

## 4.10 Land Use and Planning

This section describes the existing land use and planning conditions of the project site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed project.

### Summary of Notice of Preparation Comments

A Notice of Preparation (NOP) was circulated from January 19, 2019, to February 19, 2019. A total of approximately 150 letters were received during this comment period. Comments received related to land use and planning addressed smart growth, regional trails planning, compliance with existing zoning and land use plans, and impacts to established communities. Please see Appendix 1-1, NOP Scoping Comments, for a complete compilation of comments received on the NOP.

### 4.10.1 Existing Conditions

#### 4.10.1.1 On Site

As described in Chapter 2, the project site includes four existing uses as shown on Figure 2-4, Project Site and Surrounding Land Uses Master Plan: (1) a multipurpose stadium—San Diego County Credit Union (SDCCU) Stadium—with an existing capacity of approximately 71,000 seats for football and other events; (2) an associated surface parking lot with approximately 18,870 parking spaces; (3) the existing San Diego Metropolitan Transit System (MTS) Stadium Trolley Station, accessible via the MTS Trolley Green Line traversing the project site and running toward downtown San Diego to the west and Santee to the east; and (4) Murphy Canyon Creek.

SDCCU Stadium holds a variety of sporting and non-sporting events, including San Diego State University (SDSU) football games, the San Diego County Credit Union Holiday Bowl NCAA Collegiate football game, and several parking lot events, as described in Table 1-1, Existing SDCCU Stadium Use (2018), in Section 1.3. SDCCU Stadium is surrounded by a surface parking lot which provides approximately 18,870 parking spaces (City of San Diego 2015a). During most days, the parking lot is vacant with the exception of approximately 60 cars (see the Traffic Impact Analysis, Appendix 4.15-1) which are parked daily at the Stadium Trolley Station to access the MTS Green Line (described below). Several re-occurring events take place in the parking lot, including vehicle sales. The parking lot is within the 100-year and 500-year FEMA floodplain as shown further in Figure 1-4.

The San Diego MTS Trolley Green Line is 23.6 miles long, with 27 stations, and operates from the Santee Transit Center through Mission Valley to the 12th and Imperial Transit Center (MTS 2013). The Green Line runs seven days a week from 4:29 a.m. until midnight (City of San Diego 2018). The Green Line runs through the southern stadium parking lot and is elevated throughout the project site. The Stadium Station is located south of SDCCU Stadium and was constructed in 2005 (City of San Diego 2015a). Murphy Canyon Creek is a partially earthen and concrete-lined channel that conveys flow into the San Diego River.

### 4.10.1.2 Off Site

The project area is surrounded by major freeways, roadways, existing urban development, and the San Diego River. Higher density multifamily residential land uses are located to the northwest, southwest, and east, across Interstate (I) 15. Friars Road, Mission Village Road, and San Diego Mission Road are located to the north. The San Diego River, which is part of the City of San Diego's Multiple Species Conservation Program (MSCP; described in Section 4.10.2, below, and Section 4.3, Biological Resources), is located immediately south of the project site. South of the river are additional office uses and I-8. To the north of Friars Road is San Diego Fire-Rescue Department Fire Station 45, undeveloped hillsides, and single-family residences situated atop the mesa, within the Serra Mesa planning area. To the west are office and large commercial retail uses. I-15 is located east of Murphy Canyon Creek.

## 4.10.2 Relevant Plans, Policies, and Ordinances

### Federal

#### **Federal Aviation Administration Height Notification Boundary**

The Montgomery Field Airport Land Use Compatibility Plan (ALUCP) identifies the Federal Aviation Administration (FAA) Height Notification Boundary and Federal Aviation Regulation Part 77 Airspace Surfaces (discussed in Section 4.6 of this EIR). Title 14 United States Code 1, Chapter 1, Subchapter E, Part 77 – Aeronautics and Space – Safe, Efficient Use, and Preservation of the Navigable Airspace, establishes requirements for notifying the FAA of certain construction activities and alterations to existing structures, to ensure there are no obstructions to navigable airspace. The boundary extends 20,000 feet from the runway. Within the boundary, Part 77 requires that the FAA be notified of any proposed construction or alteration having a height greater than an imaginary surface extending 100 feet outward and 1 foot upward (slope of 100:1) from the runway. Outside the boundary, projects that include construction or alteration exceeding 200 feet in height above ground level are required to notify the FAA.

### State

#### **SDSU Campus Master Plan (College Area)**

In November 2007, the California State University (CSU) Board of Trustees approved the 2007 SDSU Campus Master Plan Revision and certified the EIR prepared for the Campus Master Plan project as adequate under CEQA. The 2007 Campus Master Plan Revision provided the framework for implementing SDSU's long-term goals and programs for the campus by identifying needed buildings, facilities, improvements, and services to support campus growth and development from 25,000 full-time equivalent students (FTES) to a new enrollment of 35,000 FTES by the 2024–2025 academic year. To accommodate the projected student increase, the 2007 Campus Master Plan Revision included the near-term and long-term development of classroom, student housing, faculty/staff housing, and research and student support facilities on land located throughout the SDSU central campus, Alvarado, and Adobe Falls areas. Following project approval, litigation ensued, and the certified EIR for the 2007 Campus Master Plan Revision project was ultimately upheld, except with regard to the following three issues: (i) traffic-related mitigation payments for off-campus impacts; (ii) bus and transit system impacts; and (iii) Traffic Demand Management (TDM) plan preparation (see further description below).

In May 2011, the Board of Trustees approved the Plaza Linda Verde (now South Campus Plaza) development project along with related revisions to the Campus Master Plan. The South Campus Plaza is SDSU's most recent large-scale campus project.

In September 2017, the Board of Trustees approved the planning, funding, and development of a new freshman residence hall to provide on-campus housing for 850 students. The new student housing— on the west side of campus, east of the existing Chapultepec Hall (near the athletic fields and the Recreation Center), has recently completed construction and will open to students in fall 2019. The existing SDSU Campus Master Plan for the College Area does not anticipate nor include the project site.

In 2018, SDSU prepared additional environmental analysis to address the three legal issues (cited above) regarding the 2007 Campus Master Plan Revision and related Board-certified EIR. The additional analysis included revised traffic mitigation requiring SDSU to implement recommended road improvements, where applicable. The analysis also included a quantitative analysis of the project’s impacts on the trolley and bus system, and a mitigation measure requiring that SDSU implement a Traffic Demand Management program that includes a TDM coordinator, increased rideshare opportunities, facilities to increase bicycle and pedestrian travel, and incentives to ride transit. At the May 2018 meeting, the CSU Board of Trustees re-approved the 2007 Campus Master Plan Revision and recertified the corresponding Final EIR, as amended by the final additional environmental analysis.

The proposed project would entail Board of Trustees’ approval of an SDSU Mission Valley Campus Master Plan. The proposed SDSU Mission Valley Campus Master Plan is shown on Figure 2-8, Proposed Mission Valley Campus Master Plan.

### ***SDSU Climate Action Plan (College Area)***

In April 2017, SDSU approved its Climate Action Plan (CAP), which was prepared by the university’s Climate Action Planning Council and describes the university’s commitment to achieving specified GHG reductions (SDSU 2017). The SDSU CAP provides a framework for the SDSU main campus located in the College Area to reach operational carbon neutrality by 2040 and a carbon neutrality by 2050. The plan also addresses other sustainability issues, including water, waste and food. The SDSU CAP provides a set of interim goals and strategies in order to achieve carbon neutrality and to improve sustainability efforts at the SDSU College Area campus.

### **Regional**

#### ***Montgomery Field Airport Land Use Compatibility Plan***

Public Utilities Code Section 21675 requires each airport land use commission to formulate an ALUCP. The basic function of ALUCPs is to promote compatibility between airports and the land uses that surround them “to the extent that these areas are not already devoted to incompatible uses” (Pub. Util. Code Section 21674(a)). With limited exception, California law requires preparation of ALUCPs for each public-use and military airport in the state. California Government Code Section 65302.3 further requires that general plans and any applicable specific plan be consistent with ALUCPs. In addition, general plans and applicable specific plans must be amended to reflect amendments to the ALUCP. Most counties have established an Airport Land Use Commission (ALUC), as provided for by law, to prepare ALUCPs for the airports in that county and to review land use plans, development proposals, and certain airport development plans for consistency with the compatibility plans. In San Diego County, the ALUC function rests with the Board of the San Diego County Regional Airport Authority, in accordance with Section 21670.3 of the California Public Utilities Code.

The project site is located approximately 2 miles south/southeast of Montgomery Field. The Montgomery Field ALUCP was adopted in January 2010 and amended in December 2010.

Montgomery Field ALUCP is based on the FAA approved Airport Layout Plan, as amended by the updated November 2007 airport diagram, and as accepted for airport compatibility planning purposes by the California Department of Transportation, Division of Aeronautics (Division of Aeronautics) in July 2005, and June 2008, respectively. The Montgomery ALUCP references and identifies the FAA Part 77 requirements.

### ***Regional Transportation Plan/Sustainable Communities Strategy***

By way of background, Senate Bill (SB) 375 (Steinberg, 2008), the Sustainable Communities and Climate Protection Act, coordinates land use planning, regional transportation plans, and funding priorities to reduce greenhouse gas (GHG) emissions from passenger vehicles through better-integrated regional transportation, land use, and housing planning that provides easier access to jobs, services, public transit, and active transportation options. SB 375 specifically requires the Metropolitan Planning Organization relevant to the project area (here, the San Diego Association of Governments [SANDAG]) to include a Sustainable Communities Strategy in its Regional Transportation Plan (RTP) that, if implemented, will achieve GHG emission reduction targets set by the California Air Resources Board (CARB) by reducing vehicle miles traveled (VMT) from light-duty vehicles through the development of more compact, complete, and efficient communities.

For the area under SANDAG's jurisdiction, including the project site, CARB originally adopted regional targets for reduction of mobile source-related GHG emissions of 7% for 2020 and 13% for 2035. The targets are expressed as a percentage change in per-capita passenger vehicle GHG emissions relative to 2005 emissions levels. These original targets were in place through September 30, 2018. In March 2018, CARB approved updated regional targets of 15% for 2020 and 19% for 2035 for SANDAG, which will apply to future Regional Transportation Plan/Sustainability Action Plan (RTP/SCS) planning cycles beginning October 1, 2018.

Pursuant to Government Code Section 65080(b)(2)(K), a Sustainable Communities Strategy does not: (i) regulate the use of land; (ii) supersede the land use authority of cities and counties; or (iii) require that a city's or county's land use policies and regulations, including those in a general plan, be consistent with it.

SANDAG's Sustainable Communities Strategy was first included in the 2050 Regional Transportation Plan & Sustainable Communities Strategy (RTP/SCS), which was adopted by SANDAG in October 2011. The original plan has since been superseded by the RTP/SCS adopted by SANDAG's Board in 2015, titled San Diego Forward: The Regional Plan.

SANDAG's San Diego Forward plan (the current RTP/SCS for the region) contains five basic strategies (SANDAG 2015):

1. Focus housing and job growth in urbanized areas where there is existing and planned transportation infrastructure, including transit.
2. Protect the environment and help ensure the success of smart growth land use policies by preserving sensitive habitat, open space, cultural resources, and farmland.
3. Invest in a transportation network that gives people transportation choices and reduces GHG emissions.
4. Address the housing needs of all economic segments of the population.
5. Implement the Regional Plan through incentives and collaboration.

The project site is shown as a potential “Town Center” on the SANDAG Smart Growth Concept Map, which is included in the RTP/SCS and also updated from time to time. The most recent version of the Smart Growth Concept Map is dated May 2016 (SANDAG 2016). For SANDAG’s planning purposes, Town Centers are defined as follows:

### **Town Center**

- Suburban downtowns within the region
- Low- and midrise residential, office, and commercial buildings
- Some employment
- Draws people from the immediate area
- Served by corridor/regional transit lines and local services or shuttle services

In general, the goals and policies of the Sustainable Communities Strategy (SCS) that reduce VMT (and result in corresponding GHG emission reductions) focus on transportation and land use planning that include locating residents closer to where they work and play, and designing communities so there is access to high quality transit service and non-vehicular modes of transportation. The SCS adopted by SANDAG is expected to reduce per capita transportation emissions by 15% by 2020 and by 21% by 2035, as compared to 2005 baseline levels.

In December 2015, CARB accepted SANDAG’s determination that the SCS would meet the region’s GHG reduction targets per Government Code Section 65080(b)(2)(J)(ii), as memorialized in CARB’s Executive Order G-15-075.

