

ACTION ITEM
ATTACHMENT XX
CPB&G – Item XX
May 2018

**San Diego State University
2007 Campus Master Plan Revision**

**(Revised) CEQA Findings of Fact
and Statement of Overriding Considerations**

(Pursuant to Public Resources Code Sections 21081 and 21081.6 and
CEQA Guidelines Sections 15091 and 15093)

Final Environmental Impact Report
(State Clearinghouse Number 2007021020)

Project Files May be Reviewed at:

**San Diego State University
Office of Facilities Planning Design and Construction
5500 Campanile Drive
San Diego, CA 92182-1624**

**CEQA FINDINGS, FINDINGS OF FACT AND STATEMENT
OF OVERRIDING CONSIDERATIONS REGARDING FINAL EIR
FOR THE SDSU 2007 CAMPUS MASTER PLAN REVISION**

(Revised May 2018)

PREFACE

Litigation and Draft Additional Analysis

In November 2007, The Board of Trustees (Trustees) of The California State University (CSU) approved the San Diego State University (SDSU) 2007 Campus Master Plan Revision (the Project). As approved, the 2007 Master Plan authorized: (i) an enrollment increase of 10,000 full-time equivalent (FTE) students over the next 15-20 years, from 25,000 FTE to 35,000; and (ii) the near-term and future development of facilities to accommodate the increased enrollment, including faculty/staff housing, student housing, classroom and research space, hotel, conference center, and student union expansion. (See **Section 1.3**, Summary of Project Description, for additional information.)

Following the Trustees' approval of the 2007 Master Plan, the City of San Diego, the San Diego Association of Governments (SANDAG), the Metropolitan Transit System (MTS), and the Del Cerro Action Council each filed a lawsuit challenging the adequacy of the environmental impact report (EIR) prepared for the 2007 Master Plan under CEQA.¹

The lawsuits raised multiple issues, and the litigation proceeded from Superior Court, to the Court of Appeal, to the California Supreme Court.² Ultimately, the courts dismissed many of the claims, finding that the EIR was adequate in most respects. However, on remand, the Superior Court issued a writ of mandate decertifying the EIR, but only with respect to the following three issues related to the Draft EIR's traffic analysis (i.e., EIR section 3.14 Transportation/Circulation and Parking):

¹ The Del Cerro Action Council entered into a settlement and mutual release agreement with CSU/SDSU in 2010 and as a result is no longer a party to the litigation.

² See *City of San Diego et al. v. Board of Trustees of the California State University* (2015) 61 Cal.4th 945 (California Supreme Court) and *City of San Diego et al. v. Board of Trustees of the California State University* (2011) 201 Cal.App.4th 1134 (California Court of Appeal, Fourth District).

1. *Contingent Mitigation Payment Inadequate.* The EIR's traffic mitigation measures, which required payments to the City of San Diego for certain road improvements, were deemed inadequate because the payment of monies to the City was made contingent upon Legislative appropriation, that is, CSU/SDSU was only required to pay the money if the Legislature specifically appropriated the funds.
2. *Transit Analysis Inadequate.* The EIR's analysis of transit-related impacts was deemed inadequate because the EIR did not properly analyze the potential impacts the long-term addition of 10,000 students would have on the bus and trolley system (i.e., transit).
3. *Transportation Demand Management Mitigation Inadequate.* The EIR's mitigation measure requiring SDSU to prepare a Transportation Demand Management plan was inadequate because it improperly deferred preparation of the actual plan or plan mitigation.³

On remand, the Superior Court directed the Board of Trustees to set aside and vacate its December 14, 2007 approval of the SDSU Master Plan and its findings approving the Master Plan. In addition, the court decertified the EIR for the SDSU Campus Master Plan, but only with respect to three specific issues, namely: (i) the EIR's traffic assessment of SDSU off-site fair-share mitigation costs; (ii) the EIR's traffic assessment of potential transit impacts; and (iii) the EIR traffic assessment's re-evaluation of the Transportation Demand Management mitigation. The court further directed the Board to take any and all further action that may be necessary to bring SDSU into compliance with CEQA.

In response, on January 27, 2016, the Board set aside and vacated its November 14, 2007 approval of the Master Plan and the related CEQA findings. Thereafter, SDSU prepared and circulated for public review the "Draft Additional Analysis to the SDSU 2007 Campus Master Plan Revision Final EIR" (Draft Additional Analysis). The Draft Additional Analysis revised those portions of the 2007 EIR found inadequate by the court. Thus, the Draft Additional Analysis was prepared in response to the court order and SDSU evaluated all issues and determined that the scope of the Draft Additional Analysis was properly limited to those issues raised in the court order.

³ See *Notice of Entry of Peremptory Writ of Mandate*, December 4, 2015, and *Notice of Entry of Judgment*, December 4, 2015 (collectively, *Writ of Mandate*). A copy of the *Writ of Mandate* is provided in Appendix X to the Draft Additional Analysis.

Specifically, the Draft Additional Analysis analyzes the Project's transportation-related impacts based on updated traffic information, including updated traffic counts, an updated list of cumulative projects, and updated transit data. The resulting traffic mitigation measures remove the prior condition making their implementation and/or funding contingent upon legislative appropriation and now require that CSU/SDSU implement the necessary feasible improvements.

Additionally, the Draft Additional Analysis includes a quantitative analysis of the project's potential transit impacts (i.e., the Project's impacts to trolley and bus service), and a mitigation measure requiring the implementation of specific Transportation Demand Management strategies, including the identification of a Transportation Demand Management coordinator, increased ride-share opportunities, improved bicycle and pedestrian facilities, and enhanced transit ridership incentives.

Based on the analysis presented in the Draft Additional Analysis, implementation of the Project would result in significant impacts to off-campus intersections, street segments, freeway ramp meters, and freeway mainline segments. Where feasible mitigation is available, such mitigation is identified and its implementation would reduce the corresponding impacts to less than significant in most instances. In a few instances, however, the necessary mitigation identified by the project traffic engineer is not feasible due to physical constraints and/or the absence of a funding plan or program to implement the necessary improvements. To further reduce these remaining impacts, SDSU has modified the Project by eliminating the hotel project component. This project modification, in combination with the Transportation Demand Management strategies, will result in fewer vehicle trips generated by the Project. However, even with this project modification, the identified impacts would remain significant and unavoidable. Thus, all feasible measures, including on-campus actions, have been incorporated into the Project to reduce the Project's significant impacts to the extent feasible.

Agency Meetings

Beginning in Fall 2017, representatives of SDSU coordinated and met with representatives of the City of San Diego, SANDAG, MTS, and the California Department of Transportation (Caltrans) in connection with the Draft Additional Analysis. SDSU provided copies of the draft technical report that serves as the basis for the Draft Additional Analysis to the appropriate technical personnel at each agency seeking review and comment on the draft document. All comments provided, verbal and written, were considered and responsive revisions were made to the draft

report and corresponding analysis.

The Draft Additional Analysis was circulated for a 45-day public review period beginning January 12, 2018 and concluding February 25, 2018. Written responses were prepared to all comments received and they are presented in the Final Additional Analysis, which is comprised of the Draft Additional Analysis and revisions made in response to comments, the responses to comments, and additional materials prepared in response to the comments.

In April 2018, in response to comments received by the City of San Diego, SDSU met with City representatives to discuss the City's comments and the revisions made to the Draft Additional Analysis in response to those comments. Following the meeting, additional revisions were made to the proposed mitigation measures; those revisions are incorporated herein. A summary of the meetings held between SDSU and the other public agencies is provided in the Final Additional Analysis, Topical Response: Agency Meetings, and is incorporated herein by reference.

CEQA Findings

The findings that follow were originally adopted by the Board of Trustees in November 2007. As previously explained, following the litigation, on January 27, 2016, the Board set aside the November 2007 approval of the findings in response to court decisions and the Superior Court's writ of mandate. As previously noted, on remand, the Superior Court's writ order made clear that the EIR was to be decertified but only with respect to three specific issues, namely: (i) the EIR's traffic assessment of SDSU off-site fair-share mitigation costs; (ii) the EIR's traffic assessment of potential transit impacts; and (iii) the EIR traffic assessment's re-evaluation of the Transportation Demand Management mitigation. Therefore, the 2007 Findings have been revised to reflect the changes made in response to the issues requiring correction by the courts. Specific to these findings, those sections are: Section 2.3, Transportation/Circulation and Parking (Unavoidable Significant Impacts); Section 3.11, Transportation/Circulation and Parking (Potential Significant Impacts); Section 4.7, Transportation/Circulation and Parking (Less Than Significant Impacts); and, Section 4.8, Effects Determined To Be Not Significant or Less Than Significant (Transportation/Circulation and Parking).

Additional changes relating primarily to updated information, including removal of the hotel component of the Project which will further reduce the project's vehicle trips and related traffic impacts, have been made at various pages throughout the document. New or added text is

shown in double-underlined, and deleted text is shown in ~~strikeout~~. The Trustees will be asked to independently review these findings, as revised, as part of their decision whether to certify the EIR as modified by the Final Additional Analysis.

1.0 INTRODUCTION

1.1 PURPOSE

This statement of findings and overriding considerations addresses the environmental effects associated with the 2007 Campus Master Plan Revision project ("the project"), located on the San Diego State University ("SDSU") campus in the City of San Diego. This statement is made pursuant to the California Environmental Quality Act ("CEQA"), specifically Public Resources Code sections 21081 and 21081.6, and the CEQA Guidelines, specifically California Code of Regulations, title 14, sections 15091 and 15093. The potentially significant effects of the project were identified in ~~both~~ the Draft Environmental Impact Report (June 2007) ("EIR"), the November 2007 Final EIR, the Draft Additional Analysis (January 2018), and the Final Additional Analysis (May 2018), collectively "Final EIR."

Public Resources Code section 21081 and CEQA Guidelines section 15091 require that the lead agency, in this case the California State University ("CSU") Board of Trustees, prepare written findings for identified significant impacts, accompanied by a brief explanation of the rationale for each finding. Specifically, CEQA Guidelines section 15091 states, in part, that:

(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the final EIR.

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

In accordance with Public Resource Code section 21081 and CEQA Guidelines section 15093, whenever significant impacts cannot be mitigated to below a level of significance, the decision-making agency is required to balance, as applicable, the benefits of the proposed project against its unavoidable environmental risks when determining whether to approve the project. If the benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable."

The Final EIR for the project identified potentially significant effects that could result from project implementation. However, the Board of Trustees finds that the inclusion of certain mitigation measures as part of the project approval will reduce most, but not all, of those effects to less than significant levels. Those impacts which are not reduced to less than significant levels are identified and overridden due to specific project benefits. (*See Section 6.0, Statement of Overriding Considerations*, below). As required by CEQA, the Board of Trustees, in adopting these findings, also adopts a Mitigation Monitoring and Reporting Program for the project. The Board of Trustees finds that the Mitigation Monitoring and Reporting Program, which is incorporated by reference and made a part of these findings, meets the requirements of Public Resources Code section 21081.6 by providing for the implementation and monitoring of measures intended to mitigate potentially significant effects of the project.

In accordance with CEQA and the CEQA Guidelines, the Board of Trustees adopts these findings as part of its certification of the Final EIR for the project. Pursuant to Public Resources Code section 21082.1, subdivision (c)(3), the Board of Trustees also finds that the Final EIR reflects the Board's independent judgment as the lead agency for the project.

1.2 ORGANIZATION/FORMAT OF FINDINGS

Section 1.0 contains a summary description of the project and background facts relative to the environmental review process. Section 2.0 identifies the significant impacts of the project that cannot be mitigated to a less than significant level (even though all feasible mitigation measures have been identified and incorporated into the project), while Section 3.0 identifies the potentially significant effects of the project that would be mitigated to a less than significant level with implementation of the identified mitigation measures. Section 4.0 identifies the

project's potential environmental effects that were determined not to be significant. Section 5.0 discusses the feasibility of the project alternatives, and Section 6.0 presents the statement of overriding considerations.

1.3 SUMMARY OF PROJECT DESCRIPTION

The project is the adoption and subsequent implementation of the SDSU 2007 Campus Master Plan Revision ("Master Plan"). The Master Plan will enable SDSU to meet projected increases in student demand for higher education, and further enhance SDSU's status as a premier undergraduate, graduate and research university. The project will provide a framework for implementing SDSU's goals and programs for the campus by identifying needed buildings, facilities, improvements and services to support campus growth and development from the current SDSU enrollment of 25,000 full-time equivalent students ("FTES") to a new Master Plan enrollment of 35,000 FTES by the 2023~~4~~-23~~5~~ academic year. The increase in FTES will equate to a gradual increase in total student enrollment of an estimated 11,385 students by 2023~~4~~-23~~5~~.

To accommodate the projected student increase, the project involves the near-term and long-term development of classroom, student housing, faculty/staff housing, and research and student support facilities on approximately 55 acres of land located throughout the SDSU central campus, Alvarado and Adobe Falls areas. The project consists of the following six development components:

Adobe Falls Faculty/Staff Housing – This project component, which would be developed in two phases, consists of the development of faculty and staff housing on approximately 33 acres located north of Interstate 8 ("I-8"). The development would consist of an Upper Village and a Lower Village, and would include up to 348 housing units for faculty/staff upon full buildout. The Upper Village would be developed in Phase 1, in the near-term following project approval, and would include 48 townhome housing units. The Lower Village, which would be developed long-term, would include between 124 and 300 townhomes and/or condominiums. The total number of housing units ultimately to be developed on the Lower Village site is dependent upon numerous factors, including available access routes and future market conditions. Under any development scenario, this project component also would include a swimming pool, a 3,600 gross square foot ("GSF") community center, and recreation areas for resident use only.

Alvarado Campus – This project component, which includes an expansion of the current Master Plan's northeastern boundary to incorporate additional property, consists of the multi-phase development of approximately 612,000 GSF of academic/research/medical space, and a 552,000

GSF vehicle parking structure, as follows:

Phase 1 - Lot D: (i) Demolition of the existing structure at 6361 Alvarado Court (12,155 GSF); and (ii) the development of a new 5-story, 110,000 GSF building for academic uses;

Phase 2 - Lot D: Development of: (i) a 5-story, 85,000 GSF building to house mixed office/research and development uses displaced in subsequent phases from the Alvarado Core Site; and, (ii) a 5-story, 85,000 GSF building, with 70,000 GSF to house existing medical/office tenants displaced in subsequent phases from the Alvarado Core Site, and 15,000 GSF to house mixed office/research and development uses displaced in subsequent phases from the Alvarado Core Site; and

Subsequent Phase/s - Alvarado Core Site: (i) Demolition of 5 existing office buildings [6475, 6495 and 6505 Alvarado Road; 6310 and 6330 Alvarado Court] totaling 116,523 GSF; (ii) the development of three 4/5-story, 100,000 GSF buildings, and one 4/5-story, 32,385 GSF building for academic uses; and (iii) the development of a 6/7-story, 552,000 GSF parking structure for 1840 vehicles with 191 additional surface and existing parking spaces.

~~**Alvarado Hotel** – This project component, which would be constructed in the near term following project approval, consists of the development of a 60,000 GSF, six-story building with up to 120 hotel rooms and studio suites, located on approximately 2 acres of existing Lot C, immediately north of Villa Alvarado Hall. The hotel, which would be owned by Aztec Shops and operated in cooperation with the SDSU School of Hospitality and Tourism Management, will contain a small meeting room, exercise room, board room, business center, on site restaurant, and hospitality suite.~~

Campus Conference Center – This project component, which would be constructed in the long-term, consists of the development of a new 70,000 GSF, 3-story building on approximately one-half acre located east of Cox Arena for meeting/conference space.

Student Housing - This project component, which would be developed in multiple phases, includes the demolition of two existing student housing structures and the construction of five new housing structures, ultimately resulting in a net increase of 2,976 new student housing beds on campus:

Phase 1 - Lot G Residence Hall: Near-term construction of a 10-story, 350,000 GSF Type-1

(reinforced concrete) structure to house 800 student beds, and reconfiguration of the existing parking lot;

Office of Housing Administration and Residential Education (“HA/RE”): Near-term construction of a 2-story, 15,000 GSF HA/RE building to replace the existing structure that would be demolished in Phase 2;

Phase 2 - HA/RE/Olmeca/Maya Residence Hall Demolition/Construction: Near-term demolition of existing Olmeca Residence Hall (Bldg. No. 47; 39,000 GSF) and Maya Residence Hall (Bldg. No. 46; 39,000 GSF), with a combined total of 424 beds, and the demolition of the existing HA/RE building (Bldg. No. 40; 7,000 GSF), followed by the construction of two 10-story, 350,000 GSF Type-1 structures, each containing 800 beds, to be constructed on the site of the former Olmeca and Maya Residence Halls;

Phase 3 - Lot U Residence Hall: Long-term development of a 10-story, 350,000 GSF, Type-1 structure to house 800 student beds, to be constructed atop the previously master-planned Parking Structure 7. The development site presently serves as a parking lot. The Parking Structure would contain spaces for 750 vehicles, 250 more than previously master-planned. (The Lot U Residence Hall was the subject of a separate EIR, which the Board certified and approved in September 2017.); and

Phase 4 - Villa Alvarado Residence Hall Expansion: Long-term development of 50 additional two-bedroom apartments, housing 200 student beds, in 2-3-story structures, as part of the Villa Alvarado housing complex located on Lot C.

Student Union/Aztec Center Expansion and Renovation - This project component, which would be constructed in the near-term following project approval, consists of the renovation of the existing Aztec Center, including up to a 70,000 GSF expansion, to include social space, meeting space, recreation facilities, student organization offices, food services and retail services. (The Student Union/Aztec Center Expansion and Renovation project was completed in 2013.)

For a detailed discussion of the project description and setting, please see **Section 1.0, Project Description**, of the Final EIR.

1.4 PROJECT OBJECTIVES

The project objectives are rooted in the overall SDSU education mission. In early 2004, CSU undertook a process intended to provide the guiding framework for campus growth. This process resulted in the development of a "shared vision," with agreement that SDSU is a community of learners committed to academic excellence; dedicated to educating students for positions of responsibility and leadership in the twenty-first century; focused on addressing the challenges and opportunities of San Diego and California; and, confident that, if the university could provide service to this fast-changing region and its people, the campus would emerge as a national and international leader in higher education.

