9.4 REVISED DRAFT EIR PAGES

INTRODUCTION AND EXECUTIVE SUMMARY

Table ES-2
Summary Table of Project Impacts and Mitigation Measures

PROJECT IMPACTS	MITIGATION MEASURES	RESIDUAL IMPACT
3.1 AESTHETICS AND VISUAL QUALITY (*CONTINUED*)		
	AVQ-5 During the preparation of final site design plans associated with development of the Alvarado Hotel, in order to shield Navajo community viewers from the hotel sign as much as possible, SDSU, or its designee, shall locate the sign at a 90 degree angle to the Interstate 8 freeway and shall not incorporate flashing or marquee elements into the sign.	
	AVQ-6 During the preparation of final site design plans associated with development of the Student Housing buildings, in order to shield sensitive viewers from the proposed buildings, SDSU, or its designee, shall incorporate landscape treatment consistent with landscape themes present throughout campus and consistent with SDSU's Physical Master Plan, Phase I.	
	AVQ-7 During the preparation of final site design plans associated with development of the Student Housing buildings, in order to minimize impacts to sensitive viewers from lighting, SDSU, or its designee, shall locate and shield all light fixtures away from sensitive viewers. Motion sensor lights shall be used to further reduce the amount of light emitted.	
	AVQ-8 During the preparation of final site design plans associated with development of the Villa Alvarado Residence Hall Expansion, in order to soften the visibility of the proposed buildings from sensitive viewers atop the mesa south of the project site, SDSU, or its designee, shall incorporate vegetative screening along the slope south of the project site.	
	AVQ-9 During the preparation of final site design plans associated with development of the Campus Conference Center building, in order to minimize impacts to sensitive viewers from lighting, SDSU, or its designee, shall locate and shield all light fixtures away from sensitive viewers. Motion sensor lights shall be used to further reduce the amount of light emitted.	

Table ES-2
Summary Table of Project Impacts and Mitigation Measures

PROJECT IMPACTS	MITIGATION MEASURES	RESIDUAL IMPACT
3.2 AIR QUALITY		
Under the proposed project, potentially significant short-term and long-term impacts to air quality would result. Potentially significant short-term impacts would be those attributable to construction-related **fugitive dust (PM_{10}) emissions and** finish work emissions of reactive organic gases ("ROG"). Long-term operational emissions from project-related traffic and consumer products use will exceed suggested thresholds for ROG.	**AQ-1** Prior to the commencement of construction activities on each of the project component sites, SDSU, or its designee, shall require, to the extent feasible, that the principal construction contractor develop a construction activity impact mitigation plan. The elements of such a plan, to be approved by SDSU, or its designee, and implemented and supervised by the managing contractor, shall include: 1. During grading activities, any exposed soil areas shall be watered twice per day. On windy days or when fugitive dust can be observed leaving the project site, additional applications of water shall be applied to maintain a minimum 12 percent moisture content. Under windy conditions where velocities are forecast to exceed 25 miles per hour, all ground disturbing activities shall be halted until the winds are forecast to abate below this threshold. 2. The contractor shall implement dust suppression techniques to prevent fugitive dust from creating a nuisance offsite. These dust suppression techniques shall include the following: (a) Portions of the construction site to remain inactive longer than a period of three months shall be seeded and watered until grass cover is grown or otherwise stabilized. (b) All on-site access points shall be paved as soon as feasible or watered periodically or chemically stabilized. (c) All material transported offsite shall be either sufficiently watered or securely covered to prevent excessive amounts of dust. (d) The area disturbed by clearing, grading, earthmoving, or excavation operations shall be minimized at all times. A maximum daily grading disturbance area shall be maintained at 8.7 acres or less, if possible and practical. 3. All vehicles on the construction site shall travel at speeds less than 15 miles per hour.	Because there are no feasible mitigation measures that would reduce the identified impacts to a level below significant, **as stated on Draft EIR page 3.2-27, short-term PM_{10} emissions associated with grading activities, and** long-term operational ROG emissions from project-related traffic and consumer products use are significant and unavoidable.

Table ES-2
Summary Table of Project Impacts and Mitigation Measures

PROJECT IMPACTS	MITIGATION MEASURES	RESIDUAL IMPACT
3.2 AIR QUALITY (*CONTINUED*)		
	3. Schedule truck deliveries and pickups for off-peak hours where feasible; 4. Work with the City of San Diego to implement or contribute to public outreach programs that promote alternative methods of transportation; and 5. Require that delivery trucks turn off their engines if the anticipated duration of idling exceeds three (3) minutes.	
3.3 BIOLOGICAL RESOURCES		
Under the proposed project, there would be potentially significant direct and indirect impacts to vegetation communities, sensitive plants, and sensitive wildlife attributable to development of the Adobe Falls Faculty/Staff Housing component of the proposed project.	**BR-1** Prior to commencement of grading activities on the Adobe Falls Faculty/Staff Housing Upper Village site, SDSU, or its designee, shall preserve, or cause to be preserved, a total of 9.51 acres of onsite native habitats. The preservation areas shall occur outside of the Multi-Habitat Planning Area ("MHPA"), within the proposed open space on the Adobe Falls Faculty/Staff Housing Site, and shall include 5.20 acres of coastal sage scrub, 1.39 acres of baccharis scrub, 2.43 acres of southern mixed chaparral, 0.02 acre of valley needlegrass grassland, and 0.43 acre non-native annual grassland. SDSU also shall create up to 0.20 acre of wetlands along the western boundary of the Adobe Falls Faculty/Staff Housing site within existing eucalyptus woodland and disturbed habitat on the Lower Village site, and shall enhance up to 0.65~~56~~ acres of wetlands within existing disturbed sycamore/cottonwood riparian woodland and disturbed wetlands habitats on the Lower Village site.	None.

Table ES-2
Summary Table of Project Impacts and Mitigation Measures

PROJECT IMPACTS	MITIGATION MEASURES	RESIDUAL IMPACT
3.3 BIOLOGICAL RESOURCES (*CONTINUED*)		
	Any planting stock to be brought onto the project site for landscape or habitat creation/restoration/ enhancement shall be first inspected by a qualified pest inspector to ensure it is free of pest species that could invade natural areas, including but not limited to, Argentine ants (*Iridomyrmex humil*), fire ants (*Solenopsis inviela*), and other insect pests. **Any planting stock found to be infested with such pests shall not be allowed on the project site or within 300 feet of natural habitats unless documentation is provided to the Resource Agencies that these pests already occur in natural areas around the project site. The stock shall be quarantined, treated, or disposed of according to best management principles by qualified experts in a manner that precludes invasions into natural habitats. SDSU, or its designee, shall ensure that all temporary irrigation will be for the shortest duration possible, and that no permanent irrigation will be used, for landscape or habitat creation/ restoration/enhancement.**	
	BR-2 Prior to commencement of grading activities on the Adobe Falls Faculty/Staff Housing**/Upper Village** site, SDSU, or its designee, shall create ~~0.26~~ **0.30** acre of wetlands off site, which requirement may be satisfied through the purchase of wetlands mitigation credits at an approved offsite mitigation bank, preferably within the San Diego River watershed.	

Table ES-2
Summary Table of Project Impacts and Mitigation Measures

PROJECT IMPACTS	MITIGATION MEASURES	RESIDUAL IMPACT
3.3 BIOLOGICAL RESOURCES (*CONTINUED*)		
	BR-4 If construction on the Adobe Falls Faculty/Staff Housing site Upper or Lower Village is to occur during the raptor breeding season (January through October, annually), prior to commencement of grading activities, and at a time during the breeding season, SDSU, or its designee, shall conduct a focused survey for nesting raptors to assess the presence/absence of sensitive nesting raptors within and adjacent to the Adobe Falls Faculty/Staff Housing site. If any active raptor nests are detected, the area shall be flagged, along with a buffer of 250 to 300 feet (specific width to be determined by the project biologist), and shall be avoided until the birds have fledged, or it has been determined that the nest has failed.	
	BR-5 During the respective design phase of the proposed Adobe Falls Faculty/Staff Housing Upper and Lower Village sites, SDSU, or its designee, shall not locate non-native or invasive plant species in landscaping adjacent to native habitat areas, on slopes adjacent to Alvarado Creek, or in upland habitat next to Interstate 8.	
	BR-6 During the ~~respective~~ design phase of the proposed Adobe Falls Faculty/Staff Housing ~~Upper and~~ Lower Village site, SDSU, or its designee, shall develop a system of trails ~~within open space preserved areas~~ that encourage foot traffic within the least sensitive habitat types, while providing views of more sensitive areas adjacent to the proposed development.	
	BR-7 During the respective design phase of the proposed Adobe Falls Faculty/Staff Housing Upper and Lower Villages, SDSU, or its designee, shall develop a Storm Water Pollution Prevention Plan ("SWPPP"), including a Water Quality Management Plan, to address potential water quality impacts.	

Table ES-2
Summary Table of Project Impacts and Mitigation Measures

PROJECT IMPACTS	MITIGATION MEASURES	RESIDUAL IMPACT
3.3 BIOLOGICAL RESOURCES (*CONTINUED*)		
	BR-12 During the respective design phase of the proposed Adobe Falls Faculty/Staff Housing Upper and Lower Villages, SDSU, or its designee, shall develop policies and design measures to reduce the intrusion of domestic pets into native habitat areas, including sensitive habitat signage, installing well-defined trails along habitat areas so recreationalists/dog walkers understand trail limits, and incorporating leash laws.	
	BR-13 Prior to construction of the proposed U Lot Residence Hall site, SDSU, or its designee, shall conduct a focused survey for the coastal California gnatcatcher on the coastal sage scrub covered slopes adjacent to the site. The surveys shall be conducted to determine the presence or absence of any nesting gnatcatchers within 500 feet of the proposed construction site. If nests are located within this distance, noise mitigation measures may be required to avoid significant indirect impacts to the gnatcatcher during the nesting season.	
	BR-14 Prior to the commencement of grading on the Adobe Falls Upper and/or Lower Village sites, SDSU or its designee, shall make every attempt possible to salvage the onsite California adolphia individuals that would be impacted by construction activities. In the event salvage is possible, translocation may occur onsite within the coastal sage scrub habitat planned for conservation immediately west of the Upper Village site.	
	BR-15 To avoid potential impacts to sensitive biological resources associated with construction of the Adobe Falls Faculty/Staff Housing Upper and Lower Villages, the following measures shall be implemented prior to and during project construction as applicable:	

Table ES-2
Summary Table of Project Impacts and Mitigation Measures

PROJECT IMPACTS	MITIGATION MEASURES	RESIDUAL IMPACT
3.3 BIOLOGICAL RESOURCES (*CONTINUED*)		
	• Prior to construction, a temporary fence (with silt barriers) shall be installed around the limits of project impacts (which include all construction staging areas and access routes) to prevent any additional habitat impacts, as well as the spread of silt from the construction zone into the adjacent wetland and upland habitats. Fencing shall be installed in a manner that does not impact habitats that must be avoided. If work occurs beyond the fenced or demarcated limits of impact, all work shall cease until the problem has been remedied. Any riparian/wetland or upland habitat impacts that occur outside of the fenced project limits shall be mitigated at a minimum 5:1 ratio. Temporary construction fencing shall be removed upon project completion; • The clearing and grubbing of, and construction within 300 feet of, gnatcatcher occupied habitat shall occur outside of the gnatcatcher breeding season (March 15 through August 31, or sooner if a qualified biologist demonstrates to the satisfaction of the USFWS and CDFG that all nesting is complete); • Construction employee activities, vehicles, equipment, and construction materials, shall be strictly limited to the fenced project footprint; • To avoid attracting potential predators of wildlife on-site, the project site shall be kept as clean of feed and other organic debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site; • Pets of project personnel shall not be allowed on the project site; • Disposal or temporary placement of excess fill, brush or other debris shall not be allowed in waters of the U.S. or along banks;	

Table ES-2
Summary Table of Project Impacts and Mitigation Measures

PROJECT IMPACTS	MITIGATION MEASURES	RESIDUAL IMPACT
3.3 BIOLOGICAL RESOURCES (*CONTINUED*)		
	• If nighttime construction work is necessary, night lighting shall be of the lowest illumination necessary for human safety, selectively placed, shielded and directed away from natural habitats. • All equipment maintenance, staging, and dispensing of fuel, oil, coolant or any other activities, shall occur in designated areas outside of waters of the U.S. and within the fenced project impact areas. These designated areas shall be located in previously compacted and disturbed areas to the maximum extent practicable in such a manner as to prevent any runoff from entering waters of the U.S., and shall be shown on construction plans (i.e., "no fueling zones" shall be delineated on construction plans). Fueling of equipment shall take place within existing paved areas at least 100 feet from waters of the U.S. Contractor's equipment shall be checked for leaks prior to operation and repaired as necessary.	
	BR-16 Prior to the commencement of construction activities at the Adobe Falls Upper and or Lower Villages, SDSU, or its designee, shall retain a qualified biological resource monitor to conduct the following activities: • Monitor initial clearing and grubbing of habitat to ensure that clearing and grubbing of habitat is done aboveground in a way that precludes nesting of birds but does not cause soil and/or root disturbance to vegetation that is to remain onsite; • Participate or oversee salvage and transplant of live plants to the mitigation sites as practicable;	

Table ES-2
Summary Table of Project Impacts and Mitigation Measures

PROJECT IMPACTS	MITIGATION MEASURES	RESIDUAL IMPACT
3.3 BIOLOGICAL RESOURCES (*CONTINUED*)		
	• Perform a minimum of three focused surveys, on separate days, to determine the presence of the gnatcatchers in the project impact footprint. Surveys will begin a maximum of seven days prior to performing vegetation clearing/grubbing and one survey will be conducted the day immediately prior to the initiation of remaining work. If any gnatcatchers are found within the project impact footprint, the biologist will direct construction personnel to begin vegetation clearing/grubbing in an area away from the gnatcatchers. All construction must be at least 300 feet from any nesting gnatcatchers. In addition, the biologist will walk ahead of clearing/grubbing equipment to flush birds towards areas of coastal sage scrub to be avoided. It will be the responsibility of the biologist to ensure that gnatcatchers will not be injured or killed by vegetation clearing/grubbing. The biologist will also record the number and location of gnatcatchers disturbed by vegetation clearing/grubbing. The applicant will notify the USFWS at least seven days prior to vegetation clearing/grubbing to allow the USFWS to coordinate with the biologist on the bird flushing activities; • Oversee installation of and inspect the fencing and erosion control measures within or upslope of restoration and/or preservation areas at a minimum of once per week and daily during all rain events to ensure that any breaks in the fences or erosion control measures are repaired immediately; • Periodically monitor the work area to ensure that work activities do not generate excessive amounts of dust;	

Table ES-2
Summary Table of Project Impacts and Mitigation Measures

PROJECT IMPACTS	MITIGATION MEASURES	RESIDUAL IMPACT
3.3 BIOLOGICAL RESOURCES (*CONTINUED*)		
	• Train all contractors and construction personnel on the biological resources associated with this project and ensure that training is implemented by construction personnel. At a minimum, training will include: 1) the purpose for resource protection; 2) a description of the gnatcatcher and its habitat; 3) the conservation measures that should be implemented during project construction to conserve sensitive biological resources on-site, including strictly limiting activities, vehicles, equipment and construction materials to the fenced project footprint (i.e. avoided areas shall be delineated on maps or on the project site by fencing per Mitigation Measure BR-15); 4) environmentally responsible construction practices; 5) the protocol to resolve environmental resource-based conflicts that may arise at any time during the construction process; 6) the general provisions of the federal Endangered Species Act, the need to adhere to the provisions of the Endangered Species Act, the penalties associated with violating the Endangered Species Act; and • Halt work, if necessary, to ensure the proper implementation of species and habitat protection.	
	BR-17 Any/all brush management activities to occur on the Adobe Falls Upper and/or Lower Village sites shall occur entirely within the delineated project impact areas depicted on Final EIR Figure 3.3-3. No brush management shall occur within the wetland buffer area or undeveloped upland areas.	

Table ES-2
Summary Table of Project Impacts and Mitigation Measures

PROJECT IMPACTS	MITIGATION MEASURES	RESIDUAL IMPACT
3.4 CULTURAL RESOURCES (*CONTINUED*)		
	(a) The Native American Heritage Commission is unable to identify a most likely descendant or the most likely descendant failed to make a recommendation within 24 hours after being notified by the Commission; (b) The descendant identified fails to make a recommendation; or (c) SDSU, or its designee, rejects the recommendation of the descendant, and mediation by the Native American Heritage Commission fails to provide measures acceptable to SDSU.	
	CR-4 Prior to occupancy of the Adobe Falls Faculty/Staff Housing Lower Village, SDSU, or its designee, shall, in coordination with the California Department of Transportation, and following consultation with the San Diego Historical Site Resources Board, remove the existing grafitti, trash and debris from the Adobe Falls historic site in an effort to restore the site to its previously undisturbed condition, and shall also install signage identifying the historic significance of the Adobe Falls site.	
3.5 GEOTECHNICAL/SOILS		
Under the proposed project, there would be potentially significant impacts relating to potential geotechnical constraints. Mitigation in the form of site-specific geotechnical investigation is proposed in the event geotechnical constraints, previously unidentified, are discovered during project construction.	**GEO-1** Prior to the commencement of design and construction activities relating to the proposed project components, SDSU, or its designee, shall conduct, or cause to be conducted, a geotechnical investigation in conformance with the requirements of the California Building Code ("CBC") and Uniform Building Code ("UBC"). The site-specific geotechnical investigations will include, to the extent required by the CBC and UBC, subsurface exploration, laboratory testing, and geotechnical analysis. The investigations will address the potential for landslides/slope instability, erosion, unconsolidated soils, expansive soils, groundwater seepage,	None.

Table ES-2
Summary Table of Project Impacts and Mitigation Measures

PROJECT IMPACTS	MITIGATION MEASURES	RESIDUAL IMPACT
3.6 HAZARDS AND HAZARDOUS MATERIALS (*CONTINUED*)		
	HHM-2 Prior to construction in the vicinity of 5111 College Avenue, which is immediately west of Maya Hall and at which lies an active gas station, SDSU, or its designee, shall prepare, maintain, and implement, with the cooperation and assistance of all construction contractors, a Health and Safety Plan to manage and dispose of impacted soil and/or groundwater, if encountered during project construction.	
	HHM-3 Prior to construction in the vicinity of 5185 College Avenue and 5924 Hardy Avenue, at which former dry cleaners were operated, SDSU, or its designee, shall prepare, maintain, and implement, with the cooperation and assistance of all construction contractors, a Health and Safety Plan to manage and dispose of impacted soil, if encountered during project construction.	
	HHM-4 Prior to demolition of any of the structures located within the Alvarado Campus, Student Union and Student Housing areas of focus, SDSU, or its designee, shall secure the performance of an asbestos survey by a certified asbestos consultant. The asbestos survey information shall be used to define removal quantities, estimate abatement costs, and otherwise refine the scope of work for the removal of asbestos, in compliance with all applicable laws, during project demolition.	
	HHM-5 Prior to demolition of any of the structures located within the Student Housing, Alvarado Campus, and Student Union areas of focus, SDSU, or its designee, shall secure the performance of a lead paint survey by a certified lead paint consultant**, and a pesticide residue survey (from organochlorine pesticides from termiticides) by a qualified testing consultant**. The lead paint survey information **and pesticide residue** survey shall be used to define removal quantities, estimate abatement	

Table ES-2
Summary Table of Project Impacts and Mitigation Measures

PROJECT IMPACTS	MITIGATION MEASURES	RESIDUAL IMPACT
3.6 HAZARDS AND HAZARDOUS MATERIALS (*CONTINUED*)		
	costs, and otherwise refine the scope of work for ~~lead~~ abatement, in compliance with all applicable laws, during project demolition.	
	HHM-6 In order to reduce the likelihood of a hazardous waste accident due to the potential future use of hazardous materials in the proposed project areas, the SDSU Department of Environmental Health and Safety shall continue to remain primarily responsible for the collection and disposal of hazardous waste on the campus site. Hazardous waste shall continue to be collected from approximately 200 satellite accumulation areas throughout the campus, transported to the hazardous waste building in Lot A, segregated, inventoried, packaged, documented, and eventually transported offsite to an approved waste disposal facility.	
3.7 HYDROLOGY AND WATER QUALITY		
Under the proposed project, there would be potentially significant impacts associated with hydrology (flooding) and water quality (runoff contamination).	**HWQ-1** During the design phase of the Adobe Falls Faculty/Staff Housing component of the proposed project, SDSU, or its designee, shall incorporate the following best management practices into the project site design: 1. Reserve the Alvarado Creek and nearby steep slope areas as open space; 2. Construct community streets, sidewalks and parking lot aisles to the minimum widths necessary; 3. Incorporate landscape treatment for parking lot runoff; 4. Use unit pavers or other equivalent porous material to construct walkways, alleys and other low-traffic areas; 5. Preserve existing native trees to maximize canopy interception and water conservation; 6. Plant native trees and maximize canopy interception and water conservation;	None.

Table ES-2
Summary Table of Project Impacts and Mitigation Measures

PROJECT IMPACTS	MITIGATION MEASURES	RESIDUAL IMPACT
3.7 HYDROLOGY AND WATER QUALITY (*CONTINUED*)		
	7. Drain rooftops into adjacent landscaping prior to discharging to the storm drain; 8. Vegetate slopes with native or drought tolerant vegetation; and 9. Install energy dissipaters at the outlets of new storm drains that enter the Alvarado Creek.	
	HWQ-2 Prior to the preparation of final design plans for the Adobe Falls Faculty/Staff Housing Upper and Lower Villages, SDSU, or its designee, shall conduct a detailed site-specific hydrologic analysis to further assess the effects of the proposed project on the floodplain. ~~Based on the results of such analysis, on-site detention facilities may be required.~~**The site-specific analysis shall include the preparation of hydrographs depicting flow throughout the duration of a storm, and quantify the duration of flows and total volume of water generated. The analysis also shall address the critical shear stress caused by the post-construction flow, and compare it to the stability threshold for the channel. Following the analysis, SDSU shall incorporate all necessary flow control measures such that post-development hydrology conditions are equivalent to pre-development peak flows, duration, volume, and velocity in order to control site erosion and avoid erosion of the channel.**	
	HWQ-3 During the design phase of the Alvarado Campus component of the proposed project, SDSU, or its designee, shall incorporate the following best management practices into the project site design: 1. Use unit pavers or other equivalent porous material to construct walkways, alleys and other low-traffic areas; 2. Preserve existing native trees to maximize canopy interception and water conservation;	

Table ES-2
Summary Table of Project Impacts and Mitigation Measures

PROJECT IMPACTS	MITIGATION MEASURES	RESIDUAL IMPACT
3.13 PUBLIC UTILITIES AND SERVICES SYSTEMS (*CONTINUED*)		
	PSS-6 Prior to construction of the Adobe Falls Faculty/Staff Housing Lower Village, SDSU, or its designee, shall work with the City of San Diego Fire Department to identify measures into and out of the Lower Village development to ensure that adequate fire safety is maintained.	
	PSS-7 SDSU shall ensure that all recyclable demolition waste products resulting from project construction are disposed of at a construction waste recycling facility.	
	PSS-8 SDSU shall continue to maintain an active recycling program in order to continue to meet the 50% diversion goal for all solid waste produced on campus.	
3.14 TRANSPORTATION/CIRCULATION AND PARKING		
Under the proposed project, there would be potentially significant impacts to multiple intersections, street segments, freeway ramps and freeway mainline segments located within the proposed project study area.	**TCP-1** A–1. College Avenue / Del Cerro Boulevard. **Subject to funding by the state Legislature,** SDSU shall contribute to the City of San Diego its fair-share of the costs to provide two left-turn lanes and one shared through/right-turn lane on the westbound approach.	Significant and unavoidable impacts to: (1) College Avenue/I-8 Interchange; (2) Alvarado Road (E. Campus Drive to 70th Street); (3) Montezuma Road (Fairmount Avenue to Collwood Blvd.); and (4) I-8 (Fairmount Avenue to Fletcher Parkway).
	TCP-2 A–2. College Avenue / I-8 Eastbound Ramps. SDSU shall **support** ~~contribute to the City of San Diego~~ **Caltrans in its efforts to obtain funding from the state Legislature for the** ~~its~~ fair-share of the costs to provide an additional (third) northbound through lane on College Avenue.	
	TCP-3 A–3. College Avenue / Canyon Crest Drive. **Subject to funding by the state Legislature,** SDSU shall contribute to the City of San Diego its fair-share of the costs to provide an additional (third) northbound through lane on College Avenue.	The above identified significant and unavoidable impacts would occur whether or not the university obtains fair-share funding from the California

Table ES-2
Summary Table of Project Impacts and Mitigation Measures

PROJECT IMPACTS	MITIGATION MEASURES		RESIDUAL IMPACT
3.14 TRANSPORTATION/CIRCULATION AND PARKING *(CONTINUED)*			
	TCP-4	A–4. College Avenue / Zura Way. **Subject to funding by the state Legislature,** SDSU shall contribute to the City of San Diego its fair-share of the costs to install a traffic signal at the intersection. Alternatively, the City could prohibit southbound left-turns at the intersection, which would require an additional southbound left-turn lane at the College Avenue / Montezuma Road intersection.	Legislature pursuant to *City of Marina v. Board of Trustees of The California State University* (2006) 39 Cal.4th 341. As discussed in EIR Section 3.14, significant impacts were identified at various intersections, freeway interchanges and mainline segments within the project study area. Fair-share mitigation is recommended that would reduce the identified impacts to a level below significant. However, the university's fair-share funding commitment is necessarily conditioned upon requesting and obtaining funds from the California Legislature **for those impacts within the jurisdiction of local agencies, and Caltrans obtaining funds from the Legislature for those impacts within its jurisdiction**. If the Legislature does not provide funding, or if funding is significantly delayed, the identified significant impacts would remain significant and unavoidable. **Please see Final EIR, General Response 3, City of Marina Compliance, for additional information.**
	TCP-5	A–5. College Avenue / Montezuma Road. **Subject to funding by the state Legislature,** SDSU shall contribute to the City of San Diego its fair-share of the costs to provide an additional (third) northbound through lane and an exclusive northbound right-turn lane on College Avenue.	
	TCP-6	A–6. I-8 WB Ramps/ Parkway Drive. SDSU shall **support** ~~contribute to the City of San Diego~~ **Caltrans in its efforts to obtain funding from the state Legislature for the** ~~its~~ fair-share of the costs to install a traffic signal at the intersection.	
	TCP-7	B–1. Alvarado Road: E. Campus Drive to Reservoir Drive. **Subject to funding by the state Legislature,** SDSU shall contribute to the City of San Diego its fair-share of the costs to widen Alvarado Road (on the south side) to two through lanes plus a two-way-left-turn lane between College Avenue and 70th Street, and realign Alvarado Road to remove existing substandard curves.	

Table ES-2
Summary Table of Project Impacts and Mitigation Measures

PROJECT IMPACTS	MITIGATION MEASURES		RESIDUAL IMPACT
3.14 TRANSPORTATION/CIRCULATION AND PARKING *(CONTINUED)*			
	TCP-8	B–2. Alvarado Road: Reservoir Drive to 70th Street. **Subject to funding by the state Legislature,** SDSU shall contribute to the City of San Diego its fair-share of the costs to widen Alvarado Road (on the south side) to two through lanes plus a two-way-left-turn lane between College Avenue and 70th Street, and realign Alvarado Road to remove existing substandard curves.	
	TCP-9	B–3. College Avenue: I-8 Eastbound Ramps to Zura Way. **Subject to funding by the state Legislature,** SDSU shall contribute to the City of San Diego its fair-share of the costs to provide an additional (third) northbound through lane on College Avenue between I-8 and Zura Way.	
	TCP-10	C–1. Northbound College Avenue to I-8 Eastbound. SDSU shall **support** ~~contribute to the City of San Diego~~ **Caltrans in its efforts to obtain funding from the state Legislature for the** ~~its~~ fair-share of the costs to provide an additional single occupancy vehicle ("SOV") storage lane on the I-8 Eastbound On-Ramp from College Avenue (northbound).	
	TCP-11	E–1. Fairmount Ave / I-8 WB Off Ramp / Camino del Rio North. SDSU shall **support** ~~contribute to the City of San Diego~~ **Caltrans in its efforts to obtain funding from the state Legislature for the** ~~its~~ fair-share of the costs to widen Fairmount Avenue between Mission Gorge Road and I-8 to a six-lane facility.	
	TCP-12	E–2. 55th Street / Montezuma Road. **Subject to funding by the state Legislature,** SDSU shall contribute to the City of San Diego its fair-share of the costs to provide a dedicated westbound right-turn lane at the 55th Street / Montezuma Road intersection.	

Table ES-2
Summary Table of Project Impacts and Mitigation Measures

PROJECT IMPACTS	MITIGATION MEASURES	RESIDUAL IMPACT
3.14 TRANSPORTATION/CIRCULATION AND PARKING *(CONTINUED)*		
	TCP-13 E–3. Campanile Drive / Montezuma Road. **Subject to funding by the state Legislature,** SDSU shall contribute to the City of San Diego its fair-share of the costs to provide a second southbound left-turn lane, and a dedicated right-turn lane on the northbound approach. E–4. College Avenue / Del Cerro Boulevard. The provision of additional lanes at the College Avenue / Del Cerro Boulevard intersection (Mitigation Measure TCP-1, A–1) would mitigate this impact.	
	TCP-14 E–5. College Avenue / I-8 WB Ramps. SDSU shall **support** ~~contribute to the City of San Diego~~ **Caltrans in its efforts to obtain funding from the state Legislature for the**~~its~~ fair-share of the costs to provide three northbound lanes and two southbound lanes on the College Avenue bridge over I-8 . It should be noted that the contribution of a fair share would not fully mitigate this cumulative impact.	
	E–6. College Avenue / I-8 EB Ramps. The provision of an additional northbound through lane on College Avenue (Mitigation Measure TCP-2, A-2) would mitigate this impact to the extent feasible. It should be noted that the contribution of a fair share would not fully mitigate this cumulative impact.	

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Summary Table of Project Impacts and Mitigation Measures

PROJECT IMPACTS	MITIGATION MEASURES	RESIDUAL IMPACT
3.14 TRANSPORTATION/CIRCULATION AND PARKING *(CONTINUED)*		
	TCP-15 E–7. College Avenue / Canyon Crest Drive. **Subject to funding by the state Legislature,** SDSU shall contribute to the City of San Diego its fair-share of the costs to provide an additional dedicated left-turn lane on both the eastbound and westbound approaches. This fair share contribution along with the provision of the additional northbound through lane on College Avenue (Mitigation Measure TCP-9, B-3) would mitigate this impact.	
	E–8. College Avenue / Zura Way. The fair-share contribution towards installing a traffic signal at the College Avenue / Zura Way intersection (Mitigation Measure TCP-4, A-4) would mitigate this impact.	
	TCP-16 E–9. College Avenue / Montezuma Road. **Subject to funding by the state Legislature,** SDSU shall contribute to the City of San Diego its fair-share of the costs to provide a dedicated right-turn lane on the northbound approach. This fair share contribution along with the provision of the additional lanes at the College Avenue / Montezuma Road intersection (Mitigation Measure TCP-5, A-5) would mitigate this impact.	
	TCP-17 E–10. Alvarado Court / Alvarado Road. **Subject to funding by the state Legislature,** SDSU shall contribute to the City of San Diego its fair-share of the costs to install a traffic signal at the Alvarado Court / Alvarado Road intersection, and shall contribute its fair share of the costs to provide a dedicated right-turn lane on the eastbound approach, and a dedicated left-turn lane on the westbound approach.	
	TCP-18 E–11. Reservoir Drive / Alvarado Road. **Subject to funding by the state Legislature,** SDSU shall contribute to the City of San Diego its fair-share of the costs to provide a dedicated right-turn lane on the eastbound approach.	

Table ES-2
Summary Table of Project Impacts and Mitigation Measures

PROJECT IMPACTS	MITIGATION MEASURES		RESIDUAL IMPACT
3.14 TRANSPORTATION/CIRCULATION AND PARKING *(CONTINUED)*			
	TCP-19	E–12. Lake Murray Boulevard / Wisconsin Drive / Parkway Drive. **Subject to funding by the state Legislature,** SDSU shall contribute to the City of ~~San Diego~~ **La Mesa** its fair-share of the costs to provide an additional left-turn lane on the westbound approach.	
	TCP-20	E–13. 70th Street / Alvarado Road. **Subject to funding by the state Legislature,** SDSU shall contribute to the City of ~~San Diego~~**La Mesa** its fair-share of the costs to **provide a second southbound left-turn lane on 70th Street at Alvarado Road.**~~widen 70th Street to six lanes through the Alvarado Road intersection and over the I-8 bridge (70th Street will transition to four through lanes north of I-8 and south of Alvarado Road), and its fair share of the costs to provide an additional right-turn lane on the southbound approach.~~	
		E–14. I-8 WB Ramps / Parkway Drive. The installation of a traffic signal at the I-8 WB Ramps/Parkway Drive intersection (Mitigation Measure TCP-6, A-6) would mitigate this impact.	
	TCP-21	E–15. I-8 EB Ramps / Alvarado Road. SDSU shall **support** ~~contribute to the City of San Diego~~ **Caltrans in its efforts to obtain funding from the state Legislature for the** ~~its~~ fair-share of the costs to provide an additional through lane on the westbound approach.	

Table ES-2 Summary Table of Project Impacts and Mitigation Measures		
PROJECT IMPACTS	**MITIGATION MEASURES**	**RESIDUAL IMPACT**
3.14 TRANSPORTATION/CIRCULATION AND PARKING *(CONTINUED)*		
	F–1. Alvarado Road: E. Campus Drive to Reservoir Drive. The Community Plan classification for Alvarado Road is a three-lane Collector. In order to fully mitigate the horizon year impact to Alvarado Road, the road would need to be widened to four-lane Collector standards. **This mitigation is considered infeasible because: (i) the right-of-way necessary to add a fourth lane is not available due to the recent construction of the trolley tracks on the north side of the street and the existing buildings and parking areas on the south side of the street; and (ii) the addition of a fourth lane is beyond the Community Plan designation of the roadway as a three-lane Collector. For these reasons, the addition of a fourth lane is not capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors. (CEQA Guidelines section 15364.)** ~~Since this is beyond the Community Plan designation of the roadway, improvements to four-lanes is not considered feasible, and~~ **Therefore,** the impact is considered partially mitigated.	