### ***Multiple Species Conservation Program***

The MSCP, a comprehensive, regional long-term habitat conservation program designed to provide permit issuance authority for take of covered species to the local regulatory agencies. The MSCP addresses habitat and species conservation within approximately 900 square miles in the southwestern portion of San Diego County (County of San Diego 1998). It serves as an approved habitat conservation plan (HCP) pursuant to an approved natural communities conservation plan in accordance with the state Natural Communities Conservation Planning Act (County of San Diego 1998).

The MSCP establishes a preserve system designed to conserve large blocks of interconnected habitat having high biological value that are delineated as the Multi-Habitat Planning Area (MHPA). The City’s MHPA is an area within which a “hard line” preserve will be established in cooperation with the wildlife agencies, property owners, developers, and environmental groups. The MHPA identifies biological core resource areas and corridors targeted for conservation, in which only limited development may occur (City of San Diego 1997).

The MSCP identifies 85 plants and animals to be “covered” under the plan (“Covered Species”). Many of these Covered Species are subject to one or more protective designations under state and/or federal law and some are endemic to San Diego. The MSCP seeks to provide adequate habitat in the preserve to maintain ecosystem functions and persistence of extant populations of the 85 Covered Species, while also allowing participating landowners “take” of Covered Species on lands located outside of the preserve. The purpose of the MSCP is to address species conservation on a regional level and thereby avoid project-by-project biological mitigation, which tends to fragment habitat.

Within the City of San Diego, the MSCP is implemented through the City of San Diego MSCP Subarea Plan (Subarea Plan) (City of San Diego 1997) as described below.

SDSU was not involved with the preparation of the MSCP program in the mid-1990s. SDSU is not signatory to the San Diego MSCP and is therefore not a “permittee” under this HCP. Because SDSU is not a Permittee of this HCP and because SDSU does not need to obtain any entitlements that would constitute a discretionary action by the City, adherence to the restrictions typically placed on land within the MHPA as per the City’s Biological Resource Guidelines does not apply to SDSU or SDSU-owned land.

### **Local**

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. However, for informational purposes, the proposed project 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.

### ***San Diego General Plan - City of Villages***

A comprehensive update of the General Plan was adopted in 2008, incorporating the City of Villages strategy, which in turn was developed and adopted as part of the Strategic Framework Element in 2002. The Strategic Framework Element represented the City’s new approach for shaping how the City will grow while attempting to preserve the character of its communities and its most treasured natural resources and amenities. It was developed to provide the overall structure to guide the General Plan update and future Community Plan Updates and amendments, as well as the implementation of an action plan.

Under the City of Villages strategy, the General Plan aims to direct new development projects away from natural undeveloped lands into already urbanized areas and/or areas where conditions allow the integration of housing, employment, civic, and transit uses, mirroring regional planning and smart growth principles intended to preserve remaining open space and natural habitat and focus development in areas with available public infrastructure.

The General Plan includes 10 elements intended to provide guidance for future development: (1) Land Use and Community Planning Element; (2) Mobility Element; (3) Urban Design Element; (4) Economic Prosperity Element; (5) Public Facilities, Services, and Safety Element; (6) Recreation Element; (7) Conservation Element; (8) Noise Element; (9) Historic Preservation Element; and (10) Housing Element.

The Housing Element, which must be updated every 8 years under state law, was last updated in 2013. It is required to be consistent with the General Plan goals and City of Villages strategy.

### **Recreation Element**

The Recreation Element of the General Plan seeks to acquire, develop, operate/maintain, increase, and enhance public recreation opportunities and facilities throughout the City. The element contains population-based guidelines for parks and recreation facilities and presents alternative strategies to meet those guidelines. Per Policy RE-A.8, the City’s standard for population-based parks is 2.8 usable acres per 1,000 residents, which can be achieved through a combination of population-based parks and park equivalencies, which are established in Policy RE-A.9.

*City of San Diego San Diego Municipal Code***Section 22.0908 – Sale of Real Property to SDSU**

San Diego Municipal Code (SDMC) Section 22.0908 was approved by City of San Diego voters on November 6, 2018, directing the sale of real property to SDSU. As contemplated by SDMC Section 22.0908, the sale of the property is required to provide for certain uses, including the following:

- (1) A new Joint Use Stadium for SDSU Division 1 collegiate football and other Potential Sports Partners including but not limited to professional, premier, or MLS [Major League Soccer] soccer and adaptable for the NFL [National Football League];
- (2) A River Park, public trails, walking and biking paths or trails, and associated open space for use by all members of the public;
- (3) Passive and active recreation space, community and neighborhood parks;
- (4) Practice, intramural, intermural, and recreation fields;
- (5) Facilities for educational, research, entrepreneurial, and technology programs within a vibrant mixed-used campus village and research park that is constructed in phases and comprised of:
  - (A) Academic and administrative buildings and classrooms;
  - (B) Commercial, technology, and office space, compatible and synergistic with SDSU's needs, to be developed through SDSU-private partnerships, and with such uses contributing to sales tax and possessory interest tax, as applicable, to the City;
  - (C) Complementary retail uses serving neighborhood residents and businesses while also creating an exciting college game-day experience for SDSU football fans and other Potential Sports Partners, and with such retail uses contributing to sales tax and possessory interest tax, as applicable, to the City;
  - (D) Hotel(s) to support visitors to campus and stadium-related events, provide additional meeting and conference facilities, and serve as an incubator for graduate and undergraduate students in SDSU's L. Robert Payne School of Hospitality and Tourism Management; and with such uses contributing to sales taxes, possessory interest taxes, and transient occupancy taxes, as applicable, to the City;
  - (E) Faculty and staff housing to assist in the recruitment of nationally recognized talent, and with such uses contributing to possessory interest taxes, as applicable, to the City;
  - (F) Graduate and undergraduate student housing to assist athlete and student recruitment, and with such uses contributing to possessory interest taxes, as applicable, to the City;
  - (G) Apartment-style homes for the local community interested in residing in proximity to a vibrant university village atmosphere, and with such uses contributing to possessory interest taxes, as applicable, to the City;
  - (H) Other market-rate, workforce and affordable homes in proximity to a vibrant university village atmosphere, and with such uses contributing to possessory interest taxes, as applicable, to the City; and
  - (I) Trolley and other public transportation uses and improvements to minimize vehicular traffic impacts in the vicinity.

In addition to the uses identified above, the following requirements are included in SDMC Section 22.0908:

- (f) the Existing Stadium Site shall be comprehensively planned through an SDSU Campus Master Plan revision process, which process requires full compliance with the California Environmental Quality Act (Pub. Resources Code commencing with section 21000), the State CEQA Guidelines (14 Cal. Code Regs., commencing with section 15000), and Education Code section 67504, subdivisions (c) and (d), along with ample opportunities for public participation, including but not limited to input from the Mission Valley Planning Group.
- (g) Though not required by the SDSU Campus Master Plan revision process, SDSU shall use the content requirements of a Specific Plan, prepared pursuant to California Government Code section 65451, subdivision (a), in completing the SDSU Campus Master Plan revision contemplated by this section.
- (h) The environmental commitment set forth in subdivision (f) shall include the requirements arising under CEQA for SDSU to: (i) take steps to reach agreements with the City of San Diego and other public agencies regarding the payment of fair-share mitigation costs for any identified off-site significant impacts related to campus growth and development associated with the Existing Stadium Site; and (ii) include at least two publicly noticed environmental impact report (EIR) scoping meetings, preparation of an EIR with all feasible alternatives and mitigation measures, allowance for a 60-day public comment period on the Draft EIR, preparation of written responses to public comments to be included in the Final EIR, and a noticed public hearing.
- (i) Such sale shall cause the approximate 34-acre San Diego River Park south of the Existing Stadium Site to be revitalized and restored as envisioned by past community planning efforts so as to integrate the Mission Valley's urban setting with the natural environment; the River Park will incorporate active and passive park uses, 8- to 10-foot wide linear walking and biking trails; a river buffer of native vegetation, and measures to mitigate drainage impacts and ensure compliance with water quality standards. River Park improvements shall be made at no cost to the City General Fund and completed not later than seven years from the date of execution of the sales agreement. The City shall designate or set aside for park purposes the River Park pursuant to City Charter Section 55. In addition, the Existing Stadium Site shall reserve and improve an additional minimum of 22 acres as publicly-accessible active recreation space.
- (j) Such sale shall result in the demolition, dismantling, and removal of the Existing Stadium and construction of a new Joint Use Stadium. The construction of the Joint Use Stadium shall be completed not later than seven years from the date of execution of the sales agreement.
- (k) Such sale shall facilitate the daily and efficient use of the existing underutilized Metropolitan Transit System's Green Line transit station, accommodate a planned Purple Line transit station, and enhance a pedestrian connection to the existing light rail transit center.
- (l) Such sale and ultimate development shall require development within the Existing Stadium Site to comply with the City's development impact fee requirements, parkland dedication requirements, and housing impact fees/affordable housing requirements.
- (m) Such sale and ultimate development shall require development within the Existing Stadium Site to comply with the City's greenhouse gas (GHG) emission reduction goals.



### ***City of San Diego Climate Action Plan***

In December 2015, the City adopted its final Climate Action Plan (CAP) (City of San Diego 2015b). With implementation of the CAP, the City aims to reduce GHG emissions 15% below the baseline by 2020, 40% below the baseline by 2030, and 50% below the baseline by 2035. It is anticipated that the City will meet and exceed its GHG reduction targets for 2020, 2030, and 2035 with implementation of the CAP. For additional information regarding the City's CAP, please see Section 4.7, Greenhouse Gas Emissions, of this EIR.

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

The San Diego River Park Master Plan, adopted by the City in 2013, is a policy document that communicates a common vision, principles, and recommendations to guide land use decisions within the River Corridor and River Influence Areas along the San Diego River. Thus, the Master Plan informs development along the river in Mission Valley. Notably, the Master Plan envisions the creation of a distinct, identifiable park along the river. This vision for the river is supported by five main principles (City of San Diego 2013a):

- Restore and maintain a healthy river system;
- Unify fragmented lands and habitats;
- Create a connected continuum, with a sequence of unique places and experiences;
- Reveal the river valley history; and
- Reorient development toward the river to create value and opportunities for people to embrace the river.

Specific recommendations for how to achieve this vision are provided within the Master Plan. They include providing interpretive signage at key locations, creating new pedestrian and bicycle connections, and pursuing opportunities to address the hydrology of the river. The Master Plan also provides site-specific recommendations for any redevelopment of the project site.

### ***Affordable Housing Regulations***

SDMC Chapter 14, Article 3, Division 7 is titled the Affordable Housing Regulations. The purpose of these regulations is to provide incentives for development that provides housing for very low income, low income, moderate income, or senior households; transitional foster youth; disabled veterans; or homeless persons. Additionally, the purpose is to specify how compliance with California Government Code Section 65915 (State Density Bonus Law) will be implemented, as required by California Government Code Section 65915(a)(1). These regulations are intended to materially assist in providing adequate and affordable housing for all economic segments of the community and to provide a balance of housing opportunities throughout the City.

### ***City of San Diego Inclusionary Housing Ordinance***

SDMC Chapter 14, Article 2, Division 13 is titled the Inclusionary Affordable Housing Regulations. The purpose of these regulations is to encourage diverse and balanced neighborhoods with housing available for households of all income levels. The intent is to ensure that when developing the limited supply of developable land, housing opportunities for persons of all income levels are provided. All development subject to the regulations must pay an applicable inclusionary affordable housing fee to the City or elect to provide at least ten percent of the total for-sale dwelling units in the proposed development as affordable to targeted ownership households. The regulations do not apply to residential development containing at least ten percent of the dwelling units as affordable to and occupied by targeted rental households.

***Mission Valley Community Plan***

The project site is located in the Mission Valley Community Plan Area. The Mission Valley Community Plan, adopted in 1984~~1985~~, provided for limited residential development in Mission Valley and designates the project site as Commercial Recreation and Public Recreation (City of San Diego 2013b). Commercial Recreation uses include lodging facilities (hotels and motels), recreational facilities, and entertainment facilities (theaters and convention centers) (City of San Diego 2013b). The Commercial Recreation designation was reflective of the use of the project site as a sports venue for the National Football League San Diego Chargers, the Major League Baseball San Diego Padres, and the National Collegiate Athletics Association SDSU football. Since 1984, the San Diego Padres moved to a new stadium in downtown San Diego (Petco Park) and the Chargers relocated to Los Angeles, leaving the SDSU football team as the only regular tenant of SDCCU Stadium. As described below, and in Section 4.13, Population and Housing, the City of San Diego is currently updating the Mission Valley Community Plan, with anticipated adoption of the Community Plan Update in 2019.

