails Regional Park, neither the existing Stadium nor site are dominant features as viewed from Cowles Mountain and Pyles Peak. However, the proposed project would entail demolition of the existing uses and the phased development of new vertical features to the project site including buildings ranging from 3 to 22 stories.

### **Construction**

During construction, views of the project site would be available from nearby freeways and trails and peaks in Mission Trails Regional Park. While freeways abut and are located near the project site, prominent peaks in the regional park are located over 5 miles from the site. The exposure of I-15, I-8, and I-805 motorists to views of construction activities would be brief as they approach and travel parallel to the project site. Motorists on I-15 would be located closest to the project site (the freeway is located as close as 100 feet and parallels the project site for approximately 0.3 miles) and along with I-8 motorists, would be provided foreground (albeit partially obstructed) views to construction activities. I-805 motorists are located over 0.4 miles from the project site at the San Diego River crossing and at this location, the available eastward view is generally broad and long. Compared to motorists, trail-based recreationists on prominent Mission Valley Regional Park peaks would be provided slightly longer (albeit temporary) views to the project site due to a slower rate of travel. Lastly, the location of the Cowles Mountain trail on the south-facing slope of the landform and the near ridgeline trail to Pyles Peak offers opportunities for trail-based recreationists to reflect and observe the visible landscape.

Implementation of the proposed project would initially be experienced by motorists and trail-based recreationists through the erection of perimeter screening fencing and demolition of existing features including SDCCU Stadium, site landscaping and the various surface parking lots distributed across the project site. While motorists would be provided partial views to the various demolition activities occurring on site, elevated vantage points in Mission Trails Regional Park offer distant yet broader views of the project site and construction activities. Following demolition



and once mobilization and site preparation activities are completed for a particular phase, construction activities would then transition to the establishment of structure/building foundations and retaining walls that would then be followed by the installation of vertical structural elements. Despite the inclusion of a dynamic project site in views available from nearby freeways and mountain peaks, construction of the proposed project would not have a substantial adverse effect on a scenic vista.

Temporary view effects associated with construction of the proposed project would include an influx of construction workers, equipment, and vehicles and related alteration to the existing character of the project site. Alteration of the existing character of the primarily developed Stadium and surface parking lot covered site would result from vegetation removal, demolition and removal of existing uses, grading, the progressive introduction of structure/building and circulation elements and the installation of site landscaping. As viewed from more distant vantage points including I-805 and trails and peaks in Mission Trails Regional Park, construction equipment, activity, and alteration of the site would not result in the obstruction of scenic features in views available to motorists and recreationists. During construction, the hillsides and mesa landforms of the Mission Valley landscape would not be obscured by tall cranes or the structural elements of particularly tall development. Further, both I-805 and peaks and trails within the regional park are setback from the site such that broad and generally wide views of the valley landscape are available. Construction activities would be visible from these locations; however, they would not be visually prominent and would not occupy a particularly large portion of the visible landscape such that substantial view interruption would occur. Therefore, due to distant and the broad views available, impacts to existing scenic views during construction from I-805 and summits and trails in Mission Trails Regional Park would be less than significant.

Existing westward and southward views from I-15 and I-8 near the project site are included on Figure 4.1-3 (see Viewpoints 2 and 4) and Figure 4.1-4 (see Viewpoint 7). As previously stated, I-15 and I-8 are located in close proximity to the project site, and due to the elevation of the freeways in relation to the project site, motorists on these facilities would experience partially obstructed views of construction activities. However, with the exception of demolition of the SDCCU Stadium and the removal of structural concrete elements that would be visible, grading and other site modification activities occurring on the project site would be partially screened from view of I-15 and I-8 motorists. From I-15, the proposed project is partially obscured by the cylindrical tanks of the Kinder Morgan Mission Valley Terminal, the Friars Road and San Diego Mission Road bridges, and the elevated ramps of the I-8 interchange. Relatively clear and unimpeded westward views to the project site are available over a distance of approximately 0.2 miles starting south of the San Diego Mission Road Bridge and continuing to the south. The project site is generally located lower in elevation than the segment of I-8 between I-805 and I-15. Also, due to the presence of interstate adjacent office development and tall trees within the San Diego River corridor, the surface of the project site and all but the upper elements of SDCCU Stadium are obstructed from view of I-8 motorists between I-805 and I-15.

Demolition and removal of SDCCU Stadium (a community plan-designated Cultural Resources Landmark) would be noticeable from I-15 and I-8. In addition, vertical project components including the structural elements of taller development proposed in the residential and hospitality areas of the project site would partially obscure backing hillside and mesa elements from view. Despite the demolition of a community plan designated landmark and partial obstruction of scenic features from the view, a substantial adverse effect on scenic views from I-15 and I-8 would not occur during project construction. As previously stated, the exposure of freeway motorists to the project site and project elements would be brief. Views to the project site would be experienced within the wider context of urban development within the visually modified Mission Valley landscape. Although, construction of a new Stadium in the northwest corner of the site would appear similar to the existing Stadium, higher structural elements of the development would be visible to motorists. Tall project elements may partially block hillsides and mesa features from

view; however, views to these features are pervasive from I-15 and I-8 through Mission Valley. Partial obstruction of these features in specific views would not substantially obfuscate the overall influence of hillsides and mesa elements in the valley landscape as experienced from the freeways. Therefore, impacts to scenic resources in views from I-15 and I-8 during construction of the proposed project would be **less than significant**.

### Operation

As previously stated, eleven (11) viewpoints were selected from which to analyze the visual change associated with the proposed project. The locations of selected viewpoints are presented on Figure 4.1-2, Viewpoints. Figures 4.1-8 through 4.1-18 present static images from the selected public viewpoints in the surrounding area where conditions generally offer clear visibility to the project site. Visual simulations are also included on Figures 4.1-8 through 4.1-18 and present 3-D computer simulations of the proposed project as anticipated to be experienced by receptors at these locations.

As demonstrated in the construction impacts analysis provided above, the project site is intermittently visible from I-15, I-8, and I-805 and is noticeable in westward oriented views from trails and peaks in Mission Trails Regional Park including Cowles Mountain and Pyles Peak. The proposed campus office/research and innovation center would be developed with buildings ranging from 3 to 5 stories and due to the lower elevation of the project site in relation to nearby freeways and mountain peaks, would not display scale capable of substantially obstructing or interrupting existing views across the site from these facilities. In addition and as viewed from nearby I-8 and I-805, the new Stadium would display a lower vertical scale than the existing SDCCU Stadium and would result in reduced obstruction of local hillside features in views. See Figures 4.1-14 (Viewpoint 7) and 4.1-16 (Viewpoint 9) which demonstrate a reduced scale for the new Stadium compared to SDCCU Stadium as experienced from particular vantage points on I-8 and I-805. Please note that because architectural details for the majority of the proposed project have yet to be developed, proposed structures are depicted a greyish features. The visual simulations depict the location and approximate bulk and scale of the proposed structures in the context of the existing environment. Due to intervening development on the eastern portion of the project site, the new Stadium would not be readily visible to I-15 motorists.

Proposed residential and hotel development ranging from approximately 20 to 24 stories would occur in the eastern and northeastern portion of the project site. Due to height and the lack of comparably scaled development on the project site under existing conditions, particularly tall hotel and residential development may affect and interrupt views across the site to local hillsides and mesa elements. Regarding scenic vistas, altered views across the project site due to residential and hotel development would be noticeable from I-15 I-8, and I-805. Because view effects are likely to be experienced from nearby freeways as opposed to elevated peaks and trails in Mission Trails Regional Park (tall development 5 miles away on the project site would not obstruct or substantially interrupt available broad and long views), the discussion below pertains to anticipated view effects to motorists on I-15, I-8, and I-805.

Representative views from I-15, the Friars Road SB On-Ramp to I-8, I-8, and I-805 near the project site, and visual simulations of the proposed project, are provided at Viewpoints 2, 4, 7, and 9 (see Figures 4.1-9, 4.1-11, 4.1-14, and 4.1-16). While the existing view from southbound I-15 extends beyond the project site to hillsides south of I-8, the available view is short in length and the introduction of taller development on the project site would not substantially screen hillsides from view of interstate motorists (see Viewpoint 2, Figure 4.1-8). Prominent multistory residential and hotel development would be noticeable above the Kinder Morgan tanks in the foreground however, the existing view would not be substantially blocked or shortened by project development. Further, the interruption of the horizon associated with tall, multistory buildings on the project site would not substantially affect the quality of the available southward view. At Viewpoint 4, the introduction of multistory

residential buildings and high-rise office structures would block from view the partially visible hillsides to the south and northwest (see Figure 4.1-11). However, the modified hillsides are minor features in the existing view (parking lots and SDCCU Stadium are visually prominent) and these foreground features would be replaced by a landscaped park and long and tall buildings. Further, the existing view at Viewpoint 4 is generally short and has limited exposure to scenic natural elements. As such, the proposed project would not substantially affect a scenic view from the Friars Road SB On-Ramp to I-8-15 and impacts would be **less than significant**.

From I-8, the existing northward view to the nearby hillside would be interrupted by the introduction of the proposed Stadium, seven-story clock tower and rectangular campus buildings, and prominent residential and hotel development on the project site (see Viewpoint 7, Figure 4.1-14). However, with the exception of taller residential and hotel development in the northern and eastern portions of the project site, proposed Stadium and campus development would display scale comparable to that of existing office buildings to the west. Tall and rectangular residential and hotel development would be visually prominent from I-8 and would rise above the southern horizon line (see Figure 4.1-14). Despite the introduction of taller development to the project site and screening of hillsides, the backing terrain has been noticeably modified and thinned to provide defensible space for mesa top residential development. Further, prominent project development would not substantially shorten the view or result in substantial blockage of a particular scenic feature(s). Lastly, from I-805 at the San Diego River crossing, redevelopment of the project site would be visible and taller residential and hotel development would rise above the ridgeline of local hills (see Viewpoint 9, Figure 4.1-16). However, the broad nature and length of the available view would not be substantially altered by new structures on the project site. Further, prominent scenic resources including mountain peaks would not be substantially blocked or interrupted by multistory residential and hotel development. At locations north of Viewpoint 9, taller development on the project site would briefly be within the motorist’s line of sight to mountain terrain to the east. While mountain peaks would be partially blocked in peripheral views, the view interruption would be brief (lasting seconds). In addition, as motorists span the San Diego River, their attention is not fixated on the available views to the east as they must contend with other traffic and the alignment of the freeway. Also, brief interruptions in available views is typical of the dynamic visual experience of freeway motorists and passengers that frequently changes as they move through the landscape. As a result, the proposed project would not substantially block, screen, or impede the availability of views to particularly scenic resources available from I-8 or I-805. Impacts would be **less than significant**.

***Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state highway?***

PRC Section 21099(d) (1) states that “[a]esthetic and parking impacts of a residential, mixed-use residential, or employment center project within a transit priority area shall not be considered significant impacts on the environment.” As such, any aesthetics impact the proposed project may produce, including damage to scenic resources within a state highway, as measured under the Appendix G outlined above, cannot be considered a significant impact on the environment.

### **Construction**

As discussed in Section 4.1.1, obstructed views of the project site are available from eastbound I-8, an eligible state scenic highway. Brief durations of view exposure of the site are also available from westbound I-8. During construction of the proposed project, views from I-8 would remain dynamic as mobilization and site preparation activities would transition to establishment of building foundations and retaining walls, and would mobilize throughout different portions of the project site. Temporary visual impacts associated with construction activities would be primarily associated with the influx of construction workers, equipment, and vehicles to the project site and the demolition of

the existing SDCCU Stadium. While construction workers, equipment, and vehicles would typically be screened from view of I-8 motorists by intervening development and landscaping, demolition of SDCCU Stadium would be noticeable. As shown in Figure 4.1-14 (Viewpoint 7), concrete work on the south and west elevations of the Stadium is currently visible above the low concrete wall that parallels the westbound lanes of I-8.

As further described in Section 4.4, Cultural Resources, the Stadium also had a profound influence on regional sports culture and civic history, and is an example of Brutalist architecture, and is recommended as eligible for listing as a California Historical Landmark. As project construction would demolish SDCCU Stadium, the proposed project would substantially damage a scenic resource within an eligible state scenic highway. Mitigation in the form of documentation, interpretive displays, and architectural salvage (see Section 4.4, Cultural Resources, for additional detail) would help reduce these impacts, the demolition of the structure would result in a significant and unavoidable permanent effect on scenic resources (specifically, SDCCU Stadium, a historic structure) within the I-8 viewshed. However, as specified above, aesthetic impacts that the proposed project may produce (including damage to scenic resources within a state highway), cannot be considered a significant impact on the environment under PRC Section 21099 and therefore there would be no impact to scenic resources within a state scenic highway.

