SECTION 3.12
TRANSPORTATION/CIRCULATION AND PARKING

3.12 TRANSPORTATION/CIRCULATION AND PARKING

3.12.1 INTRODUCTION

This section analyzes the potential impacts of the Proposed Project on transportation/circulation and parking, and is based on the Traffic Impact Analysis technical report (August 2010), prepared by the Linscott Law & Greenspan engineering firm. The technical report is included in **Appendix 3.12** of this EIR.

3.12.2 METHODOLOGY

3.12.2.1 Overview

The analysis presented in this section assesses the potential impacts of the Proposed Project on the local transportation and circulation system. In order to assess the impacts, intersection and street segment analyses were conducted for the existing, near-term project buildout (2015), and long-term (2030) scenarios. Background conditions include applicable additional traffic volumes that would result with implementation of the 2007 Campus Master Plan, although the mitigation measure roadway improvements adopted as part of the Master Plan approval were not assumed to be in place as part of the analysis. Significant impacts were determined based on these analyses, and appropriate mitigation measures are recommended. Potential impacts relating to construction traffic, parking, transit, pedestrian/bicycle circulation, roadway closures/street vacations, driveway access, and emergency vehicle access also are addressed.

The following topics are addressed in the analysis:

- Analysis Approach and Methodology
- Existing Conditions
- Significance Criteria
- Cumulative Projects Traffic
- Project Traffic Generation, Distribution & Assignment
- Analysis of Existing Conditions
- Analysis of Near-Term Scenario
- Analysis of Long-Term Scenario
- Congestion Management Program (CMP) Compliance
- Construction Traffic
- Parking Analysis
- Transit Analysis

- Pedestrian/Bicycle Circulation
- Roadway Closures/Street Vacations
- Emergency Vehicle Access
- Significant Impacts and Mitigation Measures
- Post Mitigation Operations

3.12.2.2 Level of Service

The analysis that was conducted is a level of service ("LOS") analysis, which assesses the near-term and long-term traffic operations in the study area and compares the Proposed Project impacts to a no-build baseline. LOS is the term used to denote the different operating conditions that occur on a given roadway segment under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis taking into account factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. LOS provides an index to the operational qualities of a roadway segment or an intersection. LOS designations range from A to F, with LOS A representing the best operating conditions (free-flow) and LOS F representing the worst operating conditions (gridlock). LOS designation is reported differently for signalized intersections, unsignalized intersections, and roadway segments.

3.12.2.3 Study Area

The Project study area was determined based on a Select Zone Assignment. The Select Zone Assignment was prepared by the San Diego Association of Governments ("SANDAG") and it predicts the project trip assignments on the street network using a computer model. The assignment of Project traffic is described later in this section. **Figure 3.12-1, Existing Roadway Network,** depicts the existing roadway network in the Project study area.

The scope of the study area includes the following intersections and street segments and was determined based on a 50-peak hour trip threshold guideline:

Intersections

- College Avenue / Interstate 8 ("I-8") westbound ("WB") ramps
- College Avenue / I-8 eastbound ("EB") ramps
- College Avenue / Canyon Crest Drive
- College Avenue / Zura Way
- College Avenue / Lindo Paseo
- College Avenue / Montezuma Road