***Mission Valley Public Facilities Financing Plan and Development Impact Fee***

The Mission Valley Public Facilities Financing Plan (PFFP) is a financing plan adopted by the City of San Diego that sets forth the major transportation, libraries, park and recreation, and fire facilities needed to serve the community. Development Impact Fees are a method whereby the impact of new development upon the infrastructure is assessed, and, a fee system developed and imposed on the new development. Development Impact Fees cannot be used for demand resulting from existing development. Such fees are collected at the time the City issues building permits. The current Development Impact Fees for the Mission Valley Community Plan Area is broken down as shown in Table 4.10-1.

**Table 4.10-1. Mission Valley Development Impact Fee**

Residential (per unit)					Nonresidential	
Transportation	Parks and Rec	Library	Fire	Subtotal	Traffic	Fire
					(\$/Trip)	\$/1,000 GFA
\$1,057.00	\$11,422.00	\$410.00	\$245.00	\$13,134.00	\$151.00	\$245.00

Note: GFA = gross floor area.

Source: City of San Diego 2013b.

***Final Draft Mission Valley Community Plan Update***

The City is in the process of updating the Mission Valley Community Plan. On February 6, 2019, a second working draft of the Mission Valley Community Plan and the Draft Environmental Impact Report were released for public review (City of San Diego 2019a). The Final Draft of the Mission Valley Community Plan Update, as well as the Final Program EIR, was released on May 31, 2019 (City of San Diego 2019). The Mission Valley Community Plan Update (MVCP Update) is currently in the “City hearings on final plans” phase of the process, with the release of the final draft plan and the public meeting process beginning in summer 2019 was approved by the City Council on September 10, 2019. Although not adopted, the The City’s updated plan contemplates that the project site would be redeveloped through Campus Master Plan. (City of San Diego 2019b).

In the Final Program EIR for the MVCP Update, the City states that the Mission Valley Community Pan Update serves as a comprehensive long-term plan for the physical development of the Mission Valley Community Planning Area and is intended to manage and address future growth through 2050 (City of San Diego 2019c). The draft Mission

Valley Community Plan Update is intended to provide orderly growth and redevelopment by placing higher density residential development within and around transit and commercial corridors (City of San Diego 2019c).

As described in Section 1, Introduction, the ~~proposed~~-MVCP Update identifies “conceptual changes” (Figure 3 in the MVCP Update) for several areas of Mission Valley, including the “Stadium site” and “Eastern Mission Valley” (City of San Diego 2019a). The “Stadium site” referenced in the ~~proposed~~-MVCP Update encompasses the SDSU Mission Valley campus project site. The MVCP Update also designates the project site as Campus Master Plan.

The ~~proposed~~-MVCP Update identifies four geographic areas with different focus points. These include Western Mission Valley (west of SR-163), Central Mission Valley (between SR-163 and I-805), Eastern Mission Valley (east of I-805), and South of I-8 (south of I-8). The SDSU Mission Valley campus project site is in the larger “Eastern Mission Valley” geographic area. The “Eastern Mission Valley” area “will focus on higher density development with an emphasis on connectivity and comfort for pedestrians, cyclists, and other modes of transportation,” and this area will include “a recreation center to meet the active recreational needs of the community” (City of San Diego 2019a).

The ~~proposed~~-MVCP Update also calls for a proposed park site on the SDSU Mission Valley campus project site, adjacent to the San Diego River, which would serve both the Mission Valley and Navajo communities (City of San Diego 2019a). The ~~proposed~~-MVCP Update’s recommendations for the design and construction of park facilities include active and passive recreation, such as lighted sports fields, San Diego River pathway improvements, picnic areas, children’s play areas, multipurpose courts, walkways, landscaping, and parking. In addition, the ~~proposed~~ MVCP Update recommends that the park area accommodate special activities such as skateboarding, dog off-leash, and other unique uses (City of San Diego 2019a).

In addition, the ~~proposed~~-MVCP Update contemplates a 20,000-to-25,000 square-foot recreation center, including indoor gymnasium, multipurpose courts, multipurpose rooms, kitchen, and other community-serving facilities. The ~~proposed~~-MVCP Update (see Table 5 in City of San Diego 2019a) also proposes an aquatics complex to be located at a site to be determined within the Mission Valley community. Recommended uses within the aquatics complex include a swimming pool, children’s pool, therapeutic pool, and pool house with locker rooms; staff offices; and equipment storage facilities. The ~~proposed~~-MVCP Update also identifies a satellite police station on the “Stadium site” (City of San Diego 2019a).

The MVCP Update Final Program EIR identifies the project site for “redevelopment to occur through a future Campus Master Plan” (City of San Diego 2019b). In addition, the Final Program EIR identifies “Eastern Mission Valley” as an area to “support higher density residential development with enhanced multi-modal connectivity” (City of San Diego 2019b).

As accounted for in Table 3.4-1 of the Final Program EIR, the City provides the following net increases under the ~~draft~~-MVCP Update by 2050 (City of San Diego 2019c):

- Housing units: 27,910
- Population: 51,600
- Nonresidential square feet: 7,317,000
- Employment: 19,100

Specific to the project site, the MVCP Update anticipates land uses and intensities similar to those proposed by the project, as shown in Table 4.13-7, Mission Valley Community Plan Update EIR versus Proposed Project.

### *City of San Diego Multiple Species Conservation Program Subarea Plan*

The City of San Diego Subarea Plan (1997) encompasses 206,124 acres within the MSCP Subregional Plan area. The project site is located within an area designated as Urban in the Subarea Plan. Urban habitat areas within the MHPA include existing designated open space such as Mission Bay, Tecolote Canyon, Marian Bear Memorial Park, Rose Canyon, San Diego River, the southern slopes along Mission Valley, Carroll and Rattlesnake Canyons, Florida Canyon, Chollas Creek, and a variety of smaller canyon systems. The eastern area of the Subarea Plan includes East Elliott and Mission Trails Regional Park.

The MSCP Subarea Plan is characterized by urban land uses with approximately three-quarters either built out or retained as open space/park system. The City MHPA is an area within which a “hard line” preserve will be developed by the City in cooperation with the wildlife agencies, property owners, developers, and environmental groups. The MHPA identifies biological core resource areas and corridors targeted for conservation, in which only limited development may occur (City of San Diego 1997). The MHPA is considered an urban preserve that is constrained by existing or approved development, and is comprised of habitat linkages connecting several large core areas of habitat (Figure 1-3, Multi-Habitat Planning Area, and Figure 1-4, Core Areas and Habitat Linkages, in City of San Diego 1997). The criteria used to define core and linkage areas involves maintaining ecosystem function and processes, including large animal movement. Each core area is connected to other core areas or to habitat areas outside of the MSCP either through common boundaries or through linkages. Core areas have multiple connections to help ensure that the balance in the ecosystem will be maintained (City of San Diego 1997). Critical habitat linkages between core areas are conserved in a functional manner with a minimum of 75% of the habitat within identified linkages conserved (City of San Diego 1997).

As discussed above, SDSU was not involved with the preparation of the City’s Subarea Plan and is therefore not a “permittee” under this HCP. Because SDSU is not a Permittee of this HCP and because SDSU does not need to obtain any entitlements that would constitute a discretionary action by the City, adherence to the restrictions typically placed on land within the MHPA as per the City’s Biological Resource Guidelines does not apply to SDSU or SDSU-owned land.

### 4.10.3 Significance Criteria

The significance criteria used to evaluate the project impacts to land use and planning are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to land use and planning would occur if the project would:

1. Physically divide an established community.
2. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

## 4.10.4 Impacts Analysis

### 4.10.4.1 Division of an Established Community

#### ***Would the project physically divide an established community?***

The project site is located on the existing SDCCU Stadium site. The proposed project is bounded to the north by a major road (Friars Road), to the east by I-15, to the south by the San Diego River and I-8, and to the east by a four-lane major road (Stadium Way) and Fenton Marketplace. The development of the proposed project would not add any physical division of an established community because the project site does not encroach into any established community.

The introduction of new development to an area may indirectly divide existing communities due to off-site improvements. As it relates to the proposed project, surrounding neighborhoods include Serra Mesa (north of the project site), Grantville (east of the project site), and Normal Heights (south of the project site), as well as Mission Valley to the west of the project site. While the development of the proposed project would have impacts as a result of increased intensity of development, it would not divide any of these established communities. Specifically, the proposed project does not include any new or extended infrastructure through existing residential areas that may divide an established community due to the proposed project's location and proximity to major roadways, and the existing infrastructure serving the project site. The only improvements off the project site are within or adjacent to existing rights-of-way as described in Section 4.15, Transportation, and Section 4.17, Utilities and Utility Systems and shown in Figures 2-10B, 2-10C, 2-1-D and 4.15-15.

Lastly, the proposed project's potential to result in indirect growth or induce additional growth which may divide an established community are addressed in Sections 4.13, Population and Housing, and Section 5.1, Growth Inducement, of Chapter 5, Other Environmental Considerations. As determined in these sections, the proposed project would not result in indirect growth or induce additional growth that may divide an established community. Accordingly, impacts related to the division of an established community would be **less than significant**.

### 4.10.4.2 Conflicts with Land Use Plan, Policy, or Regulation

#### ***Would the project cause a significant environmental impact due to a conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?***

As described above, 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. However, for informational purposes, the proposed project 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.

### Applicable Plans

#### *Federal*

The project site falls within the FAA Height Notification Boundary, the Part 77 Airspace Surfaces for Montgomery Field and Airport Overflight Notification Area for new residential development (see Figures 4.10-1 through 4.10-3). As a result of the project site's location within the Airspace Protection Area and Overflight Notification Area of Montgomery Field, SDSU/CSU is required to file notifications with the FAA (Form 7460-1, Notice of Proposed Construction or Alteration), as construction or alteration is anticipated to exceed 200 feet above ground level and/or exceed an imaginary surface extending outward and upward at defined slopes, such as 100 feet outward and 1 foot upward for a horizontal distance of 20,000 feet from the nearest point of the nearest runway (San Diego County ALUC 2010). Although the new buildings could be taller than 200 feet, the proposed project would not encroach into the imaginary flight surface. It should be noted that the proposed ground level elevation where new buildings would be located sit at elevations of approximately 65 to 75 feet above mean sea level (AMSL). The addition of buildings of up to 24 stories or 230 feet would reach a maximum elevation of approximately 305 feet AMSL. Elevations across Montgomery Field Airport range from approximately 420 to 430 feet AMSL, and elevations on the north (Serra Mesa) and south (Normal Heights) mesas of Mission Valley are approximately 305 feet AMSL and 400 feet AMSL, respectively.

The proposed project would be required to notify the FAA (via FAA Form 7460-1, Notice of Proposed Construction or Alteration) of new buildings which are anticipated to reach a height of approximately 230 feet above ground level, as well as of the anticipated temporary use of construction cranes, which may be used during construction of the proposed project and may reach heights of up to 300 feet above ground level. In addition to FAA notifications of the proposed project, the FAA restricts aircraft operations within the vicinity of stadiums exceeding a capacity of 30,000 people during sporting events (FAA 2015).

#### *State*

##### **SDSU Campus Master Plan (College Area)**

The existing SDSU Campus Master Plan is for the 288-acre area wherein the current university is located, within the College Area of the City of San Diego, generally bound by I-8 on the north, Zura Road and E. Campus Drive on the east, Montezuma Road on the south, and Hewlett Drive on the west. The existing Campus Master Plan provides for 35,000 full-time equivalent students (FTES).

The project site is located within a different geographic area than the one addressed in the existing SDSU Campus Master Plan, and therefore, necessarily requires a Mission Valley Campus Master Plan, which is consistent with the provisions of SDMC Section 22.0908: "the Existing Stadium Site shall be comprehensively planned through an SDSU Campus Master Plan revision process." In completing the SDSU Campus Master Plan, SDSU prepared the SDSU Mission Valley Campus Guidelines (Guidelines), using the content requirements of a specific plan pursuant to Government Code Section 65451, subdivision (a), as also contemplated by SDMC Section 22.0908(g). Figure 2-8 depicts the proposed SDSU Mission Valley Campus Master Plan. The proposed SDSU Mission Valley Campus Master Plan identifies the locations of new buildings and facilities within the project site and provides that the Mission Valley campus could accommodate up to 15,000 FTES at build out.

The SDSU Mission Valley Campus Guidelines control the development of the project site by describing the land use plan and permitted uses, open space plan, circulation plan, and infrastructure plan for the proposed project, provides architectural design guidelines and development expectations to guide the vertical construction of the various components of the Campus Master Plan, and provides for an implementation plan including phasing, financing and other measures to ensure the orderly development of the project site.