Table ES-2
Summary Table of Project Impacts and Mitigation Measures

PROJECT IMPACTS	MITIGATION MEASURES	RESIDUAL IMPACT
3.14 TRANSPORTATION/CIRCULATION AND PARKING *(CONTINUED)*		
	F–2. Alvarado Road: Reservoir Drive to 70th Street. The Community Plan classification for Alvarado Road is a three-lane Collector. In order to fully mitigate the horizon year impact to Alvarado Road, the road would need to be widened to four-lane Collector standards. **This mitigation is considered infeasible because: (i) the right-of-way necessary to add a fourth lane is not available due to the recent construction of the trolley tracks on the north side of the street and the existing buildings and parking areas on the south side of the street; and (ii) the addition of a fourth lane is beyond the Community Plan designation of the roadway as a three-lane Collector. For these reasons, the addition of a fourth lane is not capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors. (CEQA Guidelines section 15364.)** ~~Since this is beyond the Community Plan designation of the roadway, improvements to four-lanes is not considered feasible, and~~ **Therefore,** the impact is considered partially mitigated.	
	F–3. College Avenue: Del Cerro Boulevard to I-8 Eastbound Ramps. The provision of additional lanes at the College Avenue / Del Cerro Boulevard intersection, an additional northbound through lane on College Avenue, and the fair share contribution required by Mitigation Measure TCP-14 would mitigate this impact.	
	F–4. College Avenue: I-8 Eastbound Ramps to Zura Way. The provision of an additional (third) northbound through lane on College Avenue between I-8 EB Ramps and Zura Way (Mitigation Measure TCP-9, B-3) would mitigate this impact.	

Table ES-2
Summary Table of Project Impacts and Mitigation Measures

PROJECT IMPACTS	MITIGATION MEASURES	RESIDUAL IMPACT
3.14 TRANSPORTATION/CIRCULATION AND PARKING *(CONTINUED)*		
	TCP-29 F–5. College Avenue: Zura Way to Montezuma Road. ~~The provision of~~**Subject to funding by the state Legislature, SDSU shall contribute to the City of San Diego its fair-share of the costs to provide** an additional (third) northbound through lane on College Avenue between Zura Way and Montezuma Road ~~would mitigate this impact~~.	
	F–6. College Avenue: South of Montezuma Road. The provision of additional lanes at the College Avenue / Montezuma Road intersection (Mitigation Measure TCP-5, A–5) would mitigate this impact.	
	F–7. Montezuma Road: Fairmount Avenue to Collwood Boulevard. **The Community Plan classification for**~~Since~~ this portion of Montezuma Road is classified as a 4-lane major~~,~~. **In order to fully mitigate the horizon year impact to this portion of Montezuma Road, the road would need to be widened to six lanes. This mitigation is considered infeasible because: (i) the right-of-way necessary to add a fifth and sixth lane is not available due to the existing topography; and (ii) the addition of a fifth and sixth lane is beyond the Community Plan designation for this portion of Montezuma Road. For these reasons, the addition of a fifth and sixth lane is not capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors. (CEQA Guidelines section 15364.)**~~and it is not feasible to widen this portion of Montezuma Road to six lanes,~~ **Therefore,** this impact is considered significant and not mitigated.	

Table ES-2
Summary Table of Project Impacts and Mitigation Measures

PROJECT IMPACTS	MITIGATION MEASURES	RESIDUAL IMPACT
3.14 TRANSPORTATION/CIRCULATION AND PARKING *(CONTINUED)*		
	TCP-22 F–8. Montezuma Road: 55th Street to College Avenue. **Subject to funding by the state Legislature,** SDSU shall contribute to the City of San Diego its fair-share of the costs to improve Montezuma Road between 55th Street and College Avenue to four-lane Major Arterial standards.	
	G–1. Northbound College Avenue to I-8 Eastbound. The provision of an additional SOV storage lane on the I-8 Eastbound On-Ramp from College Avenue (northbound) would mitigate this impact (TCP 10, C-1).	
	TCP-28 H–1. Interstate 8: Fairmount Avenue to Waring Road (eastbound). SDSU shall **support Caltrans in its efforts to obtain funding from the state Legislature for the** ~~contribute its~~ fair-share of the costs to prepare **an Interstate-8 ("I-8") Corridor Study for the future widening of I-8, and, dependent upon the outcome of the Study, shall continue to support Caltrans in its efforts to obtain funding from the state Legislature for the fair-share of the costs to implement the capital improvements identified in the Study, provided the fair-share is consistent with all applicable constitutional requirements, including those regarding proportionality and nexus, relative to the project's impacts on eastbound I-8 between Fairmount Avenue and Waring Road.** ~~a Project Study Report ("PSR") for the future widening of I-8.~~	

Table ES-2
Summary Table of Project Impacts and Mitigation Measures

PROJECT IMPACTS	MITIGATION MEASURES	RESIDUAL IMPACT
3.14 TRANSPORTATION/CIRCULATION AND PARKING *(CONTINUED)*		
	H–2. Interstate 8: Waring Road to College Avenue (eastbound). SDSU shall **support Caltrans in its efforts to obtain funding from the state Legislature for the**~~contribute its~~ fair-share of the costs to prepare **an Interstate-8 ("I-8") Corridor Study for the future widening of I-8, and, dependent upon the outcome of the Study, shall continue to support Caltrans in its efforts to obtain funding from the state Legislature for the fair-share of the costs to implement the capital improvements identified in the Study, provided the fair-share is consistent with all applicable constitutional requirements, including those regarding proportionality and nexus, relative to the project's impacts on eastbound I-8 between Waring Road and College Avenue.** ~~a Project Study Report ("PSR") for the future widening of I-8.~~	
	H–3. Interstate 8: College Avenue to Lake Murray Boulevard (eastbound and westbound). SDSU shall **support Caltrans in its efforts to obtain funding from the state Legislature for the**~~contribute its~~ fair-share of the costs to prepare **an Interstate-8 ("I-8") Corridor Study for the future widening of I-8, and, dependent upon the outcome of the Study, shall continue to support Caltrans in its efforts to obtain funding from the state Legislature for the fair-share of the costs to implement the capital improvements identified in the Study, provided the fair-share is consistent with all applicable constitutional requirements, including those regarding proportionality and nexus, relative to the project's impacts on eastbound and westbound I-8 between College Avenue and Lake Murray Boulevard.** ~~a Project Study Report ("PSR") for the future widening of I-8.~~	

Table ES-2
Summary Table of Project Impacts and Mitigation Measures

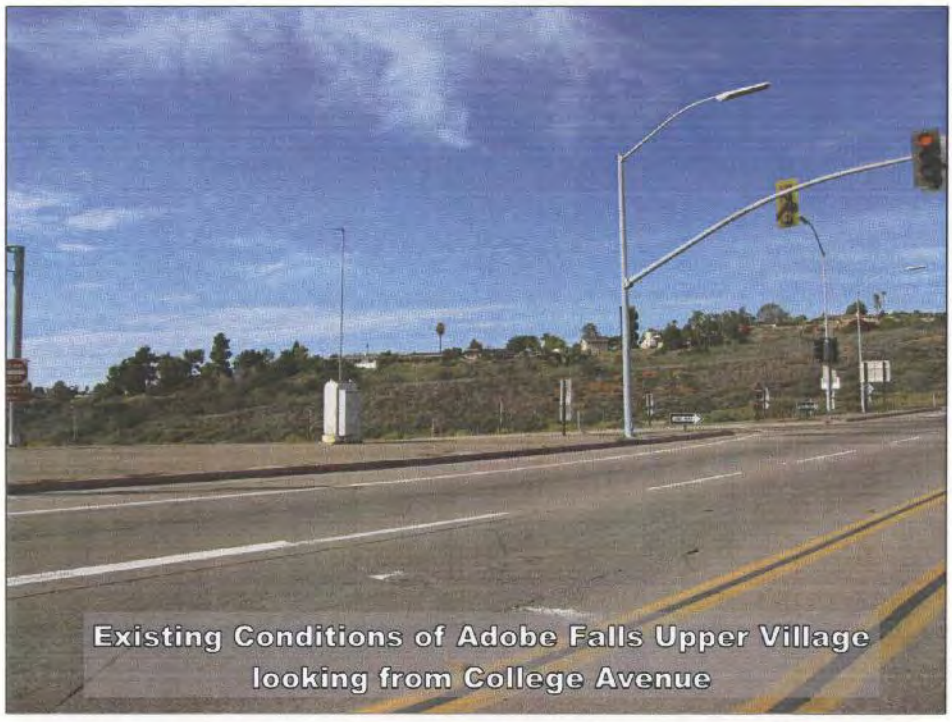
PROJECT IMPACTS	MITIGATION MEASURES	RESIDUAL IMPACT
3.14 TRANSPORTATION/CIRCULATION AND PARKING *(CONTINUED)*		
	H–4. Interstate 8: Lake Murray Boulevard to Fletcher Parkway (eastbound and westbound). SDSU shall **support Caltrans in its efforts to obtain funding from the state Legislature for the**~~contribute its~~ fair-share of the costs to prepare **an Interstate-8 ("I-8") Corridor Study for the future widening of I-8, and, dependent upon the outcome of the Study, shall continue to support Caltrans in its efforts to obtain funding from the state Legislature for the fair-share of the costs to implement the capital improvements identified in the Study, provided the fair-share is consistent with all applicable constitutional requirements, including those regarding proportionality and nexus, relative to the project's impacts on eastbound and westbound I-8 between Lake Murray Boulevard and Fletcher Parkway.** ~~a Project Study Report ("PSR") for the future widening of I-8.~~	
	TCP-23 I–1. Del Cerro Residential Streets. Following occupancy of the Adobe Falls Faculty/Staff Housing Lower Village, SDSU, or its designee, in coordination with the City of San Diego and the San Diego Unified School District, shall prepare a Traffic Calming Study. The study shall analyze methods available to control and/or reduce vehicle speeds on residential roadways in the vicinity of the Phoebe Hearst Elementary School and the Temple Emanuel school at the intersection of Del Cerro Boulevard and College Avenue in the Del Cerro community. The study shall consider all appropriate traffic calming strategies, including those identified in the *City of San Diego Street Design Manual* (November 2002). Following completion of the study, SDSU shall contribute its fair-share of the costs to implement feasible traffic calming measures identified in the study based on the percentage of Adobe Falls Faculty/Staff Housing generated average daily trips ("ADT") relative to the community total ADT.	

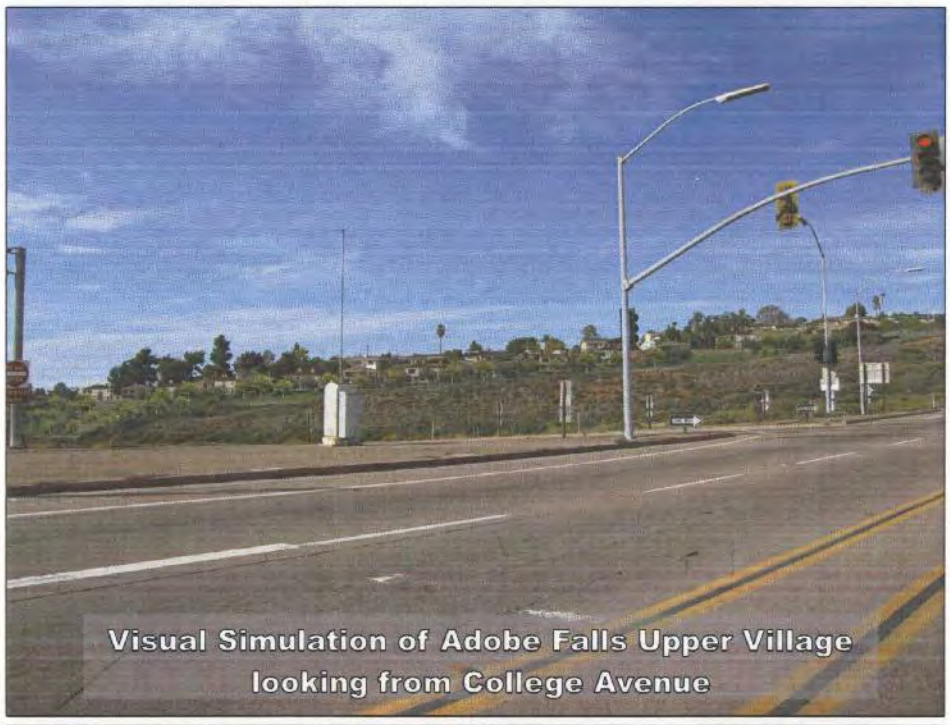
Table ES-2
Summary Table of Project Impacts and Mitigation Measures

PROJECT IMPACTS	MITIGATION MEASURES	RESIDUAL IMPACT
3.14 TRANSPORTATION/CIRCULATION AND PARKING *(CONTINUED)*		
	TCP-24 Adobe Falls Faculty/Staff Housing Shuttle. Following occupancy of the Adobe Falls Faculty / Staff Housing Lower Village, and every six months thereafter, SDSU, or its designee, shall conduct traffic counts on Adobe Falls Road, Mill Peak Road, Capri Drive, Arno Drive, and Genoa Drive, to determine existing roadway average daily trips ("ADT"). At such time as the ADT generated by the Adobe Falls Faculty/Staff Housing Upper and Lower Villages reaches 80% of the total ADT forecast in this EIR, SDSU shall institute regular shuttle service to the community to ensure project-generated ADT do not exceed the levels forecast in this EIR	
	TCP-25 **J-1. Construction-Related Impacts. Prior to the commencement of construction activities associated with the proposed project, SDSU shall work with the City of San Diego to prepare a Traffic Control Plan ("TCP") to minimize the impacts to the surrounding roadways that may result during project construction activities. Special attention shall be paid to Alvarado Road and the potential effect of construction related traffic on Alvarado Hospital emergency access. The TCP shall require that a minimum of one lane of travel on Alvarado Road remain open at all times during project construction; that flagmen be utilized to assist in the direction of traffic when necessary; that area emergency response providers be given notice of road closures; and that construction activities, including road closures and the movement of heavy equipment, occur during off-peak periods to the maximum extent feasible.**	
	TCP-26 During project-specific review of the Adobe Falls Faculty/Staff Housing Lower Village, SDSU, or its designee, shall conduct a peak-hour intersection analysis of the project's impacts on the Adobe Falls Road/Waring Road intersection.	

Table ES-2 Summary Table of Project Impacts and Mitigation Measures		
PROJECT IMPACTS	MITIGATION MEASURES	RESIDUAL IMPACT
	TCP-27 SDSU shall develop a campus Transportation Demand Management ("TDM") program to be implemented not later than the commencement of the 2012/2013 academic year. The TDM program shall be developed in consultation with the San Diego Association of Governments ("SANDAG") and the Metropolitan Transit System ("MTS") and shall facilitate a balanced approach to mobility, with the ultimate goal of reducing vehicle trips to campus in favor of alternate modes of travel.	

SECTION 3.1
AESTHETICS AND VISUAL QUALITY





NOTE: Visual Simulations are conceptual in nature as detailed architectural plans have yet to be prepared.

SOURCE: DUDEK

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Figure 3.1-22 (Revised)
Adobe Falls Faculty/Staff Housing
Upper Village Visual Simulation

AVQ-8 During the preparation of final site design plans associated with development of the Villa Alvarado Residence Hall Expansion, in order to soften the visibility of the proposed buildings from sensitive viewers atop the mesa south of the project site, SDSU, or its designee, shall incorporate vegetative screening along the slope south of the project site.

AVQ-9 **During the preparation of final site design plans associated with development of the Campus Conference Center building, in order to minimize impacts to sensitive viewers from lighting, SDSU, or its designee, shall locate and shield all light fixtures away from sensitive viewers. Motion sensor lights shall be used to further reduce the amount of light emitted.**

3.1.8.6 Student Union Expansion

No significant impacts were identified; therefore, no mitigation is proposed.

3.1.9. LEVEL OF SIGNIFICANCE AFTER MITIGATION

The proposed project would result in potentially significant impacts to aesthetics and visual quality relative to the Adobe Falls Faculty/Staff Housing, Alvarado Campus, Alvarado Hotel, and Student Housing components of the proposed project. The proposed mitigation would reduce the identified impacts associated with development of the Alvarado Campus and Alvarado Hotel to a level below significant.

However, the potentially significant aesthetic and visual quality impacts associated with the conversion of open space/natural habitat on the Adobe Falls site to residential housing would remain significant and unavoidable after implementation of the proposed mitigation measures. Additionally, the potentially significant impacts to aesthetics and visual quality associated with development of 10-story residence hall buildings on Lot G, Lot U, and the existing Olmeca and Maya Residence Hall sites would remain significant and unavoidable after implementation of the proposed mitigation measures.

SECTION 3.2
AIR QUALITY

3.2.7.7 Summary

As shown on **Table 3.2-19, Summary of Estimated Operational Greenhouse Gas Emissions,** the proposed project would generate approximately 32,677 tons per year of CO_2 equivalent emissions at project buildout year 2024/25. These increased greenhouse gas emissions would result from the combustion of fossil fuels, purchased electricity, water usage, and vehicular emissions associated with the proposed project, and were estimated based on standard methodologies.

Table 3.2-19
Summary of Estimated Operational Greenhouse Gas Emissions

Emission Source	Annual Emissions (tons/year)		
	CO_2	N_2O	CH_4
Stationary Source CO_2 Equivalent Emissions	19,199	162	31.5
Residential CO_2 Emissions	1,499		
Water Usage CO_2 Emissions	664		
Vehicular CO_2 Emissions	10,776		
TOTAL CO_2 Equivalent Emissions	**32,677**		

A forecast of the total amount of greenhouse gas emissions for the SDAB or California is not available currently. And, as noted above, because CEQA does not contain thresholds of significance relative to greenhouse gas emissions, conclusions cannot be made at this time regarding the significance of impacts associated with greenhouse gas emissions from the proposed project. **It is important to note that the 32,677 tons/year figure is based on a worse case scenario -- it is likely, for the reasons outlined below, that the total emission number will actually be lower due to energy conservation measures that will be incorporated by design as a result of CSU's policies on sustainability. This assumption is based on the fact that due to CSU's policies regarding sustainability and energy conservation, the CSU System has reduced BTU per gross square feet by 49% since the energy crisis of 1973-1974. These conservation gains have occurred despite the fact that the overall system-wide campus population has increased, more classes have been offered during hot summer months, energy-intensive complex space has increased (*i.e.*, more instruction facilities are equipped with energy demanding technology systems), and significant increase in plug loads have occurred in the last 30 years (CSU, August 2, 2005, pg. 1-2 through 1-6). California State University, CSU Report on Sustainability and Energy Efficiency Goals, August 2, 2005. Accessed via: http://www.calstate.edu/cpdc/sustainability/climatechange.shtml. Accessed on September 4, 2007).**

~~Nonetheless, i~~In an effort to respond to the proposed project's greenhouse gas emissions, several project design features are included to offset the production and/or release of greenhouse gases:[1]

- The proposed project components will rely on energy efficient appliances (*i.e.*, washers/dryers; refrigerators; stoves; *etc.*) as identified by the California Energy Commission pursuant to Public Resources Code Section 25402;
- The facilities associated with each proposed project component will include locations for separate waste and recycling receptacles;
- The landscaping at each project component will incorporate the addition of trees in order to: (i) insulate structures from weather, thereby decreasing energy requirements; and (ii) facilitate carbon sequestration;
- The proposed project components will conserve water usage to the maximum extent practicable, including the use of low flow appliances, automatic shut off valves for sinks in restrooms, drought resistant landscaping, and controlled sprinkler systems;
- In order to encourage the use of intelligent transportation systems, information regarding the San Diego Trolley will be provided to all incoming and returning students; and
- High-speed internet access will be available throughout the campus to encourage telecommuting and other online uses (*e.g.*, online shopping).

It is also noted that the California State University ("CSU") has adopted a revised policy on energy conservation and utilities management, which requires that all CSU campuses take every necessary step to conserve water resources, including installing controls to optimize irrigation water, reducing water usage in restrooms and showers, and cooperating with state, city and county governments to the greatest extent possible to effect additional water conservation. **(See also EIR Section 3.13, Public Utilities and Services Systems, pg. 3.13-16 through 3.13-19.)**

Consistent with CSU policy, SDSU has installed low-flow toilets and urinals, flush valve controls, electronic faucets and low-flow showerheads in all or most of its lavatory facilities. SDSU also has required the installation of energy and water conserving fixtures in all new

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1 These project design features are based on the suggestions made in the California Climate Action Team's March 2006 report to Government Schwarzenegger, which is available at www.climatechange.ca.gov/climate_action_team/reports/index.html.

construction on campus. To conserve water used in landscape irrigation, SDSU utilizes irrigation controllers that are linked to weather service evapotranspiration data to deliver the irrigation water only when needed. As a result of these measures, SDSU's water consumption has remained relatively constant from 1989 to the present, despite increased campus population, the addition of approximately 2 million square feet of new buildings and structures, and improvements to campus landscaped areas (William Lekas, SDSU, pers. comm.). Consistent with CSU policy, SDSU will continue to implement conservation measures to reduce the use of water and decrease wastewater flows.

Moreover, SDSU already implemented an aggressive energy efficiency program throughout the campus. This program will further help reduce energy use in new buildings and facilities that are part of the proposed project. By way of example, the recently completed Arts and Letters Building implemented all of SDSU's new efficiency measures, and exceeded Title 24 energy requirements by approximately 25%. Therefore, as new facilities, such as those proposed by the project, come online, energy efficiencies will be realized immediately due to the efficient infrastructure programs and systems already in place at SDSU, as well as future energy efficiency mandates that will be incorporated into all future building design. **(See also Section 3.13, Public Utilities and Services Systems, pg. 3.13-16 through 3.l3-19 and 3.13-34 through 3.13-35 for a discussion of energy conservation policies, conservation achieved to date and conservation measures anticipated for proposed master plan components.)** These past and future energy conservation efforts by all SDSU programs and facilities will help offset future energy use and demand.

3.2.8 CUMULATIVE IMPACTS

3.2.8.1 Construction and Operational

During project construction, unrelated off-campus projects also could be under construction simultaneous with SDSU construction activities. While it is unlikely that other projects constructed in the vicinity of the SDSU campus would contribute to localized impacts from fugitive dust emissions, because emissions of PM_{10} would be above the significance threshold for the grading phase of the Adobe Falls Lower Village project component, both direct and cumulative impacts from fugitive dust emissions during project construction would result in a significant, but temporary, impact on ambient air quality.

3.2.8.2 CO Hot Spots

The potential for localized CO "hot spots" was evaluated based on the traffic movements for the near term and horizon year cumulative conditions. These traffic projections include not only project-specific traffic, but also traffic associated with baseline conditions and cumulative projects. Accordingly, the evaluation of the potential for CO "hot spots" is based on a cumulative analysis and indicates that the SDSU Campus Master Plan would not result in significant cumulative CO "hot spots" impacts.

3.2.8.3 Health Risk Assessment

Based on the ARB's *California Almanac of Emissions and Air Quality* (ARB 2005b), background excess cancer risks in the SDAB were estimated at 607 in a million in the year 2000. No estimate of background chronic hazards or acute hazards was provided in the Almanac. The main contributors to background excess cancer risks were identified as diesel particulate, benzene, 1,3-butadiene, and carbon tetrachloride. While the background risks are above the significance threshold of 10 in a million for excess cancer risks, the contribution to the overall excess cancer risk from the proposed project would be 0.0441 in a million, or 0.0073 percent of the background risk. Additionally, as discussed above, the proposed project would not be a major source of diesel particulate emissions nor would it attract a disproportionate number of truck trips. For these reasons, the proposed project's contribution of TAC to the overall excess cancer risk in the SDAB would not be cumulatively considerable and would not result in significant cumulative air quality impacts.

3.2.9 MITIGATION MEASURES

3.2.9.1 Construction-Related Emissions

As discussed above, short-term construction activities during grading may result in an exceedance of the recommended PM_{10} significance thresholds, depending upon the amount of acreage disturbed, and the amount of equipment operating at any one time. **Mitigation measures would reduce PM_{10} emissions, however, these emissions would still have the potential to exceed the applicable significance threshold.** Additionally, daily emissions of ROG may exceed the daily threshold during the application of paints and coatings if the entire project were to be painted in a brief period of time. Therefore, the following mitigation measure is proposed to reduce potential short-term construction-related impacts to a level below significant:

AQ-1 Prior to the commencement of construction activities on each of the project component sites, SDSU, or its designee, shall require, to the extent feasible, that the principal construction contractor develop a construction activity impact mitigation plan.

work schedules and low-paid jobs, mixed site uses, and existing transit access that allows for attainment of enhanced efficiencies. Not all of these factors apply to SDSU and the proposed project and, therefore, reductions of project-related impacts achieved under mitigation measure AQ-2 may be limited in scope.

3.2.10 LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of the proposed mitigation measures, the potentially significant short-term impacts to air quality associated with construction activities **and attributable to PM_{10} emissions** would **not** be reduced to a level below significant **and, therefore, would be significant and unavoidable**. ~~However,~~ **Additionally,** because there are no feasible mitigation measures to reduce the potential air quality impacts attributable to the proposed project increased consumer products use and vehicle trips, long-term air quality impacts attributable to project operation would be significant and unavoidable.

SECTION 3.3
BIOLOGICAL RESOURCES

shallow bedrock-lined waterfalls, tail pools, and riffle and plunge pool complexes, before descending to the floodplain, turning sharply to the west and flowing along the north property boundary throughout the west end of the site.

The Adobe Falls Faculty/Staff Housing Site contains both upland and wetland vegetation. See EIR **Figure 3.3-2, Adobe Falls Faculty/Staff Housing Vegetation Map with Proposed Impact Areas.** **(See Final EIR, Figure 3.3-2 (Revised).)** Upland areas are dominated by coastal sage scrub, broom baccharis scrub, southern mixed chaparral, and forms of chaparral dominated by lemonadeberry (*Rhus integrifolia*) or California adolphia (*Adolphia californica*). Disturbed portions of the site contain non-native annual grassland or bare soil. Approximately four acres of the site containing mature chaparral and some coastal sage scrub were burned in a fire in October 2003. The fire destroyed many mature chaparral shrubs within the four-acre area, but extensive crown-sprouting of native shrubs and seedlings of many native herbs and shrubs was observed within the burned areas in October 2004. Wetlands on the site include Alvarado Creek and its associated riparian areas, a small cismontane marsh located adjacent to Alvarado Creek, and several small drainages that convey runoff from Interstate 8 and Mill Peak Road into various portions of Alvarado Creek. Disturbed riparian habitat along Alvarado Creek is being restored on the Adobe Falls Supplemental Environmental Project (SEP) parcel (owned and maintained by the City of San Diego), which is located adjacent to the north property line of the Adobe Falls Faculty/Staff Housing parcel. However, the majority of riparian areas on the Adobe Falls Faculty/Staff Housing site are dominated by non-native wetlands plants and are considered disturbed riparian habitat. The Adobe Falls Faculty/Staff Housing site is not included in the City of San Diego MHPA, but was mapped for the Multiple Species Conservation Program (MSCP) as containing grassland, coastal sage scrub, and riparian scrub.

3.3.4.1.1 Soils

The Adobe Falls Faculty/Staff Housing parcel contains three soil types (Bowman, 1973) including the Friant rocky fine sandy loam on 9 to 30 percent slopes (FxE), the Olivenhain cobbly loam on 9 to 30 percent slopes, and riverwash (Rm). The Friant rocky fine sandy loam is the dominant soil on the east portion of the Adobe Falls Faculty/Staff Housing Site, and is characterized as a very shallow, well-drained fine sandy loam that has formed from weathered metasedimentary rock (rocks derived from sedimentary rocks that have been changed chemically, mineralogically or structurally as a result of pressure, temperature or shearing stress). Runoff is rapid and erosion potential moderate to high in this shallow soil type. As much as 10 percent of the area mapped as Friant rocky fine sandy loam type is dominated by large, erratic rock outcrops. The Olivenhain cobbly loam is the dominant soil in the western

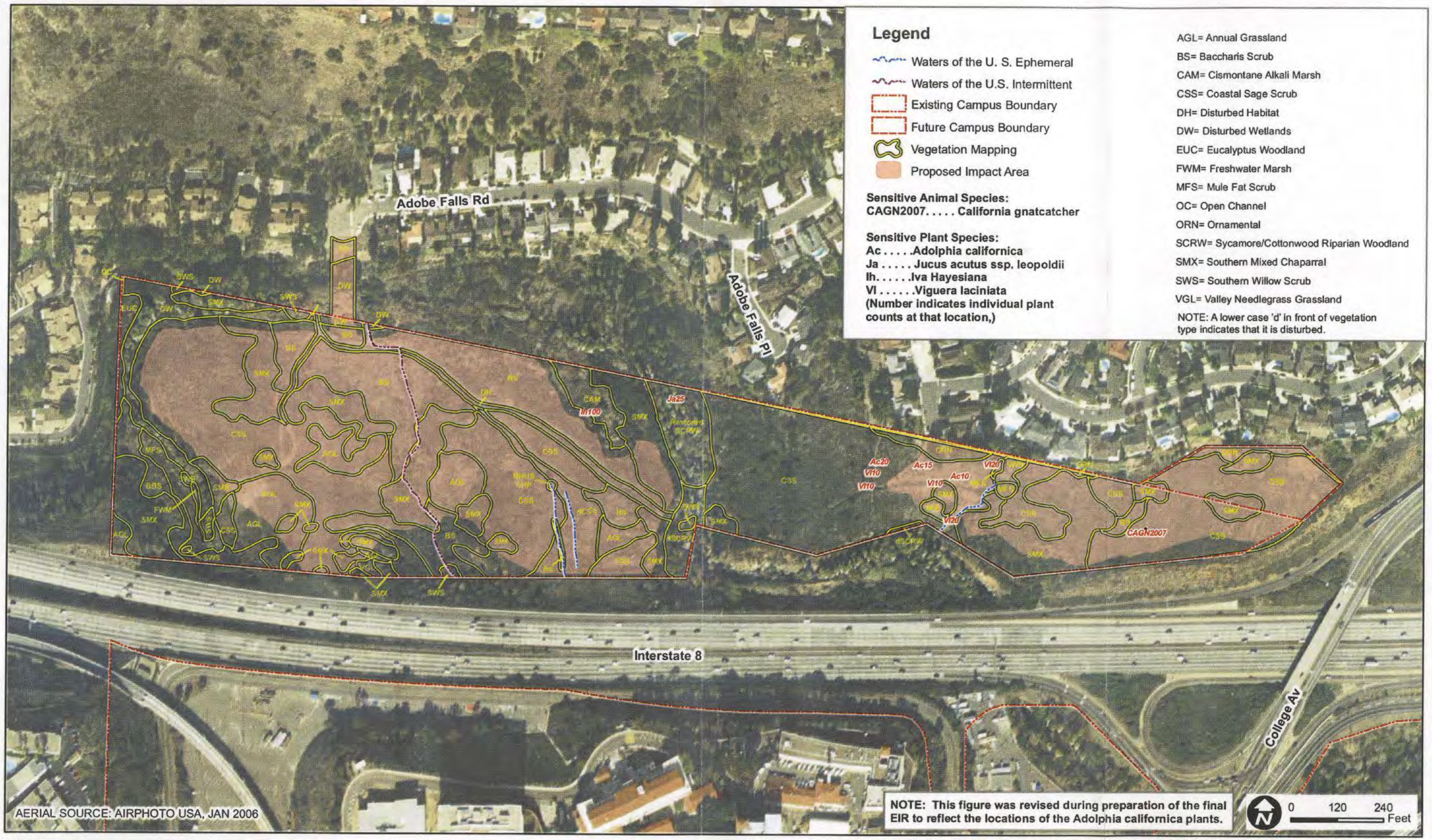

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Figure 3.3-2 (Revised)
Adobe Falls Faculty/Staff Housing
Vegetation Map with Proposed Impact Areas

Wetlands

Disturbed Sycamore/Cottonwood Riparian Woodland

The majority of the vegetation along Alvarado Creek within the Adobe Falls Faculty/Staff Housing Site is disturbed sycamore/cottonwood riparian woodland. See **Figure 3.3-3, Adobe Falls Faculty/Staff Housing Wetlands Delineation With Proposed Impact Areas. (See Final EIR, Figure 3.3-3 (Revised).)**This vegetation type would be classified under Holland (1986) within the riparian woodland community group (element code 62000), including an open canopy (less than 50 percent cover) dominated by well spaced western sycamore (*Platanus racemosa*), Fremont's cottonwood

(*Populus fremontii*), arroyo willow (*Salix lasiolepis*) and Goodding's black willow (*Salix gooddingii*). The community is a dense, broad-leaved, winter-deciduous riparian woodland with some areas of well-developed shrub and emergent herbaceous understories excepting those areas heavily dominated by palms or within perennial scour zones of the stream channel. The vegetation type is generally found in association with fine gravelly alluvium deposited near stream channels during flood flows.

The disturbed sycamore/cottonwood riparian woodland on the site is dominated by Mexican fan palm (*Washingtonia robusta*), Brazilian pepper (*Schinus terebinthifolius*), western sycamore, Fremont's cottonwood, and occasional arroyo willow and Goodding's black willow. Additional plant species present within the community type include mulefat (*Baccharis salicifolia*), weeping bottlebrush (*Callistemon viminalis*), tree tobacco (*Nicotiana glauca*), and giant reed (*Arundo donax*). The overall cover of non-native, exotic, and invasive species within the wetland is approximately 60 percent of total cover, indicating the degraded nature of the existing riparian woodland community present on the site.