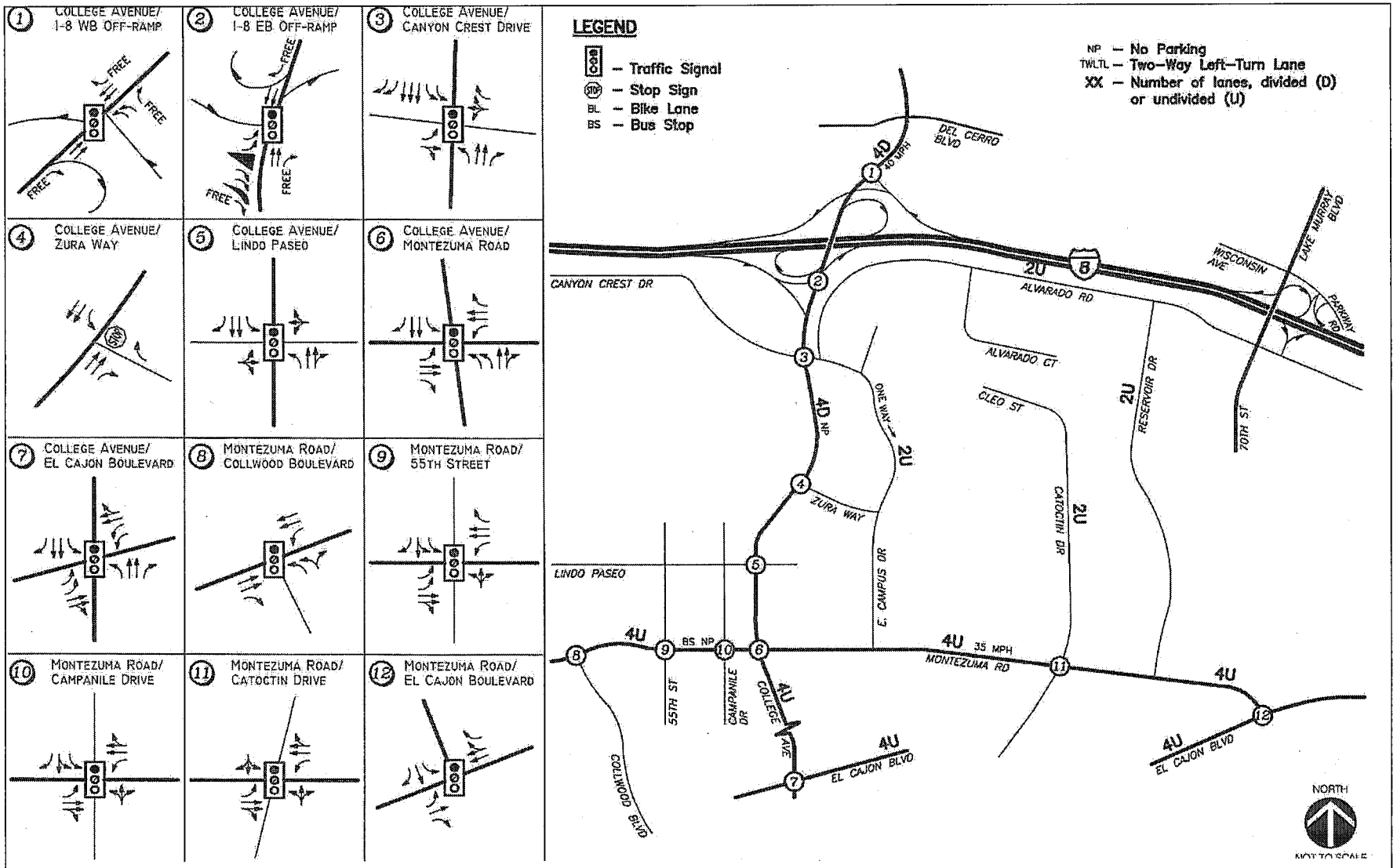

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Figure 3.12-1

Existing Roadway Network

- College Avenue / El Cajon Boulevard
- Montezuma Road / Collwood Boulevard
- Montezuma Road / 55th Street
- Montezuma Road / Campanile Drive
- Montezuma Road / Catoctin Drive
- Montezuma Road / El Cajon Boulevard

Street Segments

- College Avenue: Canyon Crest Drive to Zura Way
- College Avenue: Zura Way to Montezuma Road
- College Avenue: Montezuma Road to El Cajon Boulevard
- Montezuma Road: Collwood Boulevard to 55th Street
- Montezuma Road: 55th Street to College Avenue
- Montezuma Road: College Avenue to Catoctin Drive

The Project would add less than 50 peak hour trips to the Interstate-8 ("I-8") mainline, and less than 20 peak hour trips on any individual ramp meter. Therefore, based on the Congestion Management Program ("CMP") requirements, it was not necessary to conduct a freeway or ramp meter analysis as part of the overall analysis. Nonetheless, to be conservative, a CMP review and analysis was conducted for I-8 using the Caltrans-approved peak hour volume/capacity methodology.

3.12.2.4 Existing Road Network

A brief description of the principal roadways in the Project study area is provided below. Roadway classifications were determined based on a review of the College Area and Navajo Community Plans, field observations, and information obtained from the California Department of Transportation ("Caltrans").

Interstate 8 (I-8) is an interstate freeway operated by Caltrans. I-8 is an east-west facility spanning San Diego and Imperial Counties. I-8 provides access to the Project vicinity via the Fairmount Avenue, Waring Road, College Avenue, and Lake Murray / 70th Street interchanges.

Campanile Drive is a two-lane, divided roadway, classified as a Collector road by the College Area Community Plan, with a northerly terminus at the SDSU trolley station. There is no posted speed limit and parking is intermittently limited.

College Avenue is a north-south, four-lane, intermittently divided roadway located within the Project vicinity that is classified as a Major Arterial by the College Area Community Plan. The

posted speed limit generally is 35 mph, parking is prohibited, and bus stops are provided along the road.

Montezuma Road is an east-west, four-lane, divided roadway located south of the SDSU Campus that is classified as a Major Arterial by the College Area Community Plan. The posted speed limit is 35 mph, bus stops are provided, and curbside parking is permitted along the road.

55th Street is a north-south, four-lane undivided roadway located to the west of the SDSU Campus that is classified as a Collector road by the College Area Community Plan. Parking is not permitted north of Montezuma Road in the vicinity of the campus, and the posted speed limit is 25 mph.

Collwood Boulevard is a three-lane undivided roadway south of Montezuma Road with two northbound lanes and one southbound lane. Collwood is classified as a Major Arterial by the College Area Community Plan. Parking is permitted along the road, and bike lanes are provided.

Lindo Paseo is an unclassified, one lane undivided (one-way) eastbound roadway located between 55th Street and Campanile Drive. Parking is allowed along the roadway.

Zura Way is an unclassified road that provides one lane of undivided travel in a generally east-west direction. The road connects College Avenue with East Campus Drive via a series of parking lots. The Zura Way/College Avenue intersection is an unsignalized two-way stop controlled intersection; left turns onto College Avenue are prohibited.

El Cajon Boulevard is a four lane divided roadway located south of the Project vicinity and classified as a Major Arterial by the College Area Community Plan. Parking is permitted intermittently, and bike lanes are provided.

3.12.2.5 Intersection Analysis Methodology

3.12.2.5.1 Signalized intersections

Signalized intersections were analyzed under AM (7:00-9:00 am) and PM (4:00-6:00 pm) peak hour conditions. Average vehicle delay was determined utilizing the methodology found in the *2000 Highway Capacity Manual (HCM), Chapter 16,* with the assistance of the *Synchro* (version 6.0) computer software. The delay values (represented in seconds) were qualified with a corresponding intersection LOS. See **Appendix 3.12**, Appendix C, for additional details regarding the methodology utilized.

3.12.2.5.2 Unsignalized intersections

Unsignalized intersections also were analyzed under AM and PM peak hour conditions. Average vehicle delay and LOS were determined based upon the procedures found in the *2000 Highway Capacity Manual (HCM), Chapter 17,* with the assistance of the *Synchro* (version 6.0) computer software. See **Appendix 3.12**, Appendix C, for additional details regarding the methodology utilized.

3.12.2.6 Intersecting Lane Vehicles

Caltrans requires that State-owned intersections be analyzed using Intersecting Lane Vehicles ("ILV") methodology as described in Chapter 400, Topic 406 of the Department *Highway Design Manual.* The ILV methodology is based on the premise that the capacity of intersecting lanes of traffic is 1,500 vehicles per hour. For the typical local street interchange there is usually a critical intersection of a ramp and the crossroads that establishes the capacity of the interchange.

Neither the City of San Diego nor Caltrans consider the ILV methodology an approved methodology for determining significance of impacts. ILV methodology does not allow for the sophisticated analysis that the HCM methodology provides. In some cases, ILV results will vary dramatically from HCM results. However, the local Caltrans District 11 requests that ILV analyses be included for informational purposes. **Table 3.12-1, ILV Capacities**, summarizes the ILV capacity criteria.

Table 3.12-1
ILV Capacities

UNDER (ILV/hr<1200)	NEAR (ILV/hr 1200 - 1500)	OVER (ILV/hr >1500)
Denotes stable flow with slight but acceptable delay. Occasional signal loading may develop. Free mid-block operations.	Denotes unstable flow with considerable delay. Some vehicles occasionally wait two or more cycles to pass through the intersection. Continuous backup occurs at some approaches.	Denotes stop and go operation with severe delay and heavy congestion[a]. Traffic volume is limited by maximum discharge rates of each phase. Continuous backup in varying degrees occurs on all approaches. Where downstream capacity is restrictive, mainline congestion can impede orderly discharge through the intersection.