Prior to development of the "shared vision," in Fall 2003, an SDSU Master Plan advisory committee developed several academic, housing, and transportation goals and objectives that seek to promote research, scholarship and creative activities, community engagement, and internationalization of programs. These goals and objectives are listed below:

Academic Goals/Objectives

1. Accommodate projected increases in student enrollment to 35,000 FTES by academic year 2023~~5~~;
2. Graduate highly capable undergraduates;
3. Expand graduate student population to 20% FTES over time;
4. Emphasize the teacher/scholar model;
5. Expand research capabilities;
6. Develop interdisciplinary opportunities; and
7. Increase research funding and meet Carnegie criteria.

Housing Goals/Objectives

1. Accommodate between 25% and 30% of the future campus student population, located within one mile of the main campus, in either on-campus housing, redevelopment area housing, or private housing (*i.e.*, non-university) within the surrounding community;
2. Provide a campus life component within all housing for up to 10% of the student population or 65% of the first time freshmen class (*i.e.*, 100% of anticipated freshmen who are not commuters);
3. Set housing targets for first year, returning students, new transfers, and graduate and professional students;
4. Provide affordable housing types suitable for married/graduate students,

- faculty/staff, honors colleges, or other specialized markets at Adobe Falls and other campus sites;
5. Promote housing development opportunities along trolley routes to create additional student and other housing types. Collaborate with the private sector to build housing by providing placement and affiliate opportunities;
 6. Add elements to the student life component of the existing Campus Master Plan by:
 - (i) Expanding the Student Union;
 - (ii) Expanding Student Services – within an expanded Student Union or within the campus buildings; and
 - (iii) Expanding Recreation Elements - including open space by capturing land made available by demolishing and/or relocating existing facilities (*i.e.*, College of Education, softball fields).
 7. Relocate the Office of Housing Administration and Residential Education ("HA/RE") to the vicinity of one of the proposed student apartment complexes or within the redevelopment area; and
 8. Examine the long-term useful life and/or phased replacement of the existing housing stock on campus.

Transportation Goals/Objectives

1. Support transit as the primary method of accommodating future students and commuter travel related to the increase in student population;
2. Support development of a "Universal Transit Pass" program with MTS to increase the ridership and reduce vehicle trip generation;
3. Identify traffic improvements at key intersection locations to maintain current levels of service;
4. Work with Caltrans, the City, and SANDAG to identify funding sources for necessary public improvements;
5. Expand campus shuttle/people mover services to support development of the Alvarado Campus, the internal campus core area, Adobe Falls, and other housing areas;
6. Limit construction of new parking facilities to the replacement of lost spaces, and to support the Alvarado Campus project component; and
7. Establish an internal campus loop route for shuttles, service vehicles, and campus core users, and a pedestrian-friendly connection between the core campus and the Alvarado Campus area.

Additionally, in light of the high cost of housing in San Diego, coupled with the relatively low salaries earned by SDSU faculty, the project's goals and objectives include making available to faculty and staff affordable housing that is centrally located near campus.

Attainment of these goals and objectives will necessitate facilities and services beyond those currently available to the campus. In order to adequately plan for the physical elements needed to fulfill such goals and objectives, a revised Campus Master Plan is needed. Therefore, the overall objectives of the proposed SDSU 2007 Campus Master Plan Revision are as follows:

1. Develop facilities to support the academic, research, and student service needs of SDSU;
2. Provide a framework from which to make future facility planning decisions;
3. Guide development of facilities that will be cohesive with the surrounding community, environment, and associated governmental agencies/interest groups; and
4. Maintain and enhance SDSU's rank as one of the premier undergraduate, graduate, and research institutions in the state.

These overall project objectives, in combination with the academic, housing, and transportation goals and objectives set forth above, have been considered in developing the proposed physical Master Plan improvements necessary to accommodate the projected increase in student enrollment and enable SDSU to continue to fulfill its educational mission. These proposed physical improvements, as described below, are the subject of the SDSU 2007 Campus Master Plan Revision. The Board of Trustees has considered the statement of the objectives sought by the project as found in **Section 1.0, Project Description**, of the Final EIR. The Board of Trustees adopts these objectives as part of the project.

1.5 INITIAL STUDY AND NOTICE OF PREPARATION

To determine the environmental topics to be addressed in the EIR, SDSU prepared a Notice of Preparation and Initial Study ("NOP/IS"), and circulated the NOP/IS to interested public agencies, organizations, community groups and individuals in order to receive input on the project. SDSU also held a public information meeting on February 21, 2007, to obtain public input on both the project and the scope and content of the EIR. Interested parties attended the public information meeting and provided input. Following distribution of the NOP/IS, SDSU revised the project, primarily by adding additional student housing. Consequently, a revised NOP/IS was issued April 17, 2007.

Based on the NOP/IS scoping process, the EIR addressed the following topics:

- (a) Aesthetics and Visual Quality;
- (b) Air Quality;
- (c) Biological Resources;
- (d) Cultural Resources;
- (e) Geotechnical/Soils;
- (f) Hazards and Hazardous Materials;
- (g) Hydrology and Water Quality;
- (h) Land Use and Planning;
- (i) Mineral Resources;
- (j) Noise;
- (k) Paleontological Resources;
- (l) Population and Housing;
- (m) Public Utilities and Service Systems; and,
- (n) Transportation/Circulation and Parking.

Based on the NOP/IS scoping process, potential impacts relating to agricultural resources were determined to be not significant and, therefore, were not discussed in the EIR.

1.6 ENVIRONMENTAL IMPACT REPORT

SDSU prepared the EIR in accordance with CEQA and the CEQA Guidelines. The EIR is a full-disclosure informational document which informs public agency decision-makers and the public of the significant environmental effects of the project. Possible ways to minimize significant effects are identified in the EIR and reasonable alternatives to the project are evaluated.

The EIR is intended as both a "program EIR" and a "project EIR" under CEQA and the CEQA Guidelines. CEQA makes a distinction between an EIR for a program or a plan, and an EIR for a specific construction project. A project EIR is typically prepared for a specific construction-level project. (*See* CEQA Guidelines §15161.) Under CEQA, a project EIR "should focus primarily on the changes in the environment that would result from the development project . . . [and] examine all phases of the project including planning, construction, and operation." (*Ibid.*) In contrast, a "program" or "first-tier" EIR is intended to focus environmental review on the environmental issues that are relevant to the approval being considered. (*See* Pub. Res. Code §§21068.5, 21093; see also CEQA Guidelines §§15152, 15161, 15168, 15385.)

The Lot G Residence Hall, Olmeca/Maya Residence Halls, and Student Union/Aztec Center Expansion, ~~and Alvarado Hotel~~ project components were analyzed at a project-level of environmental review, such that no further CEQA review will be required prior to project construction. Phase 1 of the Adobe Falls and Alvarado Campus project components was analyzed at the project-level as well, while Phase 2 of each of these two project components was analyzed at the program-level. The Campus Conference Center, Lot U Residence Hall, and Villa Alvarado Residence Hall Expansion also were analyzed at the program-level. The Lot D portion of the Alvarado Campus component was analyzed previously at the program-level as part of the EIR for the SDSU Campus Master Plan 2000 project (SCH No. 2000051026).

With regards to those project components analyzed at the program-level, SDSU does not anticipate proceeding with development of these components in the immediate future, nor does it have sufficient construction-level detail available to enable an analysis of project-specific impacts at this time. Due to the long-term nature of the Master Plan, it is preferable not to speculate as to specific uses or exact building characteristics at this time because the precise future role of these project components likely will evolve over the coming years. Additional environmental review under CEQA for these project components will be undertaken, as appropriate, during subsequent implementation of the Master Plan.

The Draft EIR was made available to the public for review and comment for a 45-day period. The review and comment period began on June 12, 2007, and ended on July 27, 2007. Copies of the Draft EIR were available for public review at the following locations: (a) Benjamin Branch Library, 5188 Zion Avenue, San Diego, California; (b) College Rolando Branch Library, 6600 Montezuma Road, San Diego, California; (c) SDSU Love Library, Government Publications, 3rd Floor; and (d) SDSU, Department of Facilities Planning, Design and Construction, Administration Building, Room 130. The Draft EIR also was available for review on the internet at www.sdsu.edu/masterplan. Copies of the Draft EIR were available for purchase by contacting Legal Reprographics, 110 West "C" Street, San Diego, California 92101, (619) 234-0660.

All comment letters received in response to the Draft EIR were reviewed and are included in the Final EIR, along with written responses to each of the comments. In accordance with CEQA Guidelines section 15132, the Final EIR for the project consists of: (i) the Draft EIR; (ii) comments received on the Draft EIR; (iii) a list of the persons, organizations, and public agencies commenting on the Draft EIR; (iv) written responses to significant environmental issues raised

during the public review and comment period and related supporting materials; and, (v) other information contained in the administrative record.

2.0 FINDINGS ON SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS OF THE PROJECT

This section identifies the significant unavoidable impacts that require a statement of overriding considerations to be issued by the Board of Trustees if the SDSU 2007 Campus Master Plan Revision is approved. Based on the analysis contained in the EIR, the following impacts have been determined to fall within this "significant unavoidable impact" category.

2.1 AESTHETICS AND VISUAL QUALITY

2.1.1 Unavoidable Significant Impacts

Based on the information in the Final EIR, impacts to aesthetics and visual quality associated with the Adobe Falls Faculty/Staff Housing and Student Housing components may be significant and unavoidable. Specifically, the impacts associated with the conversion of open space/natural habitat on the Adobe Falls site to residential housing, and the development of 10-story residence hall structures on Lot G, Lot U, and the existing Olmeca and Maya Residence Hall sites may be significant and unavoidable.

Adobe Falls Faculty/Staff Housing. The introduction of a faculty/staff housing development into the existing undeveloped Adobe Falls site would represent a significant visual change in the south Del Cerro area. Even though development of the Upper and Lower Villages would appear as an extension of existing residential development within the Alvarado Canyon area, and some viewsheds are already partially obstructed (due to landscaping and/or elevation differences), views would change from a natural setting to an urban setting. This impact also is considered cumulatively considerable when viewed in combination with other projects throughout the City of San Diego that result in similar open space conversion.

Student Housing. The upper levels of the 10-story Lot G Residence Hall would be visible from surrounding residences. Although this residence hall will appear as an extension of existing residential facilities and be similar in height to adjacent structures, visual impacts would be significant due to the change from an undeveloped parking lot to a 10-story structure.

The structures that would replace the Olmeca and Maya Residence Halls would establish a more "densified" campus horizon. In addition, off-site residences and fraternity/sorority facilities along Montezuma Road also would experience a permanent viewshed change.

The introduction of the Lot U Residence Hall to an area where no structures currently exist -- in light of the fact that the existing site is a parking lot -- would constitute a visual change to the surrounding community. Furthermore, as some residences presently have unobstructed views coupled with lower topography, this change would be significant.

2.1.2 Mitigation Measures

The Board of Trustees finds that there are no feasible measures available to mitigate these aesthetics and visual quality impacts attributable to the project to a level below significant. However, the following feasible mitigation measures partially would reduce the identified impacts:

AVQ-1 During the preparation of final site design plans for the Adobe Falls Faculty/Staff Housing Upper and Lower Villages, in order to shield sensitive viewers from the proposed buildings, SDSU, or its designee, shall incorporate landscape treatment consistent with the landscape themes in the surrounding communities.

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.

2.1.3 Findings

The Board of Trustees finds that the above mitigation measures are feasible, are adopted, and will reduce the project's aesthetics and visual quality impacts attributable to the development of the Adobe Falls Faculty/Staff Housing and Student Housing. Pursuant to Public Resources Code section 21081, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project which would mitigate, in part, the significant aesthetics and visual quality impacts attributable to development identified in the Final EIR. However, there are no feasible mitigation measures that would reduce the identified significant impacts to a level below significant. Therefore, these impacts must be considered unavoidably significant even after implementation of all feasible aesthetics and visual quality mitigation measures. Pursuant to Public Resources Code section 21081, subdivision (a)(3), as described in the Statement of

Overriding Considerations, the Board of Trustees has determined that specific economic, legal, social, technological, or other considerations make infeasible the alternatives identified in the EIR and the identified aesthetics and visual quality impacts are thereby acceptable because of specific overriding considerations. (See **Section 6.0**, below.)

2.2 AIR QUALITY

2.2.1 Unavoidable Significant Impacts

Short-term construction-related emissions of fugitive dust (PM₁₀) associated with grading activities on the Adobe Falls Lower Village site would have the potential to exceed the significance threshold of 100 lbs/day. Mitigation is proposed that would reduce the impact to the extent feasible, but would not reduce the impact to a level below significant. This is considered a significant and unavoidable impact on a direct and cumulative basis.

Long-term operational emissions attributable to the increased use of consumer products and the increased number of vehicle trips, which would result from increased student enrollment, may exceed the significant thresholds for reactive organic gases ("ROG"). Mitigation is proposed that would reduce the impact to the extent feasible, but would not reduce the impact to a level below significant. The impact is considered significant and unavoidable.

2.2.2 Mitigation Measures

The Board of Trustees finds that there are no feasible measures available to mitigate these air quality impacts attributable to the project to a level below significant. However, the following feasible mitigation measures would partially reduce the identified impacts:

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.
4. All material stockpiles subject to wind erosion during construction activities that will not be utilized within three days, shall be covered with plastic, an alternative cover deemed equivalent to plastic, or sprayed with a nontoxic chemical stabilizer.
5. Where vehicles leave the construction site and enter adjacent public streets, the streets shall be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface. Any visible track-out extending for more than fifty (50) feet from the access point shall be swept or washed within thirty (30) minutes of deposition.
6. All diesel-powered vehicles and equipment utilized during construction activities shall be properly operated and maintained.
7. All diesel-powered vehicles and gasoline-powered equipment shall be turned off when not in use for more than five (5) minutes.
8. The construction contractor shall utilize electric or natural gas-powered equipment *in lieu* of gasoline or diesel-powered engines, where feasible.
9. The construction contractor, as much as possible, shall time the construction activities so as not to interfere with peak hour traffic. In order to minimize obstruction of through traffic lanes adjacent to the site, a flagperson shall be retained to maintain safety adjacent to existing

roadways, if necessary.

10. The construction contractor shall support and encourage ridesharing and transit incentives for the construction crew.
11. The construction contractor shall utilize as much as possible pre-coated/natural colored building materials. Water-based or low volatile organic compounds ("VOC") coatings with a reactive organic gases ("ROG") content of 100 grams per liter or less shall be used. Spray equipment with high transfer efficiency, such as the electrostatic spray gun method, or manual coatings application such as paint brush hand roller, trowel, spatula, dauber, rag, or sponge, shall be used to reduce VOC emissions, where practical.
12. If construction equipment powered by alternative fuel sources (LPG/CNG) is available at comparable cost, the construction contractor shall specify that such equipment be used during all construction activities on the project site.
13. The construction contractor shall require the use of particulate filters on diesel construction equipment if the use of such filters is demonstrated to be cost-competitive for use on this project.
14. During demolition activities, the construction contractor shall utilize safety measures relating to the removal of hazardous and/or toxic materials as required by the SDSU Environmental Health and Safety Department, in accordance with all applicable state and federal laws.
15. The construction contractor shall maintain rubble piles in a damp state during demolition to minimize dust generation.

AQ-2 To the extent SDSU has not previously implemented the following transportation control measures, as soon as reasonably feasible, SDSU, or its designee shall:

- (a) Provide preferential parking spaces for employee carpools and vanpools;
- (b) Provide on-street bus shelters and well-lighted, safe paths between site uses;
- (c) Schedule truck deliveries and pickups for off-peak hours where feasible;
- (d) Work with the City of San Diego to implement or contribute to public outreach programs that promote alternative methods of transportation; and
- (e) Require that delivery trucks turn off their engines if the anticipated duration of idling exceeds three (3) minutes.

2.2.3 Findings

The Board of Trustees finds that the above mitigation measures are feasible, are adopted, and will reduce the project's air quality impacts attributable to the development of the project. Pursuant to Public Resources Code section 21081, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project which would mitigate, in part, the significant air quality impacts attributable to development identified in the Final EIR. However, there are no feasible mitigation measures that would reduce the identified significant impacts to a level below significant. Therefore, these impacts must be considered unavoidably significant even after implementation of all feasible air quality mitigation measures. Pursuant to Public Resources Code section 21081, subdivision (a)(3), as described in the Statement of Overriding Considerations, the Board of Trustees has determined that specific economic, legal, social, technological, or other considerations make infeasible the alternatives identified in the EIR and the identified air quality impacts are thereby acceptable because of specific overriding considerations. (See **Section 6.0**, below.)

2.3 TRANSPORTATION/CIRCULATION AND PARKING

2.3.1 Unavoidable Significant Impacts

The project would result in near-term (~~2022~~2011/2012) significant impacts to ~~four~~six off-site intersections, ~~and two~~three street segments, ~~and one~~freeway ramp meter. At buildout horizon year (2035~~0~~), the project would result in significant cumulative impacts to ~~eleven~~fifteen off-site intersections, ~~nine~~eight street segments, ~~two~~one freeway ramp meters, and four freeway mainline segments. Mitigation in the form of roadway improvements to be constructed by SDSU that would reduce the identified impacts to less than significant is identified in Section 3.11. However, as explained below, under the near-term and horizon year scenarios, mitigation that would fully mitigate the project's significant impacts at the remaining locations is infeasible for varying reasons and, therefore, these impacts are considered significant and unavoidable fair share contributions towards the costs to construct the necessary roadway improvements is proposed.

