SECTION 5.0
ALTERNATIVES

5.0 ALTERNATIVES

5.1 INTRODUCTION

Section 15126.6 of the CEQA Guidelines states that an EIR is to describe a range of reasonable alternatives to the Proposed Project that would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project. The alternatives discussion is to evaluate the comparative merits of each alternative relative to the Proposed Project. Discussion of each alternative should be sufficient "to allow meaningful evaluation, analysis and comparison with the Proposed Project." (CEQA Guidelines, §15126.6.) Therefore, the significant effects of each alternative are discussed in less detail than those of the Proposed Project, but in enough detail to provide decision-makers perspective and a reasoned choice among alternatives to the project.

The goal of the Proposed Project is to remove the existing substandard and deteriorated properties on the project site and replace them with high-density mixed uses to serve the university and community. Specific Project objectives include: 1) Increase on-campus student housing options by providing new housing for approximately 1,600 additional students, thereby reducing the demand for student housing in the primarily single-family neighborhoods adjacent to campus; 2) Provide a vibrant commercial environment adjacent to the main campus for food, entertainment, and shopping opportunities for students, faculty, staff, campus visitors, and members of the community; 3) Eliminate further deterioration in the area of the Proposed Project; 4) Improve the existing architecture, landscape, and urban design; 5) Develop additional local job opportunities; and 6) Reduce regional traffic by providing additional on-campus student housing and creating a pedestrian/bicycle friendly, transit-oriented project.

The analysis presented in this EIR indicates that implementation of the Proposed Project would result in potentially significant and unavoidable impacts to transportation/circulation due to the uncertain availability of funding for off-site mitigation. All other potential impacts associated with the Proposed Project either would be less than significant or can be mitigated to less-than-significant levels with implementation of the mitigation measures identified in the EIR.

5.2 BACKGROUND

5.2.1 Project Alternatives

The following four Project alternatives were developed during the conceptual planning phase of the Proposed Project and were selected in an effort to reduce the Proposed Project's identified significant impacts:

(1) a "No Project Alternative" under which the existing blighted properties on the site would remain and no student housing or university/community-serving retail uses would be built;

(2) a "Reduced Density Alternative" under which both the student housing and university/community-serving retail components of the Proposed Project would be reduced by 50 percent (*i.e.*, approximately 195 housing units and 38,605 square feet of retail space would be developed);

(3) a "Former Paseo Project Alternative" under which the Proposed Project would not be built and the site instead would be developed as the former Paseo Project. This alternative also serves as the "Increased Density Alternative" because the Paseo Project proposed 470 housing units, 153,500 square feet of retail space, and 110,000 square feet of office space, which would result in significantly greater densities than those proposed by this Project; and,

(4) a "University-Serving Retail Alternative" under which the retail component of the Proposed Project would serve the university community exclusively (SDSU students, faculty, and staff only) rather than serving the university and surrounding neighborhood community (non SDSU-related). (Because the retail component would serve only the university, no parking facilities would be required beyond those already included in SDSU's parking inventory.)

The impacts of each of these alternatives relative to the Proposed Project are analyzed in this section. Additionally, this section includes an analysis of alternatives requested by the City of San Diego Redevelopment Agency. The Redevelopment Agency identified three alternatives in its Notice of Preparation (NOP) comment letter, dated February 13, 2009. These Project alternatives include: 1) a project that is carried out by the Redevelopment Agency in collaboration with the private sector; 2) a project that is consistent with the policies and objectives of the Redevelopment Plan, City of San Diego General Plan, and related City

planning documents; and 3) a project that does not extend the SDSU campus boundaries into the Redevelopment Project Area. Each of these alternatives is included in the analysis, in addition to the four alternatives previously described.

5.2.2 Alternatives Considered But Rejected

A number of alternatives have been proposed for the Project. One additional alternative, alternative project site locations under which the Proposed Project would be constructed at an alternate location, was considered but rejected from further consideration due to infeasibility and its inability to meet Project objectives.

SDSU considered four off-campus sites for potential acquisition and development as student housing/mixed-use retail. The five sites are referred to by their compass location relative to the main campus (West, South, Southeast, and East) and are depicted on **Figure 5.0-1, Off-Campus Site Alternatives**. The advantages and disadvantages of acquiring and developing each site are briefly described below.

1. ***West.*** The West site is approximately 12.7 acres in size, and is located immediately adjacent to the core campus on Montezuma Road. Development of the site would require the displacement of an existing elementary school and 42 existing residential units. Additionally, a portion of the site is located in a canyon, which raises potential environmental concerns. Staff estimates the cost of acquisition of the West site at $20 million plus the cost of the school and related relocation and rebuilding costs.

2. ***South.*** The South site is approximately 8.5 acres in size, and is located immediately adjacent to University Towers along Montezuma Road and extends south to Dorothy Drive between 55th Street and Campanile Drive. Development of the site would displace 65 existing single-family residences and nine apartment buildings. Displacement of the apartment buildings would remove from the market housing available for students and, therefore, would be contrary to the Proposed Project objectives. Staff estimates the cost of acquisition of the site at $30 million plus relocation costs for the single-family residences only.

SDSU Plaza Linda Verde EIR

SAN DIEGO STATE UNIVERSITY

Figure 5.0-1
Off-Campus Site Alternatives

3. ***Southeast.*** The Southeast site is approximately 5 acres in size, and is located immediately adjacent to existing campus housing at the corner of College Avenue and Montezuma Road. Development of the site would displace 45 homes/fraternities. Staff estimates the cost of acquisition of the Southeast site, which is located within the College Community Redevelopment Area, at $32 million.

4. ***East.*** The East site is approximately 56.5 acres in size, and is located east of College Avenue, north of Montezuma Road. Development of the site would displace approximately 276 residential homes. Staff estimates the cost of acquisition of the East site at $124 million plus relocation costs.

CEQA Guidelines section 15126.6 states that an EIR should consider alternate locations to the Proposed Project if an alternate location would avoid or substantially lessen the project's significant environmental effects. In this case, the only area in which the Project could be developed and still meet the Project objectives is within the Redevelopment Plan Core Subarea. However, sites within the Core Subarea either have been recently redeveloped or are planned for future redevelopment. Relocation of the Proposed Project to another area merely would have the effect of shifting the impacts to another location, rather than avoiding or lessening potential significant impacts. Therefore, this alternative is not considered further in this EIR.

5.3 PROJECT ALTERNATIVES

5.3.1 No Project Alternative

Under the No Project Alternative, the Proposed Project would not be built and the existing land uses would continue to occupy the Project site. As further discussed below, this alternative generally would avoid the Proposed Project's potentially significant impacts. However, under the No Project Alternative, the existing inconsistencies with the College Area Community Plan, City of San Diego General Plan, and other relevant planning documents, all of which have designated the site as a prime area for a high density, mixed-use redevelopment project, would remain. Additionally, elimination of the student housing element of the Proposed Project would eliminate the provision of additional on-campus housing and, thereby, adversely affect efforts to meet existing and future local housing demands. Lastly, this alternative would not attain the basic objectives of the Proposed Project.

5.3.1.1 Aesthetics and Visual Quality

Under the Proposed Project, there would be a short-term significant impact from construction lighting, as well as potentially significant impacts from lighting and glare associated with the new residential and retail uses. These impacts would be mitigated to a less than significant level. Under the No Project Alternative, because there would be no development of additional buildings and associated lighting and glare, there would be no potentially significant impacts. However, under this alternative, the existing blighted conditions on the project site would remain, thereby adversely affecting the aesthetic and visual quality of the area.

5.3.1.2 Air Quality and Global Climate Change

Under the Proposed Project, construction and operational activities, including increased vehicle trips, would result in an increase in the emission of criteria pollutants and greenhouse gases. However, the emissions would be below threshold levels and, therefore, the Project would not result in potentially significant impacts to air quality and global climate change. Under the No Project Alternative, because there would be no construction of additional buildings or change in existing uses, there would be no increase in emissions and no potentially significant impacts relating to air quality and global climate change.

5.3.1.3 Historic Resources

Under the Proposed Project, none of the existing structures on the Project site meet the criteria for listing on a local historical register as they are not associated with significant events or trends in the region's history and do not exhibit noteworthy, character-defining design elements. As a result, development of the Proposed Project would not result in significant impacts to historic resources and no mitigation would be required. Under the No Project Alternative, because there would be no development of additional buildings, there would be no potentially significant impacts to historic resources.

5.3.1.4 Geotechnical/Soils

Under the Proposed Project, implementation of site-specific mitigation measures identified in the Project's geotechnical report would reduce potentially significant geotechnical impacts to a less-than-significant level. Under the No Project Alternative, because there would be no development of additional buildings, there would be no potentially significant impacts to geotechnical conditions.

5.3.1.5 Hazards and Hazardous Materials

Under the Proposed Project, releases from three former gas stations have impacted the soil and groundwater at the respective subject properties. Also, a dry cleaner was located on the subject property at one time, and it is possible there is contamination beneath the site. There also is potential for asbestos containing material and lead-based paint to be located within buildings onsite. Mitigation is proposed that would reduce potentially significant impacts to a less-than-significant level. Under the No Project Alternative, because there would be no building development, there is no potential to disturb or uncover potentially hazardous materials. Accordingly, there would be no potentially significant impacts associated with hazards and hazardous materials.

5.3.1.6 Hydrology and Water Quality

Under the Proposed Project, due to the existing developed nature of the area in combination with the proposed mitigation measures, no significant impacts would result. Under the No Project Alternative, because there would be no building development, there would be no potentially significant impacts associated with hydrology and water quality.

5.3.1.7 Land Use and Planning

Under the Proposed Project, there would be no significant impacts to the surrounding community due to land use and planning conflicts. Relatively minor inconsistencies have been identified with the College Area Community Plan, as well as the City's Land Development Code; however, these inconsistencies would not result in significant impacts because SDSU, as a state entity, is not subject to local land use regulations. In contrast, under the No Project Alternative, there would be inconsistencies with the College Area Community Plan, City of San Diego General Plan, and other relevant planning documents, all of which have designated the site as a prime area for a high density, mixed-use redevelopment project. As a result, land use and planning impacts would be greater under the No Project Alternative.

5.3.1.8 Noise

The Proposed Project would result in increased noise levels associated with construction and operational activities, including increased vehicular and mechanical noise, resulting in potentially significant impacts. Mitigation is proposed that would reduce the identified impacts to below significant. Under the No Project Alternative, because there would be no construction

of additional buildings or change in existing uses, there would be no increase in noise levels and no potentially significant impacts relating to noise.

5.3.1.9 Archaeological/Paleontological Resources

The Proposed Project would result in potentially significant impacts associated with the accidental discovery during construction of archaeological and paleontological resources, including Native American human remains. Mitigation is recommended that would reduce any potential impacts to a level below significant. Under the No Project Alternative, because there would be no building construction or development, there would be no potentially significant impacts associated with archaeological and paleontological resources.

5.3.1.10 Population and Housing

Under the Proposed Project, there would be no significant impacts relative to population and housing. The Proposed Project would assist in meeting existing and future housing demands by accommodating anticipated growth and assisting in accommodating the housing and commercial needs of the increased student population. Under the No Project Alternative, elimination of the student housing element of the Proposed Project would eliminate the provision of additional on-campus housing and, thereby, adversely affect efforts to meet existing and future local housing demands.