Footnotes:
a. The amount of congestion depends on how much the ILV/hr value exceeds 1500. Observed flow rates will normally not exceed 1500 ILV/hr and the excess will be delayed in a queue.

3.12.2.7 Street Segments Methodology

Street segment analysis is based upon the comparison of average daily traffic ("ADT") volumes to the City of San Diego's *Roadway Classification, Level of Service, and ADT Table*. This table provides segment capacities for different street classifications, based on traffic volumes and roadway characteristics. The City of San Diego's *Roadway Classification, Level of Service, and ADT Table* is included in **Appendix 3.12.**

3.12.3 EXISTING CONDITIONS

3.12.3.1 Existing Traffic Volumes

3.12.3.1.1 Peak Hour Intersection Turning Movement Volumes

Weekday manual peak hour intersection counts were conducted in December 2008 while all local schools were in session. Counts were conducted during both the AM and PM peak periods. **Figure 3.12-2, Existing Traffic Volumes,** illustrates the existing AM/PM peak hour and ADT volumes on the study area roads.

3.12.3.1.2 Daily Segment Volumes

Bi-directional daily traffic counts were conducted on the study area street segments in December 2008, while school was in session. Traffic counts at two study area segments along Montezuma Road were obtained in February 2008. *Appendix A* contains the manual count sheets.

Table 3.12-2, Existing Traffic Volumes, summarizes the ADT counts. **Appendix 3.12,** Appendix B, contains the manual count sheets.

Table 3.12-2
Existing Traffic Volumes

Street Segment	ADT [a]	Date	Source
College Avenue			
Canyon Crest Drive to Zura Way	44,000	December 2008	LLG
Zura Way to Lindo Paseo	30,000	December 2008	LLG
Montezuma Road to El Cajon Boulevard	29,100	December 2008	LLG
Montezuma Road			
Collwood Road to 55th Street	30,600	February 2008	LLG
55th Street to Campanile Drive	26,100	February 2008	LLG
College Avenue to Catoctin Drive	14,800	December 2008	LLG

Footnotes:
a. Average Daily Traffic Volumes.

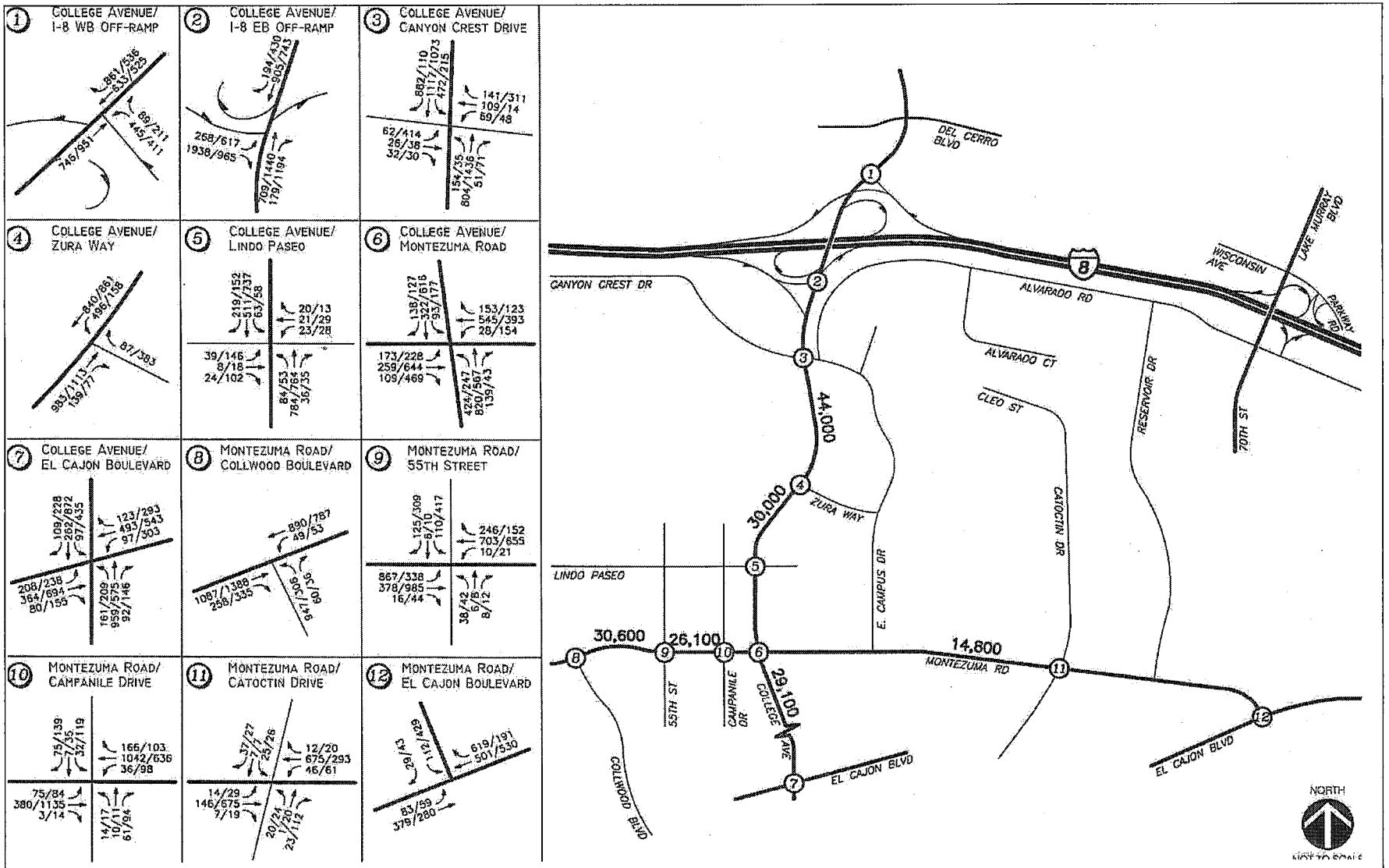

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Figure 3.12-2

Existing Traffic Volumes

Additional discussion regarding existing conditions is presented below in section 3.12.5.