Once adopted, the SDSU Mission Valley Campus Master Plan would add the proposed office/research/academic, recreation, housing, commercial/hospitality and related facilities to serve SDSU at the project site. With adoption of the proposed SDSU Mission Valley Campus Master Plan, the proposed project would be consistent with the applicable land use plan. Impacts would be **less than significant**.

### ***SDSU Climate Action Plan (College Area)***

As noted above, SDSU has a CAP for its College Area campus, which describes the university's commitment to achieving specified GHG reductions and contains goals and actions in various emission sectors. However, SDSU's CAP was developed for and is focused on issues specific to the already built-out SDSU main campus located in the College Area. SDSU's CAP is not an applicable document for purposes of the proposed project, which proposes the establishment of an SDSU Mission Valley campus. The SDSU Mission Valley Campus Master Plan Guidelines are being prepared in order to ensure that SDSU's leadership on sustainability and stewardship issues is carried forward to this project. Please refer to Section 4.7, Greenhouse Gas Emissions.

Nonetheless, in preparing the SDSU CAP, a greenhouse gas inventory was conducted to determine the sources of emissions on the SDSU main campus. The results indicated that campus emissions are primarily due to the on-site power plant and commuters. As to energy, while the proposed project would increase the baseline electricity, natural gas, and fuel usage for the project site, the overall energy usage requirements expressed per service population decrease with implementation of the project's proposed energy efficiency Project Design Features. The proposed project would also comply with applicable plans for renewable energy or energy efficiency. Please refer to Section 4.5, Energy. As to the SDSU CAP's finding that commuters are a primary source of campus emissions, the proposed project would result in benefits in that the proposed Mission Valley campus would be constructed three trolley stops west of the SDSU existing main campus. Additionally, the proposed project would develop campus residential and nonresidential land uses in an infill setting that is served by multimodal transportation options (trolley and bus) and would further enhance other multimodal options by designing the site to encourage pedestrian- and bicycle-oriented connectivity.

### **Regional**

#### **Airport Land Use Compatibility Plan**

The project site is located approximately 2 miles south/southeast of Montgomery Field. The Montgomery Field ALUCP contains four principal compatibility concerns: noise (exposure to aircraft noise), safety (land use factors that affect safety both for people on the ground and occupants of aircraft), airspace protection (protection of airport airspace), and overflight (annoyance or other general concerns related to aircraft overflights).

With respect to noise, the project site falls outside all Noise Exposure Ranges (see Figure 4.12-8). With respect to safety, the project site falls outside all Safety Zones.

With respect to airspace protection and overflight, as shown in Figure 4.10-4, the project site is within Review Area 2 of the Montgomery Field Airport Influence Area. An Airport Influence Area is established with guidance from the Airport Land Use Planning Handbook (Caltrans 2011) and as defined in the California Business and Professions Code 11010(b)(13)(b) as “the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses” (San Diego County ALUC 2010). The Airport Influence Area is divided into Review Area 1 and Review Area 2.

- Review Area 1 consists of locations where noise and safety concerns may necessitate limitations on the types of land use actions. Specifically, Review Area 1 encompasses locations exposed to aircraft noise levels of 60 decibels Community Noise Equivalent Level or greater together with all of the safety zones depicted on the associated maps in this chapter.
- Review Area 2 consists of locations beyond Review Area 1 but within the airspace protection and overflight notification areas depicted on the associated maps. Limits on the heights of structures, particularly in areas of high terrain, are the only restrictions on land uses within Review Area 2. The recordation of overflight notification documents is also required in locations within Review Area 2.

As explained under Review Area 2, “Limits on the heights of structures, particularly in areas of high terrain, are the only restrictions on land uses within Review Area 2” (San Diego County ALUC 2010). While the project involves land uses which are different than the land use identified in the ALUCP (Commercial Recreation), the ALUCP does not regulate land uses outside Review Area 1. Accordingly, the proposed project would not conflict with the Montgomery Field ALUCP, and impacts would be **less than significant**.

### Local Plans Considered

For informational purposes, the proposed project has considered these planning documents and the project’s site location within, and relationship to, each.

#### **San Diego Municipal Code Section 22.0908**

The purpose and intent of SDMC Section 22.0908 was to adopt a new legislative City policy authorizing, directing, and providing the means for the City to sell the project site to CSU/SDSU for “Bona Fide Public Purposes,” provided such sale complied with the conditions established in the new law and that such sale is at such price and upon such terms and timing as the City Council deems fair and equitable and in the public interest; and that such sale would create jobs and economic synergies in the City and improve the quality of life of Mission Valley residents through the development specified therein. Section 22.0908 defines “Bona Fide Public Purposes” to encompass the proposed project’s land uses. While SDSU is not subject to local government planning and land use plans, given the unique circumstances and opportunities presented and to implement the desire of the local electorate, the development features and framework set forth in Section 22.0908 have been considered by the proposed project. Refer to Table 4.10-2, below for a consistency analysis.



Table 4.10-2. San Diego Municipal Code Section 22.0908 Consistency Analysis

SDMC Section 22.0908	Consistency Analysis
The Existing Stadium Site belonging to the City is needed for Bona Fide Public Purposes by SDSU, a public agency, and for that reason, the City shall sell such property to SDSU in accordance with the City Charter, but only if such sale is in compliance with the conditions herein established.	<b>N/A.</b> This provision is beyond the scope of CEQA analysis as it does not relate to physical impacts to the environment. No further analysis is required.
(a) Such sale shall be at such price and upon such terms as the Council shall deem to be fair and equitable and in the public interest; and the City may fairly consider various factors, including but not limited to: adjustments, deductions, and equities in arriving at a Fair Market Value.	<b>N/A.</b> This provision is beyond the scope of CEQA analysis as it does not relate to physical impacts to the environment. No further analysis is required.
(b) Such sale shall proceed without advertising for bids and shall not be subject to any of the provisions of this Code pertaining to the sale of City property, including but not limited to Sections 22.0902, 22.0903, and 22.0907.	<b>N/A.</b> This provision is beyond the scope of CEQA analysis as it does not relate to physical impacts to the environment. No further analysis is required.
(c) Such sale shall provide for the development of	<b>Consistent.</b> The proposed project provides for the following:
(1) A new Joint Use Stadium for SDSU Division 1 collegiate football and other Potential Sports Partners including but not limited to professional, premier, or MLS soccer and adaptable for the NFL;	<b>Consistent.</b> The proposed project would include a 35,000-capacity stadium which would host SDSU football and may accommodate professional, premier, or MLS soccer. The stadium location and surrounding concourse has been sized and designed for future adaptation should such an expansion become necessary for an NFL or other professional sports team; however, it is noted that such an expansion is not contemplated by this EIR and is not part of the proposed project because it is not reasonably foreseeable. Additional CEQA review may be required if a professional sports team proposed to expand the stadium facility.
(2) A River Park, public trails, walking and biking paths or trails, and associated open space for use by all members of the public;	<b>Consistent.</b> The proposed project would include the development of a river park with approximately 4 miles of public trails and public space as described in Section 4.14, Public Services and Recreation. The park would be open and available to the public at all times.
(3) Passive and active recreation space, community and neighborhood parks;	<b>Consistent.</b> The proposed project would provide for approximately <del>86-83</del> acres of parks, recreation and open space as described in Section 4.14, Public Services and Recreation. These parks and recreation areas would include a mix of active and passive parks and provide recreational services at both the community and neighborhood scale.

Table 4.10-2. San Diego Municipal Code Section 22.0908 Consistency Analysis

SDMC Section 22.0908	Consistency Analysis
(4) Practice, intramural, intermural, and recreation fields;	<b>Consistent.</b> The proposed project would include active recreational fields and courts for practice, intramural, intermural, and community recreation. While the final design would be determined based on community input, the River Park has been sized with several soccer fields, baseball/softball field, and basketball courts, as well as open lawn areas for more informal recreation.
(5) Facilities for educational, research, entrepreneurial, and technology programs within a vibrant mixed-used campus village and research park that is constructed in phases and comprised of:	<b>Consistent.</b> The proposed project would include approximately 1.6 million square feet of campus office, innovation, research and development, and academic uses, as well as approximately 4,600 campus residential units and 95,000 square feet of campus commercial/retail uses to provide neighborhood services in close walking or bicycle distance of both residences and jobs.
(A) Academic and administrative buildings and classrooms; (B) Commercial, technology, and office space, compatible and synergistic with SDSU's needs, to be developed through SDSU-private partnerships, and with such uses contributing to sales tax and possessory interest tax, as applicable, to the City;	<b>Consistent.</b> The proposed project would include approximately 1.6 million square feet of campus office, innovation, research and development, and academic uses. This space is anticipated to be flexible as the campus builds out, and these buildings could initially be leased for office/commercial use through public-private partnerships to facilitate building construction and funding of campus facilities. These buildings would support educational, research, entrepreneurial, and technology programs as determined necessary by SDSU. As determined by Appendix 4.13-1, Economic and Tax Impacts of SDSU's Mission Valley Project, prepared by Ernst & Young (Economic Impact Analysis), the additional tax revenue for the City of San Diego associated with annual operations would be \$21.9 million annually (2018 dollars), including property (on possessory interest), sales and transient occupancy taxes. The tax estimate includes direct taxes related to the taxable activity of the businesses and employees at the campus site, as well as taxes due to indirect and induced activity.
(C) Complementary retail uses serving neighborhood residents and businesses while also creating an exciting college game-day experience for SDSU football fans and other Potential Sports Partners, and with such retail uses contributing to sales tax and possessory interest tax, as applicable, to the City;	<b>Consistent.</b> The proposed project would include up to 95,000 square feet of retail uses focused on the main north/south entry road (Street D). As determined by Appendix 4.13-1, Ernst & Young Economic Impact Analysis, the retail portion of the proposed campus project would provide approximately \$289,304 in annual sales tax revenue for the City.

Table 4.10-2. San Diego Municipal Code Section 22.0908 Consistency Analysis

SDMC Section 22.0908	Consistency Analysis
(D) Hotel(s) to support visitors to campus and stadium-related events, provide additional meeting and conference facilities, and serve as an incubator for graduate and undergraduate students in SDSU's L. Robert Payne School of Hospitality and Tourism Management; and with such uses contributing to sales taxes, possessory interest taxes, and transient occupancy taxes, as applicable, to the City;	<b>Consistent.</b> The proposed project would include two hotels with up to 400 hotel rooms and ancillary conference uses. Specifically, Hotel H1, north of the multipurpose Stadium, would include up to 255 hotel rooms and 40,000 square feet of conference facilities, and would provide an on-campus hotel to serve as an incubator in SDSU's L. Robert Payne School of Hospitality and Tourism Management. As determined by Appendix 4.13-1, Ernst & Young Economic Impact Analysis, the proposed project is projected to generate for the City of San Diego approximately \$2.4 million in annual occupancy and sales taxes due to hotels.
(E) Faculty and staff housing to assist in the recruitment of nationally recognized talent, and with such uses contributing to possessory interest taxes, as applicable, to the City;	<b>Consistent.</b> The proposed project would include faculty and staff housing. As determined by Appendix 4.13-1, Ernst & Young Economic Impact Analysis, the proposed project is projected to generate \$4.0 million in local property taxes (based on possessory interest) to the City annually.
(F) Graduate and undergraduate student housing to assist athlete and student recruitment, and with such uses contributing to possessory interest taxes, as applicable, to the City;	<b>Consistent.</b> The proposed project would include student housing. As determined by Appendix 4.13-1, Ernst & Young Economic Impact Analysis, the proposed project is projected to generate \$4.0 million in local property taxes (based on possessory interest) to the City annually.
(G) Apartment-style homes for the local community interested in residing in proximity to a vibrant university village atmosphere, and with such uses contributing to possessory interest taxes, as applicable, to the City;	<b>Consistent.</b> The proposed project would include 4,600 units of housing on the campus site. The residential area would provide housing for students, faculty, and staff. As determined by Appendix 4.13-1, the proposed project is projected to generate \$4.0 million in local property taxes (based on possessory interest) to the City annually.
(H) Other market-rate, workforce and affordable homes in proximity to a vibrant university village atmosphere, and with such uses contributing to possessory interest taxes, as applicable, to the City; and	<b>Consistent.</b> The proposed project would include 4,600 units of housing on the campus site, including market-rate, workforce and affordable housing, within a vibrant, transit-oriented university village setting. As determined by Appendix 4.13-1, Ernst & Young Economic Impact Analysis, the proposed project is projected to generate \$4.0 million in local property taxes (based on possessory interest) to the City annually.
(I) Trolley and other public transportation uses and improvements to minimize vehicular traffic impacts in the vicinity	<b>Consistent.</b> The proposed project integrates the existing Green Line and Stadium Trolley Station into the project design. The Stadium Trolley Station is within 0.5 miles of all uses within the project site. The proposed project reserves an alternative alignment for the future Trolley Purple Line along the eastern edge of the project site, over Murphy Canyon Road, while also accommodating the existing, planned Purple Line alignment.

