CHAPTER 2.0
ENVIRONMENTAL SETTING

2.1 REGIONAL LOCATION AND ACCESS

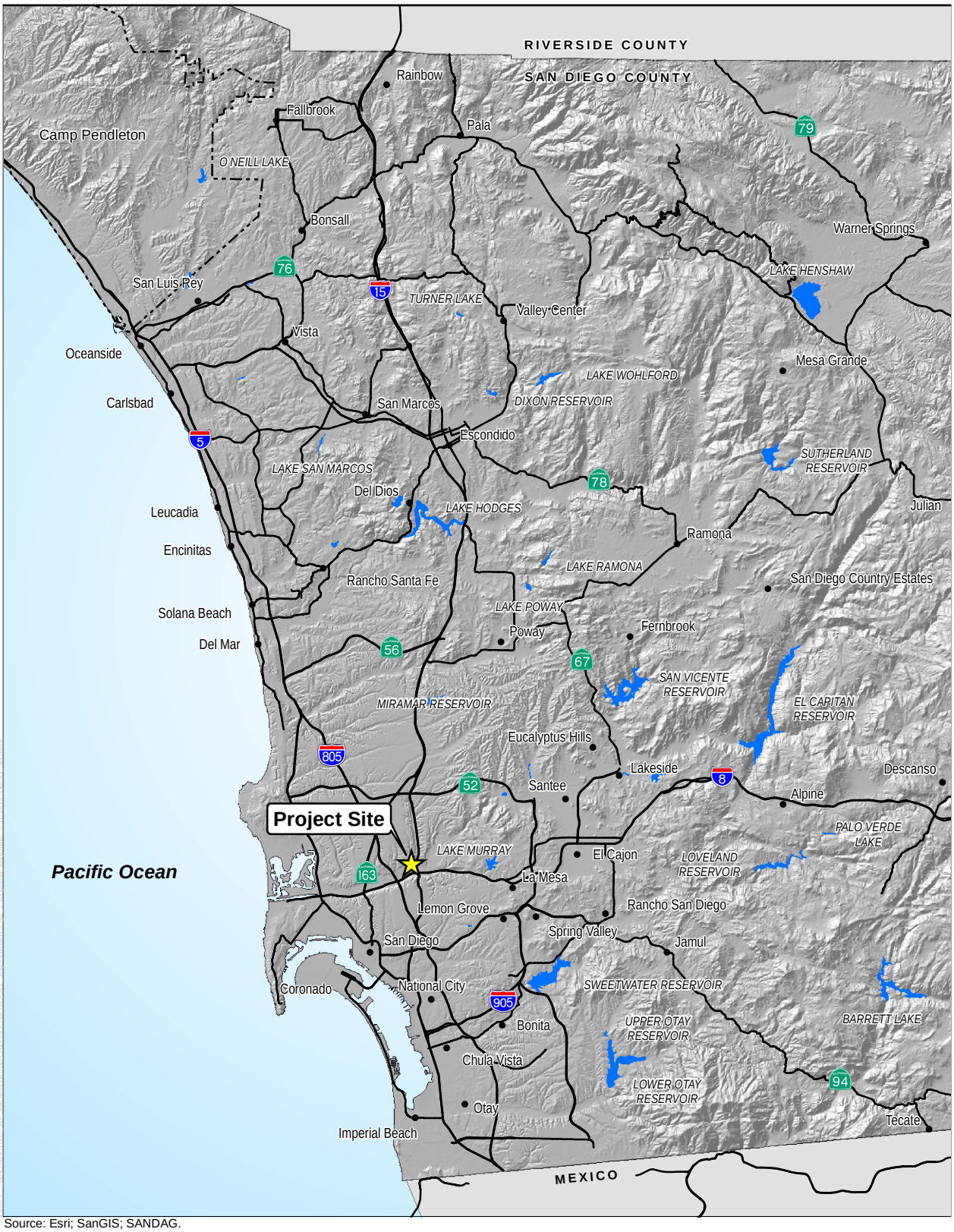
The Project is located in the Mission Valley community of the City of San Diego, within San Diego County (see Figure 2-1, Regional Map). The City of San Diego covers approximately 206,989 acres in southwestern San Diego County, in Southern California. San Diego is located approximately 17 miles north of the United States-Mexico border and is bordered on the north by the City of Del Mar, the City of Poway, and unincorporated San Diego County land. On the east, the City of San Diego is bordered by the cities of Santee, El Cajon, La Mesa, and Lemon Grove, as well as unincorporated County of San Diego land. To the south, the City of San Diego is bordered by the cities of Coronado, Chula Vista, and National City, and the United States-Mexico border. The Pacific Ocean is located on the City of San Diego's western border.

