

9.2 COMMENT LETTERS



Linda S. Adams
Secretary for
Environmental Protection



Department of Toxic Substances Control

Maziar Movassaghi
Acting Director
5796 Corporate Avenue
Cypress, California 90630



Arnold Schwarzenegger
Governor

November 8, 2010

Ms. Lauren Cooper
Director, Facilities Planning, Design, and Construction
Business and Financial Affairs
San Diego State University
5500 Campanile Drive
San Diego, California 92182-1624

NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT AND INITIAL STUDY FOR PLAZA LINDA VERDE, SAN DIEGO STATE UNIVERSITY

Dear Ms. Cooper:

The Department of Toxic Substances Control (DTSC) has received your submitted Notice of Availability of the Environmental Impact Report for the above-mentioned project. The following project description is stated in your document: "The proposed Plaza Linda Verde project, which was developed in coordination with community input, would be a transit-based, mixed-use development that would provide several ground, floor commercial and upper floor student housing buildings, a campus green featuring a public promenade, an apartment complex for student housing, and a five-story above grade (plus one level below grade) parking structure to accommodate primarily retail customers. The Proposed Project would be designed as a pedestrian bicycle-friendly, open-air, sustainable urban village that will utilize "green" building practices, drought-tolerant landscaping, and other environmentally sustainable measures; CSU/SDSU will seek Leadership in Energy and Environmental Design ("LEED") certification for the Proposed Project. The Plaza Linda Verde project would enable SDSU to provide additional on-campus student housing and retail services to support the campus and surrounding community, and represents an opportunity to decrease the prevalence of nuisance rental property housing in the College Area community surrounding SDSU".

Based on the review of the submitted document DTSC has the following

S-1-1

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Facilities Planning, Design
and Construction


comments:

S-1-1
Cont.

- 1) The EIR should evaluate whether conditions within the project area may pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies:
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 - The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).
- 2) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If necessary, DTSC would require an oversight agreement in order to review such documents.

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|----|--|-------|
| 3) | Any environmental investigations, sampling and/or remediation for a site should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. The findings of any investigations, including any Phase I or II Environmental Site Assessment Investigations should be summarized in the document. All sampling results in which hazardous substances were found above regulatory standards should be clearly summarized in a table. All closure, certification or remediation approval reports by regulatory agencies should be included in the EIR. | S-1-4 |
| 4) | If buildings, other structures, asphalt or concrete-paved surface areas are being planned to be demolished, an investigation should also be conducted for the presence of other hazardous chemicals, mercury, and asbestos containing materials (ACMs). If other hazardous chemicals, lead-based paints (LPB) or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies. | S-1-5 |
| 5) | Future project construction may require soil excavation or filling in certain areas. Sampling may be required. If soil is contaminated, it must be properly disposed and not simply placed in another location onsite. Land Disposal Restrictions (LDRs) may be applicable to such soils. Also, if the project proposes to import soil to backfill the areas excavated, sampling should be conducted to ensure that the imported soil is free of contamination. | S-1-6 |
| 6) | Human health and the environment of sensitive receptors should be protected during any construction or demolition activities. If necessary, a health risk assessment overseen and approved by the appropriate government agency should be conducted by a qualified health risk assessor to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment. | S-1-7 |
| 7) | If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the | S-1-8 |
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facility should also obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.

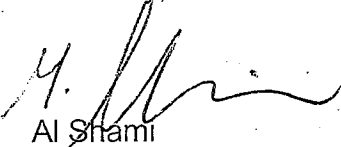
S-1-8
Cont.

- 8) DTSC can provide cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies that are not responsible parties, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see www.dtsc.ca.gov/SiteCleanup/Brownfields, or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489.

S-1-9

If you have any questions regarding this letter, please contact me at ashami@dtsc.ca.gov, or by phone at (714) 484-5472.

Sincerely,



Al Shami
Project Manager
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044
state.clearinghouse@opr.ca.gov

CEQA Tracking Center
Department of Toxic Substances Control
Office of Environmental Planning and Analysis
P.O. Box 806
Sacramento, California 95812
ADelacr1@dtsc.ca.gov

CEQA# 3021

DEPARTMENT OF TRANSPORTATION

DISTRICT 11
 4050 TAYLOR STREET., MS 240
 SAN DIEGO, CA 92110
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 TTY 711

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Facilities Planning, Design
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November 10, 2010

11-SD-8

PM 8.20

DEIR SCH 2009011040

Ms. Lauren Cooper
 California State University Board of Trustees
 San Diego State University
 5500 Campanile Drive
 San Diego, CA 92182-1624

Dear Ms. Cooper:

The California Department of Transportation (Caltrans) appreciates the opportunity to have reviewed the Draft Environmental Impact Report (DEIR) for the proposed Plaza Linda Verde, San Diego State University (SDSU) project. Given Caltrans mission of improving mobility and our direct responsibility as owner/operator of the State Highway System, Caltrans considers itself a key stakeholder in actively working with other public agencies in determining the necessary transportation improvements to accompany land use and development decisions that affect the regional transportation network. Caltrans has the following comments on the Plaza Linda Verde project DEIR:

S-2-1

I. The DEIR fails to properly address impacts to the State Highway System

- 1) The Plaza Linda Verde DEIR only identified impacts to State transportation facilities in the "Long-Term (2030)" scenario at the College Avenue/I-8 eastbound (EB) Ramps. This impact will be mitigated as stated in the DEIR, "through a fair-share contribution towards re-striping College Avenue to provide an additional (third) northbound (NB) through lane from 500 feet south of the Canyon Crest Drive intersection to the I-8 EB ramps..."

S-2-2

Caltrans preliminary review of this mitigation proposal to increase storage capacity on the EB I-8 to College Avenue off-ramp and to modify the ramp's terminus with College Avenue will involve the removal of the median island, and the ramp alignment would be modified so that the lanes terminate at a right angle to College Avenue. The signals would be replaced and relocated, and the free right to Canyon Crest Drive would be retained. The box culvert that runs under I-8 may need to be reviewed for possible modification, and at a minimum, require a retaining wall between the right shoulder and Alvarado Creek. For these reasons, this mitigation measure needs to be further analyzed. Caltrans suggests that the preferred mitigation

approach include the development of a Project Study Report (PSR) to identify specific design improvements to the I-8 and College Avenue Interchange.

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Cont .

- 2) In addition, Caltrans provided to SDSU preliminary engineering cost estimates for proposed mitigation to I-8 and College Avenue identified in the SDSU Campus Master Plan EIR in order to calculate the appropriate fair-share responsibility.

California Public Resources Code §21002 creates a substantive policy by which agencies cannot approve projects with significant environmental impacts when feasible mitigation measures can substantially lessen or avoid such impacts. This policy is restated in the California Environmental Quality Act (CEQA) Guidelines §15002(a), which describes the basic purposes of CEQA as, *inter alia*, identifying the ways that environmental damage can be avoided or significantly reduced, and preventing damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures that the lead agency finds to be feasible. A lead agency is responsible for mitigating significant impacts or it can make a finding of overriding considerations.

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S - 2 - 3

- 3) Although not identified as an impact in the DEIR, the College Avenue Overcrossing, at a minimum, needs to be widened by one lane for NB traffic. This comment has been brought up by Caltrans on previous development reviews in this area, including SDSUs Campus Master Plan.

S - 2 - 4

For the reasons stated, fair-share towards the development of a PSR for the entire interchange would be a preferred mitigation approach. The PSR will also need to take into account all pedestrian and bicycle connectivity and infrastructure.

"Caltrans improves mobility across California"

II Traffic Analysis

- 1) Caltrans disagrees with the baseline analysis used in the document. The traffic analysis scenarios should include a project only analysis in the year the project is anticipated to start construction to measure against existing conditions in determining potential traffic impact significance. Existing + Near Term Cumulative is not an appropriate baseline by which to determine project specific impacts. What time frame does this scenario represent? Is it anticipated that the cumulative projects assumed in this analysis would be approved and permitted at the time the Plaza Linda Verde development begins occupancy? Please provide further explanation of this baseline analysis.

S-2-5

Including the scenario for the year of anticipated construction as the baseline for determining significance identifies that in the Existing Condition for the College Avenue/I-8 EB ramps in the AM peak operating at Level of Service (LOS) E, and LOS B in the PM peak. In the Existing + Near Term Cumulative baseline that was used shows LOS F in the AM peak and LOS D in the PM peak. Applying this scenario as the baseline assumes other development traffic being in place, and as a result, does not identify an impact from the change in LOS from E to F in the AM peak, and B to D in the PM peak. Therefore, a proposed project only traffic scenario should be used for each phase of the development by which to measure against existing conditions to determine any direct project impacts. The change in LOS from the Existing Condition to the Near Term Cumulative baseline is not accounted for and is not an appropriate baseline to determine project impacts.

- 2) SDSU should also work with the San Diego Association of Governments (SANDAG) and the Metropolitan Transit System (MTS) to ensure that opportunities to include transit needs are studied and included in the design process for future transportation improvements, including potential issues and improvements for bicycles and pedestrians. Transportation Demand Management (TDM) strategies such as carpool and vanpool information should also be considered into the overall strategy.
- 3) Any encroachment into Caltrans right-of-way (R/W) to perform off-site mitigation work will require an Encroachment Permit from Caltrans. The applicant must provide an approved final environmental document including the CEQA determination addressing any environmental impacts within the Caltrans' R/W, mitigation for those impacts, and any corresponding technical studies.
- 4) For mitigation work within CT R/W, copies of all project-related environmental documentation, studies, and clearances, should be included with the project proponent's Encroachment Permit application to Caltrans for work within State's R/W. If these materials are not included with the Encroachment Permit application, the applicant will be required to acquire and provide these to Caltrans before the

S-2-6

S-2-7

S-2-8

Ms. Lauren Cooper
November 10, 2010
Page 4

Permit Application will be accepted. Encroachment Permit submittals that are incomplete can result in significant delays in permit approval. The developer will also be responsible for procuring any necessary permits or approvals from the regulatory and resource agencies for the improvements.

S-2-8
Cont.

If you have any questions or require further information, please contact Trent Clark at (619) 688-3140 or Trent.Clark@dot.ca.gov.

Sincerely,



JACOB M. ARMSTRONG, Chief
Development Review Branch

c: State Clearinghouse



Arnold Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Cathleen Cox
Acting Director

November 12, 2010

Lauren Cooper
California State University Board of Trustees
San Diego State University
5500 Campanile Drive Room 130
San Diego, CA 92182-1624

Subject: San Diego State University's Plaza Linda Verde Project
SCH#: 2009011040

Dear Lauren Cooper:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on November 10, 2010, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

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Facilities Planning, Design
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**Document Details Report
State Clearinghouse Data Base**

SCH# 2009011040
Project Title San Diego State University's Plaza Linda Verde Project
Lead Agency California State University Trustees

Type EIR Draft EIR

Description The proposed project is a mixed-use student housing project that would be constructed on property located immediately south of the existing SDSU Campus Master Plan boundary, generally between Aztec Walk and Montezuma Road, and College Avenue and Campanile Drive. The project would include approximately 90,000 gross sf of ground-floor university/community-serving commercial/retail uses, and upper-floor student housing, containing approximately 294 apartments to house approximately 1,216 students. The project also would include: student apartment buildings, with approximately 96 apartments to house an additional approximate 416 students; parking facilities for approximately 500 vehicles; a Campus Green featuring a public promenade; and pedestrian malls (in place of existing streets/alleys) to facilitate a pedestrian-friendly atmosphere and link the project site to the main campus. The proposed project also would include the demolition of existing structures and parking lots, and development of portions of the project would be contingent upon the vacation of certain existing vehicular rights-of-way and the acquisition of properties. In conjunction with the proposed project, CSU/SDSU also is proposing to amend the SDSU Campus Master Plan boundary, such that the southern campus boundary between 55th Street and one block east of College Avenue would be extended south generally from the existing boundary at Aztec Walk to Montezuma Road.

Lead Agency Contact

Name	Lauren Cooper	
Agency	California State University Board of Trustees	
Phone	619-594-5224	Fax
email		
Address	San Diego State University 5500 Campanile Drive Room 130	
City	San Diego	State CA Zip 92182-1624

Project Location

County	San Diego			
City	San Diego			
Region				
Lat / Long				
Cross Streets	Montezuma Road and College Ave			
Parcel No.	Various			
Township		Range	Section	Base

Proximity to:

Highways	I-8
Airports	
Railways	
Waterways	
Schools	SDSU
Land Use	Present: Varied Uses/Zoning: CN-1-2;RM-3-9/ City's GP: Multiple Use, Residential, Institutional, Public or Semi-Public Facilities.

Project Issues Soil Erosion/Compaction/Grading; Noise; Public Services; Traffic/Circulation; Archaeologic-Historic; Recreation/Parks; Air Quality; Landuse; Population/Housing Balance; Water Quality; Other Issues; Aesthetic/Visual; Drainage/Absorption; Cumulative Effects; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Growth Inducing; Minerals; Schools/Universities; Sewer Capacity; Solid Waste; Toxic/Hazardous; Water Supply

Note: Blanks in data fields result from insufficient information provided by lead agency.

**Document Details Report
State Clearinghouse Data Base**

Reviewing Agencies	Resources Agency; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Resources, Recycling and Recovery; California Highway Patrol; Caltrans, District 11; Regional Water Quality Control Board, Region 9; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission; Other Agency(ies)
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Date Received	09/27/2010	Start of Review	09/27/2010	End of Review	11/10/2010
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Linda S. Adams
Secretary for
Environmental Protection



Department of Toxic Substances Control

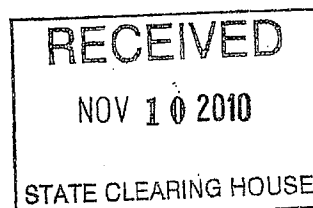
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San Diego, California 92182-1624

SCH# 2009011040

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Ms. Lauren Cooper
November 8, 2010
Page 2

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Page 4

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Sincerely,


Al Shami
Project Manager
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044
state.clearinghouse@opr.ca.gov

CEQA Tracking Center
Department of Toxic Substances Control
Office of Environmental Planning and Analysis
P.O. Box 806
Sacramento, California 95812
ADelacr1@dtsc.ca.gov

CEQA# 3021

DEPARTMENT OF TRANSPORTATION

DISTRICT II

4050 TAYLOR STREET., MS 240

SAN DIEGO, CA 92110

PHONE (619) 688-6960

FAX (619) 688-4299

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DEIR SCH 2009011040

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California State University Board of Trustees
San Diego State University
5500 Campanile Drive
San Diego, CA 92182-1624

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II Traffic Analysis

- 1) Caltrans disagrees with the baseline analysis used in the document. The traffic analysis scenarios should include a project only analysis in the year the project is anticipated to start construction to measure against existing conditions in determining potential traffic impact significance. Existing + Near Term Cumulative is not an appropriate baseline by which to determine project specific impacts. What time frame does this scenario represent? Is it anticipated that the cumulative projects assumed in this analysis would be approved and permitted at the time the Plaza Linda Verde development begins occupancy? Please provide further explanation of this baseline analysis.

Including the scenario for the year of anticipated construction as the baseline for determining significance identifies that in the Existing Condition for the College Avenue/I-8 EB ramps in the AM peak operating at Level of Service (LOS) E, and LOS B in the PM peak. In the Existing + Near Term Cumulative-baseline that was used shows LOS F in the AM peak and LOS D in the PM peak. Applying this scenario as the baseline assumes other development traffic being in place, and as a result, does not identify an impact from the change in LOS from E to F in the AM peak, and B to D in the PM peak. Therefore, a proposed project only traffic scenario should be used for each phase of the development by which to measure against existing conditions to determine any direct project impacts. The change in LOS from the Existing Condition to the Near Term Cumulative baseline is not accounted for and is not an appropriate baseline to determine project impacts.

- 2) SDSU should also work with the San Diego Association of Governments (SANDAG) and the Metropolitan Transit System (MTS) to ensure that opportunities to include transit needs are studied and included in the design process for future transportation improvements, including potential issues and improvements for bicycles and pedestrians. Transportation Demand Management (TDM) strategies such as carpool and vanpool information should also be considered into the overall strategy.
- 3) Any encroachment into Caltrans right-of-way (R/W) to perform off-site mitigation work will require an Encroachment Permit from Caltrans. The applicant must provide an approved final environmental document including the CEQA determination addressing any environmental impacts within the Caltrans' R/W, mitigation for those impacts, and any corresponding technical studies.
- 4) For mitigation work within CT R/W, copies of all project-related environmental documentation, studies, and clearances, should be included with the project proponent's Encroachment Permit application to Caltrans for work within State's R/W. If these materials are not included with the Encroachment Permit application, the applicant will be required to acquire and provide these to Caltrans before the

Ms. Lauren Cooper
November 10, 2010
Page 4

Permit Application will be accepted. Encroachment Permit submittals that are incomplete can result in significant delays in permit approval. The developer will also be responsible for procuring any necessary permits or approvals from the regulatory and resource agencies for the improvements.

If you have any questions or require further information, please contact Trent Clark at (619) 688-3140 or Trent.Clark@dot.ca.gov.

Sincerely,



JACOB M. ARMSTRONG, Chief
Development Review Branch

c: State Clearinghouse



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R-1

NOV 12 2010

Facilities Planning, Design
and Construction

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Fax (619) 699-1905
www.sandag.org

November 10, 2010

File Number 3330300

Ms. Lauren Cooper, Director-Facilities Design
Planning & Construction
San Diego State University
5500 Campanile Drive
San Diego, CA 92182-1624

Dear Ms. Cooper:

SUBJECT: Plaza Linda Verde Draft Environmental Impact Report (DEIR)

Thank you for the opportunity to comment on the above-referenced DEIR. The San Diego Association of Governments' (SANDAG's) comments are made from a regional perspective, emphasize the need for land use and transportation coordination, and are based on policies contained in the Regional Comprehensive Plan (RCP) and the 2030 Regional Transportation Plan (RTP). State law gives SANDAG the authority to determine whether a project or plan will need to be reviewed for regional significance. SANDAG staff has reviewed this project and determined that it is regionally significant due to the amount of traffic generated. Therefore, environmental review of this project should include consideration of applicable policy objectives contained in the RCP and the RTP.

Multimodal Transportation Analysis

The 2030 RTP sets forth a multimodal approach to meeting the region's transportation needs. As such, it is requested that the traffic analysis for this project also consider balancing the needs of motorists, transit riders, pedestrians, and bicyclists and include the following impact analysis. Please note that SANDAG is currently developing the 2050 RTP.

Smart Growth Opportunity Areas

A key goal of the RCP is to focus growth in smart growth opportunity areas. The proposed project is located within two existing smart growth opportunity areas, Community Center 5D-CO-1 and Special Use Center SD-CO-2, identified on the Smart Growth Concept Map. The Community Center calls for a residential density of 20 units per acre with mixed uses, and the Special Use Center calls for an optional residential component and a minimum of 50 employees per acre. Transit service to support these place types currently exists in the project area.