Noticeable changes to existing views and visual quality would result from demolition, removal of landscaping, grading activities, and the progressive introduction of rectangular building frames and forms to the project site. As viewed from I-8, non-Stadium related view effects would primarily be associated with the presence of taller construction equipment (i.e., cranes) and the construction of tall hotel and residential development. As the earlier stages of construction progresses, building frames would be introduced at the project site and envelopes would begin to materialize. These construction activities would be visible from eastbound I-8 and visibility would increase as the upper floors of high-rise development advances. Although more limited due to its lower elevation and some ornamental trees, interrupted views of the project site would be available to motorists traveling along westbound I-8. With the exception of parking lot landscaping, no trees or rock outcroppings are located on the project site. Because views from I-8 during construction would be temporary and dynamic, and because campus, residential, hotel, and park development would not result in substantial damage of trees, rock outcroppings, or other scenic resources, these uses would not damage scenic resources along I-8. Impacts would be **less than significant**.

SR-163 from approximately Ash Street in downtown San Diego to I-8 is an eligible state scenic highway. The project site is not visible from this particular segment of the state route. Further, the segment of SR-163 that spans the San Diego River and extends north through Mission Valley is located over 2.4 miles from the project site and is not designated scenic. North of I-8, the project site is blocked from view of motorists on this segment of SR-163 by elevated off-ramps, interstate landscaping, mature trees within the San Diego River corridor, the elevated track of the MTS Trolley Green Line, and a collection of tall office and hotel buildings and associated landscaping. As such, activities including demolition, grading, site preparation and installation of landscaping would not be visible, and **no impact** would occur. The construction of taller hotel and residential buildings may be visible from southbound SR-163 as the state route descends hillsides and enters Mission Valley. However, intervening (and tall) multistory office and hotel development effectively shorten the view and reduce opportunities for longer views that extend to the project site.

Although located approximately 5 miles west of the project site, I-5 is an eligible state scenic highway at the San Diego River crossing near Old Town. At this location, the existing SDCCU Stadium is blocked from view along I-5 by intervening terrain, vegetation, and assorted development. Tall building frames and forms on the project site would similarly be blocked from view. As such, **no impact** would occur to existing eastward views from I-5 during construction of the proposed project.

## Operation

A visual simulation of the proposed project following completion of all phases of construction as viewed from eastbound I-8 is included on Figure 4.1-14, Viewpoint 7. Once construction activities on the site have ceased, the proposed project would result in no further impacts to on-site scenic resources. Similar to the existing SDCCU Stadium which is briefly visible from eastbound I-8 above the low concrete wall paralleling the interstate and prior to screening associated with tall eucalyptus trees, the new Stadium, 3- to 5-story campus, office, and research development, and multistory residential and hotel development would be visible to eastbound I-8 motorists. Due to the presence of clustered office development and interstate-adjacent landscaping (including tall eucalyptus trees), most development on site with the exception of high-rise residential and hotel buildings would be fully to partially blocked from view of westbound motorists.

As viewed on Figure 4.1-14, the scale of proposed development would alter existing views across the project site. Specifically, the regular distribution of multistory development where an existing Stadium and expansive surface parking lots currently exist would result in increased blockage of the hillside terrain located north of the project site. However, due to the scale and bulk of SDCCU Stadium, residential development (including 20+ story high-rise structures) in the eastern portion of the campus would not result in greater blockage of the hillside. Rather, hotel development north of the new Stadium, the Stadium, and campus buildings would block features (i.e., hillsides) that are not currently blocked by on site development. Despite the introduction of buildings of greater scale on the project site and distribution of development, off-site scenic resources would not be substantially affected by Project buildings and features. Visible hillsides have been noticeably modified by thinning and other defensive space practices (the underlying brown and tan of terrain soils is visible and vegetation is noticeably scattered), and the mesa tops are developed with residential uses and high-voltage transmission lines. In addition, the denser and taller development on the project site as envisioned by the SDSU Mission Valley Campus Plan would be consistent with the existing assortment of residential, commercial, and office development theme along the I-8 corridor that includes high-rise glass structures (approximately 30 stories) 0.10 miles south of the project site. Additional high-rise development is located along the corridor between SR-163 and I-805 (between 0.45 and 2 miles from the project site).

Lastly, views of project development from I-8 would be primarily concentrated between SR-163 and I-15 and northward views along this segment of I-8 are typically short, extending less than 0.9 miles away to a visibly modified hillside and silhouetted ridgeline residential and electrical infrastructure development. Due to the established character of the corridor, brief nature of views available to motorists, and limitations of the view of the proposed project, impacts would be **less than significant**.

### ***Would the project conflict with applicable zoning and other regulations governing scenic quality?***

As stated above, PRC Section 21099(d) (1) states that “[a]esthetic and parking impacts of a residential, mixed-use residential, or employment center project within a transit priority area shall not be considered significant impacts on the environment.” As such, any aesthetics impact the proposed project may produce, including conflicts with applicable zoning and other regulations governing scenic quality as measured under the Appendix G outlined above, cannot be considered a significant impact on the environment.

As the proposed project is located in urbanized San Diego, along the I-8 corridor in Mission Valley at the site of the existing SDCCU Stadium and surrounding parking lots, the relevant threshold of significance pertains to consistency with zoning and other scenic quality regulations governing scenic quality. As such, a general discussion of proposed development on the project site is provided below and is followed by an assessment of consistency with zoning and

other local regulations governing scenic quality. Although this threshold specifically references zoning, it is important to note that zoning and local regulations as set forth by the City of San Diego (including those governing scenic quality) are not applicable to the proposed project. As a state agency, the CSU, is not subject to the City of SDMC and policies and guidelines outlined in the City of San Diego General Plan. However, a general statement of consistency pertaining to relevant components of the SDMC and local scenic quality regulations applicable to the site and surrounding community is provided below for disclosure purposes and to inform decision makers and the public.

Development of the proposed project would result in a change in the existing visual appearance of the project site. As proposed, the existing SDCCU Stadium would be demolished and the site would be redeveloped with an SDSU Mission Valley campus, including a multipurpose stadium, parks, playing fields, open space, trails, and other recreation features, facilities for educational, research, entrepreneurial, and technology programs, and multistory campus residential and hotel facilities. Illustrative renderings of site development were prepared for the proposed project to depict the envisioned character of future development on the site. For example, Figure 4.1-19, Conceptual Renderings of Campus Plan, illustrates the proposed campus center that would be developed with buildings ranging from 3 to 5 stories high and largely consisting of large glass facades, tan and beige stucco exteriors, and archways at the ground floor of campus buildings. In addition to the new Stadium and 20- to 24-story hotel and residential towers proposed to the north and east of the campus center, park uses, landscape walkways, and a tall, rectangular clock tower (approximately seven stories high) are depicted in the northward oriented conceptual rendering. Figure 4.1-20, Conceptual Rendering of Campus Plan and Stadium Plan, depicts a hub/plaza centered on a large traffic circle that is surrounded by three- to four-story campus educational, office, and research development and seven-story campus residential buildings featuring ground floor retail. The new Stadium and lighting stanchions are also included in the rendering. Lastly, Figure 4.1-21, Conceptual Rendering of Park and Residential Development, presents an isometric aerial depiction of proposed river park recreational features, open space, water features, and landscaping in the foreground. These uses would be bordered by multistory residential buildings and high-rise residential towers in the eastern portion of the project site.

### **Zoning and the Municipal Code**

The proposed project includes development of the River Park, even though the CSU will not acquire the River Park from the City. As noted above, zoning and local regulations as set forth by the City of San Diego (including those governing scenic quality) are not applicable to the proposed project. As a state agency, the CSU is not subject to the City of SDMC, including the Land Development Code. However, a general statement of consistency pertaining to relevant components of the City's land development code including Chapter 13, Zones is provided for disclosure purposes and to inform decision-makers and the public.

As previously stated in Section 4.1.2, above, the Mission Valley Planned District Ordinance is included as Article 14 of Chapter 15, Planned Districts, of the Land Development Code and includes special regulations that apply to all development proposals subject to review under this ordinance. One of the purposes of the Mission Valley Planned District Ordinance is to support implementation of the San Diego River Park Master Plan. The proposed River Park is being designed to be consistent with applicable regulations of the land development code as well as the San Diego River Park Master Plan and River Influence Area. For example, Section 1514.0302 of the Land Development Code sets forth regulations to ensure that development along the San Diego River implements the River Park Master Plan and the Mission Valley Community Plan. Additional purposes set forth in Section 1514.0302 are to preserve and enhance the character of the San Diego River valley, to provide for sensitive rehabilitation and redevelopment, and to create the River Pathway. As depicted on Figure 2-9D, Concept Design – River Park Plan, the proposed project would implement the River Park Master Plan and enhance the character of the River Valley by activating the river influence area with passive and active recreation uses and natural, context-sensitive landscaping. In addition,

public hiking and biking trails are proposed throughout the eastern and south portions of the site including roughly parallel to the San Diego River (see Figure 2-9D). As proposed, the project would include a River Park, which would include a river buffer of native vegetation and features to ensure consistency with water quality standards and Multiple Species Conservation Plan adjacency standards. The River Park would be retained by the City in fee. Through the inclusion of a River Park that has been designed to be consistent with applicable regulations established in Section 1514.0302, the proposed project is consistent with the Land Development Code concerning implementation of the River Park Master Plan.

Consistent with SDMC Chapter 2: Government, Section 22.0908 (Sale of Real Property to SDSU), the proposed project would include a Campus Master Plan Revision to increase the full-time-equivalent students by 15,000 students over time on the SDSU Mission Valley site. The ~~draft update to the~~ Mission Valley Community Plan Update contemplates the project site being subject to future redevelopment under a Specific Plan or Campus Master Plan. While the proposed project includes the SDSU Mission Valley Campus Master Plan, such a plan for redevelopment of the site is not considered under any adopted plan by the City. The proposed project includes a comprehensive set of Campus Guidelines which meet the content requirements of a specific plan pursuant to Government Code Section 65451, subdivision (a). The Campus Guidelines and Campus Master Plan would, over time, provide for 15,000 full-time-equivalent students in the new campus and would support the CSU/SDSU desire to accommodate demand for higher education. As such, the proposed project would not conflict with the requirements of SDMC Section 22.0908, and **no impact** would occur.

Remaining chapter and sections of the Land Development Code and City Council Ordinances were reviewed and none were determined to be particularly relevant to scenic quality and the proposed River Park.

#### **Other Regulations Governing Scenic Quality**

Because SDSU is a component of the CSU, which is a state agency, the proposed project is not subject to local government planning and land use plans, policies, or regulations, including those governing scenic quality. However, for informational purposes, SDSU has considered these planning documents and the project's site location within, and relationship to, each. A consistency analysis between the proposed project and Section 22.0908 of the SDMC and the San Diego River Park Master Plan is presented in Chapter 4.10, Land Use and Planning. In addition, the Mission Valley Community Plans Update (existing and proposed) ~~are~~ is addressed. As detailed therein, the development as proposed would be consistent with Section 22.0908 of the SDMC (see Table 4.10-2, SDMC Section 22.0908 Consistency Analysis, in Chapter 4.10), the San Diego River Park Master Plan, and the Mission Valley Community Plan Update (existing and proposed). Therefore, impacts would be **less than significant**.

#### ***Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

Any aesthetic impacts the proposed project cannot be considered a significant impact on the environment under CEQA and local regulation. CEQA states that “[a]esthetic and parking impacts of a residential, mixed-use residential, or employment center project within a transit priority area shall not be considered significant impacts on the environment.” PRC Section 21099(d) (1). As such, any aesthetics impact the proposed project may produce, including new sources of substantial light and glare that would adversely affect day and nighttime views in the area as measured under the Appendix G outlined above, cannot be considered a significant impact on the environment.

## Construction

### *Lighting*

The proposed project is anticipated to be developed and built out over approximately 15 years beginning in 2020 and ending in approximately 2035. As further detailed in Section 2.5.7, Construction Activities and Phasing, of this EIR, proposed construction phasing is nonsequential in order to respond to changes in economic/market conditions. Project phasing is described in Section 2.5.7, Figures 2.12A and 2.12B, and Table 2-12 of this EIR.

Construction of the various phases would generally occur during daytime hours and would not typically require nighttime lighting. However, construction of the proposed new Stadium would likely extend to evening hours (a 16 hour construction effort from approximately 6:00 a.m. to 10:00 p.m. is anticipated) in order to meet the targeted opening day timeline of the 2022 college football season. Standard construction night lighting fixtures typically used on large construction sites would operate on the project site during construction. In addition to these sources, nighttime lighting necessary for security purposes may be installed throughout the site and during winter months when hours of daylight are reduced. Therefore, nighttime lighting of the proposed project site and more focused lighting of specific active areas of construction is likely to occur.