Restored Sycamore/Cottonwood Riparian Woodland

Restored sycamore/cottonwood riparian woodland on the site includes areas below the "Adobe Falls" within and adjacent to Alvarado Creek. These areas are currently being restored as part of the Alvarado Canyon SEP through non-native plant removal including Brazilian pepper, giant reed, and weeping bottlebrush. Mexican fan palm trees over 15 feet in height are not being removed from this area due to the steepness of the surrounding terrain and difficulty in removing the trees from the channel area. The restoration is occurring as part of a MWWD Supplemental Environmental Project (SEP) on lands owned by the City of San Diego, SDSU, and Caltrans. The portion of restored riparian woodland on the Adobe Falls Faculty/Staff

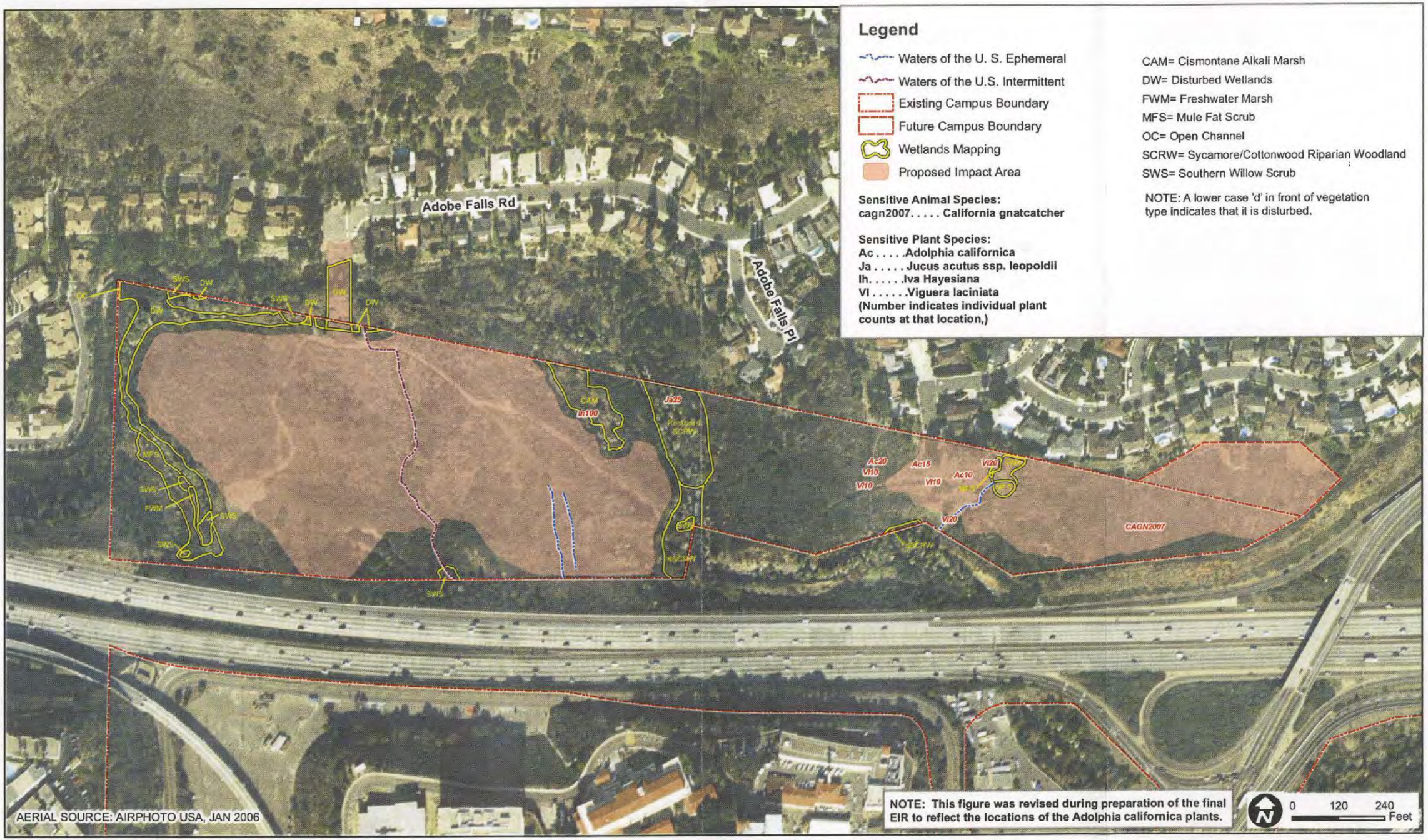

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Figure 3.3-3 (Revised)
Adobe Falls Faculty/Staff Housing
Wetlands Delineation with Proposed Impact Areas

Table 3.3-5
Proposed Mitigation - All Sites

Impact/Habitat Type Impacted by Proposed Project	Proposed Mitigation Ratio	Proposed On-Site Mitigation/Mitigation Type[1]	Proposed Off-Site Mitigation/Mitigation Type[2]	Total Proposed Mitigation
Upper Village Site – all impacts on site				
0.01 acre ephemeral unvegetated WOUS	**2:1**	0.01 acre enhancement	0.01 acre creation	0.02 acre
0.06 acre mulefat scrub	**3:1**	0.12~~04~~ acre enhancement	0.06~~2~~ acre creation	0.18~~06~~ acre
0.08 acre southern willow scrub	**3:1**	0.16 acre enhancement	0.08 acre creation	0.24 acre
Sub-total - 0.15 acre wetlands/WOUS impacts	**n/a**	**0.29~~1~~ acre enhancement**	**0.15~~1~~ acre creation**	**0.44~~32~~ acre**
0.09 acre baccharis scrub	**2:1**	none	0.18 acre preservation	0.18 acre
3.30 acres coastal sage scrub	**2:1**	4.32 acres preservation	2.28 acres preservation	6.60 acres
0.01 acre disturbed coastal sage scrub	**2:1**	none	0.02 acre preservation	0.02 acre
1.46 acres southern mixed chaparral	**1:1**	0.50 acre preservation	0.96 acre preservation	1.46 acres
0.04 acre non-native annual grassland	**1:1**	0.02 acre preservation	0.02 acre preservation	0.04 acre
0.31 acre ornnamental	**n/a**	none	none	0.00 acre
Sub-total – 5.21 acres uplands impacts	**n/a**	**4.84 acres preservation**	**3.46 acres preservation**	**8.30 acres**
Total – 5.36 acres impacts	**n/a**			**8.74~~62~~ acres**
Lower Village Site – includes 0.28 acre off site impacts				
0.07 acre intermittent/ephemeral unvegetated WOUS	**2:1**	0.07 acre creation 0.07 acre enhancement	none	0.14 acre
0.03 acre disturbed sycamore/cotton wood riparian woodland	**3:1**	0.03 acre creation 0.06 acre enhancement	none	0.09 acre

Table 3.3-5
Proposed Mitigation - All Sites

Impact/Habitat Type Impacted by Proposed Project	Proposed Mitigation Ratio	Proposed On-Site Mitigation/Mitigation Type[1]	Proposed Off-Site Mitigation/Mitigation Type[2]	Total Proposed Mitigation
0.23 acre disturbed wetland – 0.20 acre off site, 0.03 acre on site	**2:1**	0.10 acre creation 0.23 acre enhancement	0.13 acre creation	0.46 acre
Sub-total – 0.33 acre wetlands impacts	**n/a**	**0.20 acre creation 0.36 acre enhancement**	**0.13 acre creation**	**0.69 acre**
3.66 acres baccharis scrub	**2:1**	1.39 acres preservation	5.93 acres preservation	7.32 acres
5.47 acres coastal sage scrub	**2:1**	0.88 acres preservation	10.06 acres preservation	10.94 acres
0.67 acre disturbed coastal sage scrub	**2:1**	0.04 acre preservation	1.30 acres preservation	1.34 acres
2.41 acres southern mixed chaparral	**1:1**	1.93 acres preservation	0.48 acre preservation	2.41 acres
0.01 acre valley needlegrass grassland	**2:1**	0.02 acre preservation	none	0.02 acre
1.49 acres non-native annual grassland	**1:1**	0.41 acre preservation	1.08 acres preservation	1.49 acres
0.48 acre disturbed habitat – 0.07 acre off site, 0.41 acre on site	**n/a**	none	none	0.00 acre
Sub-total – 14.19 acres uplands impacts[3]	**n/a**	**4.67 acres preservation**	**18.85 acres preservation**	**23.52 acres**
Project Totals – All Sites 0.48 acre wetlands/WOUS impacts 19.40 acres uplands impacts [4]	**n/a**	**0.65~~57~~ acre on site wetlands enhancement 0.20 acre on site wetlands creation 9.51 acres on site uplands preservation**	**0.30~~26~~ acre off site wetlands creation 22.31 acre off site uplands preservation**	**~~33.94~~34.06 acres total mitigation**

1 - Wetlands impacts resulting from the Upper Village site will be mitigated, to the extent possible, within open space lands on the Lower Village site. Uplands impacts resulting from the Upper and Lower Village sites will be mitigated, to the extent possible, on the site where the impacts occur.

2 - Off site mitigation will be comprised of purchase of wetlands/uplands mitigation lands (credits) within agency approved mitigation banks.

3 – Total includes approximately 0.23 acre of offsite impacts.

4– Impact total does not include ornamental vegetation or developed areas. No mitigation is proposed for these impacts, which occur on all SDSU project sites (see Table 3.3-4).

See Final EIR Figure 3.3-9, Adobe Falls/Alvarado Creek Proposed Onsite and Off-site Uplands and Wetlands Mitigation Areas. See also Final EIR, Figure 3.3-10, Fortuna Mountain Proposed Off-site Mitigation Areas.

3.3.8.1 Mitigation for Direct Impacts

3.3.8.1.1 Vegetation Communities

Proposed mitigation for significant direct impacts to vegetative communities (including wetlands) may be accomplished through on-site and/or off-site preservation, enhancement, or creation of habitat. The following proposed mitigation measures for direct impacts resulting from the project include both on-site preservation of upland habitats (outside of the MHPA) within the Adobe Falls Faculty/Staff Housing Upper and Lower Village sites, and off-site preservation of upland habitats (within the MHPA):

BR-1 Prior to commencement of grading activities on the Adobe Falls Faculty/Staff Housing Upper Village site, SDSU, or its designee, shall preserve, or cause to be preserved, a total of 9.51 acres of onsite native habitats. The preservation areas shall occur outside of the Multi-Habitat Planning Area ("MHPA"), within the proposed open space on the Adobe Falls Faculty/Staff Housing Site, and shall include 5.20 acres of coastal sage scrub, 1.39 acres of baccharis scrub, 2.43 acres of southern mixed chaparral, 0.02 acre of valley needlegrass grassland, and 0.43 acre non-native annual grassland.

SDSU also shall create up to 0.20 acre of wetlands along the western boundary of the Adobe Falls Faculty/Staff Housing site within existing eucalyptus woodland and disturbed habitat on the Lower Village site, and shall enhance up to 0.6556 acres of wetlands within existing disturbed sycamore/cottonwood riparian woodland and disturbed wetlands habitats on the Lower Village site.

Any planting stock to be brought onto the project site for landscape or habitat creation/restoration/enhancement shall be first inspected by a qualified pest inspector to ensure it is free of pest species that could invade natural areas, including but not limited to, Argentine ants (*Iridomyrmex humil*), fire ants (*Solenopsis inviela*), and other insect pests.

Any planting stock found to be infested with such pests shall not be allowed on the project site or within 300 feet of natural habitats unless documentation

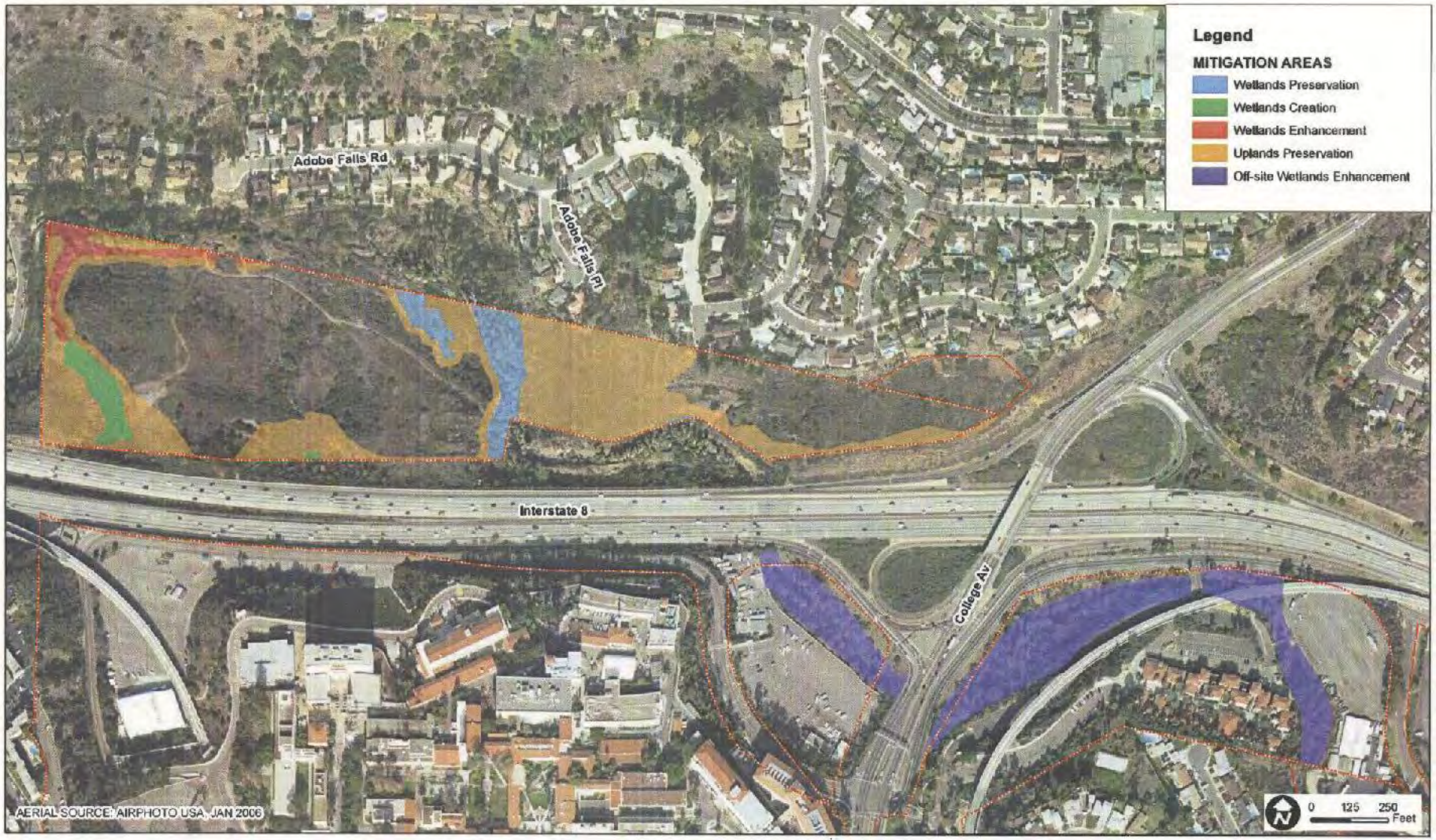

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Figure 3.3-9
Adobe Falls/Alvarado Creek
Proposed Onsite & Offsite Uplands and Wetlands Mitigation Areas

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Figure 3.3-10
Fortuna Mountain Proposed Offsite Mitigation Areas

is provided to the Resource Agencies that these pests already occur in natural areas around the project site. The stock shall be quarantined, treated, or disposed of according to best management principles by qualified experts in a manner that precludes invasions into natural habitats. SDSU, or its designee, shall ensure that all temporary irrigation will be for the shortest duration possible, and that no permanent irrigation will be used, for landscape or habitat creation/restoration/enhancement.

BR-2 Prior to commencement of grading activities on the Adobe Falls Faculty/Staff Housing **Upper Village** site, SDSU, or its designee, shall create 0.30~~26~~ acre of wetlands off site, which requirement may be satisfied through the purchase of wetlands mitigation credits at an approved offsite mitigation bank, preferably within the San Diego River watershed.

SDSU also shall purchase and preserve a total of 22.31 acres of uplands habitat, which shall include gnatcatcher occupied Diegan coastal sage scrub habitat offsite within the Multi-Habitat Planning Area ("MHPA"). The purchase and preservation may occur on Mt. Fortuna, adjacent to Mission Trails Regional Park, which would contribute to the overall assembly of the MHPA preserve system in San Diego County and ensure that a sensitive area is preserved in perpetuity.

3.3.8.1.2 Sensitive Plants

No mitigation is proposed because impacts to sensitive plant species would be less than significant.

3.3.8.1.3 Sensitive Wildlife

The following mitigation measures are proposed to reduce potentially significant impacts to migratory birds on the Adobe Falls Faculty/Staff Housing site during project construction:

BR-3 If feasible, construction of the Adobe Falls Faculty/Staff Housing site shall occur outside of the migratory bird nesting season (generally March 15 through September 15 annually) to prevent injury or harm to nesting migratory species protected under the Migratory Bird Treaty Act. In addition, clearing of habitat on the site shall be completed prior to the onset of the migratory nesting bird season, whenever possible, to discourage and/or prevent nesting on-site during the nesting season.

BR-5 During the respective design phase of the proposed Adobe Falls Faculty/Staff Housing Upper and Lower Village sites, SDSU, or its designee, shall not locate non-native or invasive plant species in landscaping adjacent to native habitat areas, on slopes adjacent to Alvarado Creek, or in upland habitat next to Interstate 8.

BR-6 During the ~~respective~~ design phase of the proposed Adobe Falls Faculty/Staff Housing ~~Upper and~~ Lower Village sites, SDSU, or its designee, shall develop a system of trails ~~within open space preserved areas~~ that encourage foot traffic within the least sensitive habitat types, while providing views of more sensitive areas adjacent to the proposed development.

BR-7 During the respective design phase of the proposed Adobe Falls Faculty/Staff Housing Upper and Lower Villages, SDSU, or its designee, shall develop a Storm Water Pollution Prevention Plan ("SWPPP"), including a Water Quality Management Plan, to address potential water quality impacts.

BR-8 During the respective design phase of the proposed Adobe Falls Faculty/Staff Housing Upper and Lower Villages, SDSU, or its designee, shall develop buffers between the proposed development and preserved onsite wetlands. The perennial drainage along the west boundary of the site shall include a minimum 25-foot wide buffer along the edge of the development to maintain wildlife habitat functions, and a general 100-foot buffer shall be maintained along the floodplain of Alvarado Creek to avoid the existing Federal Emergency Management Area ("FEMA") floodplain.

BR-9 During the respective design phase of the proposed Adobe Falls Faculty/Staff Housing Upper and Lower Villages, SDSU, or its designee, shall install outdoor lighting so that it faces away from preserved areas on the periphery of the Adobe Falls Faculty/Staff Housing Site, and shall use low-pressure sodium lights if possible to decrease negative effects associated with artificial night lighting.

3.3.8.2.2 Sensitive Plants

Potentially significant long-term indirect impacts to sensitive plants include trampling by humans and invasion by exotic plants. The following mitigation measures will reduce these

BR-14 Prior to the commencement of grading on the Adobe Falls Upper and/or Lower Village sites, SDSU or its designee, shall make every attempt possible to salvage the onsite California adolphia individuals that would be impacted by construction activities. In the event salvage is possible, translocation may occur onsite within the coastal sage scrub habitat planned for conservation immediately west of the Upper Village site.

BR-15 To avoid potential impacts to sensitive biological resources associated with construction of the Adobe Falls Faculty/Staff Housing Upper and Lower Villages, the following measures shall be implemented prior to and during project construction as applicable:

- Prior to construction, a temporary fence (with silt barriers) shall be installed around the limits of project impacts (which include all construction staging areas and access routes) to prevent any additional habitat impacts, as well as the spread of silt from the construction zone into the adjacent wetland and upland habitats. Fencing shall be installed in a manner that does not impact habitats that must be avoided. If work occurs beyond the fenced or demarcated limits of impact, all work shall cease until the problem has been remedied. Any riparian/wetland or upland habitat impacts that occur outside of the fenced project limits shall be mitigated at a minimum 5:1 ratio. Temporary construction fencing shall be removed upon project completion;

- The clearing and grubbing of, and construction within 300 feet of, gnatcatcher occupied habitat shall occur outside of the gnatcatcher breeding season (March 15 through August 31, or sooner if a qualified biologist demonstrates to the satisfaction of the USFWS and CDFG that all nesting is complete);

- Construction employee activities, vehicles, equipment, and construction materials, shall be strictly limited to the fenced project footprint;

- To avoid attracting potential predators of wildlife on-site, the project site shall be kept as clean of feed and other organic debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site;

- Pets of project personnel shall not be allowed on the project site;

- Disposal or temporary placement of excess fill, brush or other debris shall not be allowed in waters of the U.S. or along banks;

- If nighttime construction work is necessary, night lighting shall be of the lowest illumination necessary for human safety, selectively placed, shielded and directed away from natural habitats.

- All equipment maintenance, staging, and dispensing of fuel, oil, coolant or any other activities, shall occur in designated areas outside of waters of the U.S. and within the fenced project impact areas. These designated areas shall be located in previously compacted and disturbed areas to the maximum extent practicable in such a manner as to prevent any runoff from entering waters of the U.S., and shall be shown on construction plans (i.e., "no fueling zones" shall be delineated on construction plans). Fueling of equipment shall take place within existing paved areas at least 100 feet from waters of the U.S. Contractor's equipment shall be checked for leaks prior to operation and repaired as necessary.

BR-16 Prior to the commencement of construction activities at the Adobe Falls Upper and or Lower Villages, SDSU, or its designee, shall retain a qualified biological resource monitor to conduct the following activities:

- Monitor initial clearing and grubbing of habitat to ensure that clearing and grubbing of habitat is done aboveground in a way that precludes nesting of birds but does not cause soil and/or root disturbance to vegetation that is to remain onsite;

- Participate or oversee salvage and transplant of live plants to the mitigation sites as practicable;

- Perform a minimum of three focused surveys, on separate days, to determine the presence of the gnatcatchers in the project impact footprint. Surveys will begin a maximum of seven days prior to performing vegetation clearing/grubbing and one survey will be conducted the day immediately prior to the initiation of remaining work. If any gnatcatchers are found within the project impact footprint, the biologist will direct construction personnel to begin vegetation clearing/grubbing in an area away from the gnatcatchers. All construction must be at least 300 feet from any nesting gnatcatchers. In addition, the biologist will walk ahead of clearing/grubbing equipment to flush birds towards areas of coastal sage scrub to be avoided. It will be the responsibility of the biologist to ensure that gnatcatchers will not be injured or killed by vegetation clearing/grubbing. The biologist will also record the number and

location of gnatcatchers disturbed by vegetation clearing/grubbing. The applicant will notify the USFWS at least seven days prior to vegetation clearing/grubbing to allow the USFWS to coordinate with the biologist on the bird flushing activities;

- Oversee installation of and inspect the fencing and erosion control measures within or upslope of restoration and/or preservation areas at a minimum of once per week and daily during all rain events to ensure that any breaks in the fences or erosion control measures are repaired immediately;

- Periodically monitor the work area to ensure that work activities do not generate excessive amounts of dust;

- Train all contractors and construction personnel on the biological resources associated with this project and ensure that training is implemented by construction personnel. At a minimum, training will include: 1) the purpose for resource protection; 2) a description of the gnatcatcher and its habitat; 3) the conservation measures that should be implemented during project construction to conserve sensitive biological resources on-site, including strictly limiting activities, vehicles, equipment and construction materials to the fenced project footprint (i.e. avoided areas shall be delineated on maps or on the project site by fencing per Mitigation Measure BR-15); 4) environmentally responsible construction practices; 5) the protocol to resolve environmental resource-based conflicts that may arise at any time during the construction process; 6) the general provisions of the federal Endangered Species Act, the need to adhere to the provisions of the Endangered Species Act, the penalties associated with violating the Endangered Species Act; and

- Halt work, if necessary, to ensure the proper implementation of species and habitat protection.

BR-17 Any/all brush management activities to occur on the Adobe Falls Upper and/or Lower Village sites shall occur entirely within the delineated project impact areas depicted on Final EIR Figure 3.3-3. No brush management shall occur within the wetland buffer area or undeveloped upland areas.

The installation of outdoor lighting so that it faces away from the preserved areas, as provided in mitigation measure BR-9, also will serve to reduce potentially significant long-term indirect impacts to sensitive wildlife.

SECTION 3.4
CULTURAL RESOURCES

CR-4 Prior to occupancy of the Adobe Falls Faculty/Staff Housing Lower Village, SDSU, or its designee, shall, in coordination with the California Department of Transportation, and following consultation with the San Diego Historical Site Resources Board, remove the existing grafitti, trash and debris from the Adobe Falls historic site in an effort to restore the site to its previously undisturbed condition, and shall also install signage identifying the historic significance of the Adobe Falls site.

3.4.9 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Under the proposed project, impacts to cultural resources will not be significant because any potentially significant impacts to Adobe Falls and the associated bedrock milling feature will be mitigated to a level of insignificance. No other additional significant historical structures or archaeological sites have been identified within the proposed project's boundaries. Additionally, implementation of an archaeological monitoring program in connection with the initial grading and excavations, along with the implementation of an appropriate notification system in the event of the discovery of human remains, will mitigate any potential impacts to buried cultural resources to a level below significant. In sum, implementation of the proposed project would not result in any significant unavoidable impacts to cultural resources.

SECTION 3.6
HAZARDS AND HAZARDOUS MATERIALS

impacted soil, if encountered during project construction, from the leaking UST once located next to Zura Hall.

HHM-2 Prior to construction in the vicinity of 5111 College Avenue, which is immediately west of Maya Hall and at which lies an active gas station, SDSU, or its designee, shall prepare, maintain, and implement, with the cooperation and assistance of all construction contractors, a Health and Safety Plan to manage and dispose of impacted soil and/or groundwater, if encountered during project construction.

HHM-3 Prior to construction in the vicinity of 5185 College Avenue and 5924 Hardy Avenue, at which former dry cleaners were operated, SDSU, or its designee, shall prepare, maintain, and implement, with the cooperation and assistance of all construction contractors, a Health and Safety Plan to manage and dispose of impacted soil, if encountered during project construction.

HHM-4 Prior to demolition of any of the structures located within the Alvarado Campus, Student Union and Student Housing areas of focus, SDSU, or its designee, shall secure the performance of an asbestos survey by a certified asbestos consultant. The asbestos survey information shall be used to define removal quantities, estimate abatement costs, and otherwise refine the scope of work for the removal of asbestos, in compliance with all applicable laws, during project demolition.

HHM-5 Prior to demolition of any of the structures located within the Student Housing, Alvarado Campus, and Student Union areas of focus, SDSU, or its designee, shall secure the performance of a lead paint survey by a certified lead paint consultant**, and a pesticide residue survey (from organochlorine pesticides from termiticides) by a qualified testing consultant**. The lead paint survey information **and pesticide residue** survey shall be used to define removal quantities, estimate abatement costs, and otherwise refine the scope of work for ~~lead~~ abatement, in compliance with all applicable laws, during project demolition.

HHM-6 In order to reduce the likelihood of a hazardous waste accident due to the potential future use of hazardous materials in the proposed project areas, the

SECTION 3.7
HYDROLOGY AND WATER QUALITY

6. Plant native trees and maximize canopy interception and water conservation;
7. Drain rooftops into adjacent landscaping prior to discharging to the storm drain;
8. Vegetate slopes with native or drought tolerant vegetation; and
9. Install energy dissipaters at the outlets of new storm drains that enter the Alvarado Creek.

HWQ-2 Prior to the preparation of final design plans for the Adobe Falls Faculty/Staff Housing Upper and Lower Villages, SDSU, or its designee, shall conduct a detailed site-specific hydrologic analysis to further assess the effects of the proposed project on the floodplain. ~~Based on the results of such analysis, on-site detention facilities may be required.~~**The site-specific analysis shall include the preparation of hydrographs depicting flow throughout the duration of a storm, and quantify the duration of flows and total volume of water generated. The analysis also shall address the critical shear stress caused by the post-construction flow, and compare it to the stability threshold for the channel. Following the analysis, SDSU shall incorporate all necessary flow control measures such that post-development hydrology conditions are equivalent to pre-development peak flows, duration, volume, and velocity in order to control site erosion and avoid erosion of the channel.**

Alvarado Campus

HWQ-3 During the design phase of the Alvarado Campus component of the proposed project, SDSU, or its designee, shall incorporate the following best management practices into the project site design:

1. Use unit pavers or other equivalent porous material to construct walkways, alleys and other low-traffic areas;
2. Preserve existing native trees to maximize canopy interception and water conservation;
3. Plant native trees and maximize canopy interception and water conservation;
4. Drain rooftops into adjacent landscaping prior to discharging to the storm drain; and

SECTION 3.8
LAND USE AND PLANNING

- City of San Diego Municipal Code Section 59.5.0502 (noise control) – If ~~music or crowds are~~ **sound production or reproduction is** clearly audible 50 feet from a sensitive receptor's property line between the hours of 10:00 pm and 8:00 am, a citation may be issued.

  Issues addressed - Noise

  Enforcement Entity – SDSU police; City police

- City of San Diego Municipal Code Section 56.54 (intoxication in public) – An individual can not be intoxicated in public such that the person cannot exercise care for his/her own safety.

  Issues addressed - Noise

  Enforcement Entity – SDSU police; City police

- City of San Diego Municipal Code Sections 142.0510(e) and 142.0510 (f) – Parking is not permitted on lawns, front yards, street side yards or in established set-back areas.

  Issues addressed – Traffic and Parking

  Enforcement Entity – SDSU police; City police

- Associated Students of SDSU Good Neighbor Program: Informational program aimed at increasing awareness among SDSU students of the relationship between student behavior and the quality of life on campus/surrounding neighborhoods surrounding campus.

  Issues addressed – Noise; Traffic and Parking; Neighborhood Aesthetics/Character

  Enforcement Entity – SDSU administration

- City of San Diego Mid-City Policing Pilot Program - Residences that are disturbing the peace may be issued $1,000 citations on the spot.

  Issues addressed – Noise; Traffic and Parking; Neighborhood Aesthetics/Character

  Enforcement Entity – SDSU police; City police

- National Conflict Resolution Center – This full service facility can be utilized by City/SDSU officials, adjacent residents and students to settle neighborhood disputes.

  Issues addressed – Noise; Traffic and Parking; Neighborhood Aesthetics/Character

Enforcement Entity – SDSU administration; SDSU police; City administration; City police; private property owners

- College Area Party Plan (CAPP) – A program that has been implemented by the Mid-City Community Relations Office to curb ongoing problems with parties at private residences. Neighbors can sign a petition to have a home "CAPPed" so as to accelerate/eliminate warnings of citations for future violations.

  Issues addressed – Noise; Traffic and Parking

  Enforcement Entity –SDSU police; City police; private property owners

- Increased Code Compliance Officers - As of March 2007, SDSU is financing one additional code compliance officer to assist the City of San Diego with enforcement of code violations.

  Issues addressed – Traffic and Parking; Neighborhood Aesthetics/Character

  Enforcement Entity –SDSU administration; City administration

Proposed Tools and Programs

- Revisions to the City of San Diego Municipal Development and Zoning Codes – In July 2007 the San Diego City Council is scheduled to consider amendments that would restrict modifications to existing single-family residences for the purpose of creating group living quarters.

  Issues addressed – Noise; Traffic and Parking; Neighborhood Aesthetics/Character

  Enforcement Entity –SDSU police

- **The City of San Diego is contemplating a "rooming house" ordinance that would restrict commercial lease activity of single-family homes to multiple lease-holders in specific single-family residential neighborhoods of the City. This ordinance is planned for consideration at an upcoming City of San Diego City Council meeting.**

  Issues addressed – Large numbers of unrelated individuals living in single-family homes within single-family neighborhoods.

  Enforcement Entity - City administration

The above tools and programs would assist the City, with the help of SDSU, in reducing existing and potential future indirect land use compatibility impacts associated with an expanded student

SECTION 3.12
POPULATION AND HOUSING

Development and Zoning Codes, which currently permit legal establishment/approval of modified residences that often end up as university student rental properties.

The following is a description of existing and proposed measures and programs to be enforced by the City of San Diego and SDSU police departments intended to curb the associated effects of nuisance rentals:

Existing Tools and Programs

- California Penal Code Section 415 - A neighbor who is being disturbed by another neighbor can affect a citizen's arrest for disturbing the peace.
  Issues addressed - Noise
  Enforcement Entity – SDSU police; City police

- California Vehicle Code Section 22500 (f) – Vehicles parked in driveways cannot extend over the sidewalk.
  Issues addressed – Traffic and Parking
  Enforcement Entity – SDSU police; City police

- City of San Diego Municipal Code Section 59.5.0502 (noise control) – If ~~music or crowds are~~ **sound production or reproduction is** clearly audible 50 feet from a sensitive receptor's property line between the hours of 10:00 pm and 8:00 am, a citation may be issued.
  Issues addressed - Noise
  Enforcement Entity – SDSU police; City police

- City of San Diego Municipal Code Section 56.54 (intoxication in public) – An individual cannot be intoxicated in public such that the person cannot exercise care for his/her own safety.
  Issues addressed - Noise
  Enforcement Entity – SDSU police; City police

- City of San Diego Municipal Code Section 142,0510(e) and 142.0510 (f) – Parking is not permitted on lawns, front yards, street side yards or in established set-back areas.
  Issues addressed – Traffic and Parking
  Enforcement Entity – SDSU police; City police

- Revisions to the City of San Diego Municipal Development and Zoning Codes to restrict modifications to existing single-family residences for the purpose of creating group living quarters.

  Issues addressed – Noise; Traffic and Parking; and Neighborhood Aesthetics/Character

  Enforcement Entity –SDSU police

- **The City of San Diego is contemplating a "rooming house" ordinance that would restrict commercial lease activity of single-family homes to multiple lease-holders in specific single-family residential neighborhoods of the City. This ordinance is planned for consideration at an upcoming City of San Diego City Council meeting.**

  Issues addressed - Large numbers of unrelated individuals living in single-family homes within single-family neighborhoods.

  Enforcement Entity - City administration

The above tools and programs would assist the City, with the help of SDSU, in reducing the development/conversion of additional single family homes into nuisance rentals/mini dorms as a result of the expanded student body. The proposed project's 2,976 additional on-campus student beds would nearly double the existing on-campus housing stock, thereby further assisting to alleviate the demand for student housing in surrounding single-family residential neighborhoods. Furthermore, as discussed in section 3.12.5.2.1 above, based on future housing stock projections, by the year 2024-25, there will be a sufficient number of housing units built and available, either on campus or within 1 mile of campus, to house approximately 50% of the future campus student population, more than 20,000 students. Significantly, this number does not take into account the full housing entitlements granted to the Redevelopment Area surrounding the campus, which, if utilized, would allow for the development of several thousand additional beds that would further alleviate the need for students to live in the surrounding communities.

Because the proposed project does not include the development of any additional nuisance rentals (*i.e.*, there would be no nuisance rentals constructed as part of the proposed project), combined with the fact that the City, with the help of SDSU, is attempting to curb the future development/expansion of additional nuisance rentals, and considering the large number of multi-family housing units suitable for student use that are forecast to be developed in the surrounding community over the next 15-20 years, any potential impacts associated with an

SECTION 3.13
PUBLIC UTILITIES AND SERVICES

Parks And Recreation

The public parks closest to the proposed project are Montezuma Park (1.7 acres), located in the College Area, and Princess Del Cerro Park (5.5 acres), located in the Navajo Community. Montezuma Park includes passive recreation space, while Princess Del Cerro Park includes active recreation space. Additionally, Colina del Sol Community Park and Clay Neighborhood Park provide the College Area with recreational facilities. Due to the existing athletic/recreation programs at SDSU, many recreational amenities, including ball fields, tennis courts and a running track, are located on the SDSU campus. Passive recreational facilities, such as open fields, plazas and gardens, also are located on the SDSU campus. Though not a park, the existing Adobe Falls/Faculty Staff Housing parcel is believed to be used for dog walking and hiking. The Hearst Elementary School in the Navajo community, and the Hardy Elementary School in the College Area, also serve the local community's needs for open space areas and active recreational facilities **through existing joint use agreements.** (Navajo Community Plan, 1982 as amended 2002, pg. 79-80.) The location of each of these facilities is depicted on **Figure 3.13-1, Existing Public Utilities and Service Systems.**

Mission Trails Regional Park, located approximately 4 miles northeast of the SDSU campus, encompasses 5,760 acres of natural and developed recreational land. The park is one of the largest urban parks in the country and provides regional recreational space (hiking, mountain biking and nature interpretation) for the SDSU, Navajo and College Area communities.