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R-1-1

R-1-2

R-1-3

This project contributes toward the project area meeting the density and intensity targets of the Community Center and Special Use Center place types. SANDAG commends San Diego State University (SDSU) for its efforts in developing smart growth, walkable, and transit-supportive development.

R-1-3
C

Draft EIR Specific Comments

The following are a list of concerns that SANDAG has with the DEIR:

1. The DEIR assumes on page 3.12-14 that the 2007 Campus Master Plan (CMP) would add 10,000 average daily trips (ADT) to the area roadways. SANDAG objects to this figure on the grounds that the CMP EIR significantly underestimated vehicle trip rates, as explained in SANDAG's August 2007 comments on the Draft CMP Environmental Impact Report (EIR), and in its briefs in the ongoing litigation of Draft CMP EIR between SDSU, SANDAG, Metropolitan Transit System (MTS) and the City of San Diego (*Del Cerro Action Council, et al. v. Board of Trustees of the California State University*; San Diego Superior Court Case No. GIC855643; Court of Appeal Case No. D057446).
2. Discussion of mitigation in Section 3.12.7.2 (Transportation): SANDAG disagrees with the interpretation of *City of Marina v. Board of Trustees of California State University* (2006) 39 Cal.4th 341 set forth in the DEIR. Specifically, *City of Marina* should not be taken to mean that the Board of Trustees of the California State University (CSU) need only fund its fair share of mitigation if the Legislature grants its request to do so. CSU/SDSU has an obligation to identify and implement all feasible mitigation. There is no evidence that it would be infeasible for CSU/SDSU to mitigate all traffic impacts of the project even if the Legislature rejects its request. In fact, it appears CSU/SDSU can pay its fair-share percentage regardless of Legislative approval, as demonstrated by the fact that it has agreed to pay its fair-share of the mitigation costs attributable to the retail component to the City of San Diego. CSU/SDSU should pay its fair-share mitigation costs for the student housing component as well, whether or not the Legislature specifically grants it funds to do so. This is true for all roadway improvements identified in the mitigation measures set forth in Section 3.12 of the EIR, including those that were included within mitigation measures adopted by the CSU Board of Trustees in November 2007 in connection with certification and approval of the SDSU 2007 Campus Master Plan (CMP) Revision Final Environmental Impact Report (SCH# 200702102). Failure to explore all feasible means of mitigating the project's traffic impacts will result in unmitigated impacts to State and local facilities, which will in turn impact local and regional transit.
3. On page 3.12-67: The EIR applied a 25-percent trolley mode split to the Project trip generation to estimate the potential increase in trolley ridership attributable to the proposed Project, which appears consistent with the rates in the Redevelopment EIR upon which the DEIR bases its analysis.¹ Appropriately, the Plaza Linda Verde EIR does not assume any additional reduction in vehicle trips based on an expected increase in trolley ridership. While SANDAG agrees with this approach, we note that it is inconsistent with the additional reduction in vehicle trips the CMP EIR took as credit

R-1-4

R-1-5

R-1-6

¹ SANDAG has not been able to verify consistency with the Redevelopment EIR, because the version of the EIR's traffic appendix (Appendix 3.12) posted to the Plaza Linda Verde EIR webpage (http://newscenter.sdsu.edu/plazalindaverde/images/appendix_3_12.pdf) omits a referenced sub-appendix, Appendix I, which apparently includes excerpts from College "Community Redevelopment Plan EIR" and "The Paseo at SDSU EIR." CEQA requires that appendices "be readily available for public examination." (CEQA Guidelines § 15147.) CSU/SDSU should make this information available immediately and should extend the public comment period for an additional two weeks (minimum) after that.

for increased trolley ridership on top of the Redevelopment EIR rate. Please explain the rationale behind this seemingly inconsistent approach.

R-1-6
Cont.

4. Bus service impacts should also be mitigated from a service and infrastructure need. Cost increases due to service expansion or any negative impacts to current operations should be mitigated. Critical capital improvements for buses should include a bus-only signal for a left turn from the transit center onto northbound College Avenue. This improvement was previously included in the Paseo EIR and should be included in this DEIR, as it is critically needed to move buses through the transit center and eliminate unnecessary delay.

R-1-7

5. The DEIR does not consider Transportation Demand Management (TDM) strategies, as requested in SANDAG's Notice of Preparation comment letter to SDSU dated February 13, 2010, that called for promoting alternatives to driving alone during peak periods such as carpooling, vanpooling, bicycling, telecommuting, flexible work hours for employees, and the potential of a TDM plan as a part of this project to help mitigate significant regional transportation impacts. We recommend contacting the SANDAG iCommute program to explore TDM options.

R-1-8

Consult with MTS and Caltrans

SANDAG advises the project applicant to consult with MTS, the transit service provider within the project area, and also with Caltrans to coordinate planned transit and/or highway improvements.

R-1-9

Additionally, when analyzing future (2030) traffic conditions, SANDAG recommends using the transportation network included in the RTP Reasonably Expected funding scenario.

R-1-10

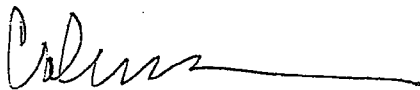
Conclusion

We appreciate the opportunity to comment on the DEIR. We encourage SDSU, where appropriate, to evaluate the project based on the following SANDAG publications: (1) *Designing for Smart Growth, Creating Great Places in the San Diego Region*, (2) *Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region*, (3) *Trip Generation for Smart Growth*, and (4) *Parking Strategies for Smart Growth*. These publications can be found on our Web site at www.sandag.org/igr.

R-1-11

If you have any questions or concerns regarding SANDAG's comments on this project, please contact me at (619) 699-1944 or ccl@sandag.org.

Sincerely,



COLEEN CLEMENTSON
Principal Planner

RSA/CCL/dmi



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November 29, 2010

File Number 3330300

Ms. Lauren Cooper, Director
Facilities Planning, Design, and Construction
San Diego State University
5500 Campanile Drive
San Diego, CA 92182-1624

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Unified Port District

San Diego County
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Southern California
Tribal Chairmen's Association

Mexico

Dear Ms. Cooper:

SUBJECT: Plaza Linda Verde Draft Environmental Impact Report
(Sub Appendix 1 to the LLG Technical Impact Analysis Technical
Report)

This second comment letter is being submitted per review of the recently
received *Sub Appendix 1 to the LLG Technical Impact Analysis Technical
Report*. We have the following comments to share:

- As a resource, the San Diego Association of Governments (SANDAG)
has a smart growth trip generation tool and smart growth parking
study available. Please consider the use of these tools in your analysis.
- Please account for why the old parking studies were included in the
appendix. In addition, please explain why the same number of parking
spaces were recommended as for the old Paseo project, based on the
2004 parking study.

If you have any questions or concerns regarding SANDAG's comments on this
project, please contact me at (619) 699-1944 or ccl@sandag.org.

Sincerely,

COLEEN CLEMENTSON
Principal Planner

CCL/RSA/adi

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Facilities Planning, Design
and Construction

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R-2-2



L-1

THE CITY OF SAN DIEGO

RECEIVED

November 3, 2010

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Lauren Cooper, Director
Facilities Planning Design and Construction
Business and Financial Affairs
San Diego State University
5500 Campanile Drive
San Diego, CA 92182-1624

Facilities Planning, Design
and Construction

Dear Ms. Cooper,

The City of San Diego has received the Draft Environmental Impact Report for the Plaza Linda Verde project prepared by San Diego State University. The Notice of Availability distributed with the document indicated that the public review and comment period for the DEIR was 45 days and will end on November 10, 2010.

Pursuant to CEQA Guidelines Section 15105(a), the public review period of a draft EIR should be no less than 30 days nor longer than 60 days except in "unusual circumstances." In accordance with the above, the City of San Diego requests a 90-day extension of the public review period of the subject document based on the following facts which the City of San Diego strongly considers to be "unusual circumstances" which warrant the 90-day extension request:

- (1) The length of the draft EIR (approximately 370 pages) and associated appendices of similar length including 11 technical appendices which presumably support the conclusions of the draft EIR;
- (2) The complexity of the project's impacts to the City of San Diego, particularly its impacts to public facilities and services. The length and complexity of the record which must be reviewed and considered in order for all the City Departments to be able to submit an adequate response to the subject DEIR. There are over 15 disciplines within the City of San Diego which must review the document. The EIR References section is 17 pages long and, while there are redundancies in this section, said references are not inclusive of all the documents which the City staff must consider in their review of the draft EIR;
- (3) Related and pending litigation matters between the City of San Diego Redevelopment agency and SDSU which further underscore the need for a careful and thorough review of the draft EIR and the record at large.

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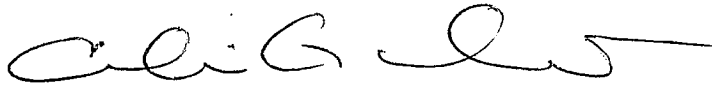


Page 2
Ms. Lauren Cooper
November 3, 2010

The City of San Diego appreciates your consideration of the extension request based on the above reasons.

L-1-1
Cont.

Sincerely,



Cecilia Gallardo, Assistant Deputy Director
Development Services Department

JEC:jec

cc: Jay Goldstone, Chief Operating Officer, City of San Diego
Janice Weinrick, Executive Director, Redevelopment Agency
Kendall Berkey, Agency General Counsel
Kevin Reisch, Agency General Counsel
Murray Kane, Agency Special Counsel
Christine Leon, Deputy City Attorney
Phil Rath, Mayor's Office
Kelly Broughton, Director, Development Services Department
William Anderson, Director, CPCI
Cecilia Gallardo, Assistant Deputy Director
Eliana Barreiros, Redevelopment Project Manager
Max Stalheim, Senior Planner
Jean Cameron, Senior Planner



L-2

THE CITY OF SAN DIEGO

November 8, 2010

SENT VIA ELECTRONIC MAIL AND HAND DELIVERED

Ms. Lauren Cooper
Director
Facilities Planning, Design and Construction
Business and Financial Affairs
San Diego State University
5500 Campanile Drive
San Diego, CA 92182-1624

RE: *Extension of 45-Day Review and Comment Period on Draft Environmental Impact Report for Plaza Linda Verde Project*

Dear Ms. Cooper,

In response to San Diego State University's (SDSU) release of the Draft Environmental Impact Report (Draft EIR) on September 27, 2010 for the proposed Plaza Linda Verde Project (Project) for public review and comment due on or before November 10, 2010, the Redevelopment Agency for the City of San Diego (Redevelopment Agency) respectfully requests a 35-day extension of the public comment period to allow the Redevelopment Agency and the College Community Redevelopment Project Area Committee (College Community PAC) a reasonable opportunity to review and comment on the voluminous Draft EIR, including its extensive Appendices.

The proposed Project is located south of SDSU's existing campus and within the College Community Redevelopment Project Area (Project Area). As such, the Redevelopment Agency and the PAC have significant interests in the details of the proposed Project, the contents of the Draft EIR and Appendices, and the potential impacts of the proposed Project on the Redevelopment Agency's goals and objectives for implementing the Redevelopment Plan and Five-Year Implementation Plan for the Project Area. Accordingly, the draft EIR should take into account prospective plans for development in the area surrounding the subject Property – the details of which can be found in the Redevelopment Plan and the Five-Year Implementation Plan.

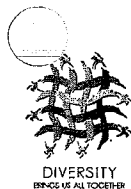
In accordance with CEQA Guidelines section 15086(a)(3), SDSU is required to solicit comments on the Draft EIR from the Redevelopment Agency – as an agency that exercises jurisdiction over resources which may be affected by the Project. Due to the short review period, the Redevelopment Agency may be unable to provide SDSU with its detailed comments on or before November 10, 2010, for the following reasons:

L-2-1



Redevelopment Agency

1200 Third Avenue, Suite 1400, MS 56D • San Diego, CA 92101-4110
Tel (619) 236-6700 Fax (619) 533-3219



- Given the magnitude of the proposed Project and the sheer volume and complexity of the Draft EIR, including its extensive Appendices (which may require the need to retain and receive input from independent consultants), the Redevelopment Agency requires more time to analyze and address the issues raised in the Draft EIR.
- The Redevelopment Agency significantly relies on the College Community PAC to review and provide input on matters that affect implementation of the Redevelopment Plan and Five-Year Implementation Plan for the Project Area. As the next College Community PAC meeting may not take place until the first Tuesday of December 2010, the Redevelopment Agency believes a 90-day extension of the public comment period would provide a reasonable amount of time to receive input from the College Community PAC members required by the EIR process. "Public participation is an essential part of the CEQA process." CEQA Guidelines section 15201; *Dixon v. Superior Court*, 30 Cal. App. 4th 733, 743 (1994), *review denied* ("Essential to CEQA proceedings is the public comment and review process; its purpose is to inform those who ultimately make important decisions regarding the environment."). Further, although SDSU has been a long term recipient of the notices of College Community PAC meetings, the 45-day comment period was ill-timed as falling in between College Community PAC meetings, which generally occur every other even-numbered month.
- CEQA Guidelines section 15087(e) provides that the comment period shall be combined with the consultation with pertinent agencies (e.g. the Redevelopment Agency) required under CEQA Guidelines section 15086. Extending the comment period by 90 days will help enable SDSU and the Redevelopment Agency to meet their respective statutory obligations to consult with one another on the Draft EIR.

Notably, CEQA does not mandate a 45-day comment period. CEQA section 21091(a) provides the public comment period for a draft EIR shall be *at least* 45 days (emphasis added). CEQA Guidelines section 15105(a) provides that the public comment period of a draft EIR *should* not be longer than 45 days (when submitted to the State Clearinghouse) except in "unusual circumstances" (emphasis added). See also *Laurel Heights Improvement Association of San Francisco, Inc. v. Regent of the University of California*, 6 Cal. 4th 1112, 1123 (1993) ("The comment period is generally no shorter than 30 days and no longer than 90 days [cites omitted].") Thus, there is no requirement that the comment period be limited to 45 days. Here, it is reasonable for the public comment period to be set for a period long enough to afford sufficient time for the College Community PAC to meet, discuss, and provide input and for the Redevelopment Agency to evaluate the Draft EIR and advise SDSU of its comments.

Finally, "unusual circumstances" exist in support of extending the comment period in accordance with CEQA Guidelines section 15105(a). "[T]he unusual circumstances test is satisfied 'where the circumstances of a particular project (i) differ from the general

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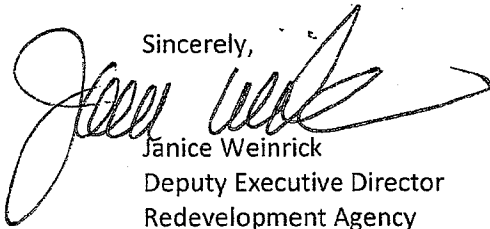
circumstances of the projects covered by a particular categorical exemption, and (ii) those circumstances create an environmental risk that does not exist for the general class of exempt projects'..." *Banker's Hill, et. al v. City of San Diego, et. al*, 139 Cal.App.4th 249, 278 citing *Azusa Land Reclamation Company, Inc. v. Main San Gabriel Basin Watermaster et al*, 52 Cal.App.4th 1165, 1207 (1997) (solving for "unusual circumstances" in the context of CEQA Guidelines section 15300.2(c) for when a categorical exemption should be excepted from applying).

In *Azusa Land*, 52 Cal.App.4th at 1208, the court applied the "unusual circumstances test" to conclude that there was a host of circumstances that were unusual as a matter of law when compared with the circumstances surrounding typical landfill facilities that warranted excepting the proposed project as categorically exempt. Here, the volume of material in the Draft EIR, the inability to receive input from the College Community PAC – a key stakeholder group, the significance of the Project and the sensitivity of the pending litigation between SDSU and the Redevelopment Agency demonstrate the proposed Project is more than just "run-of-the-mill" – clearly, unusual circumstances exist to warrant an exception to the 45-day comment period in this matter.

For the foregoing reasons, the Redevelopment Agency respectfully requests that the public comment period for the Draft EIR be extended until December 15, 2010.

We look forward to your anticipated cooperation with the matters discussed above. Should you have any questions or comments, please do not hesitate to contact Eliana Barreiros, Project Manager, at 619.236.6267 or via e-mail at ebarreiros@sandiego.gov.

Sincerely,



Janice Weinrick
Deputy Executive Director
Redevelopment Agency

cc: Jerry Sanders, Mayor and Agency Executive Director
Jay Goldstone, Assistant Executive Director
Elisa Cusato, Deputy City Attorney
Kendall Berkey, Agency Special Counsel
Maureen Ostrye, Community Redevelopment Coordinator
Eliana Barreiros, Project Manager

L-2-1
Cont.

MARGARET MOORE SOHAGI

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November 10, 2010

Ms. Lauren Cooper, Director, Department of Facilities Planning, Design and Construction
Administration Building, Room 130
San Diego State University
5500 Campanile Drive
San Diego, CA 92182-1624

Re: San Diego State University (SDSU) Plaza Linda Verde Project
September 2010 Draft Environmental Impact Report (DEIR)

Dear Ms. Cooper:

The San Diego Metropolitan Transit System (MTS) provides bus and rail services throughout San Diego County, including the area surrounding San Diego State University (SDSU). The Sohagi Law Group represents MTS for purposes of its review of the above-referenced DEIR under the California Environmental Quality Act (CEQA, Public Resources Code, §21000, et seq.).

L-3-1

MTS appreciates the opportunity to comment on the DEIR. MTS is concerned, however, that its bus and rail service may be impacted to a greater extent than disclosed in the DEIR. A decreased level of bus and trolley service may result in corresponding environmental impacts on traffic congestion and air emissions. To help address these concerns, MTS submits the following comments.

Capacity and Demand Calculations

MTS is pleased to see that the DEIR provides a quantitative transit analysis for trolley service. However, MTS requests clarification on the following regarding the trolley capacity calculation:

L-3-2



Ms. Lauren Cooper, Director, Department of Facilities Planning, Design and Construction
San Diego State University
November 10, 2010
Page 2

- How was the peak hour factor derived/calculated? Why would capacity be different by time period and direction?
- How was existing ridership calculated? (Arrivals+throughs, departure load, ons+offs, etc.) This should be footnoted for clarity.

L-3-2
Cont.

In addition to the quantitative trolley service analysis, MTS believes the EIR should provide a quantitative capacity or projected ridership analysis for bus service. The DEIR asserts on Page 3.12-68 that "the bus system has greater flexibility relative to routes and capacity expansion." However, an assumption that the bus system is infinitely expandable is not correct. In addition to the financial cost of added bus service, there is finite capacity at the SDSU Transit Center. Adding more service into a transit center already at capacity would result in buses circling the area while waiting for an available parking bay to open. This would result in the potential for increased environmental impacts, including traffic and emissions impacts.

L-3-3

Further, the DEIR states on page 3.12-66 that the catchment area for neighborhood-oriented retail and commercial uses is expected to be local, and concludes on this basis that transit ridership will not increase significantly as a result of this development. This ignores ridership demand from the workforce. It is reasonable to expect that a sizable percentage of the employees at the new retail and commercial businesses will not be local and will utilize transit service to access these jobs. The EIR should clarify how it accounted for these employment trips in the transit analysis. If the DEIR did not account for them, these trips should be added to the transit trip generation calculation in the Final EIR. If project-specific employment information is not available, MTS suggests using existing data from SDSU's employee base on campus to make reasonable assumptions regarding the number of employees at the new retail and commercial businesses, their trip origins, and the mode share.