Sensitive receptors in the surrounding area potentially affected by nighttime construction lighting and susceptible to diminished nighttime views consist of nearby residents and wildlife associated with the San Diego River. More specifically, residential land uses are located to the west, northwest and north of the project site (as close as 100, 200, and 600 feet from the site, respectively) and as close as approximately 375 feet to the east of the project site (i.e., east of I-15). More distant residential land uses are located atop mesas to the south of the project site and south of I-8. The nearest home to the south of the project site is located approximately 1,875 feet away and approximately 300 feet higher in elevation. The San Diego River is located immediately adjacent to the project site's southern boundary and includes habitat for sensitive wildlife, including least Bell's vireo.

The use of nighttime lighting up to 10:00 p.m. during Stadium construction would generally replicate the operation of event field lighting use and therefore, would not be considered a new source of substantial nighttime lighting in the project area. However, the frequency of nighttime lighting on the project site would be increased and would deviate from existing conditions. As a component of the construction plan, the project contractor would develop a construction lighting plan that would comply with the current CALGreen standards requiring all exterior site lighting to comply with the Backlight Uplight and Glare (BUG) ratings identified in CALGreen Title 24, Part 11, Table 5.106.8 MAXIMUM ALLOWABLE BACKLIGHT, UPLIGHT AND GLARE (BUG) RATINGS which is included in the Lighting Study (see Appendix 4.1-1). The existing conditions within and surrounding the project site are consistent with the definition of LZ4. As such, the construction lighting plan would demonstrate compliance with the maximum allowable BUG ratings for LZ4. As further described in Section 4.1.2, ratings for Backlight (B0 through B5), Uplight (U0 through U5), and Glare (G0 through G5) are defined in the Illuminating Engineering Society of North America's Technical Memorandum on Luminaire Classification Systems for Outdoor Luminaires (IESNA TM-15-11; see Appendix 4.1-1). For backlight, uplight, and glare, maximum zonal lumen thresholds are established for each applicable rating (i.e., B0 through B5, U0 through U5, and G0 through G5). The plan review will involve confirmation that construction documents, including exterior lighting sources identified in the construction lighting plan, comply with BUG ratings for LZ4. While compliance with applicable BUG Ratings would minimize the potential for light trespass and skyglow during construction, due to the proximity of sensitive receptors to the project site an evaluation of construction light trespass is necessary to determine the potential for construction impacts.



Construction lighting is evaluated in the Lighting Study (see Appendix 4.1-1). The Lighting Study evaluated lighting sources defined and illustrated in a Construction Lighting Concept Plan (see Appendix 4.1-1) that assumed illumination of the Stadium construction site to an average of 10 foot-candles. In total, 7,773,000 lumens were assumed necessary to illuminate the construction site to an average of 10 fc. The Construction Lighting Concept Plan includes 17 light poles, each at 124 feet above grade, surrounding the construction site on all sides. Five additional poles (each at 124 feet above grade) are also located within the project site to provide the necessary illumination during nighttime (i.e., up to 10:00 p.m.) construction of the Stadium. Construction lighting would consist of high-power LED floodlights designed to limit direct view of any light sources from outside the project site boundary.

The construction light trespass analysis evaluates the illuminance (fc) at vertical planes that were located at the property line of sensitive uses in the surrounding area. Vertical planes extend from grade to maximum viewing elevation above grade (500 feet above grade for the proposed Project). Figure 4.1-7, Project Site and Vertical Plane Calculation Locations, identifies the calculation planes and sensitive uses evaluated in the Lighting Study. The results of the light trespass illumination calculations for construction lighting is presented in Table 4.1-4, Construction Light Trespass Illuminance (fc).

**Table 4.1-4. Construction Light Trespass Illuminance (fc)**

Vertical Plane	Description	Trespass Illuminance			Analysis Threshold: 1.4 fc
		Vertical fc			
		Max	Min	Avg	
VP-E1	East Residential Property Line	0.10	0.00	0.0	Below threshold
VP-E2	Center of I-15 Freeway ROW	0.20	0.00	0.00	Below threshold
VP-S1	South Project Property Line	0.20	0.00	0.02	Below threshold
VP-S2	South Residential Property Line	0.00	0.00	0.00	Below threshold
VP-S3	South Residential Property Line	0.10	0.00	0.00	Below threshold
VP-W1	West Residential Property Line	0.00	0.00	0.00	Below threshold
VP-W2	West Project Property Line	0.00	0.00	0.00	Below threshold
VP-W3	West Project Property Line	0.60	0.10	0.24	Below threshold
VP-N1	North Residential Property Line	0.50	0.00	0.13	Below threshold
VP-N2	North Residential Property Line	0.20	0.00	0.01	Below threshold
VP-N3	North Residential Property Line	0.20	0.00	0.00	Below threshold
VP-N4	North Project Property Line (Center of Friars Road ROW)	0.80	0.00	0.18	Below threshold

**Source:** Francis Krahe & Associates 2019 (see Appendix 4.1-1).

**Note:** fc = foot-candle.

As shown in Table 4.14 above, the Project Construction Light Trespass illuminance at the vertical planes varies from a minimum of 0.00 fc at multiple locations to a maximum of 0.80 fc at VP-N4. This location (i.e., VP-N4) is located at the north project site boundary and adjacent to Friars Road (see Figure 4.1-7). The calculated maximum trespass illuminance is below the 1.4 fc threshold at all analyzed locations and therefore, light trespass impacts during construction would be **less than significant**.

Based on the analysis presented above, lighting impacts during construction of the Stadium and remaining project elements would be **less than significant**.

## Glare

Glare from project construction lighting occurs when the light source is visible against a dark background, such as a dark sky, or when a high brightness source is aimed at a low angle within the field of view. The direct view of any light source is a significant source of glare, or high contrast conditions. As a component of the construction plan, a construction lighting plan will be developed, complying with the current CALGreen standards that require all exterior site lighting to comply with the BUG ratings identified in CALGreen Title 24, Part 11, and Table 5.106.8.

As previously stated, the direct view of the project construction lighting may present a potential for high contrast and glare conditions. However, compliance with the BUG ratings would limit direct view of any light sources within the project site from surrounding residential properties. For instance, for all the project's exterior lights, Title 24 limits the FVH (Forward Very High angle) and BVH (Backward Very High angle) zonal lumens to 10 to 500 lumens for Zone 4. IESNA defines Zone 4 as "areas of human activity where the vision of human residents and users is adapted to high light levels...lighting is generally considered necessary for safety, security and/or convenience and it is mostly uniform or continuous." Due to the presence of existing parking and field lighting, the project site is considered a Zone 4 area for purposes of this analysis. The zonal lumen limits prevent the use of light fixtures that would contain a light source visible to the surrounding properties. In addition, the requirements are more stringent at distances less than 0.5 mounting heights from the property line (roughly 10 to 20 feet from the property line), where the fixtures would be brightest due to the shortest distance from the adjacent residential properties.

Construction lighting would consist of high-power LED floodlights designed to limit direct view of any light sources from outside the project site boundary. The view angle from the monitoring sites to the highest elevation of the project construction light poles (approximately 124 feet above existing grade) is summarized below in Table 4.1-5, Contrast Ratio: Comparison of Existing and Project Construction Lighting @ 600 cd/m<sup>2</sup>. For the majority of the monitoring site locations, the view to the project site is distant, and the viewing angle to the light source is very low. Therefore, the project design shielding would generally prevent any direct view of the light source. The most sensitive locations for potential glare impacts during construction are those sites close to the project site that are located at an elevation below the height of construction lights. As shown on Figure 4.1-6, these locations include monitoring sites MN1 (located north of Friars Road and northwest of the proposed Stadium site), MW1 (located west of Fenton Parkway and north of the Fenton Parkway Trolley Station), and MS2 and MS3 (both located along the southern property boundary at the edge of the San Diego River).

The maximum construction lighting source brightness is determined by the rated source luminance. For this analysis, the maximum night time construction lighting luminance is 600 cd/m<sup>2</sup>. The measured existing luminance is summarized in Table 4.1-2 in Section 4.1.1 above. Table 4.1-5, Contrast Ratio: Comparison of Existing and Project Construction Lighting @ 600 cd/m<sup>2</sup>, below summarizes the contrast ratio calculated for the maximum construction lighting luminance in comparison to the existing average measured luminance.

Table 4.1-5. Contrast Ratio: Comparison of Existing and Project Construction Lighting @ 600 cd/m<sup>2</sup>

Monitoring Site	Existing Measured Luminance (cd/m <sup>2</sup> )		Project Construction Lighting		Analysis
	Average	Maximum	Construction Lighting Maximum Luminance (cd/m <sup>2</sup> )	Contrast Ratio	
				Maximum to Existing Average Luminance	
ME1	613.2	4975	600	1.0	Low Contrast Ratio; No glare impact
ME2	859.3	7611	600	0.7	Low Contrast Ratio; No glare impact
ME3	62.2	417	600	9.6	Low Contrast Ratio; No glare impact
ME4	106.2	1721	600	5.7	Low Contrast Ratio; No glare impact;
MS1	124.7	2258	600	4.8	Low Contrast Ratio; No glare impact
MS2	137.4	1711	600	4.4	Low Contrast Ratio; No glare impact;
MS3	371.2	6141	600	1.6	Low Contrast Ratio; No glare impact
MW1	50.6	426	600	11.9	Medium Contrast Ratio; No glare impact
MN1	505.0	8015	600	1.2	Low Contrast Ratio; No glare impact
MN2	185.2	2325	600	3.2	Low Contrast Ratio; No glare impact
MN3	531.6	5665	600	1.1	Low Contrast Ratio; No glare impact
MN4	99.2	2120	600	6.0	Low Contrast Ratio; No glare impact

**Source:** Francis Krahe & Associates 2019 (see Appendix 4.1-1)

**Notes:** cd/m<sup>2</sup> = candelas per square meter.

Contrast Ratios above 30:1 are considered high contrast, and may introduce a new source of glare. Contrast Ratios less than or equal to 30:1 are considered medium contrast, and will not introduce a new source of glare. Contrast Ratios less than 10:1 are considered low contrast, and will not introduce a new source of glare.

As shown in Table 4.1-5 above, when existing measured luminance is considered, project construction lighting would generate low to medium contrast ratios at the 12 monitoring sites. Assuming a maximum luminance of 600 cd/m<sup>2</sup>, the calculated contrast ratios indicate that monitoring sites and in general, sensitive receptors in the surrounding area, would not be exposed to significant glare during construction. Therefore, project construction lighting glare impacts would be **less than significant**.

Lastly, the Lighting Study included an analysis specific to the project's potential glare effects on driver's visibility on surrounding area roadways. The glare analysis of the construction lighting during night assumes the simultaneous use of all project construction lighting at the maximum luminance (i.e., 600 cd/m<sup>2</sup>), and compares the resulting luminance to the most stringent requirements of the California Vehicle Code to determine if the construction lighting would introduce a source of distracting glare to drivers. The most stringent condition identified within the California Vehicle Code Section 21466.5, states: "except that when the minimum measured brightness in the field of view is

10 foot lamberts or less, the measured brightness of the light source in foot lamberts (fL) shall not exceed 500 plus 100 times the angle, in roadway degrees, between the driver's field of view and the light source." Thus, a conservative evaluation, occurs where the construction lighting is visible within the centerline of the driver's field of view, the angle noted above within the field of view is 0, the surrounding surface luminance is less than 10 fL, and therefore the maximum allowable luminance is 500 fL. Therefore, the most conservative condition at night evaluates construction lighting against a threshold for luminance of a maximum 500 fL.

A measured brightness within the driver's field of view of less than 10 fL may occur at night. The construction lighting is evaluated with a maximum luminance of 600 cd/m<sup>2</sup>. Calculating the equivalent construction lighting luminance by converting to English units from metric units: 600 cd/m<sup>2</sup> equals 174.9 fL. The construction lighting would not exceed 174.9 fL, which is 65% less than the 500 fL maximum, the most conservative limit stipulated by the California Vehicle Code for conditions where the minimum brightness in the driver's field of view is less than 10 fL construction lighting is designed to not exceed 600 candelas/m<sup>2</sup> (174.9 fL) luminance. These values are less than the California Vehicle Code standard, including 18% of the maximum allowable luminance identified as the threshold for glare. Therefore, construction lighting would not create a new source of glare and would not substantially affect the visibility of driver's on surrounding roads in the area. Impacts would be less than significant.

### **Operation**

In addition to field lighting that would operate during SDSU football games, bowl and soccer games, and other events (see Table 2-6, Existing and Proposed Event characteristics), all interior and exterior areas of the Stadium and concourse would include an installed lighting system to maintain recommended illumination levels, CSU requirements, and other standards. In addition, illuminated signage, outdoor lighting for streets, building exterior lighting, sports fields, parks, lighting associated with hiking and biking trails and walkways would be introduced to the project site. On trails and walkways located closest to the San Diego River, lights with directional LEDs would be installed. Shields and if needed, other appropriate design features, would be incorporated into the design of trail and walkway lighting to minimize potential light spillover beyond the project site. Due to the inclusion of campus, park, residential, and hospitality uses, full buildout of the project site would substantially increase the number of lighting sources (and potential sources of glare) operating on the site.