Table 4.10-2. San Diego Municipal Code Section 22.0908 Consistency Analysis

SDMC Section 22.0908	Consistency Analysis
(d) Such sale shall be based on the Fair Market Value of the Existing Stadium Site, and the City may fairly consider various factors, adjustments, deductions, and equities, including, but not limited to: the costs for demolition, dismantling, and removal of the Existing Stadium; the costs associated with addressing current flooding concerns; the costs of existing contamination; the costs for revitalizing and restoring the adjacent River Park and the costs of avoiding, minimizing, and mitigating impacts to biota and riparian habitat.	<b>N/A.</b> This provision is beyond the scope of CEQA analysis as it does not relate to physical impacts to the environment. No further analysis is required.
(e) Such sale shall be at such price and upon such terms as are fair and equitable, including without limitation payment terms, periodic payments, payment installments, and other payment mechanisms.	<b>N/A.</b> This provision is beyond the scope of CEQA analysis as it does not relate to physical impacts to the environment. No further analysis is required.
(f) The Existing Stadium Site shall be comprehensively planned through an SDSU Campus Master Plan revision process, which process requires full compliance with the California Environmental Quality Act (Pub. Resources Code commencing with section 21000), the State CEQA Guidelines (14 Cal. Code Regs., commencing with section 15000), and Education Code section 67504, subdivisions (c) and (d), along with ample opportunities for public participation, including but not limited to input from the Mission Valley Planning Group.	<b>Consistent.</b> The project involves a Mission Valley Campus Master Plan for the SDSU Mission Valley campus. The NOP of the project's Draft EIR was circulated on January 19, 2019, and three NOP Scoping Meetings were held, two of which were within the Mission Valley Community Plan Area. SDSU has attended regular meetings of the Mission Valley Community Planning Group. The Draft EIR is subject to a 60-day public comment period.
(g) Though not required by the SDSU Campus Master Plan revision process, SDSU shall use the content requirements of a Specific Plan, prepared pursuant to California Government Code section 65451, subdivision (a), in completing the SDSU Campus Master Plan revision contemplated by this section.	<b>Consistent.</b> In completing the SDSU Mission Valley Campus Master Plan, SDSU prepared the SDSU Mission Valley Campus Guidelines, using the content requirements of a Specific Plan pursuant to California Government Code Section 65451, subdivision (a).
(h) The environmental commitment set forth in subdivision (f) shall include the requirements arising under CEQA for SDSU to: (i) take steps to reach agreements with the City of San Diego and other public agencies regarding the payment of fair-share mitigation costs for any identified off-site significant impacts related to campus growth and development associated with the Existing Stadium Site; and (ii) include at least two publicly noticed environmental impact report (EIR) scoping meetings, preparation of an EIR with all feasible alternatives and mitigation measures, allowance for a 60-day public comment period on the Draft EIR, preparation of written responses to public comments to be included in the Final EIR, and a noticed public hearing.	<b>Consistent.</b> The Campus Master Plan planning process included the requirements arising under CEQA for SDSU to take steps to reach agreements with public agencies regarding payment of fair-share mitigation costs. CSU/SDSU has also prepared this EIR pursuant to CEQA requirements. CSU/SDSU held three public EIR scoping meetings, which were publicly noticed including in the NOP of the Draft EIR. CSU/SDSU has also allowed for a 60-day public comment period on the draft EIR and preparation of written responses to public comments to be included in the Final EIR, which will be subject to a noticed public hearing prior to determination by the CSU Board of Trustees.

Table 4.10-2. San Diego Municipal Code Section 22.0908 Consistency Analysis

SDMC Section 22.0908	Consistency Analysis
<p>(i) Such sale shall cause the approximate 34-acre San Diego River Park south of the Existing Stadium Site to be revitalized and restored as envisioned by past community planning efforts so as to integrate the Mission Valley’s urban setting with the natural environment; the River Park will incorporate active and passive park uses, 8- to 10-foot wide linear walking and biking trails; a river buffer of native vegetation, and measures to mitigate drainage impacts and ensure compliance with water quality standards. River Park improvements shall be made at no cost to the City General Fund and completed not later than seven years from the date of execution of the sales agreement. The City shall designate or set aside for park purposes the River Park pursuant to City Charter Section 55. In addition, the Existing Stadium Site shall reserve and improve an additional minimum of 22 acres as publicly-accessible active recreation space.</p>	<p><b>Consistent.</b> The proposed project would construct a River Park, including the 34-acre area identified by SDMC Section 22.0908 as River Park, which would incorporate active and passive park uses, 8- to 10-foot-wide linear walking and biking trails, a river buffer of native vegetation, and measures to mitigate drainage impacts and ensure compliance with water quality standards. As described in Section 4.14, Public Services and Recreation, the proposed project includes 23.8 acres of population-based parks and recreation facilities, and approximately 28.3 acres of additional parks, recreation, and open space areas, for a total of approximately <del>86</del><u>83</u> acres of parks, recreation, and open space.</p>
<p>(j) Such sale shall result in the demolition, dismantling, and removal of the Existing Stadium and construction of a new Joint Use Stadium. The construction of the Joint Use Stadium shall be completed not later than seven years from the date of execution of the sales agreement.</p>	<p><b>Consistent.</b> The proposed project would include the demolition of SDCCU Stadium and the construction of a new multipurpose stadium. The proposed project schedule anticipates a new stadium by August 2022, which would be approximately 4 years following codification of SDMC Section 22.0908.</p>
<p>(k) Such sale shall facilitate the daily and efficient use of the existing underutilized Metropolitan Transit System’s Green Line transit station, accommodate a planned Purple Line transit station, and enhance a pedestrian connection to the existing light rail transit center.</p>	<p><b>Consistent.</b> The Stadium Trolley Station is within 0.5 miles of all uses within the project site, and the proposed project has been designed to enhance north/south pedestrian and bicycle access through the use of street trees, wide sidewalks, and an enhanced design along Street D to promote access to the existing Stadium Trolley Station. Parking has been limited as described in Section 4.16, Transportation, and a Transportation Demand Management Plan would further encourage the use of transit including the trolley system. In addition, the proposed project establishes an alternative alignment for the future Trolley Purple Line along the eastern edge of the project site, over Murphy Canyon Road, while also accommodating the existing, planned Purple Line alignment.</p>

Table 4.10-2. San Diego Municipal Code Section 22.0908 Consistency Analysis

SDMC Section 22.0908	Consistency Analysis
(l) Such sale and ultimate development shall require development within the Existing Stadium Site to comply with the City’s development impact fee requirements, parkland dedication requirements, and housing impact fees/affordable housing requirements.	<b>Consistent.</b> While nothing in SDMC Section 22.0908 abrogates the authority of CSU, as part of the Purchase and Sale Agreement, CSU/SDSU would ensure that development within the Stadium site comply with the City’s development impact fee requirements, parkland dedication requirements, and housing impact fees/affordable housing requirements to the extent required. As to housing impact fees/affordable housing requirements, the proposed project would include 4,600 campus residential units and would be set aside affordable housing in conformance with the City of San Diego’s current Inclusionary Housing Ordinance.
(m) Such sale and ultimate development shall require development within the Existing Stadium Site to comply with the City’s greenhouse gas (GHG) emission reduction goals.	<b>Consistent.</b> The proposed project will be consistent with the City of San Diego’s Climate Action Plan (CAP), which is the primary vehicle by which the City establishes its GHG reduction goals and outlines the emission reduction strategies necessary for attainment of those goals. Refer to Chapter 4.7, Greenhouse Gas Emissions, and Appendix 4.7-2, CAP Evaluation Memo, for a detailed analysis of how the proposed project would comply with the City’s CAP.
(n) Such sale, upon completion, shall ensure that the City does not pay for any stadium rehabilitation costs, stadium demolition or removal costs, stadium cost overruns, Joint Use Stadium operating costs, Joint Use Stadium maintenance, or Joint Use Stadium capital improvement expenses; and that the City be reimbursed for reasonable costs incurred by the City in providing public safety and traffic management-related activities for games or other events at the Existing Stadium Site.	<b>N/A.</b> This provision is beyond the scope CEQA analysis as it does not relate to physical impacts to the environment. No further analysis is required.
(o) Such sale and ultimate development shall not impair or preclude SDSU from engaging in SDSU-private partnerships with other entities or affiliates to finance, construct, and operate the resulting buildings and facilities on the Existing Stadium Site for a defined period of time.	<b>N/A.</b> This provision is beyond the scope CEQA analysis as it does not relate to physical impacts to the environment. No further analysis is required.
(p) Such sale and ultimate development shall not impair the City’s ability to continue its plan of environmental remediation of the Existing Stadium Site and River Park based on its existing agreements with responsible parties.	<b>Consistent.</b> As discussed in Section 4.8, Hazards and Hazardous Materials, previous environmental remediation efforts have largely been completed. The proposed project would not preclude additional, ongoing monitoring as required by any existing agreements between the City and responsible parties.
(q) Such sale shall not raise or impose any new or additional taxes on City residents.	<b>N/A.</b> The provision is beyond the scope of CEQA analysis as it does not relate to physical impacts to the environment. No further analysis is required.

Table 4.10-2. San Diego Municipal Code Section 22.0908 Consistency Analysis

SDMC Section 22.0908	Consistency Analysis
(r) Such sale shall not prohibit SDSU from leasing, selling, or exchanging any portion of the Existing Stadium Site to an entity or affiliate as part of a SDSU-private partnership/arrangement, or to an SDSU auxiliary organization.	<b>N/A.</b> This provision is beyond the scope CEQA analysis as it does not relate to physical impacts to the environment. No further analysis is required.
(s) Such sale shall require SDSU and the City to negotiate fair-share contributions for feasible mitigation and applicable taxes for development within the Existing Stadium Site.	<b>Consistent.</b> See above response regarding the contribution of fair share payments.
(t) Such sale shall not change or alter any obligation under any existing lease regarding the use of Existing Stadium Site, or any portion thereof, that continues in effect until approximately 2018 and that could be extended until approximately 2022 or thereafter.	<b>N/A.</b> This provision is beyond the scope of CEQA analysis as it does not relate to physical impacts to the environment. No further analysis is required.
(u) Such sale shall acknowledge that portions of the Existing Stadium Site are currently owned by the City's Public Utilities Department, which has reserved rights to extract subsurface water, minerals, and other substances (excluding those under permanently erected structures) and that such department has received, and may continue to receive, compensation for its portion of the Existing Stadium Site. If the Initiative is approved, the sale shall acknowledge said department's entitlement, if any, to receive compensation for its portion of the Existing Stadium Site at a price that is fair and equitable, in the public interest, and commensurate with prior compensation actually received.	<b>N/A.</b> This provision is beyond the scope of CEQA analysis as it does not relate to physical impacts to the environment. No further analysis is required.
(v) Such sale shall require the City and SDSU to cooperate to modify or vacate easements or secure lot line adjustments on the Existing Stadium Site (other than easements of the City or any utility department of the City for which the City retains its full regulatory discretion), so that development of the Existing Stadium Site is facilitated.	<b>N/A.</b> This provision is beyond the scope of CEQA analysis as it does not relate to physical impacts to the environment. No further analysis is required.
(w) Such sale shall require SDSU or its designee to pay prevailing wages for construction of the Joint Use Stadium and other public improvements, provided that the construction occurs on state-owned property or involves the use of state funding. To the extent possible under state law, all building and construction work shall be performed by contractors and subcontractors licensed by the State of California, who shall make good faith efforts to ensure that their workforce construction hours are performed by residents of San Diego County. With respect to the new Joint Use Stadium, SDSU will use good faith efforts to retain qualified employees who currently work at the Existing Stadium.	<b>N/A.</b> This provision is beyond the scope of CEQA analysis as it does not relate to physical impacts to the environment. No further analysis is required.