L-3-4

Additionally, the DEIR's discussion of transit impacts only specifically addresses impacts to passenger capacity. The DEIR does not address traffic impacts to bus schedule running times, which could reasonably be expected to increase as a result of increased traffic congestion on roadways stemming from the proposed project. Increased running times requires MTS to use more buses to operate the same schedules, with the associated traffic congestion and emissions implications of added buses in the area.

L-3-5

Similarly, the quality of bus service degrades when transit trip travel times increase. Ridership models directly correlate travel time changes with ridership, and studies have

L-3-6
↓

Ms. Lauren Cooper, Director, Department of Facilities Planning, Design and Construction
San Diego State University

November 10, 2010

Page 3

shown that travel time is a critical indicator of mode choice.¹ Therefore, increases in transit travel time generally result in decreases in transit travel mode share, and a corresponding increase in vehicle travel. MTS suggests that the potential for this increased vehicle travel and the corresponding environmental effects of such an increase be estimated through a bus circulation analysis showing plan impacts on bus routings and run times, including the addition of the Mid-City Rapid bus, scheduled to start in 2012.

L-3-6
Cont.

MTS suggests the following mitigation measure to reduce impacts to transit travel time:

- Stripe an 11' right-turn/bus-only lane on westbound Montezuma Road from Montezuma Place to Campanile Drive.

L-3-7

This measure would allow buses inbound on Montezuma to the SDSU Transit Center to approach Campanile Drive without waiting for queued westbound traffic to clear.

Inconsistencies with Previous EIR & Campus Master Plan EIR

The previous EIR reviewed by MTS for this project, then known as the Paseo, included two major transit features that are absent from this draft, without any explanation of why these elements were removed from the plan. These features were:

- a portal on the south side of the bus lane, with the entrance in what is now planned to be the Village Green. Incorporating this portal would improve access to the station by the community and closer integrate the station with the new development planned.
- a bus-only left turn lane and traffic signal from the transit center onto northbound College Avenue. This design would allow MTS buses to exit the transit center to the north without the current long detour around College Avenue, Montezuma Road, Campanile Drive, and Lindo Paseo.

L-3-8

Please explain why these features have been removed from the Plaza Linda Verde Project.

Additionally, the DEIR applied a 25 percent trolley mode split to the Project trip generation to estimate the potential increase in trolley ridership attributable to the

L-3-9
↓

¹ Frank, Lawrence, "Urban Form, Travel Time, and Cost Relationships with Tour Complexity and Mode Choice," *Transportation: Planning, Policy, Research, Practice* 35 (2008): 37-54.

Ms. Lauren Cooper, Director, Department of Facilities Planning, Design and Construction
San Diego State University
November 10, 2010
Page 4

proposed Project. This mode split was based on a similar mode split used in the *Redevelopment EIR*. This approach contrasts with the 2007 Campus Master Plan (CMP) EIR, which also relied on the *Redevelopment EIR*'s mode split assumption, but estimated a significant additional reduction in vehicle trips due to increased trolley ridership. Please explain the rationale behind these different approaches.

L-3-9
Cont.

MTS also objects to the assumption on page 3.12-14 of the DEIR that the 2007 CMP would add 10,000 average daily trips (ADT) to the area roadways. MTS contends that the CMP project will result in significantly more than 10,000 ADT. The CMP EIR's vehicle trip rates are the subject of ongoing litigation between SDSU, SANDAG, MTS and the City of San Diego (*Del Cerro Action Council, et al. v. Board of Trustees of the California State University*; San Diego Superior Court Case No. GIC855643; Court of Appeal Case No. D057446). Underestimating trips from the CMP project may result in an underreporting of cumulative traffic impacts and an inaccurate projection of vehicle and transit trips.

L-3-10

Additional Comments

Feasibility of Mitigation Measures. Each mitigation measure in Section 3.12 of the EIR includes the caveat "provided that the City's share of the mitigation improvement cost has been allocated and is available for expenditure." MTS is concerned that the City of San Diego may be unable to provide a matching share, which would prevent the mitigation from being implemented. The EIR should identify feasible ways to mitigate significant impacts in the event that the City's share of the mitigation improvement cost is not allocated or available for expenditure.

L-3-11

Additionally, SDSU should fund its fair-share mitigation costs for the student housing component as well as the retail component of the proposed project, regardless of whether the Legislature specifically grants it funds to do so. This is required by CEQA and is consistent with the ruling in *City of Marina v. Board of Trustees of California State University* (2006) 39 Cal.4th 341. The project's impacts on roadways, and its corresponding impacts on local transit, must be mitigated to the greatest extent feasible.

L-3-12

Bus Parking Constraints. MTS currently maintains a bus parking space on westbound Hardy Avenue just west of Montezuma Place. The proposed vacation of Montezuma Place would render that location inaccessible to MTS buses and would require a replacement site to be found. This space is used for storing standby buses and buses that are waiting to start their runs. The Transit Center is currently at full capacity and has no

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ability to absorb additional bus parking. Losing established bus parking would result in buses circling the area while waiting for a vacant parking bay, with the accompanying traffic and emissions impacts of additional bus miles traveled in the area.

L-3-13
Cont.

Project Design Considerations. The San Diego Trolley light rail tunnel, underground station, and associated structures are located near the project footprint. SDSU's architecture and engineering teams should work closely with MTS and SANDAG during the project design phase to ensure that any underground or above ground structures, foundations, utilities, etc., do not conflict with or impact MTS's facilities during or after construction. The EIR should identify any such structures, and SDSU should ensure that the analysis in the EIR considers the potential for modifications to specific project elements to avoid conflict with tunnel and station structures.

L-3-14

3.12.7.5 – Alternative Mitigation Approach

MTS agrees with the premise of the Alternative Mitigation Approach, which is to make travel by transit, bicycles, and pedestrians more attractive by improving the physical design of the streetscape. However, the alternative as detailed only provides improvements for pedestrians and bicycles, and does not address the needs of transit vehicles. Without any priority facilities for buses, MTS vehicles are subject to the same time penalties and reduction in level of service as single-occupant vehicles (SOVs). Increasing transit travel time decreases the attractiveness of transit as a modal option.² This is especially true for riders not accessing SDSU, but just transferring between routes at the SDSU Transit Center who, if driving, would have the option of avoiding the area altogether.

L-3-15

A specific comment on the alternative approach is that the reduction of all lanes of College Avenue to 10' in width would be hazardous for buses which, including mirrors, are approximately 10.5' in width. Buses would be forced to straddle both lanes, reducing the capacity of the road to one lane anywhere that a bus is moving. Also, the plan generically refers to the intersection of College and Montezuma, but does not specify what (if any) changes would be made to College Avenue south of Montezuma Road. If the south side is intended to mirror the north side, then reducing the current dual left turn lane from northbound College onto westbound Montezuma to a single left turn lane would have severe consequences on the ability of three MTS bus routes (including the future Mid-City Rapid) to maintain their current schedules.

L-3-16

² *Id.*

THE SOHAGI LAW GROUP, PLC


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Conclusion

Thank you for your attention to these comments. Please contact Denis Desmond at denis.desmond@sdrmts.com or (619) 515-0929 with any follow-up questions or to discuss coordination on any of the items mentioned above.

L-3-17

Very Truly Yours,


Nicole H. Gordon, Esq.

CC:

Paul Jablonski, Chief Executive Officer, MTS
Sharon Cooney, Chief of Staff, MTS
Denis Desmond, Senior Transportation Planner, MTS
Tiffany Lorenzen, General Counsel, MTS
Coleen Clementson, Principal Planner, SANDAG
Julie Wiley, General Counsel, SANDAG
John Kirk, Deputy General Counsel, SANDAG

November 24, 2010

Lauren Cooper, Director
Facilities Planning Design and Construction
Business and Financial Affairs
San Diego State University
5500 Campanile Drive
San Diego, CA 92182-1624

Subject: City of San Diego Comments on the Draft Environmental Impact Report (SCH No. 2009011040) for the Proposed Plaza Linda Verde Project.

The City of San Diego ("City") has received and reviewed the Draft Environmental Impact Report (DEIR) for the proposed Plaza Linda Verde Project. In response to the request for comments on the Draft Environmental Impact Report, the City is requesting that the DEIR and the proposed project be revised. Included below are comments from various city departments on the DEIR and appendices.

L-4-1

Development Services Department, Entitlements Division, Environment Analysis Section: Jean Cameron
(619) 446-5379

General Comments

The City of San Diego as Responsible Agency

These comments incorporate the February 13, 2009, letter from the Redevelopment Agency to SDSU (attached). The letter is relevant because the issues discussed in the letter have not been addressed in the DEIR. In particular, the letter provides the reasons why the City of San Diego is a responsible agency as defined by CEQA Sec.21069 which states: "Responsible agency" means a public agency, other than the lead agency, which has responsibility for carry out or approving a project. In addition to the above reasons, the DEIR states that implementation of the project will require the approval of Street Vacations for portions of Hardy Avenue and the easterly side of Montezuma Place between Montezuma Road and Lindo Paseo. Approval of a Street Vacation by the City of San Diego City Council is required. As this is a discretionary action by the City, it qualifies the City as a responsible agency. As a responsible agency, the impact analysis of each environmental issue and proposed mitigation must meet the City of San Diego Significance Thresholds and Mitigation Requirements.

L-4-2

Project Definition

"Project" means the whole of the action, which has the potential for resulting in either a direct physical change in the environment, or a reasonable foreseeable indirect change in the environment. (CEQA Sec.21065, CG 15378). It refers to an activity which is being approved and by which may be subject to several discretionary actions by governmental agencies. The project as described in the DEIR consists of a Master Plan Boundary Adjustment, demolition of existing structures, and the development of mixed-use student housing, student apartments, parking facilities, a campus green, and pedestrian malls. However, the document states that if SDSU is not successful in obtaining ownership of all of the parcels involved, or if they are not successful in obtaining the required street

L-4-3



vacations from the City of San Diego, then some reduced or revised version of the project will occur which is not described in the DEIR. The DEIR should be more specific as to the changes and impacts of changes of the project from what is described as build-out.

L 3
Cont.

The project as described in the EIR is too general to provide for a project level analysis of a development project. Site plans and floor plans are only typical, not parcel specific. In addition, detailed grading plans and building elevations are not included. The lack of details regarding site-specific development results in incomplete analysis. Because all future actions by SDSU or the City of San Diego are not specified, it is unclear at what point full analysis and appropriate mitigation will occur.

SDSU describes the EIR as a Project EIR which requires examination of all phases of the project including planning, construction and operation (CEQA Guidelines Sec. 15161). However, if a Program EIR were prepared for the necessary subsequent actions created by the proposed development, subsequent environmental review and mitigation could be provided at a later date. SDSU does not provide a complete list of future actions by SDSU and the City to implement the project. In some sections of the document, the level of impact analysis and mitigation provided may be adequate if this EIR were a Program EIR, but are inadequate for a project level document.

L-4-4

A "Project" encompasses the whole of the action affecting the environment. It requires the lead agency to analyze the entire project in a single environmental document and refers to the activity that is being approved and that may be subject to several discretionary approvals by governmental agencies. Based on the February 13, 2009, letter to SDSU from the City of San Diego Redevelopment Agency, the project requires numerous discretionary approvals from the City as listed on page 3 of the letter. Since the EIR failed to account for all actions and activities required to approve and implement the project, the analysis described in the document is incomplete. The term "project" does not mean each separate governmental approval. Given the lack of consideration of all required future actions and activities in the DEIR, the responsibility for analyzing reasonable foreseeable impacts of the proposed project cannot be avoided by limiting the description of the project.

Deferred Mitigation

For a similar reason, Section 15126.4 of the CEQA Guidelines states that mitigation measures must be fully enforceable through permit conditions, agreements, or other legally binding instruments. In the case of the adoption of a plan, policy, regulation, or other public project, mitigation measures can be incorporated into the plan, policy, regulation, or project design. This EIR fails to document how the mitigation measures are incorporated into the project itself and, in some sections, defers mitigation to an unspecified point. Therefore, the City cannot be assured that appropriate mitigation will actually take place.

L-4-5

Mitigation Requirements

CSU, like all other developers, has a mandatory duty to avoid and mitigate adverse environmental impacts of its projects, including off-campus impacts to surrounding communities. CSU improperly relies on *City of Marina v. Board of Trustees of the California State University* ("City of Marina") (2006) 39 Cal.4th 341, to support its position that it is not required to guarantee funding for mitigation or take other steps to mitigate identified impacts resulting from the Project. Neither *City of Marina*, nor the *City of San Diego v. CSU* case currently up on appeal, exempt CSU from its CEQA mitigation obligations.

L-4-6

Before a public agency may approve a project for which the EIR has identified significant effects on the environment, CEQA requires the public agency to mitigate or avoid the identified impacts to the extent feasible. *City of Marina* at 349; Pub. Res. Code §§ 21002, 21002.1, 21081, 21100(b)(3), 21151; CEQA Guidelines § 15126.4. Findings of infeasibility must be supported by substantial evidence, CEQA Guidelines §15091(b). Only after an



agency properly finds that mitigation and alternatives to avoid or reduce significant impacts are infeasible, may it find that the specific overriding economic, legal or social, technological or other benefits of the project outweigh the significant effects on the environment. CEQA Guidelines §15091(a)(3). The findings constitute the principal means chosen by the Legislature to enforce the state's declared policy "that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects." *City of Marina*, at 348. Under CEQA and *City of Marina*, CSU must identify and, to the extent feasible, pay to mitigate for off-campus environmental impacts or adjust the campus expansion project to lessen the environmental impacts. Despite identified impacts due to the Project, CSU interprets *City of Marina* for the proposition that it discharges all of its CEQA obligations by simply requesting funding from the legislature, through the annual state budget process, to fund the mitigation costs. This position is based upon a misreading of *City of Marina* and is not supported by CEQA.

L-4-6
Cont.

The City believes CSU is required to identify and analyze alternate funding options to pay for identified impacts including but not limited to donor funds, bonds, alumni funds, student fees, and project construction fund. Failure to identify and disclose available funding renders the document inadequate. City requests that CSU, as the expert of its financial processes and procedure, identify all available funding sources to pay for identified mitigation.

L-4-7

CSU's position also fails to consider altering the project on campus to reduce effects off campus and, thus, reduce the mitigation required. The draft EIR does not currently address this issue.

L-4-8

Section 3.1 Aesthetics and Visual Quality

The descriptions and architectural renderings provided do not adequately demonstrate that the proposed project has no potential to impact surrounding development through excessive height, bulk, and location of structures. Of particular concern is the development adjacent to the College Avenue corridor as the renderings are insufficient to achieve the full effect of a vehicle driving through the area. The EIR should also include renderings which depict views of the Parking Structure.

L-4-9

The design and architectural style of the buildings is not specified. The large and monotonous appearance of the structures could be mitigated through the use of appropriate design features and landscaping which is not included as part of the project.

L-4-10

Section 3.2 Air Quality and Global Climate Change

The EIR must also provide a more detailed analysis to identify and determine if any surrounding sensitive receptors could be directly impacted by increased vehicle and truck traffic and should not merely conclude that additional emissions are minor. A Human Health Risk Assessment should be conducted.

L-4-11

Additional analysis should be provided to demonstrate that the project emissions from mobile sources are within the established thresholds. The EIR cannot conclude that the project's consistency with the General Plan is sufficient to determine an insignificant impact on the RAQ' and Attainment Plan since the project may result in more intense commercial development than anticipated in the General Plan, hence the General Plan amendment requirement.

L-4-12

Based on comments from the Transportation Development Section, the air quality impacts from mobile sources will have to be reanalyzed with the new traffic calculations. Similarly, a full analysis of the annual vehicle emissions resulting from the new traffic calculations should be included in the impact analysis for Greenhouse Gas Emissions. Please also include a discussion of solid waste generation in the Global Climate Change section.

L-4-13

Section 3.5 Hazardous Materials

The parcels which have been identified as potentially containing contamination should be tested for known contaminants as part of the EIR of a project level document. As the extent of contamination is unknown, it is undetermined if all of the sites can be developed as proposed. SDSU should work with the County Department of Environmental health to dispose of and remediate the affected sites before project approval. The mitigation should not be deferred. The City's significance thresholds also state that sites within 1000 feet of known contamination sites be tested. Therefore the mitigation proposed in this section is too general to address potential project impacts.

L-4-14

Section 3.10 Population and Housing

The City of San Diego Strategic Framework Plan has been superceded by the 2008 City of San Diego General Plan. Please utilize that document, which includes the College Area Community Plan, for the population and housing analysis.

L-4-15

Section 3.9 Archeological/Paleontological Resources

As noted in the document, the San Diego, Mission Valley, and Stadium Conglomerate formations have a high potential for paleontological resources. Although no grading plan is provided, it can be assumed that the grading associated with the documents exceeds our thresholds of over 1,000 cubic yards of cut at a depth of 10 feet or more. As a project level document, this date should be analyzed now. The proposed mitigation of a paleontological resource mitigation plan prepared by a paleontologist should be included in the document as mitigation and not deferred to a later date.

L-4-16

Similarly, the proposed mitigation of archeological resource mitigation should also be included in this document and not deferred to a later date. A more detailed analysis of potential archeological resources possibly including a survey should be provided at this time.

L-4-17

Section 3.11 Public Utilities and Service Systems

In general, consistency with existing plans is not a valid reason to defer analysis and mitigation when considering impacts on all public utilities and service systems since the project is not consistent with the adopted City of San Diego land use policy and development documents.

L-4-18

In particular, evidence should be provided that the project is below the significance threshold of projects that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling units project for requiring a Water Supply Assessment per Senate Bills 610 and 221.

L-4-19

Section 5.0 Alternatives

CEQA requires that the EIR focus on alternatives capable of eliminating any significant adverse environmental effects or reducing them to a level on insignificance, even if the alternative impeded to some degree the attainment of the project objectives, or would be more costly. The proposed alternatives fail to do reduce project impacts. Of particular concern are those impacts which could limit the City of San Diego's ability to provide adequate services to its residents. Please provide a broader range of reasonable project alternatives which mitigate impacts, including those impacts resulting from the additional analysis requested in this letter but not identified in the draft document to date. It should include an alternative which conforms to all applicable City of San Diego land use and development policy documents as stated in the February 13, 2009, letter from the Redevelopment Agency. Please also include the alternative specified in the letter which does not extend the campus boundary to Montezuma Road.

L-4-20



In this case, it unclear why the project objective to provide "on-campus" housing is included if off campus housing could fulfill the same goal.

L-4-20
Cont.