### ***Project Building Lighting***

For purposes of this analysis, project building lighting includes including new outdoor lighting for streets, building exterior lighting, sports fields, parks, hiking and biking paths/trails, and the proposed new Stadium within the project site. Project sign lighting includes lighting from three identical, double-sided signs (approximately 40 feet wide by 50 feet high) installed on 70 foot high poles or pillars that for purposes of the Lighting Study, were assumed to be installed at the perimeter of the site at the north and east project boundaries. Project sign lighting is analyzed separately from project building lighting. Additional assumptions regarding the Sign Lighting Concept Plan are included in the Lighting Study (see Appendix 4.1-1).

Light trespass is evaluated by calculating illuminance (fc) at the monitoring site locations. The resulting illuminance from the proposed project lighting at full buildout as calculated at Vertical Planes at nearby residential property lines to the east, south, west, and north and along the project site's boundary with the adjacent San Diego River, is presented in Table 4.1-6, Building Light Trespass Illuminance (fc), below.

Table 4.1-6. Building Light Trespass Illuminance (fc)

Vertical Plane	Description	Trespass Illuminance			Analysis Threshold: 1.4 fc
		Vertical fc			
		Max	Min	Avg	
VP-E1	East Residential Property Line	0.30	0.00	0.12	Below threshold
VP-E2	Center of I-15 Freeway ROW	0.50	0.00	0.16	Below threshold
VP-S1	South Project Property Line	1.30	0.00	0.30	Below threshold
VP-S2	South Residential Property Line	0.10	0.00	0.00	Below threshold
VP-S3	South Residential Property Line	0.10	0.00	0.00	Below threshold
VP-W1	West Residential Property Line	0.80	0.00	0.21	Below threshold
VP-W2	West Project Property Line	1.00	0.00	0.31	Below threshold
VP-W3	West Project Property Line	1.70	0.10	0.48	Above threshold, commercial use property and therefore, not a significant impact
VP-N1	North Residential Property Line	0.50	0.00	0.18	Below threshold
VP-N2	North Residential Property Line	0.20	0.00	0.08	Below threshold
VP-N3	North Residential Property Line	0.00	0.00	0.00	Below threshold
VP-N4	North Project Property Line (Center of Friars Road ROW)	0.90	0.00	0.17	Below threshold

**Source:** Francis Krahe & Associates 2019 (see Appendix 4.1-1).

**Note:**fc = foot-candle.

The results of the Lighting Study demonstrate that light trespass associated with the proposed project building lighting sources would generally be below the identified threshold for residential receptors (i.e., 1.4-fc) at the nearest residential properties lines to the east, south, west, and north. As depicted on Figure 4.1-6, these would include VP-E1 (0.30 fc max), VP-N1, VP-N2 and VP-N3 (0.50, 0.20, and 0.00 fc max, respectively), VP-S2 and VP-S3 (0.10 fc max each, respectively), and VP-W1 (0.80 fc max).

The maximum Building Lighting Trespass Illuminance occurs at Vertical Plane VP-W3 at 1.7 fc, which is greater than the 1.4 fc maximum illuminance threshold. However, Vertical Plane VP-W3, which is located at the west project property line, is adjacent to existing commercial use properties. As commercial use properties are not a sensitive (i.e., residential) land use for purposes of this report, exceedance of the 1.4 fc threshold is not applicable and a significant impact would not occur.

The maximum Building Lighting Trespass Illuminance at the south project property line occurs at Vertical Plane VP-S1, at 1.3 fc, which is less than the 1.4 fc maximum illuminance threshold established for adjacent residential zoned property and wildlife habitat in Section 4.1.3. Vertical Plane VP-S1 is located at the south project property line adjacent to the San Diego River. Under existing conditions, there are lighted sports fields lighted parking lots adjacent to this area that generates the high to medium measured luminance noted at monitoring sites MS-2 and MS-3 in Table 4.1-3. The Project Building Lighting Plan includes new recreational athletic fields with sports lighting at similar locations to the existing fields in the southwest corner of the project site. The calculated illuminance at Vertical Plane VP-S1 is similar to the existing measured illuminance at monitoring site MS-3 (i.e., 1.18 fc) and below the 1.4 fc maximum illuminance threshold. The project building lighting would not introduce a new source of light trespass at VP-S1 and lighting levels would be below the established threshold of significance.

As indicated in Table 4.1-6 above, operation of project building lighting would result in light trespass illuminance at analyzed adjacent residential and wildlife habitat areas at levels below the established threshold of 1.4 fc. Therefore, impacts associated with project building lighting trespass would be **less than significant**.

#### ***Glare from Project Building Lighting***

To evaluate potential glare from project building lighting, the June 2019 Lighting Study (Appendix 4.1-1) conservatively identified a maximum night time Building Lighting Illuminance of 1500 cd/m<sup>2</sup> which is a conservative luminance value, greater than the maximum visible brightness calculated from the shielded light sources proposed in the Project Building Lighting Plan. In regards to the Stadium, light fixtures would be aimed at various positions within the sports field and few would be aimed at the maximum aiming angle analyzed above. The probability of a direct in line view from the sensitive use residential properties adjacent to the monitoring sites to any of the Stadium light fixtures aimed at the maximum aiming angle is low. However, this worst case, higher luminance condition is evaluated for all monitoring sites to present a conservative analysis.

The calculated building lighting maximum luminance and contrast ratio (i.e., maximum to existing average luminance) is presented in Table 4.1-7, Contrast Ratio: Comparison of Existing Measured to Project Building Lighting @ 1500 cd/m<sup>2</sup>. As indicated in the table, low or medium contrast ratios were calculated at each of the 12 monitoring sites. As stated previously, contrast ratios above 30:1 are considered high contrast, and may introduce a new source of glare. Contrast Ratios less than or equal to 30:1 are considered medium contrast, and will not introduce a new source of glare. Contrast Ratios less than 10:1 are considered low contrast, and will not introduce a new source of glare. The Building Lighting Contrast Ratio does not exceed 30:1 at any of the monitoring sites. Contrast Ratios vary from a minimum of 1.7:1 at monitoring site ME-2 (located within the project site) to a maximum of 29.7:1 at monitoring site MW-1 (located west of the project site and near the Del Rio Apartment Homes).

**Table 4.1-7. Contrast Ratio: Comparison of Existing Measured to Project Building Lighting at 1500 cd/m<sup>2</sup>**

Monitoring Site	Existing Measured Luminance (cd/m <sup>2</sup> )		Project Building Lighting		
	Average	Maximum	Building Lighting Maximum Luminance (cd/m <sup>2</sup> )	Contrast Ratio	Analysis
				Maximum to Existing Average Luminance	
ME1	613.2	4975	1500	2.4	Low Contrast Ratio, No Glare Impact
ME2	859.3	7611	1500	1.7	Low Contrast Ratio, No Glare Impact
ME3	62.2	417	1500	24.1	Medium Contrast Ratio, No Glare Impact
ME4	106.2	1721	1500	14.1	Medium Contrast Ratio, No Glare Impact
MS1	124.7	2258	1500	12.0	Medium Contrast Ratio, No Glare Impact
MS2	137.4	1711	1500	10.9	Medium Contrast Ratio, No Glare Impact
MS3	371.2	6141	1500	4.0	Low Contrast Ratio, No Glare Impact

**Table 4.1-7. Contrast Ratio: Comparison of Existing Measured to Project Building Lighting at 1500 cd/m<sup>2</sup>**

Monitoring Site	Existing Measured Luminance (cd/m <sup>2</sup> )		Project Building Lighting		
	Average	Maximum	Building Lighting Maximum Luminance (cd/m <sup>2</sup> )	Contrast Ratio	Analysis
				Maximum to Existing Average Luminance	
MW1	50.6	426	1500	29.7	Medium Contrast Ratio, No Glare Impact
MN1	505.0	8015	1500	3.0	Low Contrast Ratio, No Glare Impact
MN2	185.2	2325	1500	8.1	Low Contrast Ratio, No Glare Impact
MN3	531.6	5665	1500	2.8	Low Contrast Ratio, No Glare Impact
MN4	99.2	2120	1500	15.1	Medium Contrast Ratio, No Glare Impact

**Source:** Francis Krahe & Associates 2019 (see Appendix 4.1-1).

**Note:** cd/m<sup>2</sup> = candela per square meter.

As proposed, the project building lighting will provide more focused lighting, directed down to the project site, and with shields applied to the sports lighting fixtures to reduce luminance. Based on the results presented in Table 4.1-7 for project building lighting, operation of project building lighting would produce low to medium contrast, which indicates that project building lighting would not result in a new source of significant glare.

In addition, the Lighting Study concluded that at night and during sunset and sunrise, glare at sensitive residential or roadway sites in the surrounding area would be less than high contrast conditions assuming a maximum project building lighting luminance of 1500 cd/m<sup>2</sup>. As further described in the June 2019 Lighting Study, calculating the equivalent Building Lighting luminance (1500 cd/m<sup>2</sup>) by converting to English units from metric units equates to 481.8 footlamberts (fL). The project building lighting would not exceed 481.8 fL (the equivalent maximum luminance in metric units is 1500 cd/m<sup>2</sup>), which is less than the most conservative limit stipulated by the California Vehicle Code for conditions where the minimum brightness in the driver's field of view is less than 10 fL (i.e., 500 fL maximum allowable luminance). Further, all project building lighting would operate at maximum of 481.8 fL at night, or less than approximately 50% of the maximum allowed by the California Vehicle code for those locations at 15 degrees from the center of the driver's field of view. For project building light fixtures located beyond the driver's 10 degree field of view, the maximum luminance is permitted to increase under the California Vehicle Code. For example, light sources located 15 degrees from the centerline of the driver's field of view would be limited to a maximum of 1,000 fL (500 fL plus 100 times the angle (5 degrees) = 1,000 fL). Therefore, as all project building lighting would operate at maximum of 481.8 fL at night, project building lighting would not exceed the applicable threshold of 1000 fL and would not introduce a new source of glare as defined by the California Vehicle Code Section 21466.5. As such, glare impacts associated with the operation of project building lighting would be **less than significant**.

### Project Sign Lighting

As previously stated, the proposed project would include new exterior signage along the perimeter of the site. Specifically, for purposes of this analysis, three identical, double-sided signs (approximately 40 feet wide by 50 feet high) on 70 foot high poles or pillars were assumed to be installed at the perimeter of the site at the north and east project boundaries. The signs would be installed near the existing Friars Road Stadium sign in the northwestern corner of the project site and along the project site frontage of Friars Road near the northeastern corner of the site. Lastly, a third sign would be installed along the eastern project site property line and would be visible from I-15. All signs were evaluated with a brightness of 600 cd/m<sup>2</sup> during daily evening nighttime operation and were oriented perpendicular to the adjacent roadways. Existing Stadium signage was assumed to be removed and inoperable in the analysis.

The Light Trespass analysis presented in the June 2019 Lighting Study (see Appendix 4.1-1) evaluates the proposed project sign illuminance (fc) at the vertical plane (VP) of project property lines and residential property lines. The results of the project sign lighting light trespass analysis are presented in Table 4.1-8, Project Sign Lighting Trespass Illuminance (fc), below.

**Table 4.1-8. Project Sign Light Trespass Illuminance (fc)**

Vertical Plane	Description	Trespass Illuminance			Analysis Threshold: 1.4 fc
		Vertical fc			
		Max	Min	Avg	
VP-E1	East Residential Property Line	0.40	0.00	0.18	Below threshold
VP-E2	Center of I-15 Freeway ROW	1.20	0.00	0.29	Below threshold
VP-S1	South Project Property Line	0.20	0.00	0.03	Below threshold
VP-S2	South Residential Property Line	0.00	0.00	0.00	Below threshold
VP-S3	South Residential Property Line	0.00	0.00	0.00	Below threshold
VP-W1	West Residential Property Line	0.00	0.00	0.00	Below threshold
VP-W2	West Project Property Line	0.00	0.00	0.00	Below threshold
VP-W3	West Project Property Line	0.60	0.00	0.11	Below threshold
VP-N1	North Residential Property Line	1.40	0.00	0.37	Does not exceed threshold
VP-N2	North Residential Property Line	0.10	0.00	0.06	Below threshold
VP-N3	North Residential Property Line	0.20	0.10	0.10	Below threshold
VP-N4	North Project Property Line (Center of Friars Road ROW)	13.80	0.00	0.72	Above threshold, location is a road/not sensitive and therefore, not a significant impact

**Source:** Francis Krahe & Associates 2019 (see Appendix 4.1-1).

**Note:** fc = foot-candle.

As summarized in Table 4.1-8, Sign Lighting Trespass Illuminance (fc), the proposed project sign light Trespass maximum illuminance at the evaluated Vertical Planes varies from a minimum of 0.00 fc to a maximum of 13.80 fc. The maximum Sign Lighting Trespass Illuminance (13.80 fc) occurs at the project north property line at Vertical Plane VP-N4. While the light trespass illuminance at this location is greater than 1.4 fc, Vertical Plane VP-N4 is located at the center of the Friars Road right-of-way, north of the project site north property line (see Figure 4.1-7). The Friars Road right-of-way is not considered a sensitive use and therefore, exceedance of the 1.4 fc illuminance threshold would not result in a significant light trespass impact.