The Mission Valley community is located in the central portion of the San Diego Metropolitan area. The community is located approximately 4 miles north of downtown San Diego and 7 miles east of the Pacific Ocean. The communities of Linda Vista, Serra Mesa, and Tierrasanta are located north of Mission Valley. Kensington-Talmadge, Normal Heights, Greater North Park, Uptown, and Old Town San Diego are located to the south of Mission Valley. Mission Bay Park is located west of Mission Valley, and the communities of Navajo and College Area are located east of Mission Valley. As shown in Figure 2-2, Vicinity Map, the Project site is located in the northeastern portion of the Mission Valley community.

The existing Qualcomm Stadium is located at 9449 Friars Road with regional access to four major freeways. Interstate 15 (I-15) is adjacent to the east; Interstate 8 (I-8) is approximately 0.25 miles to the south; Interstate 805 (I-805) is less than 1 mile to the west; and State Route 163 (SR-163), accessed via Friars Road, is located approximately 2.4 miles to the west.

Vehicle access to the Project site is from the main gate at Mission Village Drive to the north; east-west access is from Friars Road via Qualcomm Way, which provides two gated accesses. A gated access is provided westbound from San Diego Mission Road, and at the southeast corner of the site via Rancho Mission Road, there is a limited bus access gate (see Figure 2-3, Project Site).

San Diego Metropolitan Transit System (MTS) provides bus and trolley service to the Project site. The MTS Trolley Green Line provides services through Mission Valley with an existing trolley station in the south-central portion of the existing parking lot.

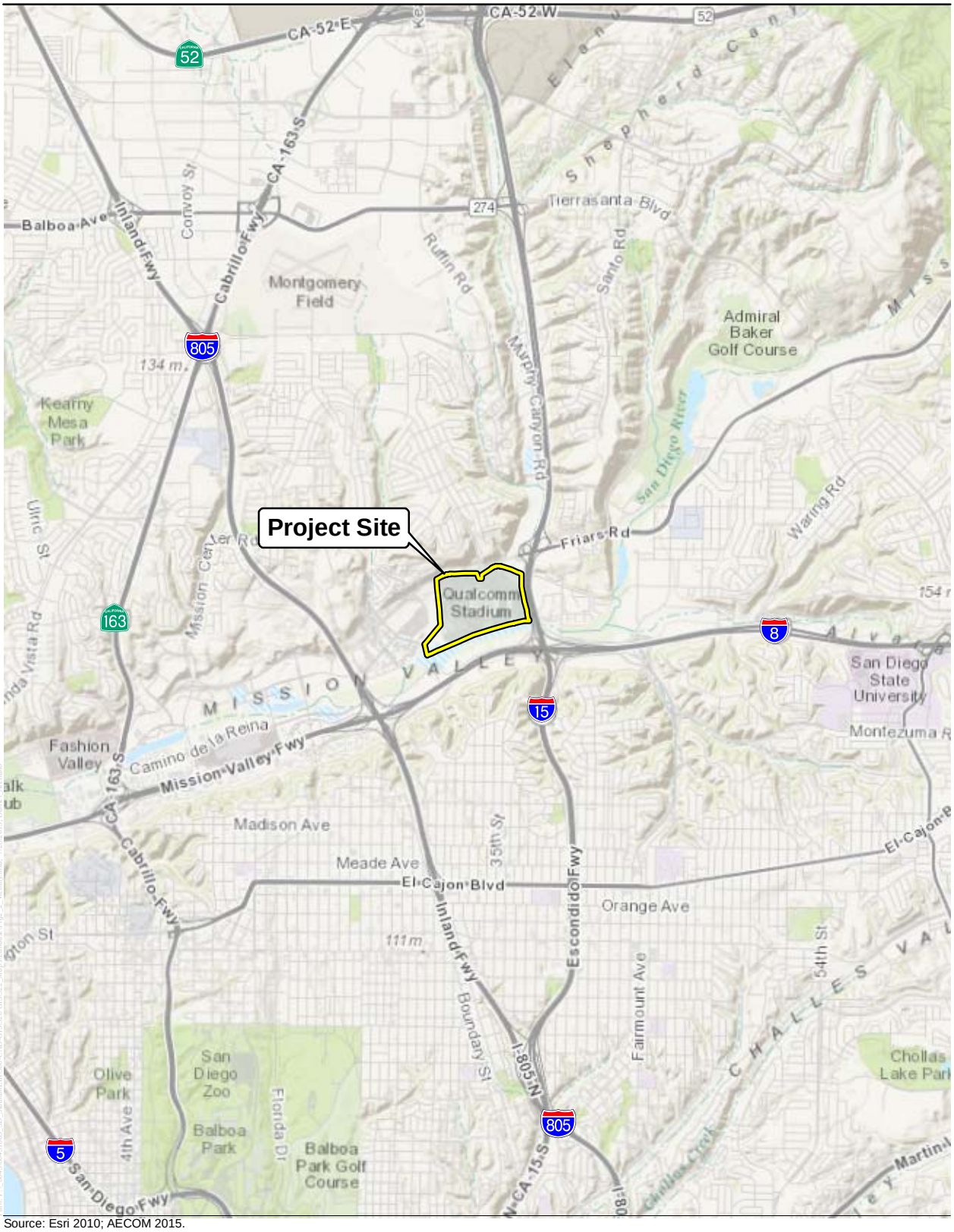


Source: Esri; SanGIS; SANDAG.

