

## **SECTION 3.7**

### **LAND USE AND PLANNING**

## 3.7 LAND USE AND PLANNING

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### 3.7.1 INTRODUCTION

This section considers the potential effects of the Proposed Project relative to land use and planning. Appendix G of the CEQA Guidelines requires that a project be analyzed for potential conflicts with the land use plans, policies, and regulations of those agencies with jurisdiction over the project. As a state entity, CSU/SDSU is not subject to local government planning, such as the City of San Diego General Plan or Redevelopment Plan for the College Area community. Accordingly, because neither the General Plan nor the Redevelopment Plan, nor any other local land use plans or ordinances are applicable to CSU/SDSU, the analysis of the City and Redevelopment Agency plans presented in this section is provided for information purposes only.

### 3.7.2 METHODOLOGY

Existing land uses were reviewed based on aerial photographs and site visits. The potential land use and planning impacts associated with the Proposed Project were analyzed by reviewing the proposed uses relative to the following adopted land use plans for the Project area:

- City of San Diego General Plan
- College Area Community Plan
- City of San Diego Land Development Code
- College Community Redevelopment Plan
- College Community Redevelopment Project – Master Project Plan
- College Community Redevelopment Project Area – Third Five-Year Implementation Plan
- College Community Redevelopment Project – Core Subarea Design Manual
- College Area – Public Facilities Financing Plan
- City of San Diego Bicycle Master Plan

### 3.7.3 SETTING

The Project site is located within the City of San Diego College Area community planning area, on land designated as "Redevelopment Project Area." The Proposed Project would be developed in the Core-Subarea of the College Area Community Redevelopment Plan Project area, which generally is located south of the existing SDSU campus boundary, west of College Avenue, north of Mary Lane Drive, and east of Remington Road.

The College Area community planning area is comprised of approximately 1,950 acres, most of which is developed with single-family residential uses, although multi-family and commercial land uses are located adjacent to the major transportation corridors, including Montezuma Road, College Avenue, and El Cajon Boulevard. Institutional land uses in the planning area include the SDSU campus and Alvarado Medical Center, which is located south of I-8 and east of the SDSU campus.

### 3.7.4 EXISTING CONDITIONS

#### 3.7.4.1 Existing On-Site and Surrounding Land Uses

The existing land uses immediately surrounding the Project site include a mixture of residential, commercial, and institutional (university) uses. See **Figure 3.7-1, Project Vicinity Existing Land Uses**. Residential uses are located adjacent to Montezuma Road, Campanile Drive, and Lindo Paseo. The residential housing in this area is predominantly occupied by SDSU college students and includes single-family homes, multi-story apartments, and fraternity/sorority houses. The apartment buildings in the vicinity range from two- to five-story structures. The tallest structures are located adjacent to the campus along Hardy Avenue and east of College Avenue. The single-family homes are located primarily along Lindo Paseo and Campanile Drive. The homes in this area are occupied largely by fraternities and sororities. Commercial and university uses are located adjacent to College Avenue, Montezuma Place, Lindo Paseo, and Campanile Drive. These uses consist of neighborhood-serving commercial uses (gas station, coffee shops, fast food, etc.) and institutional uses associated with the SDSU campus (Speech and Language Institute and KPBS buildings). These structures range in height from single-story businesses to four-story institutional uses.

The Project site is located centrally within the College Area community. College Avenue and Montezuma Road provide primary access to the Project site. College Avenue is a four-lane roadway with a north/south orientation, and includes a raised center median and pedestrian







facilities (sidewalk) along both sides of the roadway. Montezuma Road is also a four-lane roadway, with an east/west orientation with a striped center median.

Both College Avenue and Montezuma Road are connected to two-lane roadways within the Project vicinity, including Montezuma Place, Campanile Drive, Lindo Paseo, and Hardy Avenue. Regional access to the Project site is provided via I-8, located to the north via College Avenue.

#### 3.7.4.2 Land Use Plans and Policies

A summary of the adopted plans and policies relating to land use in the Project vicinity is presented below.

##### City of San Diego General Plan

A comprehensive update to the City of San Diego's General Plan was adopted by the City on March 10, 2008. The General Plan update "sets out a long-range vision and comprehensive policy framework for how the City should plan for projected growth and development, provide public services, and maintain the qualities that define San Diego over the next 20 to 30 years." (City of San Diego website.)

The update was guided by the City of Villages strategy and citywide policies adopted as a part of the General Plan Strategic Framework Element in 2002. The City of Villages strategy focuses future housing, retail, employment, educational, and civic uses in mixed-use village centers of different scales. By directing growth primarily toward village centers, the General Plan supports the preservation of established residential neighborhoods, the management of growth over the long term, and the attainment of sustainability goals. (City of San Diego website.)

The General Plan is comprised of an introductory Strategic Framework section, which includes the Plan's Guiding Principles, and the following General Plan elements: Land Use and Community Planning; Mobility; Economic Prosperity; Public Facilities, Services and Safety; Urban Design; Recreation; Historic Preservation; Conservation; Noise; and Housing. The General Plan integrates the following Guiding Principles, which describe the essential structure of the Plan and reflect the core values that guided its development:

- (1) "An open space network formed by parks, canyons, river valleys, habitats, beaches, and ocean;
- (2) Diverse residential communities formed by the open space network;



- (3) Compact and walkable mixed-use villages of different scales within communities;
- (4) Employment centers for a strong economy;
- (5) An integrated regional transportation network of walkways, bikeways, transit, roadways, and freeways that efficiently link communities and villages to each other and to employment centers;
- (6) High quality, affordable, and well-maintained public facilities to serve the City's population, workers, and visitors;
- (7) Historic districts and sites that respect our heritage;
- (8) Balanced communities that offer opportunities for all San Diegans and share citywide responsibilities;
- (9) A clean and sustainable environment; and
- (10) A high aesthetic standard."

(City of San Diego, Strategic Framework Element (2008), p. 6.)

The General Plan Land Use Map designates the majority of the Project site as Multiple Use, while the portions of the Project site located near Campanile Drive and Montezuma Road are designated as Residential, Institutional, and/or Public and Semi-Public Facilities. See **Figure 3.7-2, City of San Diego General Plan Land Uses**. The Multiple Use designation includes areas characterized by mixed-use, or areas that provided varying degrees of housing integrated with shopping, civic uses, and services. The Residential designation includes all single-family and multi-family housing. Institutional, Public, and Semi-Public Facilities are those areas providing public and semi-public services to the community. (City of San Diego, 2007a.)

Larger cities often create policy documents for specific geographic areas within the city's boundaries. The City of San Diego calls its community-based policy documents "community plans." The community plans are a part of the Land Use Element of the General Plan. Community plans provide more detailed land use designations and site-specific policy







recommendations than the City's General Plan. Together, the General Plan and the community plans seek to guide future growth and development to achieve citywide and community-level goals. Adopted community plans must be consistent with the goals and policies of the General Plan.

### College Area Community Plan

The College Area Community Plan provides a framework for future growth and development within San Diego's College Area community. Recognizing the presence of SDSU as a major element of this community, this Community Plan seeks to enhance relationships with the school and resolve conflicts between the campus and the rest of the predominantly single-family residential community in the area. The overall land use goal of the Plan is to provide for growth in the community in a manner that ensures (i) preservation of single-family neighborhoods; (ii) compatibility of multi-family, university-oriented, and commercial development with adjacent single-family neighborhoods; and (iii) maintenance of growth levels within the capacity of the transportation and public services systems. (City of San Diego, 2007b.) The overall plan goals and objectives are:

1. "Residential Goal: Maintain the predominantly single-family character of the community.

#### Objectives:

- (1) Identify areas appropriate for multi-family development.
- (2) Identify density levels appropriate for multi-family development in order to ensure compatibility with existing single-family neighborhoods.
- (3) Reduce the shortage of student housing by identifying a mixed-use area adjacent to the university for all forms of student housing, including apartments, dormitories, fraternities, and sororities. Develop a detailed land use plan and implementation program for development in the mixed-use area.
- (4) Designate sites for the adequate growth of fraternities and sororities that minimize the impacts of such organizations on surrounding neighborhoods. Apply development guidelines through the conditional use permit process to all new fraternities and sororities to limit their impact on the single-family character of the community.



2. Transportation Goal: Develop a transportation system, which facilitates transportation into, throughout, and out of the community.

Objectives:

- (1) Separate, as much as possible, university-oriented traffic from local traffic within the community.
- (2) Improve access from I-8 to the university.
- (3) Improve mass transit service to the university from other communities.
- (4) Improve bicycle circulation and parking facilities.
- (5) Reduce conflicts between automobiles, mass transit, bicycles, and pedestrians.
- (6) Improve parking requirements to provide sufficient parking opportunities for the entire community.