5.3.1.11 Public Utilities and Service Systems

Under the Proposed Project, there would be potentially significant impacts relating to on-campus police services, existing water and sewer conveyance facilities, and solid waste disposal. Mitigation is proposed to reduce the identified impacts to a less-than-significant level. Under the No Project Alternative, because there would be no building development and no change in existing uses, there would be no potentially significant impacts associated with public utilities and service systems.

5.3.1.12 Transportation/Circulation and Parking

The Proposed Project would result in significant traffic impacts at three intersections and two street segments under Near-Term (2015 Project Buildout) conditions, and six intersections and three street segments (inclusive of the Near-Term locations) under Long-Term (2030) conditions. The Proposed Project also would result in potentially significant temporary impacts to traffic due to Project construction activities, and potentially significant impacts relating to

access to the subterranean garage. Mitigation is proposed that if fully implemented would mitigate all identified impacts to a level below significant.

Under the No Project Alternative, there would be no change in existing uses on the Project site (i.e., no development of student housing and university/community-serving retail uses) and, as such, there would be no increase in vehicle traffic. Accordingly, under this Alternative, there would be no potentially significant impacts to transportation/circulation.

5.3.2 Reduced Density Alternative

Under the Reduced Density Alternative, both the housing and retail components of the Proposed Project would be reduced by approximately 50 percent, resulting in a mixed-use project at a lower density/intensity than the Proposed Project. This alternative would include approximately 195 housing units, 38,605 square feet of retail space, and 251 – 281 parking spaces. This alternative would include the same land uses and would utilize the same project site (i.e., "footprint") as the Proposed Project; however, it would do so at a reduced density/intensity.

As further discussed below, this alternative would result in similar impacts to the Proposed Project in most impact areas. However, this alternative would result in proportionately reduced impacts to transportation/circulation and parking, air quality, and public services and utilities. On the other hand, it would result in greater impacts to land use and planning, and population and housing. This alternative would meet most of the Project objectives.

5.3.2.1 Aesthetics and Visual Quality

Under the Proposed Project, there would be a short-term significant impact from construction lighting, as well as potentially significant impacts from lighting and glare associated with the new residential and retail uses. These impacts would be mitigated to a less-than-significant level. Under the Reduced Density Alternative, although building development would be reduced, there would still be the potential for impacts from lighting and glare. Therefore, this alternative would not result in reduced impacts to aesthetics and visual quality.

5.3.2.2 Air Quality and Global Climate Change

Under the Proposed Project, construction and operational activities, including increased vehicle trips, would result in an increase in the emission of criteria pollutants and greenhouse gases. However, the emissions would be below threshold levels and, therefore, the Project would not

result in potentially significant impacts to air quality and global climate change. Under the Reduced Density Alternative, the project would result in proportionately lower emissions than the Proposed Project and proportionately reduced impacts.

5.3.2.3 Historic Resources

Under the Proposed Project, none of the existing structures on the Project site meet the criteria for listing on a local historical register as they are not associated with significant events or trends in the region's history and do not exhibit noteworthy, character-defining design elements. As a result, development of the Proposed Project would not result in significant impacts to historic resources and no mitigation would be required. Under the Reduced Density Alternative, because the project would be developed on the same site as the Proposed Project and, therefore, would affect the same buildings, impacts would be similar to those identified under the Proposed Project.

5.3.2.4 Geotechnical/Soils

Under the Proposed Project, implementation of site-specific mitigation measures identified in the Project's geotechnical report would reduce potentially significant geotechnical impacts to a less-than-significant level. Under the Reduced Density Alternative, because the project would be developed on the same site as the Proposed Project and, therefore, on soils with the same geotechnical characteristics, impacts would be similar to those identified under the Proposed Project.

5.3.2.5 Hazards and Hazardous Materials

Under the Proposed Project, releases from three former gas stations have impacted the soil and groundwater at the respective subject properties. Also, a dry cleaner was located on the subject property at one time, and it is possible there is contamination beneath the site. There also is potential for asbestos containing material and lead-based paint to be located within buildings onsite. Mitigation is proposed that would reduce potentially significant impacts to a less-than-significant level. Under the Reduced Density Alternative, because the project would be developed on the same site as the Proposed Project, impacts would be similar to those identified under the Proposed Project, though at a proportionately reduced level.

5.3.2.6 Hydrology and Water Quality

Under the Proposed Project, due to the existing developed nature of the area in combination with the proposed mitigation measures, no significant impacts would result. Under the Reduced Density Alternative, because the project would be developed on the same site as the Proposed Project and would consist of similar building development, impacts would be similar to those identified under the Proposed Project.

5.3.2.7 Land Use and Planning

Under the Proposed Project, there would be no significant impacts to the surrounding community due to land use and planning conflicts. Relatively minor inconsistencies have been identified with the College Area Community Plan, as well as the City's Land Development Code; however, these inconsistencies would not result in significant impacts because SDSU, as a state entity, is not subject to local land use regulations. Under the Reduced Density Alternative, residential densities would be approximately 36 units per acre in the CN-1-2 zone and 42 units per acre in the RM-3-9 zone. This would result in an inconsistency with the College Area Community Plan, College Community Redevelopment Plan, City of San Diego General Plan, and various other applicable planning documents. For example, the College Area Community Plan designates the site as Mixed Use Commercial/Residential, which has a minimum density of 75 units per acre. This alternative would be developed at a maximum residential density of 42 units per acre, and would thus be inconsistent with the College Area Community Plan. Additionally, the City's General Plan identified the site as a Pilot Village in the City of Villages strategy, which was intended to focus future housing, retail, employment, educational, and civic uses in mixed-use village centers at relatively high densities. This alternative would be inconsistent with the City's General Plan in that it would underutilize a site that has been designated as a prime area for high-density, mixed-use development.

5.3.2.8 Noise

The Proposed Project would result in increased noise levels associated with construction and operational activities, including increased vehicular and mechanical noise, resulting in potentially significant impacts. Mitigation is proposed that would reduce the identified impacts to below significant. Under the Reduced Density Alternative, because the project would be developed on the same site as the Proposed Project and would entail building construction, impacts would be similar to those identified under the Proposed Project, though at a proportionately reduced level.

5.3.2.9 Archaeological/Paleontological Resources

The Proposed Project would result in potentially significant impacts associated with the accidental discovery during construction of archaeological and paleontological resources, including Native American human remains. Mitigation is recommended that would reduce any potential impacts to a level below significant. Under the Reduced Density Alternative, because the project would be developed on the same site as the Proposed Project and would entail building construction and development, impacts would be similar to those identified under the Proposed Project.

5.3.2.10 Population and Housing

Under the Proposed Project, there would be no significant impacts relative to population and housing. The Proposed Project would assist in meeting existing and future housing demands by accommodating anticipated growth and assisting in accommodating the housing and commercial needs of the increased student population. Under the Reduced Density Alternative, the reduction of the student housing element of the Proposed Project would significantly reduce the provision of additional on-campus housing and, thereby, adversely affect efforts to meet existing and future local housing demands.

5.3.2.11 Public Utilities and Service Systems

Under the Proposed Project, there would be potentially significant impacts relating to on-campus police services, existing water and sewer conveyance facilities, and solid waste disposal. Mitigation is proposed to reduce the identified impacts to a less-than-significant level. Under the Reduced Density Alternative, impacts would be similar to those identified under the Proposed Project, although the impacts would occur at a proportionately reduced rate.

5.3.2.12 Transportation/Circulation and Parking

The Proposed Project would result in significant traffic impacts at three intersections and two street segments under Near-Term (2015 Project Buildout) conditions, and six intersections and three street segments (inclusive of the Near-Term locations) under Long-Term (2030) conditions. The Proposed Project also would result in potentially significant impacts relating to Project construction activities on a temporary basis, and potentially significant impacts relating to access to the subterranean garage. Mitigation is proposed that if fully implemented would mitigate all identified significant impacts to a level below significant.

Under the Reduced Density Alternative, the project would generate 642 less ADT, with 26 less total AM peak hour trips, and 16 less total PM peak hour trips. (See EIR Appendix 3.12, LLG Traffic Report.) As shown in Section 3.12, Transportation/Circulation and Parking, Table 3.12-11, the delay increase due to the Proposed Project is in excess of 2.1 seconds at LOS F intersections. If the Reduced Density Alternative were to result in a 50% reduction in delay increase at these locations (commensurate with a 50% reduction in trip generation), the delay increase would still exceed 1.0 second, which is the significance threshold. Therefore, based on the reduced traffic volumes, the traffic engineer estimates that the Reduced Density Alternative would result in significant impacts under the Near-Term 2015 scenario at the following two intersections (as compared to three intersections and two segments under the Proposed Project):

- College Avenue / Zura Way
- College Avenue / Montezuma Road

Under the Long-Term (2030) scenario, if the adjusted delay increases shown in Section 3.12, Transportation/Circulation and Parking, Table 3.12-14, resulted in a 50% reduction at these locations under the Reduced Density Alternative, the remaining delay increase would continue to exceed 1.0 second, thereby exceeding the significance criteria. Therefore, based on the reduced project traffic volumes associated with the Reduce Density Alternative, the traffic engineer estimates the following five intersections would be significantly impacted under the Reduced Density Alternative (as compared to six intersections and three segments):

- College Avenue / Canyon Crest Drive
- College Avenue / Zura Way
- College Avenue / Montezuma Road
- Montezuma Road / 55th Street
- Montezuma Road / Campanile Drive

In sum, the Reduced Density Alternative would result in significant traffic-related impacts, however the extent of the impacts would be reduced substantially from those of the Proposed Project due to the 50% reduction in vehicle trip generation.

5.3.3 Former Paseo Project Alternative

Under the Former Paseo Project Alternative, the Proposed Project would not be built and the site would instead be developed as the former Paseo Project. This alternative would also serve as the "Increased Density Alternative" because the Paseo Project proposed 470 housing units, 153,500 square feet of retail space and 110,000 square feet of office space, which results in

greater densities than those proposed by the Plaza Linda Verde project. Details of the Paseo Project are identified in the Final EIR for The Paseo at San Diego State University (SCH# 2003061060).

This alternative would result in proportionately greater impacts than the Proposed Project in some impact areas due to the increased development/density. This alternative would attain all of the Project objectives.

5.3.3.1 Aesthetics and Visual Quality

Under the Proposed Project, there would be a short-term significant impact from construction lighting, as well as potentially significant impacts from lighting and glare associated with the new residential and retail uses. These impacts would be mitigated to a less-than-significant level. Under the Former Paseo Project Alternative, shading impacts as well as light and glare impacts were identified, but were found to be less than significant because they would be regulated (i.e., mitigated) by the Master Project Plan Core Subarea Design Manual. Thus, impacts to aesthetics and visual quality would be similar to those of the Proposed Project.

5.3.3.2 Air Quality and Global Climate Change

Under the Proposed Project, construction and operational activities, including increased vehicle trips, would result in an increase in the emission of criteria pollutants and greenhouse gases. However, the emissions would be below threshold levels and, therefore, the Project would not result in potentially significant impacts to air quality. Under the Former Paseo Project Alternative, emissions associated with project construction and vehicle operations were found to result in significant air quality impacts that could not be fully mitigated.