8 4 0 8 Miles

Scale: 1:506,880; 1 inch = 8 miles

Figure 2-1
Regional Map



Source: Esri 2010; AECOM 2015.

1 0.5 0 1 Miles

Scale: 1 = 63,360; 1 inch = 1 mile

Figure 2-2
Vicinity Map

2.2 EXISTING PROJECT SITE

The Project site consists of approximately 166 acres and has been graded by the previous development and expansion of the existing Qualcomm Stadium. Site elevations range from 50 feet along the San Diego River to 95 feet above mean sea level (AMSL) along Friars Road at the northwest corner of the Project site. The existing Qualcomm Stadium is located in the center of the site and covers approximately 15 acres. The existing stadium consists of approximately 70,560 seats and 1,351,200 square feet of building and support space. In addition to the existing Qualcomm Stadium, the Project site contains a parking lot with approximately 18,870 spaces, a multiuse athletic field and recycling center in the southwest corner of the site, and the MTS Trolley Green Line and Stadium transit station that traverses the southern portion of the Project site (Figure 2-3, Project Site). An MTS Trolley electric substation is located at the southeast corner of the Project site. Landscaping exists along the perimeter edge of large parking sections and at the Qualcomm Stadium entrances to the northwest and southeast.

Sidewalks exist along Friars Road and Mission Village Drive providing pedestrian access into the Project site. A bike path enters the site from Rancho Mission Road at the southeast corner of the Project site and continues northward along the eastern edge of the Project site, exiting the Project site south of San Diego Mission Road along Murphy Canyon Creek.

Mission Valley is a major floodplain for the San Diego River. The San Diego River is located to the south and Murphy Canyon Creek to the east of the Project site. The majority of the site is located within the 100- and 500-year Federal Emergency Management Agency (FEMA) flood zones (see Figure 4.8-2) and drains to the south into the San Diego River.

2.3 SURROUNDING LAND USES

The Project site is in a developed area and is surrounded by major roadways, interstates, existing development, and two surface-water features. Higher-density, multifamily residential land uses are located to the northwest, southwest, and east of the Project site, across I-15. Friars Road, Mission Village Road, and San Diego Mission Road are located to the north. The San Diego River, which flows east to west, is located south of the site. South of the San Diego River are additional office uses and I-8. To the north of Friars Road are steep, undeveloped hillsides. To the west of the Project site are office and large commercial/retail uses. Murphy Canyon Creek, a partially earthen- and concrete-lined channel that conveys flow into the San Diego River is located immediately to the east of the site, and I-15 is located east of Murphy Canyon Creek.

The Kinder Morgan Energy Partners Mission Valley Terminal (KMEP MVT) is located to the northeast of the Project site at 9950 San Diego Mission Road. This facility is on both sides of Friars Road and west of I-15 (see Figure 2-3 Project Site).

Source: NAIP 2014.

1,000 500 0 1,000 Feet

Scale: 1 = 12,000; 1 inch = 1,000 feet

Figure 2-3
Project Site

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2.4 PLANNING CONTEXT

2.4.1 General Plans and Zoning

City of San Diego General Plan

The City's General Plan (City of San Diego 2008) sets forth a comprehensive, long-term plan that prescribes overall goals and policies for development within the City of San Diego. The General Plan shows the Project site to be within an area of "medium to medium high propensity" value for development as an urban village site per the Village Propensity Map of the General Plan (see Figure 2-4, Village Propensity). This map "illustrates existing areas that already exhibit village characteristics and areas that may have a propensity to develop as village areas" (City of San Diego 2008). The existing General Plan land use designation is Commercial Employment, Retail, & Services for the majority of the site, and Park, Open Space, and Recreation for a portion of land along the east and southeast corners of the site (see Figure 2-5, General Plan Land Use). Commercial Employment, Retail, and Services land uses are intended to meet the various commercial needs of individual community plan areas.