3. Open Space Goal: Develop a cohesive open space system in the community.

Objectives:

- (1) Retain and publicly acquire open space areas identified in this plan.
- (2) Maintain visual access to open space areas from public rights-of-way and other public areas.

4. Park and Recreation Goal: Ensure a high level of recreational and social opportunities within the community.

Objectives:

- (1) Provide a system of public recreational facilities in the community that meet the standards of the General Plan, to the extent feasible.
- (2) Require the provision of private recreational facilities as part of higher density residential projects.
- (3) Require plazas, seating areas, and landscaped areas to provide passive recreational areas as part of mixed- or multiple-use commercial projects.

5. Public Facilities Goal: Ensure a high level of public services to the community.

Objectives:

- (1) Provide educational facilities that respond to the present and future needs of the community.
- (2) Maintain a level of police and fire protection that conforms to citywide standards.
- (3) Provide library service that adequately serves the community in conformance with the standards of the General Plan and Progress Guide.
- (4) Maintain public utilities at a level that meets the future needs of the community."

(City of San Diego, College Area Community Plan (1989), pp. 14-17.)

The College Area Community Plan proposes Mixed Use Commercial/Residential uses for the majority of the Project site, with densities ranging from 75 to 110 development units per acre. See **Figure 3.7-3, College Area Community Plan Land Uses**. The Plan also proposes High Density Residential uses for a portion of the Project site located near Campanile Drive and Montezuma Road, with densities ranging from 45 to 75 development units per acre.

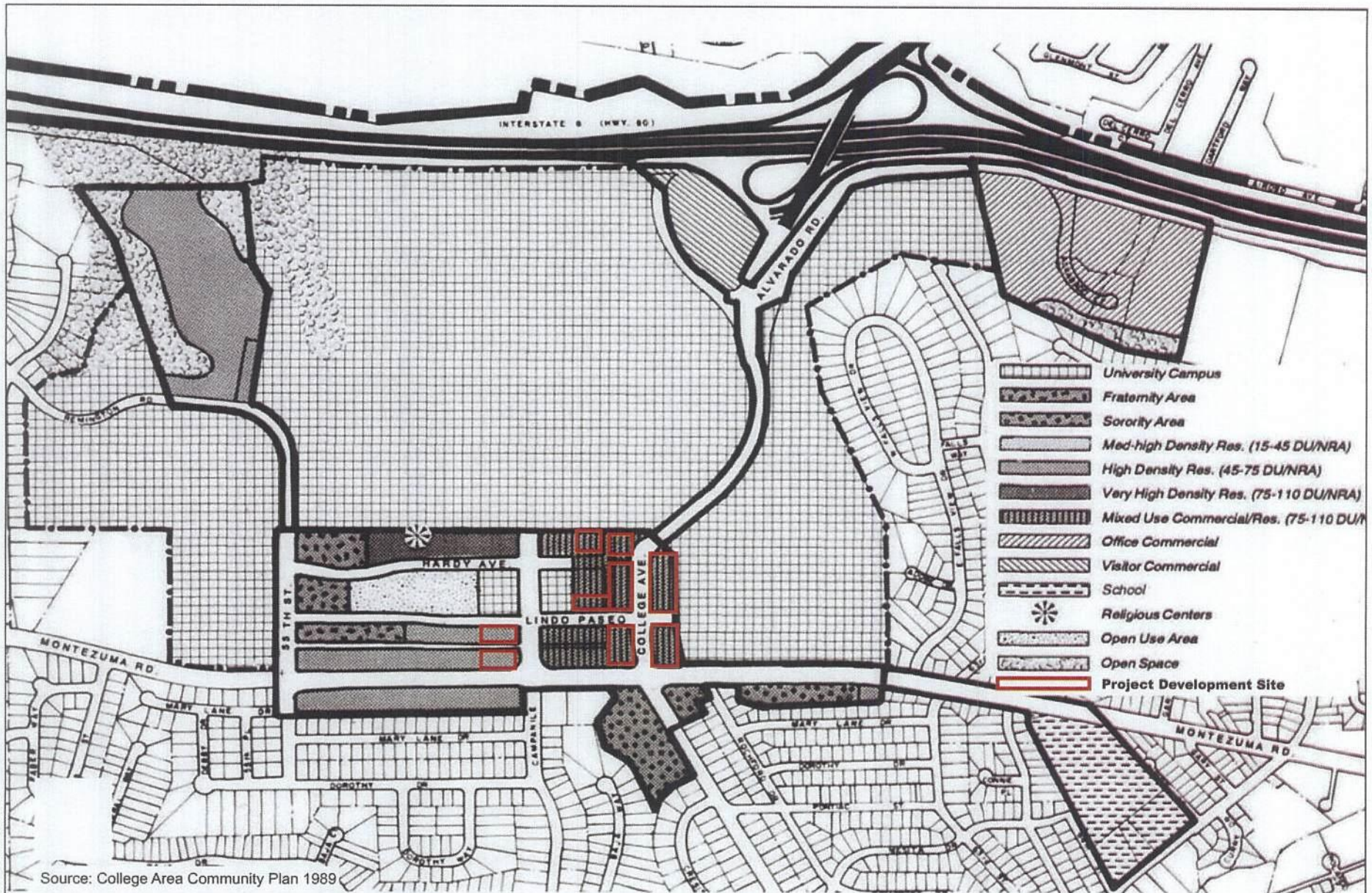
Specific to SDSU, the College Area Community Plan includes the following recommendations:

- (1) develop a long-term policy to maintain the present enrollment cap at the campus;
- (2) develop a program to provide additional housing and parking facilities on or adjacent to campus to meet existing needs and to reduce the number of commuter students;
- (3) continue expanding the university's programs that encourage non-automobile types of commuter transportation, including bicycles and use of mass transit;
- (4) not expanding the university beyond its present campus boundary; and
- (5) redevelop the Core Subarea with university-oriented housing and commercial facilities. (City of San Diego, College Area Community Plan (1989), p. 37.)

### City of San Diego Land Development Code

The Land Development Code contains the City's planning, zoning, subdivision, and building regulations. It is a subset of the City's Municipal Code, which contains the ordinances of the City of San Diego. The City has an adopted zoning program for implementation of the





SDSU Plaza Linda Verde EIR



Figure 3.7-3  
College Area Community Plan Land Use



development of land so that land uses are properly located and adequate development controls are provided for each development. The zoning program is implemented by both the Land Development Code and the associated official zoning maps that identify each piece of property in the City and its assigned zone.

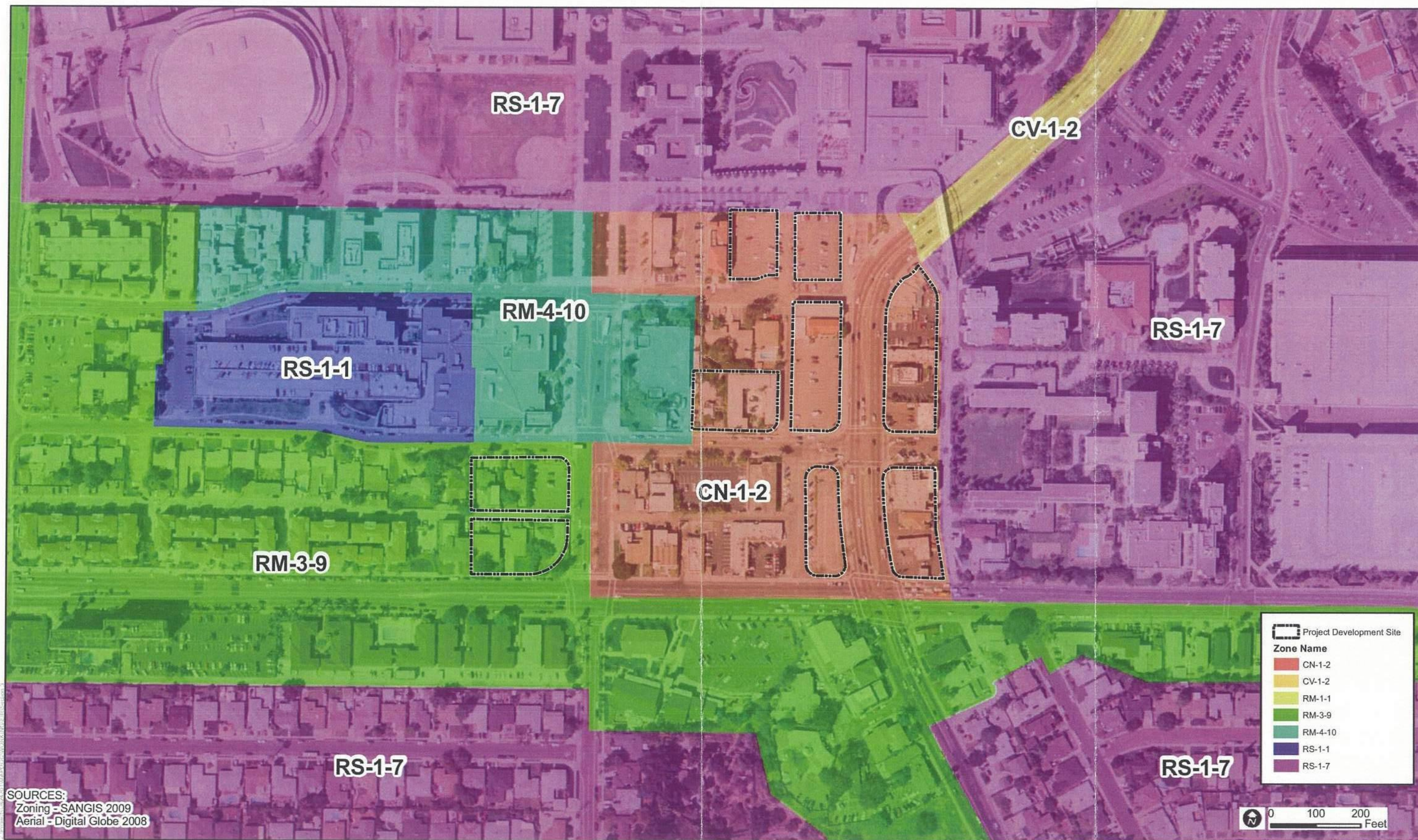
As shown on **Figure 3.7-4, City of San Diego Zoning**, the majority of the Project site currently is zoned CN-1-2 (Commercial-Neighborhood), while the portion located near Campanile Drive and Montezuma Road is zoned RM-3-9 (Residential-Multiple Unit) (City of San Diego, 2006). The CN zone is intended to provide residential areas with access to a limited number of convenient retail and personal service uses, and areas for smaller scale, lower intensity developments that are consistent with the character of the surrounding residential areas. (City of San Diego Land Development Code, Section 131.0502.) The CN-1-2 zone specifically allows for development with an auto orientation, while other CN zones specify pedestrian orientations. The purpose of the RM zone is to provide for multiple dwelling unit development at varying densities. Each of the RM zones is intended to establish development criteria that consolidate common development regulations, accommodate specific dwelling types, and respond to locational issues regarding adjacent land uses. (City of San Diego Land Development Code, Section 131.0406(a).) The RM-3-9 zone, in particular, permits a maximum density of one dwelling unit for each 600 square feet of lot area, and allows for limited commercial uses.