~~Under the California Supreme Court's decision in *City of Marina v. Board of Trustees of the California State University* (2006) 39 Cal.4th 341, CSU/SDSU is obligated to request funding from the state Legislature to pay its fair share of the mitigation costs associated with the identified significant impacts. (*City of Marina* at 367; see also Public Resources Code §21106.) Pursuant to that obligation, CSU will, following the normal state budget timelines and process, submit a budget request to the state Legislature and Governor that will include a mitigation dollar~~

~~amount consistent with CSU's fair share contribution towards implementation of the necessary roadway improvements within the jurisdiction of local agencies.~~

~~The intent of the California Supreme Court's decision in the *City of Marina* case is to ensure that significant impacts under CEQA are feasibly mitigated and that localities recover the cost of CSU's impacts. The underlying logic of that decision does not apply to other state agencies, such as the California Department of Transportation ("Caltrans"), as these other state agencies are funded from the same source as CSU. Instead, CSU/SDSU will support Caltrans in its efforts to obtain the level of funding agreed to by the parties through the annual state budget process, and will look to the City of San Diego and the San Diego Association of Governments ("SANDAG") to join in that support.~~

~~If the Legislature approves CSU's funding request, or a portion of that request, it is anticipated the appropriated funds will be provided to the applicable local agencies with jurisdiction over the roadway improvements in annual amounts corresponding to annual full-time equivalent ("FTE") student enrollment growth, provided that each agency identifies a fund or traffic impact fee program assuring that the funds will be expended solely in furtherance of the subject roadway improvements.~~

~~However, because CSU cannot guarantee that its request to the Governor and the Legislature for the necessary mitigation funding will be approved, or that any funding request submitted by Caltrans will be approved, or that the funding will be granted in the amount requested, or that the public agencies will fund the mitigation improvements that are within their responsibility and jurisdiction, the identified significant impacts are determined to be significant and unavoidable.~~

~~Furthermore, in the event that the state Legislature does approve CSU's funding request in full, and/or any funding request submitted by Caltrans, impacts to the College Avenue/Interstate 8 interchange, Montezuma Road (between Fairmount Avenue to Collwood Boulevard), Alvarado Road (between E. Campus Drive to 70th Street), and Interstate 8 (between Fairmount Avenue to Fletcher Parkway) would remain significant and unavoidable because no feasible mitigation is available to fully reduce the identified impacts at these locations to a level below significant. Impacts to all other intersections, street segments, and freeway ramp meters, would be mitigated to less than significant levels with adoption of the recommended mitigation measures, assuming adequate fair share funding is obtained.~~

2.3.2 Mitigation Measures

The Board of Trustees finds that there are no feasible measures available, including on-campus actions or project modifications, that would fully mitigate these transportation/circulation impacts attributable to the project to a level below significant. However, to the extent feasible mitigation is available, such as the installation of Adaptive Signal Controls to improve traffic flow or the implementation of TDM strategies to reduce vehicle ridership, such mitigation measures are identified that partially would reduce the identified impacts~~because CSU's request to the Governor and the Legislature for the necessary mitigation funding may not be approved in whole or in part, or that any funding request submitted by Caltrans may not be approved; and, because the local public agencies may not fund the mitigation improvements that are within their responsibility and jurisdiction, even if state funding is obtained, CSU cannot guarantee implementation of the following mitigation measures, but will nonetheless pursue implementation in good faith:~~

Near-Term (2022) Mitigation Measures

Segments

AATCP-6 Alvarado Road: E. Campus Drive to Reservoir Drive. The improvement necessary to mitigate the Project's significant impact on the segment of Alvarado Road from East Campus Drive to Reservoir Drive is to widen and re-stripe Alvarado Road to add a two-way center left-turn lane or add left turn pockets at the Alvarado Road intersections at Alvarado Court and the Villa Alvarado Apartments driveway. This improvement would require the removal of on-street parking on a portion of the segment, which is noted in the College Area Community Plan. However, the removal of on-street parking may not be approved by the City of San Diego since alternative parking spaces may not be available, although SDSU would be able to retain the on-street parking on a portion of Alvarado Road by widening the segment that fronts SDSU property between Alvarado Court and approximately 250 feet west of the Alvarado Medical Center driveway.

Assuming the removal of on-street parking where necessary is feasible, prior to Full-Time Equivalent (FTE) enrollment reaching 25,286 or its equivalent, SDSU shall, to the reasonable satisfaction of the City of San Diego City Engineer and provided the City approves removal of the existing on-street parking on the

section not adjacent to SDSU property, commence and to the extent feasible complete construction of the re-striping and widening, where feasible, Alvarado Road between E. Campus Drive and Reservoir Drive to add a two-way center left-turn lane or add left turn pockets at the Alvarado Road intersections at Alvarado Court and the Villa Alvarado Apartments driveway by the identified trigger, to the reasonable satisfaction of the City of San Diego City Engineer. To implement the improvements, SDSU shall prepare design plans and submit such plans to the City of San Diego for review and approval, and prior to commencing construction, SDSU shall obtain any necessary construction permits and provide bond assurances to the reasonable satisfaction of the City Engineer. In the event the proposed improvement is not approved and constructed by the above identified trigger, the impact would remain temporarily significant until approval and construction of said improvement, but in no event shall said improvement be delayed beyond the identified trigger without good cause and reasonable coordination with the City of San Diego Engineer. However, if the removal of on-street parking where necessary is not feasible, the improvements are infeasible due to right-of-way limitations and the impact would remain significant and unavoidable.

Horizon Year (2035) Mitigation Measures

Intersections

AATCP-24 Fairmount Avenue / I-8 Westbound Off Ramp / Camino Del Rio N (Intersection #1). The improvement necessary to mitigate the Project's significant cumulative impact at the Fairmount Avenue / I-8 Westbound Off Ramp / Camino Del Rio North intersection is to widen the eastbound approach to provide an additional (second) eastbound exclusive right-turn lane on Camino Del Rio N. to southbound Fairmount Avenue at this intersection.

Improvements to the interchange are included in the FY 2015 Navajo Public Facilities Financing Plan, Project T-12B (see City of San Diego Comment L-5-26). However, there is no plan or program in place to provide the necessary funding in combination with the Project's fair-share (0.9%). Therefore, the identified improvements are infeasible as they are not capable of being accomplished in a successful manner within a reasonable period of time and, as a result, this impact is considered significant and unavoidable.

Notwithstanding, prior to SDSU Full-Time Equivalent (FTE) enrollment reaching 27,806 or its equivalent, SDSU shall provide funding to the City of San Diego, in an amount to be jointly agreed upon by SDSU and the City based upon professional cost estimates, for the installation of Adaptive Signal Controls at the traffic signals located at the following intersections: Fairmount Avenue / I-8 Eastbound Off Ramp; Fairmount Avenue / Camino Del Rio North / I- Westbound Off Ramp; and Fairmount Avenue / Mission Gorge Road. Implementation of this feasible mitigation, however, will not reduce the identified impacts to less than significant.

Segments

AATCP-7 Alvarado Road: Reservoir Drive to 70th Street [Horizon Year Cumulative Impact]. The improvement necessary to mitigate the Project's significant impact on the segment of Alvarado Road from Reservoir Drive to 70th Street is to restripe this segment of Alvarado Road to add a two-way center left-turn lane or add left turn pockets at the major apartment and retail driveways along Alvarado Road. This improvement would require the removal of on-street parking, which is noted in the College Area Community Plan, although the City of San Diego may not approve the removal since alternative parking spaces may not be available.

Since there is no plan or program in place to provide the necessary funding in combination with the Project's fair-share (20.0%), SDSU has determined it is feasible and, therefore, agreed to fully fund and implement the necessary improvements in light of the substantial benefits that would accrue to the SDSU community and for the limited purpose of this project only. To that end, assuming the removal of on-street parking where necessary is feasible, prior to Full-Time Equivalent (FTE) enrollment reaching 26,534 or its equivalent, SDSU shall, to the reasonable satisfaction of the City of San Diego City Engineer and provided the City approves removal of the existing on-street parking, re-stripe Alvarado Road between Reservoir Drive and 70th Street to add a two-way center left-turn lane or add left turn pockets at the major apartments and retail driveways along Alvarado Road. To implement the improvements, SDSU shall prepare design plans and submit such plans to the City of San Diego for review and approval, and prior to commencing construction, SDSU shall obtain any necessary construction permits and provide bond assurances to the reasonable satisfaction of the City Engineer. However, if the removal of on-street parking

where necessary is not approved by the City, the improvements are infeasible due to right-of-way limitations and the impact would remain significant and unavoidable.

AATCP-23 College Avenue: Montezuma Road to Cresita Drive [Horizon Year Cumulative Impact]. The improvement necessary to mitigate the Project's significant impact on the segment of College Avenue from Montezuma Road to Cresita Drive is to construct a raised median either by widening College Avenue or removing the existing on-street parking. However, widening College Avenue at this location is not feasible because it would require the acquisition of additional right-of-way that is owned by multiple individual third parties. As to the removal of on street parking, the City of San Diego has informed SDSU that only portions of the parking could be removed.

Since there is no plan or program in place to provide the necessary funding in combination with the Project's fair-share (24.8%), SDSU has agreed to fully fund and implement the necessary improvements in light of the substantial benefits that would accrue to the SDSU community and for the limited purpose of this project only. To that end, if the removal of on-street parking on the segment of College Avenue between Montezuma Road and Cresita Drive sufficient to construct a raised median is approved by the City of San Diego, prior to SDSU Full-Time Equivalent (FTE) enrollment reaching 26,670 or its equivalent, SDSU shall construct a raised median on the segment of College Avenue between Montezuma Road and Cresita Drive, to the reasonable satisfaction of the City of San Diego City Engineer. To implement the improvements, SDSU shall prepare design plans and submit such plans to the City of San Diego for review and approval, and prior to commencing construction, SDSU shall obtain any necessary construction permits and provide bond assurances to the reasonable satisfaction of the City Engineer. However, if the removal of on-street parking is not approved by the City, this mitigation is infeasible because the installation of a raised median would require road widening, which in turn would require the acquisition of additional right-of-way on College Avenue between Montezuma Road and Cresita Drive that is owned by multiple individual third parties. Therefore, the installation of a raised median would be infeasible and, as a result, this impact is considered significant and unavoidable.

AATCP-26 Montezuma Road: Fairmount Avenue to Collwood Boulevard. The improvement necessary to mitigate the Project's significant cumulative impact to the segment of Montezuma Road from Fairmount Avenue to Collwood Boulevard is to widen this segment of Montezuma Road to provide an additional eastbound travel lane.

However, implementation of the necessary improvement is infeasible because: (i) the right-of-way necessary to add a lane is not available due to the existing topography; and (ii) there is no plan or program in place to provide the necessary funding in combination with the Project's fair-share (7.8%), nor is there a plan or program in place to construct the necessary improvements at this location. Therefore, the identified improvements are infeasible and, as a result, this impact is considered significant and unavoidable.

Notwithstanding, prior to SDSU Full-Time Equivalent (FTE) enrollment reaching 28,283 or its equivalent, SDSU shall provide funding to the City of San Diego, in an amount to be jointly agreed upon by SDSU and the City based upon professional cost estimates, for the installation of Adaptive Signal Controls at the traffic signal located at the Montezuma Road / Collwood Boulevard intersection. Implementation of this feasible mitigation, however, will not reduce the identified impacts to less than significant.

AATCP-27 Montezuma Road: Collwood Boulevard to 55th Street. The improvement necessary to mitigate the Project's significant cumulative impact to the segment of Montezuma Road from Collwood Boulevard to 55th Street is to widen this segment of Montezuma Road to provide an additional eastbound travel lane.

However, implementation of the necessary improvements is infeasible because: (i) the right-of-way necessary to add a lane is not available due to the existing topography; and (ii) there is no plan or program in place to provide the necessary funding in combination with the Project's fair-share (8.7%), nor is there a plan or program in place to construct the necessary improvements at this location. Therefore, the identified improvements are infeasible and, as a result, this impact is considered significant and unavoidable.

Notwithstanding, prior to SDSU Full-Time Equivalent (FTE) enrollment reaching 28,032 or its equivalent, SDSU shall provide funding to the City of San Diego, in an amount to be jointly agreed upon by SDSU and the City based upon professional cost estimates, for the installation of Adaptive Signal Controls at the

traffic signals located at the intersections of Montezuma Road and Yerba Santa Drive, 54th Street, and 55th Street. Implementation of this feasible mitigation, however, will not reduce the identified impacts to less than significant.

AATCP-30 College Avenue: Del Cerro Boulevard to I-8 WB off-Ramp. The improvement necessary to mitigate the Project's significant cumulative impact to the segment of College Avenue from Del Cerro Boulevard to the Interstate-8 WB off-ramp is to restripe or, alternatively if the City of San Diego requires, widen northbound College Avenue to provide an additional lane.

Since there is no plan or program in place to provide the necessary funding in combination with the Project's fair-share (30.8%), nor is there a plan or program in place to construct the necessary improvements at this segment, in the event the City approves the addition of a northbound lane via re-striping, which SDSU's traffic engineer has determined is feasible and would fully mitigate the impact, SDSU has agreed to fully fund and implement the re-striping in light of the substantial benefits that would accrue to the SDSU community and for the limited purpose of this project only. To that end, prior to SDSU Full-Time Equivalent (FTE) enrollment reaching 26,671 or its equivalent, and contingent upon City approval, SDSU shall re-stripe northbound College Avenue between Del Cerro Boulevard and the I-8 WB off-ramp to provide an additional lane. To implement the improvement, SDSU shall prepare design plans and submit such plans to the City of San Diego for review and approval, and prior to commencing construction, SDSU shall obtain any necessary construction permits and provide bond assurances to the reasonable satisfaction of the City Engineer. In the event the City does not approve the re-striping and requires instead that College Avenue be widened at this location, the road widening would require the acquisition of additional right-of-way that is owned by multiple individual third parties. Therefore, under this latter scenario, the identified improvements are infeasible and, as a result, this impact is considered significant and unavoidable.

College Avenue: Zura Way to Montezuma Road. The improvement necessary to mitigate the Project's significant cumulative impact to the segment of College Avenue from Zura Way to Montezuma Road is to widen the four-lane portion of College Avenue to provide an additional travel lane.

However, implementation of this improvement is infeasible because the right-of-way necessary to add a fifth lane is not available due to the proximity of buildings fronting College Avenue along this segment, and the potential future availability of right of way on the east side of College Avenue as part of the area's redevelopment is speculative. Additionally, while the College Area Community Plan depicts College Avenue as six lanes between Zura Way and Montezuma Road, there is no plan or program in place to provide the necessary funding in combination with the Project's fair-share (31.5%), nor is there a plan or program in place to construct the necessary improvements at this segment. Therefore, the addition of a fifth lane is infeasible and, as a result, this impact is considered significant and unavoidable.

Ramp Meters

AATCP-13 Northbound College Avenue to I-8 Westbound. The improvement necessary to mitigate the Project's identified significant cumulative impact at the Northbound College Avenue to I-8 Westbound ramp meter is to provide additional capacity on the I-8 westbound mainline. To that end, California State University / SDSU shall support Caltrans in its efforts to obtain funding from the state Legislature for the costs to prepare a Project Study Report-Project Development Support Project Initiation Document (Study) to evaluate alternatives to increase capacity, improve mobility, and relieve congestion at the Interstate-8 / College Avenue interchange including the Northbound College Avenue to I-8 Westbound on-ramp. Alternatives to be considered could include enhanced acceleration/deceleration lanes and interconnecting ramp meters. Dependent on the outcome of the study, California State University/SDSU shall continue to support Caltrans in its efforts to obtain funding from the state Legislature for the costs to implement the capital improvements identified in the Study. However, as there presently are no capacity improvements planned for this on-ramp, mitigation to reduce the identified significant impact to less than significant is infeasible and the impact is considered significant and unavoidable.

AATCP-14 Southbound College Avenue to I-8 Westbound. The improvement necessary to mitigate the Project's identified significant cumulative impact at the Southbound College Avenue to I-8 Westbound ramp meter is to provide additional capacity on the I-8 westbound mainline. To that end, California State University / SDSU shall support Caltrans in its efforts to obtain funding from the state Legislature for the costs to prepare a Project Study Report-Project Development Support

Project Initiation Document (Study) to evaluate alternatives to increase capacity, improve mobility, and relieve congestion at the Interstate-8 / College Avenue interchange including the Southbound College Avenue to I-8 Westbound on-ramp. Alternatives to be considered could include enhanced acceleration/deceleration lanes and interconnecting ramp meters. Dependent on the outcome of the study, California State University/SDSU shall continue to support Caltrans in its efforts to obtain funding from the state Legislature for the costs to implement the capital improvements identified in the Study. However, as there presently are no capacity improvements planned for this on-ramp, mitigation to reduce the identified significant impact to less than significant is infeasible and the impact is considered significant and unavoidable.

Freeway Mainline

AATCP-15 Interstate 8: Fairmount Avenue to Waring Road (eastbound). The improvement necessary to mitigate the Project's identified significant cumulative impact (4.15.4%) to the eastbound segment of Interstate-8 between Fairmount Avenue and Waring Road is to provide additional capacity on the I-8 eastbound mainline. To that end, California State University / SDSU shall support Caltrans in its efforts to obtain funding from the state Legislature for the costs to prepare a Project Study Report-Project Development Support-Project Initiation Document (Study) to evaluate alternatives to increase capacity, improve mobility, and relieve congestion at either the I-8 / Fairmount Avenue or I-8 / Waring Road interchange and, relatedly, on the segment of I-8 between Fairmount Avenue and Waring Road. Alternatives to be considered could include enhanced acceleration/deceleration lanes and interconnecting ramp meters. Dependent upon the outcome of the Study, California State University / SDSU shall continue to support Caltrans in its efforts to obtain funding from the state Legislature for the costs to implement the capital improvements identified in the Study. However, as there presently are no capacity improvements planned for this segment of I-8, mitigation to reduce the identified significant impact to less than significant is infeasible and the impact is considered significant and unavoidable.

AATCP-16 Interstate 8: Waring Road to College Avenue (eastbound). The improvement necessary to mitigate the Project's identified significant cumulative impact (4.86.2%) to the eastbound segment of Interstate-8 between Waring Road and

College Avenue is to provide additional capacity on the I-8 eastbound mainline. To that end, California State University / SDSU shall support Caltrans in its efforts to obtain funding from the state Legislature for the costs to prepare a Project Study Report-Project Development Support-Project Initiation Document (Study) to evaluate alternatives to increase capacity, improve mobility, and relieve congestion at the I-8 / College Avenue Interchange and, relatedly, on the segment of I-8 between Waring Road and College Avenue. Alternatives to be considered could include enhanced acceleration/deceleration lanes and interconnecting ramp meters. Dependent upon the outcome of the Study, California State University / SDSU shall continue to support Caltrans in its efforts to obtain funding from the state Legislature for the costs to implement the capital improvements identified in the Study. However, as there presently are no capacity improvements planned for this segment of I-8, mitigation to reduce the identified significant impact to less than significant is infeasible and the impact is considered significant and unavoidable.