Vertical plane VP-N1 is located adjacent to the Monte Vista Apartment Homes residential community, which is more distant from the project site than VP-N4. The calculated light trespass illuminance at VP-N1 is 1.40 fc which is substantially lower than at VP-N4 due to the increased distance. The light trespass illuminance at VP-N1 is equal to, but does not exceed 1.4 fc, therefore the project sign lighting is within the established threshold for residential land uses. As noted above, the Lighting Study (see Appendix 4.1-1) evaluated a conservative value for sign luminance (i.e., of 600 cd/m<sup>2</sup>) and ultimate sign luminance of installed signs may be less than that evaluated.

The light trespass illuminance levels from project sign lighting at all other evaluated locations were calculated to be less than the 1.4 fc maximum illuminance threshold and therefore, impacts associated with Project Sign Light would be **less than significant**.

#### **Glare from Project Sign Lighting**

Glare from project sign lighting would occur when the sign is visible against a dark background, such as a dark sky, or when a high brightness source is aimed at a low angle within the field of view. As indicated in the Lighting Study (see Appendix 4.1-1) and above, the maximum night time sign lighting luminance is 600 cd/m<sup>2</sup>. As previously stated, the term which describes the extent of glare at an observer position or monitoring site for a view is referred to as contrast, and is determined by the variation of luminance within the field of view. “High,” “medium,” and “low” contrast are terms used to describe contrast ratios. The contrast ratio calculated for the maximum sign lighting luminance in comparison to the existing average measured luminance (initially presented in Table 4.1-3) is shown in Table 4.1-9, Contrast Ratio: Comparison of Existing Measured Luminance to Project Sign Lighting Luminance at 600 cd/m<sup>2</sup>. Monitoring site locations are depicted on Figure 4.1-6.

**Table 4.1-9. Contrast Ratio: Comparison of Existing Measured Luminance to Project Sign Lighting Luminance at 600 cd/m<sup>2</sup>**

Monitoring Site	Existing Measured Luminance (cd/m <sup>2</sup> )		Project Sign Lighting		
	Average	Maximum	Sign Lighting Maximum Luminance (cd/m <sup>2</sup> )	Contrast Ratio	Analysis
				Maximum to Existing Average Luminance	
ME1	613.2	4975	600	1.0	Low Contrast Ratio, No Glare Impact
ME2	859.3	7611	600	0.7	Low Contrast Ratio, No Glare Impact
ME3	62.2	417	600	9.6	Low Contrast Ratio, No Glare Impact
ME4	106.2	1721	600	5.7	Low Contrast Ratio, No Glare Impact
MS1	124.7	2258	600	4.8	Low Contrast Ratio, No Glare Impact
MS2	137.4	1711	600	4.4	Low Contrast Ratio, No Glare Impact
MS3	371.2	6141	600	1.6	Low Contrast Ratio, No Glare Impact
MW1	50.6	426	600	11.9	Medium Contrast Ratio, No Glare Impact
MN1	505.0	8015	600	1.2	Low Contrast Ratio,

**Table 4.1-9. Contrast Ratio: Comparison of Existing Measured Luminance to Project Sign Lighting Luminance at 600 cd/m<sup>2</sup>**

Monitoring Site	Existing Measured Luminance (cd/m <sup>2</sup> )		Project Sign Lighting		
	Average	Maximum	Sign Lighting Maximum Luminance (cd/m <sup>2</sup> )	Contrast Ratio	Analysis
				Maximum to Existing Average Luminance	
					No Glare Impact
MN2	185.2	2325	600	3.2	Low Contrast Ratio, No Glare Impact
MN3	531.6	5665	600	1.1	Low Contrast Ratio, No Glare Impact
MN4	99.2	2120	600	6.0	Low Contrast Ratio, No Glare Impact

**Source:** Francis Krahe & Associates 2019 (see Appendix 4.1-1).

**Note:** cd/m<sup>2</sup> = candela per square meter.

As shown in Table 4.1-9, the project sign lighting contrast ratio at all monitoring sites would be less than 30:1. With the exception of monitoring site MW1, low contrast ratios were calculated at the monitoring site locations. At monitoring site MW1, contrast ratio of 11.9:1 was calculated and indicates medium contrast. A medium contrast ratio also indicates project sign lighting would not introduce a new source of glare at the monitoring site. Therefore, project sign lighting would not create a new source of high contrast or glare at monitoring sites and impacts would be **less than significant**.

In addition, the Lighting Study concluded that at night and during twilight (i.e., 20 minutes before sunrise and sunset), project sign lighting would not introduce a source of distracting glare to local area drivers. As further described in the Lighting Study (see Appendix 4.1-1), the proposed project sign lighting is designed to limit maximum luminance to less than 600 cd/m<sup>2</sup> (174.9 fL in English units) maximum luminance, from 20 minutes before sunset to 20 minutes after sunrise. Therefore, at 20 minutes before and including sunset and at sunrise and 20 minutes after, the project sign lighting would not exceed the threshold of 500 fL as established by the California Vehicle Code, and would therefore not introduce a new source of glare.

During the day (20 minutes after sunrise until 20 minutes before sunset) sunlight with clear sky conditions or light overcast conditions provides sufficient illuminance to generate surface brightness greater than 10 fL and up to 1200 fL on the least reflective surfaces, such as roadway pavement. Utilizing the value of 10fL as the minimum within the driver's field of view, the maximum allowable brightness would be 1,000 times 10 fL, or 10,000 fL. The Project Signs would not exceed 6,000 cd/m<sup>2</sup> (1749 fL) during the daytime hours of operation, and would therefore operate at less than 18% of the maximum luminance stipulated by the California Vehicle Code (i.e., 10,000 fL). Therefore, the project sign lighting would not create a new source of glare during day time hours of operation with clear sky or light overcast conditions.

Severe storms, heavy cloud cover, or other atmospheric conditions may occur during the day, which may cause the minimum brightness within the driver's field of view to be less than 10 fL. As proposed, project signs would include an electronic control system to reduce the sign luminance from 6,000 cd/m<sup>2</sup> (1749 fL) to 600 cd/m<sup>2</sup> (174.9 fL) maximum when the ambient sun light falls to illuminance values similar to night, less than 100 fc. During the day, when storms, cloud cover, or other low ambient sunlight conditions occur and when the ambient sunlight is less than 100 fc, the project signs would transition from the daytime 6,000 cd/m<sup>2</sup> (1749 fL) to 600 cd/m<sup>2</sup> (174.9 fL)

maximum. This transition would ensure that the sign luminance remains less than 20% of the maximum stipulated by the California Vehicle Code. Therefore, the proposed project sign lighting would not create a new source of glare during daytime periods with storm or severe overcast weather conditions.

As detailed above, project sign lighting luminance would not exceed applicable thresholds established by the California Vehicle Code. Therefore, project sign lighting would not introduce a source of distracting glare to local area motorists during operation. Impacts would be **less than significant**.

### ***Would the project contribute to a cumulatively considerable impact to aesthetics?***

The geographic scope for the cumulative analysis for Aesthetics is the I-8 corridor viewshed through Mission Valley. While the existing SDCCU Stadium and surrounding parking lots have limited visibility from I-8, several high-rise, 20 to 24-story residential and hotel structures are proposed on the project site. The increased density and distribution of development on the project site, combined with high-rise structures, would result in a broader viewshed that would extend east and west along the I-8 corridor.

### **Scenic Vistas**

Scenic vistas considered in the proposed project analysis above consisted of interstates (I-5, I-8, and I-805) and prominent peaks in Mission Trails Regional Park including Cowles Mountain and Pyles Peak.

As outlined above, the proposed project would be visible from I-8 and I-805. Due to intervening terrain and development to the east through Mission Valley, I-5 motorists would not be provided views to new development (including high-rise structures) on the project site. Therefore, the proposed project would not combine with cumulative development that would be visible from I-5 including development associated with the University of San Diego Master Plan (Project #14; Figure 3-1) or linear construction of the North City Pure Water Pipeline Alignment (Phase I) (Project #21; Figure 3-1) to create a cumulative scenic vista impact. Further, the proposed project would not contribute to a cumulatively considerable scenic vista impact on I-5.

At the I-805 crossing of the San Diego River, northbound motorists would be offered views of development of the project site. While cumulative projects are proposed to the east and west of I-805 at the river crossing, these projects would generally be screened from view or of a low-profile and be incapable of substantially interrupt or obstructing the available long views. For example, the San Diego River Discovery Center's 9,950-square-foot interpretive center and other uses (Project #3; Figure 3-1) would be located approximately 0.15 miles west of I-805 at the crossing and the low-profile development and site features would not substantially affect westward views from elevated interstate lanes. Also, the City's proposed Pure Water facility near the project site's western boundary at Fenton Parkway would be viewed in the context of the developed project site and nearby residential and commercial development. The assumed one- to two-story scale of the facility would be considerably shorter than prominent development on the project site and combined with the proposed project, would not contribute to a cumulatively considerable impact. Lastly, the proposed Fenton Parkway Bridge (Project #20; Figure 3-1) would be visible from I-805 at the river crossing and would create a noticeably north-south line across the San Diego River corridor. However, the new horizontal bridge feature would be located in the foreground viewing distance of northbound I-8 motorists and the assumed low-profile structure would not obstruct or interrupt available eastward views. Therefore, when combined with the cumulative projects considered in this analysis that would be visible from I-805 at or near the San Diego River, Project development would not contribute to a cumulatively considerable impact to scenic vistas or views from I-805.

While the majority of cumulative projects considered in this analysis are concentrated near SR-163, several projects are proposed north of I-8 and east of Qualcomm Way (see Figure 3-1). These projects in particular would be viewed alongside development on the project site and would be experienced from the east- and westbound travel lanes of I-8. The Fenton Parkway Bridge (Project #20; Figure 3-1) would likely result in the removal of vegetation from the San Diego River corridor in order to install pylons and construct a bridge platform between Fenton Parkway and Mission City Parkway. While the removal of vegetation (primarily trees) would be visible from I-8, the proposed project would not result in view obstruct or substantial interrupt of the available northward view from the interstate. Assuming trains would travel in the I-15 median, the MTS Purple Line Trolley (Project #25; Figure 3-1) would not contribute substantial scale such that the eastward view from I-8 near the I-15 underpass would be substantially altered. The existing eastward view is currently obstructed by the elevated spans of I-15 and the westbound I-8 ramp via northbound I-15. In addition, available northward and southward views from I-8 are short in length (generally extending for less than 1 mile) and are not particularly scenic. As such, proposed development on the project site including a new Stadium, campus and river park use, and multistory residential and hotel uses, would not contribute to a cumulatively considerable scenic vista impact on existing scenic views from I-8.

As with the proposed project, none of the cumulative projects considered in this analysis would substantially obstruct or noticeably interrupt the available long and broad westward views from prominent peaks in Mission Valley Regional Park. The nearest cumulative project to the peaks, the 58-residential townhome Mission Town Homes (Project #2; Figure 3-1) is situated approximately 5 miles southwest of Cowles Mountain and as of Summer 2019, is currently under construction. The proposed townhomes are situated on lower elevation lands than existing two- to three-story residential development to the north and would display a similar (or less) vertical scale as existing development in the immediate surrounding area. Other nearby cumulative projects including the MTS Purple Line Trolley (Project #25; Figure 3-1) and annual maintenance in Murphy Canyon channel adjacent to the Stadium site (Project #18; Figure 3-1) would not be distinct as viewed from elevated mountain peaks located approximately 5 miles away. Additional development identified on Figure 3-1 is proposed in the urbanized Mission Valley area and would not significant alter the character of the valley such that existing westward views from Cowles Peak and Pyles Peak would be substantially interrupt or degraded. Therefore, combined with cumulative projects considered in this analysis, the proposed project would not contribute to a cumulative considerable impact on scenic views available from prominent peaks in Mission Trails Regional Park.

### Scenic Highways

The nearest state scenic highways to the project site are I-8, SR-163, and I-5. However, as described in the scenic highways discussion above, the proposed project would not be readily or clearly visible from the designated scenic segments of SR-163 or I-5. As such, the analysis below pertains solely in potential cumulative scenic highway impacts from I-8.

Similar to the proposed project, development of cumulative projects would not likely require the removal of or damage to rock outcroppings. In addition, the majority of cumulative projects would not result in the removal of native and natural (i.e., non-landscaping related) trees. Cumulative projects considered in this analysis are generally located on previously or currently developed sites in urbanized Mission Valley. For example, the proposed Riverwalk Commercial Center (Project #12; Figure 3-1) entails the construction of new uses (multifamily residential units, commercial office and hotel) at the site of the Riverwalk Golf Course. While the golf course consists of green space (fairways and greens) and trees, managed golf courses are not typically considered scenic resources in planning documents or scenic resources for purposes of scenic vista assessments. Also, the cluster of cumulative projects north of I-8 and to the east and west of SR-163 (Projects 11, 9, 8, 6, and 5) primarily entail the demolition of existing development and on-site construction of new uses.