### **City of San Diego Transit Oriented Development (TOD) Design Guidelines**

The City's Design Guidelines for Transit Oriented Development (TODs) represent strategies to accommodate projected growth within San Diego, maintain the City's present quality of life, and allow for continued economic vitality. Consistent with these concerns, the Design Guidelines are based on the following Guiding Principles:

- (1) "Maximize the use of existing urbanized areas accessible to transit through infrastructure-sensitive infill and redevelopment.
- (2) Reduce consumption of non-urban areas by designing the urban area efficiently.
- (3) Employ land use strategies to reinforce transit.
- (4) Reduce the number of auto trips and regional vehicle miles traveled by creating opportunities to walk and bike.







- (5) Protect the natural environment and community character by reducing the need for roadway expansions.
- (6) Reduce air pollutant emissions and conserve limited energy resources.
- (7) Provide a diversity of housing types.
- (8) Foster a more vital, interactive and secure community."

(City of San Diego, 1992, p. 1.)

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

The Multiple Species Conservation Program (MSCP) is intended to preserve sensitive habitats, wildlife, and plant species within the San Diego region. The City of San Diego is one of several jurisdictions participating in this program. The City has identified core biological resource areas targeted for conservation and has prepared a subarea plan as an implementing agreement to ensure that the program is implemented in a consistent manner. (City of San Diego 2005, 2007b.) The City of San Diego Subarea Plan identifies a Multiple Habitat Preserve Area (MHPA), which is the location of the eventual preserve as the plan is implemented over time. The Project site is not located within the City's MHPA.

#### **College Community Redevelopment Plan**

The College Community Redevelopment Plan was prepared by the Redevelopment Agency of the City of San Diego and adopted by the City in 1993. The Plan was adopted to eliminate blight, and facilitate revitalization and upgrading of residential, commercial, office, and public properties and facilities within and surrounding the Project area. The Redevelopment Plan is intended to provide additional student housing directly adjacent to the SDSU campus in order to reduce traffic and parking problems created by commuting students. Further, the increased student housing would help reduce the number of students now housed in the surrounding neighborhoods that are poorly suited for such purpose. (City of San Diego, 1993a.)

The Plan presents a process and basic framework within which specific redevelopment activities will be presented and priorities established. The objectives of the Plan are as follows:



- A. "The elimination and prevention of the spread of blight and deterioration and the conservation, rehabilitation and redevelopment of the Project Area in accord with the General Plan, specific plans, this Plan and local codes and ordinances.
- B. The mitigation of traffic and parking congestion within the Project Area and the surrounding neighborhoods through the provision of high quality housing and retail services in a pedestrian-oriented development directly adjacent to the San Diego State University campus;
- C. The provision of a living environment adjacent to the University which will attract University students who now commute to campus creating traffic and parking congestion or reside in single-family homes in neighborhoods adjacent to the campus which are ill suited for student housing purposes.
- D. The achievement of an environment reflecting a high level of concern for architecture, landscape, urban design, and land use principles appropriate for attainment of the objectives of this Plan;
- E. The creation or development of local job opportunities and the preservation of the area's existing employment base;
- F. The replanning, redesign, and development of areas which are stagnant or improperly utilized; and
- G. The expansion of the community's supply of housing (inside or outside the Project Area), including opportunities for very low, low- and moderate-income households."

(City of San Diego, 1993a, p. 6.)

The College Community Redevelopment Plan, like the College Area Community Plan, identifies the site of the Proposed Project as located within the Core Redevelopment Subarea. As indicated in the Plan, the Core Subarea is intended to support high-density residential uses and local-serving commercial uses, and non-residential development shall be permitted to the extent consistent with the College Area Community Plan. (City of San Diego, 1993a, pp. 16-17.)

#### **College Community Redevelopment Project - Master Project Plan**

The Master Project Plan was developed to facilitate implementation of a portion of the College Area Community Plan and the College Community Redevelopment Project. In particular, the

Master Project Plan is designed as an implementation mechanism for redevelopment of the five sub-areas surrounding SDSU, including the Core Subarea. Key objectives identified in the Master Project Plan are:

1. "Mitigate traffic and parking congestion within the redevelopment project area and the surrounding neighborhoods through the provision of high quality housing and retail services in pedestrian-oriented development directly adjacent to San Diego State University;
2. Provide a living environment adjacent to the University which attracts University students who now commute to campus or reside in single-family homes in neighborhoods adjacent to campus which are ill suited for student housing purposes; and
3. Foster an environment which reflects a high level of concern for architecture, landscape, urban design, and land use principles appropriate to the objectives of the College Area Community Plan."

(City of San Diego, 1993b, p. 2.)

#### **College Community Redevelopment Project – Core Subarea Design Manual**

The Core Subarea Design Manual supplements the general requirements of the Master Project Plan, providing more precise form to the prescriptions of the Master Project Plan through detailed development controls and architectural and landscape guidelines designed to ensure coordinated development of the area and appropriate functional and aesthetic relationships between different projects. (City of San Diego, 1997, p. i.) The Manual provides the criteria against which detailed design proposals can be evaluated for conformance with the design intent of each parcel and overall goals of the redevelopment area.

The Manual contains suggested architectural and landscape design treatments, establishing appropriate levels of quality and design consistency throughout the Core Subarea, and is intended for use when preparing specific project design plans. The guidelines generally indicate an intended design character but leave ample room for interpretation. (City of San Diego, 1997, p. ii.) Urban Design goals identified in the Manual are as follows:

1. "Establish positive image and identity that respects the adjacent community and campus;



2. Create links and extensions into the community;
3. Emphasize the pedestrian friendly environment;
4. Recognize the benefits of mass transit at this location;
5. Consider streets as part of the open space systems;
6. Provide adequate on-site parking;
7. Improve campus and community connections;
8. Address security and safety;
9. Consider alleys as "finer grain circulation" routes, and possibly as pedestrian ways;
10. Reinforce pedestrian movements on campus;
11. Reinforce campus entries and gateways, and assist in their clarification;
12. Utilize materials and forms that are compatible with campus materials and forms;  
and
13. Coordinate with the campus land uses to provide appropriate edges and interfaces."

(City of San Diego, 1997, p. 6.)

#### **College Community Redevelopment Project Area - Third Five-Year Implementation Plan**

The Third Five-Year Implementation Plan identifies redevelopment project activities scheduled for 2004 to 2009. Significant development activity is expected to occur throughout the course of this Plan. The majority of the proposed new developments are planned to occur in the Core Subarea. These proposed redevelopment projects would nearly build out the Core Subarea, with the exception of several parcels along the south side of Montezuma Road east of College Avenue. (City of San Diego, 2004.)