### **City of San Diego Climate Action Plan**

The proposed project would be consistent with the City CAP, as discussed in Section 4.7, Greenhouse Gas Emissions, of this EIR. Specifically, as to Step 1: Land Use Consistency, of the CAP Checklist, since the adoption of the Mission Valley Community Plan Update, the proposed project is consistent with Option A of Step 1 of the CAP Checklist and is only subject to Step 2 of the CAP Consistency analysis. Nonetheless, because the proposed project is located within a TPA, and because the proposed project was not consistent with Mission Valley Community Plan at the time the Draft EIR was released, the proposed project was analyzed under Option B of Step 1 and was determined towould result in increased density within a Transit Priority Area and would also implement CAP Strategy 3 actions as explained in Appendix ~~4.17-24.7-2~~. Additionally, as to Step 2: CAP Strategies Consistency, of the CAP Checklist, the proposed project would implement all applicable strategies and actions of the CAP set forth in its implementing Checklist.

### **City of San Diego Park Dedication Ordinance**

Refer to Section 4.14, Public Services and Recreation, for a detailed description of how the proposed project would be consistent with the City's population-based park demand requirements. As described therein, the City's parks standard calls for a minimum ratio of 2.8 useable acres per 1,000 residents. Under this standard, the proposed project would be required to improve 23.8 acres of parks based on the project population of 8,510 residents. The proposed project would meet and exceed the City's parks standard, by providing approximately ~~86~~ 83 acres of parks, recreation, and open space throughout the project site.

### **City of San Diego Development Impact Fee Program – Mission Valley**

DIF funds per the Mission Valley PFFP and DIF program are collected on a per-unit, per-square footage, or per-average daily traffic basis as shown in Table 4.10-1. The purpose is to allow the City to collect fees from individual projects which may be too small to construct larger public facilities such as community parks or large traffic improvements, or to fund improvements that would provide a benefit to the larger community. Therefore, each project is only responsible for a portion of funding. However, larger projects such as the proposed project may construct the improvements contemplated by the PFFP and DIF and either be eligible to receive credits against payment of the fees or become exempt from paying certain portions of the fee.

While nothing in SDMC Section 22.0908 abrogates the authority of CSU, as part of the Purchase and Sale Agreement, CSU/SDSU would ensure that development within the Stadium site comply with the City's DIF to the extent required.

The largest component of the DIF is the Park fee, which is currently \$11,422 per unit, which reflects the projected residential uses and current land and construction costs ~~limited availability of parks and current shortage of park space~~ in Mission Valley. As described in the Mission Valley Community Plan Update Final Program EIR, and as further analyzed in Section 4.14, Public Services and Recreation, Mission Valley is ~~severely~~ short of park acreage to serve residents based on both current levels of development, as well as future planned intensification of Mission Valley as the plan area is built out with additional residential uses.

Based on the General Plan requirement to provide 2.8 acres of parkland per 1,000 residents, the proposed project would be required to provide 23.8 acres of improved parkland. Further, as contemplated by SDMC Section 22.0908, the proposed project would improve the River Park area in the southern portion of the project site.



The proposed project would include approximately ~~86-83~~ acres of parks, recreation, and open space facilities which would exceed the demand generated by the new residents by approximately ~~62-59~~ acres as described in Section 4.14. Because the proposed project would improve significantly more parkland than it would otherwise be required to improve under the City’s 2.8-acre/1,000 population standard, the proposed project may be eligible to receive park credits.

Accordingly, the proposed project would be consistent with the Mission Valley PFFP and DIF program per SDMC Section 22.0908 and the Purchase and Sale Agreement.

**City of San Diego Inclusionary Housing Ordinance**

The proposed project would include 4,600 units of housing on the campus site. The residential area would provide housing for students, faculty, and staff. While nothing in SDMC Section 22.0908 abrogates the authority of CSU, as part of the Purchase and Sale Agreement, CSU/SDSU would ensure that development within the Stadium site comply with the City’s current housing impact fees/affordable housing requirements to the extent required by building affordable housing onsite. The remainder of the residential units would be made available to provide workforce and publicly available housing within a vibrant, transit-oriented university village setting.

**San Diego River Park Master Plan**

The project site includes areas that are within the river influence area of the San Diego River as identified in the San Diego River Park Master Plan. The San Diego River Park Master Plan includes specific recommendations related to the project site. As shown in Table 4.10-3, the proposed project would implement the recommendations in the San Diego River Park Master Plan. Impacts would be less than significant.

**Table 4.10-3. Project Conformance with San Diego River Park Master Plan**

San Diego River Park Master Plan	Project
<b>3.1.3 CREATE A CONNECTED CONTINUUM, WITH A SEQUENCE OF UNIQUE PLACES AND EXPERIENCES</b>	
<b><i>F. Explore Opportunities for Additional Community or Neighborhood-Scale Parks</i></b>	
The Mission Valley, Tierrasanta, Navajo Community Plan Areas will have population-based park deficits in the year 2030 per the City’s General Plan Standards. Long-range planning for these communities and the San Diego River Park should look for locations along the river, such as at the Qualcomm Stadium site and the Grantville Development Subarea, to reduce the park deficits. New park sites along the river should provide connections to the San Diego River Park and the San Diego River Pathway.	The proposed project includes approximately <del>86-83</del> acres of parks, recreation and open space facilities which are connected to the River Park through a series of trails and paseos. The proposed project includes approximately <del>62-59</del> acres more park, recreation, and open space than the population-based demand generated by the proposed project (23.8 acres). As discussed in Section 4.14, Public Services and Recreation, the proposed project would reduce the park deficit in the Mission Valley Community Plan Area, and would contribute 10 acres of community park for the Navajo Community Planning Area.
<b>3.2 SPECIFIC REACH RECOMMENDATIONS</b>	
<b>3.2.2 Lower Valley Reach</b>	
I. Consider public recreation, the San Diego River Pathway and a naturalized open space along the river when planning	The proposed project includes active recreation, passive trails and natural landscaping through the

Table 4.10-3. Project Conformance with San Diego River Park Master Plan

San Diego River Park Master Plan	Project
any future use of the City's property at the Qualcomm Stadium site.	River Park and adjacent parks, recreation and open space area adjacent to the San Diego River.
J. Provide interpretive signage along the San Diego River Pathway about the rich history of the Lower Valley including: the prehistoric Village of Kosa'aay (Cosoy) and Nipaguay; the first Spanish Mission in California; and the farming industry of the 1880's; the sand and gravel companies; the construction of the highway system; and the development of Qualcomm Stadium (formerly known as Jack Murphy Stadium).	The proposed project would include interpretive signage in the River Park. The SDSU Mission Valley Campus Guidelines include signage and wayfinding considerations.
<b>Key Sites of the Lower Valley Reach</b>	
<b>B. Qualcomm Stadium Site</b>	
The Mission Valley Community Plan locates a Community Park at the Qualcomm Stadium site. This site is the last remaining City-owned property that is large enough to be in scale with the river valley. Careful consideration should be given to the intrinsic value of this place as a public green space and as an opportunity to create value to help finance development. A river-oriented community park could provide public recreation facilities adjacent to the naturalized open space San Diego River Park, which would complement Mission Bay Park and Mission Trails Regional Park.	The proposed project includes active recreation, passive trails, and natural landscaping through the River Park and adjacent parks, recreation, and open space area adjacent to the San Diego River.
<b>Key Points for Qualcomm Stadium Site</b>	
<ul style="list-style-type: none"> <li>Critical location for meeting community-based park and recreation needs in Mission Valley, as identified in the Mission Valley Community Plan.</li> </ul>	The proposed project includes approximately <del>62</del> <sup>59</sup> acres more park, recreation, and open space than the population-based demand generated by the proposed project (23.8 acres). As discussed in Section 4.14, Public Services and Recreation, the proposed project would reduce the park deficit in the Mission Valley Community Plan Area.
<ul style="list-style-type: none"> <li>No acquisition costs required; land is currently owned by City of San Diego.</li> </ul>	The proposed project would not involve acquisition costs for the City.
<ul style="list-style-type: none"> <li>Critical location for creating continuity in San Diego River Park and San Diego River Park pathway.</li> </ul>	The proposed project includes a system of trails throughout the River Park.
<ul style="list-style-type: none"> <li>Create primarily natural open space located between the trolley and the river.</li> </ul>	The proposed project includes a combination of active and passive uses and natural landscaping, and maintains a 100-foot buffer.
<ul style="list-style-type: none"> <li>Extend open space corridor to create new habitat and trail connection to Murphy Canyon.</li> </ul>	The proposed project includes parks, recreation, and open space along the eastern edge of the project site, adjacent to Murphy Canyon Creek. This portion of the River Park would include trail connections to the development and connections to off-site facilities.
<ul style="list-style-type: none"> <li>Acknowledge environmental constraints with adjacent land uses.</li> </ul>	The proposed project includes a combination of active and passive uses and natural landscaping, and maintains a 100-foot buffer.

Table 4.10-3. Project Conformance with San Diego River Park Master Plan

San Diego River Park Master Plan	Project
<b>Potential Community Park Elements for Qualcomm Stadium Site</b>	
<ul style="list-style-type: none"> <li>• Ball fields/soccer fields</li> <li>• Active sports complex</li> <li>• Picnic facilities</li> <li>• Amphitheater</li> <li>• Children’s Play area with “natural” character (wood, boulders, sand)</li> </ul>	The proposed River Park -is anticipated to include active uses including ball fields, outdoor assembly/shared plaza space, and picnic and play areas.
<b>Potential San Diego River Park Elements for Qualcomm Stadium Site</b>	
<ul style="list-style-type: none"> <li>• San Diego River Pathway</li> <li>• Natural riparian and upland habitat areas</li> <li>• Boardwalk/overlooks for viewing and interpretation</li> <li>• Pedestrian linkage: park to river and Murphy Canyon</li> <li>• Focus park toward river</li> </ul>	The proposed River Park would include a hike and bike loop and trail, passive landscape areas, and connections trails to the existing Murphy Canyon Creek Trail.

## Other Plans Considered

### *Regional*

#### *San Diego Forward: The Regional Plan*

Consistency of the proposed project with SANDAG’s RTP/SCS (titled, San Diego Forward: The Regional Plan), which serves to implement SB 375, is addressed in Section 4.7, Greenhouse Gas Emissions, of this EIR. As discussed therein, the proposed project is consistent with each of the five basic strategies set forth in the RTP/SCS for SANDAG’s achievement of the SB 375 regional targets for the reduction of GHG emissions.

For purposes of this discussion, several other factors are noted: First, the proposed project would facilitate the use of zero-emission vehicles through the provision of on-site charging infrastructure. The extension of zero-emissions vehicle infrastructure is critical to the transition of the vehicle fleet from internal combustion engines to zero emission engines, which serves to reduce GHG emissions in accordance with the SB 375 regional targets.

Second, the SB 743 analysis (see Appendix 4.15-1, Fehr & Peers’ Traffic Impact Analysis, 2019) confirms that – with implementation of the project’s Transportation Demand Management Program – the project-generated VMT per service population would represent an approximately 25% reduction from the regional baseline VMT per service population level and an approximately 21% reduction from the citywide baseline VMT per service population level. Further, when viewed in the cumulative setting, the proposed project would reduce regional VMT as compared to regional VMT without the proposed project, illustrating the GHG reduction benefits of the locational attributes of developing residential and nonresidential uses on the project site.

Third, the location of the project site is compatible with and complementary of the intent underlying SB 375. More specifically, the proposed project would develop residential and nonresidential land uses in an infill setting that is served by multimodal transportation options (trolley and bus), and would further enhance other multimodal options by designing the site to encourage pedestrian- and bicycle-oriented connectivity. The infill location allows the City

of San Diego specifically, and the San Diego region generally, to accommodate existing and projected population and employment growth within a developed, urbanized area (i.e., Mission Valley), thereby avoiding the conversion of undeveloped land to developed uses. Relatedly, the project site is identified as a potential “Town Center” (specifically, “SD MV-5”) on SANDAG’s Smart Growth Concept Map for the Mid-City and East County Subregion. As described by SANDAG, “Existing/Planned smart growth areas are locations that either contain existing smart growth development or allow planned smart growth in accordance with the identified land use targets, and are accompanied by existing or planned transit services included in San Diego Forward: The Regional Plan.”

In summary, the proposed project would not conflict with SB 375 and SANDAG’s corresponding RTP/SCS, and impacts would be **less than significant**.

### **Multiple Species Conservation Program**

SDSU is not a signatory to the San Diego MSCP and, thus, is not a “permittee” under this habitat conservation plan. As such, SDSU is not subject to the MSCP and need not comply with its provisions. Because SDSU is not subject to the policies and ordinances set forth by the MSCP, the proposed project will not impact this regional habitat conservation plan. Please refer to Section 4.3, Biological Resources.