3.12.4 THRESHOLDS OF SIGNIFICANCE

CEQA Guidelines Appendix G includes significance criteria relative to assessing transportation and circulation related impacts. According to Guidelines Appendix G, the proposed project would have a potentially significant impact on the environment relative to transportation and circulation if the project would:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel, and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;

b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;[1]

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

e) Result in inadequate emergency access;

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

With respect to criteria a) and b), while CSU/SDSU, as a state entity, is not subject to local planning directives, including those of the City of San Diego, for purposes of this analysis, the City significance criteria were applied to assess whether the Proposed Project would conflict with City policies establishing measures of effectiveness for the performance of the circulation system. The

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[1] The Proposed Project would not result in a change in air traffic patterns and, therefore, this criterion is not applicable to the analysis.

Congestion Management Program, administered by SANDAG, also was reviewed to determine whether the Proposed Project would conflict with that program's level of service standards. Additionally, while the revised CEQA Guidelines no longer expressly require analysis of a project's impacts relative to parking capacity, an analysis of the proposed project's impacts relative to parking is provided for information purposes.

According to the City of San Diego's *Significance Determination Thresholds* report dated January 2007, a project is considered to have a significant impact if the new project traffic has decreased the operations of surrounding roadways by a City defined threshold. The City defined threshold by roadway type or intersection is shown in **Table 3.12-3, City of San Diego Traffic Impact Significant Thresholds**. If the project exceeds the thresholds in Table 3.12-3, then the project may be considered to have a significant "direct" or "cumulative" project impact. A significant impact also would occur if a project causes the Level of Service to degrade from D to E, even if the allowable increases in Table 3.12-3 are not exceeded. A feasible mitigation measure is to be identified to return the impact within the City thresholds, or the impact will be considered significant and unmitigated.

Table 3.12-3
City Of San Diego
Traffic Impact Significant Thresholds

Level of Service with Project[b]	Allowable Increase Due to Project Impacts[a]					
	Freeways		Roadway Segments		Intersections	Ramp Metering
	V/C	Speed (mph)	V/C	Speed (mph)	Delay (sec.)	Delay (min.)
E	0.010	1.0	0.02	1.0	2.0	1.0[c]
F	0.005	0.5	0.01	0.5	1.0	

Footnotes:

a. If a proposed project's traffic causes the values shown in the table to be exceeded, the impacts are determined to be significant. The project applicant shall then identify feasible improvements (within the Traffic Impact Study) that will restore/and maintain the traffic facility at an acceptable LOS. If the LOS with the proposed project becomes unacceptable (see note b), or if the project adds a significant amount of peak-hour trips to cause any traffic queues to exceed on- or off-ramp storage capacities, the project applicant shall be responsible for mitigating the project's direct significant and/or cumulatively considerable traffic impacts.

b. All LOS measurements are based upon Highway Capacity Manual procedures for peak-hour conditions. However, V/C ratios for roadway segments are estimated on an ADT/24-hour traffic volume basis (using Table 2 of the City's Traffic Impact Study Manual). The acceptable LOS for freeways, roadways, and intersections is generally "D" ("C" for undeveloped locations). For metered freeway ramps, LOS does not apply. However, ramp meter delays above 15 minutes are considered excessive.

c. The impact is only considered significant if the total delay exceeds 15 minutes.

General Notes:

- Delay = Average control delay per vehicle measured in seconds for intersections, or minutes for ramp meters.
- LOS = Level of Service
- V/C = Volume to Capacity Ratio (capacity at LOS E should be used)
- Speed = Arterial speed measured in miles per hour for Congestion Management Program (CMP) analyses

3.12.5 IMPACTS ANALYSIS

To assess the impacts of the Proposed Project, an analysis of the existing roadway conditions is first presented, followed by a description of the near-term cumulative projects expected to add additional traffic to the study area roadways at the time the proposed Plaza Linda Verde is expected to reach buildout in 2015. These near-term cumulative projects in combination with existing traffic volumes provide the near-term baseline against which the Proposed Project's potential impacts are assessed. This baseline is referred to as the Existing + Near-Term Cumulative condition.

Once the baseline is established, it is then necessary to determine the amount of vehicle trips that would be generated by the Proposed Project. Accordingly, an analysis of the Project's trip generation and trip distribution characteristics is then presented. These Project trips are then added to the Existing + Near-Term Cumulative scenario, and an analysis of the Project's impacts at buildout are assessed against the applicable significance criteria. Where applicable, significant near-term impacts are identified.

The near-term analysis is followed by analysis of the Proposed Project's impacts relative to long-term (2030) cumulative conditions. Under this scenario, the Project's impacts are assessed against the applicable significance criteria, and significant long-term impacts identified as applicable. Section 3.12.7 presents recommended mitigation measures that would reduce the identified impacts to a level below significant.

3.12.5.1 Existing Conditions Analysis

The analysis of existing conditions includes the assessment of the study area intersections and street segments using the methodologies described above. **Appendix 3.12**, Appendix E, contains the existing conditions analysis worksheets and ILV operations sheets.

3.12.5.1.1 Peak Hour Intersection Analysis

Table 3.12-4, Existing Peak Hour Intersection Operations, summarizes the peak hour intersection operations for existing conditions. As shown in Table 3.12-4, all study area signalized intersections currently operate at LOS D or better except the following:

2 College Avenue / I-8 EB Off-Ramp (LOS E during the AM peak hour)
3 College Avenue / Canyon Crest Drive (LOS E during the PM peak hour)
4 College Avenue / Zura Way (LOS F during the AM peak hour)
7 College Avenue / El Cajon Boulevard (LOS E during the PM peak hour)

In addition, the unsignalized intersection of College Avenue and Zura Way currently operates at LOS F for southbound left-turns onto Zura Way during the AM peak hour and LOS C during the PM peak hour.

Table 3.12-4
Existing Peak Hour Intersection Operations

Intersection	Control Type	Peak Hour	Existing	
			Delay[a]	LOS[b]
1. College Avenue / I-8 Westbound Ramps	Signal	AM	9.3	A
		PM	8.3	A
2. College Avenue/I-8 Eastbound Ramps	Signal	AM	77.0	E
		PM	15.2	B
3. College Avenue / Canyon Crest Drive	Signal	AM	48.6	D
		PM	57.5	E
4. College Avenue / Zura Way	TWSC[c]	AM	67.0	F
		PM	16.2	C
5. College Avenue / Lindo Paseo	Signal	AM	11.9	B
		PM	20.1	C
6. College Avenue / Montezuma Road	Signal	AM	36.6	D
		PM	45.7	D
7. College Avenue / El Cajon Boulevard	Signal	AM	36.6	D
		PM	56.4	E
8. Montezuma Road / Collwood Boulevard	Signal	AM	21.2	C
		PM	24.7	C
9. Montezuma Road / 55th Street	Signal	AM	41.2	D
		PM	34.1	C
10. Montezuma Road / Campanile Drive	Signal	AM	28.0	C
		PM	34.2	C
11. Montezuma Road / Catoctin Drive	Signal	AM	20.0	B
		PM	20.4	C
12. Montezuma Road / El Cajon Boulevard	Signal	AM	24.6	C
		PM	20.7	C

Footnotes:
a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. TWSC – Two-Way Stop Controlled intersection. Minor street left turn delay is reported.