The Third Five-Year Implementation Plan contemplates development of the Project site through "The Paseo Project," a previous SDSU Research Foundation-sponsored project consisting of a mixed-use development to support the campus and surrounding communities with additional housing, services, and passive open spaces. The Fourth Five-Year Implementation Plan presently is being prepared by the Redevelopment Agency.

### **College Area – Public Facilities Financing Plan**

The College Area Public Facilities Financing Plan, adopted October 12, 1993, sets forth the major public facilities needs in the College Area Community Plan area, including transportation, libraries, parks and recreation, and fire stations. The Plan identifies facilities that would be needed over the next 20 years, using the College Area Community Plan as a tool for forecasting future development. The following four capital projects identified in the Plan are located in the vicinity of the Project: (1) College Avenue/Montezuma Road and College Avenue/Lindo Paseo intersection improvements; (2) Montezuma Road and Campanile Road intersection improvements; (3) Traffic Signal (Campanile Road and Lindo Paseo); and (4) Lindo Paseo storm drain.

### **City of San Diego Bicycle Master Plan**

The Mobility Element of the City of San Diego General Plan states that development, maintenance, and support of the bicycle network are guided by the City's Bicycle Master Plan ("BMP"). The BMP contains detailed policies, action items, and network maps, and addresses issues such as bikeway planning, community involvement facility design, bikeway classifications, multi-modal integration, safety and education, and support facilities. The BMP is intended to provide a citywide perspective that is enhanced with more detailed community plan level recommendations and refinements. (General Plan, March 2008, ME-36.)

The BMP is not intended to override the existing community plans or other existing plans. (BMP (May 2002) p. 3.) In that regard, and specific to the proposed project, the College Area Community Plan recommends the completion of Class II bike lanes on College Avenue; Class II facilities are referred to as bike lanes and they provide a striped lane for one-way travel on a street or highway. (BMP pp. 22, 151; see also College Area Community Plan, p. 65.) The BMP, meanwhile, recommends the segment of College Avenue in the vicinity of the proposed project as a "Top Priority Proposed Class 3 Bikeway"; Class III facilities are referred to as bike routes and they provide for shared use with pedestrians or motor vehicle traffic. (BMP pp. 63, 70, 115, 151.)

The City presently is in the process of revising the BMP and has issued a Draft Bicycle Master Plan Update (March 2010). The Draft BMP Update depicts College Avenue between I-8 and Montezuma Road as a "Class II or III". (Draft BMP Update, p. 133.) This segment of College Avenue does not appear on the BMP Update Top Priority Project List. (Addendum to March



2010 Draft City of San Diego Bicycle Master Plan Update: Revised Top Priority Project List; BMP Update p. 178.)

### 3.7.5 THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines states that a project would result in potentially significant impacts to land use and planning if the proposed project would:

- a. Conflict with any applicable plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or
- b. Physically divide an established community;
- c. Conflict with any applicable habitat conservation plan or natural community conservation plan.

### 3.7.6 IMPACTS

*Would the project conflict with any applicable plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, zoning ordinance, etc.) adopted for the purpose of avoiding or mitigating an environmental effect?*

As explained in Section 3.7.1, the land use plans of the City of San Diego and the Redevelopment Agency are not applicable to CSU/SDSU as a state entity. Therefore, the following analysis of the Proposed Project's consistency with these local land use plans is provided for information and public disclosure purposes only.

#### City of San Diego General Plan

The Proposed Project's consistency with the basic principles of the City of San Diego General Plan is presented in Table 3.7-1, **City of San Diego General Plan Consistency Analysis**.

Table 3.7-1

## City Of San Diego General Plan Consistency Analysis

GUIDING PRINCIPLES	ANALYSIS
1. An open space network formed by parks, canyons, river valleys, habitats, beaches, and ocean.	CONSISTENT. The Proposed Project would not affect the development of an open space network; the Project would be located in a developed area and would not impact open space areas. Additionally, a component of the Proposed Project is the Campus Green, which would feature both active and passive recreation areas for public use. See Section 3.11, <b>Public Utilities and Service Systems</b> , for a discussion regarding recreational facilities. The Project would not impact canyons, river valleys, natural habitats, beaches, or the Pacific Ocean.
2. Diverse residential communities formed by the open space network.	CONSISTENT. The Project would redevelop the site into an integrated student housing mixed-use development and thereby provide a diverse residential community to the existing established single-family residential neighborhoods in the vicinity.
3. Compact and walkable mixed-use villages of different scales within communities.	CONSISTENT. The Proposed Project would effectively implement the City of Villages strategy, which focuses future housing, retail, employment, educational, and civic uses in mixed-used village centers. The Proposed Project would add approximately 390 housing units to the existing SDSU housing inventory, as well as approximately 90,000 square feet of retail space in varying sizes that would be available for commercial retail lease. The Project has been designed with walkability in mind, as evident through the proposed pedestrian malls. Should the City not grant the street vacations necessary for the creation of these pedestrian malls, the Project would not be as walkable as currently proposed. However, given the preservation of existing sidewalk areas, residents and retail customers would still be provided opportunities for non-vehicular movement between the project site, SDSU, and the community.



Table 3.7-1

## City Of San Diego General Plan Consistency Analysis

GUIDING PRINCIPLES	ANALYSIS
4. Employment centers for a strong economy.	CONSISTENT. The Proposed Project's commercial component would provide approximately 90,000 square feet of retail space for commercial retail lease. This would result in a net increase of 33,009 square feet of retail space and an associated increase in employment opportunities.
5. An integrated regional transportation network of walkways, bikeways, transit, roadways, and freeways that efficiently link communities and villages to each other and to employment centers.	CONSISTENT. Given the proximity to SDSU, the Project area currently supports extensive pedestrian use largely consisting of students going to and from the university. These existing pedestrian routes would remain, and they would likely be enhanced as a result of the proposed pedestrian malls. The Campus Green also would provide an additional pedestrian-friendly access point between the Proposed Project area and the main campus. With respect to bikeways, the Proposed Project includes adequate right of way for the establishment of Class II bicycle lanes in the Project vicinity. Additionally, all streets in the Project vicinity provide access for bicyclists, and the Proposed Project would be located near the SDSU Transit Center. Visitors and students may utilize bus services and trolley services that currently serve campus to travel to locations throughout the County.
6. High quality, affordable, and well-maintained public facilities to serve the City's population, workers, and visitors.	CONSISTENT. The facilities of the Proposed Project, including the Campus Green, pedestrian malls, and parking facilities, would be high quality, affordable, and well-maintained public facilities to serve the City's population, workers, and visitors.
7. Historic districts and sites that respect our heritage.	CONSISTENT. The Proposed Project is not located within a historic district, nor would it impact any historic sites. See Section 3.3, <b>Cultural Resources</b> , for a discussion of the Proposed Project's potential impacts on historic districts and sites.

Table 3.7-1

## City Of San Diego General Plan Consistency Analysis

GUIDING PRINCIPLES	ANALYSIS
8. Balanced communities that offer opportunities for all San Diegans and share citywide responsibilities.	CONSISTENT. The Proposed Project would provide food, entertainment, housing, and shopping opportunities for students, staff, faculty, visitors, and local members of the College Area community.
9. A clean and sustainable environment.	CONSISTENT. All development undertaken as part of the Proposed Project would conform to applicable CSU environmentally sustainable design standards. Additionally, all buildings would be constructed to a Leadership in Energy and Environmental Design (LEED) Silver rating. Many project components attribute to the LEED rating standard, including the mixed-use nature of the development, the use of natural light/sunshine to light and heat dwelling units, etc. Additional discussion regarding the project's energy use and energy efficiency initiatives and features is included in Section 3.11, Public Utilities and Service Systems.
10. A high aesthetic standard.	CONSISTENT. The College Area currently consists of a mixture of architectural styles which draw on the historic Mission Revival style present within the historic SDSU core. The Proposed Project would work with this vernacular to eliminate the existing blighted conditions. See Section 3.1, Aesthetics and Visual Quality, for a discussion of the Proposed Project's potential impacts relative to aesthetics and visual quality.

In summary, the Proposed Project would be consistent with the Guiding Principles of the City's General Plan.

The City's Strategic Framework Element outlines the conceptual framework and foundation for the General Plan. A component of the Strategic Framework Element is the City of Villages strategy, which seeks to target future growth in "village" areas where residential, commercial, employment, and civic/education uses are integrated. The intent of the City of Villages strategy



is to create subregional and more localized centers that would include a mix of land uses with higher density attached housing.