AATCP-17 Interstate 8: College Avenue to Lake Murray Boulevard (eastbound and westbound). The improvement necessary to mitigate the Project's identified significant cumulative impact to the eastbound (3.841%) and westbound (3.337%) segments of Interstate-8 between College Avenue and Lake Murray Boulevard is to provide additional capacity on the I-8 eastbound and westbound mainlines. To that end, California State University / SDSU shall support Caltrans in its efforts to obtain funding from the state Legislature for the costs to prepare a Project Study Report-Project Development Support-Project Initiation Document (Study) to evaluate alternatives to increase capacity, improve mobility, and relieve congestion at the I-8 / College Avenue Interchange and, relatedly, on the segment of I-8 between College Avenue and Lake Murray Boulevard. Alternatives to be considered could include enhanced acceleration/deceleration lanes and interconnecting ramp meters. Dependent upon the outcome of the Study, California State University / SDSU shall continue to support Caltrans in its efforts to obtain funding from the state Legislature for the costs to implement the capital improvements identified in the Study. However, as there presently are no capacity improvements planned for this segment of I-8, mitigation to reduce the identified significant impact to less than significant is infeasible and the impact is considered significant and unavoidable.

AATCP-18 Interstate 8: Lake Murray Boulevard to Fletcher Parkway (eastbound and westbound). The improvement necessary to mitigate the Project's identified significant cumulative impact to the eastbound (9.8104%) and westbound (8.794%) segments of Interstate-8 between Lake Murray Boulevard and Fletcher Parkway is to provide additional capacity on the I-8 eastbound and westbound mainlines. To that end, California State University / SDSU shall support Caltrans in its efforts to obtain funding from the state Legislature for the costs to prepare a Project Study Report-Project Development Support-Project Initiation Document (Study) to evaluate alternatives to increase capacity, improve mobility, and relieve congestion at the I-8 / Fletcher Parkway or I-8 / Lake Murray Boulevard interchange and, relatedly, on the segment of I-8 between Lake Murray Boulevard and Fletcher Parkway. Alternatives to be considered could include enhanced acceleration/deceleration lanes and interconnecting ramp meters. Dependent upon the outcome of the Study, California State University / SDSU shall continue to support Caltrans in its efforts to obtain funding from the state Legislature for the costs to implement the capital improvements identified in the Study. However, as there presently are no capacity improvements planned for this segment of I-8, mitigation to reduce the identified significant impact to less than significant is infeasible and the impact is considered significant and unavoidable.

Overall

AATCP-19 Immediately following re-approval of the 2007 Campus Master Plan by The Board of Trustees of the California State University, and no later than commencement of the Fall 2019 semester unless otherwise noted, SDSU shall take the following actions to implement or, as applicable, continue to implement, the following transportation demand management (TDM) strategies designed to reduce the number of vehicle trips generated by SDSU students, faculty, and staff:

1. TDM Coordinator. Immediately following Master Plan approval, SDSU shall identify the SDSU employment position with primary responsibility for overseeing implementation of the following TDM strategies and task such position with conducting the appropriate implementation, outreach, marketing, and monitoring activities.

2. Increase RideShare Opportunities. SDSU, or the TDM Coordinator as applicable, shall:

- a. Provide a central digital platform location for information relating to available alternative transportation opportunities (to be implemented by Fall 2018);
- b. Provide preferential vanpool/carpool parking spaces in each parking lot commensurate with demand (to be implemented by Fall 2018);
- c. Allow use of shared parking passes for carpools and vanpools (shared parking passes authorize the use of one parking pass that is shared amongst all of the drivers of a designated carpool or vanpool) (to be implemented by Fall 2018);
- d. Connect the existing Enterprise Rent-A-Car VanPool system to the SDSU Human Resources (HR) staff/faculty database for more efficient ride-matching (the HR database includes information regarding home address and employment department, thereby facilitating carpool matches based on location and work schedule) (to be implemented by Fall 2019);
- e. Provide dedicated parking spaces and subsidies, funded through SANDAG and SDSU, towards leasing (SANDAG provides \$400 towards) and fuel costs (SDSU provides \$100 towards) associated with vanpools operated through the Enterprise Rent-A-Car VanPool system (to be implemented by Fall 2018);
- f. Promote ZimRide and Waze Carpool (rideshare platforms) and SANDAG's iCommute program by all appropriate means including, but not limited to, providing informational packets to all resident students during student orientation (to be implemented by Fall 2018);
- g. Expand hours of operation, increase frequency, and expand the service area of the currently on-campus only SDSU Red & Black shuttle to include off-campus locations to be determined based on

the results of a pilot program to be implemented in 2018 (to be implemented by Fall 2019);

- h. Facilitate continued operation of private shuttles operating between off-campus apartments and campus by identifying off-campus pick-up/drop-off locations (to be implemented by Fall 2018); and,
- i. Designate on campus locations for ride-hailing services, including, but not limited to, Uber and Lyft (see Figure AA3.14-13, On Campus Student Housing and Amenities, for location of existing and planned future rideshare locations) (to be implemented by Fall 2018).

3. Facilitate Bicycle and Pedestrian Travel. SDSU, or the TDM Coordinator as applicable, shall:

- a. Establish a Bike-Share pilot program on campus to be expanded if successful. Program features will include: dockless program; 100 bicycles initially; students to receive a discount for subscription; incentives/disincentives relating to placement of bicycles following use; and, bicycles may be taken off-campus (to be implemented by Fall 2018);
- b. Upgrade existing Class III bicycle facilities to Class II facilities along 54th Street from Collwood Boulevard to El Cajon Boulevard, and upgrade the existing Class III bicycle facilities to Class II facilities along Collwood Boulevard from Monroe Avenue to 54th Street (to be implemented by Fall 2019);
- c. Install a Class II bike lane within the existing 36-foot curb-to-curb width on Canyon Crest Drive between Lot 16 (former A Lot) and Lot 15 (former X lot) in order to improve bicycle access to/from and within campus (to be implemented by Fall 2019);
- d. Provide shared lane markings (sharrows) on Aztec Circle Drive to alert motorists that bicyclists may be using the full travel lane (implemented 2018);

- e. Provide on-campus Class I bike paths between Hardy Road and Hilltop Way, and between Union Street and Viejas Arena (Aztec Walk)(installed since 2007, in 2010);
- f. Provide Class II bike lanes on College Avenue between Montezuma Road and Zura Way (installed since 2007, in 2017);
- g. Maintain the existing on-campus bike racks (with capacity for approximately 1,070 bikes) and four bike maintenance stations (tools and air, unstaffed), and continue to monitor need for additional racks as necessary (to be implemented by Fall 2018); and
- h. Provide pedestrian improvements, including pedestrian signals, widened sidewalks, and bulb-outs at South Campus Plaza (west side of College Avenue), and Montezuma Road and Campanile Drive (installed since 2007, in 2017).

4. Facilitate Transit Ridership. SDSU, or the TDM Coordinator as applicable, shall:

- a. Maintain existing transit pass program for students (discounted by Metropolitan Transit System (MTS) and subsidized by SDSU) and enable purchases by credit card (credit card purchases to be implemented by Fall 2018);
- b. Establish a pre-tax payroll deduction program for faculty and staff purchase of MTS transit passes, vanpooling, and pooled on-demand rideshare services (e.g., uberPOOL and Lyft Line), provided SDSU meets the state/CSU required minimum participation level (to be implemented by Fall 2019);
- c. Provide reduced cost transit passes for faculty and staff, provided SDSU meets the MTS required minimum participation level. Cost reduction will be between 10% and 25%, depending on participation level (to be implemented by Fall 2019); and,
- d. Increase on-campus vehicle parking fees for single-rider student vehicles by 2025.

In light of the ongoing evolution of transportation technology and advancements, the strategies set forth above may be modified or replaced, as necessary, with alternative strategies of equal or enhanced effectiveness. Therefore, the TDM Coordinator shall annually evaluate the above strategies to ensure that the strategies are meeting the needs and priorities of the SDSU students, faculty, and staff. Program monitoring shall occur pursuant to the Mitigation Monitoring and Reporting Program adopted as part of the project approvals. As new technologies and strategies become available, the strategies included in this mitigation measure can be modified in order to implement alternative technologies and/or strategies of equal or enhanced effectiveness.

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. (This mitigation measure would also mitigate the project's significant Horizon Year impacts at this intersection.)~~

~~TCP-2 — A 2. College Avenue / I 8 Eastbound Ramps. SDSU shall support Caltrans in its efforts to obtain funding from the state Legislature for the fair share of the costs to provide an additional (third) northbound through lane on College Avenue. (The provision of an additional northbound through lane on College Avenue would mitigate this impact to the extent feasible; however, this mitigation would not fully mitigate the Horizon Year significant cumulative impact.)~~

~~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. (This mitigation measure would also mitigate the project's significant Horizon Year impacts at this 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. (This mitigation measure would also mitigate the project's significant Horizon Year impacts on the College Avenue roadway segment south of Montezuma Road.)~~

~~TCP-6 A-6. I-8 WB Ramps/ Parkway Drive. SDSU shall support Caltrans in its efforts to obtain funding from the state Legislature for the fair share of the costs to install a traffic signal at the intersection. (This mitigation measure would also mitigate the project's significant Horizon Year impacts at this 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. (This measure would not fully mitigate the significant Horizon Year impacts, which would require that the road be widened to four-lane Collector standards. Widening to four-lane Collector standards 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.)~~

~~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. (This measure would not fully mitigate the significant Horizon Year impacts, which would require that the road be widened to four-lane Collector standards. Widening to four-lane Collector standards 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.))~~

~~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. (This mitigation measure would also mitigate the project's significant Horizon Year impacts on the College Avenue roadway segment between the I-8 eastbound ramps and Zura Way.)~~

~~Freeway Ramp Meter~~

~~TCP-10 — C-1. Northbound College Avenue to I-8 Eastbound. SDSU shall support Caltrans in its efforts to obtain funding from the state Legislature for the 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). (This mitigation measure would also mitigate the project's significant Horizon Year impacts at the northbound College Avenue to I-8 eastbound freeway ramp meter.)~~

Horizon Year (2030) Mitigation Measures

Intersections

~~TCP-11~~ E 1. Fairmount Ave / I 8 WB Off Ramp / Camino del Rio North. SDSU shall support Caltrans in its efforts to obtain funding from the state Legislature for the 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.

~~TCP-14~~ E 5. College Avenue / I 8 WB Ramps. SDSU shall support Caltrans in its efforts to obtain funding from the state Legislature for the 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. (This mitigation measure would also mitigate the project's significant Horizon Year impacts at the College Avenue roadway segment between Del Cerro Boulevard and the I 8 eastbound ramps.)

~~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.

~~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 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 La Mesa its fair share of the costs to provide a second southbound left turn lane on 70th Street at Alvarado Road.

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

Street Segments

~~TCP-29~~ F-5. College Avenue: Zura Way to 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 on College Avenue between Zura Way and Montezuma Road.

~~F-7. Montezuma Road: Fairmount Avenue to Collwood Boulevard. 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.)~~

~~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. (The project also would result in significant impacts to the segment of Montezuma Road between Fairmount Avenue and Collwood Boulevard, and would require that this segment be widened to six lanes. However, because the College Area Community Plan classifies this portion of Montezuma Road as a 4-lane Major, it is not feasible to widen this portion of Montezuma Road to six lanes.)~~

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 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.~~

~~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 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.~~

~~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 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.~~

~~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 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.~~

~~**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.~~

2.3.3 Findings

~~Because CSU's request to the Governor and the Legislature, made pursuant to the California Supreme Court's decision in *City of Marina*, for the necessary mitigation funding may not be approved in whole or in part, or because any funding request submitted by Caltrans may not be approved; and, because the local public agencies may not fund the mitigation improvements that are within their responsibility and jurisdiction, even if state funding is obtained, the Board of Trustees finds there are no feasible mitigation measures that would reduce the identified significant impacts to a level below significant. Therefore, these impacts must be considered unavoidably significant even after implementation of all feasible transportation/circulation and parking mitigation measures.~~

The Board of Trustees finds that the above mitigation measures are feasible, are adopted, and will reduce the project's transportation/circulation impacts at the identified locations. Pursuant to Public Resources Code section 21081, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project which would mitigate, in part, the significant transportation/circulation impacts at the identified locations. However, there are no feasible mitigation measures that would reduce the identified significant impacts to a level below significant. Therefore, these impacts must be considered unavoidably significant even after implementation of all feasible transportation/circulation measures. Pursuant to Public Resources Code section 21081, subdivision (a)(3), as described in the Statement of Overriding Considerations, the Board of Trustees has determined that specific economic, legal, social, technological, or other considerations make infeasible the alternatives identified in the EIR and the identified transportation/circulation and parking impacts are thereby acceptable because of specific overriding considerations. (See **Section 6.0**, below.)

3.0 FINDINGS ON SIGNIFICANT BUT MITIGATED IMPACTS

This section identifies significant adverse impacts of the project that require findings to be made under Public Resources Code section 21081 and CEQA Guidelines section 15091. Based on information in the Final EIR, the Board of Trustees finds that, based upon substantial evidence in the record, adoption of the mitigation measures set forth below will reduce the identified significant impacts to less than significant levels.

3.1 AESTHETICS AND VISUAL QUALITY

3.1.1 Potential Significant Impacts

The project would result in changed viewsheds and require new light sources. These effects are considered to result in a potentially significant impact to neighboring uses.

Alvarado Campus. The introduction of a campus academic center to a site where a parking lot (*i.e.*, Lot D) presently exists may significantly impact the viewsheds of surrounding residences and trolley users, even though vegetation and riparian habitat within the Alvarado Creek area would partially shield these viewers. In addition, the campus academic center would require additional lighting, which would constitute a potentially significant impact.

Adobe Falls Faculty/Staff Housing. This project component would introduce light to an area that is currently devoid of light. Further, because this light would be visible from adjacent residences, the impact is potentially significant.

Student Housing. The introduction of a less obstructed, densified student housing facility on Lot C, in place of an obstructed parking lot, would significantly impact off-site residences south of the project site. In addition, the lighting associated with the Lot C (Villa Alvarado Residence Hall) and Lot U residence halls would be visible from adjacent residences; this impact is considered potentially significant.

~~*Alvarado Hotel.* The placement of signage directed at freeway traffic would significantly impact the viewshed of Navajo Community members to the north. In addition, the sign would be a new source of light, also visible by the Navajo Community members, and result in a potentially significant impact.~~

Campus Conference Center: The introduction of lighting associated with this project component on an existing lawn area would represent a new light source, as compared to existing conditions. This lighting would emanate and be visible by pedestrians and users of the surrounding buildings, and result in a potentially significant impact.

3.1.2 Mitigation Measures

The Board of Trustees finds that, based upon substantial evidence in the record, the potentially significant aesthetic and visual quality-related impacts of the project will be reduced to less than significant levels by implementation of the following mitigation measures:

- AVQ-2** During the preparation of final site design plans for the Adobe Falls Faculty/Staff Housing Upper and Lower Village sites, 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. Additionally, all lighting located on the north side of each building shall be of low intensity and height, and motion sensor lights shall be used to further reduce the amount of light emitted.
- AVQ-3** During the preparation of final site design plans associated with development of the Alvarado Campus 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-4** During the preparation of final site design plans associated with development of the Alvarado Campus 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-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-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.

3.1.3 Findings

The Board of Trustees finds that the above mitigation measures are feasible, are adopted, and will reduce these potential aesthetic and visual quality-related impacts of the project to less than significant levels. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project which mitigate or avoid potentially significant aesthetic and visual quality-related impacts of the project as identified in the Final EIR.

3.2 AIR QUALITY

3.2.1 Potential Significant Impacts

The project would result in potentially-significant short-term impacts to air quality associated with construction activities. Specifically, emissions of reactive organic gases would exceed the applicable thresholds during the building construction phases as a result of the application of architectural coatings at the Student Housing and Alvarado Campus project components.

3.2.2 Mitigation Measures

The Board of Trustees finds that, based upon substantial evidence in the record, this potential air quality-related impact of the project will be reduced to a less than significant level by implementation of the following mitigation measure:

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.
4. All material stockpiles subject to wind erosion during construction activities that will not be utilized within three days, shall be covered with plastic, an alternative cover deemed equivalent to plastic, or sprayed with a nontoxic chemical stabilizer.
5. Where vehicles leave the construction site and enter adjacent public streets, the streets shall be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface. Any visible track-out extending for more than fifty (50) feet from the access point shall be swept or washed within thirty (30) minutes of deposition.
6. All diesel-powered vehicles and equipment utilized during construction activities shall be properly operated and maintained.

7. All diesel-powered vehicles and gasoline-powered equipment shall be turned off when not in use for more than five (5) minutes.
8. The construction contractor shall utilize electric or natural gas-powered equipment *in lieu* of gasoline or diesel-powered engines, where feasible.
9. The construction contractor, as much as possible, shall time the construction activities so as not to interfere with peak hour traffic. In order to minimize obstruction of through traffic lanes adjacent to the site, a flagperson shall be retained to maintain safety adjacent to existing roadways, if necessary.
10. The construction contractor shall support and encourage ridesharing and transit incentives for the construction crew.
11. The construction contractor shall utilize as much as possible pre-coated/natural colored building materials. Water-based or low volatile organic compounds ("VOC") coatings with a reactive organic gases ("ROG") content of 100 grams per liter or less shall be used. Spray equipment with high transfer efficiency, such as the electrostatic spray gun method, or manual coatings application such as paint brush hand roller, trowel, spatula, dauber, rag, or sponge, shall be used to reduce VOC emissions, where practical.
12. If construction equipment powered by alternative fuel sources (LPG/CNG) is available at comparable cost, the construction contractor shall specify that such equipment be used during all construction activities on the project site.
13. The construction contractor shall require the use of particulate filters on diesel construction equipment if the use of such filters is demonstrated to be cost-competitive for use on this project.
14. During demolition activities, the construction contractor shall utilize safety measures relating to the removal of hazardous and/or toxic materials as required by the SDSU Environmental Health and Safety Department, in accordance with all applicable state and federal laws.
15. The construction contractor shall maintain rubble piles in a damp state during demolition to minimize dust generation.

3.2.3 Findings

The Board of Trustees finds that the above mitigation measure is feasible, is adopted, and will reduce this potential air quality-related impact of the project to a less than significant level. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the potentially significant air quality impacts relating to emissions of ROG during construction as identified in the Final EIR.

3.3 BIOLOGICAL RESOURCES

3.3.1 Potential Significant Impacts

Implementation of the project would result in the loss of 19.66 acres of habitat on the Adobe Falls Faculty/Staff Housing site, and 40.28 acres of developed land and associated ornamental landscaping on the central campus. The loss of habitat on the Adobe Falls site is considered a potentially significant impact to plants, wildlife, and wetlands.