Construction of the Fenton Parkway Bridge (Project #20; Figure 3-1) would likely entail the removal of trees however, impacts to vegetation would generally be limited to a narrow bridge corridor and would not substantially degrade or otherwise obstruct the scenic qualities of the San Diego River. Lastly, the City's ~~Murphy Canyon Creek MSWSMP and Municipal Waterways Maintenance Plan (Projects# 18 and 23)~~ would entail the management of vegetation and other activities for flood control purposes. However, the facilities included in these plans are subject to regular or periodic maintenance and as such, plant materials are subject to a dynamic cycle of growth-management-regrowth that defines the visual experience of these areas from I-8. Because cumulative projects are not anticipated to result in substantial damage to scenic resources (rock outcroppings and trees) within the I-8 viewshed and because the existing SDCCU Stadium site is developed, the proposed project would not contribute to a cumulatively considerable scenic highway impact associated with damage to rock outcrops and trees.

As described above in the proposed project analysis of impacts to scenic highways, demolition of SDCCU Stadium (a historic structure) would result in a significant and unavoidable permanent effect on scenic resources within the I-8 viewshed. However, under PRC Section 21099, aesthetic impacts that the proposed project may produce (including damage to scenic resources within a state highway), cannot be considered a significant impact on the environment. Regarding the cumulative analysis, linear development (Fenton Parkway bridge (Project #20) and MTS Purple Line Trolley (Project #25) is unlikely to result in damage to historic buildings because alignments would not impact existing buildings. The majority of cumulative projects are located on developed sites in urbanized Mission Valley. Similar to the proposed project, cumulative projects on developed sites would be required to assess the historical significance of existing development and if determined to be historic, applicants would be required to recommend and identify avoidance, minimization, and/or mitigation measures to address potential impacts to the structure in question. However, damage to multiple historic structures within the viewshed of I-8 associated with development of cumulative projects is not anticipated. Based on review of the California Historical Resources Inventory Database (<http://sandiego.cfwebtools.com/search.cfm>), three addresses were identified in a general search of the Mission Valley Community Plan Area (California Historical Resources Inventory Database 2019). None of the listed addresses (1702 Camino Del Rio North, 500 Hotel Circle North and 10818 San Diego Mission Road) are associated with the addresses of cumulative projects considered in this analysis (see Table 3-1, Cumulative Projects, of this EIR). Therefore, when combined with the impacts of cumulative development proposed along the I-8 corridor and with consideration given to under PRC Section 21099, the proposed project would not contribute to a cumulatively considerable impacts to scenic highways.

#### **Conflicts with Zoning and Other Regulations Governing Scenic Quality**

As described above in the project-specific analysis, implementation of the proposed project would be consistent with the vision and principles of the San Diego River Park Master Plan. In addition, through the inclusion of a River Park that has been designed to be consistent with applicable regulations established in Section 1514.0302 of the Land Development Code, the proposed project would be consistent with the Land Development Code concerning implementation of the San Diego River Park Master Plan. Remaining chapters and sections of the Land Development Code and City Council Ordinances were reviewed and none were determined to be particularly relevant to scenic quality and the proposed River Park.

For projects under jurisdiction of City of San Diego, compliance with zoning and other local regulations would be required and assessed during environmental review. Several cumulative projects including Civita (Project #4; Figure 3-1), Town and County Specific Plan (Project #11; Figure 3-1) and the Riverwalk Commercial Center (Project #12; Figure 3-1) require the preparation of Specific Plans. Development associated with these projects will conform to development standards and land use distributions intended to implement the goals and policies of the City's

General Plan. High-rise development proposed in the cumulative scenario could potentially conflict with scenic regulations through the introduction of tall and rectangular buildings to the Mission Valley area (and associated effects to existing views). However, the majority of cumulative projects would be subject to design review and other oversight by the City of San Diego and Mission Valley Planning Group. Potential conflicts with established zoning and scenic quality regulations are also assessed during the environmental review process. Also, given the stated intent of the Mission Valley Community Plan to focus on (among other items) infill development in Central Mission Valley and higher density development in Eastern Mission Valley (see Figure 3, Conceptual Changes; City of San Diego 2019a), projects considered in the cumulative scenario are not anticipated to result in substantial conflict with zoning or other regulations governing scenic quality. Therefore, for the reasons described above and because redevelopment of the project site would be accomplished under the direction of development standards, the proposed project would not contribute to a cumulative considerable impact related to conflicts with zoning or other regulations governing scenic quality.

### Light and Glare

The majority of projects considered in the cumulative scenario would occur on currently developed sites along the I-8 corridor that currently contains multiple nighttime lighting sources and building materials capable of producing glare. Projects include intensification of development over existing uses (Witt Mission Valley, Project #6; Alexan Fashion Valley, Project #8; Union Tribune Mixed Use, Project #9; Hazard Center Redevelopment, Project #15) that would conceivably result in increased sources of lighting on the sites. However, similar to the proposed project, cumulative projects would be required to assess potential lighting impacts on nearby receptors and identify and recommend measures intended to minimize effects to existing nighttime views. Further, several of the proposed projects include specific plans and development of these sites would follow standards and policies intended to restrict light trespass onto adjacent properties (including areas of sensitive habitat) and opportunities for skyglow. It is assumed that most cumulatively considerable buildings would install hooded and downward directed lighting to limit light trespass and skyglow opportunities. While several projects represent an intensification of use over existing conditions, cumulative development would occur within the urbanized Mission Valley that contains multiple sources of nighttime lighting including local and regional commercial centers, hotels and office developments, streetlights, residential development and parking lots. While the introduction of denser development may result in additional lighting sources in the Mission Valley area, developments would be required to implement measures intended to minimize lighting effects to the extent practicable. Further, where adjacent to the San Diego River, development proposals including the Riverwalk Commercial Center (Project #12, Figure 3-1), San Diego River Park Discovery Center (Project #3) and the Fenton Parkway Bridge (Project #20) would be required to demonstrate compliance with general Multiple Species Conservation Plan Land Use Adjacency Guidelines related to reducing light spillover into sensitive habitat areas. Lastly, all cumulative residential development under the jurisdiction of the City would be required to conform to Section 1410.0401, Light Pollution Reduction of Residential Buildings, which includes standards regarding light pollution reduction. Therefore, when combined with cumulative development in the Mission Valley area, the proposed project would not result in a new substantial source of lighting that would substantially affect existing views in the area.

Similar to the proposed project, the development and redevelopment of sites in the Mission Valley area could entail the introduction of potentially reflective building materials and glare-producing lighting. For example, condominiums and apartment units associated with the Friars Road Residential Mixed Use Project (Project # 17, Figure 3-1) would feature glass windows and lighting fixtures through the project site. However, the existing commercial structures on site contain a similar mix of glass and lighting fixture elements. The 22-story residential tower of the proposed Hazard Center Redevelopment (Project #15, Figure 3-1) and 7-story buildings of the Union Tribune Mixed Use Project (Project #9, Figure 3-1) would feature repeated rows of windows. The widespread use of exposed steel

building envelopes is not anticipated. While denser development along the I-8 corridor may entail the use of potentially reflective features and materials, similar materials and features are utilized in existing developments in the Mission Valley area. Further, proposed developments that front the River Corridor Area would be subject to compliance with Mission Valley Community Plan policies regarding building reflectivity. The ~~Draft~~-Final Mission Valley Community Plan for Community Review (City of San Diego 2019a) requires that building facades fronting the River Corridor Area not include materials with a visible light reflectivity factor greater than 10%. Further, the SDMC contains light pollution reduction standards for residential development (see Section 1410.0401) that includes the use of shields and flat lenses in lighting that reduce opportunities for glare. Through compliance with existing regulations and environmental review, glare effects associated with cumulative development considered in the analysis is not anticipated to substantially affect the quality of existing day and nighttime view. Therefore, when combined with cumulative development in the Mission Valley area, the proposed project would not result in a new substantial source of glare that would substantially affect existing views in the area.

### 4.1.5 Significant Impacts Prior to Mitigation

As described in Section 4.15.4, above, direct impacts to aesthetics would be **less than significant**.

### 4.1.6 Mitigation Measures

As described in Section 4.1.4, any aesthetic impacts the proposed project cannot be considered a significant impact on the environment under CEQA and local regulation. CEQA states that “[a]esthetic and parking impacts of a residential, mixed-use residential, or employment center project within a transit priority area shall not be considered significant impacts on the environment.” PRC Section 21099(d) (1). The proposed project includes campus residential, mixed-use residential and employment opportunities within the campus village and research park, is located on an infill site, and is within a Transit Priority Area as identified by the City of San Diego (City of San Diego 2019c). As such, any aesthetics impact the proposed project may produce as measured under the Appendix G outlined above, cannot be considered a significant impact on the environment. In addition and as demonstrated in Section 4.1.4 above, construction and operation of the project as proposed would not result in significant impacts to existing view, visual quality and character, or substantial conflicts with zoning and other regulations governing scenic quality. Accordingly, no mitigation is needed or required.

### 4.1.7 Level of Significance After Mitigation

Impacts related to aesthetics would be **less than significant**.

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Photo A: View north from Stadium Trolley Station to SDCCU Stadium



Photo B: View northwest from Stadium Trolley Station to SDCCU Stadium

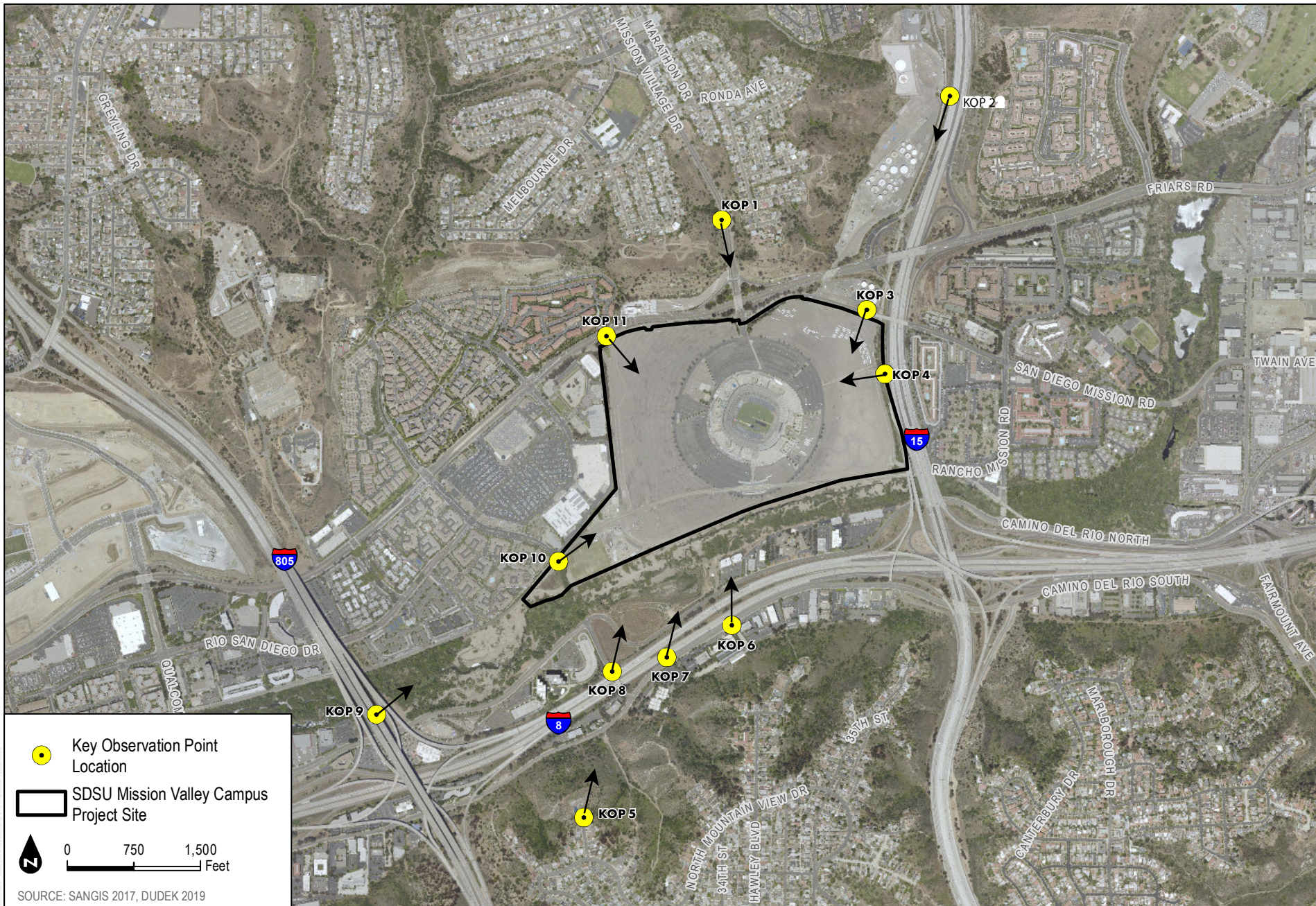


Photo C: View west from I-15 on-ramp to SDCCU Stadium and parking lots



Photo D: View east from parking lot to SDCCU Stadium, parking lots and site landscaping