The Proposed Project would be located on a site designated as an Urban Village Center as part of the City of Villages strategy; the site was originally one of five approved Pilot Village Project locations (formerly known as "The Paseo"). Because the Proposed Project would consist of mixed use retail/housing focused within the SDSU community and would increase area density, thereby helping to foster a "village core," the Project would be consistent with the Strategic Framework Element's City of Villages strategy.

The General Plan Land Use Map designates the majority of the Project site Multiple Use, while the portion located near Campanile Drive and Montezuma Road is designated Residential. These are generalized land use designations; the General Plan defers to the community plans to provide detailed land use designations and site-specific policy recommendations. As a result, consistency with the General Plan Land Use Map is contingent on the Project's consistency with the College Area Community Plan's land use designations, which is analyzed later in this section. However, the Proposed Project is consistent with Multiple Use and Residential land use designations as it proposes a mix of residential and commercial uses consistent with these designations.

### College Area Community Plan

Analysis of the Proposed Project's consistency with the College Area Community Plan's Goals and Objectives is presented in Table 3.7-2, College Area Community Plan Consistency Analysis.

Table 3.7-2

#### College Area Community Plan Consistency Analysis

GOAL/OBJECTIVE	ANALYSIS
<b>Residential Goal:</b>	
Maintain the predominantly single-family character of the community.	CONSISTENT. By directing growth toward the Core Subarea, the Proposed Project would assist in maintaining the established single-family residential neighborhoods. Increasing the supply of student housing would serve to alleviate the demand for nuisance rentals in surrounding single-family residential neighborhoods by providing an alternative housing option to students.

Table 3.7-2

## College Area Community Plan Consistency Analysis

GOAL/OBJECTIVE	ANALYSIS
Identify areas appropriate for multi-family development.	CONSISTENT. The Proposed Project would provide multi-family type student housing in an area planned for such development.
Identify density levels appropriate for multi-family development in order to ensure compatibility with existing single-family neighborhoods.	CONSISTENT. The proposed land uses for the Project site consist of mixed-use commercial and residential uses at densities that are generally consistent with City requirements. The area is not identified as an existing or planned long-term, single-family residential neighborhood; increased density has been anticipated for this particular site.
Reduce the shortage of student housing by identifying a mixed-use area adjacent to the university for all forms of student housing.	CONSISTENT. The Proposed Project is a mixed-use development that would increase student housing options within walking distance of SDSU by providing approximately 390 new housing units, which would reduce the demand for student housing in surrounding neighborhoods.
Designate sites for the adequate growth of fraternities and sororities that minimize the impacts of such organizations on surrounding neighborhoods. Apply development guidelines through the conditional use permit process to all new fraternities and sororities to limit their impact on the single-family character of the community.	CONSISTENT. While the Proposed Project does not designate sites for fraternities and sororities, the Proposed Project would replace existing fraternity/sorority housing with SDSU-affiliated student housing in a mixed-use setting. This would assist in limiting the impact of fraternities and sororities on the single-family character of the community.
<b>Transportation Goal:</b>	
Develop a transportation system which facilitates transportation into, throughout and out of the community.	CONSISTENT. The Proposed Project would be a pedestrian/bicycle-friendly, transit-oriented project. Students living in the proposed student housing would be within walking distance of SDSU and could utilize the San Diego Trolley for regional travel needs. Visitors to the commercial/retail portion of the Project would have the opportunity to travel by Trolley rather than by car for their shopping needs.



Table 3.7-2

## College Area Community Plan Consistency Analysis

GOAL/OBJECTIVE	ANALYSIS
Separate, as much as possible, university-oriented traffic from local traffic within the community.	CONSISTENT. The Proposed Project would provide students with housing adjacent to the existing SDSU campus boundary, thereby contributing to the reduction of university oriented traffic within the community.
Improve access from I-8 to the university.	CONSISTENT. The development of on-campus student housing and associated commercial uses in proximity to the SDSU Transit Center would assist in reducing vehicle travel and improving access from I-8 to the university.
Improve mass transit service to the university from other communities.	CONSISTENT. The Proposed Project would be developed in proximity to the SDSU Transit Center, providing residents and visitors with mass transit travel.
Improve bicycle circulation and parking facilities.	CONSISTENT. The Proposed Project includes adequate right of way for the establishment of Class II bicycle lanes in the vicinity of the Project. Additionally, all streets in the Project vicinity provide access for bicyclists. Most of the roads in and around the SDSU campus are bike accessible and present an opportunity for alternative on-campus transportation options; the Proposed Project would further facilitate these opportunities, and would provide additional parking facilities for the proposed commercial uses. Adequate parking for the student housing component of the Proposed Project is available on-campus. See Section 3.12, Transportation/Circulation and Parking.
Reduce conflicts between automobiles, mass transit, bicycles and pedestrians.	CONSISTENT. The Proposed Project would not adversely affect the safety or ready accessibility of the residents in the community. Vehicle trips generated by the Project are not expected to conflict with existing mass transit, bicycle, or pedestrian uses. As noted, the Proposed Project includes adequate right of way for the establishment of Class II bicycle lanes in the Project vicinity. In addition, the Project would not preclude the City from implementing street improvements, including

Table 3.7-2

## College Area Community Plan Consistency Analysis

GOAL/OBJECTIVE	ANALYSIS
	bicycle lanes, in conjunction with traffic/access improvements in the areas surrounding the campus. See Section 3.12, <b>Transportation/ Circulation And Parking</b> for additional information.
Improve parking requirements to provide sufficient parking opportunities for the entire community.	CONSISTENT. The Proposed Project would include belowground parking, and a 5-story parking structure to accommodate the Proposed Project's commercial/retail uses. Adequate parking for the student housing component of the Proposed Project is available on-campus. See Section 3.12, <b>Transportation/ Circulation And Parking</b> .
<b>Open Space Goal:</b>	
Develop a cohesive open space system in the community.	CONSISTENT. The Proposed Project would not adversely affect the City's ability to develop an open space system in the College Area, nor would the project impact existing or proposed open space areas. The Project would include a Campus Green, which would provide approximately one acre of active and passive open space.
Retain and publicly acquire open space areas identified in this plan.	CONSISTENT. The Proposed Project would not adversely affect the City's ability to develop an open space system in the College Area, nor would the project impact existing or proposed open space areas.
Maintain visual access to open space areas from public rights-of-way and other public areas.	CONSISTENT. The Project would not impede visual access to open space areas.
<b>Park and Recreation Goal:</b>	
Ensure a high level of recreational and social opportunities within the community.	CONSISTENT. The Campus Green would provide approximately one acre of active and passive open space that would provide recreational opportunities and facilitate social opportunities.
Provide a system of public recreational facilities in the community which meet the standards of the General Plan, to the extent feasible.	CONSISTENT. See analysis above.



Table 3.7-2

## College Area Community Plan Consistency Analysis

GOAL/OBJECTIVE	ANALYSIS
Require the provision of private recreational facilities as part of higher density residential projects.	CONSISTENT. See analysis above. Also see <b>Section 3.11, Public Utilities and Service Systems</b> , for a discussion of the Proposed Project's impacts relative to recreational facilities.
Require plazas, seating areas, and landscaped areas to provide passive recreational areas as part of mixed or multiple-use commercial projects.	CONSISTENT. See analysis above.
<b>Public Facilities Goal:</b>	
Ensure a high level of public services to the community.	CONSISTENT. The Proposed Project would facilitate the provision of higher education opportunities to the community.
Provide educational facilities which respond to the present and future needs of the community.	CONSISTENT. See analysis above.
Maintain a level of police and fire protection which conforms to citywide standards.	CONSISTENT. See <b>Section 3.11, Public Utilities And Service Systems</b> , for a discussion of the Proposed Project's impacts relative to police and fire protection.
Provide library service that adequately serves the community in conformance with standards of the General Plan and Progress Guide.	CONSISTENT. The existing SDSU library system is adequate to service the needs of the Proposed Project in that the Proposed Project does not include an increase in student enrollment beyond that previously approved as part of the 2007 Campus Master Plan. Further, the College-Rolando Branch Library (located approximately one mile east of the Project site) provides additional library services to the College Area community.
Maintain public utilities at a level that meets the future needs of the community.	CONSISTENT. The Proposed Project would assist in maintaining public utilities at the appropriate levels. See <b>Section 3.11, Public Utilities And Service Systems</b> , for a discussion of the Proposed Project's potential impacts on public utilities and service systems.

In summary, the Proposed Project generally would be consistent with the goals and objectives of the College Area Community Plan.

The Project would be consistent with most of the recommendations outlined in the "San Diego State University" section of the College Area Community Plan. As noted above, these recommendations are: (1) develop a long-term policy to maintain the present enrollment cap at the campus; (2) develop a program to provide additional housing and parking facilities on or adjacent to campus to meet existing needs and to reduce the number of commuter students; (3) continue expanding the university's programs that encourage non-automobile types of commuter transportation, including bicycles and use of mass transit; (4) not expanding the university beyond its present campus boundary; and (5) redevelop the Core Subarea with university-oriented housing and commercial facilities.