Mission Valley Community Plan

The Project site is located within the Mission Valley Community Plan area. The Mission Valley Community Plan (MVCP) encompasses approximately 2,418 acres (City of San Diego 2013a). The community is a regional center of offices, hotels, retail sales, and a growing residential community, tied together by the MTS Trolley. The MVCP identifies the land use designation for the Project site as Commercial Recreation and Public Recreation. This is the designation for commercial and recreational uses that include lodging facilities, recreational facilities, and entertainment facilities (see Figure 2-6, Community Plan Land Use Map).

Zoning

The Project site is zoned MVPD-MV-CV (see Figure 2-7, Zoning Map) which is consistent with the Mission Valley Community Plan and is intended to provide for office, hotel and retail commercial uses.

According to the Mission Valley Planned District Ordinance MVPDO, the MV-CV zone is applied to properties within the Commercial Recreation land use designation to primarily accommodate lodging, dining, and shopping needs of visitors and to provide recreational uses.

A small section at the southwest corner of the Project site is zoned Multi-Use/Specific Plan (MVPD-MV-M/SP). The M/SP zone is to provide for pedestrian oriented projects containing at least three functionally and physically integrated land uses. This M/SP zone also provides standards and guidelines for the development of large, undeveloped parcels through the processing of specific plans or discretionary permits. This area is part of the Mission City Specific Plan, which was adopted in 1998 to facilitate the development of Escala and Fenton Marketplace. The plan identifies the area as Planning Area 8, with a land use of Floodway and no development intensity.

Transit Area Overlay Zones

The Project site is also located within the Transit Area Overlay Zone. The Transit Area Overlay Zone (contained in SDMC Chapter 13, Article 2, Division 10) reduces off-street parking requirements in areas that receive a high level of transit service. Properties within the Transit Area Overlay Zone are subject to supplemental parking regulations contained in Chapter 14, Article 2, Division 5 of the SDMC.

Floodplains/Floodway

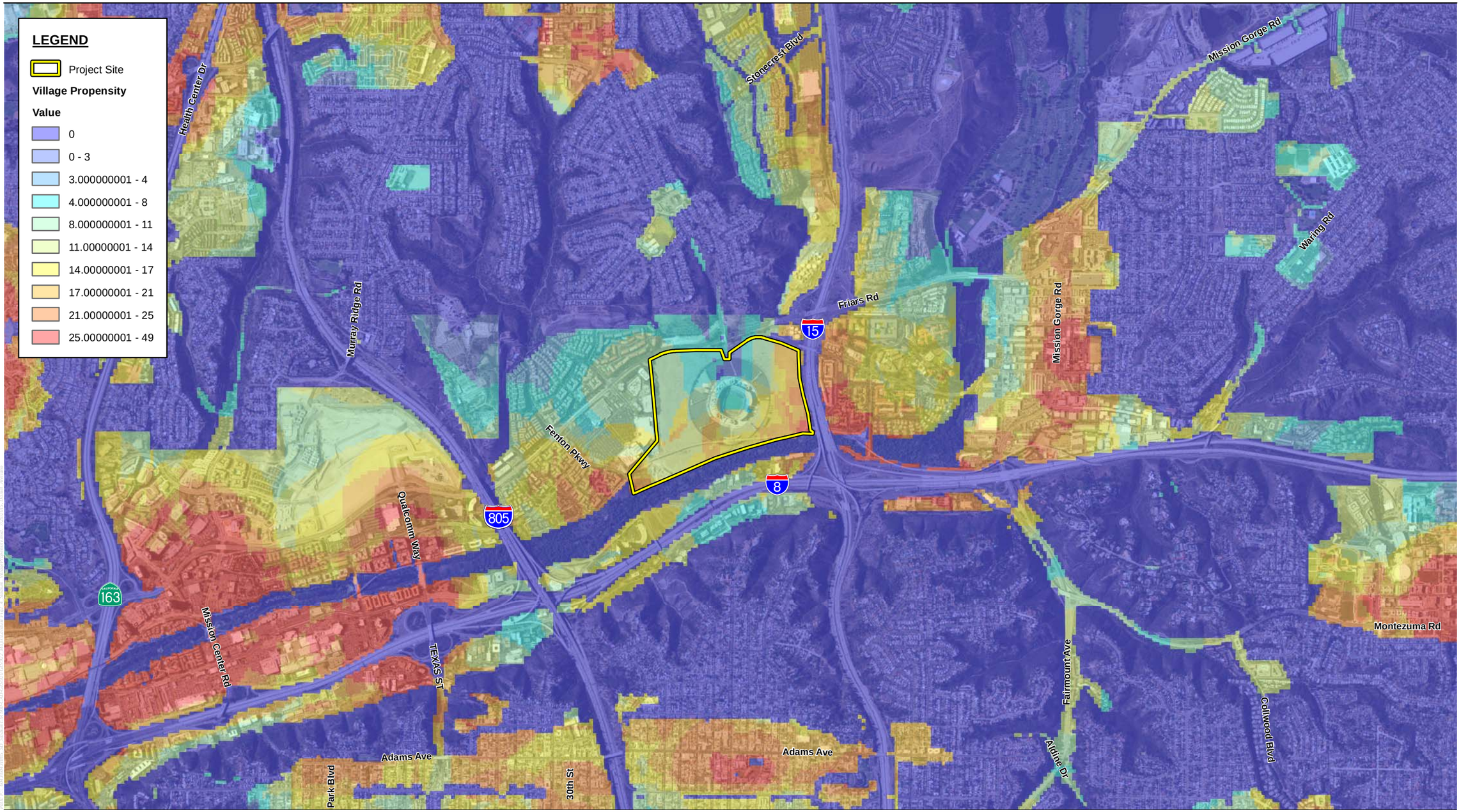
The Project site is located within the Federal Emergency Management Agency 100- and 500-year floodplains and the 100-year floodway and Special Flood Hazard Areas (see Figure 4.8-2).