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

3.12.5.1.2 Daily Street Segment Analysis

Table 3.12-5, Existing Daily Street Segment Operations, summarizes the existing segment operations. As shown in Table 3.12-5, all segments in the study area currently operate at LOS D or better except the following:

College Avenue between Canyon Crest Drive and Zura Way (LOS F)
Montezuma Road between 55th Street and College Avenue (LOS E)

Table 3.12-5
Existing Daily Street Segment Operations

Street Segment	Capacity (LOS E) [a]	ADT [b]	LOS [c]	V/C [d]
College Avenue				
Canyon Crest Drive to Zura Way	40,000	44,000	F	1.100
Zura Way to Montezuma Road	40,000	30,000	C	0.750
Montezuma Road to El Cajon Boulevard	40,000	29,100	C	0.728
Montezuma Road				
Collwood Boulevard to 55th Street	40,000	30,600	C	0.765
55th Street to College Avenue	30,000	26,100	E	0.870
College Avenue to Catoctin Drive	30,000	14,800	C	0.493

Footnotes:
a. Capacities based on City of San Diego Roadway Classification Table.
b. Average Daily Traffic Volumes.
c. Level of Service.
d. Volume to Capacity.

3.12.5.1.3 ILV Operations

Table 3.12-6, Existing ILV Operations, summarizes the results of the ILV analysis. As shown in Table 3.12-6, utilizing this methodology, the College Avenue/I-8 interchange currently operates at "Under" capacity during both the AM and PM peak hours.

Table 3.12-6
Existing ILV Operations

Intersection	Peak Hour	Existing	
		Total Operating Level (ILV / Hour)	Capacity[a]
College Ave / I-8 WB Ramps	AM	596	Under
	PM	682	Under
College Ave / I-8 EB Ramps	AM	615	Under
	PM	1124	Under

Footnote:
a. CAPACITY is shown as UNDER capacity, NEAR capacity or OVER capacity;
Under Capacity = <1200 ILV/Hour
Near Capacity = >1200 but < 1500 ILV/Hour
Over Capacity = >1500 ILV/Hour

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

3.12.5.2 Near-Term Cumulative Projects Traffic

In addition to the Proposed Project, other planned projects in the project vicinity would add traffic to the roadways surrounding the Project site. Some of these projects are planned for near-term development (i.e., by 2015), while others would not be developed until after that time. Based on a review of potential projects within the area and discussions with City staff, it was determined that the development projects listed on **Table 3.12-7, Near-Term Cumulative Projects Summary**, which are either approved, have applications submitted, are under construction, or are in the planning process, would be included in the near-term traffic impact analysis as cumulative projects. With respect to SDSU-related projects, based on discussions with City traffic staff, it was assumed that SDSU-related projects, including the 2007 Campus Master Plan, would add 10,000 ADT to the area roadways. In light of the current economic development climate, however, it is possible that several of the development projects included on Table 3.12-7 and planned for near-term development may not come "on line" by 2015, the expected buildout date of the Proposed Project. As a result, the inclusion of these projects in the analysis likely overstates the "without project" condition, thereby resulting in an overstatement of project impacts. **Figure 3.12-3, Near-Term Cumulative Traffic Volumes,** depicts the total near-term cumulative project traffic volumes for the near-term cumulative projects listed on Table 3.12-7. Long-term (2030) cumulative traffic volumes were forecast using the SANDAG Series 10 model. (See section 3.12.5.6.)

Table 3.12-7

Near-Term Cumulative Projects Summary

Project Title	Project Location	Project Description	Status	Buildout Year
City of San Diego Redevelopment Agency				
Mesa Commons I	El Cajon Boulevard and Catoctin Drive	Mixed-use project containing 52 DUs and 2,833 square feet ("SF") of retail. Residential component includes 16 row homes, 31 condominium units, and 5 rental units.	Approved	2015
Mesa Commons II	4883, 4905, and 4915 Catoctin Drive, northeast of Art Street	33 "for sale" attached row home-style units in seven buildings, and seven detached single-family units (170 total beds).	Approved	2015
Centrepoint	Intersection of 63rd Street and El Cajon Boulevard	63 townhouse units and 249 residential flats. The project will also include nearly 4,000 SF of retail space, 610 off-street parking spaces, open space, and recreational facilities.	Approved	Fall 2013
5566 Lindo Paseo	5566 Lindo Paseo	Demolish existing residences and construct a 7,771 SF, 26-bed fraternity house.	In planning process	Unknown
Village Lindo Paseo (formerly known as Plaza Lindo Paseo)	5565 – 5619 Lindo Paseo	Demolish five existing single-family DUs on six lots and construct an 896-bed student dormitory facility. The project also proposes an underground parking facility and accessory uses.	In planning process	2011/2012

Table 3.12-7 (Continued)

Near-Term Cumulative Projects Summary

Project Title	Project Location	Project Description	Status	Buildout Year
6195 Montezuma Road	6195 Montezuma Road	Demolish two existing single-family DUs and construct a four-story structure with two levels of underground parking. Construct 40 DUs (22 four-bedroom DUs, 2 three-bedroom DUs, and 16 two-bedroom DUs), 84 on-site parking spaces, and associated improvements.	Approved	Through 2025
Plaza Lindo Paseo	5649–5691 Lindo Paseo	Demolish existing structures and construct 45 residential condominiums, 4 commercial condominiums, and 2 fraternity houses.	Approved	2011/2012
Wesley House	5716 Hardy Avenue	200 beds.	Anticipated future proposal	Unknown
SDSU Religious Centers Project	West of Campanile Drive, along Lindo Paseo and Hardy Avenue	Unknown.	Anticipated future proposal	Unknown
Sorority Row Housing Project	West side of College Avenue, south of Montezuma Road	Housing project for 215 student-sorority members on 1.56-acre vacant parcel. Project will include 65 apartments and 5 sorority chapter houses.	In Planning Process	Unknown
5030 College LLC	5030 College Avenue	Construct 107 rental DUs on a vacant site (site of SDSU Sorority Housing project that was approved but not constructed).	In planning process	Unknown