Development Services Department, Transportation Development Section, Victoria Huffman (619) 446-5396

General:

1. The transportation analysis in the DEIR does not seem to adequately evaluate the proposed project as described. Section 1.1.2 of the DEIR states that the project "would proceed on a modified basis" if either the necessary street vacations were not approved by the City or the necessary land was not acquired from willing sellers. The DEIR fails to evaluate any potentially modified project; thus, potential transportation impacts are not identified.

L-4-21

2. Near term impacts of the proposed project are direct impacts that should be fully mitigated by the project. The proposed project should fully mitigate its direct impacts to the intersections of College Avenue/Canyon Crest Drive, College Avenue/Zura Way, and College Avenue/Montezuma Road, as well as its direct impacts to the street segments of College Avenue between Canyon Crest Drive and Zura Way and Montezuma Road between 55th Street and College Avenue. The proposed payments are not adequate mitigation for the project's direct impacts.

L-4-22

3. Based on the *City of San Diego Significance Determination Thresholds (January 2007)* and the data provided in Table 3.12-11 of the DEIR, the proposed project would also have direct impacts at the intersections of College Avenue/El Cajon Boulevard and Montezuma Road/Campanile Drive. These impacts should be disclosed in the DEIR and mitigation proposed.

L-4-23

4. Based on the *City of San Diego Significance Determination Thresholds (January 2007)*, the University-Serving Commercial Alternative would have cumulative impacts to the roadway segments of College Avenue between Canyon Crest Drive and Zura Way and College Avenue between Zura Way and Montezuma Avenue. These impacts should be disclosed in the DEIR and mitigation proposed.

L-4-24

5. The near term cumulative baseline should only include projects expected to be built and occupied between the date of this project's existing counts and this project's expected opening day. It appears that numerous cumulative projects were included in the near term traffic analysis that would not be built and occupied between the date of this project's existing counts and this project's expected opening day. The near-term fair share calculations are thus unrealistic and not consistent with standard methodology.

L-4-25

6. For the project's cumulative impacts, fair share calculations should be on a percentage basis and not be contingent on other's share of the improvement cost being allocated and available for expenditure.

L-4-26

7. The DEIR should demonstrate the feasibility of each proposed mitigation measure. Additionally, for any proposed mitigation identified as requiring restriping without roadway widening, the DEIR or its traffic analysis should provide information and conceptual graphics to demonstrate that the minimum standards of the *City of San Diego Street Design Manual* could be achieved without roadway widening.

L-4-27

8. It is likely that City staff would not be able to support proposed street vacations if the privately owned parcels are not acquired and part of the project, as the adjacent streets would be needed for public access.

L-4-28

9. The proposed project's impacts to its surrounding roadway facilities may be underestimated for the following reasons related to trip generation assumptions:

L-4-29

a) A trip credit is taken for the elimination of uses on private parcels whose acquisition is not assured. If these parcels are not acquired, the project would generate at least 2,710 more ADT than evaluated in the DEIR, more than



twice the trip generation assumed. The DEIR and its traffic impact analysis should be revised to also include an evaluation of the modified project that would be constructed in the event the private parcels were not acquired.	L-4-29 C01
b) The trip generation for the 90,000 sf community serving retail component is based on the assumption that 44,000 sf would be restaurant/grocery store and that the remaining 46,000 sf would be retail. There is no assurance that the community serving commercial component will be comprised of this ratio. When the project is built and occupied, a greater portion of the retail may be restaurant/grocery store uses in which case the project would generate more trips than analyzed in the DEIR. The DEIR should assume the entire retail component is the higher trip generating rate in order to adequately cover the potential project.	L-4-30
c) The DEIR and its traffic impact analysis use only cumulative trip generation rates. Driveway trips should be used in all analyses for roadway segments and intersections abutting and nearby the project. Cumulative trips should only be used for roadway facilities farther away.	L-4-31
d) The trip generation characteristics of the "Plaza Green" component of the proposed project should be evaluated and included.	L-4-32
e) The DEIR does not specify the mechanism to guarantee that only students will occupy the proposed residences. The DEIR should clearly state that the housing proposed in Buildings No. 1, 2, 4, 5, and 6 would be managed by the SDSU Housing Administration.	L-4-33
f) The DEIR should indicate how it would be guaranteed that the new residents of the proposed apartments would be from the local San Diego area. If the students would be moving to these buildings from outside the local San Diego area, then there would not be a decrease in regional traffic as assumed in the DEIR.	L-4-34
g) The City of San Diego Trip Generation Manual requires trip generation studies to be conducted to establish a trip rate for land uses not listed in the manual. However, the DEIR used a 50% reduction of the neighborhood-serving retail trip rate for the university-serving retail rate. Therefore, the University-Serving Retail Alternative trip rate may be underestimated and the impacts disclosed in the DEIR for the University-Serving Alternative to its surrounding roadway facilities may be underestimated.	L-4-35
10. The proposed project may have additional impacts undisclosed to the public street system based on the following:	
a) The following roadway segments should be evaluated in the DEIR: <ul style="list-style-type: none"> • College Avenue between the Interstate 8 eastbound ramps and the Interstate 8 westbound ramps • College Avenue between Lindo Paseo and Montezuma Road • Montezuma Road between Campanile Drive and College Avenue 	L-4-36
b) The proposed project's access points to the public street system should be evaluated and level of service and project impact disclosed and mitigated. A site plan that clearly shows the location of the proposed project's access points should also be provided in the DEIR.	L-4-37
c) Conceptual site plans for Buildings 4 and 5 should be provided in the DEIR given the DEIR indicates that the east leg of College Avenue/Lindo Paseo would need to be configured a certain way to avoid impacts, and inbound queues from the access points for Buildings 4 and 5 may create a significant impact that should be identified and avoided. If gates would be proposed at any of these access points, a turnaround should be provided so vehicles would not have to back onto College Avenue. Additionally, these gates should be placed on the project site so that vehicles entering the project site would not queue onto College Avenue.	L-4-38

d) Existing signal timing, including coordinated cycle lengths and splits, should be used for existing and near term intersection analysis. Montezuma Road is currently a coordinated signal system; however, its signalized intersections were not evaluated in the DEIR and its traffic study using its coordinated signal timing. Therefore, the delays reported for these signals do not accurately reflect the expected delays at these intersections. Additionally, a pedestrian call each cycle should be assumed in the analyses of signalized intersections surrounding the project cycle given the heavy amount of pedestrian activity already in the area and anticipated by the project.	L-4-39
e) The DEIR and transportation impact study should include queuing analyses should be provided between closely spaced intersections where there may be additional project impacts. These locations include, at a minimum, between the intersections of: <ul style="list-style-type: none"> • College Avenue/Montezuma Road and Campanile Road/Montezuma Road • College Avenue/Montezuma Road and College Avenue/Lindo Paseo • Canyon Crest Drive/College Avenue and Interstate 8/Eastbound ramps • Interstate 8 Eastbound ramps/College Avenue and Interstate 8 Westbound ramps/College Avenue 	L-4-40
f) Freeway ramp meter analysis should be provided if the proposed project would send 20 or more directional peak hour trips to metered freeway on-ramps. Although the DEIR, with its current assumed trip generation rate, shows the proposed project would send fewer than 20 peak trips to the Interstate 8 metered on-ramps, given the DEIR appears to be underestimating the number of trips the proposed project would generate, ramp meter analysis may be required.	L-4-41
11. The proposed project may have parking impacts based on the following:	
a) The traffic impact analysis indicates that a transit station parking lot will be removed by this project. The DEIR should be revised to discuss the loss of this transit station parking lot and provide information on where transit users will park once this lot is removed.	L-4-42
b) The DEIR does not indicate whether residents of the proposed project would have to pay for parking on campus or whether this parking would be provided to them for free. If residents of the proposed project must pay for parking, then they may seek on-street parking instead, thereby creating a parking impact.	L-4-43
c) The DEIR states the removal of the existing surface parking lots would not significantly impact existing nearby businesses since these businesses would be removed by the proposed project. However, the DEIR also notes there is no guarantee that these businesses will be acquired by the proposed project. Therefore, the discussion of potential parking impact is flawed and inadequate.	L-4-44
d) The DEIR should provide information on the number and location of bicycle parking spaces that would be provided on-site.	L-4-45
e) Empirical data should be provided to support the assumption that 5% of the surface parking to be removed by the proposed project is used by the patrons of the adjacent retail uses and that the other 95% is used by SDSU related activities. It cannot be concluded that the proposed project will not have an impact on nearby existing business until this assumption is verified.	L-4-46

d) The University Serving Commercial Alternative, which the DEIR acknowledges may create some vehicle trips from outside the immediate area, may have a parking impact since it does not propose any additional parking beyond that already included in the SDSU campus parking inventory.	L-4-47
12. The proposed project should provide a Transportation Demand Management (TDM) plan to reduce peak-hour vehicle trips, and this TDM plan should be discussed in the DEIR. The TDM Plan should consider including carpooling, vanpooling, bicycling, telecommuting, flexible work hours for employees, and subsidized transit passes for residents of the project and employees of the commercial portion of the proposed project.	L-4-48
13. The proposed project is considered by the City of San Diego to be responsible for half-width street improvements including the installation of curb, gutter, sidewalk, raised median(s), and bike lanes in all areas where elements of the project front City public streets.	L-4-49
Specific:	
1. Page 1.0-16, Project Goals and Objectives: One project goal identified is to "reduce regional traffic by providing additional on-campus student housing and creating a pedestrian/bicycle friendly, transit-orientated environment." The DEIR or its traffic impact analysis should demonstrate with specific data how the proposed project would reduce regional traffic.	L-4-50
2. Section 3.12, Transportation/Circulation and Parking: A figure should be provided which combines the data provided on Figures 3.12-6 and Figures 3.12-7 in order to demonstrate that the geographic study area assumed meets the standards of the <i>City of San Diego Traffic Impact Study Manual</i> and the <i>SANTEC/ITE Guidelines for Traffic Impact Studies (TIS) in the San Diego Region</i> .	L-4-51
3. Section 5.0, Alternatives: The parking impacts of the Reduced Density Alternative and Former Paseo Project Alternative should be addressed.	L-4-52
The following specific comments are regarding the August 6, 2010 Linscott Law & Greenspan traffic impact analysis in Appendix F of the DEIR:	L-4-53
4. Page 5, Existing Street Network: This figure should indicate how many lanes each roadway is supposed to provide per its ultimate classification, how many lanes are currently provided, and the curb to curb width.	
5. Page 6, Existing Traffic Volumes: Indicate the exact dates counts were taken and whether final exams were being given at that time.	L-4-54
6. Page 6, Table 3-1: The street segment of Montezuma Road from Campanile Drive to College Avenue should be evaluated.	L-4-55
7. Page 19, Table 7-1: Clarify which cumulative projects listed in this table were assumed in the near term analysis. Only projects which would be expected to be built and occupied at the time of the project's opening day should be included as near-term cumulative projects.	L-4-56
8. Page 31, University/Community-Serving Retail Scenario – Trip Generation: A combined pass-by reduction of 48% should not be applied since the rate applied is already cumulative.	L-4-57
9. Page 50, Analysis of Long-Term Scenarios: The Year 2030 traffic volumes were derived from the SANDAG Series 10 model. However, SANDAG Series 11 model is the current accepted model. The traffic study should	L-4-58



explain and justify use of the Series 10 rather than the SANDAG Series 11 model in terms of forecast volumes, mode split and other relevant information.

L-4-58
Cont.

Community Planning and Capital Investment Department: Community Planning Division: Maxx Stalheim (619) 236-6153

Section 3.1 Aesthetics and Visual Quality

The proposed project should be analyzed in accordance with the goals and policies of the Urban Design Element of the City of San Diego General Plan (2008), and the Core Sub-area Design Manual (1997). Without such analysis, this section is incomplete and fails to disclose potential impacts. Although all sections of the referenced sources should be considered during the evaluation, of particular importance are the sections of the Urban Design Element relating to General Urban Design (Section A, beginning on page UD-5) and Mixed-Use Villages and Commercial Areas (Section C, beginning on page UD-20), as well as the Architectural Guidelines in the Core Sub-area Design Guidelines, beginning on page 39.

L-4-59

The City considers the visual impacts associated with the proposed 5-story structure on College Avenue to be potentially significant. As indicated in Figures 3.1-9 and 3.1-10, Visual Simulations 1 and 2, the proposed structure presents a large monolithic façade with minimal articulation, fenestration, roofline variation, and upper-story step-backs. Lack of architectural detail is contrary to the goals and policies of the Urban Design Element and the design intent of the Core Sub-area Design Guidelines.

L-4-60

Section 3.2 Air Quality and Global Climate Change

The proposed project should be analyzed in accordance with the goals and policies of the Conservation Element of the City of San Diego General Plan (2008). Without such analysis, this section is incomplete and fails to disclose potential impacts. Of particular importance are the sections of the Conservation Element relating to Climate Change & Sustainable Development (Section A, beginning on page CE-7) and Air Quality (Section F, beginning on page CE-31) of the City of San Diego General Plan (2008).

L-4-61

Section 3.3 Historical Resources

The proposed project should be analyzed in accordance with the goals and policies of the Historic Preservation Element of the City of San Diego General Plan (2008). Without such analysis, this section is incomplete and fails to disclose potential impacts.

L-4-62

1. The property at 5178 College Avenue does not have the correct date of construction or historic use. According to water and sewer permits, the building was constructed in 1958 (not 1980s) for St. Dunstan's Episcopal Church. The construction date and use should be corrected, the building re-evaluated within that context, and DPR forms should be prepared.
2. Based on water and sewer permit records, the date of construction for the property 5157 College Avenue is not correct. The building was constructed in 1946, not 1958. The report should be corrected.
3. We concur that the buildings to be impacted are not eligible for listing on the State or National Register.

L-4-63

L-4-64

L-4-65

Please note that Historic Resources (Plan-Historic) staff did not review the Archaeological/Paleontological Resources section of the EIR and therefore does not have comments.

L-4-66

Section 3.6 Hydrology and Water Quality

The proposed project should be analyzed in accordance with the goals and policies of the Conservation Element of the City of San Diego General Plan (2008). Without such analysis, this section is incomplete and fails to disclose potential impacts. Of particular importance are the sections of the Conservation Element pertaining to Water Resources Management (Section D, beginning on page CE-21) and Urban Runoff Management (Section E, beginning on page CE-26).

L-4-67

Section 3.7 Land Use and Planning

As stated on page 3.7-27, the proposed expansion of the campus boundary is inconsistent with the College Area Community plan. The City considers this to be a significant impact due to the potential of secondary and indirect environmental impacts associated with unforeseen effects on the adjacent community. The proposed campus boundary expansion will require a Community Plan Amendment to incorporate the new boundary, or the expansion of the campus boundary should be omitted from the scope of the proposed project.

L-4-68

As stated on page 3.7-28, the proposed project exceeds the allowable density as identified in the College Area Community Plan. Therefore, the proposed project is inconsistent with the land use plan. The City considers this to be a significant impact due to the potential of unanticipated indirect or secondary environmental impacts associated with demands on City facilities, services, and infrastructure. The proposed project will require a Community Plan Amendment to accommodate the proposed density, or the development intensity of the project should be reduced to meet the current land use designation.

L-4-69

As stated on page 3.7-28, the proposed project exceeds the development regulations as outlined in the CN-1-2 and RM-3-9 zones. Therefore, the proposed project is inconsistent with the current zoning. The City considers this to be a significant impact due to the potential of indirect or secondary environmental impacts associated with unanticipated demands on City facilities, services, and infrastructure. The proposed project will require a rezone to accommodate the proposed intensity of development, or the proposal should be redesigned to meet the current zoning regulations.

L-4-70

Section 3.10 Population and Housing

The proposed project should be analyzed in accordance with the goals and policies of the City of San Diego General Plan Housing Element FY 2005-2010. Without such analysis, this section is incomplete and fails to disclose potential impacts.

L-4-71

Specifically, the analysis should evaluate whether or not the proposed project meets the student housing goals identified on page HE-28 of the Housing Element, and the goal of the student housing program as described on page HE-33.

Section 3.11 Transportation/Circulation and Parking

The proposed project should be analyzed in accordance with the goals and policies of the Mobility Element of the City of San Diego General Plan (2008). Without such analysis, this section is incomplete and fails to disclose potential direct and/or secondary environmental

L-4-72

impacts. Although all sections of the Mobility Element should be considered during the evaluation, of particular importance are the sections pertaining to Walkable Communities (Section A, beginning on page ME-6), Transit First (Section B, beginning on page ME-16), Street and Freeway System (Section C, beginning on page ME-20), Traffic



Demand Management (Section E, beginning on page ME-34), Bicycling (Section F, beginning on page ME-36), and Parking Management (Section F, beginning on page ME-39). L-4-72
Cont.

Section 2.0 Cumulative Impacts

The status of item #15, Alvarado Apartments, Table 2.1, page 2.0-5, should be changed from "In planning process", to "Approved." (City Council Resolution R-305185, July 28, 2009) L-4-73

The status of item #17, Aztec Court Apartments, Table 2.1, page 2.0-6, should be changed from "In planning process", to "Approved". (City Council Resolution R-305582, January 26, 2010)

Section 8.0 References

The City recommends that the following changes be made to Section 8.0 – References:

Section 3.1 – Aesthetics and Visual Quality: Please cite the Urban Design Element of the City of San Diego General Plan and the Core Sub-Area Design Manual as source material.

Section 3.2 – Air Quality and Global Climate Change: Please cite the Conservation Element of the City of San Diego General Plan as source material.

Section 3.3 – Historical Resources: Please cite the Historic Preservation Element of the City of San Diego General Plan as source material. L-4-74

Section 3.6 – Hydrology and Water Quality: Please cite the Conservation Element of the City of San Diego General Plan as source material.

Section 3.7 – Land Use and Planning: Please amend the reference and identify the specific elements cited.

Section 3.10 – Population and Housing: Please cite the Housing Element FY 2005-2010 of the City of San Diego General Plan as source material.

Section 3.12 – Transportation/Circulation and Parking: Please cite the Mobility Element of the City of San Diego General Plan (2008) as source material.

Community Planning and Capital Investment Department: Facilities Financing Division: Charlene Gabriel (619) 533-3686

Overall, the University should pay a fee or build facilities to offset the impact of the Project on the surrounding community. In many instances the draft EIR dismisses any impact because they make certain assumptions which may or may not be the case. Unless they can show some evidence of these assumptions, then infrastructure construction or funding would be required. It is preferred that they construct relevant infrastructure in conjunction with project construction. L-4-75

Sec. 3.11 Public Utilities and Service Systems

Fire – Because the City of San Diego Fire Department is the primary responder to fires on the SDSU campus, a service agreement needs to be put in place. This will allow the City of San Diego to recoup costs related to any calls to SDSU. On page 3.11-38, the Draft EIR refers to the 1993 College Area Public Facilities Financing Plan (PFFP) to infer that fire facilities in the area adequate. This is not the case. This is an outdated financing plan and does not reflect the current status of fire adequacy in the community. In a draft update of the PFFP, an enhancement of L-4-76
↓

station 10 has been identified. This is necessary to meet the future needs of the community. In order to mitigate the impact the SDSU campus has on City fire services, a service agreement is necessary. A fire fee may also be required in proportion to the additional growth. Additional comments from the Fire Rescue Department are included below.