With regards to sensitive wildlife species, the project may result in a significant direct impact to the federally-listed threatened coastal California gnatcatcher and its native habitat (*i.e.*, coastal sage scrub). The project is expected to result in the direct loss of one pair of California gnatcatcher, and 17.08 acres of habitat for this species at the Adobe Falls Faculty/Staff Housing site. In addition, construction of the Adobe Falls Faculty/Staff Housing site may also result in a potentially significant impact to the migratory bird nesting season and the raptor breeding season.

The project also may result in significant indirect impacts to other sensitive wildlife species. These impacts may result from the introduction of construction-related noise. Further, the introduction of artificial lighting associated with various project components may significantly impact the activities of nocturnal species. The potential for domestic pets to intrude upon native habitat areas also is considered significant.

The project also may result in increased storm water flows and untreated runoff due to the construction of the Adobe Falls site, which may increase the amount of impervious surfaces. The additional storm water flows that may result from the project could potentially impact, directly or indirectly, existing biological resources (including plants, wildlife, and wetlands) on and adjacent to the project site.

The habitat and land cover impacts could result not only from the conversion of open space to an urban setting (*e.g.*, Adobe Falls Faculty/Staff Housing site), but also from the introduction of pedestrians, residents, and students into these open space areas *via* the proposed trail system. These individuals may intrude upon areas that were previously untouched. Additionally, potentially significant habitat and land cover impacts may result from the introduction of non-native or invasive plant species. Finally, construction of the proposed Adobe Falls Faculty/Staff Housing project may result in potentially significant impacts to sensitive biological resources.

3.3.2 Mitigation Measures

The Board of Trustees finds that, based upon substantial evidence in the record, the potential biological resources-related impacts of the project will be reduced to less than significant levels by implementation of the following mitigation measures:

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 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 inviel*a), 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 0.30 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.

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.

- 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.

In the event construction of the Adobe Falls Faculty/Staff Housing site Upper or Lower Village is to occur during the migratory bird general breeding season, prior to the commencement of grading activities, SDSU, or its designee, shall conduct nesting bird surveys for species protected under the Migratory Bird Treaty Act in order to assess the presence/absence of migratory birds within and adjacent to the Adobe Falls Faculty/Staff Housing site. The surveys shall focus on the detection of nests and nesting activity, with a focus on the detection of

nesting gnatcatchers. If any active gnatcatcher 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-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 Lower Village site, SDSU, or its designee, shall develop a system of trails 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.

- BR-10** During the respective design phase of the proposed Adobe Falls Faculty/Staff Housing Upper and Lower Villages, SDSU, or its designee, shall provide native landscaping in areas adjacent to preserved native habitat.

- BR-11** During the respective design phase of the proposed Adobe Falls Faculty/Staff Housing Upper and Lower Villages, SDSU, or its designee, shall develop fencing at the interface between the development boundary and any native habitat to preclude human intrusion into preserved areas.

- 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-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.

3.3.3 Findings

The Board of Trustees finds that the above mitigation measures are feasible, are adopted, and will reduce the potential biological resources-related impacts of the project to less than significant levels. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the potentially significant biological resources-related impacts of the project as identified in the Final EIR.

3.4 CULTURAL RESOURCES

3.4.1 Potential Significant Impacts

The project's introduction of the Adobe Falls Faculty/Staff Housing may result in a potentially significant impact to the Adobe Falls and Site CA-SDI-17,221 due to increased site visitation by new residents from the Upper and Lower Villages. In addition, construction of the Alvarado Campus, ~~Alvarado Hotel~~, and various Student Housing components (*i.e.*, Lot G Residence Hall; Lot U Residence Hall; Lot C Villa Alvarado Residence Hall Expansion) may impact Quaternary sediments associated with the Alvarado Creek area that could contain buried archaeological resources, including Native American human remains.

3.4.2 Mitigation Measures

The Board of Trustees finds that, based upon substantial evidence in the record, the potential cultural resources-related impacts of the project will be reduced to less than significant levels by implementation of the following mitigation measures:

- CR-1** To minimize the potential indirect effects associated with increased site visitation by residents of the Adobe Falls Faculty/Staff Housing and SDSU students to Adobe Falls, SDSU, or its designee, shall:
1. Prior to occupancy of the Upper Village, work with the San Diego Historical Society to install appropriate fencing and signage in the vicinity of the area designated as City of San Diego Historic Site Number 80, including the area designated as Site CA-SDI-17,221; and
 2. Subsequently, during preparation of project-specific design plans for the Lower Village, design the Lower Village in such manner that the development does not encroach into the area designated as City of San Diego Historic Site Number 80, including the area designated as Site CA-SDI-17,221.
- CR-2** Prior to the commencement of grading activities at the Adobe Falls Faculty/Staff Housing site, Alvarado Campus, ~~Alvarado Hotel~~, and the Student Housing expansions at Lots C, G, and U, SDSU, or its designee, shall prepare an archaeological monitoring plan, which plan shall provide for the presence of an archaeological monitor on the site to monitor the potential discovery of historical resources. In the event that the monitoring of grading activities results in the discovery of cultural features, the archaeological monitor will have the authority to halt excavation at that location and direct that the discovery be evaluated immediately by a qualified archaeologist. Following evaluation, if the feature is

determined to be an historical and/or archaeological resource within the meaning of CEQA Guidelines §15064.5, appropriate mitigation measures will be developed at that time before grading activities at that location can resume. In the event the feature is determined to be an historical and/or archaeological resource, grading activities may continue on other parts of the building site while appropriate mitigation is implemented.

CR-3 If, during any phase of project construction, there is the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps will be taken:

1. There will be no further excavation or disturbance of the site or any nearby area reasonably suspect to overlie adjacent human remains until:
 - (a) The San Diego County Coroner is contacted to determine that no investigation of the cause of death is required; and
 - (b) If the Coroner determines the remains to be Native American:
 - (i) The Coroner will contact the Native American Heritage Commission within 24 hours;
 - (ii) The Native American Heritage Commission will identify the person or persons it believes to be the most likely descendant from the deceased Native American; and,
 - (iii) The most likely descendant may make recommendations to SDSU for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods, as provided in California Pub. Resources Code §5097.98, or
2. Where the following conditions occur, SDSU, or its designee, will rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance:
 - (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 graffiti, 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.

3.4.3 Findings

The Board of Trustees finds that the above mitigation measures are feasible, are adopted, and will reduce the potential cultural resources-related impacts of the project to less than significant levels. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the potentially significant cultural resources-related impacts of the project as identified in the Final EIR.

3.5 GEOTECHNICAL/SOILS

3.5.1 Potential Significant Impacts

Development of the Adobe Falls Faculty/Staff Housing, Alvarado Campus, ~~Alvarado Hotel~~, and Student Housing project components may result in a potentially significant impact to slope instability. Also, flood inundation may occur at the Adobe Falls Lower Village, Alvarado Campus, ~~Alvarado Hotel~~, and Villa Alvarado Residence Hall Expansion sites.

In addition, all project components may increase the potential for erosion due to disturbance of the ground surface during construction, and may significantly impact unconsolidated soils and expansive soils. Further, hard rock and/or well-cemented zones may underlie each of the project component sites, thereby complicating the project's grading schemes.

3.5.2 Mitigation Measures

The Board of Trustees finds that, based upon substantial evidence in the record, the potential geotechnical/soils-related impacts of the project will be reduced to less than significant levels by implementation of the following mitigation measures:

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, flood inundation and seismic shaking. Based on the results of the site-specific investigations, geotechnical design recommendations will be developed and included within each respective project component's design and construction in conformance with any/all applicable CBC and UBC requirements.

- GEO-2** During grading activities associated with development of the proposed project, SDSU, or its designee, shall require that compressible soils present on the site be removed where structural fill areas are underlain by unconsolidated soils and replaced with properly compacted or deep foundation systems, which extend through the compressible soils and are supported by the underlying firm natural soils.

- GEO-3** During grading activities associated with development of the proposed project, SDSU, or its designee, shall require that expansive soils present on the site are not placed within the upper few feet of finished grade, or "special" deepened and/or stiffened foundation systems for proposed structures are utilized.

3.5.3 Findings

The Board of Trustees finds that the above mitigation measures are feasible, are adopted, and will reduce the potential geotechnical/soils-related impacts of the project to less than significant levels. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the potentially significant geotechnical/soils-related impacts of the project as identified in the Final EIR.

3.6 HAZARDS AND HAZARDOUS MATERIALS

3.6.1 Potential Significant Impacts

The proposed Student Housing Maya Residence Hall is located immediately west of an active gas station with former leaking underground storage tanks ("UST"). In addition, the Student Housing and Student Union Expansion areas of focus are located proximate to former dry cleaning operations. Further, while the presence of actual UST contamination *on* the SDSU campus has not been documented, over the years, various reports have indicated that there is a potential for USTs to be present on campus. The proximity of these areas to the project development site is a potentially significant impact. Additionally, demolition of existing buildings associated with the future construction of the Alvarado Campus, Student Union Expansion, and Student Housing project components may release asbestos into the air and disperse lead paint and pesticide residue.

3.6.2 Mitigation Measures

The Board of Trustees finds that, based upon substantial evidence in the record, the potential hazards and hazardous materials-related impacts of the project will be reduced to less than significant levels by implementation of the following mitigation measures:

- HHM-1** Prior to construction of the proposed Housing Administration/Residential Education building located just north of Lot H, 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, 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 abatement, in compliance with all applicable laws, during project demolition.

3.6.3 Findings

The Board of Trustees finds that the above mitigation measures are feasible, are adopted, and will reduce the potential hazards and hazardous materials-related impacts of the project to less than significant levels. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the potentially significant hazards and hazardous materials-related impacts of the project as identified in the Final EIR.

3.7 HYDROLOGY AND WATER QUALITY

3.7.1 Potential Significant Impacts

Project development may result in potentially significant impacts to water quality and hydrology due to the potential for individual project components to affect surface water, groundwater, and the Alvarado Creek floodplain. These impacts would stem from increased impervious surfaces (which thereby increases the runoff volumes and rates), the chance that

groundwater lenses may be encountered during construction, and the intensification of uses upon the project sites.

3.7.2 Mitigation Measures

The Board of Trustees finds that, based upon substantial evidence in the record, the potential hydrology and water quality-related impacts of the project will be reduced to less than significant levels by implementation of the following mitigation measures, which incorporate site design, source control, and treatment control BMPs:

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;
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. 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;
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
5. Install energy dissipaters at the outlets of new storm drains that enter Alvarado Creek.

HWQ-4 During the design phase of the proposed Alvarado Campus buildings, SDSU, or its designee, shall, to the maximum extent feasible, locate all building footprints outside of the 100-year floodplain. If location within the floodplain is necessary, then SDSU, or its designee, shall require that the first habitable floor of the buildings that are located within the 100-year floodplain of Alvarado Creek be situated at least one foot above 100-year flood levels to ensure safety from floodwaters. SDSU, or its designee, also shall obtain flood insurance, to the extent required by law, to protect against any damage that might occur during a flood event.

~~**HWQ-5** During the design phase of the Alvarado Hotel component of the proposed project, SDSU, or its designee, shall incorporate the following best management practices into the project site design:~~

- ~~1. Preserve existing native trees to maximize canopy interception and water conservation;~~
- ~~2. Construct sidewalks and parking lot aisles to the minimum widths necessary;~~

- ~~3. Use unit pavers or other equivalent porous material to construct walkways, alleys, and other low traffic areas;~~
- ~~4. Plant native trees and maximize canopy interception and water conservation;~~
- ~~5. Drain rooftops into adjacent landscaping prior to discharging the storm drain; and~~
- ~~6. Install energy dissipaters, such as riprap, at the outlets of new storm drains that enter the Alvarado Creek.~~

~~**HWQ-6** During the design phase of the proposed Alvarado Hotel, SDSU, or its designee, shall, to the maximum extent feasible, locate all building footprints outside of the 100-year floodplain. If location within the floodplain is necessary, then SDSU, or its designee, shall require that the first habitable floor of the building that is located within the 100-year floodplain of Alvarado Creek be situated at least one foot above 100-year flood levels to ensure safety from floodwaters. SDSU, or its designee, also shall obtain flood insurance, to the extent required by law, to protect against any damage that might occur during a flood event.~~

HWQ-7 During the design phase of the Campus Conference Center 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. Plant native trees and maximize canopy interception and water conservation; and
3. Drain rooftops into adjacent landscaping prior to discharging to the storm drain.

HWQ-8 During the design phase of the Student Union Expansion 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. Plant native trees and maximize canopy interception and water conservation; and

3. Drain rooftops into adjacent landscaping prior to discharging to the storm drain.

HWQ-9 During the design phase of the Villa Alvarado Residence Hall Expansion 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. Construct sidewalks and parking lot aisles to the minimum widths necessary;
3. Preserve existing native trees to maximize canopy interception and water conservation;
4. Plant native trees and maximize canopy interception and water conservation;
5. Drain rooftops into adjacent landscaping prior to discharging to the storm drain; and
6. Install energy dissipaters, such as riprap, at the outlets of new storm drains that enter the Alvarado Creek.

HWQ-10 During the design phase of the Lot G, Olmeca/Maya, and Lot U Residence Halls, 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. Plant native trees and maximize canopy interception and water conservation; and
3. Drain rooftops into adjacent landscaping prior to discharging to the storm drain.

HWQ-11 SDSU, or its designee, to the maximum extent feasible, shall require that:

1. Any/all hazardous materials stored on the project site are stored in enclosures, such as cabinets, sheds, or similar structures, that prevent contact with rain, runoff or spillage into the storm drain. (Where not covered by the aforementioned, polyethylene cover will be used.)
2. All trash containers utilized on the project site include attached covers to reduce pollution introduction into the drainage system.

3. The following best management practices are incorporated into the project site design, to the maximum extent feasible, to ensure efficient irrigation and reduce runoff from the site:
 - (a) Rainfall shutoff devices shall be used to prevent irrigation during and after precipitation;
 - (b) Irrigation systems shall utilize a dripping system to eliminate nuisance runoff; and
 - (c) Backflow preventer/pressure regulators shall be used.
4. Stenciling is done on all site inlets to educate students and faculty on appropriate stormwater pollution prevention practices.
5. Compliance with the following practices to limit runoff contamination from pesticides:
 - (a) Pesticides are used properly on the project site and shall be used as a last line of defense in the elimination of pests; and
 - (b) Physical pest elimination techniques, such as weeding and trapping, shall be utilized prior to the application of any pesticides.
6. Should dewatering be necessary during construction, all discharges be in accordance with San Diego Regional Water Quality Control Board ("RWQCB") requirements, which mandate that dewatered groundwater be used onsite as dust control or tanked and hauled to a legal disposal site for treatment. Dewatering shall not occur in Alvarado Creek nor be directed toward the storm drain system or sewer system. In addition, should dewatering be necessary during construction, a National Pollution Discharge Elimination System ("NPDES") dewatering permit shall be obtained from the RWQCB.
7. Appropriate shoring devices and a periodic dewatering system, if necessary, shall be installed below or near the groundwater table to reduce the potential for caving of excavations due to groundwater seeps.
8. Project design should attempt to mimic the natural hydrologic regime, and considers the use of biofilters, pervious paving, drainage inserts, and infiltration.
9. In order to ensure the long-term effectiveness of all best management practices ("BMPs"), the following maintenance activities shall be conducted, as specified:
 - (a) All BMPs incorporated into the proposed project shall be inspected:
 - (i) Once a month at a minimum;

- (ii) After every large storm event; and
 - (iii) Semi-annually at the beginning and end of the wet season for standing water, slope stability, sediment accumulation, trash and debris, and presence of burrows for the wetland.
- (b) Parking lots and sidewalks shall be swept as needed.
10. Long-term water quality impacts as a result of construction are minimized by complying with federal and state regulations for groundwater discharge into surface water bodies. These regulations include subsurface and surface drains in fill areas and behind retaining walls. These systems can reduce potential adverse impacts associated with seepage conditions. Appropriate shoring and possibly the installation of a periodic dewatering system below or near the groundwater table may reduce the potential for caving or excavations due to groundwater seeps.

3.7.3 Findings

The Board of Trustees finds that the above mitigation measures are feasible, are adopted, and will reduce the potential hydrology and water quality-related impacts of the project to less than significant levels. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the potentially significant hydrology and water quality-related impacts of the project as identified in the Final EIR.

3.8 NOISE

3.8.1 Potential Significant Impacts

Due to the proximity of certain noise sensitive uses to the project development area, construction activities and related noise levels may result in a potentially significant impact during construction of the Adobe Falls Faculty/Staff Housing, Alvarado Campus, ~~Alvarado Hotel~~, Campus Conference Center, and Student Housing project components.

In addition, at the Adobe Falls Faculty/Staff Housing and ~~Alvarado Hotel~~ site, the exterior noise levels may exceed the 65 dB CNEL threshold and the interior levels may exceed the 45 dB CNEL due to traffic noise affiliated with Interstate 8. Similarly, due to traffic noise along various roadways, interior noise levels would exceed the 45 dB threshold at the Lot G Residence Hall, Olmeca/Maya Residence Hall, and Lot C Villa Alvarado Residence Hall.

3.8.2 Mitigation Measures

The Board of Trustees finds that, based upon substantial evidence in the record, the potential noise-related impacts of the project will be reduced to less than significant levels by implementation of the following mitigation measures:

NOI-1 During construction of the proposed Adobe Falls Faculty/Staff Housing, Alvarado Campus, ~~Alvarado Hotel~~, Campus Conference Center, and Student Housing, SDSU, or its designee, shall comply with the City's noise ordinance criteria relative to construction activities so that the 12-hour average noise level does not exceed 75 dB at any noise-sensitive land use. Construction activity shall be limited to between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday; construction is prohibited on Sunday or legal holidays. In addition, SDSU, or its designee, shall require that the construction contractor:

1. Locate noisy equipment as far as possible from the site boundaries and occupants of buildings;
2. Install stationary equipment in enclosures;
3. Equip all construction equipment, fixed or mobile, with properly operating and maintained muffler exhaust systems;
4. Locate stockpile and vehicle staging areas as far as practical from residences and occupants of buildings;
5. Use quieter equipment (*i.e.*, typically smaller pieces of equipment) while working immediately adjacent to the existing residences.

NOI-2 During construction of the proposed Adobe Falls Upper Village, SDSU, or its designee, shall construct a ten-foot high noise barrier relative to the adjacent pad elevations to mitigate traffic noise levels to 65 dB CNEL or less at outdoor usable areas. The materials used in the construction of the barrier should have a minimum surface density of four pounds per square foot, and may consist of masonry material, 1/2-inch thick Plexiglas, 1/4-inch thick tempered glass, earthen berm, or a combination of these materials. The barrier must be designed so there are no openings or cracks.