### **Local**

#### **San Diego General Plan – City of Villages**

The City of Villages directs new development away from natural, undeveloped lands into already urbanized areas and/or areas where conditions allow the integration of housing, employment, civic, and transit uses, mirroring regional planning and smart growth principles intended to preserve remaining open space and natural habitat and focus development in areas with available public infrastructure. The proposed project would implement the City of Villages by providing for a development including office/campus employment uses, residential uses with ground floor, neighborhood/community serving commercial and retail opportunities, and ~~86~~83 acres of parks, recreation, and open space. The project site includes the existing MTS Trolley Green Line and Stadium Trolley Station, and would provide for connectivity to this station through a grid street pattern and trail and bicycled connections.

#### **Final Draft Mission Valley Community Plan Update**

The MVCP Update designates the project site as “Specific Plan or Master Plan.” As stated in Figure 3 of the MVCP Update, redevelopment of the SDCCU Stadium site will be accomplished through a Campus Master Plan, which will include detailed information on the land uses, mobility system, and recreation facilities.

As stated on page ES-3 of the Mission Valley Community Plan Update Final Program EIR:

“The Stadium Site. Redevelopment to occur through a future Campus Master Plan, which would use the content requirements of a Specific Plan prepared pursuant to California Government Code Section 65451(a).<sup>1</sup>

- 
1. The proposed CPU assumed that 4,800 dwelling units, two million square feet of office space, 300,000 square feet of retail space, 450 hotel rooms, 38.1 acres of active park, 4.9 acres of open space, and a 40,000-seat stadium would be developed on the Stadium site. The future Specific Plan for the Stadium site will provide more site-specific development details.”

In completing the SDSU Mission Valley Campus Master Plan, SDSU also prepared the SDSU Mission Valley Campus Guidelines (Guidelines), using the content requirements of a specific plan pursuant to Government Code Section 65451, subdivision (a).-

In addition, the MVCP Update Final Program EIR anticipated land uses and intensities comparable to those proposed by the proposed project, as shown in Table 4.13-7. As determined in Section 4.13, the proposed project would be consistent with the level of development anticipated in the MVCP Update and Final Program EIR.

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

While not subject to the Navajo Community Plan PFFP, the proposed project would develop a River Park. The Navajo PFFP identified 10 acres of the project site for a community park. The proposed 34-acre River Park as identified in SDMC Section 22.0908 would accommodate park demand in the Navajo Community Plan Area (in addition to 20 acres of demand in the Mission Valley Community Plan Area). The proposed project would provide for parks and open space within the 34-acre area identified in SDMC Section 22.0908 as River Park and; thus, would be compatible with the Navajo Community Plan PFFP.

### **City of San Diego Multi-Habitat Planning Area**

Please refer to Section 4.3, Biological Resources, and Appendix 4.3-1, Biological Resources Technical Report.

#### 4.10.4.3 Cumulative Impacts

##### ***Would the project result in a cumulative impact to land use and planning?***

The geographic scope for the cumulative analysis for Land Use and Planning is the Mission Valley Community Plan Area. In combination with the cumulative projects listed in Table 3-1, the proposed project would not contribute to a cumulatively considerable impact to the physical division an established community. The project would not directly or indirectly cause the surrounding community to become physically divided because the project site is an infill site and is surrounded by existing development (to the west), a major six-lane road and open space slopes (to the north), I-15 (to the east), and the San Diego River (to the south).

Like the proposed project, development of the cumulative projects is expected to occur in accordance with adopted plans and regulations. If plan amendments or zone changes are needed to accommodate particular projects, they would be carried out in accordance with established local procedures, including CEQA review and an evaluation of consistency with policies/regulations adopted for the purpose of avoiding or mitigating a physical impact on the

environment. Based on the information available regarding the cumulative projects, such projects under consideration in the cumulative project area would implement and support important local and regional planning goals and policies. New projects would be subject to appropriate permit approval processes and would incorporate mitigation measures necessary to reduce potential land use and planning impacts. Furthermore, as the proposed project would be consistent with applicable land use plans, policies, and regulations, the proposed project would not incrementally contribute to significant cumulative land use inconsistencies. Therefore, no significant cumulative land use impacts are anticipated.

### 4.10.5 Summary of Impacts Prior to Mitigation

Impacts related to land use and planning would be **less than significant** because the proposed project would not divide and established community or result in a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

### 4.10.6 Mitigation Measures

Impacts related to land use and planning would be **less than significant**. Accordingly, mitigation is not necessary or required.

### 4.10.7 Level of Significance After Mitigation

Impacts related to land use and planning would be **less than significant**.



AIRPORT LAND USE COMMISSION  
SAN DIEGO COUNTY

LEGEND

- Airport Property Boundary
- Parcel Line
- Highways
- Airport Overflight Notification Area
- Project Boundary



0 4,000 ft.

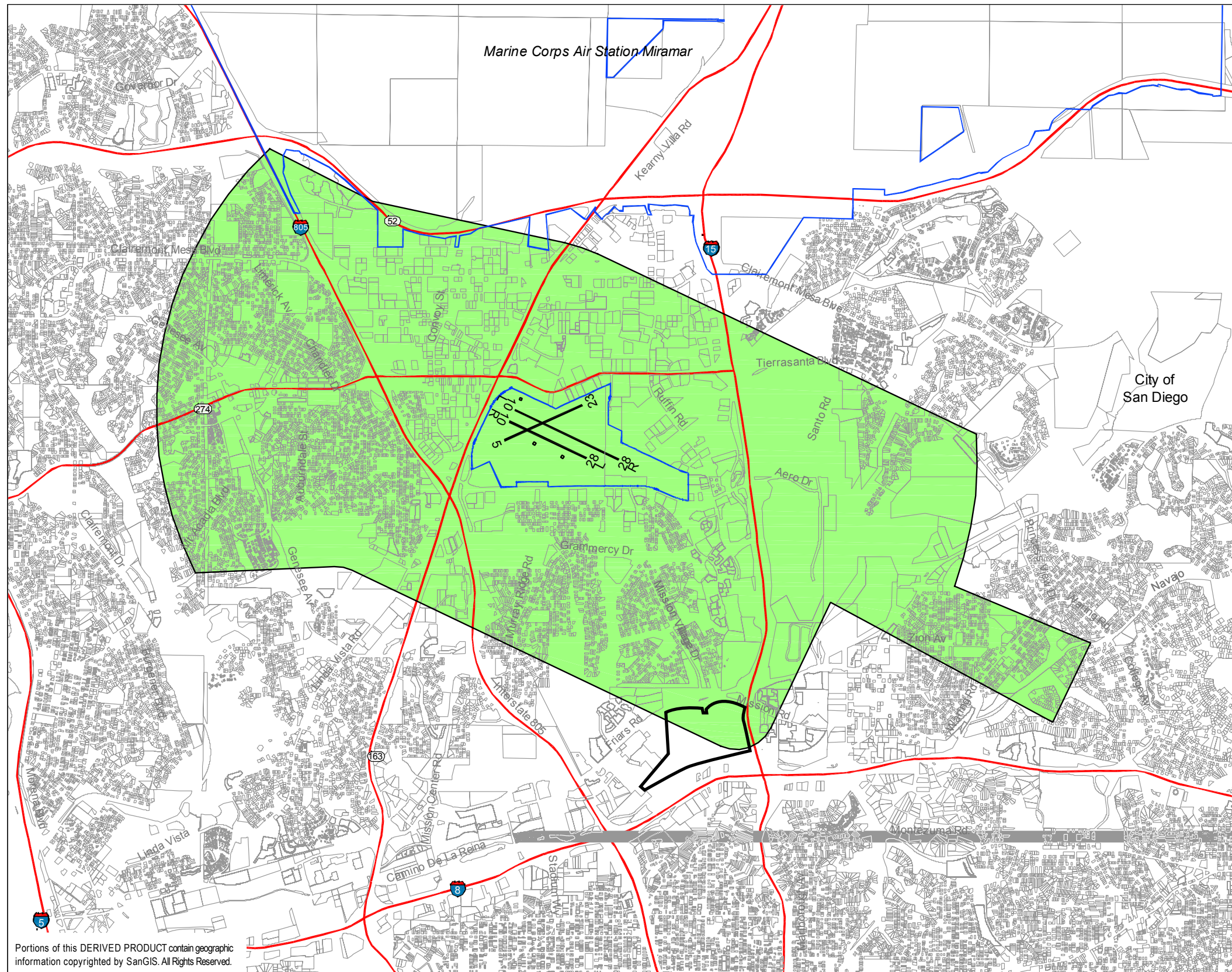
- Note: 1. See Policy 3.6.3 for overflight notification requirements.  
2. See Airport Influence Area map for the real estate disclosure area.

Sources: Parcels - San Diego Geographic Information Source (SanGIS), 2008;  
Airport Overflight Notification Area - Mead & Hunt, Inc., 2008.

Prepared by: Ricondo & Associates, Inc., October 2009.

**Exhibit III-4**  
**Compatibility Policy Map:**  
**Overflight**

Montgomery Field Airport Land Use Compatibility Plan  
January 25, 2010



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SOURCE: RICONDO & ASSOCIATES, INC., OCTOBER 2009

SDSU Mission Valley Campus Master Plan EIR



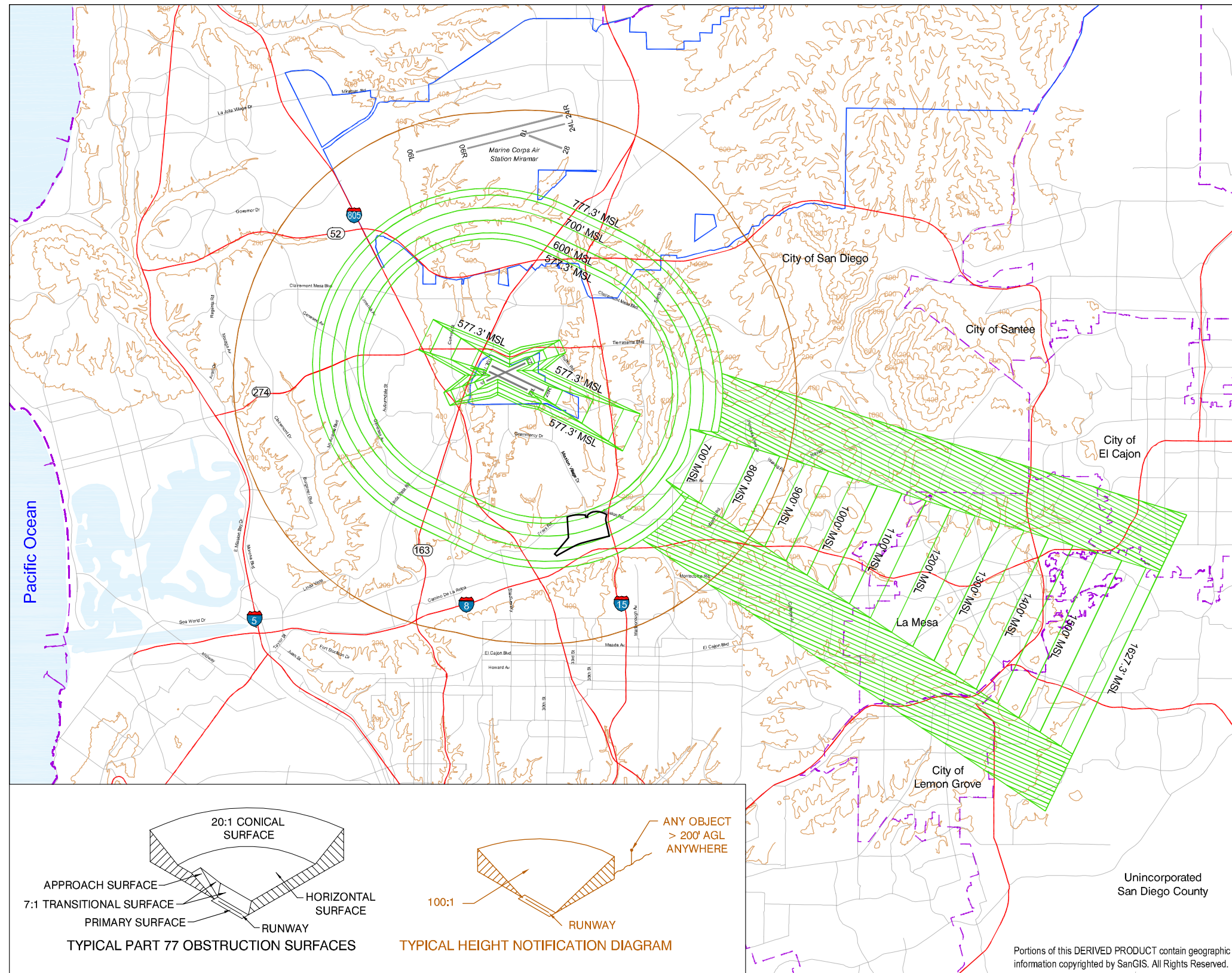
**Figure 4.10-1**  
**Montgomery Field Overflight Map**

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AIRPORT LAND USE COMMISSION  
SAN DIEGO COUNTY



**LEGEND**

- Roads
- Highways
- - - Municipal Boundary
- Airport Boundary
- Topographic Contours (200-foot interval)
- ▭ Project Boundary
  
- Airspace Protection Surfaces
- FAA Height Notification Boundary
- Part 77 Airspace Surfaces



0 8,000 ft.