The Recreation Element of the City of San Diego Progress Guide and General Plan ("General Plan") provides guidance for planning, designing and management of both neighborhood and community recreational amenities within the City. In general, the City suggests that there be approximately 20 acres of urban recreation land for each 1,000 residents citywide. Population-based facilities (neighborhood and community parks) should account for 1 to 4 acres of this total, while resource based parks (scenic or natural areas) should account for 15 to 17 acres of the 20. The General Plan calls for a neighborhood park for every 3,500 to 5,000 persons within the community and a community park for every 18,000 to 25,000 community members. Under the General Plan, all neighbors are to have a park facility located within approximately one-half mile of their home. Neighborhood parks should consist of at least 5 acres ~~if~~ **when** adjacent to a school **that has a joint-use agreement with the City for recreational purposes**, or 10 acres, if ~~disjointed from~~ **not adjacent to** a school**, or adjacent to a school with no joint use**. Community parks are larger in scale and should contain active recreational facilities, such as athletic fields, multipurpose courts, picnic facilities, play areas, recreation and lawn areas. If a community park is located adjacent to a school **with a joint-use agreement within the City for recreational**

purposes, it should consist of at least 13 acres; if ~~distant from~~ not adjacent to a school, or adjacent to a school with no joint use, it should consist of at least 20 acres. The design and type of facilities provided are to be determined by the population and use characteristics of the neighborhood. (City of San Diego General Plan, June 1989, pg. 313-314.). As indicated in the current City of San Diego Progress Guide and General Plan, and in the October 2006 City of San Diego Final Draft Progress Guide and General Plan, Policy RE-F.9 states that for every 1,000 residents, 2.8 acres of usable open space shall be provided (City of San Diego, October 2006). It should be noted, however, that as a state entity, SDSU is exempt from local regulations such as the City's General Plan. Therefore, the General Plan standards do not apply to the proposed project.

The Navajo Community Plan has designated the SDSU Adobe Falls site as a ~~community~~ resource-based park, and indicates that the City-owned 4-acre parcel (Adobe Falls Open Space Park) within the Adobe Falls area could allow for access to the SDSU-owned land. (Navajo Community Plan, 1982, as amended 2002, pg. 66.) Currently, the Navajo community has a total population-based park deficiency of 17.38 useable park acres. Utilizing SANDAG projected person-per-household figures, in 2030 that deficit will be reduced to 1.71 useable park acres at full community development. The College Area Community Plan does not designate additional park facilities within the College Area~~, but it does acknowledge a general deficiency in park facilities given existing population numbers.~~ However, currently the College Community has a total population-based park deficiency of 44.17 useable acres. Utilizing SANDAG projected person-per-household figures, in 2030 that deficit will increase to 64.20 useable park acres at full community development. (College Area Community Plan, 1989, as amended 1993, pg. 96-98.)

Police Protection

The SDSU Department of Public Safety ("DPS") is operational 24 hours a day, seven days a week, and consists of 34 sworn police officers and 57 support employees. The police officers conduct foot, vehicular and bicycle patrols over 300 acres of university-owned property (including the Adobe Falls parcel) and auxiliary organizations' holdings, including SDSU Foundation-owned land (*e.g.*, the existing Alvarado Medical Center). The DPS operates the main police station in the Public Safety Building, located on 55th Street. (Browning, personal communication, March 14, 2007.)

University Police officers are responsible for the protection of students, faculty, staff, visitors and property owned by San Diego State University and its auxiliaries. DPS has a reciprocity

mains are currently 8-inch lines, which appear large enough to convey the relatively limited additional water demand created by the project. In the Adobe Falls areas, the project proposes a maximum of 348 residential units, which would be served by the existing water line within Adobe Falls Road. This existing line would not need to be expanded from its existing capacity in order to serve the additional residential units planned for the site. To the extent modifications to existing water conveyance facilities are necessary to serve all project components, the project would be responsible for implementing such modifications; although none are known to be needed as of this writing.

Sewer

The proposed project would generate additional demand for sewer services. The increased demand for sewer services may result in a potentially significant impact. An accurate assessment of the specific level and amount of potential impacts requires the preparation of a sewer study, prepared in accordance with the City of San Diego Sewer Design Guide. Impacts to wastewater treatment facilities can be accommodated through payment of applicable sewer capacity fees, to the extent required by law. Further, certain types of discharges to the sewer system, including waste typical of research and science oriented facilities, may require pretreatment and appropriate permits prior to discharge.

Parks And Recreation

The proposed project would result in an increase in campus and surrounding area population over the next 20 years, thereby potentially increasing the demand for park and recreation facilities or services. The additional students likely would utilize SDSU park and recreation facilities, since it is likely that SDSU recreation facilities are the closest and most convenient. Over the last 15 years, SDSU has updated nearly all athletic and active recreation amenities on campus. These facilities would adequately service the anticipated increase in student population. **(See Final EIR Appendix R, Parks and Recreation Population-Based Analysis. Please also see Final EIR responses to comment letter L-4.)**

The projected increase in faculty and staff also would contribute potentially to an increase in the demand for local park and recreation facilities. Faculty and staff live in many areas of San Diego. Section 3.12, *Population And Housing*, describes the existing faculty and staff residence concentrations, which assist in determining future residential preferences. Assuming faculty and staff continue to reside in these neighborhoods, potential demand for park facilities would increase. However, in light of the relatively small number of increased faculty and staff spread over a 20-year period, as well as the fact that many faculty and staff utilize the extensive

athletic/recreation programs available to the SDSU community, any potential impacts to neighborhood parks would be less than significant. **(See Final EIR Appendix R, Parks and Recreation Population-Based Analysis. Please also see Final EIR responses to comment letter L-4.)**

The proposed Adobe Falls Faculty/Staff Housing development may result in an increased demand for recreational and park facilities within the residential Navajo community, although as university employees the residents would have access to the extensive recreational and park facilities located on the SDSU Campus. Additionally, **preliminary plans for** the Adobe Falls Faculty/Staff Housing **Lower Village** ~~development plan~~ includes a community center, which would provide gathering space for the residents and a pedestrian/bicycle trail throughout ~~each~~ **the** village. Additional open space amenities include approximately 15.7 acres of SDSU-owned land in and around Adobe Falls and Alvarado Creek, which would be dedicated as open space. ~~The development~~ **Preliminary** plans also provides for a bicycle/pedestrian path ~~to be constructed along the length of the riparian corridor~~ to provide walking, biking and nature viewing opportunities for the **Adobe Falls Faculty/Staff Housing** community. **The development of any trails on the Adobe Falls site, however, would not occur until development of the Lower Village, at which time the trail system will be designed.** Therefore, the development of new housing units at the Adobe Falls Faculty/Staff Housing site would not result in a potentially significant impact to recreation and park facilities.

Police Protection

The addition of 11,385 students, 691 faculty, and 591 staff members to the university community by the 2024-2025 academic year would result in an increase in demand for SDSU police services. As noted in Section 3.13.4, Existing Conditions, SDSU currently meets its goal of responding to 95% of all police emergency calls within three to five minutes. Additional campus community members will necessitate additional policing staff, which would constitute a potentially significant impact. The nature of the planned facilities will dictate the type of additional police protection needed. The increase in residential (including hotel) uses increases the need to have police forces trained in domestic dispute intervention and theft/loss of property crimes. The increase in student residence hall units also necessitates additional staff trained in dealing with excess alcohol consumption, false fire alarms, sexual assault and theft crimes.

The increase in land uses along the northern and eastern portion of campus (the proposed Alvarado Hotel, Alvarado Campus, and Adobe Falls Faculty/Staff Housing) would result in increased 911 calls from the northeastern side of campus, requiring increased DPS response.

SECTION 3.14
TRANSPORTATION/CIRCULATION AND PARKING

Volume Residential Street (700 ADT), Residential Local Street (1,500 ADT) and a two-lane Sub-Collector (2,200 ADT).

Based on an extensive field review and corresponding analysis, a Residential Local Street classification was utilized for Rockhurst Drive, Lambda Drive, Genoa Drive, Capri Drive, Arno Drive and Adobe Falls Road. These roadways do not have a specific classification assigned to them by the City; there is no document that states the functional classification of these roadways. Therefore, a custom analysis of these streets was conducted based on a field review of the roadways and the associated driving conditions of each to determine the appropriate classification.

Both the City of San Diego Street Design Manual and City Traffic Impact Study Manual provide various criteria that may be considered in determining the classification of a roadway. According to the City Street Design Manual, factors to be considered include the curb-to-curb width of the roadway and corresponding right of way, the design speed, the maximum grade, the minimum curve radii and the fronting land uses. According to the City Traffic Impact Study Manual, the classification assigned to a particular roadway considers the number of lanes, the curb-to-curb width and corresponding right-of-way width, and the fronting uses.

As explained below, based on an analysis of Del Cerro community roadways utilizing the criteria provided in the City Street Design Manual and Traffic Impact Manual, it was determined that the Del Cerro community roadways (other than Del Cerro Boulevard) closely fit the characteristics of both a Residential Local Street and a Sub-Collector.

The City of San Diego Street Design Manual does not classify roadways, i.e., it does not list specific roadways and assign to them a classification such as "Collector," "Sub-collector," etc. Instead, the Manual provides multiple design characteristics typically associated with each classification. Pages 19 & 31 of the Manual provide characteristics for Low Volume Residential Streets, Residential Local Streets and "Two-Lane Sub-Collectors" classifications. Guidance is given in terms of curb-to-curb width, right of way width, curve radii, and other factors. Based on a consideration of each of these factors, although the roads have the characteristics of both a Residential Local Street and a two-lane Sub-Collector, to be conservative, a design ADT of 1,500 ADT was used for the unclassified roadways.

It should be noted that level of service is not applied to residential streets since the primary purpose of the streets is to serve abutting lots. **Consistent with that principle, the traffic study**

does not use LOS designations to assess significant impacts on non-classified streets in the Del Cerro residential community; rather, significant impacts were determined by comparing the "design ADT" as reported in the City of San Diego Street Design Manual to the combined sum of project generated traffic and existing traffic volumes. The roadway design ADT's provided the quantitative threshold to utilize in assessing whether the additional project traffic would cause a significant impact on the Del Cerro roadways. The LOS ratings are provided merely for information purposes, to assist the reader in assessing applicable roadway conditions, since LOS is the typical standard of measure in traffic engineering. Appendix C-1 contains more detail concerning the analysis that was conducted to determine the most accurate capacity to utilize. ~~However, in order to quantitatively assess the residential roads, a LOS C capacity was estimated.~~ **EIR Appendix N, Appendix C-1**, contains additional detail concerning the analysis that was conducted to determine the most accurate capacity to utilize.

3.14.3.5.5 Freeway Ramp Meters

There are two methods currently accepted by Caltrans to calculate freeway ramp delays and queues: (i) a fixed rate approach; and (ii) a uniform 15-minute maximum delay approach. The fixed rate approach is based solely on the specific time intervals at which the ramp meter is programmed to release traffic. The maximum delay approach is based on the assumption that any demand exceeding 15-minutes will seek an alternative route or will choose to use the ramp during a less busy time period. Effectively, this approach considers the ramp demand to spread out spatially and temporally if the calculated meter delay is greater than 15-minutes.

The fixed rate approach generally tends to produce unrealistic queue lengths and delays since the approach does not take into account driven behavior such as "ramp slopping" or trip diversion. The results are theoretical and based on Caltrans' most restrictive meter rate. Because ramp meter rates are not constant, even within the peak hours, the analysis was conducted using the most restrictive meter rates obtained from Caltrans. Field observations further validate variable ramp meter rates.

The following freeway on-ramps were analyzed as part of this study since the project added more than 20 peak hour trips to each:

- I-8 Eastbound On-Ramp / Southbound Fairmount Avenue - PM peak hour
- I-8 Westbound On-Ramp / Northbound College Avenue – AM peak hour
- I-8 Westbound On-Ramp / Southbound College Avenue – AM peak hour

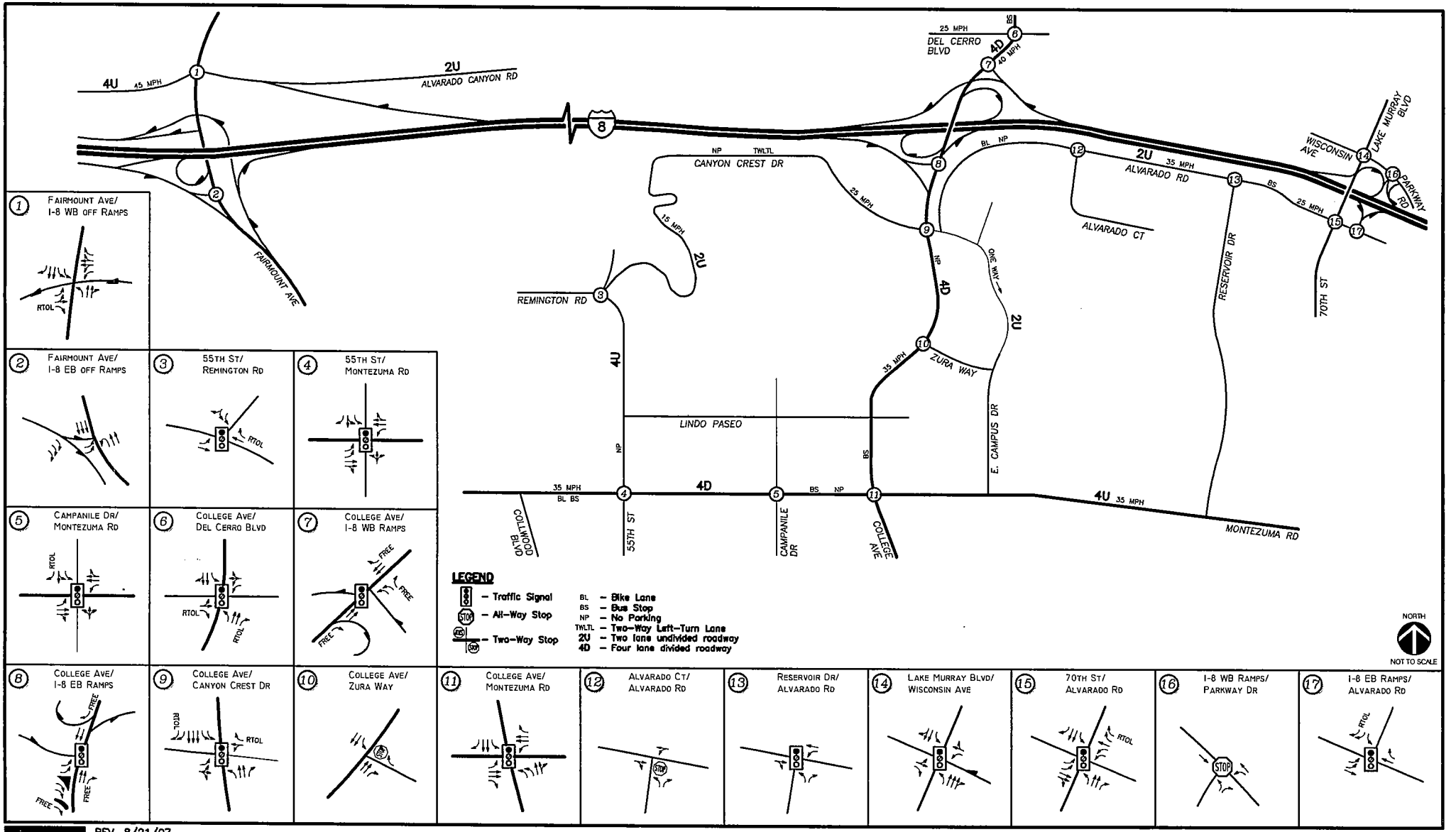

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Figure 4-1

Existing 2006 Conditions Diagram

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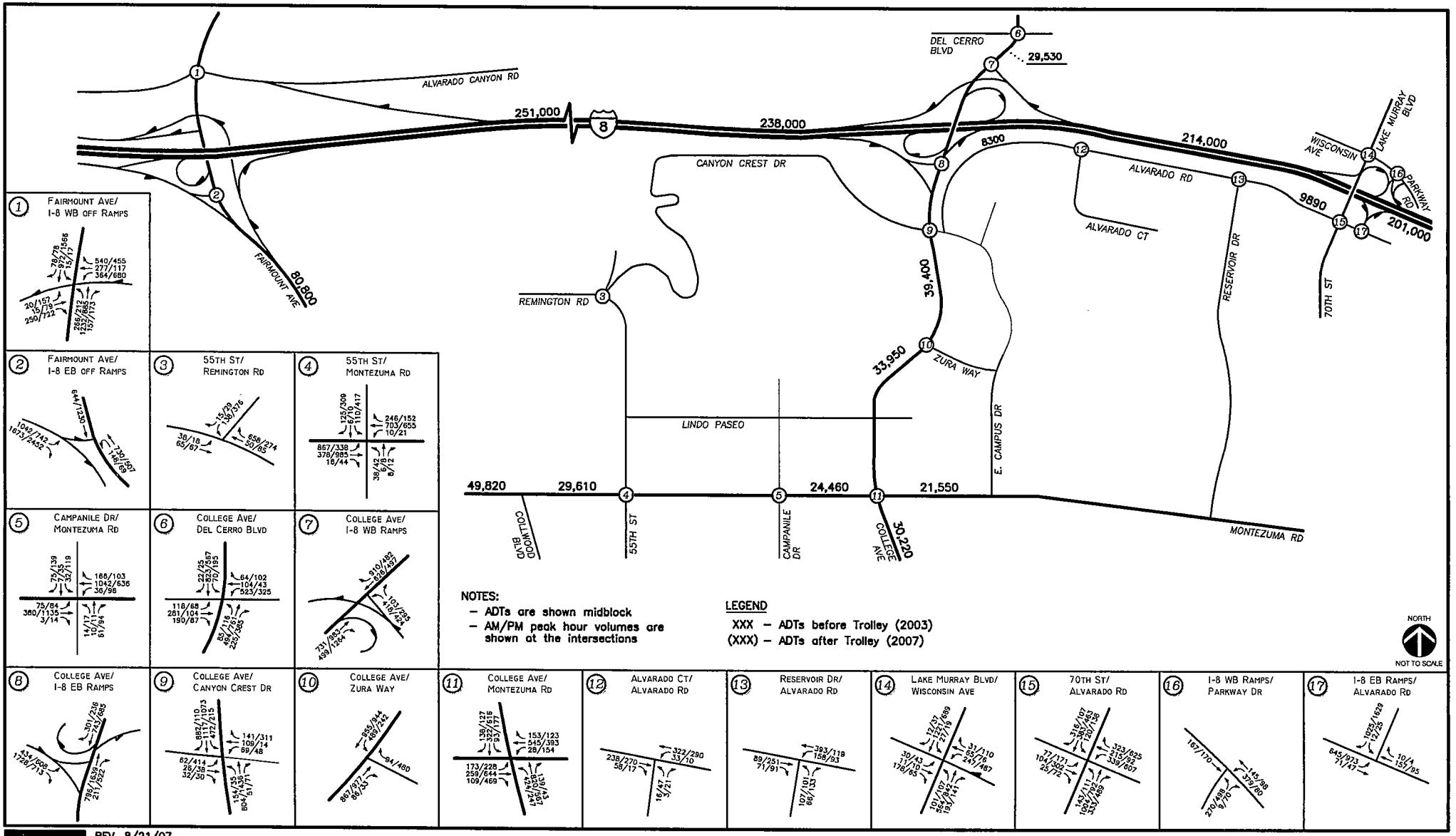

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Figure 4-2

Existing 2006 Traffic Volumes AM/PM Peak Hours & ADT

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Table 3.14-10
Existing Ramp Meter Operations

Location/Scenario	Peak Hour	Peak Hour Demand	Ramp Meter Rate (Flow)[a]	Excess Demand	Delay per Lane[b]	Queue per Lane[c]
Fixed Rate Method						
SB Fairmount Ave to EB I-8	PM	430	492	0	0	0
NB College Avenue to WB I-8	AM	250	318	0	0	0
SB College Avenue to WB I-8	AM	455	318	137	26	3,425
NB College Avenue to EB I-8	PM	522	318	204	38	5,100
Maximum Delay Method						
SB Fairmount Ave to EB I-8	PM	430	492	0	0	0
NB College Avenue to WB I-8	PM	250	318	0	0	0
SB College Avenue to WB I-8	PM	455	318	137	15	3,425
NB College Avenue to EB I-8	PM	522	318	204	15	5,100

Notes:

a. Meter Rates obtained from Caltrans (see Appendix ~~B~~D).

b. Delay expressed in minutes per lane.

c. Queue expressed in feet per lane.

As shown on **Table 3.14-10**, the maximum delay method indicates that with the 15-minute maximum delay, queues of 3,425 feet per lane occur at the southbound College Avenue on-ramp to the westbound I-8. A queue of 5,100 feet per lane would occur at the northbound College Avenue on-ramp to the eastbound I-8.

3.14.5.4 Freeway Mainline Operations

Table 3.14-11, Freeway Mainline Operations Existing Conditions, summarizes the existing freeway mainline operations on I-8. As shown on **Table 3.14-11**, the segment of I-8 between Fairmount Avenue and Waring Road currently operates at LOS **F(O)**~~E~~ during the AM peak hour in the westbound direction. The segments of I-8 between Waring Road and Lake Murray Boulevard currently operate at LOS F(0) during the AM peak hour in the westbound direction. The segment of I-8 between Lake Murray Boulevard and Fletcher Parkway currently operates at LOS F(1) during the AM peak hour in the westbound direction. The segments of I-8 between Fairmount Avenue and Fletcher Parkway currently operates at LOS F(0) in the PM peak hour in the eastbound direction.

Table 3.14-11
Freeway Mainline Operations
Existing Conditions

Freeway Segment	Dir.	# of Lanes	Hourly Capacity[a]	ADT[b]	% K[c]		% D[c]		Truck Factor[d]	Peak Hour Volume[e]		V/C[f]		LOS	
					AM	PM	AM	PM		AM	PM	AM	PM	AM	PM
Interstate 8															
Fairmount Ave to Waring Rd	EB	5	10,000	251,000	0.075 ~~61~~	0.074 ~~7~~	0.374 ~~250~~	0.604	0.965	7,243 ~~3,946~~	11,568 ~~12,103~~	0.724 ~~395~~	1.157 ~~210~~	C ~~A~~	F(0)
	WB	6	12,000		0.075 ~~61~~	0.074 ~~7~~	0.626 ~~751~~	0.396		12,134 ~~11,869~~	7,575 ~~7,925~~	1.011 ~~0.989~~	0.631 ~~60~~	F(O) ~~E~~	C
Waring Rd to College Ave	EB	5	10,000	238,000	0.075	0.074	0.374	0.604	0.965	6,868	10,969	0.687	1.097	C	F(0)
	WB	5	10,000		0.075	0.074	0.626	0.396		11,506	7,183	1.151	0.718	F(0)	C
College Ave to Lake Murray Blvd	EB	4 + 1	9,200	214,000	0.073	0.078	0.330	0.600	0.963	5,313	10,392	0.578	1.130	B	F(0)
	WB	5	10,000		0.073	0.078	0.670	0.400		10,842	6,919	1.084	0.692	F(0)	C
Lake Murray Blvd to Fletcher Pkwy	EB	4 + 1	9,200	201,000	0.073	0.078	0.330	0.600	0.963	4,991	9,761	0.542	1.061	B	F(0)
	WB	4	8,000		0.073	0.078	0.670	0.400		10,184	6,499	1.273	0.812	F(1)	D

Notes:

a. Capacity calculated at 2000 vph per lane and 1200 vph per auxiliary lane.
b. Existing ADT Volumes from CALTRANS Year 2005 Count Records.
c. Peak Hour Percentage (K) and Direction Split (D) from CALTRANS "2005 Traffic Volumes", June 2006
d. Truck Factor from "2005 Annual Average Daily Truck Traffic on the California State Highway System", November 2006.
e. Peak Hour Volume = ((ADT)(K)(D)/Truck Factor)
f. V/C = ((ADT)(K)(D)/Truck Factor/Capacity)

LOS	v/c
A	<0.41
B	0.62
C	0.8
D	0.92
E	1
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

3.14.6 THRESHOLDS OF SIGNIFICANCE

According to CEQA Guidelines Appendix G, a project would have a potentially significant impact relating to transportation and circulation if the proposed project would:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (*i.e.*, result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections);

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways;

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;

d) Substantially increase hazards due to a design feature (*e.g.*, sharp curves or dangerous intersections) or incompatible uses (*e.g.*, farm equipment);

e) Result in inadequate emergency access;

f) Result in inadequate parking capacity; or

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

According to the City of San Diego's *Significance Determination Thresholds* report dated January 2007, a project would be considered to have a significant impact relative to transportation and circulation if the new project traffic has decreased the operations of surrounding roadways by a City defined threshold. **(See Final EIR Appendix N-1.)** For projects deemed complete on or after January 1, 2007, the City defined threshold by roadway type or intersection is shown in **Table 3.14-12, City of San Diego Traffic Impact Significance Thresholds.** For ramp meters, if either of the two methodologies results in a significant impact, the impact is deemed significant.

With respect to transit, neither SANDAG nor the City of San Diego has established criteria that could be utilized to assess the project's impact on transit service. Additionally, the Congestion Management Program ("CMP") provides no methodology to analyze potential impacts to transit and there is no criteria to determine whether an increase in transit ridership would be a significant impact within the meaning of CEQA.

Table 3.14-15A

~~Horizon~~Project Build-out (Year 2024/25) Project Trip Generation

Trip Generation Project Components	Size		Daily Trip Ends (ADT[a])		AM Peak Hour				PM Peak Hour			
			Rate	Volume	% of ADT	In:Out Split	Volume In	Volume Out	% of ADT	In:Out Split	Volume In	Volume Out
SDSU Student Headcount Increase												
Non-Resident Student Headcount Increase [b]	7,401	Students	2.47 /Student [c]	18,280	5%	90:10	823	91	7%	30:70	384	896
Resident Student Headcount Increase	3,984	Students	0.64 /Student [d]	2,550	5%	90:10	115	13	7%	30:70	54	125
Subtotal	11,385	Students	–	20,830			938	104			438	1,021
Adobe Falls Faculty/Staff Housing												
Upper Village Townhomes	48	DU	8 /DU [e]	384	8%	20:80	6	25	10%	70:30	27	11
Lower Village Townhomes	124	DU	8 /DU [e]	990	8%	20:80	16	63	10%	70:30	66	28
Alvarado Hotel	120	Rooms	10 /Room [e]	1,200	6%	60:40	43	29	8%	60:40	58	38
Total			—	**23,404**	—	—	**1,003**	**221**	—	—	**589**	**1,098**

Notes:

a. Average Daily Traffic

b. Year 2025 student headcount equals 44,826 compared to the Year 2006 student headcount of 33,441. It should be noted that 65% of the student headcount increase are assumed to consist of non-resident students, and 35% of the student headcount increase will consist of resident students.

c. SDSU rates are based on actual counts taken in November 2006. This rate includes SDSU faculty, staff, vendors, visitors, and students.

d. The resident student rate is based on the Community College Redevelopment EIR that assumed 4.4 trips per student dwelling unit (with a reduction of 2.8 trips per DU based on students with new commute but would instead relocate and occupy the on-campus housing).

e. Rates were taken from the City of San Diego Trip Generation Manual, May 2003.

General Notes:

DU = Dwelling Units

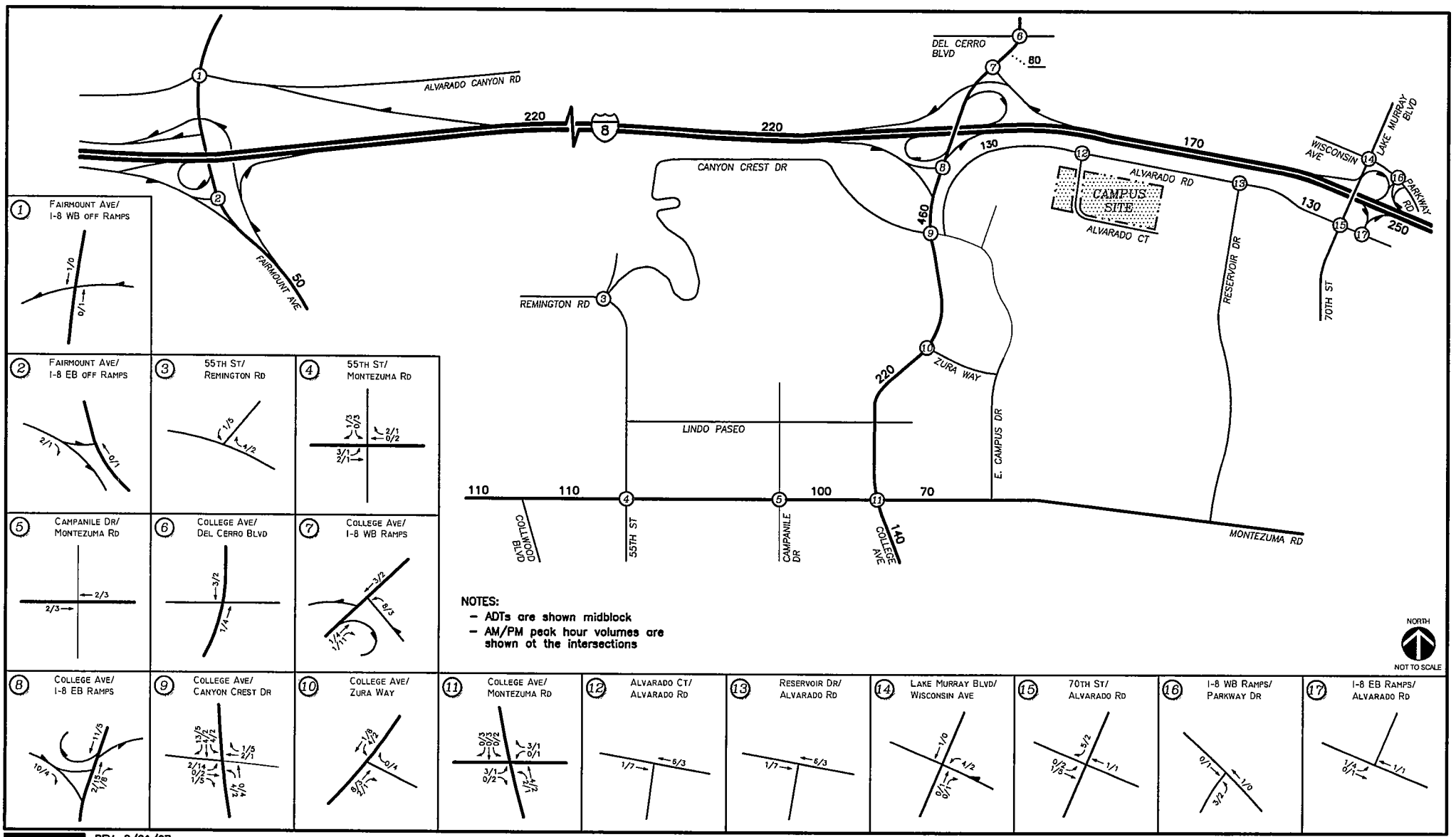

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Figure 8-2

Alvarado Campus (2012) Project Traffic Assignment (Near-Term) AM/PM Peak Hours & ADT

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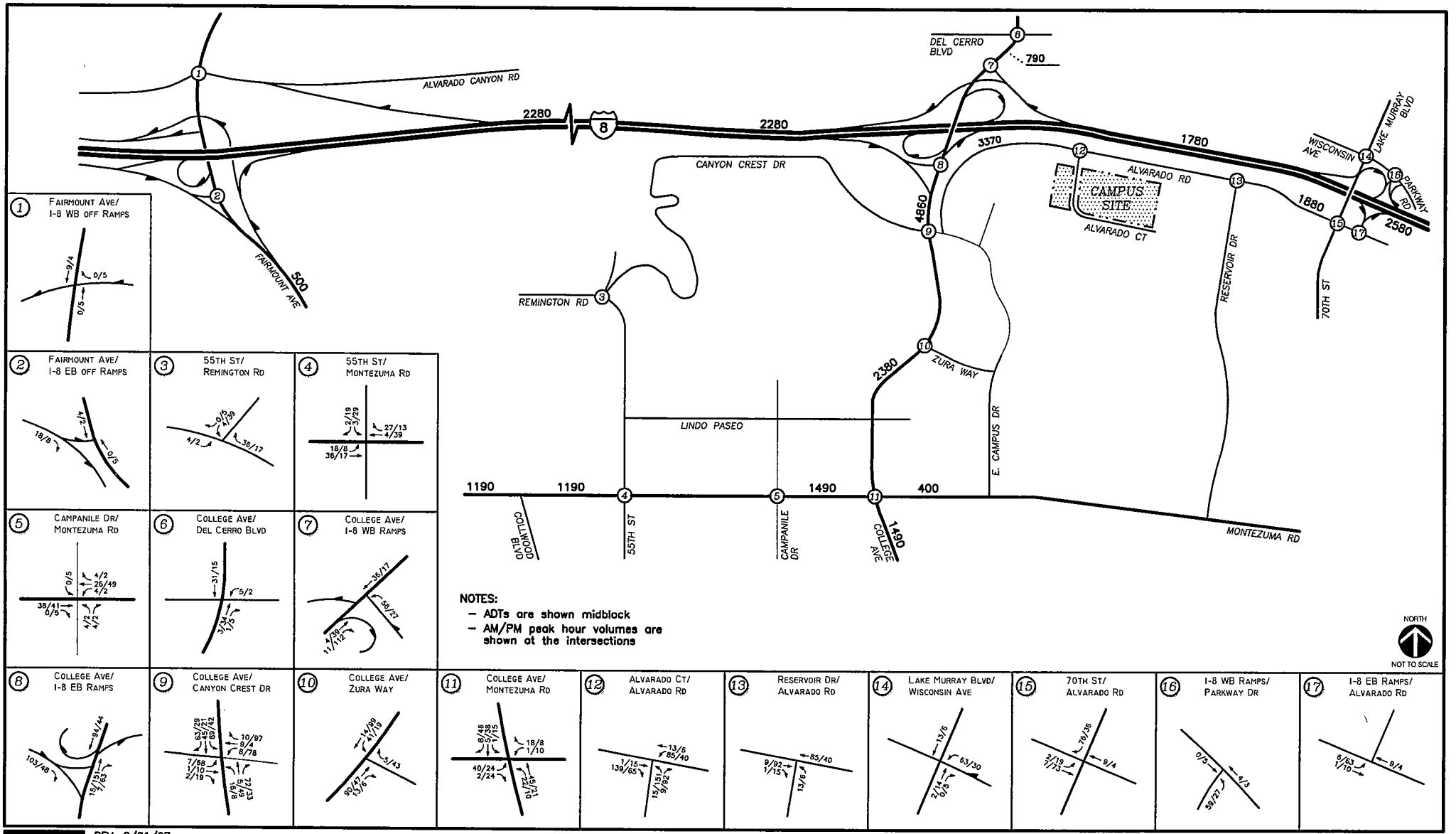