5.3.3.3 Historic Resources

Under the Proposed Project, none of the existing structures on the Project site meet the criteria for listing on a local historical register as they are not associated with significant events or trends in the region's history and do not exhibit noteworthy, character-defining design elements. As a result, development of the Proposed Project would not result in significant impacts to historic resources and no mitigation would be required. Under the Former Paseo Project Alternative, the Project site was not found to include any architecturally significant buildings, structures or objects. As a result, impacts to historic resources would be similar as the Proposed Project.

5.3.3.4 Geotechnical/Soils

Under the Proposed Project, implementation of site-specific mitigation measures identified in the Project's geotechnical report would reduce potentially significant geotechnical impacts to a less-than-significant level. Under the Former Paseo Project Alternative, two levels of underground parking, as well as additional grading, were proposed that would result in slightly greater impacts to geotechnical resources than those anticipated under the Proposed Project, although these impacts would be reduced to below significant.

5.3.3.5 Hazards and Hazardous Materials

Under the Proposed Project, releases from three former gas stations have impacted the soil and groundwater at the respective subject properties. Also, a dry cleaner was located on the subject property at one time, and it is possible there is contamination beneath the site. There also is potential for asbestos containing material and lead-based paint to be located within buildings onsite. Mitigation is proposed that would reduce potentially significant impacts to a less-than-significant level. Under the Former Paseo Project Alternative, impacts would be similar to those incurred under the Proposed Project and would be reduced to a level below significant.

5.3.3.6 Hydrology and Water Quality

Under the Proposed Project, due to the existing developed nature of the area in combination with the proposed mitigation measures, no significant impacts would result. Under the Former Paseo Project Alternative, impacts would be slightly greater than those incurred under the Proposed Project due to the increased densities, although any potential increase in impacts would be mitigated to a level below significant.

5.3.3.7 Land Use and Planning

Under the Proposed Project, there would be no significant impacts to the surrounding community due to land use and planning conflicts. Relatively minor inconsistencies have been identified with the College Area Community Plan, as well as the City's Land Development Code; however, these inconsistencies would not result in significant impacts because SDSU, as a state entity, is not subject to local land use regulations. Under the Former Paseo Project Alternative, while the Paseo Project would exceed maximum residential density, structure height, lot coverage, and setback requirements for the CC-5-5 zone, the project would process a Planned Development Permit (PDP). The purpose of the PDP is to provide flexibility in the application of development regulations for project where strict application of the base zone

development regulations would restrict design options and result in a less desirable project. By processing a PDP, the Former Paseo Project Alternative would be generally consistent with applicable land use regulations. Consequently, impacts would be similar to those under the Proposed Project.

5.3.3.8 Noise

The Proposed Project would result in increased noise levels associated with construction and operational activities, including increased vehicular and mechanical noise, resulting in potentially significant impacts. Mitigation is proposed that would reduce the identified impacts to below significant. Under the Former Paseo Project Alternative, impacts relating to noise were found to be less than significant and no mitigation was proposed.

5.3.3.9 Archaeological/Paleontological Resources

The Proposed Project would result in potentially significant impacts associated with the accidental discovery during construction of archaeological and paleontological resources, including Native American human remains. Mitigation is recommended that would reduce any potential impacts to a level below significant. Under the Former Paseo Project Alternative, similar potential impacts were found and mitigation measures proposed.

5.3.3.10 Population and Housing

Under the Proposed Project, there would be no significant impacts relative to population and housing. The Proposed Project would assist in meeting existing and future housing demands by accommodating anticipated growth and assisting in accommodating the housing and commercial needs of the increased student population. Under the Former Paseo Project Alternative, impacts would be similar to those of the Proposed Project.

5.3.3.11 Public Utilities and Service Systems

Under the Proposed Project, there would be potentially significant impacts relating to on-campus police services, existing water and sewer conveyance facilities, and solid waste disposal. Mitigation is proposed to reduce the identified impacts to a less-than-significant level. Under the Former Paseo Project Alternative, impacts would be slightly greater due to the increased number of residential units and commercial/retail square footage and the corresponding increase in public services demand, although mitigation would reduce the impacts to a level below significant.

5.3.3.12 Transportation/Circulation and Parking

The Proposed Project would result in significant traffic impacts at three intersections and two street segments under Near-Term (2015 Project Buildout) conditions, and six intersections and three street segments (inclusive of the Near-Term locations) under Long-Term (2030) conditions. The Proposed Project also would result in potentially significant impacts relating to Project construction activities on a temporary basis, and potentially significant impacts relating to access to the subterranean garage. Mitigation is proposed that if fully implemented would mitigate all identified significant impacts to a level below significant.

The Former Paseo Project Alternative would result in significant impacts to 11 street segments, two intersections, and one freeway ramp in the near-term, and 12 street segments, three intersections, and one freeway ramp in the Horizon Year (2030). With implementation of the proposed mitigation measures, the project's contribution to Near-Term and Horizon Year intersection impacts would be less than significant. However, despite implementation of the mitigation, nine Near-Term and 12 Horizon Year street segment impacts would remain significant and the project's contribution to these impacts would be unavoidable. Impacts to the Interstate-8 eastbound ramp also would remain significant and unavoidable despite mitigation. Therefore, the Former Paseo Project Alternative would result in a greater number of significantly impacted locations than would the Proposed Project.

5.3.4 University-Serving Retail Alternative

Under the University-Serving Retail Alternative, the retail component of the Proposed Project would focus exclusively on the University community rather than both the University and the local community. The demographic for university-serving retail uses would include faculty/staff and students living on campus or already on campus attending or teaching classes, working, using the library, etc. University-serving retail uses would be smaller, independent businesses catering to the university community, such as bookstores, coffee shops and small restaurants, which would rely primarily on the nearby concentration of students and faculty/staff for their business.

Because the retail component would be focused on the University, no parking facilities would be required beyond those already included in the SDSU parking inventory. Additionally, without community-serving retail uses, the project would generate substantially less vehicle traffic than the Proposed Project because it would be serving a segment of the public (i.e., SDSU students, faculty, and staff) that is already on campus. As a result, this alternative would result

in fewer traffic-related impacts than the Proposed Project, and correspondingly fewer air emissions than the Proposed Project.

As to most other impact areas, this alternative would result in similar impacts to the Proposed Project. It would, however, result in slightly reduced impacts to geotechnical/soils, water quality/hydrology and archaeological/paleontological resources as a result of the removal of parking infrastructure as part of this alternative. Land use and planning impacts, however, would be slightly greater due to inconsistencies with relevant planning documents as a result of the exclusive nature of the University-serving retail uses. This alternative would attain all of the Project objectives with the exception of the objective that retail uses serve the surrounding non-SDSU related community.

5.3.4.1 Aesthetics and Visual Quality

Under the Proposed Project, there would be a short-term significant impact from construction lighting, as well as potentially significant impacts from lighting and glare associated with the new residential and retail uses. These impacts would be mitigated to a less-than-significant level. Under the University-Serving Retail Alternative, the parking structure (Building 3) would not be developed, nor would the underground parking proposed beneath Buildings 4 and 5. As a result of elimination of the parking structure, changes to the existing aesthetics and visual quality would differ from those of the Proposed Project, although impacts relating to lighting and glare would be similar.

5.3.4.2 Air Quality and Global Climate Change

Under the Proposed Project, impacts to air quality and global climate change would be less than significant. Impacts under the University-Serving Retail Alternative would be less than those associated with the Proposed Project because emissions would be reduced due to elimination of the parking facilities and the vehicular traffic trip reductions.

With respect to air quality generally, the University-Serving Retail Alternative would result in fewer construction-related emissions than the Proposed Project because neither the parking structure nor underground parking (beneath Buildings 4 and 5) would be built. The University-Serving Retail Alternative's operational emissions associated with areas sources (including energy use, landscaping, consumer product use, and architectural coatings use for maintenance purposes) would be the same as estimated for the Proposed Project. However, the operational emissions associated with mobile sources/traffic would be reduced, when compared to the Proposed Project, as the University-Serving Retail Alternative only would result in an

additional 529 ADT (when measured against the existing conditions), whereas the Proposed Project would result in an additional 2,396 ADT. (See section 5.3.3.12 below.) Also, because traffic impacts under the University-Serving Retail Alternative would be less than those under the Proposed Project, the potential for CO "hot spots" also would be lower.

Table 5.0-1, Operational-Related Emissions of the University-Serving Retail Alternative, presents the criteria pollutant emissions estimates for this alternative. As shown in the tables, the University-Serving Retail Alternative would not exceed the screening criteria for the six criteria pollutants during the operational phases of buildout and no significant air quality impacts would result.

Table 5.0-1
Operational-Related Emissions of the University-Serving Retail Alternative

	VOC	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
Summer Day, Lbs/day						
Natural Gas Combustion	0.24	3.11	1.61	0.00	0.01	0.01
Landscaping	0.25	0.04	3.09	0.00	0.01	0.01
Consumer Products	19.57	-	-	-	-	-
Architectural Coatings	1.46	-	-	-	-	-
Vehicular Emissions	6.94	5.96	60.31	0.06	10.07	1.96
TOTAL	**28.46**	**9.11**	**65.01**	**0.06**	**10.09**	**1.98**
Significance Screening Criteria	137	250	550	250	100	55
Above Screening Criteria?	*No*	*No*	*No*	*No*	*No*	*No*
Winter Day, Lbs/day						
Natural Gas Combustion	0.24	3.11	1.61	0.00	0.01	0.01
Consumer Products	19.57	-	-	-	-	-
Architectural Coatings	1.46	-	-	-	-	-
Vehicular Emissions	5.01	8.74	63.17	0.05	10.08	1.97
TOTAL	**26.28**	**11.85**	**64.78**	**0.05**	**10.09**	**1.98**
Significance Screening Criteria	137	250	550	250	100	55
Above Screening Criteria?	*No*	*No*	*No*	*No*	*No*	*No*

With respect to global climate change, the construction and operational greenhouse gas emissions associated with the University-Serving Retail Alternative would be less than those estimated for the Proposed Project for the same reasons discussed above (i.e., no additional parking facilities and reduced traffic impacts). **Table 5.0-2, Summary of Estimated Operational Greenhouse Gas Emissions of the University-Serving Retail Alternative**, presents the greenhouse gas emission estimates for this alternative.

Table 5.0-2
Summary of Estimated Operational Greenhouse Gas Emissions of the University-Serving Retail Alternative

Emission Source	Annual Emissions (Metric tons/year)			
	CO_2	CH_4	N_2O	CO_2e
Electricity Use	1,062	0.081	0.0045	1,064
Natural Gas Use	630	0.0701	0.0012	632
Water Use	107	0.0008	0.0005	107
Vehicle Emissions	4,182	0.24	0.32	4,286
Global Warming Potential Factor	**1**	**21**	310	
CO_2 Equivalent Emissions	5,981	7	101	6,089
Total CO_2 Equivalent Emissions	**6,089**			

In summary, impacts to air quality and global climate change would be reduced slightly under the University-Serving Retail Alternative when compared to the Proposed Project. (Additional information regarding the air quality and global climate change impact assessment for this alternative is provided in EIR **Appendix 3.2**.)

5.3.4.3 Historic Resources

Under the Proposed Project, none of the existing structures on the Project site meet the criteria for listing on a local historical register as they are not associated with significant events or trends in the region's history and do not exhibit noteworthy, character-defining design elements. As a result, development of the Proposed Project would not result in significant impacts to historic resources and no mitigation would be required. Under the University-Serving Retail Alternative, impacts would be similar to those identified under the Proposed

Project because the alternative would be constructed within the same footprint as the Proposed Project and affect the same property.