L-4-76
COMM.

1. Page 3.11-3: Delete the term "passenger-carrying platform." L-4-77
 2. Page 3.11-5: Table 3.11-2 shows 2007/2008 data may no longer be the most up-to-date data to be used for comparison to this study, because the City's mandated "brown out" affects current response call data. We suggest incorporating additional Table that shows current response call data in this document. L-4-78
 3. Page 3.11-6: Document includes the Citygate Study which identifies the area for the proposed development as not having a need for additional fire station(s). However, this study does not take into account current brown-out schedule. L-4-79
 4. Pages 3.11-35 & 38: Section 3.11.4(a) Remove the following statement: "...new...governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times..." Until the site location for such facility has been identified, one cannot determine the level of environmental impacts. L-4-80
 5. Page 3.11-37: Table 3.11-8 shows the projected on-campus calls for Fire Rescue will only generate 3 additional calls per year with the 33,009 SF retail/commercial development. We question the accuracy of this data. Additional analysis on this data, in consultation with the department is essential. L-4-81
 6. Page 3.11-38: Table 3.11-9 shows that Station 10 (closest in distance) exceeds the 5-minute objectives, as well as Station 31, while Station 17 which is farther in distance is meeting the objective. We request further inquiry on this data, to ensure that it's accurate. L-4-82
 7. Page 3.11-38: The City's College Area Public Facilities Financing Plan (PFFP), dated 1993 is grossly out of date and will need to be updated. Therefore, it should be noted in the document that an update to the PFFP is necessary in order to adequately determine the adequacy of the existing Fire facilities in relation to the proposed development. In addition, the statement regarding the fully-sprinkled facilities would limit the number of additional calls to fire service is not an accurate statement. Majority of the fire-rescue calls are medical related and therefore could still significantly increase the number of calls for emergency service. L-4-83
 8. Page 3.11-44: Section 3.11.5.6 states that the proposed project would not increase the student enrollment at SDSU and therefore the project is not expected to significantly increase the emergency response. We find this statement to be inaccurate. The proposed project would increase the number of students that will physically be on-campus and therefore, would potentially increase the emergency calls. L-4-84
- Although, emergency vehicles equipped with sirens, would aid in maneuvering through traffic, this project significantly increases the traffic on local roadways and such vehicles are not exempt from gridlock. Time response is affected. We will closely examine the project's proposed traffic mitigation. L-4-85
9. Page 3.11-51: A reduced fire flow by 25% is significant and has a large impact on Fire's ability to respond adequately during emergency. Include in your document how you plan to mitigate the inadequate water distribution infrastructure. L-4-86
 10. Page 3.11-66: There are no proposed mitigation measures for Fire Rescue in this document, to state that the impacts are at a level below significant. Include substantive mitigation measures that will ensure that the levels of service are not drastically decreased, as a result of the development. For example, modifications, additions to the current fire facilities may be required in order to provide adequate levels of service. This could be done through a service agreement and assessing fire fees to offset the additional impacts to the existing community. L-4-87

Parks and Recreation – The proposed project could have an impact on facilities in the community. We defer to the Park Planning section of the Community Planning and Community Investment to address this issue. See the Park Planning comments below.

L-4-88

Transportation/Circulation and Parking – The Draft EIR states on page 3.12-24 that “the proposed project is not increasing the enrolled number of students or faculty, so no new “to/from” school trips would occur;” and implies that the project would eliminate trips. While students currently living in the vicinity of the college may move into housing provided by the Project, it is an unproven assumption that students living in other communities in San Diego would want to move to the new housing.

L-4-89

Many of the intersection impacted serve the college community almost exclusively. Any improvements needed for these areas should be borne by the University. Rather than identify percentages of a variety of improvements necessary to mitigate the projects impacts, the Community would be better served to have the University do one improvement equal to the costs of the many improvements identified. We would defer to Transportation Planning on this as well. See Transportation Planning Comments below.

L-4-90

Community Investment and Capital Investment Department, Park Planning, Jeff Harkness (619) 533-6595

The proposed increase in density from the current Community Plan designation of 75 units/acre to 83 units/acre, would affect 6 parcels that total approximately .64 acres. Doing our typical population-based park calculation for 5 units at a 2.33pph per SANDAG, SDSU would owe the City \$76,000 above the current DIF, for .03 acres of population-based park to address the project's increase in density.

L-4-91

The City of San Diego Environmental Services Department, Samantha Garcia (858) 627-3302

This document states the “existing on-campus solid waste diversion program” as a means of diverting at least 50% of on campus generated solid waste. However, no further information is provided as to how construction impacts will be mitigated. This should be provided demonstrating how this program will bring impacts of this project in both the construction and operation below a level of significance.

L-4-92

Section 3.11 Public Services and Utilities also states the Proposed Project would be served by a landfill with insufficient permitted capacity resulting in a potentially significant impact. No rationale is provided how this solid waste impact will also be brought to a level below significance as stated on page 3.11-62 of the document.

L-4-93

The City of San Diego Public Utilities Department, Water and Sewer Development Section, Mehdi Rastakhiz (619) 533-5155.

The Water and Sewer Development Section of the Public Utilities Department (PUD) reviewed the draft environmental document referenced above and has the following comments:

L-4-94

Sewer and water mains serving one entity/ownership will be converted to private per the City policy. Please revisit all proposed water and sewer facilities serving SDSU and make them private. Provide a copy of the revised SDSU's master plan indicating all private utilities and documentation of payment of all capacity fees. Pay all fees that outstanding.

SDSU will be required to pay capacity fees associated with this expansion based upon the agreed number of Equivalent Dwelling Units (EDU's) being added.

L-4-95

Section 3.11.5.9.1, Wastewater Generation

L-4-96



Connection to the existing 6-inch CP sewer mains located in Lindo Paseo and in the alley behind the proposed building to the east of College Avenue will not be allowed since the minimum pipe size is 8-inch, these pipes were installed in early 1930's and sized per the zoning of that time. Furthermore, there will most likely be a capacity problem associated with the additional flow.	L-4-96 Cont.
3.11.5.9.3, Sewer Capacity	
The analysis indicates what the pipe slopes should be in order for the pipe to flow half full, with a velocity of 2 feet per seconds, please use the actual existing pipe slope with the current and proposed flows to find the capacity and the velocity of the existing pipe.	L-4-97
3.11.5.9.3, Sewer Capacity	
It is unclear if the entire additional 73,200 gallons of wastewater generated per day is going into one segment of the pipe or will it be coming from two directions. In any event, that combined with the existing flow will most likely exceed the capacity of the pipe. Please indicate how you plan to resolve this problem.	L-4-98
This document is very general and does not indicate where the proposed sewer laterals connect. A sewer study shall be submitted to ensure that the existing and/or proposed facilities can service the needs of the project.	L-4-99
All proposed public water and sewer facilities shall be designed and constructed in accordance with established criteria in the current edition of the City of San Diego Water Facility Design Guidelines, Sewer Design Guide and City regulations, standards and practices.	L-4-100
Please change all reference to the departments in charge from the Metropolitan Wastewater Department or Water Department to the Public Utilities Department (PUD) since the two departments have been merged.	L-4-101
No shrubs exceeding three feet in height at maturity may be located within 10 feet of any sewer main.	L-4-102
<u>Engineering and Capital Project Department, Traffic Section, Farah Mahzari (619) 533-3836</u>	
The Engineering & Capital Projects has reviewed the Plaza Linda Verde Draft EIR consisting of four ground floor retail and upper-floor residential buildings located south of Hardy Avenue, north of Montezuma Road, and west and east of College Avenue. Collectively, the four buildings would contain approximately 294 apartments to house approximately 1,216 students, and approximately 90,000 gross square feet (or approximately 77,000 square feet of rentable retail space) of university/community-serving retail; and has the following comments:	L-4-103
1. College Avenue is classified as a 6 lane major from Montezuma Road to I-8. Project should dedicate additional right of way and make the necessary improvements in order to comply with the community plan. The proposed project has significant impact at the following segments: <ul style="list-style-type: none"> a. College Ave from Canyon Crest Dr. to Zura Way b. College Ave from Zura Way to Montezuma Road c. College Ave from Montezuma Road to El Cajon Blvd 	
2. Montezuma Road is classified as a 4 lane major street. Project should dedicate additional right of way to make necessary improvements in order to comply with the community plan. The proposed project has significant impact at the following segment: <ul style="list-style-type: none"> a. Montezuma Road from 55th to College Avenue 	L-4-104
3. The following intersections operate at LOS F in the Long Term (2030) Peak Hour Intersection Operations and are in the community plan as locations which need Street and/or signal improvements. <ul style="list-style-type: none"> a. 55th Street and Montezuma Road 	L-4-105



- b. College Avenue and Montezuma Road
- f. Campanile Drive and Montezuma Road
- h. College Avenue and I-8 Eastbound Off Ramp
- i. College Avenue and San Diego State University parking access

L-4-105

Cont.

Please provide appropriate mitigation to comply with the community plan.

- 4. Intersection of College Ave and Montezuma Road should be widened to accommodate appropriate turn lanes and the existing signal should be modified.

L-4-106

- 5. Provide Class II bike lane along College Avenue.

L-4-107

Please contact the appropriate above-named individuals if you have any questions on the submitted comments. The City respectfully requests that you please address the above comments in a revised EIR.

L-4-108

Sincerely,

Cecilia Gallardo, AICP
Assistant Deputy Director
Development Services Department

cc: William Anderson, FAICP, Director, City Planning and Community Investment
Max Stalheim, Senior Planner, City Planning and Community Investment
Christine Leon, Deputy City Attorney, Office of the City Attorney
Cecilia Gallardo, Assistant Deputy Director, Development Services Department
Jean Cameron, Senior Planner, Development Services Department
Ann Gonsalves, Senior Traffic Engineer, Development Services Department
Eliana Barreiros, Community Development Specialist, City of San Diego Redevelopment Agency
Tom Tomlinson, Deputy Director, City Planning and Community Investment



L-5

THE CITY OF SAN DIEGO

SENT VIA ELECTRONIC MAIL AND FAX

Lauren Cooper, Director
Facilities Design, Planning & Construction
Business and Financial Affairs, San Diego State University
5500 Campanile Drive
San Diego, California 92182-1624

RE: Comments on *Draft Environmental Impact Report for Plaza Linda Verde Project*

Dear Ms. Cooper:

Please accept this letter in response to San Diego State University's (SDSU) release of the September 27, 2010 Draft Environmental Impact Report (Draft EIR) for the proposed Plaza Linda Verde Project (SDSU Project). This letter is submitted by the Redevelopment Agency of the City of San Diego (Redevelopment Agency) in accordance with the California Environmental Quality Act ("CEQA", set forth at California Public Resources Code §§ 21000 et seq.) and CEQA's implementing state guidelines ("CEQA Guidelines", set forth at California Code of Regulations, Title 14, §§ 15000 et seq.).

L-5-1

The Redevelopment Agency submitted to SDSU a written response dated February 13, 2009 to the Notice of Preparation (NOP) of the Draft EIR and Initial Study for the proposed SDSU Project. Because the Draft EIR fails to adequately address and respond to the comments raised by the Redevelopment Agency in its response to the NOP, the Redevelopment Agency hereby incorporates by reference its written response to the NOP dated February 13, 2009 and hereby reasserts herein all such comments as comments to the Draft EIR. In addition to those previously stated comments, the Redevelopment Agency herein supplements its comments to the Draft EIR. The Redevelopment Agency also notes that while the CSU Board of Trustee may have authority over the use of state properties and development of associated facilities, the Trustees may not take actions that are inconsistent with other laws of the state (See, Cal. Education Code § 89030). The public purpose of the Redevelopment Plan adopted pursuant to the State of California Health and Safety Code, is entirely undermined by the proposed SDSU Project for the reasons stated herein.

L-5-2

L-5-3

As noted in the Draft EIR, the proposed SDSU Project is located south of SDSU's existing campus and within the College Community Redevelopment Project Area (Project Area). As such, the Redevelopment Agency has significant interests in the

L-5-4



Redevelopment Agency

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details of the proposed SDSU Project, the contents of the Draft EIR including its Appendices, and the potential impacts of the proposed SDSU Project on both the resulting affordable housing obligations imposed on the Redevelopment Agency and the Redevelopment Agency's goals and objectives for implementing the Redevelopment Plan and current Five-Year Implementation Plan for the Project Area. Accordingly, the Draft EIR should take into account the impacts from additional affordable housing and the prospective plans of the Redevelopment Agency for development in the area surrounding the proposed SDSU Project, as detailed in the Redevelopment Plan and the current Five-Year Implementation Plan for the Project Area.

L-5-4
Cont.

As a preliminary comment, the Draft EIR, on Page 1.0-56, asserts that because SDSU is a state agency, SDSU is not subject to the Redevelopment Plan for the Project Area and thus, the Redevelopment Agency does not have review and approval authority over the Project. The Redevelopment Agency disagrees with the basic premise of such assertion. Specifically, like CSU/SDSU, the Redevelopment Agency is a state based entity established and governed by state law. The authority under which a redevelopment agency functions and operates is granted by the Community Redevelopment Law of the State of California set forth at California Health and Safety Code §§ 33000 et seq. (Redevelopment Law). As such, a redevelopment agency is a creature of state statute and direct or implied authority for its actions is provided by the Redevelopment Law. See *Andrews v. City of San Bernardino*, 175 Cal. App. 2d 459 (1959). Moreover, a redevelopment agency is an "agency of the state for the local performance of governmental or proprietary function within limited boundaries." *Kehoe v. City of Berkeley*, 67 Cal. App. 3d 666 (1977).

L-5-5

In light of the above, the assertion made by SDSU in the Draft EIR that the powers of the Redevelopment Agency are less authoritative or inferior to the powers of CSU/SDSU as a state agency is unfounded and lacks merit.

Section 15362 of the CEQA Guidelines states that an EIR "means a detailed statement prepared under CEQA describing and analyzing the significant environmental effects of a project and discussing ways to mitigate or avoid the effects." The Draft EIR is required to include an analysis of all subjects set forth in CEQA Guidelines §§ 15122 through 15131 and CEQA § 21100. Specifically, the Draft EIR shall include a sufficiently detailed analysis of the following subjects, among others, (1) the proposed project and its consequences; (2) the proposed project's location and a description of the regional and local environmental setting; (3) inconsistencies between the proposed project and applicable general and/or regional plans (which includes the Redevelopment Plan for the Project Area); (4) a description of the significant environmental effects of the proposed project and an explanation of those effects that can be mitigated; (5) a statement of the proposed mitigation measures; (6) an analysis of a range of reasonable alternatives to the proposed project (including a no project alternative); (7) an analysis of the proposed

L-5-6

project's growth-inducing impacts (such as the increase in affordable housing and impacts associated therewith); (8) a statement explaining why any impacts are identified as insignificant; and (9) an analysis of cumulative impacts (such as the impacts associated with the increase in affordable housing and any impacts in conjunction with development goals set forth in the Redevelopment Plan for the Project Area).

L-5-6
Cont.

"A legally adequate EIR . . . 'must contain sufficient detail to help ensure the integrity of the process of decisionmaking by precluding stubborn problems or serious criticism from being swept under the rug.'" *Kings County Farm Bureau v. City of Hanford*, 221 Cal. App. 3d 692, 733 (1990). For the reasons set forth herein, the Draft EIR fails to provide a sufficiently detailed analysis of the above referenced subjects required by CEQA and CEQA Guidelines and is therefore legally inadequate.

L-5-7

(1) The DRAFT EIR fails to adequately describe the project as required by CEQA § 21100 and CEQA Guidelines § 15124.

"An accurate, stable and finite project description is the sine qua non of an informative and legally sufficient EIR." *County of Inyo v. City of Los Angeles*, 71 Cal. App. 3rd 185, 193 (1977). "A curtailed or distorted project description may stultify the objectives of the reporting process... Only through an accurate view of the project may affected outsiders and public decision-makers balance the proposal's benefit against its environmental cost, consider mitigation measures, assess the advantage of terminating the proposal (i.e., the "no project" alternative) and weigh other alternatives in the balance." *County of Inyo, supra*, 71 Cal. App. 3rd at pp. 192-193.

The goals and objectives of the SDSU Project as described in the Draft EIR, on Page 1.0-16, fail to identify how the proposed campus boundary expansion relates to the stated goals and objectives. Yet, the proposed campus boundary expansion appears to be an integral part of the SDSU Project. Further, the Draft EIR notes on Page 1.0-22 that the newly proposed campus boundary is intended to "provide for the physical requirements of the campus to accommodate... *approved educational programs and auxiliary activities* supporting the academic mission of the university" (the phrase shown in italics above is in quotation marks in the draft EIR, yet no reference for source document is identified. Further the statement is not noted under the *Project Goals and Objectives* heading, page 1.0-16). The draft EIR does not define "*approved educational programs and auxiliary activities*" further nor are these concepts discussed in the goals and objectives of the SDSU Project Draft EIR. The reader is therefore required to guess at their meaning.

L-5-8

"A clearly written statement of objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision makers in preparing findings or a statement of overriding considerations, if necessary." CEQA Guidelines § 15124(b). Moreover, the identification of clear project objectives is integral to the CEQA

process as the project alternatives analysis relies on whether the project objectives can be generally met. "An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which 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, and evaluate the comparative merits of the alternatives." CEQA Guidelines § 15126.6(a). Thus, compatibility with project objectives is one of the criteria for selecting a reasonable range of project alternatives and clear project objectives simplify the selection process by providing a standard against which to measure possible alternatives. Because the project description in the Draft EIR is insufficient in connection with the proposed campus boundary expansion, the alternatives analysis set forth in the Draft EIR is likewise insufficient and therefore cannot be justifiably relied on.

L-5-8
Cont.

(2) The DRAFT EIR fails to adequately describe the inconsistencies between the project and the applicable plans as required by CEQA § 21100 and CEQA Guidelines § 15125.

"Knowledge of the regional setting is critical to the assessment of environmental impacts The EIR must demonstrate that the significant environmental impacts of the proposed project were adequately investigated and discussed and it must permit the significant effects of the project to be considered in the full environmental context." CEQA Guidelines § 15125(c). Further, "[T]he EIR shall discuss any inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans." CEQA Guidelines § 15125(d). CEQA § 21100(e) provides that "[P]reviously approved land use documents, including, but not limited to, general plans, specific plans, and local coastal plans, may be used in cumulative impact analysis."

L 9

The Draft EIR fails to analyze how the proposed SDSU Project results in piecemeal development and eliminates the prospect for implementation of a sizable mixed-use redevelopment project and other projects within the Core Sub-Area of the Project Area, as envisioned in the Redevelopment Plan and implementing documents (see, the Master Project Plan and the Core Sub-Area Design Plan) for the Project Area. The Draft EIR further fails to analyze how the SDSU Project precludes implementation of the local and regional plans' goal for circulation and traffic solutions to be developed in a comprehensive manner and impedes the much more efficient use of limited space which is only achievable through master planning efforts.