2.4.2 Regional Plans

San Diego River Park Master Plan

The San Diego River Park Master Plan (City of San Diego 2013b) provides the vision and guidance to restore the relationship between the river and the surrounding communities by creating a river-long park, stretching from the Pacific Ocean at Ocean Beach Park to the City's jurisdictional eastern boundary at the City of Santee. The Master Plan covers the 17.5-mile stretch of the San Diego River and includes two distinct planning areas, called the River Corridor Area and the River Influence Area. The River Corridor Area consists of the 100-year FEMA floodway along both sides of the river, plus a 35-foot path corridor on each side. The River Influence Area consists of the first 200 feet adjacent to the River Corridor Area, also on both sides of the River.

The Project site is located abutting and on the north side of the San Diego River. The River Corridor Area and the River Influence Area extend into the southern portion of the Project site parking lot. However, the Project development activities would be outside the River Influence



Source: NAIP 2014; SanGIS 2015.

2,000 1,000 0 2,000 Feet

Scale: 1 = 24,000; 1 inch = 2,000 feet

Figure 2-4
General Plan Village Propensity

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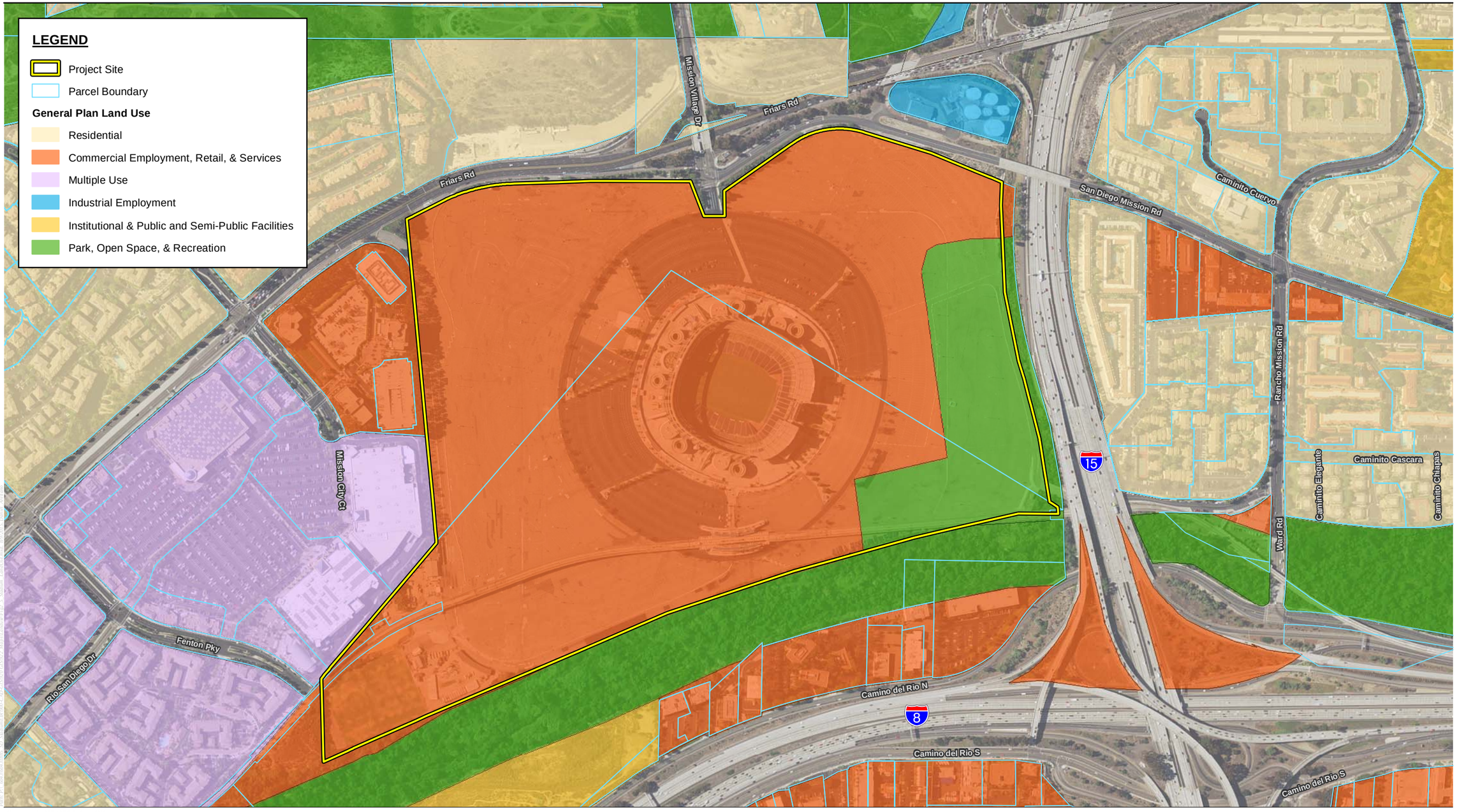