Following construction of the noise barrier, SDSU, or its designee, shall undertake an interior noise study to ensure that interior noise levels would be

mitigated to 45 dB CNEL or less. If the interior noise levels are in excess of 45 dB CNEL, noise abatement measures shall be incorporated into project construction, such as the installation of sound-rated windows along the building adjacent to I-8 and College Avenue, and the installation of air-conditioning or mechanical ventilation. Architectural design modifications also may be required to: (i) minimize the window area facing I-8, (ii) accommodate sound-rated windows and sliding glass doors with larger depths than standard windows, and (iii) allow upgrades to the exterior walls of the buildings.

NOI-3 Prior to construction of the proposed Adobe Falls Lower Village, SDSU, or its designee, shall undertake a site-specific noise study for proposed sensitive uses to ensure that the exterior noise level does not exceed 65 dB CNEL at outdoor use areas. The noise study may suggest implementing mitigation measures such as orienting buildings to shield the outdoor use areas from I-8 traffic noise, as well as constructing sound walls or berms around the outdoor use areas. An interior noise study also shall be prepared prior to occupancy to ensure that the interior noise level is mitigated to 45 dB CNEL or less with appropriate sound abatement measures incorporated.

~~NOI-4 During construction of the proposed Alvarado Hotel, SDSU, or its designee, shall construct a minimum seven-foot high noise barrier around the common outdoor usable area (i.e., pool area) to mitigate the traffic noise impact.~~

~~Additionally, following construction of the noise barrier, SDSU, or its designee, shall undertake the preparation of an interior noise study to ensure that the interior noise level would be mitigated to 45 dB CNEL or less. Noise abatement may be required, including installation of sound-rated windows along the building facades facing I-8, and the installation of air-conditioning or mechanical ventilation so that the windows could be closed at the occupant's discretion.~~

NOI-5 During preparation of final site design plans for the Lot G Residence Hall, SDSU, or its designee, shall undertake an interior noise study to ensure that the interior noise level is mitigated to 45 dB CNEL or less. Noise abatement

may be required, including installation of sound-rated windows along the building facades facing College Avenue, and air-conditioning or mechanical ventilation so that the windows could be closed at the occupant's discretion.

NOI-6 During preparation of final site design plans for the Olmeca and Maya Residence Halls, SDSU, or its designee, shall undertake an interior noise study to ensure that the interior noise level is mitigated to 45 dB CNEL or less. Noise abatement may be required, including installation of sound-rated windows along the building facades facing College Avenue and Montezuma Road, and air-conditioning or mechanical ventilation so that the windows could be closed at the occupant's discretion.

NOI-7 Prior to construction of the proposed Lot C Villa Alvarado Residence Hall Expansion, SDSU, or its designee, shall undertake the preparation of a site-specific acoustical study to ensure that the exterior noise level does not exceed 65 dB CNEL at outdoor use areas. If suggested by the noise study, SDSU, or its designee, shall design the residence hall to shield the outdoor use area from I-8, College Avenue, and Alvarado Road traffic noise, and shall construct sound walls or berms around the outdoor use area if necessary. Additionally, SDSU, or its designee, shall undertake the preparation of an interior noise study to ensure that the interior noise level is mitigated to 45 dB CNEL or less, with all necessary noise abatement measures incorporated into the project design.

3.8.3 Findings

The Board of Trustees finds that the above mitigation measures are feasible, are adopted, and will reduce the potential noise-related impacts of the project to less than significant levels. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the potentially significant noise-related impacts of the project as identified in the Final EIR.

3.9 PALEONTOLOGICAL RESOURCES

3.9.1 Potential Significant Impacts

No unique paleontological resources or sites, or unique geologic features, have been positively identified on the project sites. However, based on the presence of one or more geologic

formations with proven paleontological resources (*i.e.*, proven fossil records), construction of the project could potentially impact fossiliferous formations.

3.9.2 Mitigation Measures

The Board of Trustees finds that, based upon substantial evidence in the record, the potential paleontological resources-related impacts of the project will be reduced to less than significant levels by implementation of the following mitigation measure:

PAL-1 Prior to the commencement of any construction-related activities associated with each of the proposed project components, SDSU, or its designee, will undertake a geotechnical investigation to determine the presence of any one of the following geologic formations: San Diego Formation; Mission Valley Formation; Stadium Conglomerate; Friars Formation; and/or Santiago Peak Volcanics. If the investigation confirms the presence of one of these geologic formations, then SDSU, or its designee, shall provide for the presence of a paleontological monitor on the site to monitor the potential discovery of paleontological resources during grading activities. In the event that the monitoring results in the discovery of paleontological resources, the monitor will have the authority to halt excavation at that location and direct that the discovery be evaluated immediately by a qualified paleontologist before depositing any potential fossils into an appropriate scientific or educational institution. Following evaluation, if the resource is determined to be "unique" within the meaning of CEQA Guidelines Appendix G, appropriate mitigation shall be developed at that time prior to resuming grading activities at that location. In the event the resource is determined to be a unique paleontological resource, grading activities may continue on other parts of the building site while appropriate mitigation is implemented. The results of the paleontological monitoring shall be documented in a final report, which should include, at a minimum, appropriate background information regarding the geographic and geologic setting, lists of any fossils collected and their significance, and illustrative graphics that document the geography, stratigraphy, and distribution of any discovery.

3.9.3 Findings

The Board of Trustees finds that the above mitigation measure is feasible, is adopted, and will reduce the potential paleontological resources-related impacts of the project to less than

significant levels. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the potentially significant paleontological resources-related impacts of the project as identified in the Final EIR.

3.10 PUBLIC UTILITIES AND SERVICE SYSTEMS

3.10.1 Potential Significant Impacts

The project may result in potentially significant impacts relative to the following public utilities/services as described below:

- (i) *Water Demand/Supply and Systems*: The project would result in a gradual increase in water demand over the 15-20 year project buildout period. To the extent modifications to existing water conveyance facilities are necessary to serve the increased demand, the project applicant would be responsible for implementing such modifications, although none are known to be needed as of this writing.
- (ii) *Sewer*: The project would generate additional demand for sewer services.
- (iii) *Police Protection*: The project would generate an increase in demand for SDSU and City of San Diego police services, and may result in a potentially significant impact to emergency response times.
- (iv) *Fire*: The Adobe Falls Faculty/Staff Housing development would be located on a hillside currently not supported by the City of San Diego's fire hydrant system. Even though the project would be equipped with fire hydrants and other protection devices once construction is completed, during construction the project site would be susceptible to brush fire hazards due to the presence of natural vegetation and lack of fire extinguishing capabilities. Moreover, access in and out of the Lower Village component is limited, and, in a case of fire or other emergency, quick evacuation would be impaired.
- (v) *Campus Emergency Plans*: The project's contribution to an increase in traffic congestion would add to the challenges posed in evacuating large numbers of people through congested College Area streets. In addition, due to the isolated nature of the Lower Village component of the Adobe Falls Faculty/Staff Housing,

emergency access and evacuation would be limited. Finally, the project would be inconsistent with SDSU's Hazardous Materials Response Plan, absent revision.

(vi) *Solid Waste Disposal*: Because the regional solid waste disposal landfills currently available are projected to reach capacity within the next several years, the project's increase in solid waste generation is considered to be a potentially significant impact.

3.10.2 Mitigation Measures

The Board of Trustees finds that, based upon substantial evidence in the record, the potential public utilities and service systems-related impacts of the project will be reduced to less than significant levels by implementation of the following mitigation measures:

- PSS-1** SDSU, or its designee, shall consult with the City's Development Services Department, Water Review Section, on exact sizing and extensions required for water and sewer lines that will serve each project component as it moves forward with site-specific design plans for each project component.

- PSS-3** As each project component moves forward with site-specific design plans, SDSU's Department of Public Safety shall take those steps necessary to increase police staff, equipment and facilities, at levels necessary to serve the increased campus population and maintain the existing response rate of three to five minutes for 90% of its calls.

- PSS-4** During construction of the Adobe Falls Faculty/Staff Housing residential development, SDSU shall require the contractor or its designee to maintain a water truck and/or other fire retardant mechanisms onsite at all times.

- PSS-5** Prior to occupancy of the first building comprising the Alvarado Campus, SDSU's Department of Environmental Health and Safety shall revise the SDSU Hazardous Materials Response Plan to incorporate the new campus facilities into the plan.

- 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 in to 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.

3.10.3 Findings

The Board of Trustees finds that the above mitigation measures are feasible, are adopted, and will reduce these potential public utilities and service systems-related impacts of the project to less than significant levels. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project which mitigate or avoid potentially significant public utilities and service systems-related impacts of the project as identified in the Final EIR.

3.11 TRANSPORTATION/CIRCULATION AND PARKING

3.11.1 Potential Significant Impacts

The project would result in near-term (2022) significant impacts to four off-site intersections and two street segments. At buildout horizon year (2035), the project would result in significant cumulative impacts to eleven off-site intersections, nine street segments, two freeway ramp meters, and four freeway mainline segments. Mitigation in the form of roadway improvements to be constructed by SDSU is identified here that would reduce the identified impacts under the near-term scenario to less than significant at five of the six locations. Mitigation in the form of roadway improvements to be constructed by SDSU also is identified here that would reduce the identified significant impacts under the horizon year scenario at ten of eleven intersections, and two of nine street segments. Mitigation to fully reduce the identified significant impacts at the remaining locations is infeasible and the impacts, therefore, are significant and unavoidable. (See Section 2.3, above.)

Additionally, Development of the Adobe Falls Faculty/Staff Housing project component may result in potentially significant impacts due to increased vehicle speeds on the Del Cerro community's residential roadway network. In addition, construction of the proposed project may result in potentially significant traffic impacts due to construction-related activities. Mitigation is identified below that would reduce these impacts to less than significant.

3.11.2 Mitigation Measures

The Board of Trustees finds that, based upon substantial evidence in the record, the potential transportation/circulation and parking-related impacts of the project will be reduced to less than significant levels by implementation of the following mitigation measures:

Near-Term (2022) Mitigation Measures

Intersections

AATCP-1 College Avenue / I-8 Eastbound Ramps (Intersection #8). The improvement necessary to mitigate the Project's significant impact at the College Avenue / I-8 Eastbound Ramp is to widen the northbound College Avenue approach to the on-ramp to provide an additional lane on College Avenue between Canyon Crest Drive and the I-8 EB on-ramp.

Prior to SDSU Full-Time Equivalent (FTE) enrollment reaching 25,056⁴ or its equivalent, SDSU shall commence and to the extent feasible complete construction of the widening of the northbound College Avenue approach to the College Avenue / I-8 Eastbound Ramp to provide an additional (third) northbound lane between Canyon Crest Drive and the I-8 EB on-ramp by the identified trigger, to the reasonable satisfaction of the City of San Diego City Engineer and Caltrans. To implement the improvements, SDSU shall prepare design plans and submit such plans to the City of San Diego and Caltrans for

⁴For 2017/2018, the FTE for capacity and master planning purposes is projected to be 24,555. (See LLG TIA Appendix T.) This number serves as the baseline FTE. The total FTE trigger is then calculated as follows: baseline FTE (i.e. 24,555) + FTE trigger shown in Table AA3.14-34, Mitigation Trigger Analysis. For e.g.: Impact A-1: 24,555 baseline FTE + 501 FTE increase = 25,056 total FTE. Similar methodology was followed for all other significantly impacted locations. See Table AA3.14-34 and related text (immediately following Table AA3.14-33) for additional information.

review and approval. Following City and Caltrans approval, SDSU shall obtain any necessary construction permits and provide bond assurances to the reasonable satisfaction of Caltrans and the City Engineer prior to constructing the subject improvements consistent with the approved City and Caltrans plans. In the event the proposed improvements are not approved and constructed by the above identified trigger, the impact would remain temporarily significant and unavoidable until approval and construction of the improvements, but in no event shall said improvement be delayed beyond the identified trigger without good cause and reasonable coordination with the City of San Diego Engineer. (Note: The phrase “or its equivalent” as used in this and other mitigation measures refers to the fact that the near-term construction of the Adobe Falls Faculty/Staff Housing could trigger the identified significant impact prior to FTE enrollment actually reaching the designated number, in this case, 25,056. Accordingly, Table AA3.14-34, Mitigation Trigger Analysis, of this Draft Additional Analysis, identifies the number of FTE equivalent faculty/staff housing that would trigger the identified impact requiring mitigation.)

AATCP-2 College Avenue / Canyon Crest Drive (Intersection #9). The improvement necessary to mitigate the Project’s significant impact at the College Avenue / Canyon Crest Drive intersection is to widen the northbound College Avenue approach to the intersection to provide an additional lane.

Prior to SDSU Full-Time Equivalent (FTE) enrollment reaching 25,265 or its equivalent, SDSU shall commence and to the extent feasible complete construction of the widening of the northbound College Avenue approach to the College Avenue / Canyon Crest Drive intersection to provide an additional (third) northbound through lane by the identified trigger, to the reasonable satisfaction of the City of San Diego City Engineer. To implement the improvements, SDSU shall prepare design plans and submit such plans to the City of San Diego for review and approval, and prior to commencing construction, SDSU shall obtain any necessary construction permits and provide bond assurances to the reasonable satisfaction of the City Engineer. In the event the proposed improvement is not approved and constructed by the above identified trigger, the impact would remain temporarily significant until approval and construction of said improvement, but in no event shall said

improvement be delayed beyond the identified trigger without good cause and reasonable coordination with the City of San Diego Engineer.

AATCP-3 College Avenue / Zura Way (Intersection #10). The improvement necessary to mitigate the Project's significant impact at the College Avenue / Zura Way intersection is to install a traffic signal at the intersection. A signal warrant analysis is included in LLG TIA Appendix P, which concludes that a signal is warranted at the College Avenue / Zura Way intersection.

Prior to SDSU Full-Time Equivalent (FTE) enrollment reaching 24,586 or its equivalent, SDSU shall commence and to the extent feasible complete construction of the installation of a traffic signal at the College Avenue / Zura Way intersection by the identified trigger, to the reasonable satisfaction of the City of San Diego City Engineer. To implement the improvements, SDSU shall prepare design plans and submit such plans to the City of San Diego for review and approval, and prior to commencing construction, SDSU shall obtain any necessary construction permits and provide bond assurances to the reasonable satisfaction of the City Engineer. In the event the proposed improvement is not approved and constructed by the above identified trigger, the impact would remain temporarily significant until approval and construction of said improvement, but in no event shall said improvement be delayed beyond the identified trigger without good cause and reasonable coordination with the City of San Diego Engineer.

AATCP-4 College Avenue / Montezuma Road (Intersection #11). The improvement necessary to mitigate the Project's significant impact at the College Avenue / Montezuma Road intersection is to re-stripe the eastbound Montezuma Road approach to the intersection to provide an additional (second) eastbound left-turn lane on Montezuma Road to northbound College Avenue, and also to install an overlap phase for the eastbound right-turn to southbound College Avenue at the intersection traffic signal.

Prior to SDSU Full-Time Equivalent (FTE) enrollment reaching 25,998 or its equivalent, SDSU shall commence and to the extent feasible complete construction by the identified trigger of the re-striping of the eastbound Montezuma Road approach to the College Avenue / Montezuma Road intersection to provide an additional (second) eastbound left-turn lane on

Montezuma Road to northbound College Avenue and also shall install an overlap phase for the eastbound right-turn to southbound College Avenue at the intersection traffic signal, to the reasonable satisfaction of the City of San Diego City Engineer. To implement the improvements, SDSU shall prepare design plans and submit such plans to the City of San Diego for review and approval, and prior to commencing construction, SDSU shall obtain any necessary construction permits and provide bond assurances to the reasonable satisfaction of the City Engineer. In the event the proposed improvement is not approved and constructed by the above identified trigger, the impact would remain temporarily significant until approval and construction of said improvement, but in no event shall said improvement be delayed beyond the identified trigger without good cause and reasonable coordination with the City of San Diego Engineer.

Segments

AATCP-8 College Avenue: I-8 Eastbound Ramp to Zura Way. The improvement necessary to mitigate the Project's significant impact on the segment of College Avenue from Zura Way to the I-8 Eastbound Ramp is to widen this segment of College Avenue to provide an additional (third) northbound travel lane.

Prior to SDSU Full-Time Equivalent (FTE) enrollment reaching 24,804 or its equivalent, SDSU shall commence and to the extent feasible complete construction of the widening of northbound College Avenue from Zura Way to the I-8 Eastbound Ramp to provide an additional (third) northbound travel lane, by the identified trigger. To implement the improvements, SDSU shall prepare design plans and submit such plans to the City of San Diego and Caltrans for review and approval. Following City and Caltrans approval, SDSU shall obtain any necessary construction permits and provide bond assurances satisfactory to Caltrans and the City Engineer prior to constructing the subject improvements consistent with the approved City and Caltrans plans. In the event the proposed improvements are not approved and constructed by the above identified trigger, the impact would remain temporarily significant and unavoidable until approval and construction of the improvements, but in no event shall said improvement be delayed beyond the identified trigger without good cause and reasonable coordination with the City of San Diego Engineer.

Horizon Year (2035) Mitigation Measures

Intersections

AATCP-5 I-8 Westbound Ramp / Parkway Drive (Intersection #16) [Horizon Year Cumulative Impact]. The improvement necessary to mitigate the Project's significant impacts at the I-8 Westbound Ramp / Parkway Drive intersection is to install either a traffic signal or a roundabout at the intersection, dependent upon the results of an Intersection Control Evaluation (ICE) analysis. The improvement ultimately decided upon shall be determined based on input provided by Caltrans and the City of La Mesa (the local jurisdiction), and also shall account for any queuing that could affect adjacent intersections, including the 70th Street/Parkway Drive intersection.

Since there is no plan or program in place to provide the necessary funding in combination with the Project's fair-share (14.2%), SDSU has determined it is feasible and, therefore, agreed to fully fund and implement the necessary improvements in light of the substantial benefits that would accrue to the SDSU community and for the limited purpose of this project only. To that end, prior to SDSU Full-Time Equivalent (FTE) enrollment reaching 26,671 or its equivalent, SDSU shall either construct or provide full funding to the City of La Mesa for the installation of either a traffic signal or a roundabout at the I-8 Westbound Ramp / Parkway Drive intersection, dependent upon the results of an ICE analysis. To implement the improvements, SDSU shall prepare design plans and submit such plans to Caltrans and the City of La Mesa for review and approval. Following Caltrans and La Mesa approval, SDSU shall install the traffic signal or roundabout consistent with the approved plans. In the event the proposed improvements are not approved and constructed in a timely manner, the impact would remain temporarily significant and unavoidable until approval and construction of the improvements.