Table 3.12-7 (Continued)

Near-Term Cumulative Projects Summary

Project Title	Project Location	Project Description	Status	Buildout Year
Aztec Inn at SDSU	Northwest corner of Campanile Drive and Montezuma Road	74–room hotel with associated meeting rooms and retail and service areas.	On hold	On hold
Alvarado Apartments (The Dinerstein Companies)	6599 Alvarado Road	Replacement of 109,000 SF of existing medical offices with 664 rental DUs and 2,800 SF of retail.	In planning process	2011
Collwood Apartments	4929 Collwood Boulevard	Demolish existing 167-unit apartment building and construct 260 units.	In planning process	Fall 2010
Aztec Court Apartments	6229–6245 Montezuma Road	Demolish existing residences and construct 25 DUs.	In planning process	Unknown
City of San Diego				
Project Title	**Project Location**	**Project Description**	**Status**	**Buildout Year**
Parc @ 54 (formerly Park at 54th Street)	4079 54th Street	90-unit apartment complex.	Under construction	Fall 2009
Centrepoint-Grantville	Block bounded by Vandever Avenue, Fairmont Avenue, Twain Avenue, Mission Gorge Road	12-acre project site for mixed-use development of 588 multi-family DUs and 135,228 SF of office, retail, and restaurant space.	Proposed	Unknown
Montezuma South	Near SE corner of College Avenue and Montezuma Road	450 beds.	Anticipated future proposal	Through 2025
Grantville Trolley Station Transit Oriented Development ("TOD")	4510 Alvarado Canyon Road	Approximately 900 beds.	Anticipated future proposal	Unknown
Kohl's Department Store	3450 College Avenue	73,872 SF of retail development.	Proposed	Unknown

Table 3.12-7 (Continued)

Near-Term Cumulative Projects Summary

Project Title	Project Location	Project Description	Status	Buildout Year
William Lyon Homes - Grantville	4525 Waring Road	104 units (multi-family complex).	Under construction	Fall 2009
San Diego State University				
Project Title	**Project Location**	**Project Description**	**Status**	**Buildout Year**
College of Business Administration Building	Southeastern portion of SDSU, between College Avenue and East Campus Drive (existing Lot F)	New 170,000 SF College of Business building in Lot F.	Proposed	Unknown
Parma Payne Goodall Alumni Center	55th Street between Athletics Center and Sports Deck	New 28,000 SF Alumni Center to house the offices of the Alumni Association, Annual Giving, and staff of University Advancement.	Under construction	July 2009
Performing Arts Building	Adjacent to the existing Music Building in the central portion of campus	New five-story, 50,000 SF building to house a 400-seat black box performing arts theatre, dance studios, drama rehearsal space, and support space.	Proposed	Unknown
Campus Conference Center	East of 55th Street, immediately east of Viejas Arena	New 3-story, 70,000 SF building to provide meeting/conference space, office space, food services and retail services. The building would consist of 1 subterranean and 2 above-ground floors.	Approved	Unknown

Table 3.12-7 (Continued)

Near-Term Cumulative Projects Summary

Project Title	Project Location	Project Description	Status	Buildout Year
Aztec Center Expansion	West of College Avenue, northeast of Aztec Transit Center	Construction of additional meeting spaces; a multi-purpose theatre; a 24-hour study lounge; and expanded and improved office spaces for student organizations, student activities, and student life.	Approved	2012
Student Housing Phase I	East of College Avenue, north of Montezuma Road on G Lot	10-story building (approximately 350,000 SF in size) to house 95–105 suite-style residential units.	Approved	Unknown
Olmeca/Maya Reconstruction	North of Montezuma Road, east of existing residence halls and Parking Structures 3 and 6.	2 10-story buildings (approximately 350,000 SF in size each) to house approximately 1,600 students.	Approved	Unknown
U Lot Residence Hall	North of Remington Road, west of 55th Street atop Parking Structure 7.	10-story building (approximately 350,000 SF in size) to house approximately 800 students and redesign Parking Structure 7 to accommodate 750 vehicles.	Approved	Unknown
Villa Alvarado Residential Hall Expansion	South of Interstate 8, east of College Avenue on C Lot.	Construction of additional apartments (approximately 50 two-bedroom apartments) in 2-3 story structures to provide an additional 200 beds.	Approved	Unknown

Table 3.12-7 (Continued)

Near-Term Cumulative Projects Summary

Project Title	Project Location	Project Description	Status	Buildout Year
Alvarado Hotel	South of Interstate 8, adjacent to Alvarado Road	Approximately 120-room hotel for visitors to SDSU. Facilities may also include a business center, exercise room, and several meeting rooms.	Approved	Unknown
Alvarado Campus-D Lot	South of Alvarado Road, north of an undeveloped slope and Alvarado Creek on D Lot	Construction of approximately 280,000 SF of instructional and research space.	Approved	Unknown
Alvarado Campus-Alvarado Medical Center	South of Alvarado Road, north of an undeveloped slope and Alvarado Creek at the existing Alvarado Medical Center.	Construction of approximately 332,285 SF of instructional and research space and a 1,840-car multi-story parking structure.	Approved	Unknown
Adobe Falls Phase I	North of Interstate 8, south of Adobe Falls Road	Construction of 48 housing units, approximately 1,600 square feet in size, for SDSU faculty and staff.	Approved	Unknown
Adobe Falls Phase II	North of Interstate 8, south of Adobe Falls Road.	Construction of 124-300 housing units for SDSU faculty and staff.	Approved	Unknown
City of La Mesa				
Project Title	**Project Location**	**Project Description**	**Status**	**Buildout Year**
Coleman College Site (former)	7380 Parkway Drive	9.2 acres redeveloped as 150 senior housing units.	On hold	Unknown
Jessie Avenue	4888 Jessie Avenue	47 townhomes and two commercial units.	Approved	Unknown
Parks Avenue Townhomes	Parks Avenue and El Cajon Boulevard	10 townhomes and one live/work unit.	Approved	Unknown

Table 3.12-7 (Continued)

Near-Term Cumulative Projects Summary

Project Title	Project Location	Project Description	Status	Buildout Year
Comanche Apartments	Comanche Drive and El Cajon Boulevard	19 townhomes with a small commercial component	In planning process	Unknown
Montebello North	5017 Thorne Drive	General Plan Amendment and rezone for multiple unit residential structure	In planning process	Unknown
Park Station Specific Plan	Several parcels centered around 4999 Baltimore Drive	Specific Plan for mixed-use development.	In planning process	Unknown
Lowell Street	North end of Lowell Street	Five-unit planned residential development.	In planning process	Unknown

Note: For purposes of the near-term cumulative analysis, based on discussions with City of San Diego traffic staff, it was assumed that SDSU-related projects, including the 2007 Campus Master Plan, would add 10,000 ADT to the area roadways. Thus, the near-term cumulative traffic includes these SDSU-related trips.