With respect to campus enrollment, while the Proposed Project does not include a long-term policy to limit enrollment, neither does the Project propose to increase student enrollment at the campus; the Proposed Project is, effectively, enrollment neutral. As to housing and parking, the Project would provide approximately 390 new student housing units and approximately 550 parking spaces to serve the proposed commercial uses. The Project would encourage non-automobile types of commuter transportation by developing student housing adjacent to the SDSU campus and Transit Center.

With respect to the campus boundary, the Proposed Project would expand the campus master plan beyond its present boundaries and, in this regard, the Project would be inconsistent with one of the Community Plan's recommendations for SDSU. However, as a recommendation only, the boundary expansion limitation is intended to be non-binding in nature. In any event, the Community Plan is not applicable to the Proposed Project and, therefore, any potential inconsistency would not result in a significant impact within the meaning of CEQA. As to redevelopment of the Core Subarea, the mixed-use nature of the Proposed Project would assist in the redevelopment of the Subarea with university-oriented housing and commercial facilities.

The College Area Community Plan Land Use Map designates the majority of the Project site as Mixed Use Commercial/Residential, with densities ranging from 75 to 110 development units per acre. The Map designates High Density Residential uses for the portion of the Project site located near Campanile Drive and Montezuma Road, with densities ranging from 45 to 75 development units per acre.



Proposed buildings 6 and 7, which would be student housing apartment buildings, would be built at a density of 83 units per acre, which exceeds the proposed density for this area (75 units per acre). Densities of other buildings would be consistent with those identified in the College Area Community Plan. Thus, the Project would be inconsistent with a portion of the College Area Community Plan. However, the proposed density for Buildings 6 and 7 is within approximately 10 percent of the density proposed in the College Area Community Plan. As a result, the Project generally would be consistent with the denser urban form envisioned by the Community Plan. Therefore, potential impacts would be less than significant.

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

As noted earlier, the majority of the Project site is zoned CN-1-2 (Commercial-Neighborhood), while the portion located near Campanile Drive and Montezuma Road is zoned RM-3-9 (Residential-Multiple Unit). (City of San Diego, 2006.)

The purpose of the CN zone is to provide residential areas with access to a limited number of convenient retail and personal service uses. (Chapter 13, Article 1, Division 5.) The maximum permitted residential density for the CN-1-2 zone is one dwelling unit per 1,500 square feet of lot area. Within this zone, the Project proposes a total of 294 student housing units on approximately 177,059 square feet of lot area, which equates to approximately one dwelling unit per 602 square feet of lot area (72 units per acre). This density is in excess of the allowable density within the CN-1-2 zone. The maximum structure height for this zone is 30 feet. The Project proposes five 5-story structures within the CN-1-2 zone, each with a height of approximately 60 feet, which would exceed the maximum allowable structure height.

The purpose of the RM zone is to provide for multiple dwelling unit development at varying densities. (Chapter 13, Article 1, Division 4.) The maximum permitted residential density for the RM-3-9 zone is one dwelling unit per 600 square feet of lot area. Within this zone, the Project proposes a total of 96 student housing units on approximately 50,308 square feet of lot area, which equates to approximately one dwelling unit per 524 square feet of lot area (83 units per acre). This density is in excess of the allowable density within the RM-3-9 zone, but generally consistent. The maximum structure height for this zone is 60 feet, and the Project proposes two 4-story structures within the RM-3-9 zone. These structures would not exceed the maximum allowable structure height.

In summary, development of the Proposed Project would exceed maximum allowable densities, structure heights, and potentially lot coverage and setback requirements in the CN-1-2 and RM-

3-9 zones, and would thus be inconsistent with the City's Land Development Code. However, this would not result in a significant impact within the meaning of CEQA because SDSU is not subject to the City of San Diego Land Development Code.

Several street vacations would be requested to allow construction of private pedestrian malls. The City's Land Development Code (Chapter 12, Article 5, Division 9) addresses requirements for public right-of-way vacations, and provides that the public right-of-way may be summarily vacated if it does not contain public utility facilities, or if the public utility facilities would not be affected by the vacation and the public right-of-way lies within one ownership. (City of San Diego Land Development Code, Section 125.0910(b).) The proposed vacation would not adversely affect public utility facilities (see **Section 3.11, Public Utilities and Service Systems**), and the public right-of-ways that would require vacation are all owned by the City of San Diego.

The Land Development Code also states that public facilities within the public right-of-way would be unaffected by the vacation if they are to be relocated with no impact on service, or if an appropriate easement is reserved from the vacation to provide for the continued use and maintenance of the public facility. The Proposed Project may result in modifications to existing public services within these public streets; however, the vacation of the public right-of-way would not affect access to these facilities, nor would it affect the City's ability to maintain them. (See **Section 3.11, Public Utilities and Service Systems**.) Therefore, impacts would be less than significant.

#### **City of San Diego Transit-Oriented Development (TOD) Design Guidelines**

Analysis of the Proposed Project's consistency with the City of San Diego TOD Design Guidelines Guiding Principles is presented in **Table 3.7-3, TOD Design Guidelines Consistency Analysis**.



Table 3.7-3

## TOD Design Guidelines Consistency Analysis

GUIDING PRINCIPLES	ANALYSIS
Maximize the use of existing urbanized areas accessible to transit through infrastructure-sensitive infill and redevelopment.	CONSISTENT. The Project would infill and redevelop the site into an integrated and diverse mixed-use development. The site is located within the Redevelopment Core Subarea as identified in the College Area Community Plan, which is identified as an area to be redeveloped as a high density mixed-use area. The Project site is located across the street from the existing SDSU Transit Center, thereby providing transit accessibility.
Reduce consumption of non-urban areas by designing the urban area efficiently.	CONSISTENT. The City of Villages strategy is to focus future housing, retail, employment, educational, and civic uses in mixed-use village centers of different scales. The Proposed Project is located on a site designated as a mixed-use village center. By contributing to redevelopment within the core of the proposed village, the Project would assist in focusing growth toward village centers, which, in turn, helps manage growth over the long term.
Employ land use strategies to reinforce transit.	CONSISTENT. The Proposed Project would create a pedestrian/bicycle-friendly, transit-oriented project. The student housing would be within walking distance to SDSU and students could utilize the existing SDSU Transit Center for regional travel needs. Visitors to the commercial/retail portion of the Project would have the opportunity to travel by transit rather than by car for their shopping needs.

Table 3.7-3

## TOD Design Guidelines Consistency Analysis

GUIDING PRINCIPLES	ANALYSIS
Reduce the number of auto trips and regional vehicle miles traveled by creating opportunities to walk and bike.	CONSISTENT. The Proposed Project would provide housing and retail opportunities in a pedestrian-oriented development adjacent to the SDSU campus. It would increase student housing options within walking distance of SDSU by providing approximately 390 new student housing units, which would reduce the demand for student housing in surrounding neighborhoods. The mixed-use nature of the Project, coupled with its proximity to the main SDSU campus, would help to alleviate traffic congestion in the area. Creating a pedestrian/bicycle-friendly, transit-oriented project helps to reduce the need for automobile travel to and from campus. Students living in the student housing would be within walking distance of SDSU and could utilize the SDSU Transit Center for regional travel needs. Visitors to the commercial/retail portion of the project would have the opportunity to travel by transit rather than by car for their shopping needs, thereby potentially reducing the number of auto trips and regional vehicle miles traveled.
Protect the natural environment and community character by reducing the need for roadway expansions.	CONSISTENT. The Proposed Project would provide housing, commercial, and retail uses in close proximity to the SDSU campus and Transit Center, thereby reducing the potential number of vehicle trips and the corresponding need for roadway expansions.
Reduce air pollutant emissions and conserve limited energy resources.	CONSISTENT. The Proposed Project would provide students with housing adjacent to the existing SDSU campus boundary, thereby reducing the number of commuter students who rely on automobiles for daily transportation to/from campus and, effectively, reducing air pollutant emissions and conserving limited energy resources. Additionally, all buildings would be constructed to a LEED Silver rating. Additional discussion regarding the Project's energy use and energy efficiency initiatives and features is included in Section 3.11, Public Utilities and Service Systems.



**Table 3.7-3**  
**TOD Design Guidelines Consistency Analysis**

GUIDING PRINCIPLES	ANALYSIS
Provide a diversity of housing types.	CONSISTENT. The Proposed Project would provide high density residential housing in an area planned for such housing and would assist in the preservation of the adjacent single-family neighborhoods.
Foster a more vital, interactive and secure community	CONSISTENT. The Proposed Project would redevelop a blighted area and provide food, entertainment, housing, and shopping opportunities for students, staff, faculty, visitors, and local members of the College Area community.