5.3.4.4 Geotechnical/Soils

Under the Proposed Project, implementation of site-specific mitigation measures identified in the Project's geotechnical report would reduce potentially significant geotechnical impacts to a less-than-significant level. Under the University-Serving Retail Alternative, geotechnical impacts are expected to be reduced because the alternative would not require construction of the subterranean parking and associated excavation.

5.3.4.5 Hazards and Hazardous Materials

Under the Proposed Project, releases from three former gas stations have impacted the soil and groundwater at the respective subject properties. Also, a dry cleaner was located on the subject property at one time, and it is possible there is contamination beneath the site. There also is potential for asbestos containing material and lead-based paint to be located within buildings onsite. Mitigation is proposed that would reduce potentially significant impacts to a less-than-significant level. Under the University-Serving Retail Alternative, impacts would be similar to those identified under the Proposed Project because the alternative would be constructed within the same footprint as the Proposed Project.

5.3.4.6 Hydrology and Water Quality

Under the Proposed Project, due to the existing developed nature of the area in combination with the proposed mitigation measures, no significant impacts would result. Under the University-Serving Retail Alternative, because the project would result in the same development as the Proposed Project with the exception of different retail uses and no parking infrastructure, impacts would be slightly less than those identified under the Proposed Project.

5.3.4.7 Land Use and Planning

Under the Proposed Project, there would be no significant impacts to the surrounding community due to land use and planning conflicts. Relatively minor inconsistencies have been identified with the College Area Community Plan, as well as the City's Land Development Code; however, these inconsistencies would not result in significant impacts because SDSU, as a state entity, is not subject to local land use regulations. Under the University-Serving Retail Alternative, inconsistencies with relevant planning documents would be slightly greater as a

result of the exclusive nature of the University-serving retail uses. Specifically, the College Community Redevelopment Plan identifies the project site as being within the Core Redevelopment Subarea, which is intended to support local-serving (rather than University-serving) commercial uses. As a result, this alternative would be inconsistent with the College Community Redevelopment Plan.

5.3.4.8 Noise

The Proposed Project would result in increased noise levels associated with construction and operational activities, including increased vehicular and mechanical noise, resulting in potentially significant impacts. Mitigation is proposed that would reduce the identified impacts to below significant. Under the University-Serving Retail Alternative, noise impacts associated with vehicle traffic would be less than the Proposed project since the alternative would generate fewer vehicle trips.

5.3.4.9 Archaeological/Paleontological Resources

The Proposed Project would result in potentially significant impacts associated with the accidental discovery during construction of archaeological and paleontological resources, including Native American human remains. Mitigation is recommended that would reduce any potential impacts to a level below significant. Under the University-Serving Retail Alternative, archaeological/paleontological impacts are expected to be slightly reduced because the alternative would not require construction of the subterranean parking and the associated excavation.

5.3.4.10 Population and Housing

Under the Proposed Project, there would be no significant impacts relative to population and housing. The Proposed Project would assist in meeting existing and future housing demands by accommodating anticipated growth and assisting in accommodating the housing and commercial needs of the increased student population. Under the University-Serving Retail Alternative, impacts would be similar to those identified under the Proposed Project because the alternative would result in the same number of residential units and the same commercial/retail square footage.

5.3.4.11 Public Utilities and Service Systems

Under the Proposed Project, there would be potentially significant impacts relating to on-campus police services, existing water and sewer conveyance facilities, and solid waste disposal. Mitigation is proposed to reduce the identified impacts to a less-than-significant level. Under the University-serving Retail Alternative, there would be no increase in demand for public services because the alternative would result in the same number of residential units and the same amount of commercial/retail square footage as the Proposed Project and impacts would be similar.

5.3.3.12 Transportation/Circulation and Parking

The Proposed Project would result in significant traffic impacts at three intersections and two street segments under Near-Term (2015 Project Buildout) conditions, and an additional three intersections and one additional street segment under Long-Term (2030) conditions. The Proposed Project also would result in potentially significant impacts relating to Project construction activities on a temporary basis, and potentially significant impacts relating to access to the subterranean garage. Mitigation is proposed that if fully implemented would mitigate all identified significant impacts to a level below significant.

Under the University-Serving Retail Alternative, the project would result in significant impacts at fewer locations than under the Proposed Project (three intersections in the Near-Term and three additional intersections in the Long-Term) because the alternative would generate fewer vehicle trips and, as a result, would result in fewer significant impacts.

In contrast to the Proposed Project, the university-serving businesses that would be developed under this alternative would attract the vast majority of their trips from patrons already on campus, and would generate few vehicle trips from outside the immediate area. Also, fewer vehicle trips are expected as patrons would be located close to their target market, making bike/walk trips more likely. Accordingly, to calculate vehicle trip generation, a rate equivalent to 50% of the rates utilized for the Proposed Project retail uses was applied. Thus, a trip rate of 50 trips/1,000 square feet was applied to 44,000 square feet of restaurant/retail uses, while a rate of 15.7 trips/1,000 square feet was applied to the remaining 46,000 square feet of retail. As was the case under the Proposed Project, the amount of vehicle trips presently generated by the existing uses on the Project site was subtracted from the trip generation totals in order to account for the elimination of these trips. (Additional details regarding the analysis of the

University-Serving Retail Alternative presented herein are available in EIR Appendix 3.12, Traffic Impact Analysis, Plaza Linda Verde, Linscott Law & Greenspan.)

Table 5.0-3, University-Serving Retail Net Trip Generation, illustrates that under the University-Serving Retail Alternative, the project would generate 529 vehicle trips over existing trip generation, with 63 trips in the AM peak hour and 109 trips in the PM peak hour. In comparison, the Proposed Project would generate 2396 new trips, with 185 in the AM peak hour and 279 in the PM peak hour.

Table 5.0-3
University-Serving Retail Net Trip Generation

Location	Use	Size	Daily Rate	ADT	AM Peak Hour						PM Peak Hour					
					% AM	In:Out	Split	In	Out	Total	% PM	In:Out	Split	In	Out	Total
Building 1	a. Residential	90 du	4.44/ du	400	8%	20%	80%	6	26	32	11%	70%	30%	31	13	44
	b. Retail	12.5 ksf	15.7/ ksf	196	4%	60%	40%	5	3	8	11%	50%	50%	11	11	22
	c. Retail	12.5 ksf	50 (.52)/ ksf	325	8%	50%	50%	13	13	26	8%	60%	40%	16	10	26
	Subtotal – Bldg 1			*921*				*24*	*42*	*66*				*58*	*34*	*92*
Building 2	a. Residential	60 du	4.44/ du	266	8%	20%	80%	4	17	21	11%	70%	30%	21	9	30
	b. Retail	10 ksf	15.7/ ksf	157	4%	60%	40%	4	3	7	11%	50%	50%	9	9	18
	c. Retail	10 ksf	50 (.52)/ ksf	260	8%	50%	50%	10	10	20	8%	60%	40%	12	8	20
	Subtotal – Bldg 2			*683*				*18*	*30*	*48*				*42*	*36*	*68*
Building 3	a. Retail	2 ksf	15.7/ ksf	31	4%	60%	40%	1	1	2	11%	50%	50%	2	2	4
Building 4	a. Residential	60 du	4.44/ du	266	8%	20%	80%	4	17	21	11%	70%	30%	21	9	30
	b. Retail	10 ksf	15.7/ ksf	157	4%	60%	40%	4	3	7	11%	50%	50%	9	9	18
	c. Retail	10 ksf	50 (.52)/ ksf	260	8%	50%	50%	10	10	20	8%	60%	40%	12	8	20
	Subtotal – Bldg 4			*683*				*18*	*30*	*48*				*42*	*36*	*68*
Building 5	a. Residential	90 du	4.44/ du	400	8%	20%	80%	6	26	32	11%	70%	30%	31	13	44
	b. Retail	11.5 ksf	15.7/ ksf	181	4%	60%	40%	4	3	7	11%	50%	50%	10	10	20
	c. Retail	11.5 ksf	50 (.52)/ ksf	299	8%	50%	50%	12	12	24	8%	60%	40%	14	10	24
	Subtotal – Bldg 5			*880*				*22*	*41*	*63*				*55*	*33*	*88*
Building 6	a. Residential	50 du	4.44/ du	222	8%	20%	80%	4	14	18	11%	70%	30%	17	7	24
Building 7	a. Residential	50 du	4.44/ du	222	8%	20%	80%	4	14	18	11%	70%	30%	17	7	24

Total Residential	*400 du*	-	*1776*	-	-	-	*28*	*114*	*142*	-	-	-	*138*	*58*	*196*
Total Retail	*90 ksf*	-	*1866*	-	-	-	*63*	*58*	*121*	-	-	-	*95*	*77*	*172*
Total Gross Tips			*3642*	-	-	-	*91*	*172*	*263*	-	-	-	*233*	*135*	*368*
Total Existing Land Uses Trips (Subtracted)			*(3113)*	-	-	-	*(110)*	*(90)*	*(200)*	-	-	-	*(132)*	*(127)*	*(251)*
Total Net Project Trips			*529*	-	-	-	*-19*	*82*	*63*	-	-	-	*101*	*8*	*109*

Footnotes:

a. The 90,000 square feet of total retail land use is assessed as 44,000 square feet at 31.4 trips/ksf, and 46,000 sf at 100 trips/ ksf to reflect higher and lower-trip generating potential retail uses.

b. Size of land use presented as "1,000 square feet" (ksf), or "dwelling unit" (du).

General Notes:

1. Trip Generation Rates are based on trip rates published in *College Community Redevelopment EIR*, and the *Paseo EIR*.
2. ADT = Average Daily Traffic
3. The "Total Gross Trips" represent project traffic prior to removal of traffic volumes associated with existing land uses to be redeveloped with the Proposed Project.
4. The "Total Existing Land Uses' Trips" are the summary of trips from LLG Traffic Impacts Analysis *Table 8–1* to be removed with redevelopment of the Proposed Project.
5. The "Total Net Project Trips" are the volumes used in the LOS analyses in *Sections 9.0* and *10.0* of the LLG Traffic Impacts Analysis.

As was the case with the Proposed Project, to determine the regional trip distribution percentages for the University-Serving Retail Alternative, a select zone assignment for the SDSU traffic analysis zone was obtained from SANDAG. The net traffic volumes for the University-Serving Retail Alternative were multiplied against these distribution percentages to calculate the traffic volumes in the study area. **Figure 5.0-2, University-Serving Retail Alternative Trip Distribution (Retail Component)**, shows the assignment of peak hour volumes and ADT for the retail component of this alternative. **Figure 5.0-3, University-Serving Retail Alternative Trip Distribution**, shows the assignment of the retail component volumes and the student housing component volumes (which are unchanged from the Proposed Project), in combination with existing plus near-term cumulative traffic volumes. The volumes on this figure represent the total volumes that would be generated by the alternative, and are compared to the existing plus near-term cumulative (baseline) traffic volumes to assess the near-term impacts under this alternative.

An analysis of the potential impacts associated with the University-Serving Retail Alternative under Near-Term and Long-Term conditions follows below.

