

## 4.9 LAND USE AND PLANNING

This section of the EIR presents an analysis of the potential land use and planning impacts associated with development and implementation of the proposed Master Plan, including five near-term development components (Project). This section presents the environmental setting, regulatory framework, impacts of the Project on the environment, and proposed measures to mitigate significant or potentially significant impacts, if any are identified.

No public and agency comments related to land use and planning were received during the public scoping periods in response to the original Notice of Preparation (NOP) or the Revision to Previously Issued NOP. For a complete list of public comments received during the public scoping periods refer to Appendix B.

### 4.9.1 Environmental Setting

#### 4.9.1.1 Study Area

The study area for the land use and planning analysis includes the 1,396-acre CSUMB campus and the areas within approximately 0.25 miles of the campus in all directions (see Figure 3-2 in Chapter 3, Project Description).

#### 4.9.1.2 Existing Land Uses

The CSUMB campus is located on the former U.S. Department of the Army (Army) Fort Ord military base (former Fort Ord), which includes lands within the jurisdictions of the cities of Marina, Seaside, Del Rey Oaks, Monterey, and unincorporated Monterey County. The CSUMB campus is within and surrounded by three jurisdictions: the City of Marina to the north and west, the City of Seaside to the south and west, and Monterey County to the north, east, and south (see Figure 3-2 in Chapter 3, Project Description).

#### **CSUMB**

The legacy of the former military use is still apparent in the existing land use structure on the CSUMB campus. Some military buildings and areas of pavement remain, some of which are being reused for campus purposes. However, numerous new campus buildings have also been constructed since the original 1998 Master Plan, which guided the initial phases of campus development and over time has influenced the overall land use pattern on the campus. Several of the 1998 Master Plan principles helped to guide the subsequent 2004 Master Plan effort and are relevant to the current master planning project. Over time, dispersed development formerly requiring travel by car has become denser and more walkable as the campus core has been developed. The campus now consists of three distinct areas: Main Campus, East Campus Housing, and East Campus Open Space (see Figure 3-2 in Chapter 3, Project Description).

The Main Campus area is located west of Eighth Avenue and contains all university facilities, with the exception of the East Campus Housing area. The campus core, located between or along Inter-Garrison Road on the north, Divarty street on the south, General Jim Moore Boulevard on the west and Sixth Avenue on the east, is where much of the academic, student services and student residential uses are located (see Figure 3-3, Chapter 3, Project Description). Student housing is also located in the North Quad Housing (north of Inter-Garrison Road), and the Promontory (south of Eighth Street).

Existing athletics and recreation facilities are generally located on the west end of Main Campus between Second Avenue and General Jim Moore Boulevard, south of Inter-Garrison Road. One additional student recreation field is located north of North Quad Housing. The Otter Sports Center and outdoor facilities (Freeman Stadium, Otter Soccer Complex, Aquatic Center, and baseball and softball fields) are currently shared between athletics and recreation. Surface parking lots are located throughout the Main Campus. Many paved lots outside of the campus core are closed because of limited enforcement and maintenance budgets. Within the campus core, infill lots create a fragmented pattern of land use. Large areas of land on the CSUMB campus are vacant or underutilized.

The East Campus Open Space is a large, undeveloped natural open space area dominated by oak woodland, bordered by Eighth Avenue to the west, Inter-Garrison Road to the north, and the campus boundary to the south and east. Two major electrical transmission lines (a 60-kilovolt [kV] line to the Main Garrison area and a 115-kV line to the Monterey Peninsula) traverse the northern and central portions of the East Campus Open Space area as well as the eastern edge of the East Campus Housing area. There also is an informal system of trails in this area. A segment of the Fort Ord Regional Trail and Greenway (FORTAG), a 30-mile regional network of paved recreational trails and greenways, is also proposed within the East Campus Open Space on the south side of Divarty Street (FORTAG 2021). Construction of the proposed FORTAG trail would provide active transportation on campus and connect to trail routes and destinations off campus, such as Marina, Seaside, and the Pacific Ocean.

The East Campus Housing area is developed with two residential subdivisions: Schoonover Park and Frederick Park. These housing areas, which were originally developed by the Army, are sited along the ridges of the gently sloping topography and are intermixed with several small neighborhood parks and undeveloped oak woodlands, chaparral, and pockets of grassland. East Campus Housing is located about 1.5 miles east of the campus core, north of Inter-Garrison Road, and currently contains housing for students, faculty and staff, and Community Housing Partners.<sup>1</sup>

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<sup>1</sup> Community Housing Partners are made up of affiliates (a subcategory of CSUMB staff), educational partners and military partners. Per the housing property conveyance to the CSU, CSU agrees to permit active duty military personnel, Department of Defense civilian employees and their families residing in on-campus housing units to remain until such time as 90 percent of the units are occupied by students and/or CSU employees and students and/or employees of other area institutions of higher education.

Two properties within or adjoining campus are not currently owned by the University (see Figure 3-3, Chapter 3, Project Description):

- The Former Monterey Veterans Administration (VA) Community Outpatient Clinic. The VA building is located off of Engineer Lane near the campus core and was previously used as a medical center and outpatient clinic. The VA clinic was replaced and decommissioned when the Major General William H. Gourley VA-Department of Defense Outpatient Clinic, located off of Ninth Street in Marina east of the CSUMB campus, opened in August 2017. The Veterans Transition Center of Monterey County has entered a lease with the Department of Veterans Affairs to renovate and reutilize the existing vacant 35,200-square-foot building on approximately five acres of land to provide supportive housing for veterans.
- The City of Marina Corporation Yard. The corporation yard property is located along Fifth Avenue and is northeast of the CSUMB Visual and Public Arts buildings; it separates the Promontory from North Quad Housing. The corporation yard is primarily used as a storage and work area for City of Marina public maintenance vehicles and equipment.