In summary, the Proposed Project would be consistent with the Guiding Principles of the City's TOD Design Guidelines.

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

The Project would be located entirely within developed areas, none of which have been identified for conservation. The Project site is not located within the City's MHPA and, therefore, is not subject to the provisions of the MSCP—the region's habitat conservation plan. By focusing new development in an already urbanized area, the Proposed Project is consistent with the goals and policies of the MHPA and MSCP.

#### **College Community Redevelopment Plan**

Analysis of the Proposed Project's consistency with the College Community Redevelopment Plan Objectives is presented in **Table 3.7-4, College Community Redevelopment Plan Consistency Analysis**.

Table 3.7-4

## College Community Redevelopment Plan Consistency Analysis

OBJECTIVE	ANALYSIS
The elimination and prevention of the spread of blight and deterioration and the conservation, rehabilitation and redevelopment of the Project Area in accord with the General Plan, specific plans, the Redevelopment Plan and local codes and ordinances.	CONSISTENT. By redeveloping the Project area and directing growth toward the Core Subarea, the Proposed Project would assist in the elimination and the prevention of the spread of blight. Additionally, increasing the supply of student housing would serve to alleviate the demand for nuisance rentals in surrounding single-family residential neighborhoods by providing an alternative housing option to students. As discussed throughout this section, the Proposed Project generally would be consistent with the General Plan, Redevelopment Plan, and other related plans.
The mitigation of traffic and parking congestion within the Project Area and the surrounding neighborhoods through the provision of high quality housing and retail services in a pedestrian-oriented development directly adjacent to the San Diego State University campus.	CONSISTENT. The Proposed Project would provide housing and retail opportunities in a pedestrian-oriented development directly adjacent to the SDSU campus. It would increase student housing options within walking distance of SDSU by providing approximately 390 new student housing units, which would reduce the demand for student housing in surrounding neighborhoods. Creating a pedestrian/bicycle-friendly, transit-oriented project would help reduce the need for automobile travel to and from campus. Students residing in the student housing would be within walking distance to SDSU and could utilize the existing SDSU Transit Center for regional travel needs. Visitors to the commercial/retail portion of the Project would have the opportunity to travel by transit rather than by car for their shopping needs.



Table 3.7-4

## College Community Redevelopment Plan Consistency Analysis

OBJECTIVE	ANALYSIS
The provision of a living environment adjacent to the university which will attract university students who now commute to campus creating traffic and parking congestion or reside in single-family homes in neighborhoods adjacent to the campus which are ill suited for student housing purposes.	CONSISTENT. By directing growth toward the Core Subarea, the Proposed Project would support the preservation of established residential neighborhoods by providing an additional option for on-campus apartment housing. Additionally, increasing the supply of student housing would serve to alleviate the demand for nuisance rentals in surrounding single-family residential neighborhoods by providing an alternative housing option to students.
The achievement of an environment reflecting a high level of concern for architecture, landscape, urban design and land use principles appropriate for attainment of the objectives of the Redevelopment Plan.	CONSISTENT. The College Area currently consists of a mixture of architectural styles which draw on the historic Mission Revival style present within the historic SDSU core. The Proposed Project would work with this vernacular. See Section 3.1, <i>Aesthetics and Visual Quality</i> , for a discussion of the Proposed Project's potential impacts on aesthetics.
The creation and development of local job opportunities and the preservation of the area's existing employment base.	CONSISTENT. The Proposed Project would increase the amount of commercial space from the existing 44,200 square feet to approximately 90,000 square feet. This increase is anticipated to result in a corresponding increase in employment opportunities in the area. The presence of a 1,632-student residential population also would provide additional customers for these businesses, further supporting the local employment base.
The replanning, redesign and development of areas which are stagnant or improperly utilized.	CONSISTENT. The Project site currently is under-utilized due to the presence of surface parking lots, low-rise commercial/retail buildings, and a small number of residential buildings. The Proposed Project would help to redevelop this area consistent with the General Plan, the College Area Community Plan, and the College Community Redevelopment Plan. The Proposed Project would effectively implement the City of Villages strategy, which focuses future housing, retail, employment, educational, and civic uses in mixed-use village centers located in proximity to transit.

Table 3.7-4

**College Community Redevelopment Plan Consistency Analysis**

OBJECTIVE	ANALYSIS
The expansion of the community's supply of housing (inside or outside the Project Area), including opportunities for very low, low- and moderate-income households.	CONSISTENT. The Proposed Project would increase student housing options within walking distance of SDSU by providing approximately 390 new housing units.

In summary, the Proposed Project would be consistent with the overall objectives of the Redevelopment Plan. As indicated in Article VI of the Redevelopment Plan, the objectives of the redevelopment program focus on developing an urban village adjacent to SDSU that would provide housing for students in order to minimize student dispersal into established family neighborhoods, create a mixed-use activity center, and develop a strong pedestrian character within the Core Subarea so that walking, biking, and the use of transit is encouraged (City of San Diego, 1993a, p. 15). The Proposed Project contains all of these features and therefore would accomplish the Redevelopment Plan goals.

**College Community Redevelopment Project - Master Project Plan**

Analysis of the Proposed Project's consistency with the Master Project Plan's Objectives is presented in Table 3.7-5, **Master Project Plan Consistency Analysis**. Note that the same objectives identified in the Master Project Plan also are identified in the College Community Redevelopment Plan.

Table 3.7-5

## Master Project Plan Consistency Analysis

OBJECTIVE	ANALYSIS
Mitigate traffic and parking congestion within the redevelopment project area and the surrounding neighborhoods through the provision of high quality housing and retail services in pedestrian-oriented development directly adjacent to San Diego State University.	CONSISTENT. The Proposed Project would provide housing and retail opportunities in a pedestrian-oriented development directly adjacent to the SDSU campus. It would increase student housing options within walking distance of SDSU by providing approximately 390 new student housing units, which would reduce the demand for student housing in surrounding neighborhoods. Creating a pedestrian/bicycle-friendly, transit-oriented project would help reduce the need for automobile travel to and from campus. Students residing in the student housing would be within walking distance to SDSU and could utilize the existing SDSU Transit Center for regional travel needs. Visitors to the commercial/retail portion of the Project would have the opportunity to travel by transit rather than by car for their shopping needs.
Provide a living environment adjacent to the University which attracts University students who now commute to campus or reside in single-family homes in neighborhoods adjacent to campus which are ill suited for student housing purposes; and	CONSISTENT. See above. By directing growth toward the Core Subarea, the Proposed Project supports the preservation of established residential neighborhoods by providing an additional option for on-campus apartment housing. Additionally, increasing the supply of student housing would serve to alleviate the demand for nuisance rentals in surrounding single-family residential neighborhoods by providing an alternative housing option to students.
Foster an environment which reflects a high level of concern for architecture, landscape, urban design, and land use principles appropriate to the objectives of the College Area Community Plan.	CONSISTENT. The College Area currently consists of a mixture of architectural styles which draw on the historic Mission Revival style present within the historic SDSU core. The Proposed Project would work with this vernacular. See <b>Section 3.1, Aesthetics and Visual Quality</b> , for a discussion of the Proposed Project's potential impacts on aesthetics.



In summary, the Proposed Project would be consistent with the overall objectives of the Master Project Plan.

### College Community Redevelopment Project – Core Subarea Design Manual

Analysis of the Proposed Project's consistency with the Core Subarea Design Manual's Urban Design Goals is presented in Table 3.7-6, Core Subarea Design Manual Consistency Analysis.

Table 3.7-6

#### Core Subarea Design Manual Consistency Analysis

URBAN DESIGN GOAL	ANALYSIS
Establish positive image and identity that respects the adjacent community and campus.	CONSISTENT. The Proposed Project would develop the site into a vibrant, mixed-use gateway neighborhood that connects SDSU to the broader community.
Create links and extensions into the community.	CONSISTENT. See above. The Proposed Project would be developed in a manner that links the Project to the community.
Emphasize the pedestrian friendly environment.	CONSISTENT. The Proposed Project would provide housing and retail opportunities in a pedestrian-oriented development directly adjacent to the SDSU campus. Streets would be lined with trees and urban amenities to foster pedestrian activity. The Project would encourage pedestrian walkability by creating wide-shaded pedestrian malls alongside ground-floor retail and commercial uses to provide better clarity and experiences to the campus access routes. The Project would not be as walkable as currently proposed should the City not grant the street vacations necessary for the creation of these pedestrian malls. However, the overall Project design would provide residents and retail customers opportunities for non-vehicular movement between the project site, SDSU, and the surrounding College Area Community.
Recognize the benefits of mass transit at this location.	CONSISTENT. The Proposed Project would be developed in proximity to the SDSU Transit Center, providing residents and visitors significant transportation opportunities.
Consider streets as part of the open space systems.	CONSISTENT. Under the Proposed Project, streets would be lined with a variety of trees and urban