Source: NAIP 2014; SanGIS.

500 250 0 500 Feet

Scale: 1 = 6,000; 1 inch = 500 feet

Figure 2-5
General Plan Land Use

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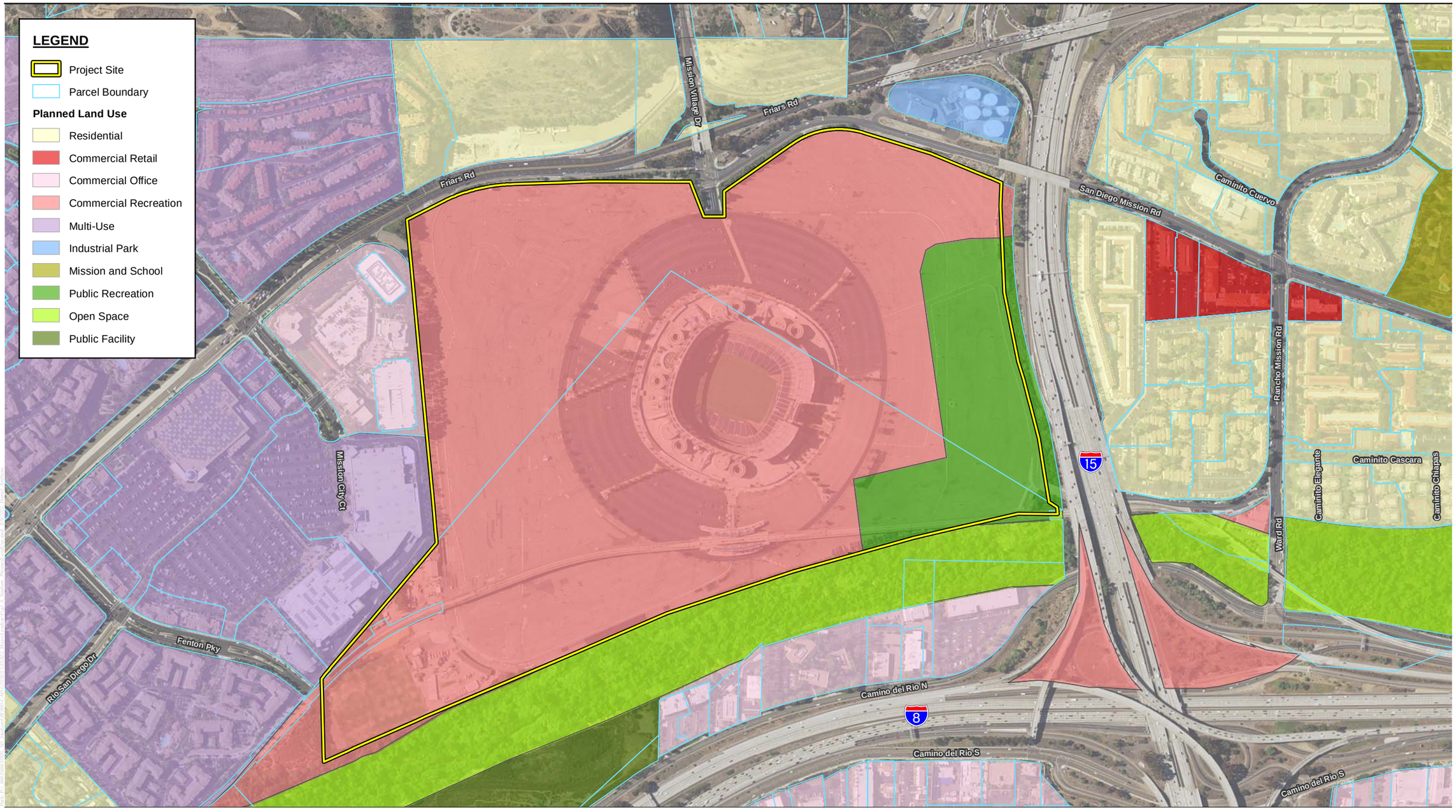

Source: NAIP 2014; SanGIS.