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Figure 8-3

Alvarado Campus (2030) Project Traffic Assignment (Horizon Year) AM/PM Peak Hours & ADT

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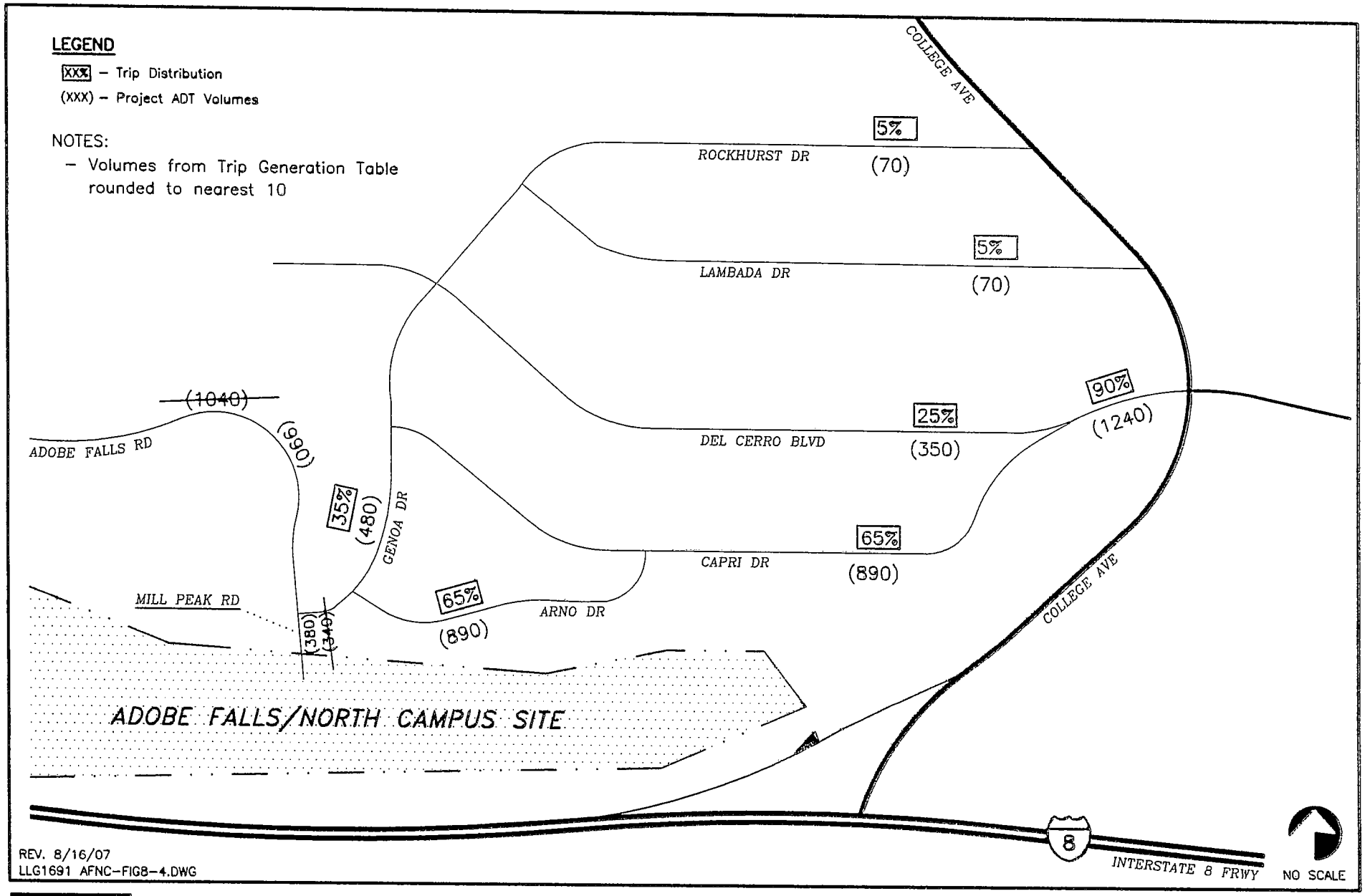

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Figure 8-4

Detailed Adobe Falls Faculty/Staff Housing Project Traffic ADT Volumes & Distribution

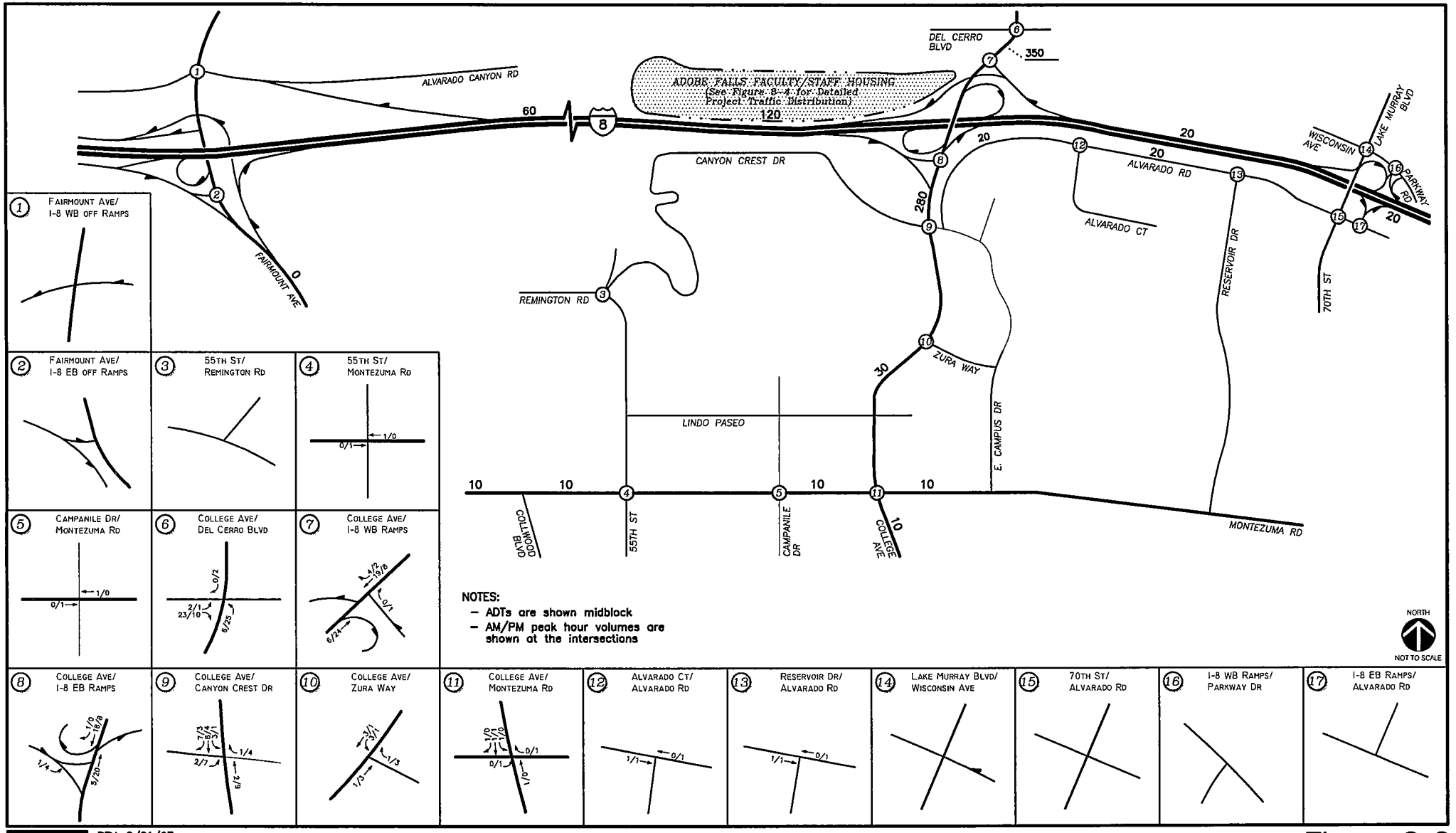

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Figure 8-6

Adobe Falls (2012) Faculty/Staff Housing Traffic Assignment (Near-Term) AM/PM Peak Hours & ADT

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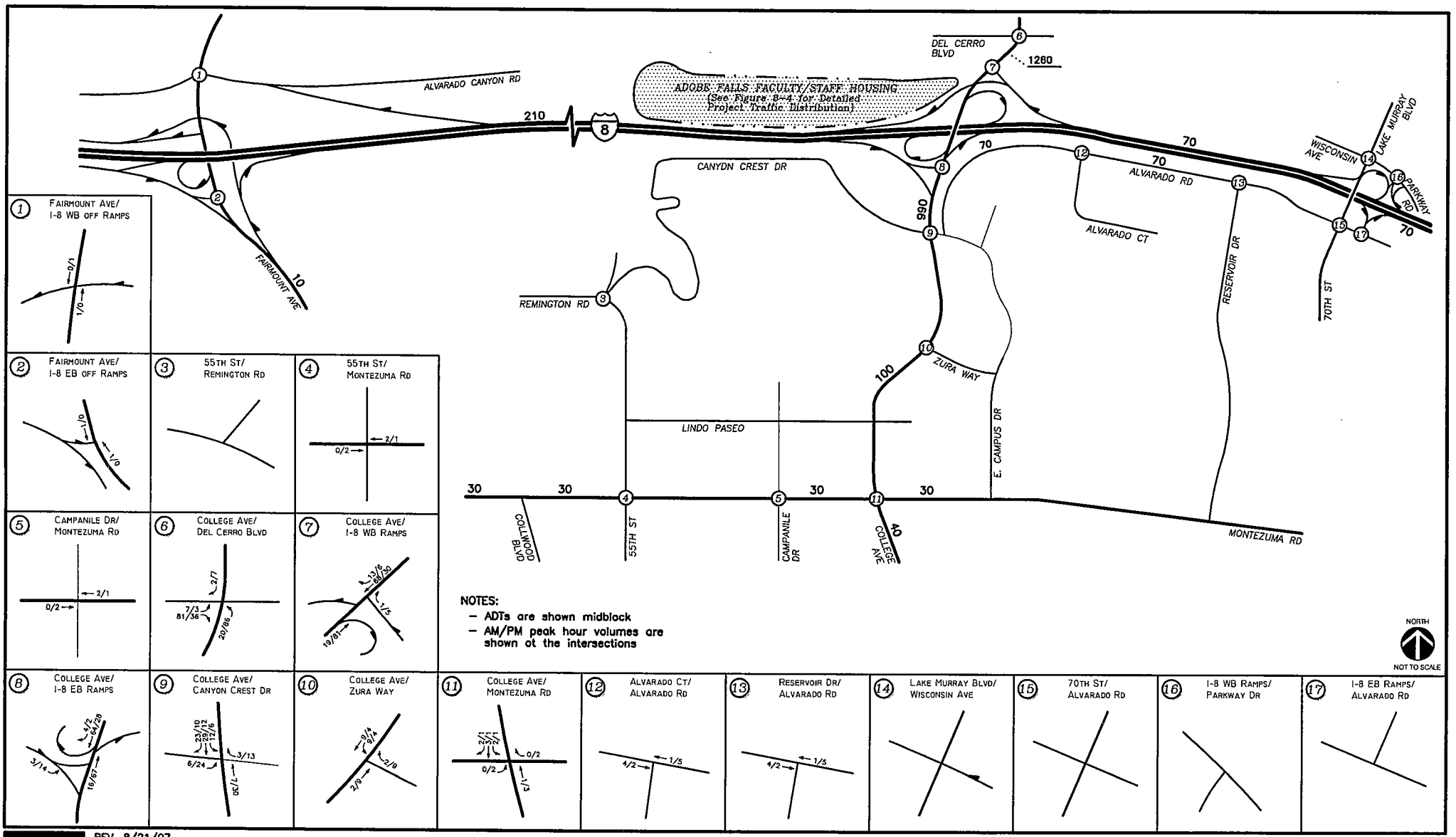

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Figure 8-7

Adobe Falls (2030) Faculty/Staff Housing Traffic Assignment (Horizon-Year) AM/PM Peak Hours & ADT

SDSU 2007 CAMPUS MASTER PLAN REVISION

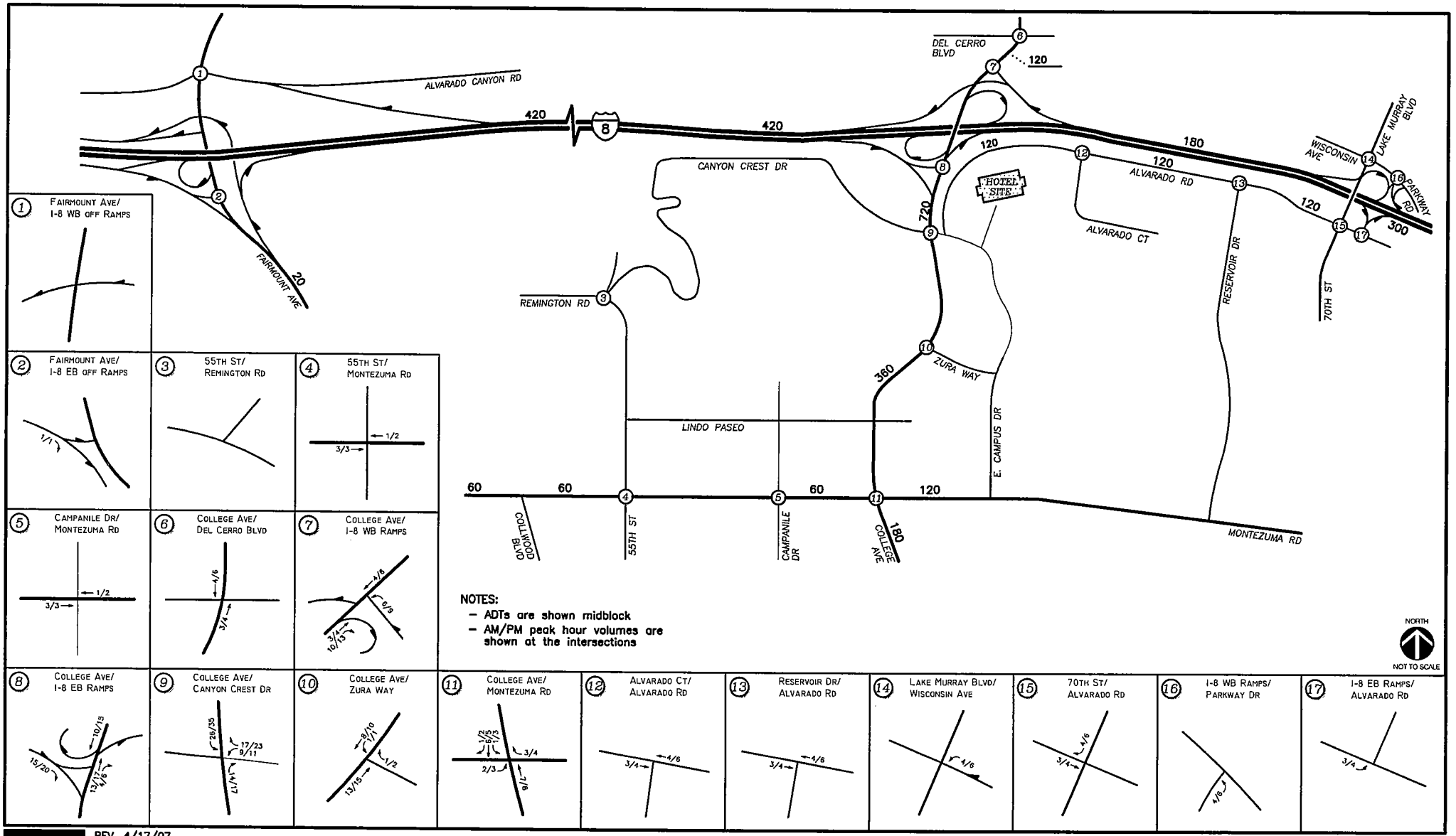

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Figure 8-9

Alvarado Hotel Project Traffic Assignment AM/PM Peak Hours & ADT

SDSU 2007 CAMPUS MASTER PLAN REVISION

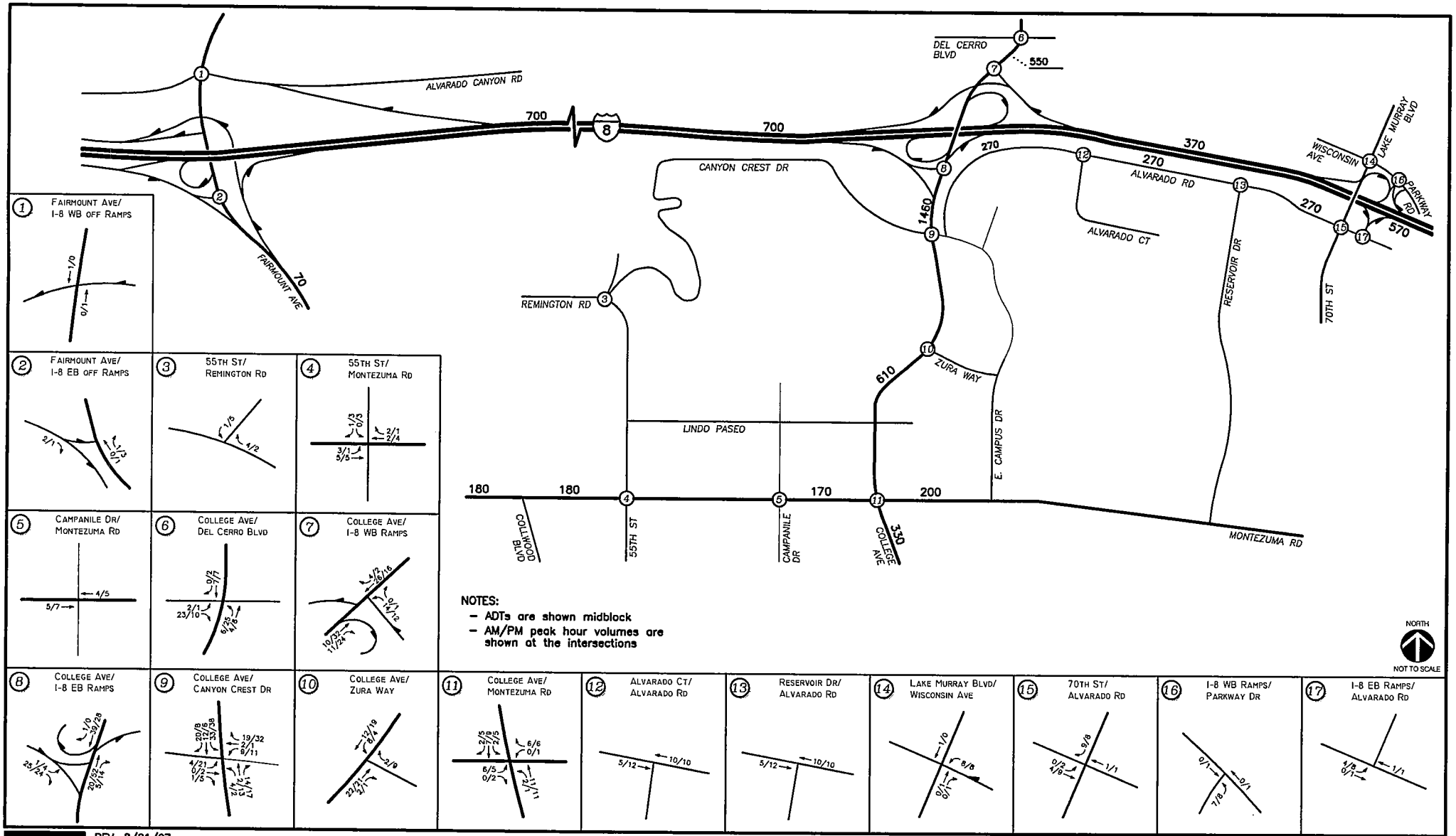

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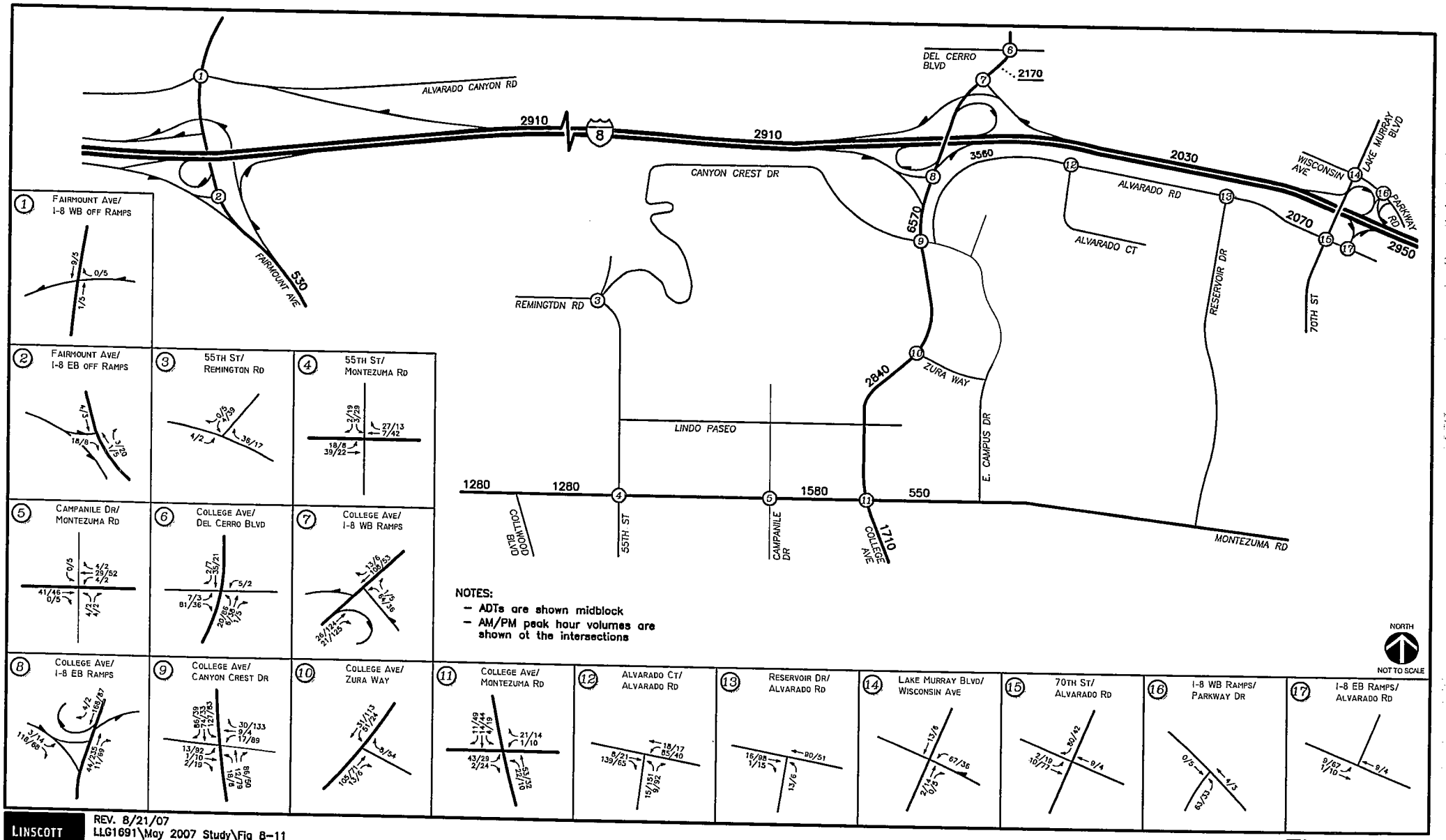
Figure 8-10

Near-Term (2012) Total Project Traffic Volumes AM/PM Peak Hours & ADT

SDSU 2007 CAMPUS MASTER PLAN REVISION



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LLG1691\May 2007 Study\Fig 8-11

Figure 8-11

Horizon Year (2030) Total Project Traffic Volumes AM/PM Peak Hours & ADT

SDSU 2007 CAMPUS MASTER PLAN REVISION

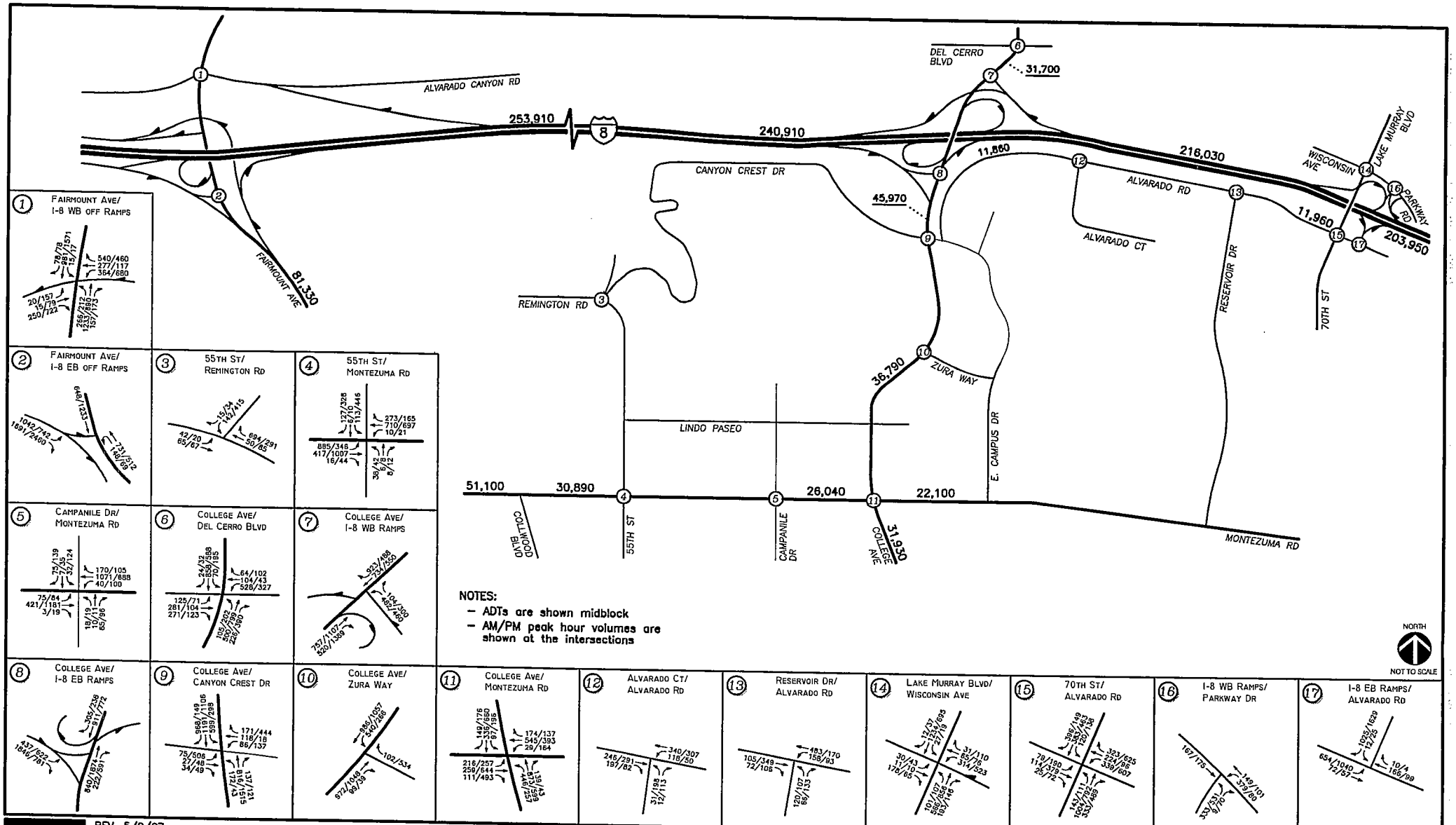

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Figure 9-1

Existing + Project Traffic Volumes AM/PM Peak Hours & ADT

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Table 3.14-19
Existing + Project Ramp Meter Operations

Location/Scenario	Peak Hour	Peak Hour Demand	Ramp Meter Rate (Flow)[a]	Excess Demand	Delay per Lane[b]	Queue per Lane[c]
NB College Avenue to WB I-8						
Existing	PM	250	318	0	0	0
Existing + Project	PM	260	318	0	0	0
Project Increase	PM	10	NA	0	0	0
SB College Avenue to WB I-8						
Existing	PM	455	318	137	15	3425
Existing + Project	PM	462	318	144	15	3600
Project Increase	PM	7	NA	7	0	175
NB College Avenue to EB I-8						
Existing	PM	522	318	204	15	5100
Existing + Project	PM	591	318	273	15	6825
Project Increase	PM	69	NA	69	0	1725

Notes:
a. Meter Rates obtained from Caltrans.
b. Delay expressed in minutes per lane.
c. Queue expressed in feet per lane.
General Notes:
Bold & Shading represents a potential significant impact.
NA = Not Applicable.

3.14.8.1.4 Freeway Mainline Operations

Table 3.14-20, Freeway Mainline Operations Existing + Project, summarizes the freeway mainline operations on I-8 under the existing + project scenario. As shown on **Table 3.14-20**, with the addition of project traffic, the segment of I-8 between Fairmount Avenue and Waring Road is projected to continue to operate at LOS ~~E~~F(O) during the AM peak hour in the westbound direction, and LOS F(0) during the PM peak hour in the eastbound direction. The segments of I-8 between Waring Road and Lake Murray Boulevard are projected to continue to operate at LOS F(0) during the AM peak hour in the westbound direction, and LOS F(0) during the PM peak hour in the eastbound direction. The segment of I-8 between Lake Murray Boulevard and Fletcher Parkway is calculated to continue to operate at LOS F(1) during the AM peak hour in the westbound direction, and LOS F(0) during the PM peak hour in the eastbound direction.