### ***City of Marina***

The City of Marina is located north and west of former Fort Ord and south of the Salinas River. A portion of the CSUMB Main Campus lies within the City of Marina city limits (see Figure 3-2, Chapter 3, Project Description). Marina encompasses approximately 9.7 square miles (6,200 acres), of which approximately 50 percent is located within the former Fort Ord (City of Marina 2000). Marina's predominant land use is residential. Commercial land uses front Reservation Road and Del Monte Boulevard and are concentrated in the City's downtown core district, which encompasses approximately 320 acres south of Reservation Road and northeast of Del Monte Boulevard. The area adjacent to CSUMB contains mostly abandoned former military barracks to the west along Second Avenue (part of the former Main Garrison). The area adjacent to CSUMB to the north is designated primarily for single-family residential land uses and is currently undergoing redevelopment as a mixed-use community, with newly developed and under-construction residential development. Newer commercial uses are also located further north of the campus along Second Avenue, near the intersection of Imjin Parkway. The Marina Equestrian Center Park is also located adjacent to CSUMB to the north off of Fifth Avenue.

Marina received a public benefit conveyance from the U.S. Army of 845.5 acres of the former Fritzsche Army Air Field for public airport use, which is now the Marina Municipal Airport, located north of Reservation Road, well outside the CSUMB campus (see Figure 3-2, Chapter 3, Project Description). The U.S. Army transferred the remainder of the 1,395-acre former Army Air Field site through an economic development conveyance to the University of California Monterey Bay Education, Science, and Technology Center (UC MBEST). These designated UC

MBEST-owned lands are intended to accommodate public, nonprofit, and private office and research-and-development activities devoted to scientific, technology, or educational endeavors, and which may also have limited manufacturing components (City of Marina 2010).

### ***City of Seaside***

The City of Seaside is located south and west of the former Fort Ord. A portion of the CSUMB Main Campus lies within Seaside city limits (see Figure 3-2, Chapter 3, Project Description). Seaside encompasses a total area of approximately 9.4 square miles (6,000 acres). It is divided into two distinct portions: Seaside Proper, the largely developed southwestern portion of the city; and North Seaside, the largely undeveloped northern and eastern portions of the city that were part of the former Fort Ord, which comprise about 70 percent of Seaside's land area. Land uses in Seaside Proper consist primarily of medium-density residential dwellings constructed between the 1950s and 1970s. Local-serving commercial development comprises the majority of non-residential uses, with the exception of an existing auto center between Fremont Boulevard and Del Monte Boulevard. The area adjacent to the CSUMB Main Campus to the west and south in the City of Seaside includes mostly vacant former military buildings on lands that are designated for regional commercial and mixed-use development in the Seaside General Plan (Seaside 2004). The Presidio of Monterey (POM) is also located to the south of the Main Campus in Seaside.

### ***Monterey County***

The eastern edge of the Main Campus, East Campus Open Space and East Campus Housing lie within an unincorporated area of Monterey County (see Figure 3-2, Chapter 3, Project Description). Monterey County lands within the former Fort Ord are located in the Greater Monterey Peninsula Area Plan (GMPAP) planning area, adjacent to the Greater Salinas and Toro planning areas. The GMPAP consists of 140,222 acres and includes seven incorporated cities (Marina, Seaside, Sand City, Del Rey Oaks, Monterey, Pacific Grove, and Carmel) that constitute 15 percent of the total acreage in Monterey County. Public and quasi-public land uses, such as parks and recreational facilities, military facilities, and community facilities, comprise the largest category of land uses in the County's unincorporated area within the GMPAP planning area (County of Monterey 1994). Existing land uses within the unincorporated County area adjacent to CSUMB include mostly undeveloped open space lands. A former Army landfill is located west of the East Campus Housing area, northeast of the Main Campus area, and north of the East Campus Open Space area.

#### **4.9.1.3 Site Conditions for Near-Term Development Components**

The land use and planning setting for the near-term development component sites is generally described above. Additional information is provided below related to specific conditions on each

site, including existing development conditions. Chapter 3, Project Description provides additional information about the location of each development component site.

### ***Student Housing Phase III***

The approximately 6.4-acre Student Housing Phase III site is located on an existing parking lot and does not contain housing or any other buildings.

### ***Academic IV***

The approximately 4.0-acre Academic IV site contains Existing Building 13 (Science Research Lab Annex) and parking lots 13 and 19. No housing is located on the site.

### ***Student Recreation Center Phases I and II***

The approximately 8.5-acre Student Recreation Center site is located south of the Main Quad and contains Existing Building 21 (Beach Hall) and Building 23 (Tide Hall), and portions of parking lots 23 and 508, as well as undeveloped land. No housing is located on the site.

### ***Student Housing Phase IIB***

The approximately 7.2-acre Student Housing Phase III site is located on a vacant paved lot south of the Promontory and does not contain housing or any other buildings.

### ***Academic V***

The approximately 2.7-acre Academic V site is located in the Main Quad and is developed with Existing Buildings 1, 2, and 3 (Administration, Playa, and Del Mar buildings) and parking lot 18. No housing is located on the site.