Table 3.7-6

## Core Subarea Design Manual Consistency Analysis

URBAN DESIGN GOAL	ANALYSIS
	amenities that could include benches, planters, and plazas. The Proposed Project also includes the proposed vacation of portions of Montezuma Place and the alley located east of College Avenue, which, if approved, would facilitate non-motorized movement between the proposed buildings and main campus and would support meeting/resting space and outdoor eating facilities associated with the adjacent retail shops. If approved by the City, the proposed College Avenue median street improvements and tree-lined plaza area between Buildings 4 and 5 would further improve the aesthetic of these existing streets.
Provide adequate on-site parking.	CONSISTENT. The Proposed Project would provide belowground parking and a 5-story parking structure to accommodate the Proposed Project's commercial/retail uses. Adequate parking for the student housing component of the Proposed Project is available on-campus. See Section 3.12, <b>Transportation/Circulation and Parking</b> . The San Diego Trolley provides students and visitors the opportunity to utilize a non-vehicular form of transportation to access campus and the proposed commercial uses, further relieving parking demand.
Improve campus and community connections.	CONSISTENT. The Proposed Project would coordinate several university functions—i.e., housing, commercial, and academic spaces—into a coherent, walkable area that extends into the SDSU campus core and the College Area community.
Address security and safety.	CONSISTENT. The Proposed Project would implement security and safety measures commensurate with those utilized throughout the SDSU campus. These measures would include call boxes, motion sensors, and adequate lighting in public places. In addition, students and visitors would be encouraged to take advantage of the escort service provided from dusk to dawn by the SDSU Police Department. The service is available to and from all parking areas and campus locations.

Table 3.7-6

## Core Subarea Design Manual Consistency Analysis

URBAN DESIGN GOAL	ANALYSIS
	Further, the Proposed Project site would be served by the SDSU Police Department, which currently serves the campus and surrounding community. See Section 3.11, <b>Public Utilities and Service Systems</b> , for further discussion regarding police services.
Consider alleys as "finer grain circulation" routes, and possibly as pedestrian ways.	CONSISTENT. The Proposed Project includes the proposed vacation of portions of Montezuma Place and the alley located east of College Avenue, which, if approved, would be developed into pedestrian malls that would facilitate non-motorized movement between the proposed buildings and main campus and would support meeting/resting space and outdoor eating facilities associated with the adjacent retail shops.
Reinforce pedestrian movements on campus.	CONSISTENT. The Proposed Project would encourage pedestrian walkability by creating wide shaded sidewalks alongside ground-floor retail and commercial uses, and, if approved, pedestrian malls that would be closed to vehicular traffic to serve pedestrian movement. The Campus Green would be designed to serve as a pedestrian-oriented entryway to the Project area from the central SDSU campus.
Reinforce campus entries and gateways, and assist in their clarification.	CONSISTENT. The Proposed Project would reinforce campus access routes and assist in their clarification. The Campus Green would provide an inviting entry from campus and at the same time provide a distinct notification that a traveler is leaving one part of campus and entering another. See Section 3.1, <b>Aesthetics and Visual Quality</b> , for further discussion regarding aesthetics.



**Table 3.7-6**  
**Core Subarea Design Manual Consistency Analysis**

URBAN DESIGN GOAL	ANALYSIS
Utilize materials and forms that are compatible with campus materials and forms.	CONSISTENT. The Proposed Project would be consistent with existing campus materials and forms. The College Area, generally, and the university, in particular, currently consists of a mixture of architectural styles which draw on the historic Mission Revival style present within the historic SDSU core. The Proposed Project would work with this vernacular.
Coordinate with the campus land uses to provide appropriate edges and interfaces.	CONSISTENT. The Proposed Project has been designed in a manner that utilizes materials similar to those used on the SDSU campus, making the transition smooth and uninterrupted. The Campus Green would provide an inviting entry from campus and at the same time provide a distinct notification that a traveler is leaving one part of campus and entering another.

In summary, the Proposed Project would be consistent with the Urban Design Goals of the Core Subarea Design Manual. In addition, the Project has been designed to be consistent with the design features outlined throughout the manual.

#### **College Community Redevelopment Project Area - Third Five-Year Implementation Plan**

The goals and objectives outlined in the Third Five-Year Implementation Plan are the same as those identified in the Redevelopment Plan. Because the Proposed Project would be consistent with the overall goals and objectives of the Redevelopment Plan, it also would be consistent with the Third Five-Year Implementation Plan's goals and objectives. Further, the Proposed Project would not conflict directly with the projects identified in the Third Five-Year Implementation Plan, which include the former Paseo project. As previously noted, like the former Paseo project, the Proposed Project is a mixed-use development that would provide student housing and associated commercial uses and, thereby, would serve similar goals and objectives as the former Paseo.

### College Area – Public Facilities Financing Plan

As previously noted, the following four capital projects identified in the Public Facilities Financing Plan are located in the vicinity of the Project site: (1) College Avenue/Montezuma Road and College Avenue/Lindo Paseo intersection improvements; (2) Montezuma Road and Campanile Road intersection improvements; (3) Traffic Signal (Campanile Road and Lindo Paseo); and (4) Lindo Paseo storm drain.

To the extent the Proposed Project would result in significant impacts to traffic/circulation and the recommended mitigation includes improvements to the College Avenue/Montezuma Road, College Avenue/Lindo Paseo, Montezuma Road/Campanile Road, and/or Campanile Road/Lindo Paseo intersections, the Proposed Project would be responsible for its fair-share of the costs to implement the identified intersection improvements. Correspondingly, if the Project would not result in significant impacts at these intersections, the Project would not preclude the City from implementing the identified improvements. Similarly, if the Proposed Project would result in significant impacts relating to public utilities requiring improvements to the Lindo Paseo storm drain, the Proposed Project would be responsible for its fair-share of the costs to implement the identified storm drain improvements. Accordingly, the Proposed Project is consistent with the overall objectives of the Public Facilities Financing Plan. See **Section 3.11, Public Utilities and Service Systems**, and **Section 3.12, Transportation/Circulation and Parking**, for a discussion of the Proposed Project's potential impacts on public facilities and services, and transportation facilities, respectively.

### City of San Diego Bicycle Master Plan

As previously noted, the current City Bicycle Master Plan recommends the segment of College Avenue in the vicinity of the proposed project as a Class 3 Bikeway, while the Draft Master Plan Update recommends College Avenue as a Class II or III facility. The College Area Community Plan, meanwhile, recommends College Avenue for Class II bike lanes. Notwithstanding the different classifications among the City's planning documents, the Proposed Project includes sufficient right-of-way on College Avenue for the ultimate development of Class II bicycle lanes in the areas fronting the project. Specifically, Buildings 1, 2, 4, and 5 have been designed to provide adequate setback to facilitate the placement of Class II bicycle lanes within the College Avenue right-of-way. (See Project Description, Section 1.5.5.) Because these improvements would be implemented within the City of San Diego right-of-way, the improvements would require the approval of the City and would be implemented by the City, with CSU funding assistance. As such, the proposed Project would be consistent with the City's bicycle plans.

Please see Draft EIR Section 3.12, Transportation/Circulation and Parking, for additional information regarding the Proposed Project and the Bicycle Master Plan.

*Would the project physically divide an established community?*

The Proposed Project would provide high density student housing and associated commercial uses generally consistent with the City of San Diego and Redevelopment Agency of the City of San Diego land use plans for the area. By directing growth toward the Core Subarea, the Proposed Project would further the preservation of the established residential neighborhoods in the vicinity. Increasing the supply of student housing adjacent to SDSU would serve to alleviate the demand for nuisance rentals in the surrounding single-family neighborhoods. In this way, the Proposed Project would not physically divide an established community and, in fact, would facilitate the preservation of established communities. Accordingly, the Proposed Project would not cause or result in significant impacts relating to the division of an established community.

*Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?*

As discussed above, the Proposed Project would be developed entirely within previously developed areas and would not conflict with the City's MHPA or the region-wide MSCP program. Accordingly, the Proposed Project would not cause or result in significant impacts relative to conflicts with conservation plans.

### 3.7.7 CUMULATIVE IMPACTS

With limited exception, the Proposed Project generally is consistent with the City of San Diego General Plan, City of San Diego Land Development Code, College Area Community Plan, and other local land use plans and regulations. Consistency with land use plans and regulations generally would be required as part of the development process for all cumulative projects and, therefore, other lands within the City would be developed in substantial conformance with the various land use policies, objectives, designations, and zoning ordinances. Therefore, the Proposed Project's impacts relative to land use and planning would not be cumulatively considerable.



### 3.7.8 MITIGATION MEASURES

The Proposed Project would not cause or contribute to significant impacts related to land use and planning and, therefore, no mitigation is necessary.

### 3.7.9 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The impacts of the Proposed Project relative to land use and planning would be less than significant.