Near-Term Peak Hour Intersection Analysis

Figure 5.0-4, University-Serving Retail Alternative Traffic Volumes, depicts the AM/PM peak hour intersection traffic volumes and segment ADT for this alternative. **Table 5.0-4, Near-Term Peak Hour Intersection Operations**, summarizes the peak hour intersection operations with the addition of the University-Serving Retail Alternative traffic volumes. The table shows that with the addition of the alternative's traffic, the following six study area intersections are calculated to continue to operate at LOS E or worse conditions:

2. College Avenue / I-8 Eastbound Ramps (LOS F during the AM peak hour)
3. College Avenue / Canyon Crest Drive (LOS E/F during the AM/PM peak hours, respectively)
4. College Avenue / Zura Way (LOS F during both AM/PM peak hours)
6. College Avenue / Montezuma Road (LOS F during both AM/PM peak hours)
7. College Avenue / El Cajon Boulevard (LOS E during the PM peak hour)
10. Montezuma Road / Campanile Drive (LOS E during the PM peak hour)

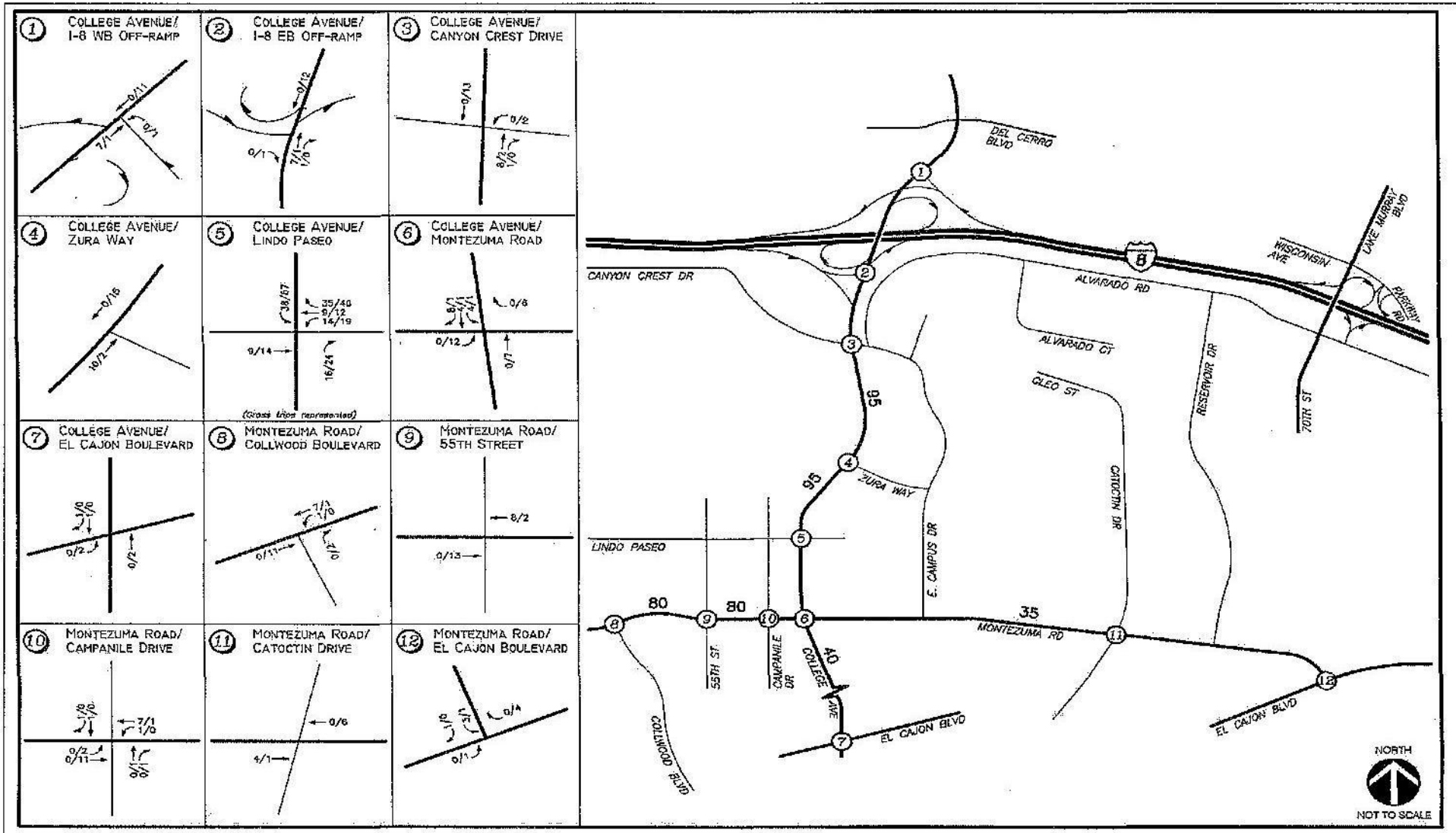

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Figure 5.0-2

University-Serving Retail Alternative Trip Distribution (Retail Component)

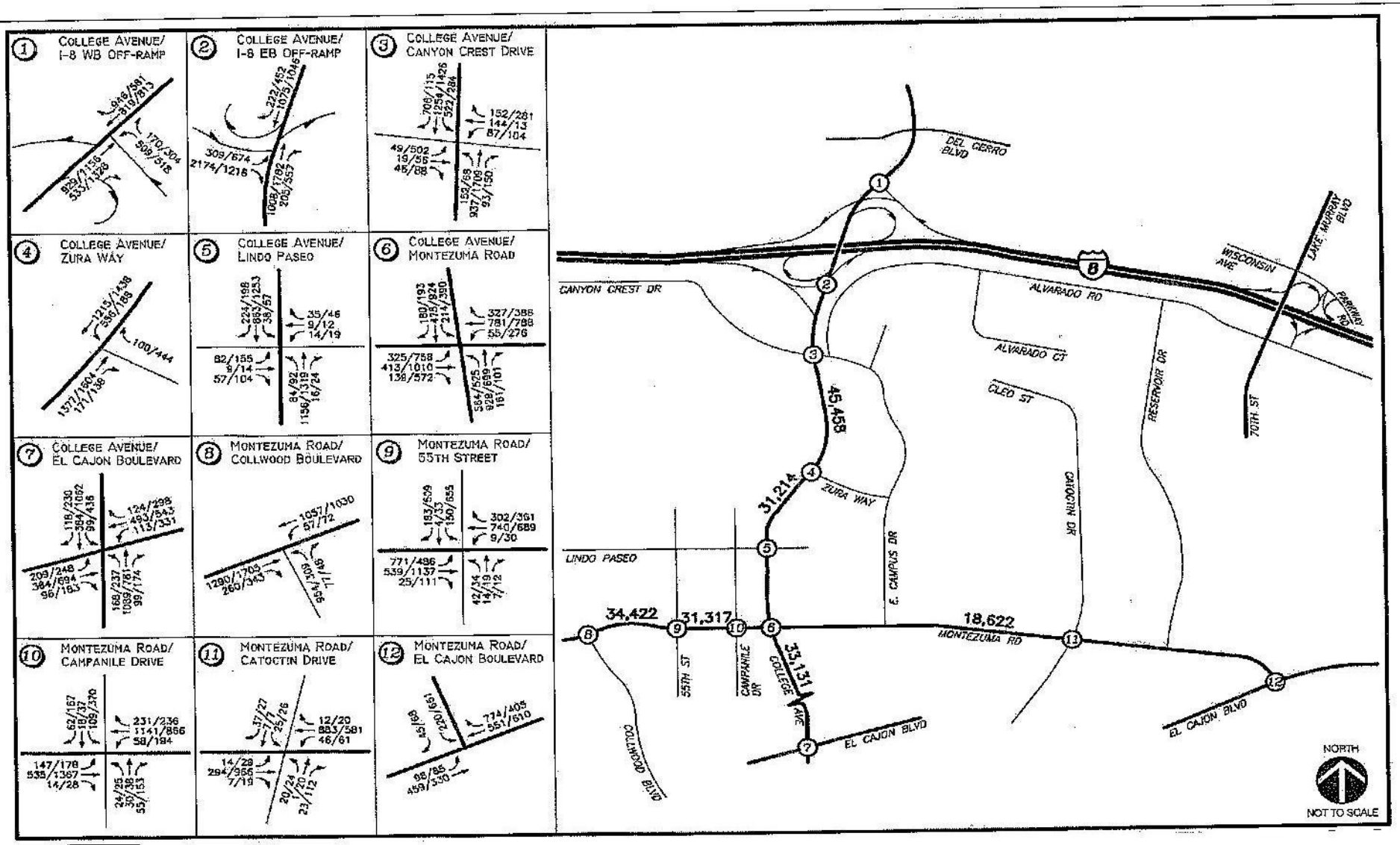

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Figure 5.0-3

University-Serving Retail Alternative Trip Distribution

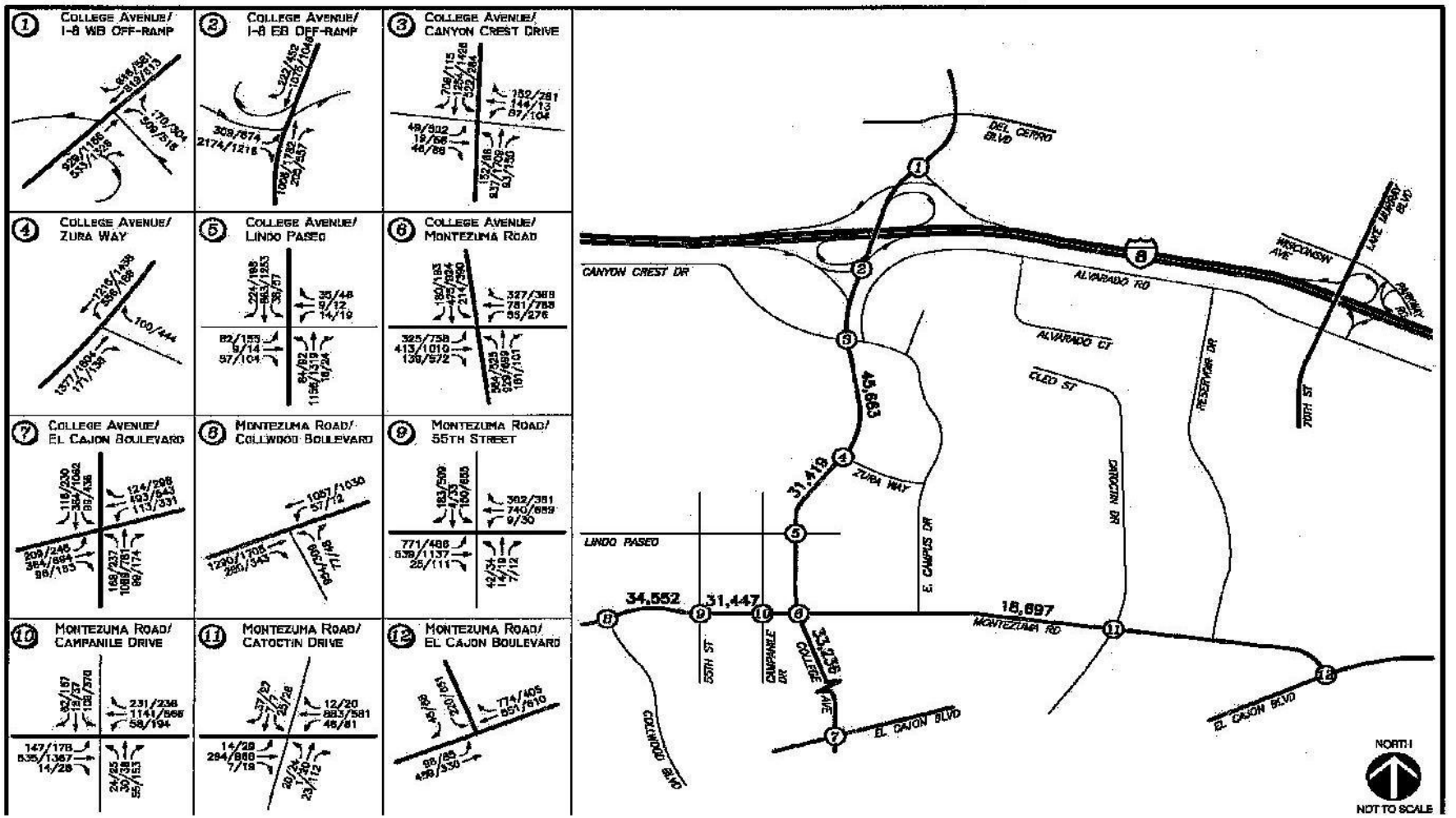

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Figure 5.0-4
University-Serving Retail Alternative Traffic Volumes