L-5-10

Moreover, the Draft EIR relies on the analysis and conclusions of the Environmental Impact Report¹ (Redevelopment Plan EIR) approved by the Redevelopment Agency and the City of San Diego in connection with the adoption of the Redevelopment Plan for the

L-5-11

¹ College Community Redevelopment Project Final Program Environmental Impact Report, SCH #92091036 – July 1993

Project Area, while the proposed SDSU Project will entirely obliterate implementation of the goals and objectives of the Redevelopment Plan. Specifically, SDSU, presumably in its frail attempt to rely on the Redevelopment EIR for its environmental analysis, contends throughout the Draft EIR that the proposed SDSU Project is consistent with the Redevelopment Plan. This contention is wholly unfounded and lacks any merit.

L-5-11
Cont.

The primary funding source relied on by the Redevelopment Agency to finance its activities under the Redevelopment Law is tax increment revenue. Tax increment revenue is the Redevelopment Agency's ability to receive and spend a portion of property tax revenues from the increase in assessed value of real property that has occurred after adoption of a redevelopment plan for a project area. Cal. Health & Safety Code §§ 33670, 33678. Tax increment revenue is used "to pay the principal of and interest on loans, moneys advanced to, or indebtedness (whether funded, refunded, assumed, or otherwise) incurred by the redevelopment agency to finance or refinance, in whole or in part, the redevelopment project." Cal. Health & Safety Code § 33670(b); Cal. Const. art. XVI, § 16.

Thus, in accordance with the Redevelopment Law, the Redevelopment Agency's primary funding source in connection with the Project Area is tax increment revenue generated from real property within the Project Area. This funding is the source of the Agency's ability to implement the Redevelopment Plan for the Project Area. The proposed SDSU Project will extend the SDSU campus boundaries to include all of the Core Sub-Area of the Project Area. The resulting impacts of the proposed SDSU Project will be the removal from the property tax rolls of all properties intended for the proposed SDSU Project, including those properties that are currently in private ownership and generating tax increment revenue. The Redevelopment Agency does not receive any tax increment to implement the Redevelopment Plan from any properties that are taken off the tax rolls. The adverse impacts of the SDSU Project are further compounded by the acquisition of over \$35 Million worth of real estate from private parties by SDSU auxiliaries within the last year as well as the removal of many other properties from the tax rolls by SDSU and its auxiliaries since the adoption of the Redevelopment Plan. Therefore, the proposed SDSU Project is wholly inconsistent with the Redevelopment Plan and will significantly impact the redevelopment and revitalization of the Project Area and the ultimate elimination of blight by the Redevelopment Agency since the Redevelopment Agency will receive little to no tax increment from the Project Area because most of the properties will be removed from the property tax rolls.

L-5-12

The public purpose of the Redevelopment Plan is entirely undermined by the proposed SDSU project. As such, the proposed projects, including without limitation necessary infrastructure, described in the Redevelopment Plan and the current Five-Year Implementation Plan for the Project Area necessary to eliminate blight and redevelopment and revitalize the Project Area will now be thwarted and unachievable as

L-5-13

a result of the proposed SDSU Project. The Draft EIR fails to analyze or even mention these significant environmental impacts as a result of the proposed SDSU Project's inconsistencies with the Redevelopment Plan.

L-5-13
Cont.

(3) The DRAFT EIR fails to adequately consider and discuss the significant environmental impacts resulting from the project as required by CEQA § 21100 and CEQA Guidelines §§ 15126 and 15126.2.

The Draft EIR must identify and focus on the possible significant environmental impacts of the proposed SDSU Project. See, CEQA § 21100(b) and CEQA Guidelines §§ 15126 and 15126.2. Such impacts include growth-inducing impacts of the proposed SDSU Project such as the construction of additional housing, either directly or indirectly, in the surrounding environment. See, CEQA Guidelines § 15126.2(d).

The Redevelopment Law imposes certain affordable housing obligations on the Redevelopment Agency when dwelling units are developed within an established redevelopment project area. Specifically, the Redevelopment Law requires that at least 15 percent of all new and substantially rehabilitated dwelling units developed within a project area under the jurisdiction of the agency by public or private entities or persons other than the agency shall be available at affordable housing cost² to, and occupied by, persons and families of low or moderate income³. Cal. Health & Safety Code § 33413(b)(2)(A)(i). Additionally, not less than 40 percent of the dwelling units required to be available at affordable housing cost to, or occupied by, persons and families of low or moderate income shall be available at affordable housing cost to, and occupied by, very low income households. Cal. Health & Safety Code § 33413(b)(2)(A)(i).

L-5-14

The proposed SDSU Project includes the construction of 390 housing units which shall then obligate the Redevelopment Agency to provide 59 affordable housing units in accordance with the Redevelopment Law. The Draft EIR fails to address the impact of additional affordable housing units required to be developed in the Project Area as a direct result of the proposed SDSU Project.

Further, due to the proposed SDSU Project and the dwindling supply of property in private ownership in the Project Area, the Redevelopment Agency will not be able to provide this required affordable housing due to a lack of available property within the

L-5-15

² The term affordable housing cost is defined in Cal. Health & Safety Code §§ 50052.2 and 50053.

³ The terms lower income households, low income households moderate income households, very low income households, and extremely low income households are defined in Cal. Health & Safety Code §§ 50079.5, 50093, 50105, and 50106. The income levels for extremely low, very low, lower and moderate income households are established by the Department of Housing and Urban Development pursuant to Section 8 of the United States Housing Act of 1937.

Project Area and the lack of tax increment funding. The Draft EIR fails to analyze this impact.

L-5-15
Cont.

The Redevelopment Law authorizes a redevelopment agency to satisfy the requirements stated in Cal. Health & Safety Code § 33413(b)(2)(A)(i) in whole or in part, by causing to be available, by regulation or agreement, two affordable housing units outside of a project area for each unit that otherwise would have been required to be available inside the project area. Cal. Health & Safety Code § 33413(b)(2)(A)(ii).

If the Redevelopment Agency is therefore required to satisfy the inclusionary housing obligation of the Redevelopment Law by providing affordable housing outside of the Project Area as a result of the proposed SDSU Project, then the affordable housing obligation created by the proposed SDSU Project is 119 affordable housing units, 48 of which, pursuant to Health & Safety Code Section 33413(b)(2)(A)(ii), must be made available to very low income households. The Draft EIR fails to analyze the impacts associated with the increase in affordable housing units resulting from the proposed SDSU Project.

L-5-16

Further, the Draft EIR fails to adequately examine the impacts of the proposed SDSU Project on the provision of public improvements, facilities and services as envisioned in the College Area Facilities Financing Plan (City of San Diego – October 1993). The College Area Facilities Financing Plan was amended concurrently with the adoption of the Redevelopment Plan as it was then presumed that the Redevelopment Agency would provide funding to address some of the community needs pertaining to public improvements, facilities and services. In addressing these needs, the City of San Diego relies on impact fees paid as part of the customary development entitlement process (to which SDSU affirms it is not subject) and funds from the Redevelopment Agency which the Redevelopment Agency no longer has at its disposal nor can it reasonably expect to collect as a result of the SDSU Project. This impact is a direct result of the actions of SDSU and its auxiliaries given the large number of parcels removed from the tax rolls since the adoption of the Redevelopment Plan for the development of the proposed SDSU Project, which envisions acquiring all of the properties currently owned by private parties within the Core Sub-Area of the Project Area.

L-5-17

In addition, the Draft EIR fails to clarify how the California State University system addresses CEQA analysis, impacts and applicable mitigation measures within versus outside campus boundaries (existing and proposed). Any and all such distinctions should be explicitly identified in the Draft EIR. This comment was specifically made by the Redevelopment Agency in response to the NOP.

L-5-18

(4) The DRAFT EIR fails to adequately consider and discuss the mitigation measures proposed to minimize significant environmental impacts of the

L-5-19

project and the alternatives to the proposed project as required by CEQA § 21100 and CEQA Guidelines §§ 15126.4 and 15126.6.

The Draft EIR lacks substantial evidence to support its conclusion stated on Pages 5.0-43 and 5.0-44 that the only difference between the SDSU Project and the private sector alternative is the ability of SDSU to secure funds towards its “fair share” (as calculated in the subject Draft EIR) of payment to address traffic improvements. Further, the payment of SDSU’s “fair share” (as calculated in the Draft EIR) towards traffic mitigation measures is conditioned on the City of San Diego’s ability to collect all remainder funds required to implement traffic improvements; yet, the actions of SDSU and its auxiliary agencies preclude the City of San Diego from reaching this financing milestone as noted above (See the College Area Facilities Financing Plan).

CEQA requires the mitigation or avoidance of significant impacts to the extent feasible See, *City of Marina v. Board of Trustees of the California State University* – 2006; Public Resources Code §§ 21002, 21002.1, 21081, 21100(b)(3), 21151; CEQA Guidelines § 15126.4. Findings of infeasibility must be supported by substantial evidence. CEQA Guidelines § 15091(b). Only after a lead agency properly finds that mitigation and alternatives to avoid or reduce significant impacts are infeasible, the lead agency may find that the specific overriding economic, legal or social, technological or other benefits of the project outweigh the significant effects on the environment. CEQA Guidelines § 15091(a)(3). Said findings constitute the principal means chosen by the Legislature to enforce the state’s declared policy “that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects”. *City of Marina, supra*, at 348.

Under CEQA and *City of Marina*, SDSU must identify and, to the extent feasible, mitigate off-campus environmental impacts or adjust the SDSU Project to lessen the environmental impacts. Pursuant to the Draft EIR, SDSU interprets *City of Marina* to discharge all of its CEQA obligations by simply requesting funding from the legislature through the annual state budget process to fund the mitigation costs (as pertaining to the retail component of the proposed SDSU project, see for example page 3.12-95). This position is based upon a misreading of *City of Marina* and is not supported by CEQA. SDSU is required to identify and analyze alternate funding options to pay for identified impacts, including but not limited to, donor funds, bonds, alumni funds, student fees, and project construction fund. Failure to identify and disclose available funding renders the document inadequate. SDSU must identify all available funding sources to pay for expenses associated with meeting its mitigation obligations. SDSU also fails to consider altering the project in order to reduce effects off campus and, thus, reduce the mitigation required.

L-5-19
Cont .

L-5-20

- (5) **The DRAFT EIR fails to adequately consider and discuss the cumulative impacts of the project as required by CEQA § 21100 and CEQA Guidelines § 15130.**

"Cumulative impacts" refers to two or more individual impacts which, when considered together, are considerable or which compound or increase other environmental impacts. CEQA Guidelines § 15355. The cumulative analysis fails to adequately analyze the SDSU Project given that no substantial evidence is provided to support the conclusions that the SDSU Project leads to no cumulative impacts. Further, the cumulative impact analysis does not take into account previous actions by SDSU and its auxiliaries and their impact on the provision of public improvements, facilities and services including those actions that may have been exempt from CEQA such as the numerous property acquisitions.

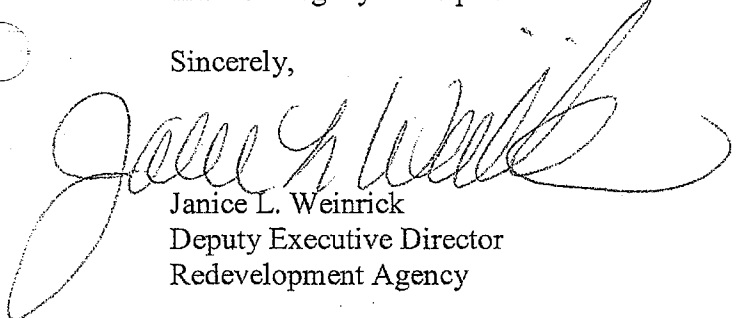
L-5-21

Conclusion

For the reasons stated above, the Draft EIR fails to provide a sufficiently detailed analysis of the above referenced subjects required by CEQA and CEQA Guidelines and is therefore legally inadequate.

L-5-22

Sincerely,



Janice L. Weinrick
Deputy Executive Director
Redevelopment Agency

CC: Jerry Sanders, Mayor and Agency Executive Director
Jay Goldstone, Deputy Executive Director
Elisa Cusato, Chief Deputy City Attorney
Christine Leone, Deputy City Attorney
Monique Tayyab, Deputy City Attorney
Kendall Berkey, Agency Special Counsel
Kelly Broughton, Development Services Director
Cecilia Gallardo, Development Services Deputy Director
Coleen Clementson, Principal Planner – SANDAG
Maureen Ostrye, Redevelopment Project Coordinator
Michele St. Bernard, Affordable Housing Project Manager
Eliana Barreiros, Redevelopment Project Manager
Project File



San Diego County Archaeological Society, Inc.

Environmental Review Committee

11 October 2010

To: Ms. Lauren Cooper, Director
 Department of Facilities Planning, Design and Construction
 Administration Building, Room 130
 San Diego State University
 5500 Campanile Drive
 San Diego, California 92182-1624

Subject: Draft Environmental Impact Report
 Plaza Linda Verde

Dear Ms. Cooper:


I have reviewed the cultural resources aspects of the subject DEIR on behalf of this committee of the San Diego County Archaeological Society.

Based on the information contained in the DEIR and its appendices 3.3 and 3.9, we have the following comments:

1. We agree with the assessment of the structures to be impacted as part of the project, and the conclusion that no significant impacts will result from their demolition.
2. Regarding archaeological resources, mitigation measure ARCH-1 should be expanded to require archaeological and Native American monitoring of initial excavation in areas that have not been previously excavated for structures, utility lines, etc. This particularly applies to areas under streets and alleys, where portions of any cultural deposits would actually have been protected by the pavement. Also, it should be made clear that any cultural material (other than human remains and associated grave goods) that is recovered is to be curated at a facility meeting the standards of 36 CFR 79 and/or *Guidelines for the Curation of Archaeological Collections* (State Historic Resources Commission, May 7, 1993).

Thank you for including SDCAS in the public review of this DEIR.

Sincerely,


 James W. Royle, Jr., Chairperson
 Environmental Review Committee

RECEIVED

cc: ASM Affiliates
 Dudek
 SDCAS President
 File

OCT 12 2010

Facilities Planning, Design
 and Construction

College Area Community Planning Board Comments
Plaza Linda Verde Draft EIR
Adopted November 10, 2010

General

- | | |
|---|-------|
| 1. The EIR should consider possible impacts on the project if:
a) The 5 th District Court of Appeals rules that the 2007 SDSU Master Plan EIR is inadequate, AND/OR
b) The State Legislature appropriates funding for a CSU South Bay campus in Chula Vista, which could conceivably reduce enrollment on the main campus. | O-2-1 |
| 2. The EIR should specify what "enrollment conditions" would need to be met prior to implementation of this project. | O-2-2 |

Population and Housing

- | | |
|--|--------|
| 1. The SDSU Housing Demand Study (Brailsford & Dunleavy) needs to be updated to reflect changed market and enrollment conditions. | O-2-3 |
| 2. The ten year old census data re: the number of occupied house in the College Area needs to be updated to reflect changed market conditions. | O-2-4 |
| 3. The EIR needs to present evidence to support its claim that an increase in campus multi-family housing will in fact decrease the number of nuisance rentals (mini-dorms). | O-2-5 |
| 4. If SANDAG has done a regional Population Forecast update since 2004, the updated figures should be incorporated in the EIR. | O-2-6 |
| 5. The EIR should incorporate the findings of the 2010 SANDAG Housing Needs Assessment. (The 2006 SANDAG study projects a vacancy rate of 2.2% for housing stock in the College Area. This has obviously changed.) | O-2-7 |
| 6. In light of all the new multi-family housing stock planned for the College Area (discussed under Cumulative Impact), the EIR should present evidence as to why this project would be considered beneficial for the community, notwithstanding the City's plan to increase density in this location. (As the DEIR is at pains to point out, SDSU is not subject to local planning regulations, and can disregard this call for increased density unless there is a cogent reason to provide it.) | O-2-8 |
| 7. Three lots in Phase 2 of the project are currently leased to fraternities and sororities (1 fraternity, 2 sororities). Provision for relocation of these groups needs to be addressed in the EIR. | O-2-9 |
| 8. Loading zones for residential areas (for furniture, etc.) need to be shown in the EIR. | O-2-10 |

Commercial/Retail

- | | |
|---|--------|
| 1. The EIR should address the fact that, by spreading retail uses among six different buildings, the project loses the synergy which could be achieved in one unified, dynamic shopping area, and increases traffic congestion. | O-2-11 |
| 2. The EIR should address the absence of easy pedestrian access between the retail in Buildings 1 & 2, and the retail in Buildings 4 & 5 (if ever built). It is likely that the majority of patrons will be unwilling or unable to use the SDSU "sky bridge". | O-2-12 |

3. The EIR should address the impaired “walkability” of College Avenue between Montezuma Avenue and the SDSU Campus as a result of this project as currently designed.
4. The EIR should consider the feasibility of creating pedestrian articulation into the development from College Avenue, to avoid a monolithic appearance along College.
5. The EIR should address the question of how customers parking in Building 3 (parking structure) will get across Lindo Paseo to the retail in Building 1, given that the street will have heavy truck traffic from the loading docks.
6. The EIR should present solid market research as to what types of retail the project can reasonably expect to attract. It is highly questionable whether this project could attract a Whole Foods or a Trader Joe’s. These stores typically locate in neighborhoods with higher median incomes than that of the College Area. Further, if it is considered that most specialty grocery stores do not locate within 15 minutes travel time of each other, the Trader Joe’s located near Grossmont Center would appear to rule out a Trader Joe’s location in the College Area. Likewise, the Whole Foods and Trader Joe’s in Hillcrest are 15 minutes away on a good traffic day. These questions should be addressed, to avoid the danger of misleading anyone.
5. The EIR should clarify the distinction between the 77,000 s.f. of retail used in some analyses, and the 90,000 s.f. of retail used in others. The EIR should also clarify that this project will create a net increase of only 33,000 s.f. of retail space.

O-2-13

O-2-14

O-2-15

O-2-16

O-2-17

Transportation and Parking

1. The mitigation measures presented in the DEIR are conditioned upon the City having funds and moving forward with these measures. Given the existing and projected levels of service at most intersections and street segments in this project (LOS E and F), the build-out of this project should be conditioned upon the City moving forward with these improvements. The detrimental effects of the increased traffic congestion from this project may well over-ride any possible gains to the community.
2. The EIR should clarify the “combined pass-by/diverted/mixed use reduction of 48%” utilized in calculating the trips generated by the 44,000 s.f. of retail space assumed to generate 100 trips per 1,000 s.f.
3. It is unlikely that most pedestrian patrons of the project’s commercial areas would be willing or able to use the existing “sky bridge” to get across College Avenue, from the Phase 1 commercial areas to the Phase 2 commercial areas. Instead, project planners seem to be assuming they will use the surface streets at the intersection of College and Montezuma to cross College. In order for this to be feasible, pedestrian crossing traffic lights at this intersection would likely have to be “on demand”. This would result in major impacts in signal phasing and thus on traffic congestion at this already heavily impacted area. The EIR should discuss how this traffic impact will be addressed and/or mitigated.
4. The traffic study should address how the widening of the various intersections outlined in the DEIR as mitigation measures will impact bike lanes, since it is important to maintain bike access throughout the project area.