Table 3.14-20
Freeway Mainline Operations
Existing + Project

Freeway Segment	Dir.	# of Lanes	Hourly Capacity[a]	ADT	Existing Peak Hour Volume[b]		Project Volume		Existing + Project Peak Hour Volume		V/C[c]		LOS[d]	
					AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Interstate 8														
Fairmount Ave to Waring Rd	EB	5	10,000	253,910	7,243 ~~3946~~	11,568 ~~12103~~	121	82	7,364 ~~4067~~	11,650 ~~12185~~	0.736 ~~0.407~~	1.165 ~~1.218~~	C ~~A~~	F(0)
	WB	6	12,000		12,134 ~~11869~~	7,575 ~~7925~~	34	131	12,168 ~~11903~~	7,706 ~~8056~~	1.014 ~~0.992~~	0.642 ~~0.671~~	F(O) ~~E~~	C
Waring Rd to College Ave	EB	5	10,000	240,910	6868	10969	121	82	6989	11051	0.699	1.105	C	F(0)
	WB	5	10,000		11506	7183	34	131	11540	7314	1.154	0.731	F(0)	C
College Ave to Lake Murray Blvd	EB	4 + 1	9,200	216,030	5313	10392	15	71	5328	10463	0.579	1.137	B	F(0)
	WB	5	10,000		10842	6919	65	41	10907	6960	1.091	0.696	F(0)	C
Lake Murray Blvd to Fletcher Pkwy	EB	4 + 1	9,200	203,950	4991	9761	24	138	5015	9899	0.545	1.076	B	F(0)
	WB	4	8,000		10184	6499	128	74	10312	6573	1.289	0.822	F(1)	D

Notes:

a. Capacities calculated at 2,000 vph per lane and 1,200 vph per auxiliary lane
b. Values calculated in the Existing Conditions table
c. V/C = ((ADT)(K)(D)/Truck Factor/Capacity)
d. Level of Service

LOS	V/C
A	<0.41
B	0.62
C	0.8
D	0.92
E	1
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

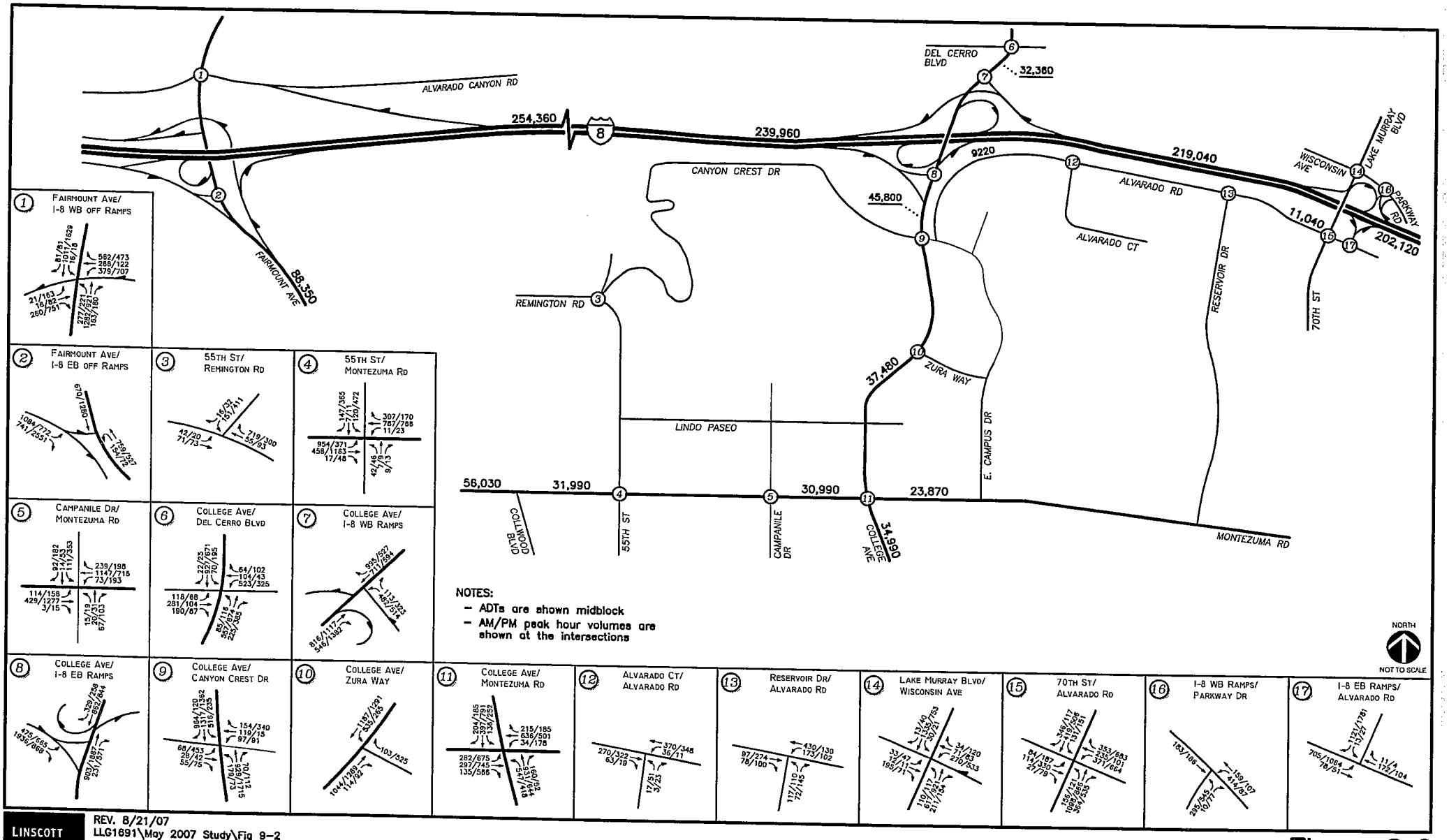

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Figure 9-2

Near-Term (2012) without Project Traffic Volumes AM/PM Peak Hours & ADT

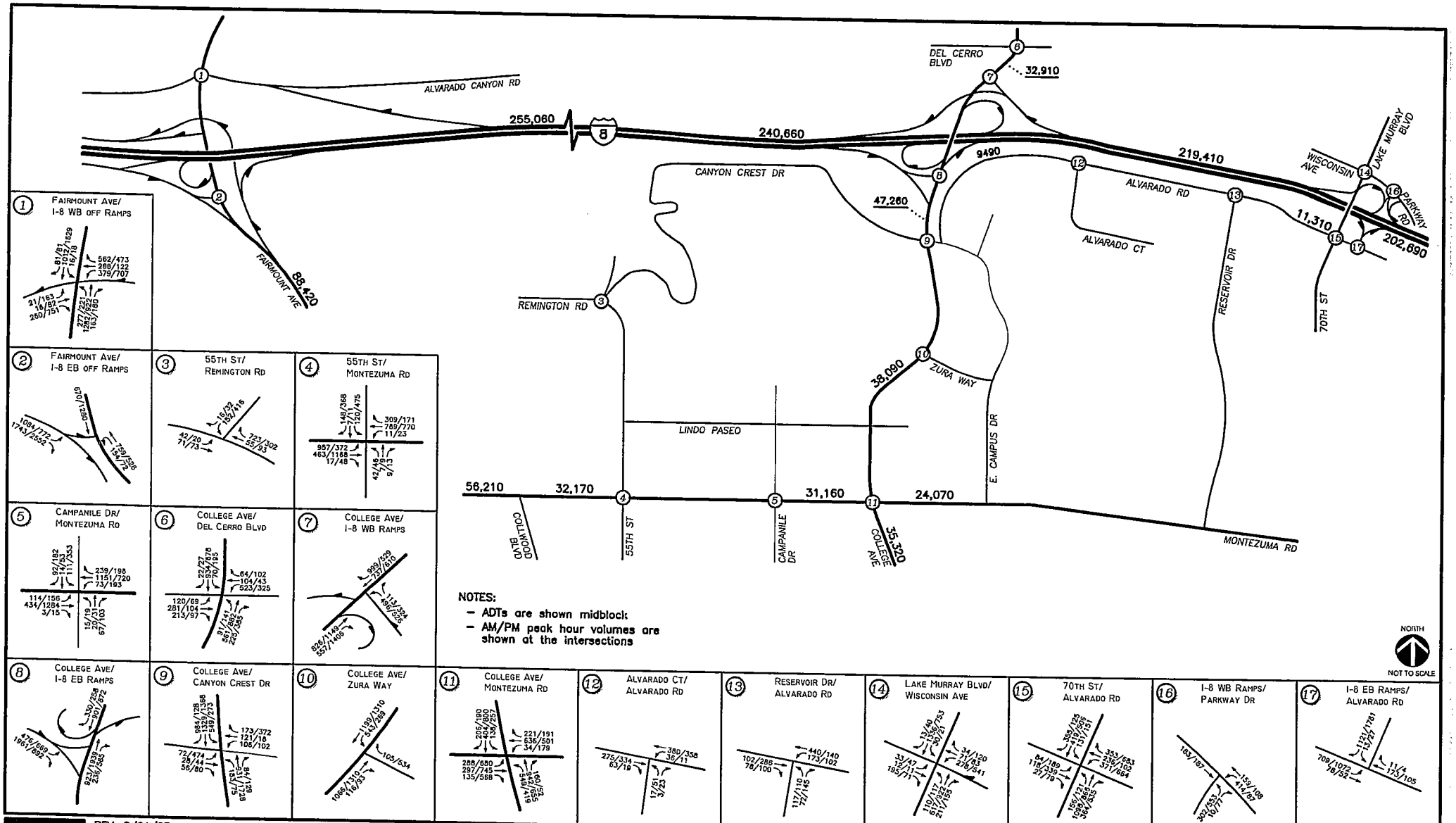

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Figure 9-3

Near-Term (2012) With Project Traffic Volumes AM/PM Peak Hours & ADT

Table 3.14-21
Near-Term (2012)Intersection Operations

Intersection	Control Type	Peak Hour	Near-Term without Project		Near-Term with Project		
			Delay [a]	LOS [b]	Delay	LOS	[e]
1. Fairmount Ave / I-8 WB Off Ramps / Camino del Rio N	Signal	AM	51.1	D	51.1	D	0.0
		PM	169.4	F	169.4	F	0.0
2. Fairmount Ave / I-8 EB Off Ramps	Signal	AM	39.3	D	39.3	D	0.0
		PM	115.7	F	116.3	F	0.6
3. 55th Street / Remington Rd	Signal	AM	9.2	A	9.2	A	0.0
		PM	8.4	A	8.5	A	0.1
4. 55th Street / Montezuma Rd	Signal	AM	110.6	F	111.3	F	0.7
		PM	39.7	D	40.0	D	0.3
5. Campanile Dr / Montezuma Rd	Signal	AM	46.3	D	46.5	D	0.2
		PM	67.3	E	67.8	E	0.5
6. College Ave / Del Cerro Blvd	Signal	AM	75.4	E	**79.2**	**E**	**3.8**
		PM	40.8	D	41.3	D	0.5
7. College Ave / I-8 WB Ramps	Signal	AM	9.9	A	9.9	A	0.0
		PM	10.8	B	11.5	B	0.7
8. College Ave / I-8 EB Ramps	Signal	AM	68.9	E	**72.7**	**E**	**3.8**
		PM	20.1	C	27.6	C	7.5
9. College Ave / Canyon Crest Dr	Signal	AM	80.8	F	**83.7**	F	**2.9**
		PM	>120.0	F	**>120**	F	**>2.0**
10. College Ave / Zura Way	TWSC[c]	AM	16.5	C	16.9	C	0.4
		PM	>120.0	F	**>120**	**F**	**>2.0**
11. College Ave / Montezuma Rd	Signal	AM	104.8	F	**108.0**	**F**	**3.2**
		PM	98.4	F	**100.2**	**F**	**1.8**
12. Alvarado Ct / Alvarado Rd	TWSC[c]	AM	15.8	C	16.1	C	0.3
		PM	15.1	C	15.5	C	0.4
13. Reservoir Dr / Alvarado Rd	Signal	AM	17.7	B	17.8	B	0.1
		PM	21.5	C	21.5	C	0.0
14. Lake Murray Blvd / Parkway Dr	Signal	AM	33.6	C	34.0	C	0.4
		PM	35.3	D	35.7	D	0.4
15. 70th Street / Alvarado Rd	Signal	AM	32.3	C	32.4	C	0.1
		PM	42.6	D	42.6	D	0.0

Table 3.14-21
Near-Term (2012)Intersection Operations

Intersection	Control Type	Peak Hour	Near-Term without Project		Near-Term with Project		
			Delay[a]	LOS[b]	Delay	LOS	Δ[e]
16. I-8 WB Ramps /Parkway Dr	AWSC[d]	AM	23.1	C	23.7	C	0.6
		PM	46.1	E	**49.7**	**E**	**3.6**
17. I-8 EB Ramps / Alvarado Rd	Signal	AM	19.8	B	20.3	C	0.5
		PM	18.7	B	19.3	B	0.6

Notes:
a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. TWSC – Two-Way Stop Controlled intersection. Minor street approach delay is reported.
d. AWSC – All-Way Stop Controlled intersection.
e. Δ denotes project induced delay increase.
General Notes:
Bold/shading represent a potential significant impact

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 < 10.0	A	0.0 < 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
> 80.1	F	> 50.1	F

3.14.8.2.2 Street Segment Operations

Table 3.14-22, Near-Term College Area Street Segment Operations, summarizes the key street segment operations for the near-term project under with and without project conditions. As shown on **Table 3.14-22**, under this scenario, the addition of project traffic would result in significant impacts on the following study area street segments:

- Alvarado Road between East Campus Drive and Reservoir Drive (LOS E)
- Alvarado Road between Reservoir Drive and 70th Street (LOS F)
- College Avenue between I-8 Eastbound Ramps and Zura Way (LOS F)

Table 3.14-22
Near-Term (2012) College Area Street Segment Operations

Segment	LOS E Capacity [a]	Near-Term without Project			Near-Term with Project			V/C
		Volume	LOS [b]	V/C [c]	Volume	LOS	V/C	
Alvarado Road								
E. Campus Dr to Reservoir Dr	10,000	9,220	E	0.92	**9,490**	**E**	**0.95**	**0.03**
Reservoir Dr to 70th St	10,000	11,040	F	1.10	**11,310**	**F**	**1.13**	**0.03**
College Avenue								
Del Cerro Blvd to I-8 EB Ramps	40,000	32,360	D	0.81	32,910	D	0.82	0.01
I-8 EB Ramps to Zura Way	40,000	45,800	F	1.15	**47,260**	**F**	**1.18**	**0.03**
Zura Way to Montezuma Rd	40,000	37,480	E	0.94	38,090	E	0.95	0.01
South of Montezuma Rd	30,000	34,990	F	1.17	35,320	F	1.18	0.01
Montezuma Road								
Fairmount Ave to Collwood Blvd	40,000	56,030	F	1.40	56,210	F	1.41	0.01
Collwood Blvd to 55th St	40,000	31,990	D	0.80	32,170	D	0.80	0.00
55th St to College Ave	30,000	30,990	F	1.03	31,160	F	1.04	0.01
College Ave to E. Campus Dr	30,000	23,870	D	0.80	24,070	D	0.80	0.00
Fairmount Avenue								
Montezuma Rd to I-8	60,000	88,350	F	1.473	88,420	F	1.474	0.001

Notes:

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

Table 3.14-23, Near-Term Del Cerro Street Segment Operations, summarizes the segment operations in the Del Cerro community with the addition of the near-term (2012) project traffic. For purposes of this analysis, it was assumed that both the Upper and Lower Villages of the proposed Adobe Falls Faculty/Staff Housing project component would be fully built out by the year 2012. As shown on **Table 3.14-23**, with the addition of project traffic, all of the roadway segments in the Del Cerro community would operate at acceptable levels of service, and the proposed project would not result in significant impacts. As previously noted, other than Del Cerro Boulevard, all of the other roadways are non-classified streets. According to the City of San Diego Traffic Impact Study Manual, LOS grades, such as A-F, are not applied to these unclassified streets. Therefore, consistent with City standards, **Table 3.14-23** depicts the levels of service as whether the LOS is better than or worse than LOS C.

Table 3.14-23
Near-Term (2012) Del Cerro Street Segment Operations

Segment	~~LOS C Capacity~~Design ADT[a]	Near-Term Without Project		Near-Term With Entire Project	
		Volume	LOS[b]	Volume	LOS
Adobe Falls Road/Mill Peak Road North of Genoa Drive	1,500	410	C+	1,400~~840~~	C+
Arno Drive Helena Pl to Capri Dr	1,500	370	C+	1,170	C+
Capri Drive East of Arno Dr	1,500	720	C+	1,520	C
Del Cerro Boulevard					
Genoa Dr to Capri Dr	5,000	3,640	C	3,950	C
Capri Dr to College Ave	5,000	5,170	D	6,290	D
Genoa Drive Capri Dr to Arno Pl	1,500	400	C+	830	C+
Lambda Drive Rockhurst Dr to College Ave	1,500	600	C+	660	C+
Rockhurst Drive Lambda Dr to College Ave	1,500	500	C+	560	C+

Notes:
a ~~Capacities based on City of San Diego's Roadway Classification and LOS table (See Appendix C)~~Design ADT based on City of San Diego Street Design Manual, November 2002.
b Level of Service
c LOS capacity based on City of San Diego Roadway classification and LOS table (see Draft EIR Appendix N, Appendix C). Capacity utilized since Del Cerro Boulevard is a classified road.

General Notes:
1. C+ equals better than ~~LOS C~~Design ADT.
2. Project volume projections include a 10% decrease in overall Adobe Falls trip generation due to the planned shuttle system from the development to the campus. It is planned that the shuttle system would be implemented once the traffic volumes on the residential roadways reach a point that warrant such a system.

Table 3.14-24
Near-Term (2012) Freeway Ramp Meter Operations

Location/Scenario	Peak Hour	Peak Hour Demand	Ramp Meter Rate (Flow)[a]	Excess Demand	Delay per Lane[b]	Queue per Lane[c]
Fixed Rate Method						
SB Fairmount Ave to EB I-8						
Near-Term	PM	447	492	0	0	0
Near-Term + Project	PM	448	492	0	0	0
Project Increase	PM	1	492	0	0	0
NB College Avenue to WB I-8						
Near-Term	AM	273	318	0	0	0
Near-Term + Project	AM	279	318	0	0	0
Project Increase	AM	6	318	0	0	0
SB College Avenue to WB I-8						
Near-Term	AM	498	318	180	34	4500
Near-Term + Project	AM	500	318	182	34	4550
Project Increase	AM	2	318	2	0	50
NB College Avenue to EB I-8						
Near-Term	PM	571	318	253	48	6325
Near-Term + Project	PM	585	318	267	50	6675
Project Increase	PM	14	318	14	2	350
Maximum Delay Method						
SB Fairmount Ave to EB I-8						
Near-Term	PM	447	492	0	0	0
Near-Term + Project	PM	448	492	0	0	0
Project Increase	PM	1	NA	0	0	0
NB College Avenue to WB I-8						
Near-Term	PM	273	318	0	0	0
Near-Term + Project	PM	279	318	0	0	0
Project Increase	PM	6	NA	0	0	0
SB College Avenue to WB I-8						
Near-Term	PM	498	318	180	15	4500
Near-Term + Project	PM	500	318	182	15	4550
Project Increase	PM	2	NA	2	0	50
NB College Avenue to EB I-8						
Near-Term	PM	571	318	253	15	6325
Near-Term + Project	PM	585	318	267	15	6675
Project Increase	PM	14	NA	14	0	350

Notes:
a. Meter Rates obtained from Caltrans.
b. Delay expressed in minutes per lane.
c. Queue expressed in feet per lane.
General Notes:
Bold & Shading represents a potential significant impact.
NA = Not Applicable.

Table 3.14-25
Near-Term (2012) Freeway Mainline Operations Interstate 8

Scenario	Direction	Number of Lanes	Hourly Capacity [a]	ADT [b]	% K [c]		% D [c]		Truck Factor [d]	Peak Hour Volume [e]		V/C [f]		LOS	
					AM	PM	AM	PM		AM	PM	AM	PM	AM	PM
Near-Term Without Project															
Fairmount Avenue to Waring Road	EB	5M	10,000	254,360	0.075	0.074	0.374	0.604	0.965	7,340	11,723	0.734	1.172	C	F(0)
	WB	~~5~~6M	~~10~~12,000		0.075	0.074	0.626	0.396		12,297	7,677	**1.025** ~~1.230~~	0.**640** ~~768~~	F(0)	C
Waring Road to College Avenue	EB	5M	10,000	239,960	0.075	0.074	0.374	0.604	0.965	6,925	11,060	0.692	1.106	C	F(0)
	WB	5M	10,000		0.075	0.074	0.626	0.396		11,601	7,242	1.160	0.724	F(0)	C
College Avenue to Lake Murray Boulevard	EB	4M + 1A	9,200	219,040	0.073	0.078	0.330	0.600	0.963	5,439	10,637	0.591	1.156	B	F(0)
	WB	5M	10,000		0.073	0.078	0.670	0.400		11,098	7,082	1.110	0.708	F(0)	C
Lake Murray Boulevard to Fletcher Parkway	EB	4M + 1A	9,200	202,120	0.073	0.078	0.330	0.600	0.963	5,018	9,815	0.545	1.067	B	F(0)
	WB	4M	8,000		0.073	0.078	0.670	0.400		10,240	6,535	1.280	0.817	F(1)	D
Near-Term With Project															
Fairmount Avenue to Waring Road	EB	5M	10,000	255,060	0.075	0.074	0.374	0.604	0.965	7366	11751	0.737	1.175	C	F(0)
	WB	~~5~~6M	~~10~~12,000		0.075	0.074	0.626	0.396		12312	7703	**1.026** ~~1.231~~	**0.642** ~~0.770~~	F(0)	C
Waring Road to College Avenue	EB	5M	10,000	240,660	0.075	0.074	0.374	0.604	0.965	6951	11088	0.695	1.109	C	F(0)
	WB	5M	10,000		0.075	0.074	0.626	0.396		11616	7268	1.162	0.727	F(0)	C
College Avenue to Lake Murray Boulevard	EB	4M + 1A	9,200	219,410	0.073	0.078	0.330	0.600	0.963	5445	10651	0.592	1.158	B	F(0)
	WB	5M	10,000		0.0-73	0.078	0.670	0.400		11112	7095	1.111	0.710	F(0)	C
Lake Murray Boulevard to Fletcher Parkway	EB	4M + 1A	9,200	202,690	0.073	0.078	0.330	0.600	0.963	5028	9837	0.547	1.069	B	F(0)
	WB	4M	8,000		0.073	0.078	0.670	0.400		10261	6556	1.283	0.820	F(1)	D

General Notes: Bold and Shading represents a potential significant impact.

Notes:

a. Capacity calculated at 2,000 vehicles per hour per lane and 1,200 vehicles per hour per auxiliary lane (M: Mainline, A: Auxiliary)
b. Existing Average Daily Traffic Volumes from CALTRANS
c. Peak Hour Percentage (K) and Direction Split (D) from CALTRANS "2005 Traffic Volumes", June 2006 (Appendix D)
d. Truck Factor from "2005 Annual Average Daily Truck Traffic on the California State Highway System", November 2006 (Appendix D)
e. Peak Hour Volume = ((ADT)(K)(D)/Truck Factor)
f. V/C = ((ADT)(K)(D)/Truck Factor/Capacity)

FREEWAY V/C / LOS THRESHOLDS		FREEWAY V/C / LOS THRESHOLDS	
V / C	LOS	V / C	LOS
< 0.41	A	1.25	F(0)
0.62	B	1.35	F(1)
0.80	C	1.45	F(2)
0.92	D	> 1.46	F(3)
1.00	E		

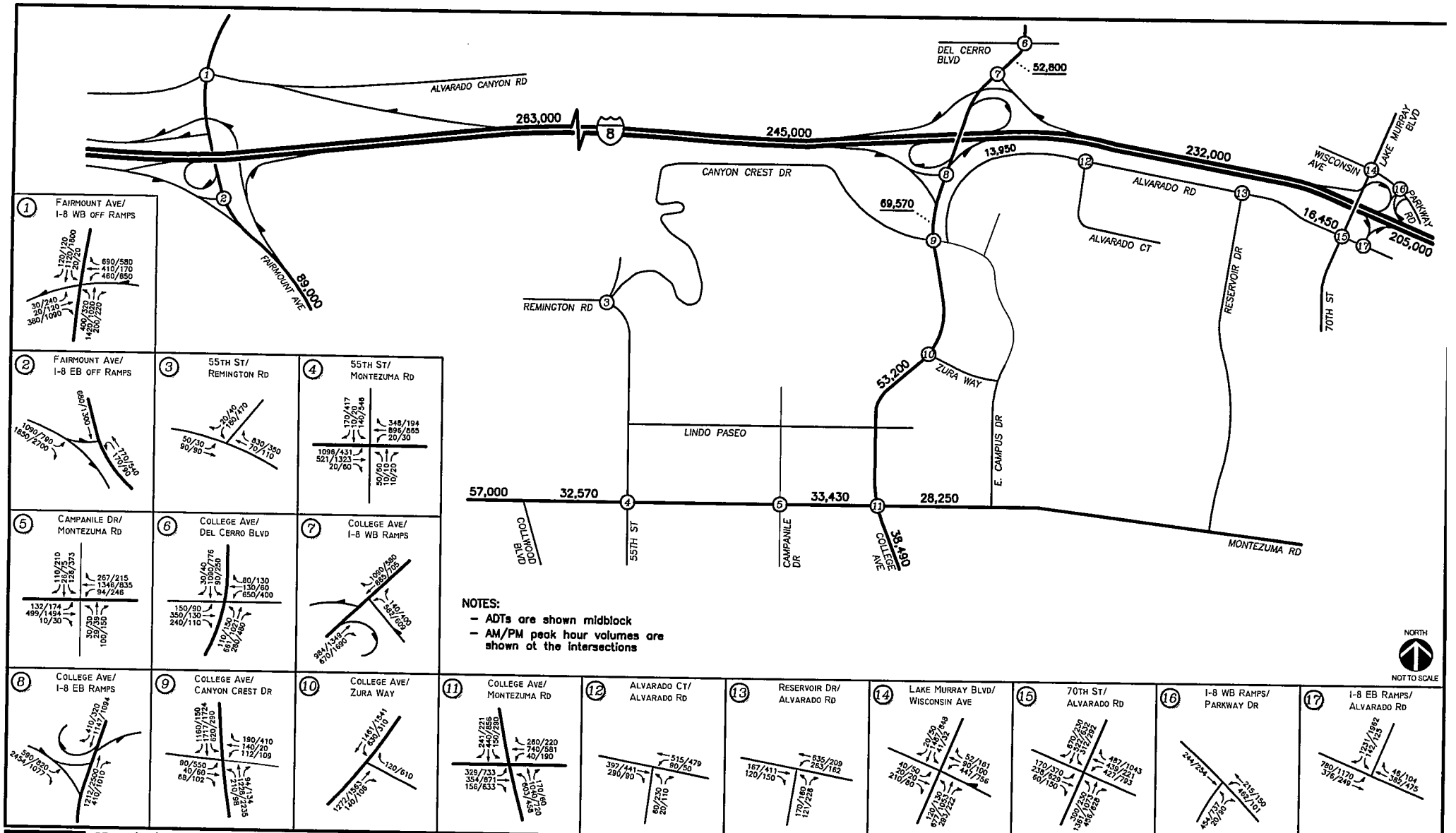

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Figure 10-1

Horizon Year (2030) without Project Traffic Volumes AM/PM Peak Hours & ADT

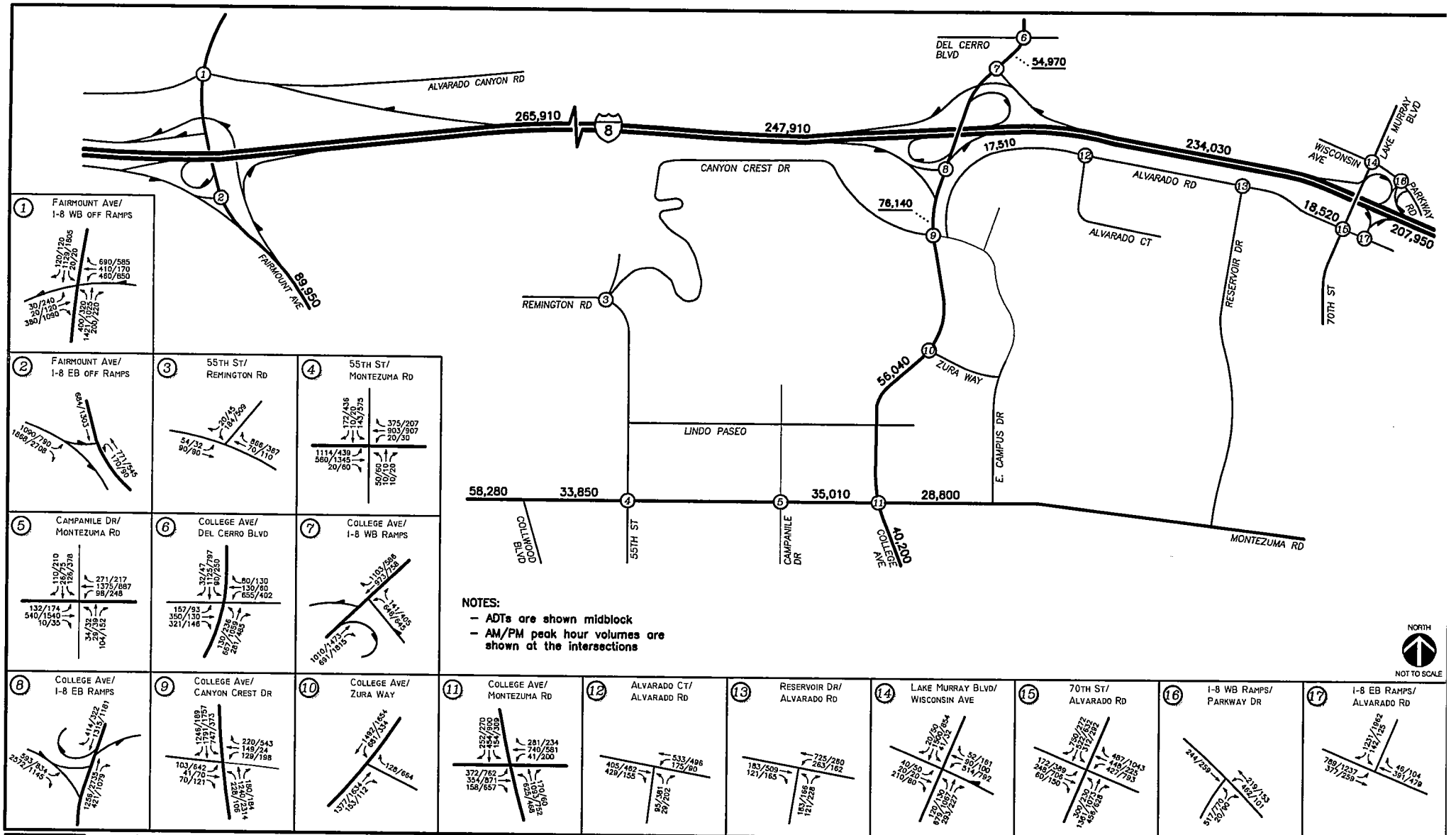

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Figure 10-2

Horizon Year (2030) With Project Traffic Volumes AM/PM Peak Hours & ADT

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Table 3.14-26
Horizon Year (2030) Intersection Operations

Intersection	Control Type	Peak Hour	Horizon Year without Project		Horizon Year with Project		
			Delay	LOS	Delay	LOS	Δe
1. Fairmount Ave / I-8 WB Off Ramp / Camino del Rio N	Signal	AM	92.6	F	**96.1**	F	**3.5**
		PM	286.7	F	287.5	F	0.8
2. Fairmount Ave / I-8 EB Off Ramp	Signal	AM	43.0	D	43.8	D	0.8
		PM	140.5	F	140.9	F	0.4
3. 55th Street / Remington Rd	Signal	AM	10.2	B	10.4	B	0.2
		PM	9.1	A	9.1	A	0.0
4. 55th Street / Montezuma Rd	Signal	AM	>120	F	**>120**	F	**>2.0**
		PM	56.9	E	**66.7**	E	**9.8**
5. Campanile Dr / Montezuma Rd	Signal	AM	84.0	F	**90.0**	F	**6.0**
		PM	101.3	F	**105.8**	F	**4.5**
6. College Ave / Del Cerro Blvd	Signal	AM	>120	F	**>120**	F	**>2.0**
		PM	63.1	E	**69.6**	E	**6.5**
7. College Ave / I-8 WB Ramps	Signal	AM	10.5	B	11.1	B	0.6
		PM	51.8	D	**65.0**	E	**13.2**
8. College Ave / I-8 EB Ramps	Signal	AM	>120	F	**>120**	F	**>2.0**
		PM	109.9	F	**>120**	F	**>2.0**
9. College Ave / Canyon Crest Dr	Signal	AM	>120	F	**>120**	F	**>2.0**
		PM	>120	F	**>120**	F	**>2.0**
10. College Ave / Zura Way	TWSC[c]	AM	21.1	C	24.3	C	3.2
		PM	>120	F	**>120**	F	**>2.0**
11. College Ave / Montezuma Rd	Signal	AM	>120	F	**>120**	F	**>2.0**
		PM	>120	F	**>120**	F	**>2.0**
12. Alvarado Ct / Alvarado Rd	TWSC[c]	AM	54.1	F	**>120**	F	**>2.0**
		PM	35.4	D	**>120**	F	**>2.0**
13. Reservoir Dr / Alvarado Rd	Signal	AM	21.6	C	23.4	C	1.8
		PM	36.5	D	**67.9**	E	**31.4**
14. Lake Murray Blvd / Parkway Dr	Signal	AM	72.7	E	**90.5**	F	**17.8**
		PM	65.4	E	**71.6**	E	**5.8**
15. 70th Street / Alvarado Rd	Signal	AM	81.1	F	**92.7**	F	**11.6**
		PM	119.3	F	**>120**	F	**>2.0**
16. I-8 WB Ramps /Parkway Dr	AWSC[d]	AM	61.3	F	**80.5**	F	**19.2**
		PM	>120	F	**>120**	F	**>2.0**
17. I-8 EB Ramps / Alvarado Rd	Signal	AM	24.3	C	24.8	C	0.5
		PM	101.4	F	**105.1**	F	**3.7**

Notes:
a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. TWSC – Two-Way Stop Controlled intersection. Minor street approach delay is reported.
d. AWSC – All-Way Stop Controlled intersection.
e. Δ denotes project induced delay increase.
General Notes:
Bold and shading represents a potential significant impact

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 < 10.0	A	0.0 < 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
> 80.1	F	> 50.1	F

Table 3.14-27
Horizon Year (2030) Segment Operations

Segment	LOS E Capacity [a]	Horizon Year without Project			Horizon Year with Project			V/C
		Volume	LOS [b]	V/C [c]	Volume	LOS	V/C	
Alvarado Road								
E. Campus Dr to Reservoir Dr	10,000	13,950	F	1.40	**17,510**	**F**	**1.75**	**0.35**
Reservoir Dr to 70th St	10,000	16,450	F	1.65	**18,520**	**F**	**1.85**	**0.20**
College Avenue								
Del Cerro Blvd to I-8 EB Ramps	40,000	52,800	F	1.32	**54,970**	**F**	**1.37**	**0.05**
I-8 EB Ramps to Zura Way	40,000	69,570	F	1.74	**76,140**	**F**	**1.90**	**0.16**
Zura Way to Montezuma Rd	40,000	53,200	F	1.33	**56,040**	**F**	**1.40**	**0.07**
South of Montezuma Rd	30,000	38,490	F	1.28	**40,200**	**F**	**1.34**	**0.06**
Montezuma Road								
Fairmount Ave to Collwood Blvd	40,000	57,000	F	1.43	**58,280**	**F**	**1.46**	**0.03**
Collwood Blvd to 55th St	40,000	32,570	D	0.81	33,850	D	0.85	0.04
55th St to College Ave	30,000	33,430	F	1.11	**35,010**	F	**1.17**	**0.06**
College Ave to E. Campus Dr	30,000	28,250	E	0.94	28,800	E	0.96	0.02
Fairmount Avenue								
Montezuma Rd to I-8	60,000	89,000	F	1.483	89,530	F	1.492	0.009

Notes:

a. Capacities based on City of San Diego's Roadway Classification & LOS table (See Appendix C).

b. Average Daily Traffic

c. Volume to Capacity ratio

Table 3.14-27A
Horizon-Year (2030) Del Cerro Street Segment Operations

Segment	~~LOS C Capacity~~ Design ADT[a]	Horizon-Year Without Project		Horizon-Year With Project	
		Volume	LOS[b]	Volume	LOS
Adobe Falls Road/Mill Peak Road North of Genoa Drive	1,500	410	C+	~~840~~1,400	C+
Arno Drive Helena Pl to Capri Dr	1,500	370	C+	1,170	C+
Capri Drive East of Arno Dr	1,500	720	C+	1,520	C
Del Cerro Boulevard					
Genoa Dr to Capri Dr	5,000	3,640	C	3,950	C
Capri Dr to College Ave	5,000	5,170	D	6,290	D
Genoa Drive Capri Dr to Arno Pl	1,500	400	C+	830	C+
Lambda Drive Rockhurst Dr to College Ave	1,500	600	C+	660	C+
Rockhurst Drive Lambda Dr to College Ave	1,500	500	C+	560	C+

Notes:
a ~~Capacities based on City of San Diego's Roadway Classification and LOS table (See Appendix C)~~Design ADT based on City of San Diego Street Design Manual, November 2002.
b Level of Service
c LOS capacity based on City of San Diego Roadway Classification and LOS table (see Draft EIR Appendix N, Appendix C.) Capacity utilized since Del Cerro Boulevard is a classified road.

General Notes:
1. C+ equals better than ~~LOS C~~Design ADT.
2. Project volume projections include a 10% decrease in overall Adobe Falls trip generation due to the planned shuttle system from the development to the campus. It is planned that the shuttle system would be implemented once the traffic volumes on the residential roadways reach a point that warrant such a system.

3.14.8.3.3 Ramp Meter Operations

Table 3.14-28, Horizon Year Ramp Meter Operations, summarizes the Horizon Year project freeway ramp meter operations under with and without project conditions.

Using the fixed rate method, the northbound College Avenue on-ramp to westbound I-8 is projected to operate with a 5-minute delay, a project increase of 2 minutes; the southbound College Avenue on-ramp to westbound I-8 is projected to operate with a 44-minute delay, a project increase of 1 minute; and, the northbound College Avenue on-ramp to the eastbound I-8 is projected to operate with a 144-minute delay, a project increase of 13 minutes. A ramp meter delay longer than 15 minutes is considered to be unacceptable.