## **4.9.2 Regulatory Framework**

### **4.9.2.1 Federal**

#### ***Federal Aviation Regulations***

The criteria for limiting the height of structures, trees, and other objects in the vicinity of an airport is based upon: Part 77, Subpart C, of the CFR; and applicable airport design standards published by the Federal Aviation Administration (FAA).

The Marina Municipal Airport Land Use Compatibility Plan (ALUCP) identifies the FAA Height Notification Boundary and Federal Aviation Regulation Part 77 Airspace Surfaces. Title 14 United States Code I, Chapter I, Subchapter E, Part 77 – Aeronautics and Space – Safe, Efficient Use,

and Preservation of the Navigable Airspace, establishes requirements for notifying the FAA of certain construction activities and alterations to existing structures, to ensure there are no obstructions to navigable airspace. The Marina Municipal Airport ALUCP indicates that FAA review is required for any proposed structure more than 200 feet above the ground surface (Coffman Associates, Inc. 2019). See Section 4.9.2.3, Local, for additional information about the Marina Municipal ALUCP.

#### **4.9.2.2 State**

##### ***Existing CSUMB Master Plan***

The 2007 Master Plan for the CSUMB campus authorized an on-campus traditional student enrollment of 8,500 full-time-equivalent students (FTES) and 3,500 FTES non-traditional, primarily off-campus students,<sup>2</sup> for a total of 12,000 FTES, with 1,833 FTE faculty and staff. The 2007 Master Plan was prepared and approved by the Board of Trustees of the California State University (CSU Board of Trustees) in 2009.

In 2016, several projects were approved and resulted in revisions to the 2007 Master Plan. These revisions provided for: (1) the necessary changes to site the Monterey Bay Charter School off of Colonel Durham Street between Sixth and Seventh Avenues; (2) changes to the campus's boundaries along Eighth Street associated with the acquisition of parcels contiguous to the campus where the Promontory housing is located; and (3) the necessary changes to site the Student Union on an existing parking lot in the campus core and consolidate existing parking in a new lot located along 7<sup>th</sup> Avenue. The current Master Plan is shown in Figure 3-4 in Chapter 3, Project Description.

##### ***Fort Ord Reuse Authority Act***

The Fort Ord Reuse Authority Act was implemented by the State of California to facilitate the transfer and reuse of the Fort Ord military base, and established FORA as the entity responsible for planning, financing, and carrying out the transfer and reuse of the base in a cooperative, coordinated, balanced, and decisive manner (Cal. Gov. Code § 67650 *et seq.*). Founded in 1994 after the official closure of Fort Ord, the Fort Ord Reuse Authority (FORA) was responsible for the oversight of Monterey Bay area economic recovery from the closure of and reuse planning of the former Fort Ord military base. Pursuant to the Act, FORA must dissolve when eighty percent of the base has been developed or reused in a manner consistent with the *Fort Ord Reuse Plan* (Reuse Plan), or on June 30, 2020, whichever comes first. Pursuant to the Fort Ord Reuse

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<sup>2</sup> “Traditional” students are resident and commuting students who primarily take classes on-campus, whereas “non-traditional” students are those students whose primary contact with the campus is via distance learning (e.g., taking courses offered over the Internet) and/or with periodic short-term and intensive on-campus resident learning experiences.

Authority Act, FORA’s legislatively defined mission was complete as of June 30, 2020 and FORA has now been dissolved.

The FORA Resolution No. 18-11 approved a Transition Plan that was submitted to the Monterey County Local Agency Formation Commission and assigned assets and liabilities, designated responsible successor agencies, and provided a schedule of remaining obligations. The Transition Plan calls for the cities of Marina, Seaside, Monterey and Del Rey Oaks and the County of Monterey to follow the Reuse Plan policies and programs (see description below). The Resolution further stated that after FORA’s ultimate dissolution on June 30, 2020, any changes to the policies and programs of the Reuse Plan or any part thereof will be made by the respective land use jurisdictions only after full compliance with all applicable laws, including but not limited to CEQA.

The Reuse Plan, adopted by FORA in 1997, provided a framework for the reuse of more than 45 square miles of the former Fort Ord army base. The reuse plan identified land uses, goals, and policies to transform the former U.S. Army base into an integrated community, which includes property located in the following jurisdictions: the cities of Seaside, Marina, Monterey, and Del Rey Oaks; the County of Monterey; the University of California; California State University (i.e., CSUMB); and the Presidio of Monterey Annex. The Reuse Plan, designated land uses and development intensities within the former Fort Ord. The land that comprises CSUMB is identified for university uses in the Reuse Plan.

The *FORA Regional Urban Design Guidelines (RUDG)* were developed for FORA as directed by the Reuse Plan. They are refinements of existing Reuse Plan policy and were completed as a separate implementation action. The FORA Board unanimously adopted the RUDG on June 10, 2016. The RUDG establishes standards for road design, setbacks, building height, landscaping, signage, and other matters of visual importance. They provide jurisdictions, developers, and the public guidance of matters of visual importance to the former Fort Ord reuse.

### **4.9.2.3 Local**

As a state entity, CSUMB is not subject to local government permitting or regulations, policies, or ordinances, such as the general plans and ordinances for the cities of Marina and Seaside and the County of Monterey. While that is the case, local plans are summarized below to provide context for the analysis of potential conflicts with land use plans, policies, and programs, required to address one of the standards of significance presented in Section 4.9.3.1 below. The elements of these plans and policies that specifically refer to CSUMB are the focus of the summarized information. The campus is not within the California coastal zone and therefore is not subject to relevant Local Coastal Programs of the local jurisdictions authorized under the California Coastal Act.