AATCP-9 55th Street / Montezuma Road (Intersection #4). The improvements necessary to mitigate the Project's significant cumulative impact at the 55th Street / Montezuma Road intersection are to modify the traffic signal and restripe the 55th Street southbound approach to include: one (1) dedicated southbound right-turn lane; one (1) shared southbound right/thru/left-turn lane; and one (1) dedicated southbound left-turn lane.

Since there is no plan or program in place to provide the necessary funding in combination with the Project's fair-share (10.6%), nor is there a plan or program in place to construct the necessary improvements at this intersection, SDSU has determined it is feasible and, therefore, agreed to fully fund and implement the necessary improvements in light of the substantial benefits that would accrue to the SDSU community and for the limited purpose of this project only. To that end, prior to SDSU Full-Time Equivalent (FTE) enrollment reaching 28,346 or its equivalent, SDSU shall restripe the 55th Street southbound approach to the 55th Street / Montezuma Road intersection to include: one (1) dedicated southbound right-turn lane; one (1) shared southbound right/thru/left-turn lane; and one (1) dedicated southbound left-turn lane, and also shall implement the associated signal modification to the reasonable satisfaction of the San Diego City Engineer. To implement the improvements, SDSU shall prepare design plans and submit such plans to the City of San Diego for review and approval. Following City approval, and prior to commencing construction, SDSU shall obtain any necessary construction permits and provide bond assurances satisfactory to the City Engineer.

AATCP-10 Campanile Drive / Montezuma Road (Intersection #5). The improvement necessary to mitigate the Project's significant cumulative impact at the Campanile Drive / Montezuma Road intersection is to restripe the Montezuma Road westbound approach to the intersection to provide an exclusive westbound right-turn lane on Montezuma Road to northbound Campanile Drive.

Since there is no plan or program in place to provide the necessary funding in combination with the Project's fair-share (10.3%), nor is there a plan or program in place to construct the necessary improvements at this intersection, SDSU has determined it is feasible and, therefore, agreed to fully fund and implement the necessary improvements in light of the substantial benefits that would accrue to the SDSU community and for the limited purpose of this project only. To that end, prior to SDSU Full-Time Equivalent (FTE) enrollment reaching 28,274 or its equivalent, SDSU shall restripe the Montezuma Road westbound approach to the Campanile Drive / Montezuma Road intersection to provide an exclusive westbound right-turn lane on Montezuma Road to northbound Campanile Drive, and implement the associated signal modifications to the reasonable satisfaction of the San Diego City Engineer. To implement the improvements,

SDSU shall prepare design plans and submit such plans to the City of San Diego for review and approval. Following City approval, and prior to commencing construction, SDSU shall obtain any necessary construction permits and provide bond assurances satisfactory to the City Engineer.

AATCP-11 70th Street / Alvarado Road (Intersection #15). The improvement necessary to mitigate the Project's significant cumulative impact at the 70th Street / Alvarado Road intersection is to install an overlap phase on the northbound right-turn to eastbound Alvarado Road at the intersection traffic signal.

Since there is no plan or program in place to provide the necessary funding in combination with the Project's fair-share (9.6%), nor is there a plan or program in place to construct the necessary improvements at this intersection, SDSU has determined it is feasible and, therefore, agreed to fully fund and implement the necessary improvements in light of the substantial benefits that would accrue to the SDSU community and for the limited purpose of this project only. To that end, prior to SDSU Full-Time Equivalent (FTE) enrollment reaching 29,086, SDSU shall install an overlap phase on the northbound right-turn to eastbound Alvarado Road at the 70th Street/Alvarado Road intersection traffic signal to the reasonable satisfaction of the San Diego City Engineer. To implement the improvements, SDSU shall prepare design plans and submit such plans to the City of San Diego for review and approval. Following City approval, SDSU shall obtain any necessary construction permits and provide bond assurances satisfactory to the City Engineer.

AATCP-12 Montezuma Road / Collwood Boulevard (Intersection #18). The improvement necessary to mitigate the Project's significant cumulative impact at the Montezuma Road / Collwood Boulevard intersection is to modify the traffic signal at the intersection to provide a right-turn overlap phase on the northbound approach.

Since there is no plan or program in place to provide the necessary funding in combination with the Project's fair-share (9.3%), nor is there a plan or program in place to construct the necessary improvements at this intersection, SDSU has determined it is feasible and, therefore, agreed to fully fund and implement the necessary improvements in light of the substantial benefits that would accrue to the SDSU community and for the limited purpose of this project only. To that

end, prior to SDSU Full-Time Equivalent (FTE) enrollment reaching 30,050 or its equivalent, SDSU shall modify the traffic signal at the Montezuma Road / Collwood Boulevard intersection to provide a right-turn overlap phase on the northbound approach to the reasonable satisfaction of the San Diego City Engineer. To implement the improvement, SDSU shall prepare design plans and submit such plans to the City of San Diego for review and approval, and prior to commencing construction, SDSU shall obtain any necessary construction permits and provide bond assurances to the reasonable satisfaction of the City Engineer.

AATCP-25 Alvarado Court / Alvarado Road (Intersection #12). The improvement necessary to mitigate the Project's significant cumulative impact at the Alvarado Court / Alvarado Road intersection is to install a traffic signal at the intersection. A signal warrant analysis is included in LLG TIA Appendix P, which concludes that a signal is warranted at the Alvarado Court / Alvarado Road intersection.

Since there is no plan or program in place to provide the necessary funding in combination with the Project's fair-share (59.1%), nor is there a plan or program in place to construct the necessary improvements at this intersection, SDSU has determined it is feasible and, therefore, agreed to fully fund and implement the necessary improvements in light of the substantial benefits that would accrue to the SDSU community and for the limited purpose of this project only. To that end, prior to SDSU Full-Time Equivalent (FTE) enrollment reaching 27,285 or its equivalent, SDSU shall install a traffic signal at the Alvarado Court/Alvarado Road intersection. To implement the improvements, SDSU shall prepare design plans and submit such plans to the City of San Diego for review and approval. Following City approval, and prior to commencing construction, SDSU shall obtain any necessary construction permits and provide bond assurances satisfactory to the City Engineer.

Segments

AATCP-28 Montezuma Road: 55th Street to College Avenue. The improvement necessary to mitigate the Project's significant cumulative impact to the segment of Montezuma Road from 55th Street to College Avenue is to install a raised median along this segment of Montezuma Road.

Since there is no plan or program in place to provide the necessary funding in combination with the Project's fair-share (21.2%), nor is there a plan or program in place to construct the necessary improvements at this location, SDSU has determined it is feasible and, therefore, agreed to fully fund and implement the necessary improvements in light of the substantial benefits that would accrue to the SDSU community and for the limited purpose of this project only. To that end, prior to SDSU Full-Time Equivalent (FTE) enrollment reaching 26,998 or its equivalent, SDSU shall install a raised median on the segment of Montezuma Road between 55th Street and College Avenue, to the reasonable satisfaction of the City of San Diego City Engineer. To implement the improvement, SDSU shall prepare design plans and submit such plans to the City of San Diego for review and approval, and prior to commencing construction, SDSU shall obtain any necessary construction permits and provide bond assurances to the reasonable satisfaction of the City Engineer.

Adobe Falls

AATCP-203 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.

The Traffic Calming Study shall focus on the vicinity of the two elementary schools located near the intersection of Del Cerro Boulevard and College Avenue – Phoebe Hearst Elementary School and the Temple Emanuel school, and shall consider all appropriate traffic calming strategies, including those identified in the *City of San Diego Street Design Manual* (March 2017~~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 street segment or intersection location~~community~~ total ADT.

AATCP-215 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 the reasonable satisfaction of the City Engineer,

to minimize the impacts to the surrounding City roadways, including those roadways located within the Del Cerro / Adobe Falls community, 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 ~~flaggers~~men be utilized to assist in the direction of traffic when necessary; that area emergency response providers be given notice of road closures by SDSU's contractors; and that construction activities, including partial road closures, which shall be subject to the City of San Diego's permitting process, and the movement of heavy equipment, occur during off-peak periods to the maximum extent feasible.

3.11.3 Findings

The Board of Trustees finds that the above mitigation measures are feasible, are adopted, and will reduce these potential transportation/circulation and parking-related impacts of the project to less than significant levels. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project which mitigate or avoid potentially significant transportation/circulation and parking-related impacts of the project as identified in the Final EIR.

4.0 FINDINGS ON LESS THAN SIGNIFICANT IMPACTS

4.1 AESTHETICS AND VISUAL QUALITY

4.1.1 Less Than Significant Impacts

The introduction of lighting associated with the Lot G Residence Hall and the 10-story student housing structures proposed for the Olmeca and Maya Residence Hall sites would involve a combination of high and low sodium lights along with metal halide fixtures. Even though light would radiate, and may be visible from adjacent residences, the impact would not be significant because existing parking lot structures already provide a substantial light source to these sensitive receptors and the new building would blend in with the existing lighting theme.

4.1.2 Mitigation Measures

The mitigation measure below, while not required to mitigate any potential significant impact, is nevertheless recommended as part of the project approval to ensure that the project will not result in any aesthetics and visual quality-related impacts upon implementation:

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.

4.1.3 Findings

The Board of Trustees finds that the above mitigation measure is feasible, is adopted, and will ensure that the impact to aesthetics and visual quality, as identified in the Final EIR, remains at less than significant levels. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the aesthetics and visual quality-related impact of the project as identified in the Final EIR.

4.2 BIOLOGICAL RESOURCES

4.2.1 Less Than Significant Impacts

Approximately 45 California adolphia plants may be directly impacted by the proposed Adobe Falls Upper Village development. This potential impact is not significant due to the localized nature of the impact, and the limited number of individual plants being impacted. However, in an effort to preserve the genetic diversity of the species, a mitigation measure is proposed.

4.2.2 Mitigation Measures

The mitigation measure below, while not required to mitigate any potential significant impact, is nevertheless recommended as part of the project approval to preserve the genetic diversity of the species:

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.

4.2.3 Findings

The Board of Trustees finds that the above mitigation measure is feasible, is adopted, and will ensure that the impact to the California adolphia plant, as identified in the Final EIR, remains at less than significant levels. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the impact of the project on the California adolphia plant as identified in the Final EIR.

4.3 HAZARDS AND HAZARDOUS MATERIALS

4.3.1 Less Than Significant Impacts

Following project implementation and operation, only the Alvarado Campus component is expected to involve the handling and management of hazards and hazardous materials. The SDSU Department of Environmental Health and Safety ("EH&S") is responsible for comprehensively managing and disposing of on-campus hazards materials pursuant to federal and state law. Therefore, the project would not result in potentially significant impacts. A mitigation measure, nonetheless, is proposed to ensure that EH&S continues to remain primarily responsible for the hazardous waste management.

4.3.2 Mitigation Measures

The mitigation measure below, while not required to mitigate any potential significant impact, is nevertheless recommended as part of the project approval to ensure that the project will not result in any hazards and hazardous materials-related impacts upon implementation:

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.

4.3.3 Findings

The Board of Trustees finds that the above mitigation measure is feasible, is adopted, and will ensure that the impact to hazards and hazardous materials, as identified in the Final EIR, remains at less than significant levels. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the hazards and hazardous materials-related impact of the project as identified in the Final EIR.

4.4 LAND USE AND PLANNING

4.4.1 Less Than Significant Impacts

SDSU, as a state entity, is not subject to local government planning directives, such as the City of San Diego General Plan and other community plans, and is subject only to state planning laws. The project conflicts with and is not consistent with a number of planning documents, including the: (i) City of San Diego General Plan Planned Land Use Map; (ii) College Area Community Plan; (iii) Navajo Area Community Plan; (iv) Navajo Community Plan Planned Land Use Map; and (v) City of San Diego Municipal Zoning Code. However, these impacts do not constitute a significant impact under CEQA because these land use planning documents are not applicable to SDSU.

Approximately 20% of the Adobe Falls Faculty/Staff Housing site lying within the proposed area of development consists of slopes with a gradient in excess of 25%, thereby limiting development under the City of San Diego Zoning Code. Because SDSU as a state entity is not subject to local planning and zoning laws, any potential impacts would not be significant within the meaning of CEQA. However, SDSU intends that the proposed project be consistent with City planning and zoning laws to the maximum extent feasible.

Additionally, development of the proposed Lot G Student Housing project component is to proceed consistent with an existing operating agreement between SDSU and the Metropolitan Transportation System relative to existing trolley operations.

4.4.2 Mitigation Measures

The mitigation measures below, while not required to mitigate any potential significant impact, are nevertheless recommended as part of the project approval to ensure that the project will not result in any land use and planning-related impacts upon implementation:

LUP-1 Development of the proposed Adobe Falls Faculty/Staff Housing Upper Village will comply to the extent feasible with the design standards identified in the City of San Diego Land Development Manual Steep Hillside Guidelines. These standards include: (i) disturbed portions of the Upper Village site in 25 percent or greater slopes will be revegetated or restored in accordance with City Municipal Code Landscape Regulations; (ii) any increase in runoff resulting from development of the site will be directed away from any steep hillside areas to an adequate drainage area; and (iii) all feasible methods of erosion control will be considered. (San Diego Municipal Code, Chptr. 14, Art. 3., Div. 1.)

LUP-2 During planning and site design activities relating to the proposed Lot G Student Housing complex, consistent with an existing operating agreement, SDSU, or its designee, will consult with Metropolitan Transportation System ("MTS") staff to ensure that all structural, architectural and landscape plans, and the ensuing construction activities, do not interfere unreasonably with MTS's active operation of the San Diego Trolley, which runs adjacent to the proposed Student Housing site.

4.4.3 Findings

The Board of Trustees finds that the above mitigation measures are feasible, are adopted, and will ensure that the impact to land use and planning, as identified in the Final EIR, remains at less than significant levels. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the land use and planning-related impact of the project as identified in the Final EIR.

4.5 POPULATION AND HOUSING

4.5.1 Less Than Significant Impacts

The project would help meet the projected higher education needs of the regional population; therefore, the project is, fundamentally, growth accommodating and not growth inducing. To the extent the project is viewed as growth inducing since it will allow for the enrollment of an additional 10,000 FTES over the next 15-20 years, and necessitate the hiring of approximately 691 faculty and 591 staff members, the area population increase is consistent with existing growth forecasts for the area.

Further, to address the anticipated need for additional housing units to accommodate the student growth that would occur under the proposed project, the project would construct an additional 2,976 residence hall beds on campus. This addition, when coupled with additional off-campus multi-family apartment units planned within the College Area, evidence that a sufficient number of housing units would be available on or within one mile of campus for up to 50% of the student body. This accommodation percentage is likely to exceed demand because not all students will have the financial means to live away from home, nor choose to live in the College Area.

As for the growth of faculty and staff, the increase attributable to the project would not result in a potentially significant impact because the increase would be gradual, largely dispersed throughout the region, and consistent with the anticipated growth. Furthermore, the Adobe Falls Faculty/Staff Housing component would accommodate a portion of the increased faculty and staff by providing up to 348 affordable housing units.

In addition, because the project does not include the development of any additional "nuisance" rentals, combined with the fact that the City of San Diego, with the help of SDSU, is attempting to curb the future development/expansion of additional nuisance rentals and have jointly taken direct action to curb nuisance law violations through joint enforcement by the City of San Diego and SDSU Police Departments, 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 expanded student body resulting in additional student use of single family homes in the surrounding community would be speculative and less than significant.

4.5.2 Mitigation Measures

The mitigation measure below, while not required to mitigate any potential significant impact, is nevertheless recommended as part of the project approval to ensure that the project will not result in any population and housing-related impacts upon implementation:

- PH-1** Following project approval, SDSU will promptly submit the following information to SANDAG and the City of San Diego and request that the information be incorporated into SANDAG's next update to the 2030 Regional Growth Forecast:

1. SDSU projects that the total number of students enrolled at the San Diego campus will increase from 33,441 in academic year 2006-07, to 44,826 by the academic year 2024-25. This represents an increase of 11,385 students over academic year 2006-07 enrollment;
2. SDSU projects that the total number of faculty and staff employed at the San Diego campus will increase by 691 faculty and 591 staff persons over academic year 2006-07 employment levels by the academic year 2024-25;
3. The Adobe Falls Faculty/Staff Housing component of the 2007 Campus Master Plan Revision would provide up to 348 multi-family housing units for SDSU faculty and staff. Of this number, 48 housing units will be developed in the near-term, with occupancy projected by the 2010-2012 timeframe. The remaining units will be developed long-term, with occupancy anticipated sometime after the year 2012;
4. The Student Housing component of the 2007 Campus Master Plan Revision includes the near- and long-term development of five on-campus residence hall facilities, ultimately resulting in a net increase of 2,976 student residence hall beds on campus, to be developed as follows:
 - (i) G Lot Residence Hall - Near-term construction of a 10-story structure to house 800 student beds. SDSU anticipates occupancy of this project component by the year 2010-2011;
 - (ii) Olmeca Residence Hall Reconstruction - Near-term construction of a 10-story structure to house 800 student beds, replacing an existing structure that houses 212 beds. SDSU anticipates occupancy of this project component by the year 2011-2012;
 - (iii) Maya Residence Hall Reconstruction - Near-term construction of a 10-story structure to house 800 student beds, replacing an existing structure that houses 212 beds. SDSU anticipates occupancy of this project component by the year 2011-2012;
 - (iv) U Lot Residence Hall - Long-term construction of a 10-story structure to house 800 student beds. SDSU anticipates occupancy of this project component after the year 2012; and
 - (iv) Villa Alvarado Residence Hall Expansion - Long-term construction of 50 two-bedroom apartments housing 200 student beds. SDSU anticipates occupancy of this project component after the year 2012;

~~5. The Alvarado Hotel component of the 2007 Campus Master Plan Revision includes up to 120 hotel rooms. SDSU anticipates occupancy of this project component by the year 2009-2010.~~

SANDAG and the City of San Diego can and should consider this information in preparing the next update to SANDAG's regional population and housing growth forecasts, local housing elements, policies, land use designations, incentive programs and regulatory processes intended to accommodate future housing demand.