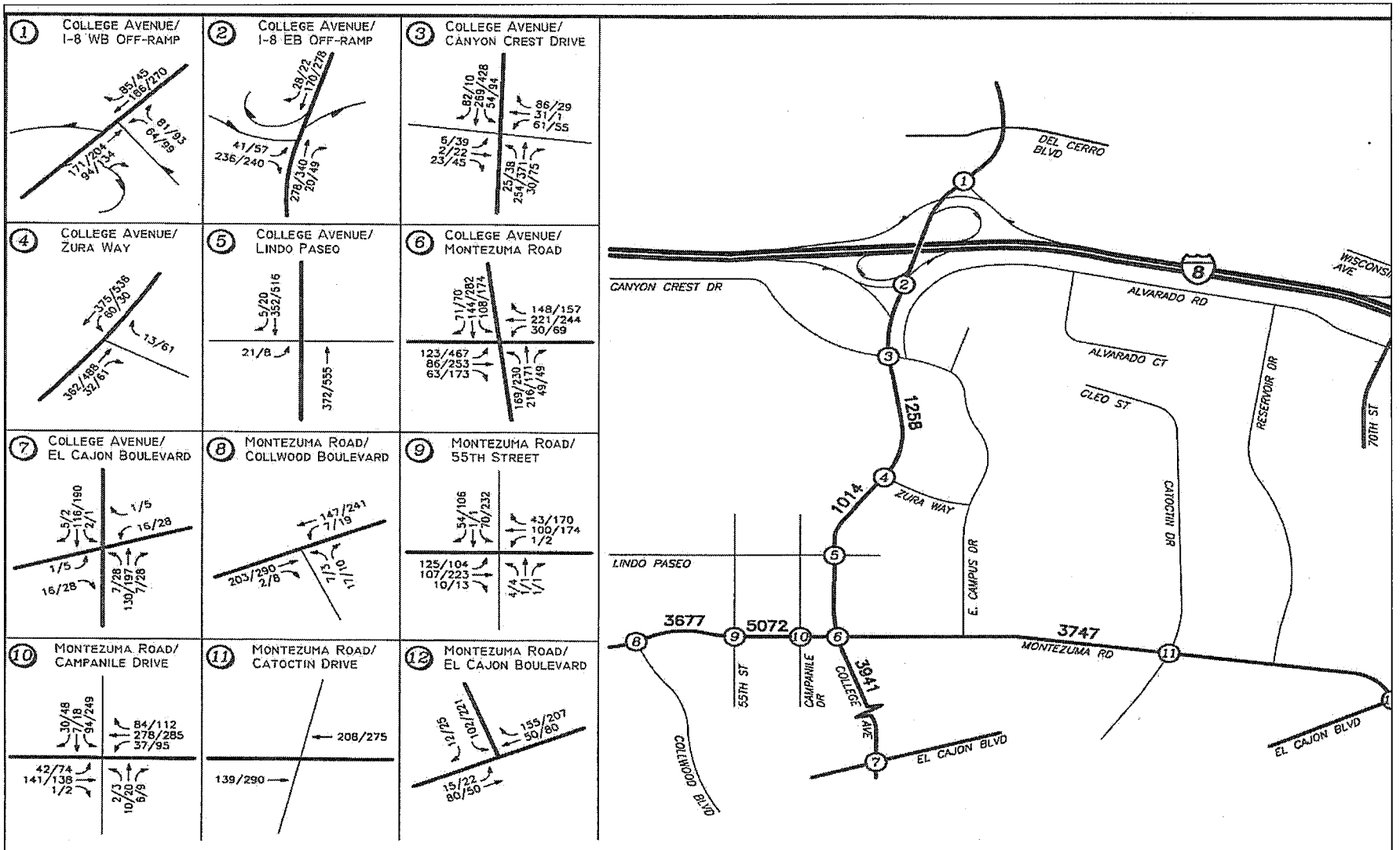

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Figure 3.12-3

Near-Term Cumulative Traffic Volumes

3.12.5.3 Trip Generation

The Proposed Project consists of two traffic generating components -- student housing and university/community-serving retail uses. As further explained below, for the student housing component, trip generation rates published in the *College Community Redevelopment Project* EIR (1993; SCH No. 92091036) ("*Redevelopment EIR*") and *The Paseo at San Diego State University* EIR (2005; SCH No. 2003061060) ("*Paseo EIR*") were reviewed, and the trip generation rate utilized in this analysis is based upon the higher *Redevelopment EIR* rate. For the university/community-serving retail component of the Project, the trip generation rates utilized in this analysis are based on the retail trip rates utilized in both the *Redevelopment EIR* and *Paseo EIR*.

The proposed uses would replace existing land uses presently located on the development site. In order to accurately assess the Project's impacts, the traffic generated by these existing uses was subtracted from the gross traffic volumes to be generated by the student housing and university/community-serving retail uses to yield the amount of additional traffic that would be added to the area roadways as a result of Project development. Each of these trip generating components is addressed separately below.

3.12.5.3.1 Student Housing Trip Generation

Student housing trip generation is unique among the trip rates associated with the various types of residential projects (e.g., single family, apartment, condominium, etc). Student housing and apartment/condominium land uses have some similarities (high density, low trip generation), but trip rates for student housing are lower than typical multi-family rates. This is because unlike other multi-family dwellings (such as apartments), many students do not have cars, and those who do tend to make fewer trips since many trip ends associated with students lie within the sphere of the campus area. These trips include work (school) and pleasure trips (gym, sports fields), as well as trips to grocery stores, laundromats, drug stores, etc. Bike and walk trips are also easy and convenient within the sphere of the campus area.