Table 5.0-4
Near-Term Peak Hour Intersection Operations

Intersection	Control Type	Peak Hour	Existing		(Baseline) Existing + Near-Term Cumulative		Existing + Near-Term Cumulative + University-Serving Retail Alternative			
			Delay[a]	LOS[b]	Delay	LOS	Delay	LOS	Δ	Sig?
1. College Avenue / I-8 Westbound Ramps	Signal	AM	9.3	A	9.8	A	9.8	A	0.0	–
		PM	8.3	A	9.1	A	9.1	A	0.0	
2. College Avenue / I-8 Eastbound Ramps	Signal	AM	77.0	E	109.7	F	109.7	F	0.0	–
		PM	15.2	B	38.8	D	39.7	D	0.9	
3. College Avenue / Canyon Crest Drive	Signal	AM	48.6	D	68.5	E	**72.0**	**E**	**3.5**	Yes
		PM	57.5	E	148.9	F	**150.2**	**F**	**1.3**	
4. College Avenue / Zura Way	TWSC[d]	AM	67.0	F	408.0	F	**468.5**	**F**	**>5.0**	Yes
		PM	16.2	C	95.6	F	96.0	F	0.4	
5. College Avenue / Lindo Paseo	Signal	AM	11.9	B	12.6	B	13.9	B	1.3	–
		PM	20.1	C	23.3	C	25.1	C	1.8	
6. College Avenue / Montezuma Road	Signal	AM	36.6	D	119.0	F	119.1	F	0.1	Yes
		PM	45.7	D	176.0	F	**181.6**	**F**	**>5.0**	
7. College Avenue / El Cajon Boulevard	Signal	AM	36.6	D	38.3	D	38.3	D	0.0	–
		PM	56.4	E	69.8	E	70.4	E	0.8	
8. Montezuma Road / Collwood Boulevard	Signal	AM	21.2	C	24.0	C	24.0	C	0.0	–
		PM	24.7	C	49.7	D	53.3	D	3.6	
9. Montezuma Road / 55th Street	Signal	AM	33.8	C	52.5	D	54.0	D	1.5	–
		PM	33.0	C	40.3	D	41.8	D	1.5	
10. Montezuma Road / Campanile Drive	Signal	AM	28.0	C	45.1	D	47.0	D	1.9	–
		PM	34.2	C	72.1	E	73.6	E	1.5	
11. Montezuma Road / Catoctin Drive	Signal	AM	20.0	B	21.1	C	21.1	C	0.0	–
		PM	20.4	C	21.9	C	21.9	C	0.0	
12. Montezuma Road / El Cajon Boulevard	Signal	AM	24.6	C	24.9	C	24.9	C	0.0	–
		PM	20.7	C	22.0	C	22.0	C	0.0	

As shown on Table 5.0-4, the University-Serving Retail Alternative traffic volumes would exceed the allowable increase in delay at the College Avenue/Zura Way unsignalized intersection, and the College Avenue/Canyon Crest Drive and College Avenue/Montezuma Road signalized intersections. Based on the City's significance criteria, the alternative would result in significant impacts at these three intersections. Impacts at the remaining three intersections operating at LOS E or worse under without project conditions are not considered significant since the alternative would add less than the maximum increase of allowable delay for a poorly operating intersection.

Near-Term Daily Street Segment Operations

Table 5.0-5, Near-Term Street Segment Operations, summarizes the study area segment operations with the addition of the University-Serving Retail Alternative traffic volumes. The table shows that the majority of the study area segments are calculated to continue to operate at LOS D or better on a daily basis with the following exceptions:

- College Avenue: between Canyon Crest Drive and Zura Way (LOS F)
- Montezuma Road: between 55th Street and College Avenue (LOS F)

Although these two street segments would continue to operate at LOS F, the increase in vehicle capacity (v/c) due to the alternative is less than 0.01. Therefore, based on the City's significance criteria, impacts at these study area segments are deemed not significant.

Table 5.0-5
Near-Term Segment Operations

Segment	LOS E Capacity[a]	Existing			(Baseline) Existing + Near-Term Cumulative			Existing + Near-Term Cumulative + University-Serving Retail Alternative				
		ADT[b]	LOS[c]	V/C[d]	ADT	LOS	V/C	ADT	LOS	V/C	Δ	Sig?
College Avenue												
Canyon Crest Drive to to Zura Way	40,000	44,000	F	1.100	45,258	F	1.131	45,663	F	1.141	0.010	–
Zura Way to Montezuma Road	40,000	30,000	C	0.750	31,014	D	0.775	31,419	D	0.785	0.010	–
Montezuma Road to El Cajon Boulevard	40,000	29,100	C	0.728	33,041	D	0.826	33,236	D	0.831	0.005	–
Montezuma Road												
Collwood Boulevard to 55th Street	40,000	30,600	C	0.765	34,277	D	0.857	34,552	D	0.864	0.007	–
55th Street to College Avenue	30,000	26,100	E	0.870	31,172	F	1.039	31,447	F	1.048	0.009	–
College Avenue to Catoctin Drive	30,000	14,800	C	0.493	18,547	C	0.618	18,697	C	0.623	0.005	–

Footnotes:

a. Capacities based on City of San Diego Roadway Classification & LOS table (See Appendix C).
b. Average Daily Traffic
c. Level of Service
d. Volume to Capacity ratio

Near-Term ILV Operations

Table 5.0-6, Near-Term ILV Operations, summarizes the ILV operations with the addition of the University-Serving Retail Alternative traffic volumes. The tables show that the College Avenue/I-8 interchange is calculated to continue to operate "Under" or "Near" capacity during both the AM and PM peak hours. However, these results do not compare to the accepted HCM-method analysis results shown in Table 5.0-4 and, therefore, the ILV summaries should be considered for informational purposes only.

Table 5.0-6
Near-Term ILV Operations

Intersection	Peak Hour	Existing		Existing + Cumulative Projects		Existing + Cumulative Projects + University-Serving Retail Alternative	
		Total Operating Level (ILV/ Hour)	Capacity	Total Operating Level (ILV/ Hour)	Capacity	Total Operating Level (ILV/ Hour)	Capacity
1. College Avenue / I-8 Westbound Ramps	AM	596	Under	714	Under	716	Under
	PM	682	Under	833	Under	834	Under
2. College Avenue / I-8 Eastbound Ramps	AM	586	Under	693	Under	693	Under
	PM	1,029	Under	1,227	Near	1,228	Near

Long-Term Peak Hour Intersection Analysis

Figure 5.0-5, Long-Range (2030) University-Serving Retail Alternative Traffic Volumes, depicts the AM/PM peak hour intersection traffic volumes and segment ADT for this alternative. **Table 5.0-7, Long-Term 2030 Peak Hour Intersection Operations**, summarizes the peak hour intersection operations with the University-Serving Retail Alternative traffic volumes. As shown on the table, with the addition of project traffic, the majority of the study area intersections are calculated to continue to operate at LOS E or worse conditions.