- Notes:
1. Part 77 = Federal Aviation Regulations (Title 14 Code of Federal Regulations) Part 77.
  2. Airport elevation is 427.3 feet above mean sea level (MSL).
  3. No Terrain Penetrations to Part 77 Surfaces Identified.
  4. FAA Height Notification Boundary: The boundary extends 20,000 feet from the nearest point of any runway. Within the boundary, Part 77, Subpart B requires that the FAA be notified of any proposed construction or alteration having a height greater than an imaginary surface extending 100 feet outward and 1 foot upward (slope of 100 to 1) from the runway elevation. Outside the boundary, the FAA must be notified of any proposed construction or alteration having a height greater than 200 feet above ground level (AGL).
  5. Part 77 surfaces are drawn based on approach types listed in the Runway End Data table.

Sources: Roads - San Diego Association of Governments (SANDAG), 2006; Topographic Contours - SANDAG, 2006; Part 77 Surfaces - Ricondo & Associates, Inc. 2009; Federal Aviation Regulations (Title 14 Code of Federal Regulations) Part 77, *Objects Affecting Navigable Airspace* .

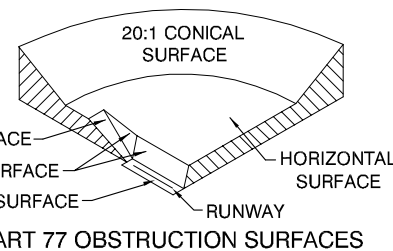
Prepared by: Ricondo & Associates, Inc., October 2009.

**Exhibit III-3**

**Compatibility Policy Map:  
Part 77 Airspace Protection**

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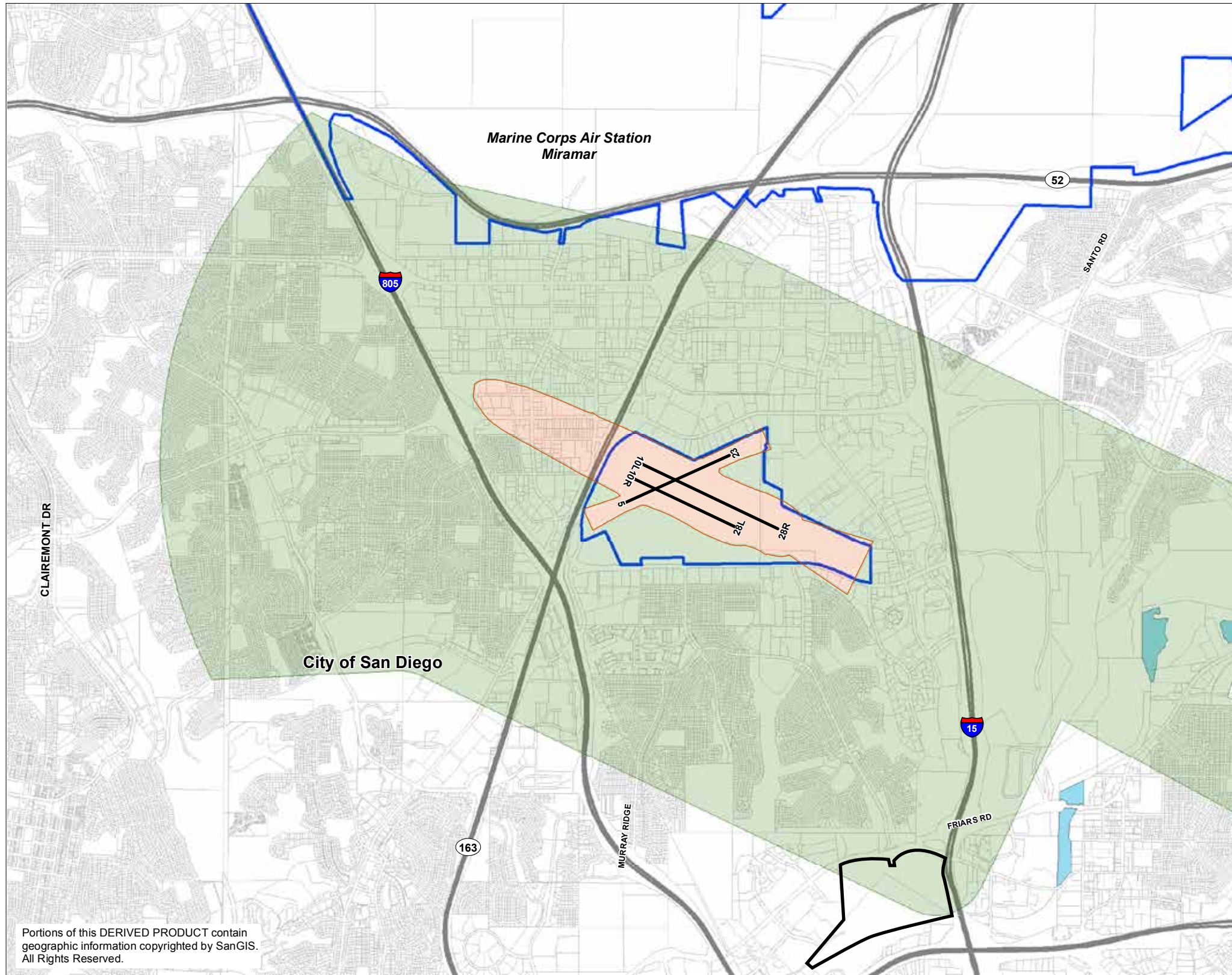
Montgomery Field Airport Land Use Compatibility Plan  
January 25, 2010



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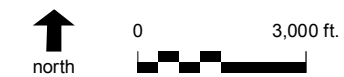


AIRPORT LAND USE COMMISSION  
SAN DIEGO COUNTY



**LEGEND**

- Airport Property Boundary
- Municipal Boundary
- Highways
- Water
- Avigation Easement Areas
- Airport Overflight Notification Area (only applies to new residential development)
- Project Boundary



Note: As a condition of the approval of applicable development projects, property owners shall dedicate an avigation easement to the airport operator, see Policy 2.11.5. Applicable projects include: (1) all projects within the runway protection zone, Safety Zone 1; (2) conditional uses within the 65 dB CNEL contour and higher; (3) uses proposed on sites where the ground penetrates a Part 77 airspace surface; and (4) projects where proposed structures, trees, or other objects would be obstructions, according to the FAA. Areas where the first two conditions would apply are shown in this exhibit. Areas where the third condition would apply will vary depending on the specific project proposal and the findings of the FAA's Form 7460-1 aeronautical study process.

Sources: Parcels - San Diego Geographic Information Source (SanGIS), 2008; Roads and Highways - SANDAG, 2008.

Prepared by: Ricondo & Associates, Inc., January 2010.

**Exhibit III-6**  
**Avigation Easement and**  
**Overflight Notification Areas**

Montgomery Field Airport Land Use Compatibility Plan  
January 25, 2010

SOURCE: RICONDO & ASSOCIATES, INC., JANUARY 2010

SDSU Mission Valley Campus Master Plan EIR



**Figure 4.10-3**  
**Montgomery Field Avigation Easement and Overflight Notification Map**

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AIRPORT LAND USE COMMISSION  
SAN DIEGO COUNTY

LEGEND

- Project Boundary
- Airport Property Boundary
- Roads
- Highways
- Municipal Boundary

Airport Influence Area

- Review Area 1
- Review Area 2



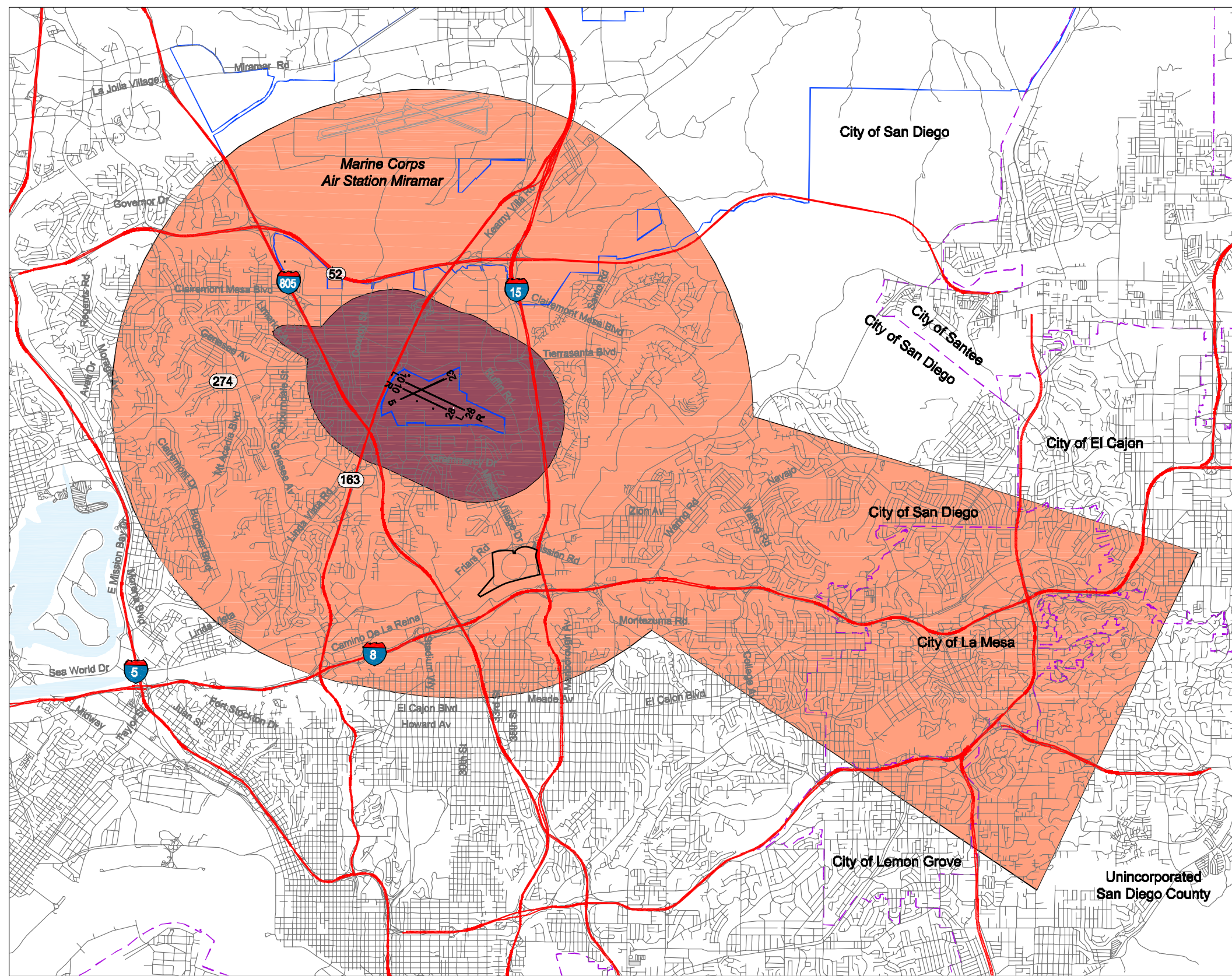
Note: Real estate disclosure required in the entire Airport Influence Area (see Policy 3.6.2).

Sources: Roads - San Diego Association of Governments (SANDAG), 2006.  
Airport Influence Area - Mead & Hunt, Inc., 2008.

Prepared by: Ricondo & Associates, Inc., October 2009.

Exhibit III-5  
Compatibility Policy Map:  
Airport Influence Area

Montgomery Field Airport Land Use Compatibility Plan  
January 25, 2010



SOURCE: RICONDO & ASSOCIATES, INC., JANUARY 2010

SDSU Mission Valley Campus Master Plan EIR



Figure 4.10-4  
Montgomery Field Airport Influence Area

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