O-2-18

O-2-19

O-2-20

O-2-21

- | | |
|---|--------|
| 5. The EIR should stress the need for the City of San Diego to engage the community in a process to seriously consider both the current and alternative traffic mitigation plans outlined in the EIR for College Avenue. | O-2-22 |
| 6. 288 parking spaces would be lost to students on campus as a result of this project. The DEIR cites a 2007 parking demand study that showed a surplus of 3,488 student parking spaces on campus, and therefore concludes that the loss is not significant. The EIR should clarify whether the study takes into account the 10,000 new students postulated to be added to enrollment in SDSU's 2007 Master Plan. | O-2-23 |
| 7. The EIR should address where the cars that are going to be displaced from Lots 3 & 6 will mostly likely be parking, and what would be the traffic impact of such a change. | O-2-24 |
| 8. The EIR should examine the possible impact on parking on streets adjacent to the project during hours when the Residential Parking Permit system isn't in effect, and develop mitigating measures for any impact found. | O-2-25 |

Aesthetics

- | | |
|--|--------|
| 1. The DEIR does not address questions submitted in response to the original NOP with regard to the mass and set-backs of the four 5- story buildings proposed for College Avenue. The EIR should address these questions. | O-2-26 |
| 2. The visual simulations presented in the DEIR (Figures 3.1.9 and 3.1.10) present the appearance of massive, featureless, indistinguishable monoliths with inadequate street setbacks, which arguably offer no improvement over the present blighted conditions, and indeed could be considered a new form of blight. It is questionable whether these structures reminiscent of Soviet era apartment blocks would foster the "lively urban environment" to which the DEIR professes to aspire. There is considerable room for disagreement as to whether these changes would be "positive and not adverse." This finding should be justified in the EIR. | O-2-27 |
| 3. The College Area Community Council requests to review the architectural renderings for any buildings in proposed project prior to construction. | O-2-28 |

Planning

- | | |
|---|--------|
| 1. The DEIR extends the borders of SDSU south to Montezuma and, in the case of University Towers, south of Montezuma. Since Montezuma Road represents a physical boundary in the community, the SDSU boundary should not be extended south of Montezuma until any future plan for that land is endorsed by the community. | O-2-29 |
| 2. The extension of the SDSU boundaries south to Montezuma would include the entire Fraternity Designated Area in the College Area Community Plan. Lots acquired by the University would not be subject to this designation. The EIR should address the impact of this change on the availability of future fraternity houses, and how it would be handled. | O-2-30 |
| 3. SDSU should make a definitive statement as to whether or not it plans to respect the intent of the Fraternity Designated Area. | O-2-31 |

9-28-10

I-1

Lauren Cooper
Director, Department of Facilities Planning, Design and Construction
Administration Building, Room 130
San Diego State University
5500 Campanile Drive
San Diego, California 92182-1624
Fax: (619) 594-4500

Copies of the Draft EIR are available for review at the following locations: (1) Benjamin Branch Library, 5188 Zion Avenue, San Diego, California; (2) College Rolando Branch Library, 6600 Montezuma Road, San Diego, California; and (3) SDSU Love Library, Government Publications, 3rd Floor. Copies of the Draft EIR and reference materials also are available for review at SDSU Department of Facilities Planning, Design and Construction, Administration Building, Room 130, contact person: Lauren Cooper, Project Manager, (619) 594-5224. The Draft EIR also is available for review on the internet at www.sdsu.edu/plazalindaverde. Copies of the Draft EIR may be purchased by contacting Esquire Litigation Solutions, Bryan Woelfle, 110 W. "C" Street, Suite 1600, San Diego, California 92101, (619) 234-0660.

© Today, Vacant rental homes
with "For Rent" signs sit
idle in College View Estates,
5400 Block of Hewlett Or.
9/10, why are you planning
to build more apartments?

I-1-1

Sloan Family
5860 Arboles St.
San Diego, CA 92120

10-1-10

TO: DEPT FAC. PLANNING, DESIGN & CONSTRUCTION

I ATTENDED SEVERAL MEETINGS @ SDSU REGARDING THE PROPOSED FACULTY HOUSING ON THE ADOBE FALLS PROPERTY, ONE OF THE BIG CONCERNS OF MYSELF & NEIGHBORS (I LIVE 3 BLOCKS FROM SITE) IS THE INCREASED TRAFFIC FLOW THROUGH OUR RESIDENTIAL AREA.

I-2-1

A GREAT DEAL OF THAT TRAFFIC COULD BE ELIMINATED IF YOU USED THE EXISTING TUNNEL UNDER I-8 FOR WALKING/BICYCLING TO THE CAMPUS FROM THE ADOBE FALLS AREA.

I PROPOSED THIS @ 1 MEETING AND AT THE NEXT MEETING THE SITE DRAFTSMAN HAD DRAWN

IN A PROPOSED "TRAIL" FROM THE FACULTY HOUSING
TO THE TUNNEL LEADING ONTO THE CAMPUS.

THE NEXT MEETING THE TRAIL WAS ELIMINATED
AND THEIR REASON FOR ITS ELIMINATION WAS
ONE OF COST OF GRADING A TRAIL THROUGH THE
ROUGH TERRAIN OF THE AREA.

I-2-1
Cont.

I STILL STRONGLY BELIEVE IF YOU ACCESSED
THIS TUNNEL AS A WAY FOR FACULTY TO WALK OR
BIKE TO CAMPUS IT WOULD BE A "WIN-WIN"
SITUATION.

IN THIS "GREEN-ECO FRIENDLY" AGE WE NOW
LIVE IN YOU ARE ELIMINATING DOZENS OF CAR-TRIPS
PER DAY, CUTTING DOWN ON GREEN-HOUSE GASES AND ALSO
↓

CUTTING THE PERCENTAGE OF TRAFFIC IN OUR
NEIGHBORHOOD BY APPROX. 85%

GRANTED, THE CREATION OF A WALKING-BIKING
TRAIL WOULD BE CHALLENGING, BUT ONCE IT WAS
INSTALLED IT WOULD BE SO BENEFICIAL AND JUST
"SMART," I'VE BEEN IN THE TUNNEL UNDER I-8
AND IT WOULD NEED SOME RETRO-FITTING OF LIGHT
FIXTURES (FOR NIGHTTIME) A POSSIBLE BOARDWALK OR
LEVEL CATWALK/SIDEWALK OVER WATER DRAIN AND
POSSIBLE 2-3 STEEL BEAM PILLARS SPACED EVENLY
THROUGH THE TUNNEL TO BRING IT UP TO EARTHQUAKE
STANDARDS OF TODAY.

I TRULY HOPE YOU WOULD TAKE ANOTHER

I-2-1

Cont.

LOOK AT THE TUNNEL OPTION AS A WAY
TO ACCESS YOUR CAMPUS IN THE FUTURE

I-2-1
Cont.

SINCERLY YOURS,

STEVE GILBERT
5832 LANCASTER DR.
SAN DIEGO, CA. 92120-4533

PH# 619-287-0338

Stuart R. and Yoelles Josephs
6408 Crystallaire Drive
San Diego, Ca 92120-3834
Telephone: (619) 287-1006 [Home]
(619) 469-6999 [Office]

FAX COVER SHEET

Date: October 7, 2010

Number of Pages: 1
(including cover sheet)

From: Stuart R. and Yoelles Josephs

To: Ms. Lauren Cooper
Organization: San Diego State University
Fax No.: (619) 594-4500

Re: YOUR DRAFT EIR

COMMENTS:

Ms. Cooper:

We are greatly concerned that your proposed mixed-use student housing project would considerably add to the already almost-saturated congestion (at peak times) at the I-8/College Avenue intersection.

SDSU should not aggravate the existing intolerable conditions caused by SDSU overbuilding above and beyond the capacity afforded by the space it presently occupies.

A relocation of the excess student population to a new campus in Chula Vista or elsewhere will be a more practical and humane resolution of the problems caused by your continued expansion and growth.


Stuart R. Josephs


Yoelles Josephs

I - 4



SAN DIEGO STATE
UNIVERSITY

PLAZA LINDA VERDE

Open House
November 3, 2010

Name Juan Banks
Address 4776 Campanile Dr.
City SD Zip 92115
Email shbanks@pacbell.net Phone _____

Your comments or suggestions:

Saw plans to add ^{extra} No bound lane
on College —

Also follow thru &
make College: from Montezuma
to the freeway accessible —
It's a traffic jam - Sept to June

I - 4 - 1



SAN DIEGO STATE
UNIVERSITY

PLAZA LINDA VERDE

Open House
November 3, 2010

Name Justin Hanson

Address 4623 Mississippi St

City San Diego

Zip 92116

Email hanson.justinw@gmail.com

Phone 619.980.2699

Your comments or suggestions: It is apparent the LEED design of

the Student Union is merely trying to collect points and

create a greater perception of their impact. The green roof

will be promoted even though it is very small, the person I

spoke to didn't know how many kw's of PV will be on

the roof → get rid of clay roof & be courageous to truly

make this a sustainable/living building.

→ Create a more efficient bus system to mitigate traffic

rather than rely on the engineers to create larger roads.

We need to step away from a car-based school. Many

universities have their own transit system.

I-5-1

I-5-2

November 8, 2010

RECEIVED

NOV 10 2010

Lauren Cooper
Director-Facilities Design, Planning & Construction
San Diego State University
5500 Campanile Drive, Mail Code 1624
San Diego, CA, 92182

Facilities Planning, Design
and Construction

Subject: Plaza Linda Verde Draft EIR

Dear Ms. Cooper:

I am a 20-year resident of the College/Rolando area. While I am a proponent of the proposed project, as described below there are aspects of it that I believe could be enhanced either through project modification or additional mitigation measures.

I-6-1

Project Description: The project seems to miss an opportunity to define a grand entrance to campus via Campanile past the KPBS 'Gateway' Center. As I recommended during a public workshop, starting north from College the project should include a wide center median (e.g., with monument entrance sign and drought-tolerant landscaping) along this wide street to essentially 'extend' the grass median on campus. This is identified in the DEIR as the main vehicle point of access to the project site from the west, and therefore the university should appropriately consider inclusion of improvements to beautify this portion of Campanile. Also, as mitigation the project should require retention where possible of the large palms and other beautiful mature trees near the corner of Campanile / College Avenue.

I-6-2

Section 3.1, Aesthetics: In this section the word 'blighted' is carefully sprinkled throughout to describe our neighborhood. Use of this extreme term, borrowed from Redevelopment law, is inappropriate in the context of assessing current environmental conditions. Most of the 'urban decay' has occurred over the years as a result of inattention on both private and public properties due to long-pending redevelopment plans for the site and surrounding area. Indeed, these conditions are partly the university's responsibility; the long-ago removal of two gas stations in favor of interim parking-lot usage are two examples. Successfully-operating businesses on the project site (such as Jack-in-the-Box, Domino's Pizza, Starbucks, among several others) have been recently refurbished and are not appropriately represented by the term 'blight.' Put another way, would the university want to be accused of managing 'blighted' properties for several years running?

I-6-3

Apparently the purpose of using the term 'blight' is to demonstrate the aesthetic benefit of the proposed project. In this regard, I don't believe the environmental document hits the target. Firstly, use of architectural renderings (see Figure 3.1-8) to demonstrate the aesthetic value of the project seems inappropriate. As we all know, the perspective provided by an architect is intended to 'sell' a project, and almost always looks better than

I-6-4

the actual product. Secondly, the photographic renderings look hideous, and do not match the description provided in the analysis that the project would include "modern designs present in many redevelopment areas in the City of San Diego, accented by elements of the Mission Revival architectural style present in the central SDSU campus core." This description itself sounds very pedestrian considering the high visibility nature of the project site at the main entrance to the university. This project deserves more attention than the "typical redevelopment area."

I-5-4
Cont.

The View 4 perspective on Figure 3.1-8 shows a four story building that doesn't look like a five story parking garage planned at that location. See also Figure 1.0-12 of Project Description in this regard.

I-6-5

On p. 3.1-24, the analysis of the views to motorists along College Avenue says that the landscaping along the perimeter of the proposed buildings would shield a large percentage of the structure (sic) from mobile viewers, resulting in mostly interrupted views of the proposed buildings." This sugar-coated perspective doesn't seem consistent with Figure 3.1-10 visual simulation.

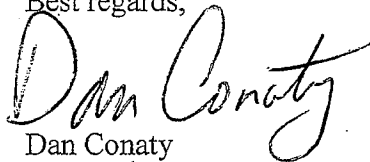
I-6-6

Given the above considerations, the university should seriously consider inclusion of a few select community members in the review of architectural and landscape plans for the project. There are capable people in our neighborhood that would provide valuable insight in this regard.

I-6-7

Thank you in advance for your consideration of these remarks.

Best regards,



Dan Conaty
4626 55th Street
San Diego, CA 92115

November 10, 2010

Via Courier Service & Fax

Lauren Cooper
 Director, Facilities Planning, Design, and Construction
 Administration Building, Room 130
 San Diego State University
 5500 Campanile Drive
 San Diego, CA 92182-1624

RE: DRAFT ENVIRONMENTAL IMPACT REPORT PLAZA LINDA VERDE ("DEIR") for San Diego State University ("SDSU" / "University"), September 2010 [State Clearinghouse No. 2009011040]

Ms. Cooper,

This letter serves as the written identification of environmental issues in the above referenced DEIR from KB Books and its' President, Mr. Ken Appel, regarding the inadequacies found in the DEIR for the Plaza Linda Verde proposed development ("Project"). KB Books has a vested interest in the Project as a property lessee and business owner at 5187 College Avenue, within the boundary of the Project as defined in the DEIR. The KB Books store has occupied this location as a successful business serving the students of SDSU and other local schools and colleges as well as local residents for over 20 years. We have reviewed the DEIR and raise the following issues with respect to the DEIR's adequacy:

I-7-1

Campus Master Plan Boundary Expansion

The DEIR provides for the expansion of the current campus master plan boundary to the south. This expansion would generally be from Aztec Walk three (3) blocks further to the south to Montezuma Road ("Expanded Boundary"). Section 1.0, page 22, of the DEIR states, "*Parcels within the proposed Campus Master Plan boundary adjustment that are not currently owned by SDSU/CSU (California State University) would be designated for "Future Acquisition."* The "Future Acquisition" label is an incorrect environmental assumption that causes significant adverse financial impacts for private land and business owners trapped in the proposed Expanded Boundary.

I-7-2

The Project as proposed in the DEIR (Section 1.0, pages 50 & 51 / Construction Activities & Phasing) consists of two (2) building phases with Phase I consisting of Buildings 1, 2 and 3 being constructed on properties already controlled by the University. However, Phase II of the Project (Buildings 4, 5, 6 and 7) contains a mixture of parcels that are privately owned (by six different owners) as well as University controlled on every land area for each proposed building. Specific to Buildings 4 & 5, the DEIR (Section 1.0 pages 1 & 2) also states:

I-7-3

"Additionally, development of certain portions of the Proposed Project, primarily those along the eastern side of College Avenue, would be contingent upon the acquisition of certain parcels of land presently not owned by the University. If the University is not able to acquire these parcels from willing sellers, the Proposed Project would proceed on a modified basis, as necessary."

The DEIR is incomplete with respect to analyzing whether the private parcels can be feasibly acquired from "willing sellers". In addition, the DEIR has no analysis of what the "modified basis" of development would be even though as shown below the Project is almost sure to proceed on a "modified basis" if at all.

I-7-4

Section 1.0, page 16 of the Draft EIR states, "in contrast to the Paseo Project, build-out of the Proposed Project would not require the condemnation of private property; necessary property acquisitions would be made from willing sellers only." Assuming anymore "willing sellers" exist is a faulty assumption in the DEIR, as the University through the SDSU Research Foundation ("Foundation") was not successful in its' prior efforts to acquire these same properties between 1994 through 2005. Foundation efforts included appraisals of properties and offer letters to the owners. Before extending the campus boundary over properties the University has not been able to purchase since 1994, the University should contact private property owners and make new offers to assess the viability of acquiring these properties from "willing sellers". Furthermore, the DEIR's own summary of the standards (Executive Summary, page 5) for evaluating the DEIR, per the California Environmental Quality Act ("CEQA") state:

I-7-5

"An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible."

I-7-6

Given the previous attempts and more importantly the lack of results in acquiring the six (6) privately owned properties, the DEIR's analysis of environmental conditions with respect to property acquisition is not "reasonably feasible" for Phase II of the Project. Therefore, all properties not currently controlled by the University should NOT be included in the Expanded Boundary of the DEIR.

I-7-7

Section 1.0, page 22 of the DEIR discusses "auxiliary activities supporting the academic mission of the university" as justification for the Expanded Boundary. The DEIR does not give a definition as to what "auxiliary" uses are. The DEIR's analysis incomplete until an explicit explanation of what "auxiliary" uses are and how "auxiliary" uses relate to fulfilling the University's mission is defined in the DEIR, due to these "auxiliary" uses and needs being the stated reason for the University's Expanded Boundary request, per the DEIR.

I-7-8

The DEIR should analyze the actual Phase II project that is likely to take place, not a Project that the University cannot obtain the land for. Placing private properties in the Expanded Boundary with no factual basis that they can be acquired only serves to cloud the title and uses of the same private properties. The labeling of private property as "Future Acquisition" by a government agency (SDSU) and placing these same private properties in the Expanded Boundary with land use controlled by the same government entity (discussed below – Land Use & Planning Authority), gives cause to an inverse condemnation condition for these private property and business owners. Therefore, KB Books is requesting the DEIR be amended to exclude all buildings in Phase II (particularly Building 5) from the proposed Expanded Boundary, until a feasible method of private property and business acquisition can be analyzed in the DEIR.

I-7-9

Section 5.0 (Alternatives) of the DEIR is inadequate in its' environmental review due to the lack of analysis of the same Project, without any Expanded Boundary. Page 46, of Section 5.0 in the DEIR analyzes a "Reduced Campus Boundary Adjustment Alternative" (Section/Alternative 5.4.3) consisting of the same Project with the expanded campus master plan boundary only imposed over parcels which are needed for the actual building sites for the Project. The DEIR concludes that; *"This alternative (5.4.3) would attain all of the Project objectives"*. Given this assessment and SDSU's position that as a State entity it is not subject to local land use ordinances, there does not appear to be any justification or need for the Expanded Boundary sought by the University, particularly an Expanded Boundary imposed on private property.

I-7-10

Section 1.0, page 22 of the DEIR identifies the two (2) procedural reasons for the Expanded Boundary are to be able to acquire properties inside the Expanded Boundary by purchase or gift. Is the DEIR implying that if the University received a gift of property located outside the Expanded Boundary, such as an inheritance from deceased alumni, the University could not accept the gift of property? Given the University does accept gifts of property and currently owns property outside of the existing campus master plan boundary there appears to be no procedural requirement for this vast extension of the University's Campus Master Plan Boundary, unless the Expanded Boundary is a procedural step for the University to later pursue eminent domain actions in its' Expanded Boundary, to complete the Project after the DEIR is Final.