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*Viewpoint 1: View south from Mission Village Drive*



*Viewpoint 2: View southwest from southbound I-15*

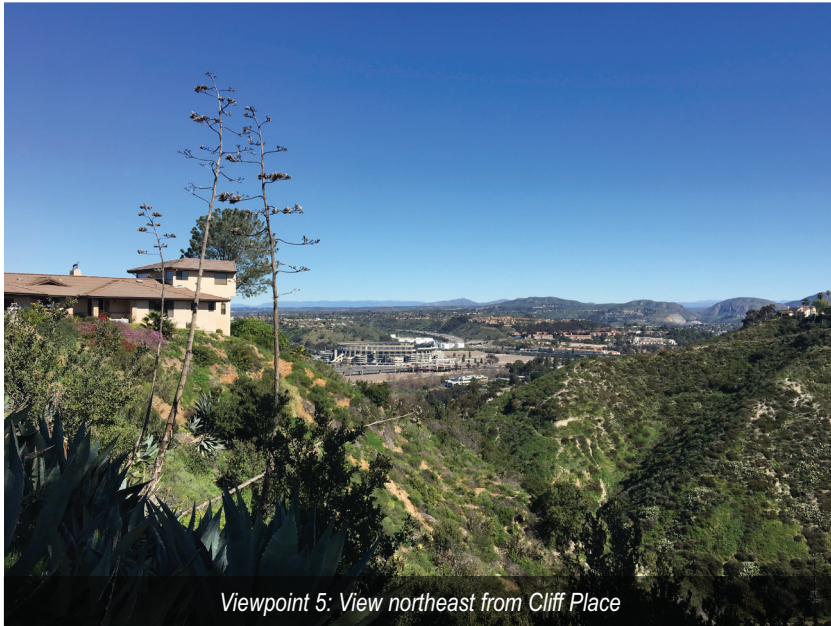


*Viewpoint 3: View southwest from San Diego Mission Road*



*Viewpoint 4: Viewpoint west from southbound I-15 on-ramps*

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*Viewpoint 5: View northeast from Cliff Place*



*Viewpoint 6: View north from Camino Del Rio South*



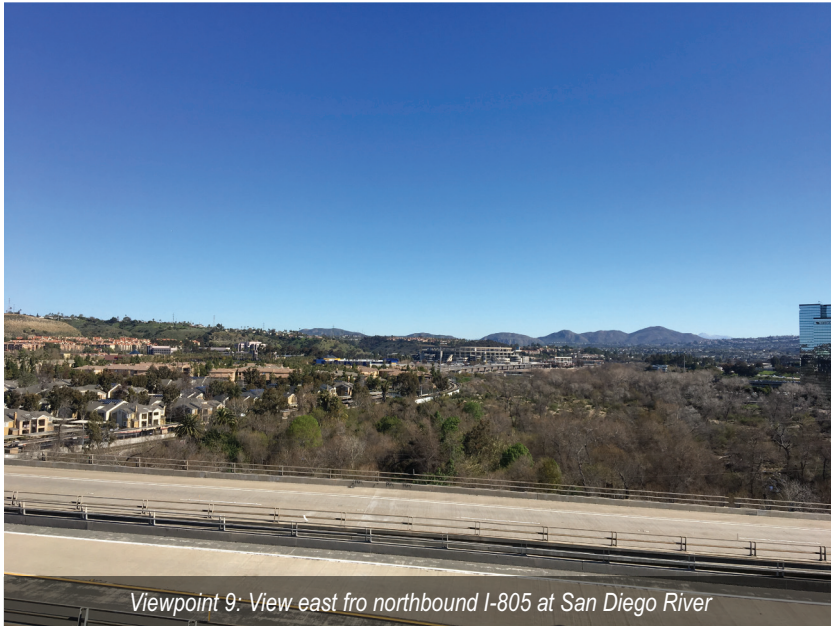
*Viewpoint 7: View northeast from eastbound I-8*



*Viewpoint 8: View northeast from Mission City Parkway*

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*Viewpoint 9: View east from northbound I-805 at San Diego River*

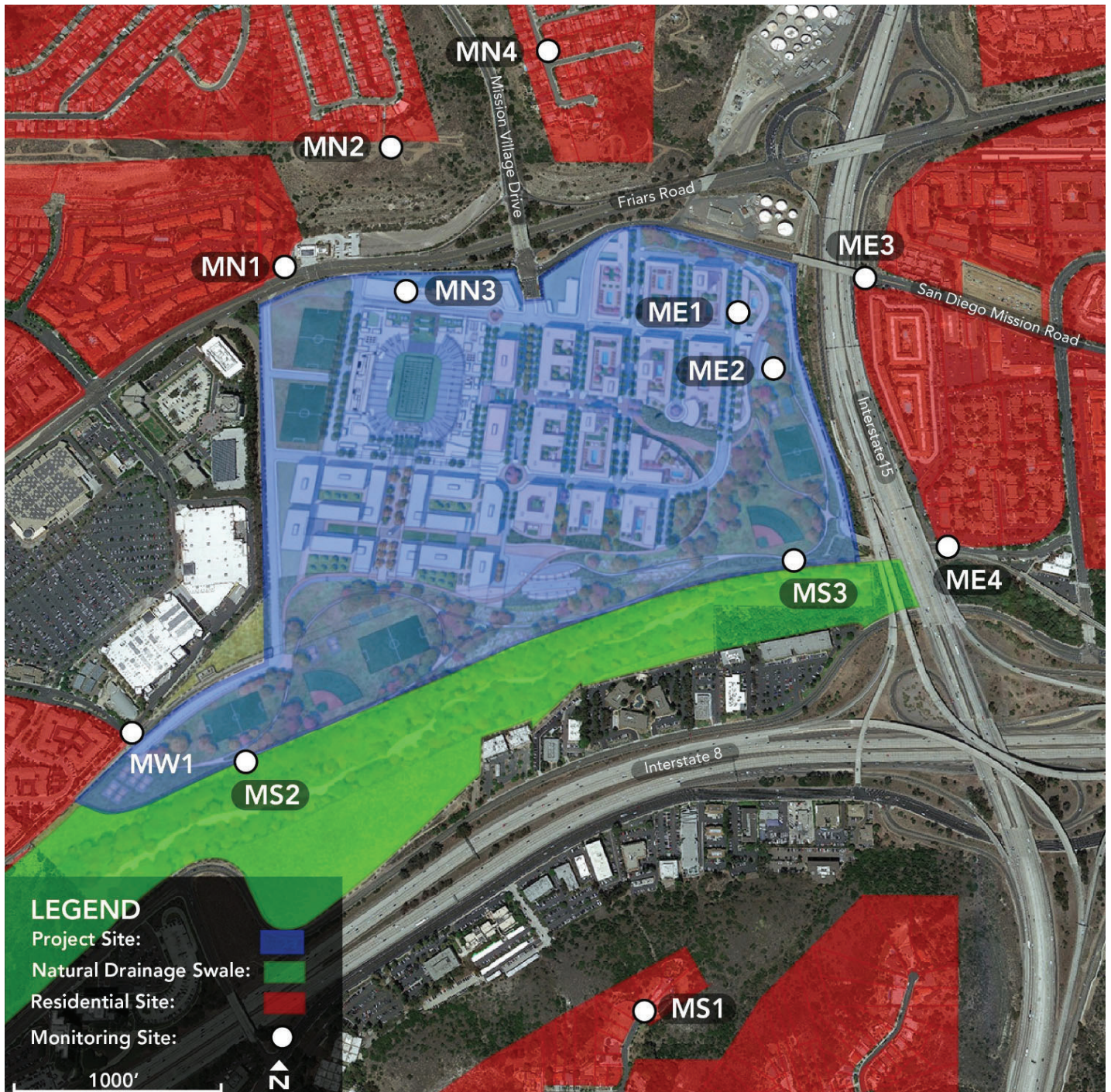


*Viewpoint 10: View east from MTS Trolley Fenton Parkway Station*



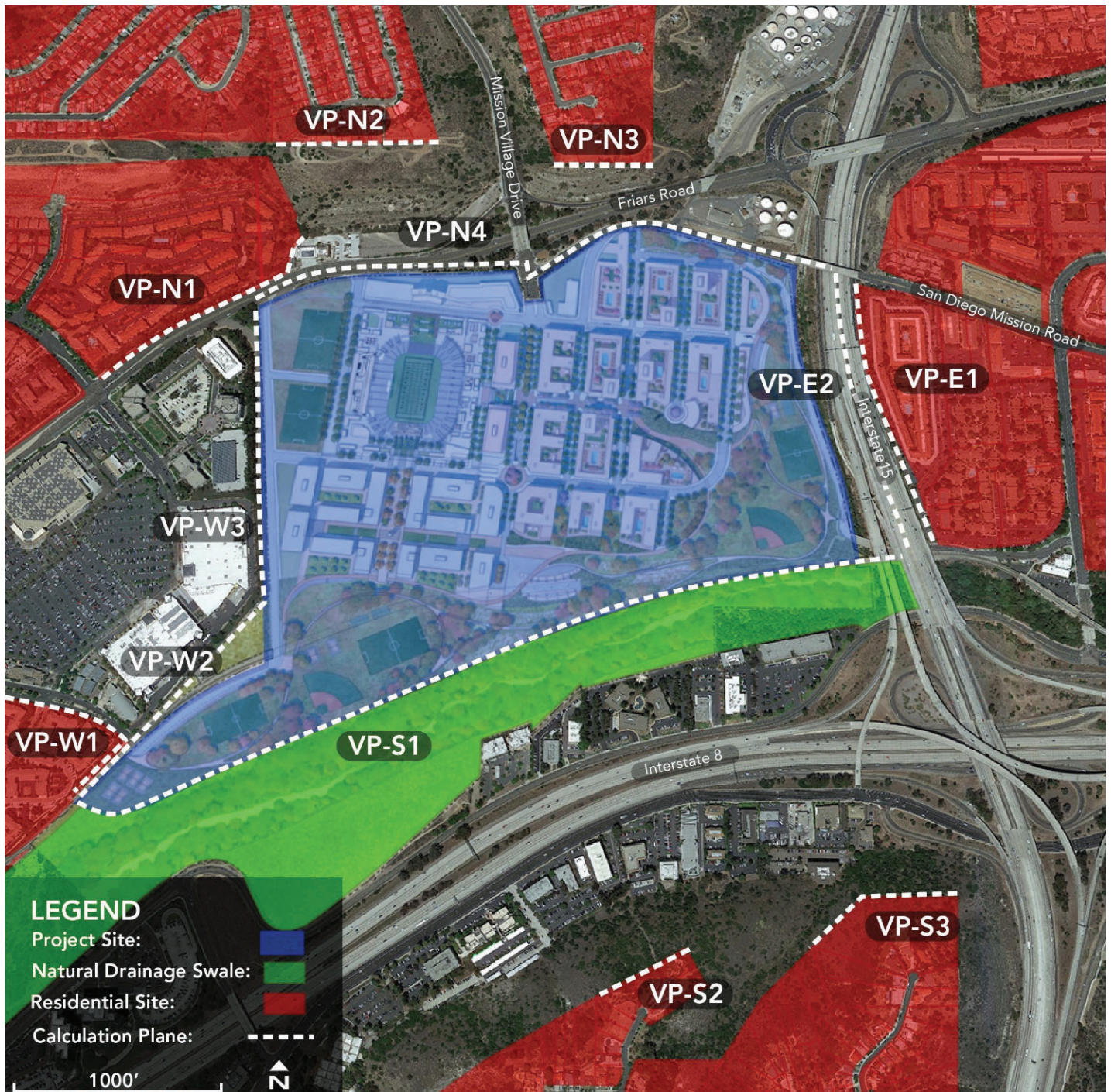
*Viewpoint 11: View east from Friars Road*

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SOURCE: FRANCIS KRAHE & ASSOCIATES INC. 2019

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SOURCE: FRANCIS KRAHE & ASSOCIATES INC. 2019

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Existing Conditions: Southward View to Project Site from Mission Village Drive (located approximately 0.3 mile away)



Visual Simulation of Project (landscaping shown at 15-20 years growth)

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Existing Conditions: Southwestward View to Project Site from I-15 (located approximately 0.5 mile away)