### ***City of Marina General Plan***

The Marina General Plan, adopted in 2000 and last amended in 2010, consists of four elements: Community Land Use, Community Infrastructure, Community Design and Development, and Program and Implementation. The overall goal of the general plan is to create a community which provides a high quality of life for all its residents; offers a broad range of housing, transportation, and recreation choices; and which conserves irreplaceable natural resources (City of Marina 2010). The portion of the campus that lies in Marina totals approximately 230 acres.

Goals and policies from the Marina General Plan that specifically refer to development on the CSUMB campus are provided below.

- *Policy 2.25:* By the year 2020, the City's population would range between 38,000 and 40,000, including current and projected residents of the Frederick Schoonover housing area and CSUMB's North Quad new housing. Policies contained herein will accommodate an increase of approximately 15,700 to 17,400 new residents through 2020, excluding CSUMB students residing on the Main Campus. This estimated increase is equivalent to an 82 - 91 percent population growth over a 20-year period, at an average annual growth rate of 4 to 4.6 percent from 2000 to 2020.
- *Policy 2.31(4):* New housing shall accommodate a broad range of life-styles, including those associated with the presence of CSUMB and the MBEST Center, with people wishing to combine living and work space, and with retired residents who will make up an increasing proportion of the region's population in the future.
- *Policy 2.31(5):* CSUMB should provide housing opportunities for both faculty and students in order to reduce commuter travel to and from the campus. The supply of on-campus housing should increase at least as fast as the level of on-campus enrollment.
- *Policy 2.47:* The majority of retail and personal-service facilities shall be concentrated in the designated Multiple Use area to the west of Second Avenue, north of Eighth Street. Provision for such uses on the CSUMB campus shall be limited to no more than 107,000 square feet of space.
- *Policy 4.66:* 8th Street serves as both the northern boundary of the CSUMB campus and a major east-west pedestrian/bicycle corridor. Landscaped setbacks shall be provided along each side of the roadway. Development along both sides of the street shall be oriented to the street with major building entrances facing onto it.

### ***City of Seaside General Plan***

The Seaside General Plan, adopted in 2004, consists of eight elements: Land Use, Urban Design, Economic Development, Circulation, Conservation/Open Space, Safety, Noise, and Housing. The



General Plan aims to encourage the development and redevelopment of North Seaside, while revitalizing the central core of the community; establish a positive and unique identity of the Monterey Peninsula; create new jobs and revenue-generating development opportunities; protect natural resources such as open space and scenic vistas as development occurs; encourage the provision and maintenance of quality development; and improve overall quality of life. Further, the General Plan envisions Seaside as the “Gateway to the Monterey Peninsula” (City of Seaside 2004). The City of Seaside began the process of updating its General Plan in February 2016 to reflect changes in the City’s economic and housing markets, demographics, land use, transportation system, community character, and infrastructure demands since the 2004 Seaside General Plan. The 2004 Seaside General Plan is still the current adopted plan, as the updated General Plan has not yet been adopted. The portion of the campus that lies in Seaside totals approximately 360 acres. Goals and policies from the 2004 Seaside General Plan that relate to development on the CSUMB campus are provided below.

- *Policy LU-11.2:* Cooperate with CSUMB to support the development of vocational schools and learning centers that encourage a well-trained work force.

The Seaside 2040 General Plan (Seaside 2017), which is in draft form, includes the following policies related to CSUMB:

- Creating a “Campus Town” adjacent to CSUMB that provides for higher-density housing, R&D and employment areas, retail and entertainment uses, and active parks and recreational spaces to support CSUMB students and faculty, as well as permanent Seaside residents.
- Contiguous development. Locate initial new development on former Fort Ord lands adjacent to Seaside’s built environment and CSUMB to create a contiguous expansion of the City.
- Joint use agreements. Maintain joint use agreements with the Monterey Peninsula Unified School District, CSUMB, federal government, and Monterey Peninsula Regional Parks District to allow greater park access.
- College pathways for disadvantaged students. Work with CSUMB as well as other colleges and universities, and regional partners to expand the number of disadvantaged students from Seaside that attend and graduate from 2-year and 4-year colleges. Strive to create incentives for City residents to attend CSUMB.
- Town-gown partnerships. Maintain strong “town-gown” relationships with regional institutes of higher learning, including CSUMB, UCSC, Monterey College of Law, Panetta Institute of Public Policy, Middlebury Institute of International Studies, Naval Postgraduate School, and others, and collaborate on potential expansion as appropriate.

- Regional education coordination. Coordinate with local and regional educational institutions, including the Monterey Peninsula Unified School District, Monterey Peninsula College, CSUMB, and Middlebury Institute of International Studies, to provide community services and programming that promote educational opportunities.
- University library access. Coordinate with CSUMB, Monterey Peninsula College, CSUMB, and Middlebury Institute of International Studies to offset demand for local libraries and encourage public access to university library resources.
- Education and training. Partner with CSUMB and Rancho Cielo to encourage long-term green technology education and training.
- Economic partnership. Maintain a collaborative relationship with CSUMB, identifying opportunities to collaborate about new R&D, industrial, and makerspaces.
- Public-private partnerships. Support the use of public-private partnerships to foster job growth and vocational training, including partnerships used or planned by major public entities in Seaside such as with CSUMB and the US Defense Department.