I-7-11

Land Use & Planning Authority

Section 3.7, page 1 of the DEIR states, "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." In addition, beginning at the bottom page 22, in Section 1.0 the DEIR carefully states that the University will not change land uses for "non-development parcels," or those parcels that are not part of the twenty-four (24) parcels needed to complete Phase I and II of the Project. However, this is contradicted in the DEIR by the University's proposed Expanded Boundary and the University's statement that it "is not subject to local government planning." These two (2) factors of an Expanded Boundary or sphere of University influence over private properties combined with the University asserting it is not subject to local governing planning lead the reader of the DEIR to assume that the University is the sole regulatory authority with respect to land use decisions and enforcement of same land use authority, in the proposed Expanded Boundary.

I-7-12

The DEIR must clearly address the University's role with respect to land use regulatory police powers over private property the University is now stating is in its' sphere of influence through the Expanded Boundary, particularly the six (6) private properties the University seeks for Phase II of the Project. Until this inadequacy is addressed, the DEIR with respect to land use is incomplete. Furthermore, the DEIR must address LAFCO's (Local Agency Formation Commission for California) role or why a lack of role in extending University's sphere of influence over land it does not control, particularly the six (6) privately owned properties the University seeks for Phase II of the Project. The DEIR assertion of University land use authority in the imposed Expanded Boundary and "Future Acquisition" label essentially condemns the six (6) private properties needed to implement Phase II of the Project to selling exclusively to the University.

I-7-13

I-7-14

I-7-15

The DEIR is inadequate in that it is void of any analysis regarding the loss of private property and business value due to the University eliminating the open market for private property and business transactions, in the Expanded Boundary. Approval of the DEIR in its' current form would subject the six (6) private property owners for Phase II of the Project and any on-site businesses to a condition of inverse condemnation. This arises from the University identifying in a government planning document, these six (6) private properties as "Future Acquisition" where the University is the sole exclusive decision maker on matters of land use, in the University's Expanded Boundary. The DEIR must address how the issues above will affect the land and business values of the six (6) private properties the University seeks for Phase II of the Project, where the University is now the only purchaser of the private businesses or property.

I-7-16

Section 3.7, of the DEIR needs to address how land use disputes will be resolved, including determination of approved uses and responsibility for code compliance, due to the DEIR stating that the University as a State entity will have land use and planning authority over public and private properties located in Phase II of the Project. Furthermore, the DEIR needs to clarify if private land owners who choose not to sell their properties and businesses to the University, as part of Phase II still have the legal right to develop their private properties, as part of the City of San Diego's ("City") College Area Redevelopment Project¹, or will the proposed Expanded Boundary and the University's assumption of land use authority eliminate private land owner's ability to opt-out of the University imposed Project in the DEIR?

I-7-17

I-7-18

While Section 3.7, page 1 of the DEIR states that the University is not subject to local land use or redevelopment requirements. Section 3.8, page 14 of the DEIR states the Project will comply with City noise ordinances and page 45, of Section 1.0 and others areas of the DEIR state the University requires City approval for street and alley vacations for pedestrian corridors. The DEIR needs to address the inconsistencies of how it will manage land use and planning authority over its' "Future Acquisition" properties, along with inconsistencies regarding noise ordinances and street/alley vacations ordinances.

I-7-19

While addressing some of the impacts of full implementation of the Project, the DEIR does not adequately address the adverse impacts of any partial implementation of the Project – i.e., in the event that only some or none of the privately owned properties east of College Avenue are acquired, even though this is the far more likely scenario. Many of the businesses on the east side of College Avenue are community as well as University serving and proposals to eliminate alleys and close streets would have a significant adverse financial impact on these business. In addition reducing motor vehicle access to these and other businesses located in the Expanded Boundary, would further physically divided the single-family detached residential community to the south and east of the University. These residents generally rely on motor vehicle transportation to access the businesses currently in the Expanded Boundary, as noted by full parking lots and a motor vehicle serving gas station and motor vehicle drive-through facilities for fast food restaurants.

I-7-20

This analysis of partial implementation must include the impacts of alley vacations, loss of right-of-way, loss of existing street and road easements, and loss of access on existing properties or businesses that choose not to sell their property to the University or are immediately adjacent to the Proposed Project. The DEIR should also address the impact on the remaining parcels due to partial implementation of the Project, including changes to traffic on remaining streets; vehicle access routes to remaining parcels for customers, deliveries, and emergency vehicles; disruption or elimination of on- and off-street parking for existing businesses; and changes to visibility of existing businesses from public thoroughfares. The DEIR is inadequate in that there

¹ Note the projects anticipated in College Area Redevelopment Plan generally evaluated and anticipated more intensive land uses.

is no analysis evaluating how full or partial implementation of the Project would cause economic blight or financial damage to existing businesses and private properties subject to "Future Acquisition".

I-7-20
Cont.

Business Relocation & Eminent Domain

Neither Section 3.10, page 13 (Commercial Space), nor the DEIR as a whole adequately address the temporary or long-term relocation of businesses, nor is there any mention of the disposition of commercial lease holders who will have to shut down their businesses to accommodate the Project, particularly Phase II.

I-7-21

Section 1.0, page 18 of Draft EIR states, "Ultimate project development would be on land owned by CSU. Land currently owned by private parties would be acquired from willing sellers only; CSU/SDSU will not utilize eminent domain to acquire those properties presently owned by others." If eminent domain is not being utilized, then the DEIR must address the fact that the University's extension of the Expanded Boundary, to include private properties and dismiss City land use authority will limit the ability of private property and business owners to sell their properties to anyone but the University. Removing local land use authority and implementation of the Expanded Boundary, without the reasonable likely hood of being able to acquire the private parcels by SDSU becomes a case of inverse condemnation because the government (SDSU) is reducing the values and transferability of properties and businesses through its' actions.

I-7-22

The potential threat of acquisition in the DEIR or a Final EIR is tantamount to pre-condemnation activities. It is unreasonable for the University to issue pre-condemnation statements in the DEIR or Final EIR because my business (KB Books) will suffer a diminution in market value as the result of such published statements. Through the DEIR, the University is acting affirmatively to lower the value of my business.

I-7-23

It is the right of the public to be informed in such a way that it can intelligently weigh the environmental consequences of any contemplated action by the University, such as "Future Acquisition". Yet there is no meaningful discussion of it in the DEIR. Further, there is no evidence in the DEIR that demonstrates that it is either legally or economically feasible for the University to proceed with the Proposed Project on a "modified basis" for Phase II of the Project. Therefore, the DEIR as presently drafted is insufficient and fails to meet CEQA's standards for an EIR."

I-7-24

We respectfully reserve the right to raise additional concerns and comments regarding the proposed Project and the DEIR if additional information becomes available through the environmental review process. We request that the comments of this letter and your replies to these comments be included as part of the administrative record for the CEQA review of the Project.

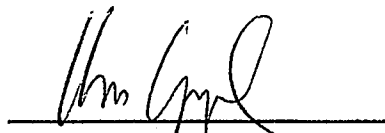
I-7-25



Please feel free to contact me (619) 993-8398 if you have any questions or wish to discuss these comments further.

I-7-25
Cont.

Sincerely,



Ken Appel, President
KB Books

Cc: Marti Emerald, Councilmember – District 7, City of San Diego
Jerry Sanders, Mayor & Redevelopment Agency Executive Director, City of San Diego
Jay Goldstone, Chief Operating Officer & Redevelopment Agency Deputy Executive Director, City of San Diego
Janice Weinrick, Redevelopment Agency Assistant Deputy Director, City of San Diego
Bill Anderson, Director of City Planning & Community Investment, City of San Diego
Kelly Broughton, Development Services Director, City of San Diego
Maureen Ostrye, Redevelopment Agency Project Coordinator, City of San Diego
Eliana Barreiros, College Area Redevelopment Project Manager, City of San Diego
Mr. Stephen Laub, Land Solutions, Inc.
Cynthia L. Eldred, Attorney at Law

From: Lauren Cooper [cooper12@mail.sdsu.edu]
Sent: Thursday, November 11, 2010 5:00 PM
To: Michael Haberkorn
Cc: rschulz@mail.sdsu.edu
Subject: Fwd: Plaza Linda Verde and Community Access to the Transit Center

fyi

----- Original message -----

>Date: Thu, 11 Nov 2010 16:02:47 -0800
 >From: Carl Luster <carl.luster@cox.net>
 >Subject: Plaza Linda Verde and Community Access to the Transit Center
 >To: Doug Case
 ><Doug.Case@sdsu.edu>, tsherer@mail.sdsu.edu, cooper12@mail.sdsu.edu
 >Cc: Jan Riley <jan.riley@cox.net>, Scott Lewis
 ><sjeleccc@sbcglobal.net>, BJ <bjwho9@cox.net>, Carl Luster
 ><carl.luster@cox.net>, Maurize Rios <maurizerios@sbcglobal.net>
 >

>Hello,

>I realize it's too late for public comment to the Plaza Linda Verde
 >Draft EIR, but I recommend adding a Transit Center Passenger Loading
 >Zone to the design. Currently, transit passengers and students use the
 >\$5 parking lot south of the trolley stop for this purpose. My family
 >and I sometimes use this lot as a place to drop each other off or pick
 >each other up from the bus or trolley, and I always see people waiting
 >to be picked up.

>
 >A Passenger Loading Zone will serve both able-bodied and handicapped
 >transit passengers and students. It will also make the SDSU Transit
 >Center and Plaza Linda Verde more valuable assets for both SDSU and the
 >larger College Area community. Without a convenient Passenger Loading
 >Zone, drivers will park illegally or stop in the middle of the street
 >to drop off and pick up passengers.

>
 >I suggest making the west end of the proposed Campus Green a landscaped
 >traffic circle, with parallel parking for passenger loading on the
 >north and east sides and with short-term (10 minute?) parking on the
 >west side for drivers waiting for someone to arrive.

>
 >Thank you for helping to include this recommendation in the design
 >process for Plaza Linda Verde.
 >Carl Luster

I - 8 - 1

Ms. Elinor Rector
5127 Manhasset Dr.
San Diego, CA 92115

November 12, 2010

Ms. Lauren Cooper
Director, Facilities Design

Dear Ms. Cooper:

Greetings--trust you are well. I am sorry to be a little remiss in my writing to you re: the plans for Plaza Linda Verde, as I was unable to attend the meeting on Nov. 3rd at the Alumni Center.


I attended SDSU for four years in the 60's and lived on Lindo Paseo Dr. for awhile. My feelings about it are--Why another building-plaza with a Spanish name? Is this not the *United States of America*?! Are not Americans the ones who funded and paid for the college and university? Why so MANY Spanish names? I think it is insulting to those who really paid their dues for the university.

Also, what are the reasons for making it a Co-ed Dorm? More "free sex"? But it *isn't* free and always costs more than people are able to pay. And most importantly, it undermines Marriage and Family, which are the foundation of any healthy and strong community and nation. So why would you want to make it a CO-ED Dorm?

And finally, the economy is in a free-fall Recession; is it a good idea to do it at this time? Granted, it needs to be done and should have been done a decade ago! Who is funding it, since the State is essentially bankrupt and can't get any more out of the over-burdened taxpayers at this time. So who IS paying for it?!

Thank you for considering my issues with the proposed building construction.

Sincerely,



Elinor Rector

I-9-1

RECEIVED

NOV 15 2010

Facilities Planning, Design
and Construction

LPD DEVELOPMENT, LLC
1311 First Street
Coronado, CA. 92118
619.522.6159
George@sdhe.com

December 14, 2010

Lauren Cooper, Director
SDSU Facilities Design Planning & Construction
5500 Campanile Drive, Mail Code 1624
San Diego, CA. 92182

Re: Plaza Linda Verde, EIR

Dear Ms. Cooper:

We are developing a student apartment project, 47 units with 255 beds, at 5665 Lindo Paseo. We reviewed the referenced EIR and determined our project is not part of the proposed project albeit we are in the SDSU Campus Master Plan boundary.

I-10-1

The purpose of this letter is to respectfully request you confirm: (1) our development is not included in the Proposed Project (2) our project is included in the SDSU Campus Master Plan boundary (3) you will notify us if the referenced EIR is amended to include our development and (4) you will notify us if our development is included in a subsequent EIR.

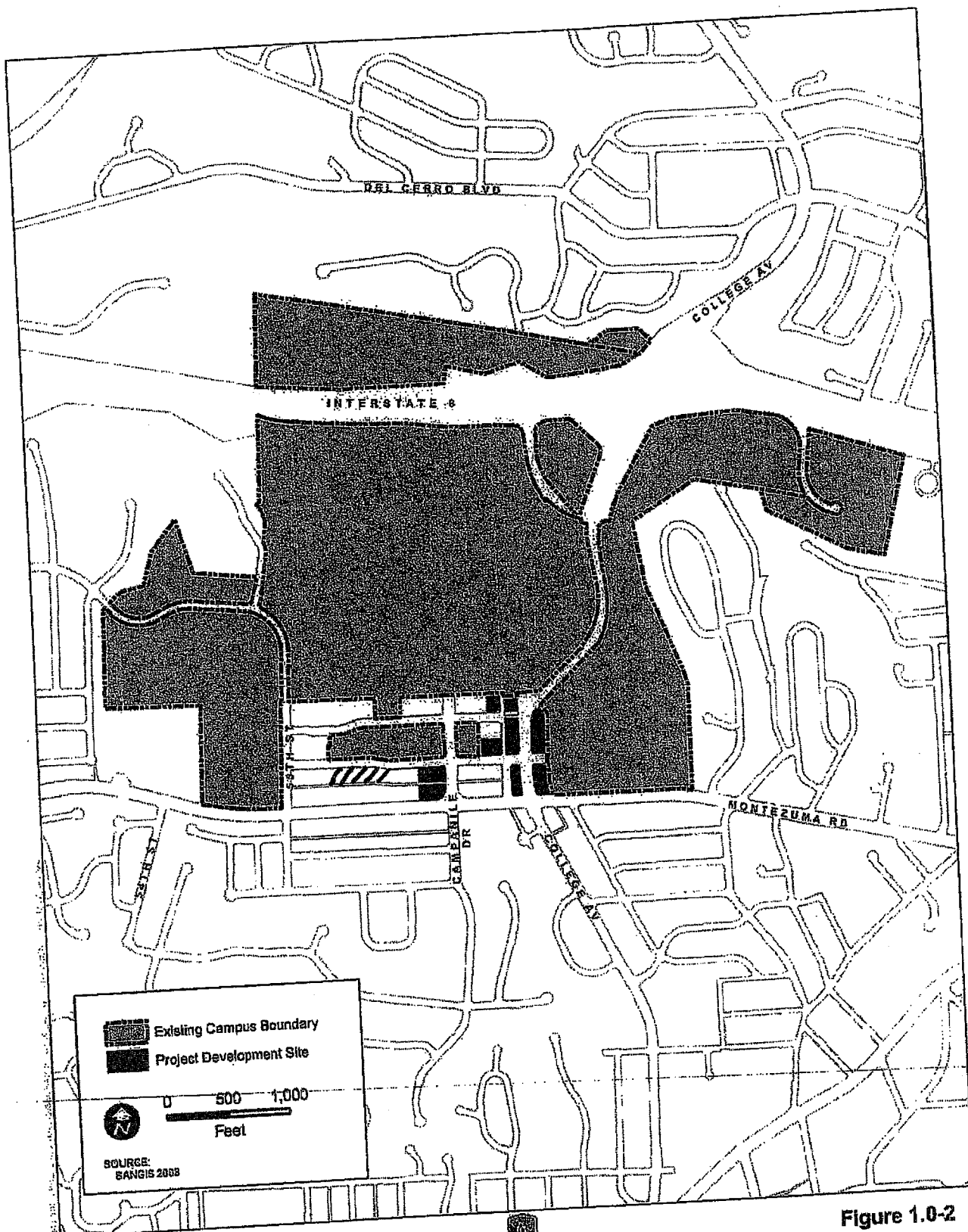
I-10-2

For your convenience we have attached a copy of Figure 1.0.2, Vicinity Map, from your EIR, and identified, using hash marks, the location of our development.

We would appreciate a response at your earliest convenience.

Sincerely,

George Palermo
General Manager



SDSU Plaza Linda Verde EIR



Figure 1.0-2
Vicinity Map

1 Public Comments Taken November 3, 2010, San Diego State
2 University, 5500 Campanile Drive, San Diego, California

3

4 Michael Gerber: It's a bad idea to put parking on that
5 corner because of the traffic on both College and
6 Montezuma. So you're waiting for somebody to turn into
7 that parking lot and there are people behind you
8 honking their horn. A lot of traffic on that corner.
9 It's a busy intersection.

PC-1

PC-1-1

10

11 Another comment. Pedestrian crossing. The way it
12 exists now, it's a very hairy situation crossing that
13 street, Montezuma, crossing on the right-hand side. I
14 don't know which direction is towards El Cajon
15 Boulevard and Montezuma. You with me? Crossing
16 College -- when you're on Montezuma crossing College
17 before where Senor Taco is there, I want to go straight
18 across, cars want to turn right away. If the project
19 can make this crossing somewhat better, I'm all for it.

PC-1-2

20

21 Another comment. Overall, I really like the project.
22 I really like it. I think it would be great for the
23 neighborhood. I mean, not all my comments are negative
24 here. All right. Thank you.

PC-1-3

25 ///

1 Mitch Yonker, phone is 619-583-9033, and address is
2 5446 Collier Avenue, San Diego, 92115: I'd like to
3 support the alternative to traffic pattern on College
4 Avenue that allows for and enhances the sidewalks and
5 bike paths and slows down the traffic to provide more
6 of a walkable community. Comment one. Comment two is,
7 I would like to object to the southern expansion across
8 the physical boundary on Montezuma Avenue and College
9 footprint without justification and substantiation. It
10 should not be allowed beyond that physical boundary.

PC-2

PC-2-1

PC-2-2

11
12 My first name is Susan. I'm looking forward to it. I
13 actually wish it would be sooner that they would be
14 building it, and I will be glad to get the college kids
15 out of my neighborhood. It looks good. It looks like
16 something that -- you know, since I live close, I would
17 be able to walk up to it. So it would be good. I'm
18 looking forward to it, actually.

PC-3

PC-3-1

19
20 Sandy Cadel: The two issues that I would like to
21 mention are the entranceways to campus, which are at
22 the corner of Montezuma and 55th and the corner of
23 Montezuma and Campanile on the north side, which are
24 two major entrances to campus. Those two entrances
25 currently are a blight to the area. They can very

PC-4

PC-4-1

1 simply be improved with good signage and landscaping.
2 An example would be the entrance at the bottom of
3 College as you're heading south up the hill. If they
4 could do a similar type of improvement that they have
5 there to Campanile and Montezuma and 55th, it would
6 make a big difference. I don't think it would cost
7 much money to do that. So I think that's basically it.

PC-4-1
Cont.

8 * * *

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