Visual Simulation

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Existing Conditions: Southwestward View to Project Site from San Diego Mission Road (located approximately 100 feet away)

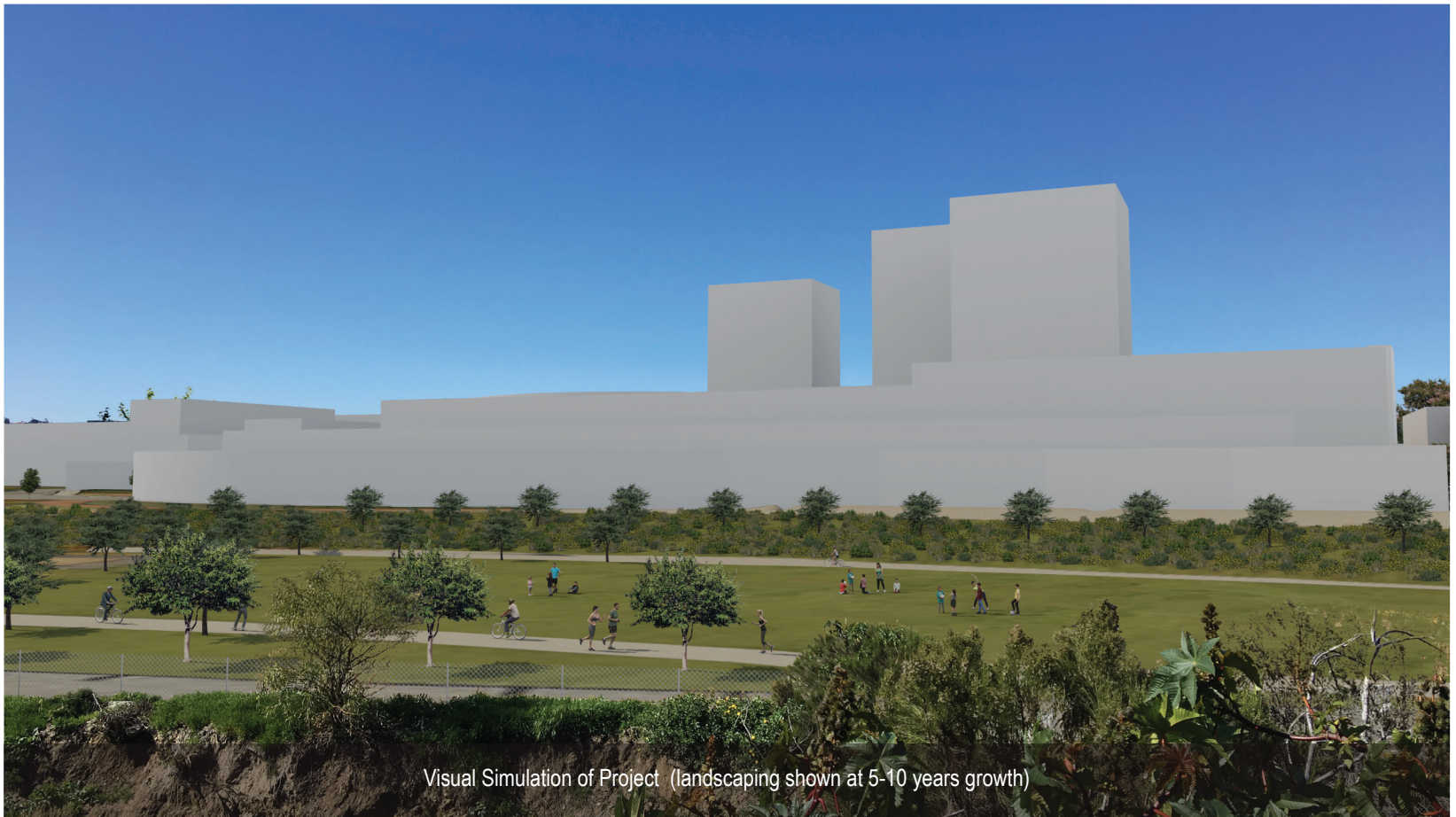


Visual Simulation of Project (landscaping shown at 5-10 years growth)



Visual Simulation of Project (landscaping shown at 15-20 years growth)

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Existing Conditions: Northeastward view to Project Site from Cliff Place (located approximately 0.6 mile away)



Visual Simulation of Project (landscaping shown at 15-20 years growth)

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Existing Conditions: Northward view to Project Site from eastbound Camino Del Rio (located approximately 0.2 mile away)



Visual Simulation of Project

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Existing Conditions: Northeastward view to Project Site from Mission City Parkway (located approximately 0.1 mile away)



Visual Simulation of Project (landscaping shown at 15-20 years growth)

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Existing Conditions: Eastward view to Project Site from northbound I-805 (located approximately 0.4 mile away)



Visual Simulation of Project (landscaping shown at 15-20 years growth)

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Existing Conditions: Eastward view to Project Site from MTS Trolley Fenton Parkway Station



Visual Simulation of Project (landscaping shown at 5-10 years growth)

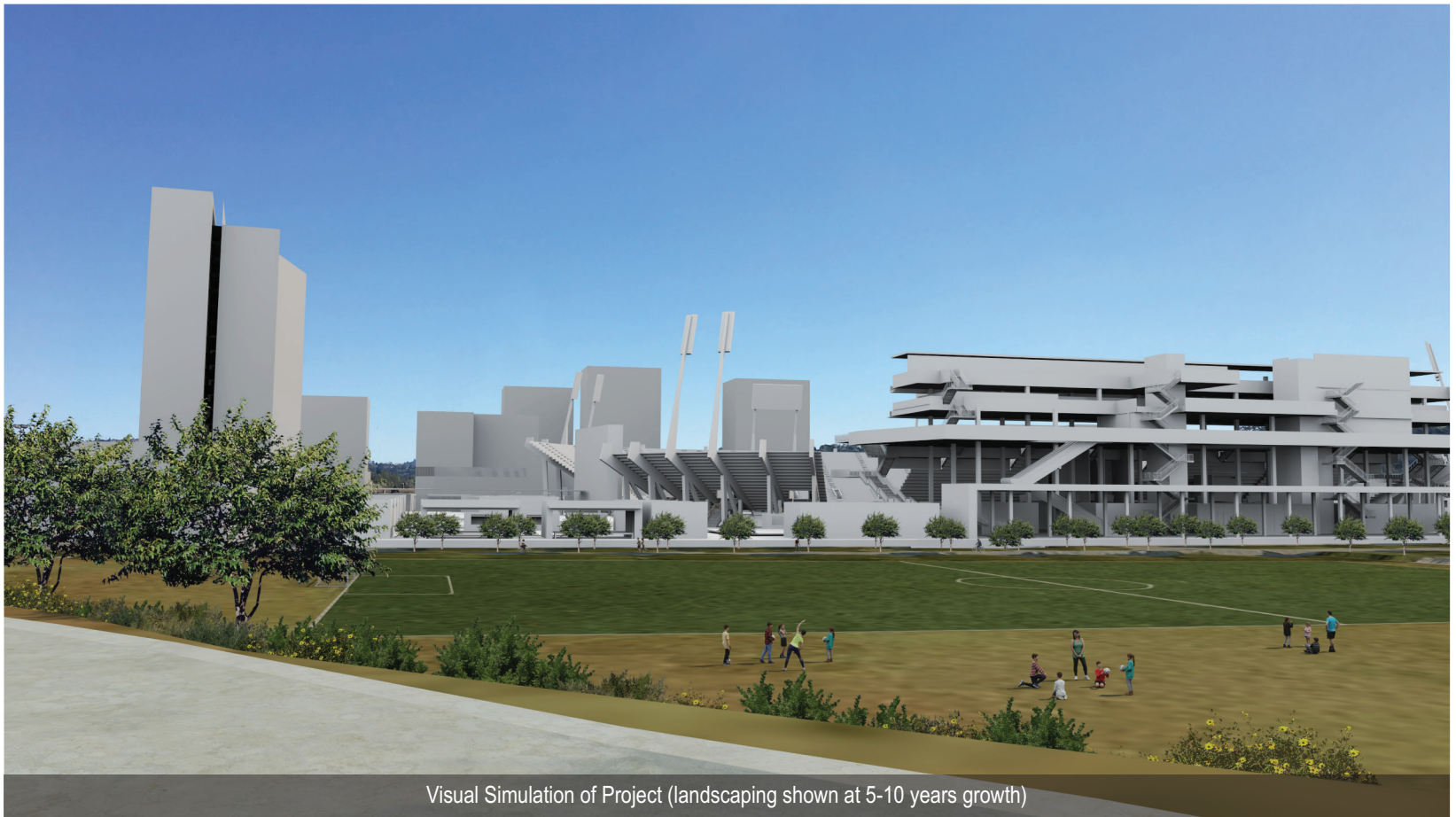


Visual Simulation of Project (landscaping shown at 15-20 years growth)

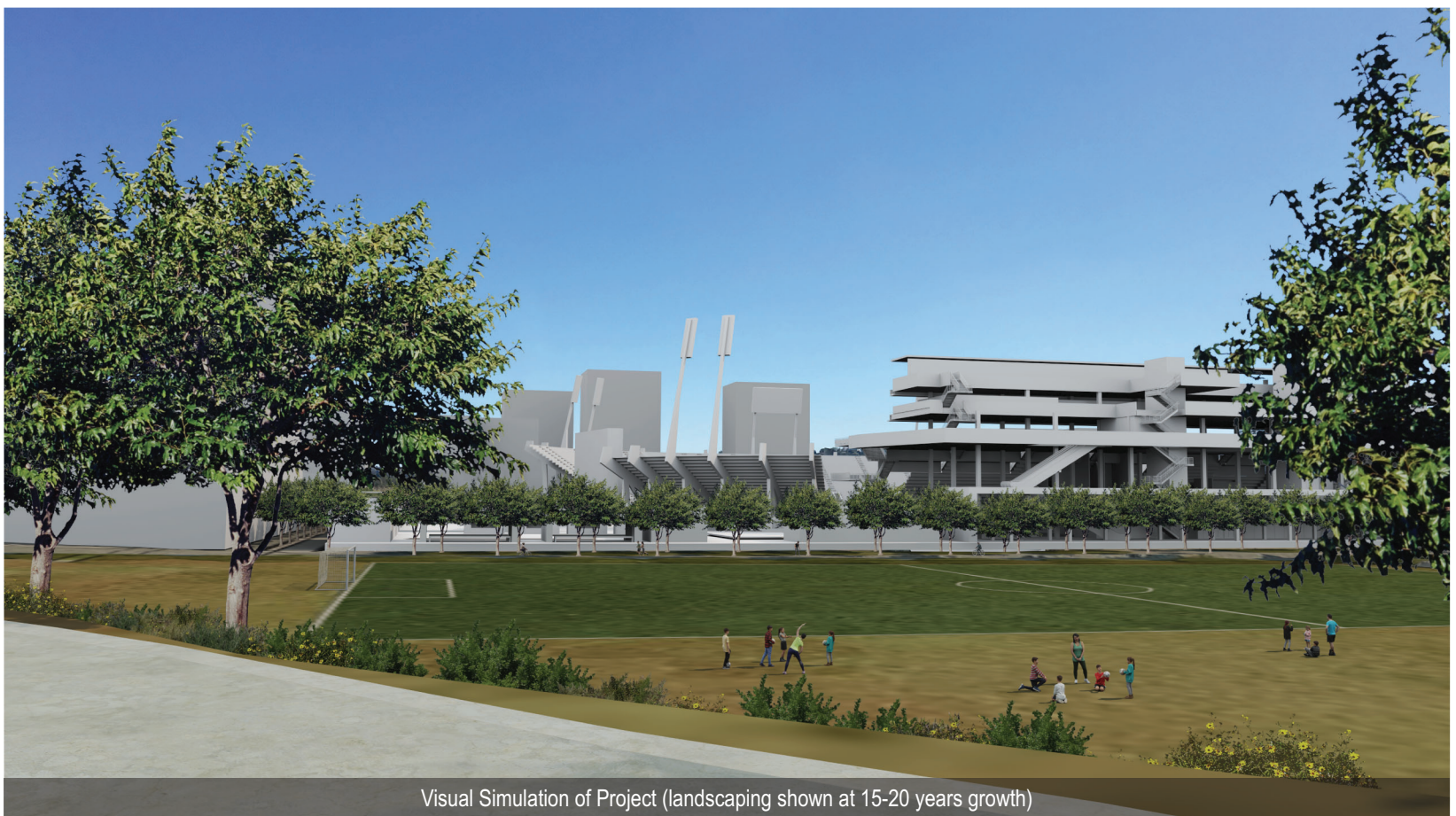
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Existing Conditions: Southeastward view to Project Site from Friars Road (approximately 30 feet)



Visual Simulation of Project (landscaping shown at 5-10 years growth)



Visual Simulation of Project (landscaping shown at 15-20 years growth)

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*View looking northwest towards proposed Park and Residential development*

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