### ***County of Monterey General Plan***

The County of Monterey General Plan, adopted in 2010, consists of eight elements: Land Use, Circulation, Conservation and Open Space, Safety, Public Services, Agriculture, Economic Development, and Housing. The County General Plan also contains 10 area and/or master plans, including the Fort Ord Master Plan, which incorporates all applicable policies and programs contained in the adopted Fort Ord Reuse Plan, and the GMPAP, which includes supplemental policies for each element, with the exception of Agriculture (County of Monterey 2010). The portion of the campus that lies in the County totals approximately 800 acres.

There are no goals or policies from the County of Monterey General Plan that refer to the CSUMB campus and therefore no policies are provided.

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

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

plans, development proposals, and certain airport development plans for consistency with the compatibility plans. In Monterey County, the ALUC function rests with the Monterey County ALUC, in accordance with the California Public Utilities Code § 21670.3.

The Marina Municipal ALUCP was adopted in May 2019 by the Monterey County ALUC. The Marina Municipal ALUCP is based on the FAA approved Airport Layout Plan, approved by the FAA in 2018, which depicts both the current and planned facilities for the airport. The Marina Municipal ALUCP also references and identifies the FAA Part 77 requirements noted in Section 4.9.2.1, Federal Regulations, above.

Based on review of the Marina Municipal ALUCP, the campus is located approximately 4,500 feet south and southwest of Marina Municipal Airport runway, at the closest point in the East Campus Housing area. The CSUMB campus is located outside of the airport safety zones, but a portion of the campus is located within the airport influence area (Zone 7) of the Marina Municipal Airport (Coffman Associates 2019a). Specifically, East Campus Housing and the northeast portion of the Main Campus are within the airport influence area. The airport accident risk level is considered low within this zone. Based on review of Table 4B of the Marina Municipal ALUCP, the following are requirements within the airport influence area (Zone 7):

- There are no limits on the number of dwelling units per acre;
- The maximum non-residential intensity is identified as 300 persons per acre;
- There is a 10 percent open land requirement;
- Outdoor stadiums and similar uses with very high intensity uses are prohibited;
- ALUC review is required for any proposed structure taller than 100 feet above ground level;
- ALUC review is required for any proposed use involving vulnerable occupants (children, the elderly and people with disabilities) within 6,000 feet from the side of the runway and 10,000 feet from the end of the runway; and
- Proposed land uses with characteristics that may cause visual, electronic, or wildlife hazards, particularly bird strike hazards, to aircraft taking off or landing are incompatible.

Per Policy 4.2.3.4 of the ALUCP, proposed land uses with characteristics that may cause visual, electronic, or wildlife hazards, particularly bird strike hazards, to aircraft taking off or landing at the Marina Municipal Airport or in flight are incompatible in the airport influence area and may be permitted only if the uses are consistent with FAA rules and regulations. Any proposed local land use policy action that affects property within the airport influence area must be referred to the ALUC for a determination of consistency with the relevant policies of the ALUCP. Local jurisdictions shall notify the ALUC of every such proposed land use policy action as required by state law. However, per Policy 1.3.3.1 of the ALUCP, ALUCs have no jurisdiction over existing land

uses; federal, state and tribal lands; or the operation of airports. While properties owned by the State of California are not subject to the ALUCP, a review of the plan in relationship to the Project was conducted to determine whether any apparent conflicts with the plan could result in significant environmental impacts (see Impact LDU-2 in Section 4.9.3, Impacts and Mitigation Measures).

While and the Monterey Peninsula Airport is in proximity to the CSUMB campus, the campus is outside the airport planning area identified for the airport (Coffman Associates 2019b).

### **4.9.3 Impacts and Mitigation Measures**

This section presents the evaluation of potential environmental impacts associated with the Project related to land use and planning. The section identifies the thresholds of significance used in evaluating the impacts, the methods used in conducting the analysis, and the evaluation of Project impacts and the Project's contribution to significant cumulative impacts. In the event significant impacts within the meaning of CEQA are identified, appropriate mitigation measures, where feasible, are identified.

#### **4.9.3.1 Thresholds of Significance**

The significance thresholds used to evaluate the impacts of the Project related to land use and planning are based on Appendix G of the CEQA Guidelines. Based on Appendix G, a significant impact related to land use and planning would occur if the Project would:

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

#### **4.9.3.2 Analytical Method**

##### ***Program- and Project-Level Review***

The land use and planning impact analysis in this section includes a program-level analysis under CEQA of the Project, as described in Chapter 3 Project Description. The analysis also includes a project-level analysis under CEQA of the 5 near-term development components that would be implemented under the Project. As previously stated, local land use regulations and policies are evaluated in this section for informational purposes only, as CSUMB, a state entity, is not subject to municipal regulation of property owned or controlled by CSU in furtherance of its educational mission. Existing land uses for the campus and the areas surrounding the campus were identified based on the existing and proposed CSUMB Master Plan, the Marina and Seaside General Plans and the Monterey County General Plan, and field reconnaissance. The impact analysis below focuses on whether there is a potential for a conflict with a relevant plan or policy

that could result in a significant adverse environmental impact. In the event significant adverse environmental impacts would occur with implementation of the Project even with incorporation of applicable regulations and proposed project design features (PDFs) (see below), mitigation measures would be identified to reduce impacts to less than significant, where feasible.