500 250 0 500 Feet

Scale: 1 = 6,000; 1 inch = 500 feet

Figure 2-6
Mission Valley Community Plan Land Use

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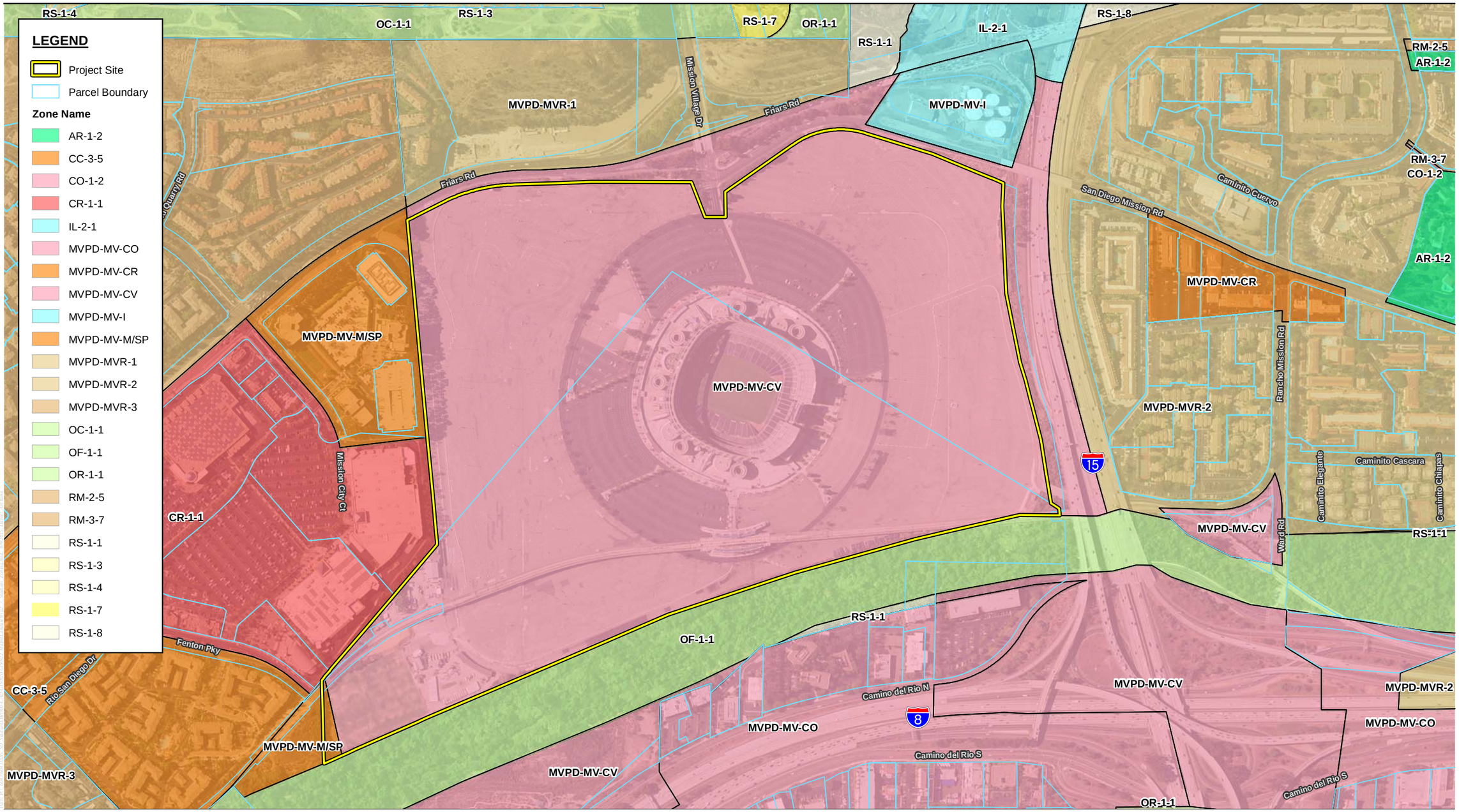

Source: NAIP 2014; SanGIS.

500 250 0 500 Feet

Scale: 1 = 6,000; 1 inch = 500 feet

Figure 2-7
Zoning

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Area. The only work that would occur within the River Influence Area would be maintenance activities such as parking lot slurry seal, restriping, and lighting upgrades (i.e. replacement of fixtures that are more energy efficient, shielding in compliance with MHPA guidelines).