4.5.3 Findings

The Board of Trustees finds that the above mitigation measure is feasible, is adopted, and will ensure that the impact to population and housing, as identified in the Final EIR, remains at less than significant levels. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the population and housing-related impacts of the project as identified in the Final EIR.

4.6 PUBLIC UTILITIES AND SERVICE SYSTEMS

4.6.1 Less Than Significant Impacts

Although the project would increase vehicle traffic and congestion in the vicinity of SDSU and could affect emergency response times, generally and specifically as to Alvarado Hospital, the increased traffic is not expected to result in significant impacts in the form of increased emergency response times. The impact is expected to be less than significant because: (i) emergency response vehicles have the right-of-way and are exempted from rules of the road in emergency situations; (ii) the roadway configuration of Alvarado Road is such that there is adequate right-of-way for emergency vehicles to maneuver around traffic, even under congested conditions; and (iii) communications with emergency service providers in the area confirmed that emergency vehicles generally have the ability to go where they need to go in the event of an emergency and maneuver through congestion.

4.6.2 Mitigation Measures

The mitigation measure below, while not required to mitigate any potential significant impact, is nevertheless recommended as part of the project approval to ensure that the project will not result in any public utilities and service systems-related impacts upon implementation:

PSS-2 Following project approval, SDSU shall work with Alvarado Hospital Medical Center and the City of San Diego to improve emergency access to the hospital, including investigation of the removal of on-street parking from Alvarado Road, which would increase vehicle carrying capacity and thereby reduce traffic congestion.

4.6.3 Findings

The Board of Trustees finds that the above mitigation measure is feasible, is adopted, and will ensure that the impact to public utilities and service systems, identified in the Final EIR, remains at less than significant levels. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the public utilities and service systems-related impact of the project as identified in the Final EIR.

4.7 TRANSPORTATION/CIRCULATION AND PARKING

4.7.1 Less Than Significant Impacts

Based on the design passenger capacity of the trolley and buses serving the SDSU Transit Center, sufficient capacity is available to accommodate the forecasted increase in transit riders from the project. Therefore, the project's impacts on transit (i.e., bus and trolley service) would be less than significant.

The Del Cerro community's roadway network has adequate capacity to accommodate the additional vehicle trips to be generated with build out of the Adobe Falls Faculty/Staff Housing project component. SDSU will continue to monitor the capacity of this roadway network, and implement shuttle service as necessary to maintain the less than significant impact level.

In addition, the traffic analysis concluded that the Adobe Falls Road/Waring Road intersection has adequate capacity to accommodate project traffic in the event that access route ultimately is utilized. However, SDSU will further evaluate potential impacts to this intersection during project-level CEQA review conducted for the Lower Village component of the Adobe Falls Faculty/Staff Housing.

4.7.2 Mitigation Measures

The mitigation measures below, while not required to mitigate any potential significant impacts, are nevertheless recommended as part of the project approval to ensure that the project will not result in any transportation/circulation and parking-related impacts upon implementation:

AATCP-294 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 for the Adobe Falls housing, SDSU shall institute regular shuttle service between campus and the Adobe Falls housing ~~to the community~~ to ensure project-generated ADT do not exceed the levels forecast in this EIR.

AATCP-226 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.

4.7.3 Findings

The Board of Trustees finds that the above mitigation measures are feasible, are adopted, and will ensure that the identified impacts to transportation/circulation and parking associated with the Adobe Falls Faculty/Staff Housing project component, identified in the Final EIR, remains at less than significant levels. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the transportation/circulation and parking-related impact of the project as identified in the Final EIR.

4.8 EFFECTS DETERMINED TO BE NOT SIGNIFICANT OR LESS THAN SIGNIFICANT

The Board of Trustees finds that, based upon substantial evidence in the record, the following impacts associated with the project also are less than significant and no mitigation is required:

Aesthetics

- No substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings

- within a state scenic highway.
- Air Quality*
- No conflict with or obstruction to the implementation of the applicable air quality plan;
 - No exposure of sensitive receptors to substantial pollutant concentrations; and
 - No creation of objectionable odors affecting a substantial number of people.
- Biological Resources*
- No substantial interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impediment to the use of native wildlife nursery sites;
 - No conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; and
 - No conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.
- Geotechnical/Soils*
- No exposure to potential adverse effects involving the rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure (including liquefaction), tsunami, or seiche.
- Hazards and Hazardous Materials*
- No creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; and
 - No exposure of people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.
- Hydrology and Water Quality*
- No substantial depletion of groundwater supplies or substantial interference with groundwater recharge.
- Land Use and Planning*
- No physical division of an established community.
- Mineral Resources*
- No loss of availability of a known mineral resource that would be of value to the region and the residents of the state;
 - No loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.
- Public Utilities and Service Systems*
- No significant impacts to schools;
 - No significant impacts on water supply;
 - No substantial physical deterioration of neighborhood and regional parks; and
 - No adverse physical effects due to construction/expansion of recreational facilities.

Transportation/Circulation
and Parking

- No inadequate parking capacity;
- ~~No significant impacts on transit systems;~~
- No conflict with adopted policies, plans, or programs supporting alternative transportation.

Irreversible Commitment
of Resources

- No unreasonable commitment of nonrenewable resources;
- No unreasonable commitment of nonrenewable energy resources; and
- No significant potential for irreversible damage caused by an environmental accident.

5.0 FEASIBILITY OF PROJECT ALTERNATIVES

5.1 PROJECT ALTERNATIVES

The alternatives section of the Final EIR contains an analysis of alternatives to the project, including the "No Project" alternative. (For a detailed discussion of these alternatives, please see **Section 5.0, Alternatives**, of the Final EIR.) Based on the analysis, the Board of Trustees finds as follows:

(a) The No Project Alternative

Description: The No Project alternative is required by CEQA, and it compares the present existing condition of the project site against the significant effects that would result from implementation of the project.

Environmental Effects: Under this alternative, all environmental impacts associated with the project, as identified in the EIR, would be eliminated since there would be no FTES enrollment increase, nor would there be planning for or development of physical campus facilities to accommodate the increased enrollment.

Relation to Project Objectives: This alternative would not meet any of the project objectives, as defined in **Section 1.4**, above.

Feasibility: This alternative is infeasible because it would not meet any of the project objectives; it would prevent SDSU from meeting projected student enrollment demands in accordance with its legislative mandate to plan that adequate spaces are available to accommodate all California resident students who are eligible and likely to apply to attend (Educ. Code §66202.5); and, it would not provide any of the project benefits outlined in **Section 6.0**, below.

(b) **The 5,000 FTES Alternative**

Description: Under this alternative: (i) the SDSU enrollment ceiling would increase to 30,000 FTES by the 2024-25 academic year (rather than 35,000 FTES as proposed); (ii) only the Lot D portion of the Alvarado Campus component would be developed, eliminating the master planning of the existing medical center site, and reducing the ultimate Alvarado Campus size from approximately 612,000 square feet of instructional and research space to approximately 350,000 square feet; and, (iii) the number of housing units planned for the Adobe Falls 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.

Environmental Effects: This alternative generally would result in significant impacts similar to those under the project, although the impacts would be reduced proportionately from the project impacts. Under this alternative, however, the significant and unavoidable air quality impacts would be eliminated.

Relation to Project Objectives: While this alternative would generally meet the project objectives, in light of the projected 20-year student enrollment demands, this alternative would not fully meet the project objective to develop facilities to support the academic, research and student service needs of SDSU.

Feasibility: This alternative is infeasible because it would not fully meet the project objectives; it would prevent SDSU from fully meeting projected student enrollment demands in accordance with its legislative mandate to plan that adequate spaces are available to accommodate all California resident students who are eligible and likely to apply to attend (Educ. Code §66202.5); and, it would not provide many of the project benefits outlined in **Section 6.0**, below.

(c) **The No Adobe Falls/50% Adobe Falls Alternative**

Description: Under the 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 project components, and the student enrollment ceiling would be increased to 35,000 FTES. However, the proposed Adobe Falls Faculty/Staff Housing development would not be included in the revised 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 as part of the full project as proposed, although it would be included at a 50% development level, or maximum of 174 housing units rather than 348 units.

Environmental Effects: Potential impacts under the No Adobe Falls Alternative generally would be comparable to those under the project with three exceptions. Under this alternative, significant and unavoidable short-term construction impacts associated with PM₁₀ 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. Under the 50% Adobe Falls Alternative, potentially significant 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 PM₁₀ emissions during construction activities would be reduced to a level below significant.

Relation to Project Objectives: By eliminating the faculty/staff housing component of the project, either 50% or 100%, this alternative would not meet the project objective to develop facilities to support the academic, research and student service needs of SDSU.

Feasibility: Both the No Project Alternative and the 50% Adobe Falls Alternative are infeasible because they would not fully meet the project objectives, including, primarily, the objective to provide affordable faculty/staff housing; they would conflict with the CSU state-wide objective of maximizing the use of existing campus facilities and academic resources to meet the needs of the university and maintain and enhance the quality of the academic environment (Educ. Code §89080); and, they would not provide many of the project benefits outlined in **Section 6.0**, below.

5.2 OFF-CAMPUS ALTERNATIVE LOCATIONS

CEQA Guidelines section 15126.6 states that an EIR should consider alternate locations to the proposed project if an alternate location would avoid or substantially lessen the project's significant environmental effects. Because the objectives of the project are focused on facilities and improvements to the existing SDSU campus necessary to accommodate a projected 35,000 FTES enrollment, an alternative location for the development of academic facilities to accommodate the increase in FTES would not meet one of the primary objectives of the project. Further, it is not presently feasible from a student demand perspective and, consequently, cost

perspective, to develop an alternative location. Finally, relocation of the proposed academic facilities to another area merely would have the effect of shifting the traffic and air quality impacts to another location, rather than avoiding or lessening the significant impacts of the project.

With respect to alternative locations for student housing, the Qualcomm Stadium site presently is improved as a football stadium and is not available for other uses. Any future redevelopment plans for the site, generally, including redevelopment plans that include SDSU, are speculative. Therefore, Qualcomm Stadium as an alternative project location site is not a viable alternative location.

Specific to the faculty/staff housing component of the project, many of the redevelopment projects for the San Diego Grantville Redevelopment Area are already in the planning stages and do not include housing for SDSU faculty and staff. Future consideration of the Grantville area for redevelopment as faculty/staff housing may occur, although that decision is out of the purview of SDSU, and would need to be considered by the City's Redevelopment Agency.

Additionally, because the State/SDSU has owned the Adobe Falls property since 1941, its cost basis in the property is low. This low cost basis provides SDSU with the opportunity to develop housing on the site at a relatively low cost, which it would then, in turn, make available to prospective faculty and staff who might otherwise not be able to afford to live in the San Diego area. The selection of an alternative location on property the State/SDSU does not already own would eliminate this low cost advantage. Furthermore, because the State/SDSU is prohibited by law from selling the Adobe Falls property, SDSU cannot simply sell the property and purchase replacement property in the immediate area.

For these reasons, the development of academic facilities, student housing, and/or faculty/staff housing at alternate locations is not feasible.

5.3 INSTITUTIONAL ALTERNATIVES

The Final EIR also considered whether additional student enrollment could be accommodated through a combination of means, including the development of new and the expansion of existing off-campus centers, the expanded use of academic technologies such as distance learning, and the expansion of summer term enrollment. Notably, the development of new and the expansion of existing off-campus centers has had the unintended effect of adding vehicle traffic, rather than reducing it, because students from outside the off-campus center service area

enrolled in classes at the off-campus center location, and students attended classes at both the off-campus center and the SDSU main campus. Further, the institutional alternatives alone will not enable SDSU to meet the projected 20-year student enrollment demands. Therefore, this alternative would not meet the project objective to develop facilities to support the academic, research and student service needs of SDSU. Thus, because the institutional alternatives serve as a complement to, rather than a substitute for, the project, the institutional alternatives are infeasible as a project alternative.

5.4 ADOBE FALLS ALTERNATE ACCESS ROUTES

SDSU undertook a study of five conceptual alternate routes that could be used to access the Adobe Falls Faculty/Staff Housing component in place of the proposed College Avenue/Del Cerro Boulevard access. Based on the analysis, Alternate Access Route 1a, which would provide access in to and out of the Adobe Falls Faculty/Staff Housing Lower Village site *via* the adjacent Smoketree condominium development, would add the least amount of additional costs to project development, is the only alternate access route that meets the development criteria and economic objectives of the project, and is determined to be the only financially feasible alternate access route that could be developed to serve the Adobe Falls Faculty/Staff Housing component of the project. For these reasons, SDSU may further investigate the potential for reaching agreement to obtain access in to and out of the Adobe Falls Faculty/Staff Housing Lower Village *via* the Smoketree condominium development. This process would be done in conjunction with the future preparation of project-specific environmental analysis for the Adobe Falls Faculty/Staff Housing Lower Village.

6.0 STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological or other benefits of the project against its unavoidable environmental risks when determining whether to approve a project. If the specific economic, legal, social, technological or other benefits of the project outweigh the unavoidable adverse environmental effects, those effects may be considered "acceptable." (CEQA Guidelines §15093, subdivision (a).) CEQA requires the agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are not avoided or substantially lessened. Those reasons must be based on substantial evidence in the Final EIR or elsewhere in the administrative record. (CEQA Guidelines §15093, subdivision (b).)

In accordance with the requirements of CEQA and the CEQA Guidelines, the Board of Trustees finds that the mitigation measures identified in the Final EIR and the Mitigation Monitoring and

Reporting Program, when implemented, will avoid or substantially lessen virtually all of the significant effects identified in the Final EIR for the SDSU 2007~~5~~ Campus Master Plan Revision. However, certain significant impacts of the project are unavoidable even after incorporation of all feasible mitigation measures and on-campus actions, including project modification. These significant unavoidable impacts are: (a) direct and cumulative impacts to aesthetics and visual quality attributable to the conversion of open space; (b) direct and cumulative impacts to air quality attributable to short-term increased PM¹⁰ emissions during project construction, and long-term increased operational ROG emissions due to increased vehicle traffic and consumer product use; and (c) ~~direct and~~ cumulative impacts to the transportation and circulation system. (See **Section 2.0, Findings On Significant Unavoidable Adverse Impacts Of The Project.**)

The Board of Trustees finds that all feasible mitigation measures identified in the Final EIR that are within the purview of the university will be implemented with the project, and that the remaining significant unavoidable effects are outweighed and are found to be acceptable due to the following specific overriding economic, legal, social, technological, or other benefits, including the provision of employment opportunities for highly trained workers, increased access to higher education, and affordable housing for faculty and staff, based upon the facts set forth above, the Final EIR, and the record, as follows:

- (a) The CSU has identified the need to serve the higher education needs of the historically under-represented populations and cultures of the State of California, and, the project will enable SDSU to meet projected increases in student demand for higher education. With the projected “Tidal Wave II” student growth forecasts, campuses must expand their capacities to meet current and projected educational needs. CSU campuses are key to accomplishing access to regional and statewide higher education by providing scholastic opportunities to an increasing number of students and by providing a well-educated work force for the economic well-being of the State of California;
- (b) The SDSU 2007 Campus Master Plan Revision guides the development of San Diego State University under a projected additional 10,000 academic year full-time equivalent students and approximately 691 faculty and 591 staff members over the years. The SDSU 2007 Campus Master Plan Revision provides the necessary framework for the allocation and management of university resources, proposed capital outlay programs, and construction planning for all support facilities;

- (c) The project develops a state-owned site and utilizes campus land resources efficiently and maximizes the use of existing campus resources and infrastructure, thereby providing cost-effective opportunities for meeting existing and future higher education needs. The project would create economic growth and development, create jobs, attract new private industry to the community, establish new research and training public-private partnerships between the university and private industry, address CSU's affordable housing needs, and provide a substantial increase in the tax base of the local community. Specific to the Adobe Falls Faculty/Staff Housing component of the project, the proposal provides a well-balanced, highest and best use of the property, that would maximize benefits to the State, as well as to the City and County of San Diego in the form of possessory interest (property) taxes, and it further provides affordable housing for faculty and staff on state-owned property that is in close proximity to the SDSU main campus area;
- (d) The provision of faculty and staff housing will assist SDSU in meeting its workforce housing needs, and will facilitate SDSU's ability to attract well-qualified professors to the university by providing affordable residential faculty housing, thereby enhancing SDSU's rank as one of the premier undergraduate, graduate and research institutions in the state. Escalating housing prices in the San Diego region have made it extremely difficult to attract and retain quality faculty. New faculty recruitment, needed to replace retiring members of the SDSU community, and new personnel to provide for expanded enrollment, is critical to the provision of academic services. The affordable housing shortage is negatively impacting students, faculty and staff. Developing and providing affordable housing is key to attracting and retaining necessary and qualified faculty to ensure quality public higher education for the San Diego region;
- (e) The project will create job opportunities for faculty and staff, as well as additional employment in university support activities;
- (f) The project supports the educational mission of the California State University to provide faculty housing and is consistent with state policy to encourage affordable housing for moderate-income residents.
- (g) The project enhances academic, research and on-campus housing facilities;

- (h) The project replaces existing facilities, which are currently in various states of disrepair, to address capacity needs, safety issues and design goals for the campus, as well as replaces existing structures to enhance visual appeal and longevity;
- (i) The project will preserve 9.51 acres of open space on the Adobe Falls Faculty/Staff Housing site that might otherwise be developed, including the remainder of the Adobe Falls natural feature and a nearby archaeological site, and also provide for the long-term preservation and enhancement of plant and wildlife habitat, including sensitive plant communities;
- (j) The project identifies appropriate areas within the campus for programmatic projects that will not contribute to the loss of existing functional site conditions;
- (k) The project improves overall campus design, architectural character, accessibility, image and identity;
- (l) The project will have positive humanistic, education and cultural influences on the areas surrounding the campus;
- (m)The project provides enhanced educational opportunities to eligible high school graduates and community college transfer students of the region;
- (n) The project supports the educational, cultural, and recreational facilities on the SDSU campus which will serve citizens of the region, including those currently underrepresented in the CSU;
- (o) The project is the result of extensive input from both the campus and surrounding communities, and responds to their concerns and desires to maintain a high-quality public university in the region;
- (p) The project provides for the continued economic vitality of the region through productive development or reuse of those portions of the site, which are consistent and compatible with the educational mission of the university; and
- (q) The project provides for use of a major public asset.

On balance, the Board of Trustees finds that there are specific economic, legal, social, technological and other considerations associated with the project that serve to override and outweigh the project's significant unavoidable effects and, thus, the adverse effects are considered acceptable.