### ***Project Design Features***

There are a number of PDFs that are incorporated into the technical analysis for land use and planning, as summarized below (see Chapter 3, Project Description for specific text of each applicable PDF):

- *PDF-MO-1 and PDF-MO-2* indicate that CSUMB will accommodate at least 60 percent of enrolled students and 65 percent of faculty and staff in on-campus housing. CSUMB will implement these PDFs to ensure that these campus housing goals are met, which will minimize vehicle commute travel to and from the campus. Appendix C, Student Housing and Parking Management Guidelines, and the CSUMB Housing Guidelines (CSUMB 2022) provide additional information about meeting the identified housing goals.
- *PDF-MO-3 and PDF-MO-4* provide for mixed-use campus development with amenities and a mix of on-campus student housing types to improve campus life, reduce vehicle travel off campus and promote on-campus pedestrian and bicycle access.
- *PDF-MO-8* establishes restrictions to general vehicle travel through the campus core and locates vehicle circulation and parking on the campus periphery. Specifically, vehicle access will be limited to CSUMB students, faculty, and staff vehicles on General Jim Moore Boulevard between Eighth Street and Fifth Street. Vehicle travel through the campus core will be restricted to shuttles, transit vehicles, service vehicles, and emergency vehicles at: Inter-Garrison Road between General Jim Moore Boulevard and Sixth Avenue, Divarty Street between General Jim Moore Boulevard and Seventh Avenue, Fourth Avenue between Divarty Street and Inter-Garrison Road, Fifth Avenue between Divarty Street and Inter-Garrison, A Street between Divarty Street and Seventh Avenue, Sixth Avenue between B Street and north of Divarty Street, and Butler Street between Sixth Avenue and Seventh Avenue. Additionally, Seventh Avenue between Colonel Durham Street and Butler Street will be converted to one-way for vehicles traveling north from Colonel Durham Street to Inter-Garrison Road.
- *PDF-D-1* indicates that the campus will implement the design concepts included in the Master Plan Guidelines as all building and landscape projects are pursued and will voluntarily comply with FORA RUDG with in all future improvements along the campus edges.
- *PDF-D-3* indicates that within the campus core, new buildings would not exceed the existing Library's elevation above mean sea level (approximately 310 feet above sea level) and that outside of the campus core, new buildings would not exceed 5 stories.

### 4.9.3.3 Project Impacts and Mitigation Measures

This section provides a detailed evaluation of land use impacts associated with the Project.

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**Impact LDU-I: Physically Divide Community (Threshold A).** The Project would not physically divide an established community. (*Less than Significant*)

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#### ***Master Plan***

The physical division of an established community typically refers to the construction of a physical feature (e.g., a road, railroad tracks, or other type of structure that prohibits access) or removal of a means of access (e.g., a local road or bridge) that would impair internal access within an existing community, or between a community and adjacent areas. The Project would not result in the construction of such physical features or removal of a means of access, as further described below.

The Project would result in a net increase of approximately 2.6 million gross square feet (GSF) of new academic facilities, administration, student support, athletic and recreational facilities, housing, and institutional partnership<sup>3</sup> facilities to accommodate 12,700 FTES and 1,776 FTE faculty and staff on campus by the year 2035. On-campus housing, with a mix of housing types, would be provided for least 60 percent of enrolled students and 65 percent of faculty and staff, per PDF-MO-1 through PDF-MO-4. Project development would occur entirely within the existing campus boundaries and would not result in expansion of such boundaries. Construction of new facilities and infrastructure, relocation of facilities and infrastructure, provisions for increased on-campus housing, implementation of circulation improvements, and an upgrade of the utilities infrastructure systems would all contribute to a more efficient and high-performing campus with regard to campus operations, services, and community connectivity. The Project includes renovation and development of specific buildings and facilities on the existing campus which could temporarily impact travel within and use of on-campus facilities during construction. Project development would occur in phases over the planning period as more housing and facilities are needed and to maintain campus functions. Overall, the Project would build upon the existing campus land use framework and development to accommodate increases in enrollment and improve on-campus amenities.

PDF-MO-8 establishes restrictions to general vehicle travel through the campus core and locates vehicle circulation and parking on the campus periphery. Specifically, vehicle access will be limited to CSUMB students, faculty, and staff vehicles on General Jim Moore Boulevard between Eighth Street and Fifth Street. Vehicle travel through the campus core will be restricted to shuttles, transit vehicles, service vehicles, and emergency vehicles at: Inter-Garrison Road between

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<sup>3</sup> Institutional Partnerships are projects involving public-public or public-private partnerships and long-term contractual relationships that use or develop CSU real property to further the educational mission of the campus.

General Jim Moore Boulevard and Sixth Avenue, Divarty Street between General Jim Moore Boulevard and Seventh Avenue, Fourth Avenue between Divarty Street and Inter-Garrison Road, Fifth Avenue between Divarty Street and Inter-Garrison, A Street between Divarty Street and Seventh Avenue, Sixth Avenue between B Street and north of Divarty Street, and Butler Street between Sixth Avenue and Seventh Avenue. Additionally, Seventh Avenue between Colonel Durham Street and Butler Street will be converted to one-way for vehicles traveling north from Colonel Durham Street to Inter-Garrison Road. These Project modifications to existing campus street facilities would create a more pedestrian, bicycle and transit-oriented campus core, but would also cause existing and future local and regional traffic to circulate differently on-campus and in some cases divert traffic to adjacent streets surrounding the campus, as indicated in Section 4.13, Transportation. These Project modifications would not physically divide an established community as access would remain available on adjacent streets. Overall, the Project would not physically divide an established community and the impact would be *less than significant*.