San Diego Associations of Government Regional Transportation Plan and Sustainable Communities Strategy

The San Diego Association of Governments' (SANDAG) 2050 Regional Transportation Plan (RTP), adopted October 28, 2011, serves as the regional transportation planning tool for San Diego County (SANDAG 2011). It is a long-range advisory vision plan for transit, rail, and bus services; express or managed lanes; highways; local streets; bicycling; and walking. The RTP focuses on a Sustainable Communities Strategy (SCS) consistent with California Senate Bill (SB) 375, ensuring social equality in developing the transportation system, providing Projections on reasonably available financial resources, and offering more travel choices. The SCS details how the region would reduce greenhouse gas emissions to state-mandated levels over time. The vision presented in the RTP would be to develop a compact urban core where more people reside and use fewer resources. This vision reflects a transportation system that supports a robust economy and a healthy and safe environment with climate change protection while providing a higher quality of life for San Diego County residents. This includes better activity centers with homes and jobs enabling more people to use transit and walk and bike, efficiently transporting goods and providing effective transportation options for all people.

The RTP/SCS goals are twofold: first, maximize transit ridership in the greater urbanized area of the region; and second, test the role of the transit network to reduce vehicle miles traveled and greenhouse gas emissions.

San Diego Regional Air Quality Strategy

The San Diego Regional Air Quality Strategy (RAQS) was developed to identify feasible emission control measures and provide expeditious progress toward attaining the state ozone standards. The two pollutants addressed in the RAQS are volatile organic compounds (VOC) and oxides of nitrogen (NO_x), which are precursors to the formation of ozone. The San Diego County Air Pollution Control District (SDAPCD) is responsible for RAQS development and implementation.

Congestion Management Program

The Federal Highway Administration's (FHWA) Congestion Management Process in Transportation Management Areas (23 Code of Federal Regulations [C.F.R.] §450.320) requires

that each transportation management area (TMA) address congestion management through a process involving an analysis of multimodal metropolitan-wide strategies that are cooperatively developed to foster safety and integrated management of new and existing transportation facilities eligible for federal funding. SANDAG has been designated as the TMA for the San Diego region. The 2050 RTP meets FHWA requirements by incorporating the following federal congestion management process: performance monitoring and measurement of the regional transportation system, multimodal alternatives and non-single occupancy vehicle (SOV) analysis, land use impact analysis, the provision of congestion management tools, and integration with the regional transportation improvement program process.

California State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare and regularly update a Congestion Management Program (CMP). The requirements within the state CMP were developed to monitor the performance of the transportation system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning. SANDAG provided regular updates for the state CMP from 1991 through 2008. In October 2009, the San Diego region elected to be exempt from the CMP and, since this decision was made, SANDAG has been abiding by the FHWA's Congestion Management Process in Transportation Management Areas to ensure the region's continued compliance with the federal congestion management process.

Regional Comprehensive Plan

The Regional Comprehensive Plan (RCP) serves as the long-term planning framework for the San Diego region. It provides a broad context in which local and regional decisions can be made that move the region toward a sustainable future. The RCP integrates local land use and transportation decisions and focuses attention on where and how the region should grow. The RCP contains an incentive-based approach to encourage and channel growth into existing and future urban areas and smart growth communities.

Water Quality Control Plan for the San Diego Basin

The San Diego Regional Water Quality Control Board's (RWQCB) Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters (RWQCB 1994). Specifically, the Basin Plan (1) designates beneficial uses for surface and ground waters; (2) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's antidegradation policy; (3) describes implementation programs to protect the beneficial uses of all waters in the region; and (4) describes surveillance and monitoring activities to evaluate the effectiveness of the Basin

Plan (California Water Code sections 13240 thru 13244, and section 13050(j)). Additionally, the Basin Plan incorporates by reference all applicable state and RWQCB plans and policies.

Montgomery Field ALUCP

The Project site is located within the Airport Influence Area identified in the Airport Land Use Compatibility Plan (ALUCP) for Montgomery Field (San Diego County Airport Land Use Commission 2010) within Review Area 2. Review Area 2 involves airspace protection or overflight compatibility. Montgomery Field is located 2 miles north of Qualcomm Stadium and nearly 360 feet higher in elevation. The Project site is also within the Federal Aviation Administration (FAA) Part 77 Notification Area for Montgomery Field. These plans are further discussed in Section 4.6 Hazardous Materials/Human Health/Public Safety of this EIR. The City of San Diego implements the ALUCP policies and criteria with the Supplemental Development Regulations contained in the Airport Land Use Compatibility Overlay Zone (Chapter 13, Article 2, Division 15 of the City's Municipal Code).

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