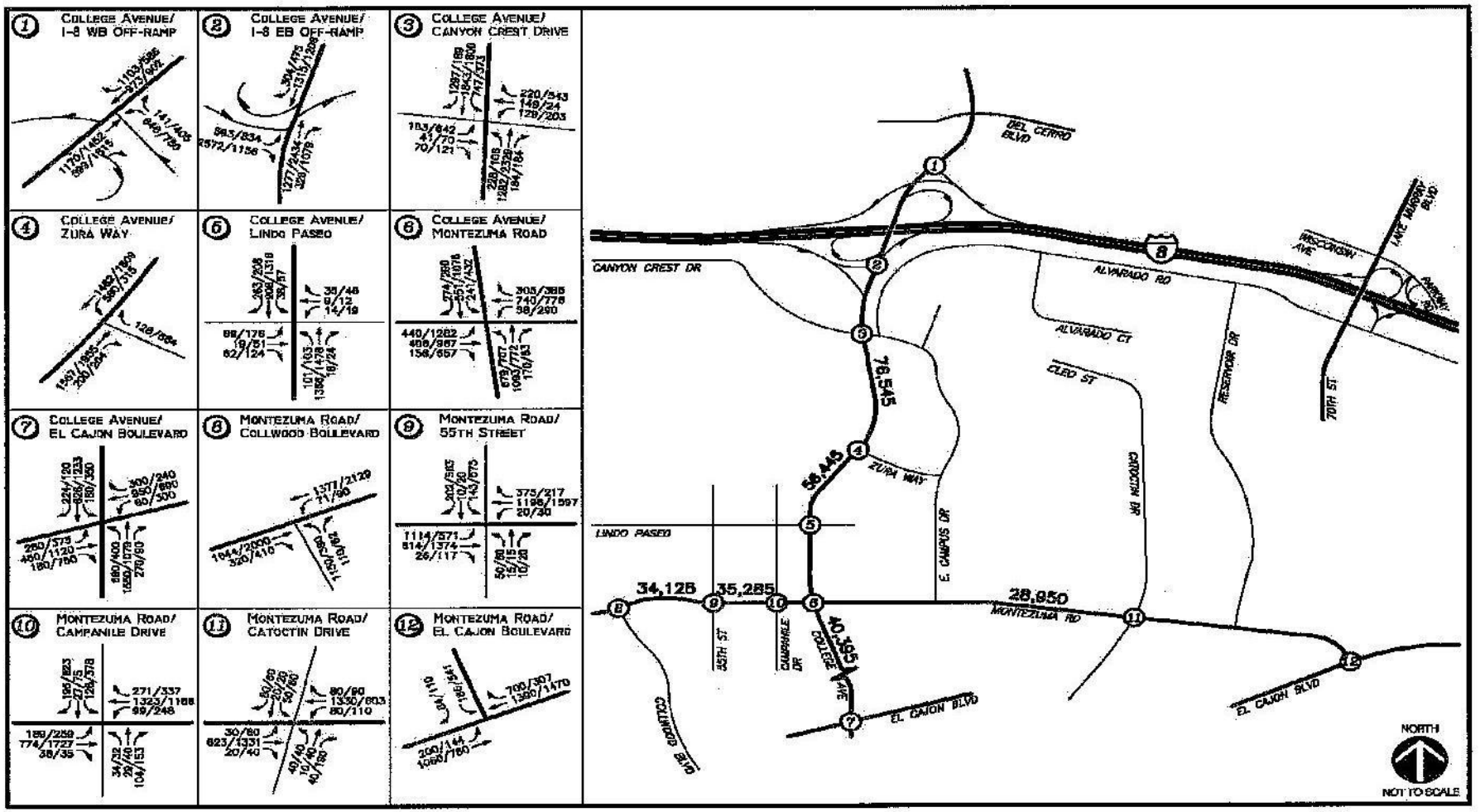

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Figure 5.0-5

Long-Range (2030) University-Serving Retail Alternative Traffic Volumes

Table 5.0-7
Long-Term (2030) Peak Hour Intersection Operations

Intersection	Control Type	Peak Hour	Long-Term (2030) Without Project		Long-Term (2030) + University-Serving Retail Alternative			
			Delay[a]	LOS[b]	Delay	LOS	Δ	Sig?
1. College Avenue / I-8 Westbound Ramps	Signal	AM	11.2	B	11.2	B	0.0	–
		PM	63.9	E	63.9	E	0.0	
2. College Avenue / I-8 Eastbound Ramps	Signal	AM	156.2	F	156.4	F	0.2	Yes
		PM	107.5	F	**108.6**	**F**	**1.1**	
3. College Avenue / Canyon Crest Drive	Signal	AM	214.1	F	**217.5**	**F**	**3.4**	Yes
		PM	426.3	F	**430.2**	**F**	**3.9**	
4. College Avenue / Zura Way	TWSC[d]	AM	765.8	F	**830.6**	**F**	**>5.0**	Yes
		PM	1021.0	F	**1046.9**	**F**	**>5.0**	
5. College Avenue / Lindo Paseo	Signal	AM	13.1	B	16.6	B	3.5	–
		PM	24.8	C	27.3	C	-2.5	
6. College Avenue / Montezuma Road	Signal	AM	176.6	F	176.7	F	0.1	Yes
		PM	336.0	F	**343.9**	**F**	**>5.0**	
7. College Avenue / El Cajon Boulevard	Signal	AM	132.4	F	132.6	F	0.2	–
		PM	202.1	F	202.6	F	0.5	
8. Montezuma Road / Collwood Boulevard	Signal	AM	43.6	D	44.0	D	0.4	–
		PM	155.9	F	156.5	F	0.6	
9. Montezuma Road / 55th Street	Signal	AM	134.0	F	**137.2**	**F**	**3.2**	Yes
		PM	148.0	F	148.6	F	0.6	
10. Montezuma Road / Campanile Drive	Signal	AM	82.2	F	**85.0**	**F**	**2.8**	Yes
		PM	219.4	F	**221.5**	**F**	**2.1**	
11. Montezuma Road / Catoctin Drive	Signal	AM	25.5	C	25.5	C	0.0	–
		PM	32.5	C	32.6	C	0.1	

12. Montezuma Road / El Cajon Boulevard	Signal	AM	76.0	E	76.0	E	0.0	-
		PM	80.1	F	80.6	F	0.5	

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service.

Under this alternative, project traffic would exceed the allowable increases in delay based on the established significance criteria at the following intersections:

2. College Avenue / I-8 Eastbound Ramps (LOS F during the PM peak hour)
3. College Avenue / Canyon Crest Drive (LOS F during both AM/PM peak hours)
4. College Avenue / Zura Way (LOS F during both AM/PM peak hours)
6. College Avenue / Montezuma Road (LOS F during the PM peak hour)
9. Montezuma Road / 55th Street (LOS F during the AM peak hour)
10. Montezuma Road / Campanile Drive (LOS F during both AM/PM peak hours)

Based on the City's significance criteria, project impacts at these six intersections are deemed significant.

Long-Term Daily Street Segment Analysis

Table 5.0-8, Long-Term Daily Street Segment Operations, summarizes the study area segment operations with the University-Serving Retail Alternative traffic volumes. As shown on the table, the majority of the study area segments are calculated to continue to operate at LOS E or worse conditions under without project conditions. However, the addition of University-Serving Retail Alternative traffic would not increase the v/c ratio by more than .01 for any of the segments. Therefore, this alternative would not result in significant impacts to street segments under the long-term scenario.

Table 5.0-8
Long-Term (2030) Segment Operations

Segment	Buildout LOS E Capacity[a]	Long-Term (2030) Without Project			Long-Term (2030) + University-Serving Retail Alternative				
		ADT[b]	LOS[c]	V/C[d]	ADT	LOS	V/C	Δ	Sig?
College Boulevard									
Canyon Crest Drive to Zura Way	40,000	76,140	F	1.904	76,545	F	1.914	0.010	-
Zura Way to Montezuma Road	40,000	56,040	F	1.401	56,445	F	1.411	0.010	-
Montezuma Road to El Cajon Boulevard	40,000	40,200	F	1.005	40,395	F	1.010	0.005	-
Montezuma Road									
Collwood Boulevard to 55th Street	40,000	33,850	D	0.846	34,125	D	0.853	0.007	-
55th Street to College Avenue	30,000	35,010	F	1.167	35,285	F	1.176	0.009	-
College Avenue to Catoctin Drive	30,000	28,800	E	0.960	28,950	E	0.965	0.005	-

Footnotes:

a. Capacities based on City of San Diego Roadway Classification & LOS table (See Appendix C).
b. Average Daily Traffic
c. Level of Service
d. Volume to Capacity ratio

Long-Term ILV Operations

Table 5.0-9, Long-Term ILV Operations, summarizes the ILV operations with the addition of the University-Serving Retail Alternative traffic volumes. As shown on the table, the College Avenue/I-8 interchange is calculated to operate under capacity during both the AM and PM peak hours, with the exception of the College Avenue/I-8 Eastbound ramps, which are calculated to continue to operate over capacity during the PM peak hour. As previously noted, the ILV summaries are provided for informational purposes only.

Table 5.0-9
Long-Term ILV Operations

Intersection	Peak Hour	Long-Term (2030) Without Project		Long-Term (2030) + University-Serving Retail Alternative	
		Total Operating Level (ILV/ Hour)	Capacity	Total Operating Level (ILV/ Hour)	Capacity
1. College Avenue / I-8 Westbound Ramps	AM	902	Under	908	Under
	PM	1,112	Under	1,116	Under
2. College Avenue / I-8 Eastbound Ramps	AM	955	Under	955	Under
	PM	1,633	Over	1,638	Over

General Notes:
- See *Appendix E* for ILV calculation sheets.
Footnotes:
a. CAPACITY is shown as *UNDER* capacity, *NEAR* capacity or *OVER* capacity;
***Under** Capacity* = <1200 ILV/Hour
Near Capacity = >1200 but < 1500 ILV/Hour
Over Capacity = >1500 ILV/Hour

In summary, the University-Serving Retail Alternative would result in significant impacts in the near-term and long-term at the following intersections:

Near-Term Intersections

College Avenue/ Canyon Crest Drive

College Avenue/ Zura Way

College Avenue/ Montezuma Road

Long-Term Intersections

College Avenue/ I-8 Eastbound Ramps

College Avenue/ Canyon Crest Drive

College Avenue/ Zura Way

College Avenue/ Montezuma Road

Montezuma Road/ 55th Street

Montezuma Road/ Campanile Drive

The following roadway improvement mitigation measures would mitigate the identified significant impacts that would occur under the University-Serving Retail Alternative. Note that the recommended improvements for the respective locations are the same as those recommended for the Proposed Project and, therefore, the mitigation measures are the same and are numbered accordingly. However, the project's contribution under the University-Serving Retail Alternative differs from the Proposed Project's. This distinction is reflected in **Table 5.0-10, Mitigation Fair-Share Percentages.**

Near Term Mitigation Measures

TCP-1A College Avenue/ Canyon Crest Drive. CSU/SDSU shall pay to the City of San Diego its fair-share of the costs to restripe College Avenue to provide an additional (third) northbound through lane from 500 feet south of the Canyon Crest Drive intersection to the I-8 Eastbound Ramps, provided that: (a) the City's share of the mitigation improvement cost has been allocated and is available for expenditure, thereby triggering CSU's fair-share contribution payment; and (b) the state Legislature appropriates the funds for said improvements as requested by CSU in the state budget process.

TCP-2A College Avenue/ Zura Way. CSU/SDSU shall pay to the City of San Diego its fair-share of the costs to provide a traffic signal at the College Avenue/Zura Way intersection, provided that: (a) the City's share of the mitigation improvement cost has been allocated and is available for expenditure, thereby triggering CSU's fair-share contribution payment; and (b) the state Legislature appropriates the funds for said improvements as requested by CSU in the state budget process. No widening of College Avenue is necessary to mitigate this impact. Alternatively, southbound left-turns could be prohibited at the intersection. However, as a result of this mitigation option, an additional southbound left-turn lane would be necessary at the College Avenue/ Montezuma Road intersection.

TCP-3A College Avenue/ Montezuma Road. CSU/SDSU shall pay to the City of San Diego its fair-share of the costs to widen the College Avenue/ Montezuma Road intersection to provide an additional (second) left turn lane at the southbound

and westbound approaches, provided that: (a) the City's share of the mitigation improvement cost has been allocated and is available for expenditure, thereby triggering CSU's fair-share contribution payment; and (b) the state Legislature appropriates the funds for said improvements as requested by CSU in the state budget process.

Long-Term Mitigation Measures

College Avenue/ I-8 Eastbound Ramps. The fair share contribution towards restriping College Avenue to provide an additional northbound through lane from 500 feet south of the Canyon Crest Drive intersection to the I-8 Eastbound Ramps (TCP-1) would mitigate the identified long-term significant impact at the College Avenue/Canyon Crest Drive intersection and no further mitigation is necessary.

College Avenue/ Canyon Crest Drive. The fair share contribution towards restriping College Avenue to provide an additional northbound through lane from 500 feet south of the Canyon Crest Drive intersection to the I-8 Eastbound Ramps (TCP-1) would mitigate the identified long-term significant impact at the College Avenue/Canyon Crest Drive intersection and no further mitigation is necessary.

College Avenue/ Zura Way. The fair share contribution towards installing a traffic signal at the College Avenue/ Zura Way intersection (TCP-2) would mitigate the identified long-term significant impact at the intersection and no further mitigation is necessary.

College Avenue/ Montezuma Road. The fair share contribution towards widening the College Avenue/Montezuma Road intersection to provide an additional (second) left turn lane at the southbound and westbound approaches (TCP-3) would mitigate the identified long-term significant impact at the intersection and no further mitigation is necessary.

TCP-6A 55th Street/ Montezuma Road. CSU/SDSU shall pay to the City of San Diego its fair-share of the costs to provide a right-turn overlap phase at the existing traffic signal for the westbound approach at the 55th Street / Montezuma Road intersection, provided that: (a) the City's share of the mitigation improvement cost has been allocated and is available for expenditure, thereby triggering CSU's fair-share contribution payment; and (b) the state Legislature appropriates the funds for said improvements as requested by CSU in the state budget process.

TCP-7A Montezuma Road/ Campanile Drive. CSU/SDSU shall pay to the City of San Diego its fair-share of the costs to widen Campanile Drive to provide a 75-foot long dedicated right-turn lane on the northbound approach to the Montezuma Road/Campanile Drive intersection, provided that: (a) the City's share of the mitigation improvement cost has been allocated and is available for expenditure, thereby triggering CSU's fair-share contribution payment; and (b) the state Legislature appropriates the funds for said improvements as requested by CSU in the state budget process.