Table 3.14-28
Horizon Year (2030) Freeway Ramp Meter Operations

Location/Scenario	Peak Hour	Peak Hour Demand	Ramp Meter Rate (Flow)[a]	Excess Demand	Delay per Lane[b]	Queue per Lane[c]
Fixed Rate Method						
SB Fairmount Ave to EB I-8						
Horizon Year	PM	450	492	0	0	0
Horizon Year + Project	PM	452	492	0	0	0
Project Increase	PM	2	492	0	0	0
NB College Avenue to WB I-8						
Horizon Year	AM	335	318	17	3	425
Horizon Year + Project	AM	346	318	28	5	700
Project Increase	AM	11	318	11	2	275
SB College Avenue to WB I-8						
Horizon Year	AM	545	318	227	43	5675
Horizon Year + Project	AM	552	318	234	44	5850
Project Increase	AM	7	318	7	1	175
NB College Avenue to EB I-8						
Horizon Year	PM	1010	318	692	131	17300
Horizon Year + Project	PM	1079	318	761	144	19025
Project Increase	PM	69	318	69	**13**	1725
Maximum Delay Method						
SB Fairmount Ave to EB I-8						
Horizon Year	PM	450	492	0	0	0
Horizon Year + Project	PM	454	492	0	0	0
Project Increase	PM	2	NA	0	0	0
NB College Avenue to WB I-8						
Horizon Year	PM	335	318	17	0	425
Horizon Year + Project	PM	346	318	28	0	700
Project Increase	PM	11	NA	11	0	275
SB College Avenue to WB I-8						
Horizon Year	PM	545	318	227	15	5675
Horizon Year + Project	PM	552	318	234	15	5850
Project Increase	PM	7	NA	7	1	175
NB College Avenue to EB I-8						
Horizon Year	PM	1010	318	692	15	17300
Horizon Year + Project	PM	1079	318	761	15	19025
Project Increase	PM	69	NA	69	13	1725

Notes:
a. Meter Rates obtained from Caltrans.
b. Delay expressed in minutes per lane.
c. Queue expressed in feet per lane.
General Notes:
Bold & Shading represents a potential significant impact.
NA = Not Applicable.

Table 3.14-29
Horizon Year (2030) Freeway Mainline Operations Interstate 8

Scenario	Direction	Number of Lanes	Hourly Capacity [a]	ADT [b]	% K [c]		% D [c]		Truck Factor [d]	Peak Hour Volume [e]		V/C [f]		LOS	
					AM	PM	AM	PM		AM	PM	AM	PM	AM	PM
Horizon Year Without Project															
Fairmount Avenue to Waring Road	EB	5M	10,000	263,000	0.075	0.074	0.374	0.604	0.965	7,590	12,122	0.759	1.212	C	F(0)
	WB	~~5~~6M	~~10~~12,000		0.075	0.074	0.626	0.396		12,714	7,937	1.060 ~~1.271~~	0.661 ~~0.794~~	F(1)	C
Waring Road to College Avenue	EB	5M	10,000	245,000	0.075	0.074	0.374	0.604	0.965	7,070	11,292	0.707	1.129	C	F(0)
	WB	5M	10,000		0.075	0.074	0.626	0.396		11,844	7,394	1.184	0.739	F(0)	C
College Avenue to Lake Murray Boulevard	EB	4M + 1A	9,200	232,000	0.073	0.078	0.330	0.600	0.963	5,760	11,266	0.626	1.225	C	F(0)
	WB	5M	10,000		0.073	0.078	0.670	0.400		11,754	7,501	1.175	0.750	F(0)	C
Lake Murray Boulevard to Fletcher Parkway	EB	4M + 1A	9,200	205,000	0.073	0.078	0.330	0.600	0.963	5,090	9,955	0.553	1.082	B	F(0)
	WB	4M	8,000		0.073	0.078	0.670	0.400		10,386	6,628	1.298	0.829	F(1)	D
Horizon Year With Project															
Fairmount Avenue to Waring Road	EB	5M	10,000	265,910	0.075	0.074	0.374	0.604	0.965	7711	12204	0.771	**1.220**	C	**F(0)**
	WB	~~5~~6M	~~10~~12,000		0.075	0.074	0.626	0.396		12748	8068	1.062 ~~1.275~~	0.672 ~~0.807~~	F(1)	~~D~~C
Waring Road to College Avenue	EB	5M	10,000	247,910	0.075	0.074	0.374	0.604	0.965	7191	11374	0.719	**1.137**	C	**F(0)**
	WB	5M	10,000		0.075	0.074	0.626	0.396		11878	7525	1.188	0.753	F(0)	C
College Avenue to Lake Murray Boulevard	EB	4M + 1A	9,200	234,030	0.073	0.078	0.330	0.600	0.963	5775	11337	0.628	**1.232**	C	**F(0)**
	WB	5M	10,000		0.073	0.078	0.670	0.400		11819	7542	**1.182**	0.754	**F(0)**	C
Lake Murray Boulevard to Fletcher Parkway	EB	4M + 1A	9,200	207,950	0.073	0.078	0.330	0.600	0.963	5114	10093	0.556	**1.097**	B	**F(0)**
	WB	4M	8,000		0.073	0.078	0.670	0.400		10514	6702	**1.314**	0.838	**F(1)**	D

General Notes: Bold and Shading—represents a potential significant impact.

Notes:

a. Capacity calculated at 2,000 vehicles per hour per lane and 1,200 vehicles per hour per auxiliary lane (M: Mainline, A: Auxiliary)
b. Existing Average Daily Traffic Volumes from CALTRANS
c. Peak Hour Percentage (K) and Direction Split (D) from CALTRANS "2005 Traffic Volumes", June 2006 (Appendix D)
d. Truck Factor from "2005 Annual Average Daily Truck Traffic on the California State Highway System", November 2006 (Appendix D)
e. Peak Hour Volume = ((ADT)(K)(D)/Truck Factor)
f. V/C = ((ADT)(K)(D)/Truck Factor/Capacity)

FREEWAY V/C / LOS THRESHOLDS		FREEWAY V/C / LOS THRESHOLDS	
V / C	LOS	V / C	LOS
< 0.41	A	1.25	F(0)
0.62	B	1.35	F(1)
0.80	C	1.45	F(2)
0.92	D	> 1.46	F(3)
1.00	E		

3.14.8.3.5.2 Near-Term Project

Table 3.14-31, Near-Term ILV Operations, summarizes the results of the near-term with and without project ILV analysis. As shown in **Table 3.14-31**, under the without project scenario, the Fairmount Avenue / I-8 EB Off Ramp is projected to operate under capacity in the AM peak hour and near capacity in the PM peak hour; the College Avenue / I-8 interchange is projected to operate under capacity in the AM and PM peak hours, with the exception of the College Avenue / I-8 EB Ramp, which is projected to operate near capacity in the PM peak hour; and, the I-8 EB Ramps / Alvarado Road intersection is calculated to operate under capacity in the AM and PM peak hours.

As shown in **Table 3.14-31**, with the addition of near-term project traffic, the Fairmount Avenue / I-8 EB Off Ramp is projected to continue to operate under capacity in the AM peak hour and near capacity in the PM peak hour; the College Avenue / I-8 interchange is projected to continue to operate under capacity in the AM and PM peak hours, with the exception of the College Avenue / I-8 EB Ramp, which is calculated to continue operate near capacity in the PM peak hour; and the I-8 EB Ramps / Alvarado Road intersection is projected to operate under capacity in the AM and PM peak hours.

Table 3.14-31
Near-Term (2012) ILV Operations

Intersection	Peak Hour	Near-Term without Project		Near-Term with Project	
		Total Operating Level (ILV / Hour)	Capacity	Total Operating Level (ILV / Hour)	Capacity
Fairmount Ave / I-8 EB Off Ramp	AM	922	Under	961	Under
	PM	1350	Near	1350	Near
College Ave / I-8 WB Ramps	AM	649	Under	661	Under
	PM	816	Under	838	Under
College Ave / I-8 EB Ramps	AM	690	Under	700	Under
	PM	1277	Near	1305	Near
I-8 EB Ramps / Alvarado Rd	AM	733	Under	734	Under
	PM	995	Under	996	Under

General Notes:
1. See Appendix L for ILV calculation sheets.

3.14.8.3.5.3 Horizon Year Project

Table 3.14-32, Horizon Year ILV Operations, summarizes the results of the Horizon Year with and without project ILV analysis. As shown in **Table 3.14-32**, under the without project

scenario, the Fairmount Avenue / I-8 EB Off Ramp is projected to operate under capacity in the AM peak hour and near capacity in the PM peak hour; the College Avenue / I-8 WB Ramp is projected to operate under capacity in the AM and PM peak hours; the College Avenue / I-8 EB Ramp is projected to operate under capacity in the AM peak hour and over capacity in the PM peak hour; and the I-8 EB Ramps / Alvarado Road intersection is projected to operate under capacity in the AM peak hour and near capacity in the PM peak hour.

As shown in **Table 3.14-32**, with the addition of 2024/25 buildout project traffic, the Fairmount Avenue / I-8 EB Off Ramp is projected to continue operate under capacity in the AM peak hour and near capacity in the PM peak hour; the College Avenue / I-8 WB Ramp is projected to continue to operate under capacity in the AM and PM peak hours; the College Avenue / I-8 EB Ramp is projected to operate under capacity in the AM peak hour and over capacity in the PM peak hour; and the I-8 EB Ramps / Alvarado Road intersection is projected to continue to operate under capacity in the AM peak hour and near capacity in the PM peak hour.

Table 3.14-32
Horizon Year (2012) ILV Operations

Intersection	Peak Hour	Horizon Year without Project		Horizon Year with Project	
		Total Operating Level (ILV / Hour)	Capacity	Total Operating Level (ILV / Hour)	Capacity
Fairmount Ave / I-8 EB Off Ramp	AM	1014	Under	1021	Under
	PM	1424	Near	1427	Near
College Ave / I-8 WB Ramps	AM	783	Under	828	Under
	PM	980	Under	1080	Under
College Ave / I-8 EB Ramps	AM	901	Under	955	Under
	PM	1660	Over	1785	Over
I-8 EB Ramps / Alvarado Rd	AM	998	Under	1007	Under
	PM	1456	Near	1460	Near

General Notes:
1. See Appendix L for ILV calculation sheets.

3.14.8.3.6 Adobe Falls Faculty/Staff Housing Lower Village

Under the proposed project, access to the Adobe Falls Faculty/Staff Housing project component would be provided either through the Del Cerro community *via* Mill Peak Road and Adobe Falls Road, or by way of an alternate access route. The analysis presented above is premised on access to the Adobe Falls site *via* Mill Peak Road and the eastern portion of Adobe Falls Road (east).

F. Street Segments

F–1. Alvarado Road: E. Campus Drive to Reservoir Drive

F–2. Alvarado Road: Reservoir Drive to 70th Street

F–3. College Avenue: Del Cerro Boulevard to I-8 Eastbound Ramps

F–4. College Avenue: I-8 Eastbound Ramps to Zura Way

F–5. College Avenue: Zura Way to Montezuma Road

F–6. College Avenue: South of Montezuma Road

F–7. Montezuma Road: Fairmount Avenue to Collwood Boulevard

F–8. Montezuma Road: 55th Street to College Avenue

G. Freeway Ramp Meters

G–1. Northbound College Avenue to eastbound I-8

H. Freeway Mainline Segments

H–1. Interstate 8: Fairmount Avenue to Waring Road (eastbound)

H–2. Interstate 8: Waring Road to College Avenue (eastbound)

H–3. Interstate 8: College Avenue to Lake Murray Boulevard (eastbound and westbound)

H–4. Interstate 8: Lake Murray Boulevard to Fletcher Parkway (eastbound and westbound)

I. Del Cerro Community Vehicle Speeds

I–1. Potential residential street speed issues.

While the roadway segment analysis indicates that the residential streets within the vicinity of the Adobe Falls development can accommodate the additional traffic from a traffic capacity standpoint, vehicle speeds on residential streets may result in a potentially significant impact.

J. Construction-Related Impacts

J-1. Traffic impacts relating to construction of the proposed project are potentially significant, especially in relation to construction affecting Alvarado Road and the Alvarado Hospital.

3.14.13.2 Mitigation Measures

The mitigation measures proposed below are recommended to mitigate the significant Near-Term and Horizon Year impacts associated with the proposed project~~.~~, **and are consistent with the California Supreme Court's decision in *City of Marina v. Board of Trustees of The California State University* (2006) 39 Cal.4th 341. (See, Final EIR Section 9.3, Responses to Comments, General Response 3, City of Marina Compliance.)**

3.14.13.2.1 Near-Term (2012) Mitigation Measures

Intersections

TCP-1 A–1. College Avenue / Del Cerro Boulevard. **Subject to funding by the state Legislature,** SDSU shall contribute to the City of San Diego its fair-share of the costs to provide two left-turn lanes and one shared through/right-turn lane on the westbound approach.

TCP-2 A–2. College Avenue / I-8 Eastbound Ramps. SDSU shall **support** ~~contribute to the City of San Diego~~ **Caltrans in its efforts to obtain funding from the state Legislature for the** ~~its~~ fair-share of the costs to provide an additional (third) northbound through lane on College Avenue.

TCP-3 A–3. College Avenue / Canyon Crest Drive. **Subject to funding by the state Legislature,** SDSU shall contribute to the City of San Diego its fair-share of the costs to provide an additional (third) northbound through lane on College Avenue.

TCP-4 A–4. College Avenue / Zura Way. **Subject to funding by the state Legislature,** SDSU shall contribute to the City of San Diego its fair-share of the costs to install a traffic signal at the intersection. Alternatively, the City could prohibit southbound left-turns at the intersection, which would require an additional southbound left-turn lane at the College Avenue / Montezuma Road intersection.

TCP-5 A–5. College Avenue / Montezuma Road. **Subject to funding by the state Legislature,** SDSU shall contribute to the City of San Diego its fair-share of the costs to provide an additional (third) northbound through lane and an exclusive northbound right-turn lane on College Avenue.

TCP-6 A–6. I-8 WB Ramps/ Parkway Drive. SDSU shall **support** ~~contribute to the City of San Diego~~ **Caltrans in its efforts to obtain funding from the state Legislature for the** ~~its~~ fair-share of the costs to install a traffic signal at the intersection.

Street Segments

TCP-7 B–1. Alvarado Road: E. Campus Drive to Reservoir Drive. **Subject to funding by the state Legislature,** SDSU shall contribute to the City of San Diego its fair-share of the costs to widen Alvarado Road (on the south side) to two through lanes plus a two-way-left-turn lane between College Avenue and 70th Street, and realign Alvarado Road to remove existing substandard curves.

TCP-8 B–2. Alvarado Road: Reservoir Drive to 70th Street. **Subject to funding by the state Legislature,** SDSU shall contribute to the City of San Diego its fair-share of the costs to widen Alvarado Road (on the south side) to two through lanes plus a two-way-left-turn lane between College Avenue and 70th Street, and realign Alvarado Road to remove existing substandard curves.

TCP-9 B–3. College Avenue: I-8 Eastbound Ramps to Zura Way. **Subject to funding by the state Legislature,** SDSU shall contribute to the City of San Diego its fair-share of the costs to provide an additional (third) northbound through lane on College Avenue between I-8 and Zura Way.

Freeway Ramp Meter

TCP-10 C–1. Northbound College Avenue to I-8 Eastbound. SDSU shall **support** ~~contribute to the City of San Diego~~ **Caltrans in its efforts to obtain funding from the state Legislature for the** ~~its~~ fair-share of the costs to provide an additional single occupancy vehicle ("SOV") storage lane on the I-8 Eastbound On-Ramp from College Avenue (northbound).

3.14.13.2.2 Horizon Year (2030) Mitigation Measures

Intersections

TCP-11 E–1. Fairmount Ave / I-8 WB Off Ramp / Camino del Rio North. SDSU shall **support** ~~contribute to the City of San Diego~~ **Caltrans in its efforts to obtain funding from the state Legislature for the** ~~its~~ fair-share of the costs to widen Fairmount Avenue between Mission Gorge Road and I-8 to a six-lane facility.

TCP-12 E–2. 55th Street / Montezuma Road. **Subject to funding by the state Legislature,** SDSU shall contribute to the City of San Diego its fair-share of the

costs to provide a dedicated westbound right-turn lane at the 55th Street / Montezuma Road intersection.

TCP-13 E–3. Campanile Drive / Montezuma Road. **Subject to funding by the state Legislature,** SDSU shall contribute to the City of San Diego its fair-share of the costs to provide a second southbound left-turn lane, and a dedicated right-turn lane on the northbound approach.

E–4. College Avenue / Del Cerro Boulevard. The provision of additional lanes at the College Avenue / Del Cerro Boulevard intersection (Mitigation Measure TCP-1, A–1) would mitigate this impact.

TCP-14 E–5. College Avenue / I-8 WB Ramps. SDSU shall **support** ~~contribute to the City of San Diego~~ **Caltrans in its efforts to obtain funding from the state Legislature for the**~~its~~ fair-share of the costs to provide three northbound lanes and two southbound lanes on the College Avenue bridge over I-8 . It should be noted that the contribution of a fair share would not fully mitigate this cumulative impact.

E–6. College Avenue / I-8 EB Ramps. The provision of an additional northbound through lane on College Avenue (Mitigation Measure TCP-2, A-2) would mitigate this impact to the extent feasible. It should be noted that the contribution of a fair share would not fully mitigate this cumulative impact.

TCP-15 E–7. College Avenue / Canyon Crest Drive. **Subject to funding by the state Legislature,** SDSU shall contribute to the City of San Diego its fair-share of the costs to provide an additional dedicated left-turn lane on both the eastbound and westbound approaches. This fair share contribution along with the provision of the additional northbound through lane on College Avenue (Mitigation Measure TCP-9, B-3) would mitigate this impact.

E–8. College Avenue / Zura Way. The fair-share contribution towards installing a traffic signal at the College Avenue / Zura Way intersection (Mitigation Measure TCP-4, A-4) would mitigate this impact.

TCP-16 E–9. College Avenue / Montezuma Road. **Subject to funding by the state Legislature,** SDSU shall contribute to the City of San Diego its fair-share of the costs to provide a dedicated right-turn lane on the northbound approach. This fair share contribution along with the provision of the additional lanes at the College Avenue / Montezuma Road intersection (Mitigation Measure TCP-5, A-5) would mitigate this impact.

TCP-17 E–10. Alvarado Court / Alvarado Road. **Subject to funding by the state Legislature,** SDSU shall contribute to the City of San Diego its fair-share of the costs to install a traffic signal at the Alvarado Court / Alvarado Road intersection, and shall contribute its fair share of the costs to provide a dedicated right-turn lane on the eastbound approach, and a dedicated left-turn lane on the westbound approach.

TCP-18 E–11. Reservoir Drive / Alvarado Road. **Subject to funding by the state Legislature,** SDSU shall contribute to the City of San Diego its fair-share of the costs to provide a dedicated right-turn lane on the eastbound approach.

TCP-19 E–12. Lake Murray Boulevard / Wisconsin Drive / Parkway Drive. **Subject to funding by the state Legislature,** SDSU shall contribute to the City of ~~San Diego~~ **La Mesa** its fair-share of the costs to provide an additional left-turn lane on the westbound approach.

TCP-20 E–13. 70th Street / Alvarado Road. **Subject to funding by the state Legislature,** SDSU shall contribute to the City of ~~San Diego~~**La Mesa** its fair-share of the costs to **provide a second southbound left-turn lane on 70th Street at Alvarado Road.**~~widen 70th Street to six lanes through the Alvarado Road intersection and over the I-8 bridge (70th Street will transition to four through lanes north of I-8 and south of Alvarado Road), and its fair share of the costs to provide an additional right-turn lane on the southbound approach.~~

E–14. I-8 WB Ramps / Parkway Drive. The installation of a traffic signal at the I-8 WB Ramps/Parkway Drive intersection (Mitigation Measure TCP-6, A-6) would mitigate this impact.

TCP-21 E–15. I-8 EB Ramps / Alvarado Road. SDSU shall **support** ~~contribute to the City of San Diego~~ **Caltrans in its efforts to obtain funding from the state Legislature for the** ~~its~~ fair-share of the costs to provide an additional through lane on the westbound approach.

Street Segments

F–1. Alvarado Road: E. Campus Drive to Reservoir Drive. The Community Plan classification for Alvarado Road is a three-lane Collector. In order to fully mitigate the horizon year impact to Alvarado Road, the road would need to be widened to four-lane Collector standards. **This mitigation is considered infeasible because: (i) the right-of-way necessary to add a fourth lane is not available due to the recent construction of the trolley tracks on the north side of the street and the existing buildings and parking areas on the south side of the street; and (ii) the addition of a fourth lane is beyond the Community Plan designation of the roadway as a three-lane Collector. For these reasons, the addition of a fourth lane is not capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors. (CEQA Guidelines section 15364.)** ~~Since this is beyond the Community Plan designation of the roadway, improvements to four lanes is not considered feasible, and~~ **Therefore,** the impact is considered partially mitigated.

F–2. Alvarado Road: Reservoir Drive to 70th Street. The Community Plan classification for Alvarado Road is a three-lane Collector. In order to fully mitigate the horizon year impact to Alvarado Road, the road would need to be widened to four-lane Collector standards. **This mitigation is considered infeasible because: (i) the right-of-way necessary to add a fourth lane is not available due to the recent construction of the trolley tracks on the north side of the street and the existing buildings and parking areas on the south side of the street; and (ii) the addition of a fourth lane is beyond the Community Plan designation of the roadway as a three-lane Collector. For these reasons, the addition of a fourth lane is not capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors. (CEQA Guidelines section 15364.)** ~~Since this is beyond~~

~~the Community Plan designation of the roadway, improvements to four-lanes is not considered feasible, and~~ **Therefore,** the impact is considered partially mitigated.

F–3. College Avenue: Del Cerro Boulevard to I-8 Eastbound Ramps. The provision of additional lanes at the College Avenue / Del Cerro Boulevard intersection, an additional northbound through lane on College Avenue, and the fair share contribution required by Mitigation Measure TCP-14 would mitigate this impact.

F–4. College Avenue: I-8 Eastbound Ramps to Zura Way. The provision of an additional (third) northbound through lane on College Avenue between I-8 EB Ramps and Zura Way (Mitigation Measure TCP-9, B-3) would mitigate this impact.

TCP-29 F–5. College Avenue: Zura Way to Montezuma Road. ~~The provision of~~ **Subject to funding by the state Legislature, SDSU shall contribute to the City of San Diego its fair-share of the costs to provide** an additional (third) northbound through lane on College Avenue between Zura Way and Montezuma Road ~~would mitigate this impact~~.

F–6. College Avenue: South of Montezuma Road. The provision of additional lanes at the College Avenue / Montezuma Road intersection (Mitigation Measure TCP-5, A–5) would mitigate this impact.

F–7. Montezuma Road: Fairmount Avenue to Collwood Boulevard. **The Community Plan classification for** ~~Since~~ this portion of Montezuma Road is classified as a 4-lane major~~.~~ **. In order to fully mitigate the horizon year impact to this portion of Montezuma Road, the road would need to be widened to six lanes. This mitigation is considered infeasible because: (i) the right-of-way necessary to add a fifth and sixth lane is not available due to the existing topography; and (ii) the addition of a fifth and sixth lane is beyond the Community Plan designation for this portion of Montezuma Road. For these reasons, the addition of a fifth and sixth lane is not capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and**

technological factors. (CEQA Guidelines section 15364.)~~and it is not feasible to widen this portion of Montezuma Road to six lanes,~~ Therefore, this impact is considered significant and not mitigated.

TCP-22 F–8. Montezuma Road: 55th Street to College Avenue. Subject to funding by the state Legislature, SDSU shall contribute to the City of San Diego its fair-share of the costs to improve Montezuma Road between 55th Street and College Avenue to four-lane Major Arterial standards.

Freeway Ramp Meters

G–1. Northbound College Avenue to I-8 Eastbound. The provision of an additional SOV storage lane on the I-8 Eastbound On-Ramp from College Avenue (northbound) would mitigate this impact (TCP 10, C-1).

Freeway Mainline

TCP-28 H–1. Interstate 8: Fairmount Avenue to Waring Road (eastbound). SDSU shall support Caltrans in its efforts to obtain funding from the state Legislature for the~~contribute its~~ fair-share of the costs to prepare an Interstate-8 ("I-8") Corridor Study for the future widening of I-8, and, dependent upon the outcome of the Study, shall continue to support Caltrans in its efforts to obtain funding from the state Legislature for the fair-share of the costs to implement the capital improvements identified in the Study, provided the fair-share is consistent with all applicable constitutional requirements, including those regarding proportionality and nexus, relative to the project's impacts on eastbound I-8 between Fairmount Avenue and Waring Road. ~~a Project Study Report ("PSR") for the future widening of I-8.~~

H–2. Interstate 8: Waring Road to College Avenue (eastbound). SDSU shall support Caltrans in its efforts to obtain funding from the state Legislature for the~~contribute its~~ fair-share of the costs to prepare an Interstate-8 ("I-8") Corridor Study for the future widening of I-8, and, dependent upon the outcome of the Study, shall continue to support Caltrans in its efforts to obtain funding from the state Legislature for the fair-share of the costs to implement the capital improvements identified in the Study, provided the fair-share is consistent with all applicable constitutional requirements, including those regarding proportionality and nexus, relative to the

project's impacts on eastbound I-8 between Waring Road and College Avenue. ~~a Project Study Report ("PSR") for the future widening of I-8.~~

H–3. Interstate 8: College Avenue to Lake Murray Boulevard (eastbound and westbound). SDSU shall support Caltrans in its efforts to obtain funding from the state Legislature for the~~contribute its~~ fair-share of the costs to prepare an Interstate-8 ("I-8") Corridor Study for the future widening of I-8, and, dependent upon the outcome of the Study, shall continue to support Caltrans in its efforts to obtain funding from the state Legislature for the fair-share of the costs to implement the capital improvements identified in the Study, provided the fair-share is consistent with all applicable constitutional requirements, including those regarding proportionality and nexus, relative to the project's impacts on eastbound and westbound I-8 between College Avenue and Lake Murray Boulevard. ~~a Project Study Report ("PSR") for the future widening of I-8.~~

H–4. Interstate 8: Lake Murray Boulevard to Fletcher Parkway (eastbound and westbound). SDSU shall support Caltrans in its efforts to obtain funding from the state Legislature for the~~contribute its~~ fair-share of the costs to prepare an Interstate-8 ("I-8") Corridor Study for the future widening of I-8, and, dependent upon the outcome of the Study, shall continue to support Caltrans in its efforts to obtain funding from the state Legislature for the fair-share of the costs to implement the capital improvements identified in the Study, provided the fair-share is consistent with all applicable constitutional requirements, including those regarding proportionality and nexus, relative to the project's impacts on eastbound and westbound I-8 between Lake Murray Boulevard and Fletcher Parkway. ~~a Project Study Report ("PSR") for the future widening of I-8.~~

Del Cerro Streets

TCP-23 I–1. Del Cerro Residential Streets. Following occupancy of the Adobe Falls Faculty/Staff Housing Lower Village, SDSU, or its designee, shall prepare a Traffic Calming Study to determine the methods available to control and/or reduce vehicle speeds on residential roadways in the Del Cerro community. Thereafter, SDSU, or its designee, shall conduct traffic counts on Adobe Falls

Road, Mill Peak Road, Capri Drive, Arno Drive, and Genoa Drive, to determine existing roadway average daily trips ("ADT"). At such time as the ADT generated by the Adobe Falls Faculty/Staff Housing Upper and Lower Villages reaches 80% of the total ADT forecast in this EIR, SDSU shall institute regular shuttle service to the community to ensure project-generated ADT do not exceed the levels forecast in this EIR.

Construction-Related Impacts

TCP-25 J-1. Construction-Related Impacts. Prior to the commencement of construction activities associated with the proposed project, SDSU shall work with the City of San Diego to prepare a Traffic Control Plan ("TCP") to minimize the impacts to the surrounding roadways that may result during project construction activities. Special attention shall be paid to Alvarado Road and the potential effect of construction related traffic on Alvarado Hospital emergency access. The TCP shall require that a minimum of one lane of travel on Alvarado Road remain open at all times during project construction; that flagmen be utilized to assist in the direction of traffic when necessary; that area emergency response providers be given notice of road closures; and that construction activities, including road closures and the movement of heavy equipment, occur during off-peak periods to the maximum extent feasible.

TCP-26 During project-specific review of the Adobe Falls Faculty/Staff Housing Lower Village, SDSU, or its designee, shall conduct a peak-hour intersection analysis of the project's impacts on the Adobe Falls Road/Waring Road intersection.

TCP-27 **SDSU shall develop a campus Transportation Demand Management ("TDM") program to be implemented not later than the commencement of the 2012/2013 academic year. The TDM program shall be developed in consultation with the San Diego Association of Governments ("SANDAG") and the Metropolitan Transit System ("MTS") and shall facilitate a balanced approach to mobility, with the ultimate goal of reducing vehicle trips to campus in favor of alternate modes of travel.**

3.14.13.3 Mitigation Measure Fair-Share Contributions

Table 3.14-36, Mitigation Fair-Share Contribution - Near-Term Impacts, and **Table 3.14-37, Mitigation Fair-Share Contribution - Horizon Year Impacts**, depict the proposed project fair share percentages for each of the roadway improvement mitigation measures listed above. The percentages shown have been calculated according to the following formula used by the City of San Diego:

Near-Term Impact Fair Share =
(Near-Term Project Traffic Volumes) / (Horizon Year With Project – Existing Traffic Volumes)

Horizon Year Impact Fair Share =
(Horizon Year Project Traffic Volumes) / (Horizon Year With Project – Existing Traffic Volumes)

The fair share contribution calculations for each impacted location listed below can be found in **EIR Appendix N, Appendix Q.**

Table 3.14-36
Mitigation Fair-Share Contributions
Near-Term (2012) Impacts

Mitigation Measure Number	Impacted Locations	Fair Share Percentage
A–1	College Avenue / Del Cerro Boulevard intersection	5%
A–2	College Avenue / I-8 EB Ramps intersection	4%
A–3	College Avenue / Canyon Crest Drive intersection	6%
A–4	College Avenue / Zura Way intersection	3%
A–5	College Avenue / Montezuma Road intersection	2%
A–6	I-8 WB Ramps/ Parkway Drive intersection	2%
B–1	Alvarado Road: E. Campus Drive to Reservoir Drive	3%
B–2	Alvarado Road: Reservoir Drive to 70th Street	3%
B–3	College Avenue: I-8 EB Ramps to Zura Way	4%
C–1	Northbound College Avenue to Eastbound I-8	3%

Table 3.14-37
Mitigation Fair-Share Contributions
Horizon Year (2030) Impacts

Mitigation Measure Number	Impacted Locations	Fair Share Percentage
E–1	I-8 WB Off Ramp/ Fairmount Avenue intersection	1%
E–2	55th Street / Montezuma Road intersection	12%
E–3	Campanile Drive / Montezuma Road intersection	8%
E–4	College Avenue / Del Cerro Boulevard intersection	17%
E–5	College Avenue / I-8 WB Ramps intersection	19%
E–6	College Avenue / I-8 EB Ramps intersection	16%
E–7	College Avenue / Canyon Crest Drive intersection	23%
E–8	College Avenue / Zura Way intersection	16%
E–9	College Avenue / Montezuma Road intersection	11%
E–10	Alvarado Court / Alvarado Road intersection	31%
E–11	Reservoir Drive / Alvarado Road intersection	21%
E–12	Lake Murray Boulevard / Parkway Drive intersection	8%
E–13	70th Street / Alvarado Road intersection	5%
E–14	I-8 WB Ramps / Parkway Drive intersection	11%
E–15	I-8 EB Ramps / Alvarado Road intersection	4%
F–1	Alvarado Road: E. Campus Drive to Reservoir Drive	39%
F–2	Alvarado Road: Reservoir Drive to 70th Street	24%
F-3	College Avenue: Del Cerro Boulevard to I-8 Eastbound Ramps	9%
F–4	College Avenue: I-8 Eastbound Ramps to Zura Way	18%
F–5	College Avenue: Zura Way to Montezuma Road	13%
F–6	College Avenue: South of Montezuma Road	17%
F–7	Montezuma Road: Fairmount Avenue to Collwood Boulevard	15%
F–8	Montezuma Road: 55th Street to College Avenue	15%
G–1	Northbound College Avenue to eastbound I-8	12%

3.14.13.4 Post-Mitigation Operations

Table 3.14-38, Mitigated Near-Term Intersection Calculations, and **Table 3.14-39, Mitigated Near-Term Segment Operations**, depict the levels of service at the intersections and roadway segments significantly impacted by the near-term 2012 project following implementation of the proposed roadway improvement mitigation measures.

Table 3.14-40, Mitigated Horizon Year Intersection Operations, and **Table 3.14-41, Mitigated Horizon Year Segment Operations**, depict the levels of service at the intersections and roadway segments significantly impacted by the project at full buildout following implementation of the proposed roadway improvement mitigation measures. The mitigation analysis worksheets for each of the tables are provided in **EIR Appendix N, Appendix R.**

The tables show that with implementation of the proposed mitigation measures, all identified significant impacts would be mitigated to below a level of significance except for the impacts to the College Avenue / I-8 interchange, Montezuma Road (between Fairmount Avenue to Collwood Blvd), Alvarado Road (between E. Campus Drive to 70th Street) and I-8 (between Fairmount Avenue to Fletcher Parkway). Impacts to these locations would remain significant and unavoidable.

Table 3.14-38
Mitigated Near-Term (2012) Intersection Calculations

Intersection	Control Type	Peak Hour	Near-Term without Project		Near-Term with Project			With Mitigation	
			Delay [a]	LOS [b]	Delay	LOS	Δ[d]	Delay	LOS
College Ave / Del Cerro Blvd	Signal	AM	75.4	E	**79.2**	**E**	**3.8**	64.4	E
College Ave / I-8 EB Ramps	Signal	AM	68.9	E	**72.7**	**E**	**3.8**	26.8	C
College Ave / Canyon Crest Dr	Signal	AM	80.8	F	**83.7**	**F**	**2.9**	39.1	D
		PM	>120	F	**>120**	**F**	**>2.0**	70.5	E
College Ave / Zura Way	TWSC[c]	PM	>120	F	**>120**	**F**	**>2.0**	22.6	C
College Ave / Montezuma Rd	Signal	AM	104.8	F	**108.0**	**F**	**3.2**	61.7	E
		PM	98.4	F	**100.2**	**F**	**1.2**	94.1	F
I-8 WB Ramps / Parkway Dr	Signal	PM	46.1	E	**49.7**	**E**	**3.0**	20.9	C

Notes:

a. Average delay expressed in seconds per vehicle.

b. Level of Service.

c. TWSC – Two-Way Stop Controlled intersection. Minor street approach delay is reported.

d. Δ denotes project induced delay increase.