### ***Near-Term Development Components***

#### **Student Housing Phase III**

Student Housing Phase III would include construction of four-story student residential buildings on an approximately 6.4-acre site in the North Quad on an existing parking lot, adjacent to other existing residential uses. The proposed student housing would not remove a roadway or otherwise prevent access. Therefore, the development of Student Housing Phase III would not divide an established community and *no impact* would occur.

#### **Academic IV Building**

Academic IV would include demolition of existing Building 13 and portions of parking lot areas 13 and 19, and construction of a four-story science building. The new building would consist of infill development located within the campus core. The development would also include construction of a pedestrian/bike path north of existing Building 53 (Chapman Science Academic Center) for improved connectivity to the multimodal hub and parking to the east. The proposed building would not remove a roadway or otherwise prevent access. Therefore, the development of Academic IV would not divide an established community, and *no impact* would occur.

#### **Student Recreation Center Phases I and II**

The Student Recreation Center Phases I and II would be located on an approximately 8.5-acre site south of the Main Quad and Divarty Street and includes demolition of Building 21 (Beach Hall) and Building 23 (Tide Hall), and portions of parking lots 23 and 508. The Student Recreation Center would develop an area that supports existing structures and a parking lot adjacent to athletics and recreation uses. The proposed building would not remove a roadway or otherwise prevent access

Therefore, the development of the Student Recreation Center would not divide an established community, and *no impact* would occur.

### Student Housing Phase IIB

The Student Housing Phase IIB would develop a four-story student residential building complex just south of the Promontory housing area on a vacant approximately 7.2-acre pavement lot. The proposed building would not remove a roadway or otherwise prevent access. Therefore, the development of the Student Housing Phase IIB would not divide an established community, and *no impact* would occur.

### Academic V

Academic V would be located on an approximately 2.7-acre site in the Main Quad and includes demolition of existing Buildings 1, 2, and 3 (Administration, Playa, and Del Mar buildings) and parking lot 18. The development would involve temporary relocation of the administration offices until the new Administration Building, another new building identified on the proposed Master Plan, is constructed. Academic V would replace existing buildings with similar academic uses and would not substantially change the land use patterns on campus. Additionally, the proposed building would not remove a roadway or otherwise prevent access. Therefore, the development of the Academic V would not divide an established community and *no impact* would occur.

### ***Mitigation Measures***

Mitigation measures are not required because a significant impact has not been identified.

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**Impact LDU-2: Conflict with Land Use Plan, Policy, or Regulation (Threshold B).**  
The Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. (*Less than Significant*)

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### ***Master Plan***

#### Conflict with Local General Plans

The CSUMB campus is surrounded by three jurisdictions: the City of Marina to the north and west, the City of Seaside to the south and west, and Monterey County to the north, east, and south. As part of the transfer and reuse of the Fort Ord military base, the various jurisdictions were allocated lands with specified land uses, and the CSU system was given “sovereign redevelopment authority” over the 1,377 acres of land that is now CSUMB. As described above and in Chapter 3.0, Project Description, the CSU system is a sovereign state entity with redevelopment authority that supersedes all local jurisdictions. Local jurisdiction land use plans and regulations described in this



section, such as the City of Marina and City of Seaside General Plans and the County of Monterey General Plan, are described for land use context and for informational purpose only, and not as the basis for the determination of significant environmental impacts.

As indicated in Section 4.9.2.4, Local, there are limited local adopted General Plan policies of the three jurisdiction that refer to CSUMB. The adopted Marina General Plan and adopted Seaside General Plan, however, do have General Plan policies that specifically refer to CSUMB. As indicated in Table 4.9-1, the Project would not conflict with these adopted policies. While the draft Seaside 2040 General Plan contains policies that pertain to CSUMB, this general plan has not been adopted to date (see Section 4.9.2.3 for draft policies). The Project would not cause a significant environmental impact due to a conflict with any applicable or local jurisdictional land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and the impact would be *less than significant*.

See Section 4.13, Transportation, for an analysis of whether the Project would conflict with a program, plan, ordinance, or policy addressing the circulation system.

**Table 4.9-1**  
**Review of Relevant Marina General Plan and Seaside General Plan Policies**

Policy #	Policy Text	Potential for Project to Conflict
<b>Marina General Plan</b>		
2.25	By the year 2020, the City's population would range between 38,000 and 40,000, including current and projected residents of the Frederick Schoonover housing area and CSUMB's North Quad new housing. Policies contained herein will accommodate an increase of approximately 15,700 to 17,400 new residents through 2020, excluding CSUMB students residing on the Main Campus. This estimated increase is equivalent to an 82 - 91 percent population growth over a 20-year period, at an average annual growth rate of 4 to 4.6 percent from 2000 to 2020.	<b>No Conflict.</b> As indicated in Section 4.11, Population and Housing, the City of Marina population as of 2021 is approximately 21,920; substantially less than estimated in this policy. New on-campus housing under the Project would not exceed the population estimate anticipated in the policy.
2.31(4)	New housing shall accommodate a broad range of life-styles, including those associated with the presence of CSUMB and the MBEST Center, with people wishing to combine living and work space, and with retired residents who will make up an increasing proportion of the region's population in the future.	<b>No Conflict.</b> Project PDF-MO-4 provides for a mixture of bedroom and suite types across housing areas at a variety of rates to accommodate a range of student types such as those with dependents, first year, returning students, residents, including traditional doubles, multiple occupant suites, student family apartments, accessible rooms, and live-in staff and faculty apartments.
2.31(5)	CSUMB should provide housing opportunities for both faculty and students in order to reduce commuter	<b>No Conflict.</b> Project PDF-MO-1 and PDF-MO-2 require CSUMB to accommodate housing for a minimum 65 percent of faculty and staff and 60 percent of FTES. The proposed Master Plan provides