Table 5.0-10, Mitigation Fair-Share Percentages, shows the near-term and long-term fair-share percentages for the University-Serving Retail Alternative for each of the mitigation measures listed above.

Table 5.0-10
Mitigation Fair Share Percentages

Mitigation Measure Number	Impacted Locations	Near-Term	Long-Term
TCP-1	2. College Avenue/ I-8 EB Ramps	N/A	2.14%
TCP -1	3. College Avenue/ Canyon Crest Drive	3.31%	1.46%
TCP -2	4. College Avenue/ Zura Way	3.59%	2.05%
TCP -3	6. College Avenue/ Montezuma Road	2.47%	1.78%
TCP -6	9. Montezuma Road/ 55th Street	N/A	.84
TCP -7	10. Montezuma Road/ Campanile Drive	N/A	1.47%

General Notes:
- N/A = Not applicable for this scenario.

With implementation of the mitigation measures listed above, the identified impacts would be reduced to a level below significant.

With respect to parking, because the retail component of the University-Serving Alternative would be focused on serving the University community rather than both the University and the local community, no parking facilities would be required beyond those already included in the SDSU campus parking inventory.

With respect to impacts relating to project construction activities, and impacts relating to pedestrian/bicycle circulation impacts, the University-Serving Retail Alternative would result in similar impacts as the Proposed Project.

5.4 CITY OF SAN DIEGO REDEVELOPMENT AGENCY ALTERNATIVES

5.4.1 Private Sector Alternative

Under the Private Sector Alternative, the project would be carried out by the private sector, rather than CSU/SDSU, in partnership with the Redevelopment Agency. As stated in the Redevelopment Agency's comment letter on the NOP, a Request for Qualifications (RFQ) was released for a redevelopment project within a portion of the Core Subarea (which includes the Proposed Project location). In its comments, the Redevelopment Agency requested that the Alternatives analysis address the project described in the RFQ, indicating that "a project carried out by the private sector in partnership with the Redevelopment Agency would be subject to all applicable City exactions and, as such, it is expected to result in lesser environmental impacts . . ." (City of San Diego 2008, p. 4). Accordingly, one distinction between the Proposed Project and the Private Sector Alternative that the Redevelopment Agency wishes to draw is that mitigation funding under the Private Sector Alternative would not be subject to legislative appropriation pursuant to the California Supreme Court's ruling in *City of Marina, et al. v. CSU Board of Trustees* (2006) 39 CaL3d 341.

As described in the Redevelopment Agency's RFQ, this alternative would create an urban neighborhood that would provide a transition from the university to the community, consistent with the principal objectives of the College Community Redevelopment Project Area, as well as the College Area Community Plan, College Community Redevelopment Plan, and City of San Diego General Plan. The RFQ provides further that the alternative would serve as a model of sustainable development by striving to achieve platinum-level LEED certification for new construction. Desired components would include high density student housing and commercial uses serving the needs of the student population, as well as the residents of the surrounding community. The alternative also would incorporate public spaces at appropriate scales to serve all users of the site.

This alternative project site encompasses approximately 11 acres and is located immediately south of the SDSU campus, generally bounded by Montezuma Road to the south, SDSU campus boundaries to the east, Aztec Walk to the north, and Campanile Drive to the west. The RFQ notes that the Redevelopment Agency is not requesting a specific project proposal, and that the selected developer would have an opportunity to discuss design alternatives with the Agency at a future date; accordingly, the RFQ did not provide specifics as to the number of student housing units or the amount of commercial square footage that would be developed.

Because a particular project is not defined under this alternative, specific impacts cannot be identified. Because the proposed Plaza Linda Verde project contains many of the elements identified in the RFQ and would be located almost entirely on the same project site, impacts resulting from this alternative are expected to be similar to those anticipated under the Proposed Project.

However, as noted above, one significant distinction would be that under the Proposed Project, funding for off-site mitigation, such as improvements to City streets, would be subject in part to legislative appropriation, consistent with CSU budgeting processes and applicable law. Under such circumstances, due to the uncertainty of legislative funding, the identified impacts potentially could be significant and unmitigated. In contrast, if the project was developed by a private party, mitigation funding would not be partially contingent upon legislative appropriation and, instead, a fair-share payment would be required as a condition of project approval. However, under either scenario, implementation of the recommended roadway improvements is not guaranteed unless the City has full funding for the improvement and the improvement is, in fact, implemented.

Another distinction between this alternative and the Proposed Project is that CSU, as a state entity, is not subject to local land use and planning directives, such as the College Area Community Plan, College Community Redevelopment Plan, and City of San Diego General Plan. Therefore, CSU can construct a project that is inconsistent with these plans, whereas a private party cannot. That said, however, the Proposed Project generally is consistent with these local plans and any discrepancies are relatively minor. Please see EIR **Section 3.7**, Land Use and Planning, for additional information regarding the Proposed Project's consistency with these plans.

In sum, the Private Sector Alternative potentially could result in lesser environmental impacts relative to transportation/circulation than the Proposed Project if the Proposed Project's

designated fair-share payment towards traffic improvements is not appropriated, and assuming the City implements the recommended roadway improvements.

5.4.2 Plan Consistency Alternative

Under the Plan Consistency Alternative, the project identified in the Redevelopment Agency's RFQ would be designed to be consistent with the goals, objectives, and policies of the Redevelopment Plan, City of San Diego General Plan, and all other applicable planning documents and regulations. In order to ensure consistency with the City's Land Development Code, this alternative would develop the site, zoned as CN-1-2, at a maximum density of 29 units per acre. In addition, development within the CN-1-2 zone would be built so as not to exceed a maximum structure height of 30 feet. For a mixed-use development, this would result in ground floor retail uses with one story of residential uses above, rather than four stories of residential uses above, as proposed by the Plaza Linda Verde project. Under these restrictions, this alternative would consist of several two-story mixed-use buildings and would accommodate approximately 25 percent of the residential units included in the Proposed Project.

Consistency with the City's Land Development Code, however, results in an inconsistency with the College Area Community Plan, College Community Redevelopment Plan, City of San Diego General Plan, and various other applicable planning documents. For example, the College Area Community Plan designates the site as Mixed Use Commercial/Residential, which has a minimum density of 75 units per acre. This alternative would be developed at a maximum residential density of 29 units per acre, and would thus be inconsistent with the College Area Community Plan. The City's General Plan identified the site as a Pilot Village as part of the City of Villages strategy, which was intended to focus future housing, retail, employment, educational, and civic uses in mixed-use village centers at relatively high densities. This alternative, thus, would be inconsistent with the City's General Plan and would underutilize significantly a site that has been designated as a prime area for high density, mixed-use development.

Conversely, this alternative could be designed to be consistent with the goals, objectives, and policies of all applicable planning documents and regulations, with the exception of the Land Development Code. Under this scenario, as dictated by the College Area Community Plan, the project could consist of Mixed Use Commercial/Residential uses with densities ranging from 75 to 110 development units per acre on the majority of the site (a portion of the site near

Campanile Drive and Montezuma Road would be subject to densities ranging from 45 to 75 development units per acre). Building heights would be limited to 12 stories.

Aside from this alternative's inconsistency with the Land Development Code, overall impacts to Land Use and Planning would be similar to those of the Proposed Project.

5.4.3 Reduced Campus Boundary Adjustment Alternative

Under the Reduced Campus Boundary Adjustment Alternative, it is assumed that the Proposed Project would be built; however, the Master Plan Boundary Adjustment that is proposed would include only the proposed development sites, rather than the larger boundary adjustment. In the Redevelopment Agency's view, this alternative would allow implementation of the Redevelopment Plan and not deprive the Redevelopment Agency of tax increment funding.

Potential impacts under the Reduced Campus Boundary Alternative would be comparable to those under the Proposed Project. SDSU is not currently proposing any development within the proposed campus boundary adjustment area, nor does it have plans to do so in the near future. As a result, revising the proposed campus boundary adjustment to include only the development portion of the Proposed Project site would not alter the potential environmental impacts nor the significance of any impacts. This alternative would attain all of the Project objectives.

5.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

A summary comparison of the significant impacts attributable to each of the project alternatives relative to the Proposed Project is presented below in **Table 5.0-11, Alternatives Matrix – Impacts Comparison.**

Table 5.0-11
Alternatives Matrix – Impacts Comparison

	No Project Alternative	Reduced Density Alternative	Former Paseo Project Alternative	University-Serving Retail Alternative	Private Sector Alternative	Plan Consistency Alternative	Reduced Campus Boundary Adjustment Alternative
Aesthetics & VQ	L	L	S	S	S	S	S
AQ/Climate Chng	L	L	G	L	S	S	S
Historic Resources	L	S	S	S	S	S	S
Geotechnical/Soils	L	S	S	S	S	S	S
Hazards/ Haz Mat	L	S	S	S	S	S	S
Hydro & WQ	L	S	G	L	S	S	S
Land Use & Plng	G	G	S	G	S	S	S
Noise	L	L	L	L	S	S	S
Arch & Paleo	L	S	S	S	S	S	S
Pop & Housing	G	G	S	S	S	S	S
Pub Utils Svc Sys	L	L	S	S	S	S	S
Trans/Circ & Pkg	L	L	G	L	L	S	S

Notes:

L = Less impacts than the proposed project

G =Greater impacts than the proposed project

S = Similar impacts to the proposed project

As **Table 5.0-11** shows, the Reduced Density Alternative would result in similar type impacts to the Proposed Project, although the impacts would be at a reduced intensity due to the reduced density of this alternative relative to the Proposed Project. The Former Paseo Project Alternative generally would result in impacts similar to the Proposed Project, with the exception of greater impacts to air quality and traffic due to its greater development scope, although the project's contribution to traffic improvements would be guaranteed and, thereby, potentially would be less than the Proposed Project due to the uncertainty of mitigation funding. The University-Serving Retail Alternative generally would result in similar impacts to

the Proposed Project, although traffic impacts, and related noise and air quality impacts, would be less due to the reduced vehicle traffic that would be generated by this alternative.

As to the alternatives proposed by the Redevelopment Agency, the details of the scope and size of the Private Sector Alternative are not available and, therefore, it cannot be determined whether this alternative would result in greater or lesser impacts than the Proposed Project. Assuming the scope would be similar in size to the Proposed Project, the impacts would be comparable, with the potential exception of traffic impacts, which could go unmitigated under the Proposed Project; however, even if the project contribution were guaranteed, there is no similar guarantee that the remainder of the necessary funding would be available or that the necessary improvements in fact would be implemented. As to the Plan Consistency Alternative, the details of this project alternative also are not known, so it cannot be determined whether the alternative would result in greater or lesser impacts than the Proposed Project. However, to the extent the alternative would be consistent with all applicable City and Redevelopment Agency land use planning directives, this alternative would result in lesser impacts relative to Land Use and Planning than would the Proposed Project.

The No Project Alternative, in comparison, would result in no potentially significant impacts and, therefore, it is the environmentally superior alternative. Of the other project alternatives, the Reduced Density Alternative is the environmentally superior alternative because it would result in reduced impacts, and the scope of the reduced impacts would be greater than the other alternatives.