General Notes:

Bold and shading represents a significant impact

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 < 10.0	A	0.0 < 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
> 80.1	F	> 50.1	F

Table 3.14-39
Mitigated Near-Term (2012) Segment Operations

Segment	LOS E Capacity [a]	Near-Term without Project			Near-Term with Project			V/C Δ	Mitigated LOS E Capacity [a]	With Mitigation		
		Volume	LOS [b]	V/C [c]	Volume	LOS [b]	V/C [c]			Volume	LOS	V/C
Alvarado Road												
E. Campus Dr to Reservoir Dr	10,000	9,220	E	0.92	**9,490**	**E**	**0.95**	**0.03**	15,000	9,900	C	0.63
Reservoir Dr to 70th St	10,000	11,040	F	1.10	**11,310**	**F**	**1.13**	**0.03**	15,000	11,720	D	0.75
College Avenue												
I-8 EB Ramps to Zura Way	40,000	45,800	F	1.15	**47,260**	**F**	**1.18**	**0.03**	50,000	47,260	E	0.94

Notes:

a. Capacities based on City of San Diego's Roadway Classification & LOS table.

b. Average Daily Traffic

c. Volume to Capacity ratio

Table 17–3.14-40

Mitigated Horizon Year (2030) Intersection Operations

Intersection	Control Type	Peak Hour	Horizon Year without Project		Horizon Year with Project			With Mitigation	
			Delay	LOS	Delay	LOS	[illegible]	Delay	LOS
Fairmount Ave / I-8 WB Off Ramp / Camino del Rio N	Signal	AM	92.6	F	**96.1**	**F**	**3.5**	70.0	E
		PM	286.7	F	**287.5**	**F**	**0.8**	218.8	F
55th Street / Montezuma Rd	Signal	AM	>120	F	**>120**	**F**	**>2.0**	106.9	F
		PM	56.9	E	**66.7**	**E**	**9.8**	50.4	D
Campanile Dr / Montezuma Rd	Signal	AM	84.0	F	**90.0**	**F**	**6.0**	65.7	E
		PM	101.3	F	**105.8**	**F**	**4.5**	74.5	E
College Ave / Del Cerro Blvd	Signal	AM	137.3	F	**>120**	**F**	**>2.0**	131.2	F
		PM	63.1	E	**69.6**	**E**	**6.5**	61.3	E
College Ave / I-8 WB Ramps	Signal	PM	51.8	D	**65.0**	**E**	**13.2**	64.3	E
College Ave / I-8 EB Ramps	Signal	AM	>120	F	**>120**	**F**	**>2.0**	149.2	F
		PM	109.9	F	**>120**	**F**	**>2.0**	44.3	D
College Ave / Canyon Crest Dr	Signal	AM	>120	F	**>120**	**F**	**>2.0**	110.8	F
		PM	>120	F	**>120**	**F**	**>2.0**	>120	F
College Ave / Zura Way	TWSC[c]	AM	57.6	E	**117.2**	**F**	**59.6**	38.3	D
		PM	>120	F	**>120**	**F**	**>2.0**	65.2	E
College Ave / Montezuma Rd	Signal	AM	>120	F	**>120**	**F**	**>2.0**	102.9	F
		PM	>120	F	**>120**	**F**	**>2.0**	86.5	F
Alvarado Ct / Alvarado Rd	TWSC[c]	AM	54.1	F	**>120**	**F**	**>2.0**	16.2	B
		PM	35.4	D	**>120**	**F**	**>2.0**	26.8	C

Table 17–3.14-40

Mitigated Horizon Year (2030) Intersection Operations

Intersection	Control Type	Peak Hour	Horizon Year without Project		Horizon Year with Project			With Mitigation	
			Delay	LOS	Delay	LOS	Δ[e]	Delay	LOS
Reservoir Dr / Alvarado Rd	Signal	PM	36.5	D	**96.1**	**F**	**3.5**	24.7	C
Lake Murray Blvd / Wisconsin Ave	Signal	AM	>120	F	**90.5**	**F**	**17.8**	30.9	C
		PM	86.0	F	**71.6**	**E**	**5.8**	29.2	C
70th Street / Alvarado Rd	Signal	AM	81.1	F	**92.7**	**F**	**11.6**	~~63.7~~72.7	E
		PM	119.3	F	**>120**	**F**	**>2.0**	~~96.1~~118.6	F
I-8 WB Ramps /Parkway Dr	AWSC[d]	AM	61.3	F	**80.5**	**F**	**19.2**	49.8	D
		PM	>120	F	**>120**	**F**	**>2.0**	32.5	C
I-8 EB Ramps / Alvarado Rd	Signal	PM	101.4	F	**105.1**	**F**	**3.7**	81.1	F

Notes:

a. Average delay expressed in seconds per vehicle.

b. Level of Service.

c. TWSC – Two-Way Stop Controlled intersection. Minor street approach delay is reported.

d. AWSC – All-Way Stop Controlled intersection.

e. Δ denotes project induced delay increase.

General Notes:

Bold and shading represents a potential significant impact

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 < 10.0	A	0.0 < 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
> 80.1	F	> 50.1	F

Table 3.14-41
Mitigated Horizon Year (2030) Segment Operations

Segment	LOS E Capacity [a]	Horizon Year without Project			Horizon Year with Project			V/C □	Mitigated LOS E Capacity [a]	With Mitigation		
		Volume	LOS [b]	V/C [c]	Volume	LOS [b]	V/C [c]			Volume	LOS	V/C
Alvarado Road												
E. Campus Dr to Reservoir Dr	10,000	13,950	F	1.40	**17,510**	**F**	**1.75**	**0.35**	15,000 [d]	17,510	F	1.16
Reservoir Dr to 70th St	10,000	16,450	F	1.65	**18,520**	**F**	**1.85**	**0.20**	15,000 [d]	18,520	F	1.23
College Avenue												
Del Cerro Blvd to I-8 EB Ramps	40,000	52,800	F	1.32	**54,970**	**F**	**1.37**	**0.05**	[e]	54,970	NA	NA
I-8 EB Ramps to Zura Way	40,000	69,570	F	1.74	**76,140**	**F**	**1.90**	**0.16**	50,000	76,140	F	1.52
Zura Way to Montezuma Rd	40,000	53,200	F	1.33	**56,040**	**F**	**1.40**	**0.07**	50,000	56,040	F	1.12
South of Montezuma Rd	30,000	38,490	F	1.28	**40,200**	**F**	**1.34**	**0.06**	50,000	40,200	D	0.80
Montezuma Road												
Fairmount Ave to Collwood Blvd	40,000	57,000	F	1.43	**58,280**	**F**	**1.46**	**0.03**	40,000 [d]	58,280	F	1.45
55th St to College Ave	30,000	33,430	F	1.11	**35,010**	**F**	**1.17**	**0.06**	40,000	35,010	E	0.87

Notes:

a. Capacities based on City of San Diego's Roadway Classification & LOS table.

b. Average Daily Traffic

c. Volume to Capacity ratio

d. It is not feasible to fully mitigate this impact; therefore, this segment is considered unmitigated.

e. The additional capacity at the College Ave/Del Cerro Blvd intersection and the additional northbound through lane on College Avenue mitigates this segment impact.

NA = Not Applicable.

3.14.14 LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of the proposed mitigation measures, all identified significant impacts would be mitigated to below a level of significance except for the impacts to the College Avenue / I-8 Interchange, Montezuma Road (between Fairmount Avenue to Collwood Blvd), Alvarado Road (between E. Campus Drive to 70th Street), and I-8 (between Fairmount Avenue to Fletcher Parkway). Impacts to these locations would remain significant and unavoidable.

The above identified significant and unavoidable impacts would occur whether or not the university obtains fair-share funding from the California Legislature pursuant to *City of Marina v. Board of Trustees of The California State University* (2006) 39 Cal.4th 341.

As discussed throughout this section, the proposed project would result in significant impacts at various intersections, freeway interchanges and mainline segments within the project study area. Fair-share mitigation is recommended that would reduce the identified impacts to a level below significant. However, the university's fair-share funding commitment is necessarily conditioned upon requesting and obtaining funds from the California Legislature **for those impacts within the jurisdiction of local agencies, and Caltrans obtaining funds from the Legislature for those impacts within its jurisdiction**. If the Legislature does not provide funding, or if funding is significantly delayed, all identified significant impacts would remain significant and unavoidable. **For further information regarding CSU/SDSU's compliance with the California Supreme Court's decision in *City of Marina v. Board of Trustees of The California State University*, please see the Final EIR Section 9.3, Responses to Comments, General Response 3, City of Marina Compliance.**

SECTION 5.0
ALTERNATIVES

5.1 INTRODUCTION

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

The goal of the proposed SDSU 2007 Campus Master Plan Revision is to provide a framework for SDSU decisions concerning the allocation and management of resources, capital outlay programs, and construction planning for facilities and improvements needed to accommodate growing enrollment, which is projected to reach 35,000 full-time equivalent students ("FTES") by the 2024-25 academic year. The proposed project would facilitate SDSU's ability to accommodate the students, faculty and staff with appropriate, adequate, and modern teaching, research, administrative, and support facilities needed to provide a high-quality education to a large student body, and further facilitate SDSU's ability to house its students and faculty on the SDSU campus.

The analysis in this EIR indicates that implementation of the proposed project would result in the following significant and unavoidable impacts: (1) further declines in traffic service levels on portions of Alvarado Road, Montezuma Road, at the Interstate 8 ("I-8")/College Avenue interchange, and on I-8 between Fairmount Avenue and Fletcher Parkway; (2) the addition of air pollutant emissions (**particulate matter (PM_{10}) and** reactive organic gases **(ROG)**) to the San Diego Air Basin in excess of acceptable thresholds due to **project construction activities and** the increased number of students residing on the SDSU campus and the associated vehicle trips; (3) a change from undeveloped, natural habitat to residential uses, thereby resulting in a permanent aesthetic change in the Adobe Falls area; and (4) the addition of structures into areas that would be visually prominent to the surrounding College Area community. All other potential impacts associated with the proposed project either would be less than significant, or can be mitigated to less than significant levels with mitigation measures identified in this EIR.

would result in a redistribution of these vehicle trips, as the 10,000 FTES would seek education elsewhere, thereby shifting the traffic burden and related air quality impacts to another area. Furthermore, because the No Project Alternative would not increase the student enrollment ceiling, nor would it revise the existing campus master plan to accommodate the projected increase in student enrollment demand over the next 20 years, the No Project Alternative does not attain the basic objectives of the proposed project.

5.3.1.1 Aesthetics And Visual Quality

Under the proposed project, there would be significant impacts to the surrounding community due to the alteration of existing views and increased lighting primarily attributable to development of the Student Housing and Adobe Falls Faculty/Staff Housing components of the project. Some of these impacts would be mitigated to a level below significant, while others would remain significant and unavoidable. Under the No Project Alternative, because there would be no development of additional buildings and associated lighting, there would be no potentially significant impacts to aesthetics and visual quality.

5.3.1.2 Air Quality

Under the proposed project, potentially significant short-term and long-term impacts to air quality would result. Potentially significant short-term impacts would be those attributable to ~~finish work~~ emissions associated with construction of the proposed project, and include **PM_{10} and** reactive organic gases ("ROG") emissions during finish work. Mitigation measures are proposed to reduce these short-term impacts to a level below significant**; however, short-term impacts associated with PM_{10} emissions would remain significant and unavoidable**. Long-term operational emissions from project-related traffic and consumer products use will exceed suggested thresholds for ROG. Because there are no feasible mitigation measures to reduce long-term air quality impacts to a level below significant, these impacts are significant and unavoidable.

Under the No Project Alternative, there would be no **project construction, and no** increase in student enrollment and on-campus student residents. Consequently, there would be no significant and unavoidable air quality impacts, assuming the increased demand for student enrollment is not accommodated elsewhere in the San Diego Air Basin, thereby shifting the increased emissions to another location within the basin.

Faculty/Staff Housing site would be reduced by 50%, from 348 units to 174 units; and (iv) development of the Lot G Residence Hall, Olmeca Residence Hall, and Maya Residence Hall would be developed as planned, but the Lot U Residence Hall and Villa Alvarado Residence Hall Expansion would be eliminated. Under this alternative, the Student Union Expansion, and Alvarado Hotel would proceed as under the proposed project.

As discussed below, the 5,000 FTES Alternative would result in potentially significant impacts to many of the same environmental categories as the proposed project, although the impacts would be proportionately less. Specific to Transportation/Circulation impacts, while the 5,000 FTES Alternative would result in a significant reduction in average daily trips ("ADT") relative to the proposed project, because many of the street segments and intersections located within the project study area are projected to be operating at unacceptable levels of service in the horizon year even without the proposed project, the number of ADT added under this alternative would result, nevertheless, in significant impacts. Significantly, however, with respect to air quality, under the 5,000 FTES Alternative, impacts attributable to **short-term PM_{10} emissions and** long-term ROG emissions would be below significant, as compared to significant and unavoidable under the proposed project. **Other** ~~S~~short-term construction emissions would remain significant, although they are reduced below that level with mitigation.

Because the 5,000 FTES Alternative would increase the student enrollment ceiling by only 5,000 FTES, rather than the 10,000 FTES increase projected over the next 15-20 years, and because this alternative would reduce by approximately 1,000 the number of additional on-campus student beds that would be available under the proposed project, this alternative is a short-term plan that would not provide the necessary framework to enable SDSU to meet fully the projected increase in student enrollment demand. This alternative also would shift future enrollment growth to other campuses or proportionally reduce future higher education opportunities in the region. Therefore, this alternative would not attain most of the basic objectives of the proposed project.

5.3.2.1 Aesthetics And Visual Quality

Under the proposed project, there would be significant impacts to the surrounding community due to the alteration of existing views and increased lighting primarily attributable to development of the Student Housing and Adobe Falls Faculty/Staff Housing components of the project. Some of these impacts would be mitigated to a level below significant, while others

would remain significant and unavoidable. Under the 5,000 FTES Alternative, although building development would be reduced, there would still be an alteration of existing views, as well as the need for night lighting associated with the new development. Therefore, this alternative would not eliminate potentially significant impacts to the SDSU surrounding community from lighting and urban skyglow, although such impacts could be mitigated to a level below significant. However, impacts to existing viewsheds would remain significant and unavoidable.

5.3.2.2 Air Quality

Under the proposed project, significant short-term and long-term impacts to air quality would result. Significant short-term impacts would be those attributable to emissions associated with construction of the proposed project, and include **PM_{10} and** ROG emissions during finish work. Mitigation measures are proposed to reduce these short-term impacts to a level below significant**; however, short-term impacts associated with PM_{10} emissions would remain significant and unavoidable**. Long-term operational emissions from project-related consumer product use and increased vehicular traffic would exceed suggested thresholds for ROG. Because there are no feasible mitigation measures to reduce long-term impacts to a level below significant, these impacts are significant and unavoidable.

As discussed in EIR Section 3.2, under the proposed project, annual ROG emissions from area sources (including consumer product use), stationary sources, and vehicular emissions would total over 23 tons per year, exceeding the applicable 15 ton threshold by approximately 8 tons. Assuming, for purposes of this analysis, that area source, stationary source, and vehicular source emissions were reduced by 50% under the 5,000 FTES Alternative (50% less consumer product use, 50% less energy use, and 50% less vehicular use), and that ROG emissions were reduced by an equivalent percentage, the 5,000 FTES Alternative would result in annual ROG emissions less than 12 tons per year, which is less than the 15 ton threshold of significance. Thus, under the 5,000 FTES Alternative, the project would not result in significant impacts to air quality due to ROG emissions. With respect to **short-term** impacts associated with construction activities, a 50% reduction in **PM_{10} and** ROG emissions under the 5,000 FTES Alternative would **eliminate the significant and unavoidable short-term impacts associated with PM_{10} emissions, although it would** result in potentially significant **ROG** impacts, as is the case with the proposed project. However, as is the case with the proposed project, mitigation measures are available to reduce these impacts to a level below significant.

a level below significant. **See Final EIR response to comment S4-2, and Final EIR Figure 5.0-3 for additional information regarding the potential impacts to biological resources associated with the alternative.**

5.3.2.4 Cultural Resources

Under the proposed project, there would be potentially significant impacts to cultural resources associated with development of the Adobe Falls Faculty/Staff Housing site. Mitigation in the form of site avoidance and establishment of an archaeological monitor is proposed in the event that cultural resources, previously unknown, are discovered during project construction. Under the 5,000 FTES Alternative, while building development would be reduced, previously unknown cultural resources still may be present on the project component construction sites. Therefore, potential impacts under this alternative would be similar to those under the proposed project.

5.3.2.5 Geotechnical/Soils

Under the proposed project, site specific measures for potential geotechnical constraints would be developed during the geotechnical design phase of project development, thereby reducing any potentially significant impacts to a level below significant. Under the 5,000 FTES Project Alternative, while building development would be reduced, previously unknown geotechnical constraints still may be present on the various project component sites. Therefore, potential impacts under this alternative would be similar to those under the proposed project.

5.3.2.6 Hazards And Hazardous Materials

Under the proposed project, construction of the proposed Lot G, Olmeca and Maya Residence Halls in the vicinity of former underground storage tanks and dry cleaning facilities could result in the discovery of soils impacted by these former operations. Mitigation is proposed in the event soil and/or groundwater contamination, previously unknown, is discovered during project construction. Under the 5,000 FTES Project Alternative, while the Student Housing component would be reduced, the proposed Lot G, Olmeca and Maya Residence Halls would move forward under this alternative. Therefore, potential impacts under this alternative would be similar to those under the proposed project.

5.3.2.7 Hydrology And Water Quality

Under the proposed project, there would be potentially significant impacts associated with hydrology (flooding) and water quality (runoff contamination). Mitigation is proposed to

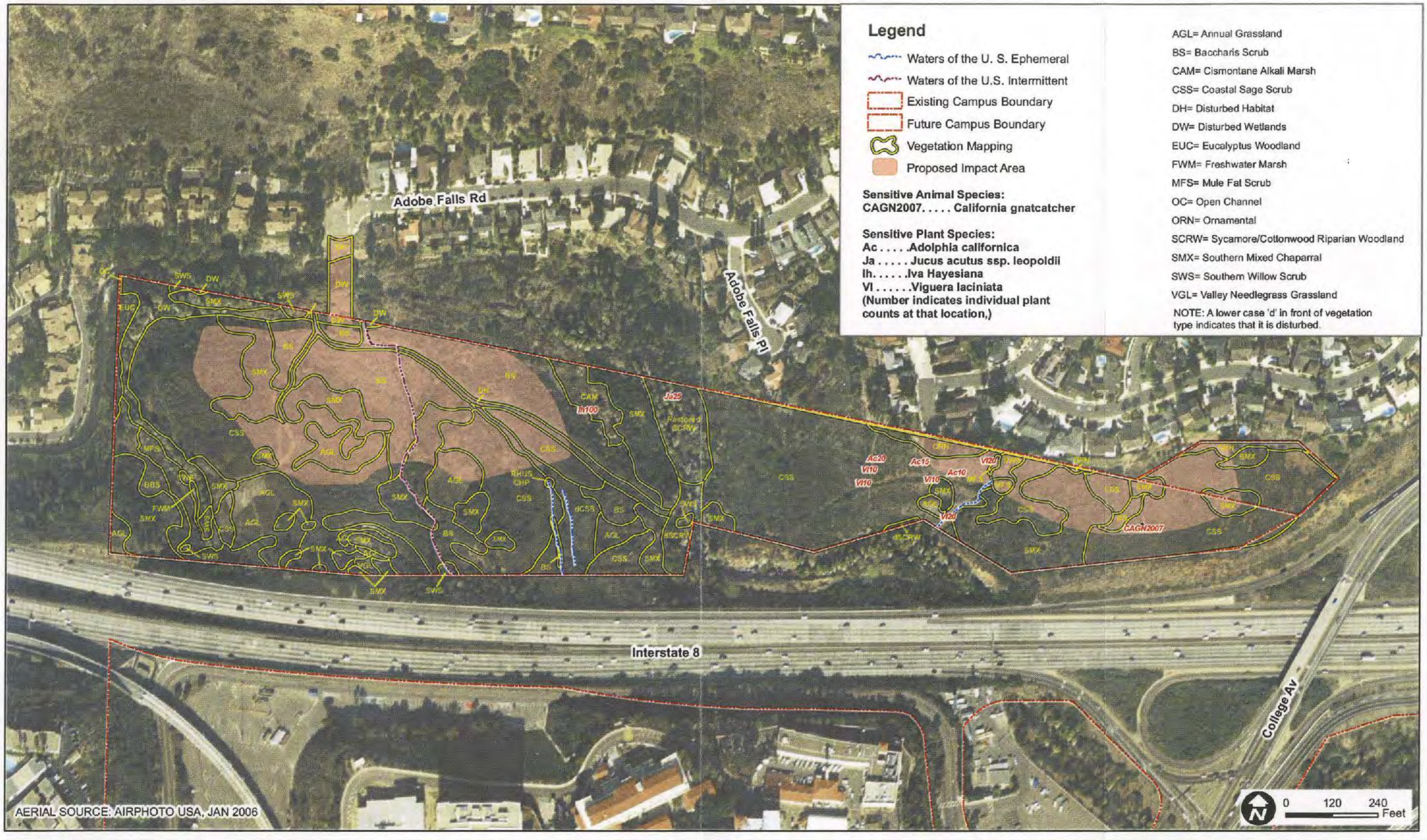

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Figure 5.0-3
Adobe Falls 50% Alternative
Vegetation Map with Proposed Impact Areas

For example, as shown in **Table 5.0-2, Horizon Year Segment Operations**, 10 of the 11 street segments located within the project study area are expected to be operating at unacceptable "E" or "F" levels of service ("LOS") in the horizon year.

Table 5.0-2
Horizon Year Segment Operations

Segment	LOS E Capacity [a]	Horizon Year without Project			Horizon Year with Project			V/C Δ
		Volume	LOS [b]	V/C [c]	Volume	LOS	V/C	
Alvarado Road								
E. Campus Dr to Reservoir Dr	10,000	13,950	F	1.40	**17,510**	**F**	**1.75**	**0.35**
Reservoir Dr to 70th St	10,000	16,450	F	1.65	**18,520**	**F**	**1.85**	**0.20**
College Avenue								
Del Cerro Blvd to I-8 EB Ramps	40,000	52,800	F	1.32	**54,970**	**F**	**1.37**	**0.05**
I-8 EB Ramps to Zura Way	40,000	69,570	F	1.74	**76,140**	**F**	**1.90**	**0.16**
Zura Way to Montezuma Rd	40,000	53,200	F	1.33	**56,040**	**F**	**1.40**	**0.07**
South of Montezuma Rd	30,000	38,490	F	1.28	**40,200**	**F**	**1.34**	**0.06**
Montezuma Road								
Fairmount Ave to Collwood Blvd	40,000	57,000	F	1.43	**58,280**	**F**	**1.46**	**0.03**
Collwood Blvd to 55th St	40,000	32,570	D	0.81	33,850	D	0.85	0.04
55th St to College Ave	30,000	33,430	F	1.11	**35,010**	**F**	**1.17**	**0.06**
College Ave to E. Campus Dr	30,000	28,250	E	0.94	28,800	E	0.96	0.02
Fairmount Avenue								
Montezuma Rd to I-8	60,000	89,000	F	1.483	89,530	F	1.492	0.009

Notes:

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

Under the City of San Diego thresholds of significance, an increase of 0.021 in the vehicle/capacity ratio would result in a significant impact at those segments operating at LOS E or F under without project conditions. Assuming, for purposes of this analysis, that the 5,000

FTES Alternative would increase the V/C ratio 50% of the increase that would result under the proposed project. Applying the City's thresholds under such scenario, the 5,000 FTES Alternative would result in significant impacts on the following roadway segments:

Alvarado Road:	E. Campus Drive to Reservoir Drive
	Reservoir Drive to 70th Street
College Avenue:	Del Cerro Boulevard to I-8 Eastbound Ramps
	I-8 Eastbound Ramps to Zura Way
	Zura Way to Montezuma Road
	South of Montezuma Road
Montezuma Road	55th Street to College Avenue

Therefore, while the 5,000 FTES Alternative would reduce substantially the number of project-related ADT that would be added to the local street network, the increase in ADT would still result in potentially significant impacts, including impacts that would be significant and unavoidable (Alvarado Road, between E. Campus Drive and 70th Street).

5.3.3 No Adobe Falls/50% Adobe Falls Alternative

Under the No Adobe Falls Faculty/Staff Housing Alternative ("No Adobe Falls Alternative"), the SDSU Campus Master Plan would be revised to reflect the planned development of the full Alvarado Campus, Alvarado Hotel, Student Union Expansion, Campus Conference Center, and Student Housing, and the student enrollment ceiling would be increased to 35,000 FTES by the 2024/25 academic year. However, under this alternative, the proposed Adobe Falls Faculty/Staff Housing housing development would not be included in the revised Campus Master Plan. Related to this alternative is the 50% Adobe Falls Alternative under which the Adobe Falls Faculty/Staff Housing project component would be included in the full project as proposed, although at a 50% development level, or 174 housing units rather than 348 units (the "50% Adobe Falls Alternative").

As discussed below, potential impacts under the No Adobe Falls Alternative generally would be comparable to those under the proposed project with ~~two~~ **three** exceptions. Under the No Adobe Falls Alternative, **significant and unavoidable short-term construction impacts associated with PM_{10} emissions would be eliminated. Additionally,** potentially significant

impacts to biological resources would be eliminated, as would impacts to visual quality associated with the development of residential housing units on an existing open space/natural habitat environment. However, potentially significant impacts to transportation/circulation would not be eliminated or reduced under this alternative and, therefore, impacts relating to increased vehicle traffic would remain significant and unavoidable. **Under the 50% Adobe Falls Alternative, potential impacts generally would be comparable to those under the proposed project, although potential significant impacts to biological resources could be reduced by up to 50% due to the reduced development footprint, and short-term significant and unavoidable impacts associated with PM_{10} emissions during construction activities would be reduced to a level below significant.**

While the No Adobe Falls Alternative would attain many of the proposed project's academic goals and objectives, this alternative would not attain the project's objective of providing affordable housing for faculty and staff. Similarly, the 50% Adobe Falls Alternative would partially, though not fully attain, this objective.

5.3.3.1 Aesthetics And Visual Quality

Under the proposed project, there would be potentially significant impacts to the surrounding community due to the alteration of existing views, increased lighting and urban skyglow. Potential impacts would be reduced to a level below significant, with the exception of impacts due to the alteration of existing views. These impacts would remain significant and unavoidable. Under the No Adobe Falls Alternative, there would be no development on the Adobe Falls Faculty/Staff Housing site and, consequently, there would be no alteration of existing views and no significant impacts relative to the Del Cerro community. However, development would go forward on the central campus. Therefore, while this alternative would eliminate significant visual impacts to the Adobe Falls/Del Cerro community, it would not eliminate similar impacts to the College Area community. Under the 50% Adobe Falls Alternative, visual and aesthetic impacts to the Adobe Falls community would be proportionately reduced, although the reduced development would, nevertheless, convert existing open space thereby resulting in significant and unavoidable impacts as under the proposed project.

5.3.3.2 Air Quality

Under the proposed project, significant short-term and long-term impacts to air quality would result. Significant short-term impacts would be those attributable to emissions associated with

construction of the proposed project, and include **PM_{10} and** ROG emissions during finish work. Mitigation measures are proposed to reduce these short-term impacts to a level below significant**; however, short-term impacts associated with PM_{10} emissions would remain significant and unavoidable**. Long-term operational emissions from project-related consumer product use and increased vehicular traffic would exceed suggested thresholds for ROG. Because there are no feasible mitigation measures to reduce long-term impacts to a level below significant, these impacts are significant and unavoidable.

Under the No Adobe Falls Alternative, construction finish work operations would be reduced, along with a commensurate reduction in ROG emissions, since there would be no development of the Adobe Falls Faculty/Staff Housing project component. Under the proposed project, ROG emissions due to the application of paints and coatings would exceed 265 pounds per day under a scenario in which the Adobe Falls Faculty/Staff Housing, portions of the Student Housing, and the Alvarado Campus project components are constructed simultaneously. (*See*, Section 3.2, *Air Quality*, **Table 3.2-5, Second Phase Construction Emissions.**) The applicable significance threshold is 137 pounds per day. The ROG emissions attributable to the Adobe Falls Faculty/Staff Housing component would be about 70 pounds and, therefore, elimination of the Adobe Falls Faculty/Staff Housing component and the associated ROG emissions would not bring ROG emission levels below the applicable threshold. **However, under the No Adobe Falls Alternative, PM10 emissions associated with construction of the Adobe Falls Lower Village would be eliminated, thereby eliminating the short-term significant and unavoidable impacted associated with the emissions. (See, Section 3.2, *Air Quality*, Tables 3.2-6 and 3.2-9.)**

With respect to vehicle emissions, under the No Adobe Falls Alternative, total project vehicle trips would be reduced approximately 10%. (*See*, Section 3.13, *Transportation/Circulation And Parking*, **Table 3.14-15A, Horizon Year Project Trip Generation.**) Under the proposed project, ROG emissions would total 9.15 tons per year. (*See*, Section 3.2, *Air Quality*, **Table 3.2-15, Summary of Total Estimated Operational Emissions.**) Under the proposed project, the vehicle emissions, in combination with area source and stationary source emissions, would total 23.01 tons of ROG emissions per year. This amount exceeds the significance thresholds of 15 tons per year and, therefore, results in significant impacts.

Based on a 10% reduction in ADT, and assuming a linear relationship, the No Adobe Falls Alternative would result in vehicular ROG emissions of approximately 90% of the full project

vehicle emissions, or approximately 8 tons per year. When this amount is combined with the annual area and stationary source emissions, the No Adobe Falls Alternative would result in approximately 21 tons of ROG emissions per year, which exceeds the 15 tons per year significance threshold. Therefore, the No Adobe Falls Alternative would result in significant and unavoidable long-term impacts to air quality due to vehicular and area source ROG emissions, as is the case with the proposed project.

Under the 50% Adobe Falls Alternative, total project vehicle trips would be reduced approximately 5%. Again, assuming a linear relationship relative to the proposed project emissions, the 50% Adobe Falls Alternative would result in vehicular ROG emissions of approximately 8.7 tons per year. In combination with area and stationary source emissions, total ROG emissions under the 50% Adobe Falls Alternative would be approximately 22 tons per year, which exceeds the 15 tons per year significance threshold. Therefore, the 50% Adobe Falls Alternative would result in significant and unavoidable long-term impacts to air quality due to vehicular and area source ROG emissions. **However, under the 50% Adobe Falls Alternative, short-term significant and unavoidable impacts associated with emissions of PM_{10} would be eliminated as emissions associated with construction of the Adobe Falls Lower Village would be reduced by 50%, from 122.72 pounds/day to approximately 60 pounds/day, below the 100 pounds/day significance threshold. (See, Section 3.2, *Air Quality*, Tables 3.2-6 and 3.2-9.)**

5.3.3.3 Biological Resources

Under the proposed project, there would be potentially significant direct and indirect impacts to vegetation communities, sensitive plants, and sensitive wildlife attributable to development of the Adobe Falls Faculty/Staff Housing component of the proposed project. Under the No Adobe Falls Alternative, there would be no development on the Adobe Falls Faculty/Staff Housing site and, therefore, no potentially significant impacts to biological resources. Under the 50% Adobe Falls Alternative, the 50% reduction in housing units potentially could result in a reduction in the development footprint, which would, in turn, reduce project grading. Direct impacts to vegetation communities and sensitive plants under this alternative, therefore, could be reduced by up to 50% due to the reduced development footprint. **Table 5.0-2A, 50% Adobe Falls Faculty/Staff Housing Alternative Sensitive Habitat Impacts, depicts the habitat type and impacted acreage under this alternative.**

Table 5.0-2A
50% Adobe Falls Faculty/Staff Housing Alternative
Sensitive Habitat Impacts

Habitat Type	Total Impacts (acres)
Intermittent/ephemeral unvegetated Waters of the U.S.	0.03
Mule fat scrub	0.06
Southern willow scrub	0.08
Disturbed wetland	0.21
Total Impacted Wetlands	0.38
Baccharis scrub	2.88
Coastal sage scrub	3.63
Disturbed coastal sage scrub	0.09
Southern mixed chaparral	1.97
Ornamental plantings	0.22
Non-native annual grassland	0.53
Disturbed habitat	0.40
Total Impacted Uplands	9.72
Total Impacts	10.10

This alternative would avoid some of the impacts to the San Diego County viguiera and California adolphia plants located within the proposed Upper Village development footprint. Further, this alternative would avoid a portion of the impacts to the California gnatcatcher, however, impacts to this species would still occur because the entire site's suitable gnatcatcher habitat is considered occupied.

~~However, direct impacts to sensitive wildlife, including the California gnatcatcher, may not be reduced by the reduction in development footprint.~~ Additionally, indirect impacts (*i.e.*, impacts resulting from adverse "edge effects" related to construction or development in proximity to biological resources) would not be reduced. Like the proposed project, however, mitigation could reduce the potentially significant impacts to biological resources under this alternative to a level below significant. See Final EIR response to comment S4-2, and Final EIR Figure 5.0-3, Adobe Falls 50% Alternative Vegetation Map with Proposed Impact Areas, for additional information regarding the potential impacts to biological resources associated with this alternative.

Table 5.0-3

Alternatives Matrix – Significant Impacts

	No Project Alternative	5,000 FTES Alternative	No Adobe Falls Alternative	Proposed Project	50% Adobe Falls Alternative
Aesthetics & Visual Quality		X, SU	X, SU	X, SU	X, SU
Air Quality		X	X, SU	X, SU	X, SU
Biological Resources		X		X	X
Cultural Resources					
Geotechnical/Soils		X	X	X	X
Hazards & Hazardous Materials		X	X	X	X
Hydrology & Water Quality		X	X	X	X
Land Use & Planning					
Noise		X	X	X	X
Paleontological Resources					
Population & Housing			X		X
Public Utilities & Service Systems		X	X	X	X
Transportation/Circulation &		X, SU	X, SU	X, SU	X, SU

Note: All potentially significant impacts can be mitigated to a level below significant, except where noted.
SU = Significant and unavoidable impact.

As **Table 5.0-3** shows, the 5,000 FTES Alternative generally would result in potentially significant impacts, though reduced proportionately to those of the proposed project, including significant and unavoidable impacts to aesthetics/visual quality, and transportation/ circulation. However, under this alternative, significant and unavoidable air quality impacts would be eliminated. The No Adobe Falls Alternative would eliminate the potentially significant impacts to biological resources **and the short-term significant and unavoidable air quality impacts associated with PM_{10} emissions during construction**, although significant and unavoidable impacts relating to aesthetics/visual quality, **long-term operational** air quality, and transportation/circulation would remain. Similarly, the 50% Adobe Falls Alternative would not eliminate significant and unavoidable impacts relating to aesthetics/visual quality, **long-term operational** air quality, and transportation/circulation**, although short-term significant and unavoidable PM_{10} emission impacts would be eliminated**. The No Project Alternative, in comparison, would result in no potentially significant impacts and, therefore, is the environmentally superior alternative. Of the other project alternatives, the No Adobe Falls Alternative is the environmentally superior alternative because it would eliminate the significant, but mitigable, impacts to biological resources, and it would reduce, but not

SECTION 8.0
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