**Table 4.9-1  
Review of Relevant Marina General Plan and Seaside General Plan Policies**

Policy #	Policy Text	Potential for Project to Conflict
	travel to and from the campus. The supply of on-campus housing should increase at least as fast as the level of on-campus enrollment.	housing facilities to meet these goals. PDF-MO-2 also indicates that first and second year undergraduate students not residing in the tri-county area (Santa Cruz, San Benito and Monterey Counties) will continue to be required to live on campus and on-campus housing for 90% of International Students will be provided. Additionally, the near-term development components provide a balance of on-campus housing and academic and student services, such that the supply of on-campus housing will increase as on-campus enrollment increases.
2.47	The majority of retail and personal-service facilities shall be concentrated in the designated Multiple Use area to the west of Second Avenue, north of Eighth Street. Provision for such uses on the CSUMB campus shall be limited to no more than 107,000 square feet of space.	<b>No Conflict.</b> Project PDF-MO-3 calls for mixed-use campus development to provide amenities that support and improve campus life and reduce vehicle travel off campus. The PDF indicates that a mixture of uses in new and renovated residence halls will be provided, including but not limited to: multi-purpose classroom and social spaces, dining halls, convenience stores, mail services, housing staff offices and quiet study spaces. The Project does not specify a square footage limit on these types of uses as they improve campus life and reduce vehicle travel off campus. However, such uses would be designed for the campus population as opposed to for the larger community.
4.66	Eighth Street serves as both the northern boundary of the CSUMB campus and a major east-west pedestrian/bicycle corridor. Landscaped setbacks shall be provided along each side of the roadway. Development along both sides of the street shall be oriented to the street with major building entrances facing onto it.	<b>No Conflicts.</b> Project PDF-D-1 indicates that CSUMB will voluntarily comply with FORA RUDG in all future improvements along the campus edges, including Eighth Street. As indicated in Section 4.9.2.3, Local, the FORA RUDG establishes standards for road design, setbacks, building height, landscaping, signage, and other matters of visual importance.
Seaside General Plan		
LU-11.2	Cooperate with CSUMB to support the development of vocational schools and learning centers that encourage a well-trained work force.	<b>No Conflict.</b> One of the basic objectives of the project is to support and advance the University's educational mission by guiding the physical development of the campus to: accommodate student enrollment growth up to a future enrollment of 12,700 FTES; provide expanded access to higher education in response to the increasing higher education needs and demands of a growing statewide population; and develop into a comprehensive university campus that graduates students that can meet the needs of regional and statewide employers.

### Consistency with Marina Airport Land Use Compatibility Plan

The Marina airport air traffic pattern is on the north side of the airport, which eliminates most overflight impacts to the developed portion of CSUMB; however, CSUMB is located within the AIA (Zone 7). Flight hazards according to the Marina ALUCP consist of structures, activities, and uses occurring on the ground that may cause hazards to aircraft flight. Other flight hazard issues include

activities that have the potential to create interference to aircraft such as the creation of glare, smoke, radio emissions or bird hazards. While properties owned by the State of California are not subject to the ALUCP, a review of the plan in relationship to the Project was conducted to determine whether any apparent conflicts with the plan could result in significant environmental impacts.

Proposed development that would occur with Project implementation would be located only within the Main Campus and would consist of infill development on existing developed or paved sites within the campus core and elsewhere on the Main Campus. Project development would not create substantial new flight hazards per the Marina ALUCP. As described in Chapter 3, Project Description, future development would be similar to existing development and would not exceed the height of the existing Library elevation (310 feet above mean sea level) within the campus core and no more than 5 stories outside the campus core, as provided for in PDF-D-3. Therefore, Project implementation would not result in increased flight hazards and would not conflict with the Marina ALUCP, and the impact would be *less than significant*.

### ***Near-Term Development Components***

The above discussion for the Project also applies to the near-term development components. All near-term development components would be required to adhere to the same PDFs, as described for the Project. Therefore, none of the near-term development components would cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and the impacts would be *less than significant*.

### ***Mitigation Measures***

Mitigation measures are not required because a significant impact has not been identified.

#### **4.9.3.4 Cumulative Impacts**

This section provides a detailed evaluation of land use and planning impacts associated with the Project, including near-term development components, when considered together with other reasonably foreseeable cumulative development, as identified in Table 4.0-1 in Section 4.0, Introduction to Analysis and as relevant to this topic.

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<b>Impact LDU-3</b>	<b>Cumulative Land Use Impacts (Thresholds A and B).</b> The Project would not result in a cumulatively considerable contribution to significant cumulative impacts related to land use. ( <i>Less than Significant</i> )
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All proposed new development or redevelopment under the Project would take place on the CSUMB campus. While Project implementation would increase the development density on the Main Campus, development would take place within the boundaries of existing campus,

which is under the jurisdiction of the California State University. Given that, Project development would not contribute to any cumulative land use impacts and therefore the impact would be *less than significant*.

#### 4.9.4 References

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