In determining the trip rates associated with the student housing component of the Project, the Project's traffic engineer reviewed the trip generation rates published in both the *Redevelopment EIR* and the *Paseo EIR*, two mixed-use development projects previously planned for development in the Project vicinity. The *Paseo EIR* utilized a trip generation rate of 3.1 trips per unit for high density residential use, a rate approved by City staff for use in that document. The *Redevelopment EIR* utilized residential rates of 4.44 trips/unit. Based upon a review of the Proposed Project's density and location, the traffic engineer determined to utilize the higher

(i.e., more conservative) trip rate of 4.44 trips per unit in conducting the analysis for the Proposed Project.

Importantly, the inclusion of student housing as a Project component effectively eliminates the need for those students who will live in the housing to otherwise drive to campus. Accordingly, development of the Proposed Project is expected to result in a net decrease in commuter trips on I-8, and other regional roadways in the area. This is because the student housing component will allow students who would have otherwise commuted to campus to be located immediately adjacent to SDSU, essentially translating a regional peak hour vehicle trip into a walk or bike trip. The Proposed Project is not increasing the enrolled number of students or faculty, so no new "to/from SDSU" school trips would occur; to the contrary, the Project would eliminate trips that otherwise would have occurred.

3.12.5.3.2 University/Community-Serving Retail Trip Generation

At this time, the specific tenants that would lease the university/community-serving retail component of the Proposed Project are unknown. However, for purposes of the analysis, the demographic for these uses is assumed to include both students and non-students living in the College Area neighborhood, as well as residents of adjacent communities. Additionally, the 90,000 gross square feet of retail development was assumed to include equal amounts of higher trip-generating retail uses (grocery and restaurant, for example) and lower trip-generating retail uses (general retail, bike shop, dry cleaners, etc.). Approximately one half of the square feet (44,000 sf) was assessed using a higher trip generation rate, while the other half (46,000 sf) was assessed using a lower rate.

To determine the appropriate trip generation rates, the traffic engineer reviewed the rates utilized in both the *Redevelopment EIR* and *Paseo EIR* for retail uses. The rates utilized in both EIRs were comparable, at 31.4 trips per 1,000 square feet (sf) of "retail" uses. The *Paseo EIR* included an additional trip rate of 100 trips per 1,000 sf for "restaurant" uses. Based on these City-approved rates, the EIR traffic engineer applied a trip generation rate of 100 trips/1,000 sf to 44,000 sf of the project square footage, which is assumed to be developed as higher trip-generating retail uses, including high-turnover sit-down restaurants and grocery stores (e.g., national chains). While the Paseo traffic study refers to the 100 trips/1,000 sf trip rate as "restaurant," this rate also covers grocery stores/supermarkets since the City of San Diego's published cumulative trip rate is higher for sit-down restaurants than for grocery stores (104 trips/1,000 sf v. 90 trips/1,000 sf, respectively). A combined pass-by/diverted/mixed use reduction of 48% was applied to this square footage, based on the percentage used in the *Paseo*

EIR. As to the remaining 46,000 sf, a trip rate of 31.4 trips/1,000 sf was applied to account for less intensive retail/commercial uses.

3.12.5.3.3 Existing Traffic

The two primary trip generating components of the Proposed Project (90,000 gross square feet of retail use, and approximately 400 student housing units) would be developed on 24 existing, occupied parcels within the study area. (See **Section 1.0, Project Description, Figure 1.0-9, Existing Parcels**.) The existing parcels upon which the Project would be built currently are occupied and generating traffic. Consequently, the traffic generated by these existing uses would be replaced by the traffic to be generated by the Proposed Project and, accordingly, these existing vehicle trips need to be accounted for in the trip generation calculations.

The amount of traffic generated by these existing uses was calculated based on current occupancy information and a summary of existing land use trip generation contained in the traffic study prepared for the *Paseo EIR*. **Table 3.12-8, Existing Land Use Traffic To Be Removed,** depicts the existing trip generation for the parcels that would be redeveloped as part of the Proposed Project. The table shows the existing parcels, and the land use, size, and daily and peak hour traffic calculations. In total, the Project development site currently generates 3,113 ADT, with 110 inbound and 90 outbound AM peak hour trips, and 132 inbound and 127 outbound PM peak hour trips. To account for the removal of these existing vehicle trips, these existing traffic volumes were subtracted from the gross Plaza Linda Verde Project traffic generation to yield the net Project traffic generation used in this analysis. EIR **Appendix 3.12, Appendix F,** contains the existing parcel trip generation information included in the *Paseo EIR*.

3.12.5.3.4 Trip Generation Summary

Table 3.12-9, Proposed Project Gross Trip Generation, and **Table 3.12-10, Proposed Project Net Trip Generation**, illustrate the gross and net trip generation for the Proposed Project, respectively. These tables show that the net new trips, including both retail and student housing uses, are 2,396 ADT, with 46 inbound/ 139 outbound net AM peak hour trips, and 195 inbound/ 84 outbound net PM peak hour trips.

3.12.5.4 Trip Distribution/Assignment

The retail and student housing land uses each have distinctly different trip-origin/destination characteristics. Therefore, separate distributions and assignments were developed for each.

To determine the overall Project's regional trip distribution percentages, a Select Zone Assignment ("SZA") model for the SDSU Traffic Analysis Zone ("TAZ") was obtained from SANDAG. The model was reviewed to ensure that both retail and residential land uses were accounted for in the SDSU TAZ. This information was used as a starting point to develop two separate traffic distributions: one for the retail component of the Project and one for the residential component. **Figure 3.12-4, Retail Component Trip Distribution,** illustrates the retail traffic distribution percentages, and **Figure 3.12-5, Student Housing Component Trip Distribution,** illustrates the student housing traffic distribution percentages.

The net project traffic volumes for the University/Community-Serving Retail and Student Housing components of the Project were multiplied against these distribution percentages to calculate the buildout Project traffic volumes in the study area. **Figure 3.12-6, Retail Component - Project Traffic Volumes AM/PM Peak Hours & ADT**, shows the assignment of the retail component peak hour volumes and ADT, and **Figure 3.12-7, Student Housing Component - Project Traffic Volumes AM/PM Peak Hours & ADT**, shows the assignment of the housing component peak hour volumes and ADT.

Table 3.12-8
Existing Land Use Traffic To Be Removed

Parcel Location [a]	Paseo Map ID#/ Parcel #	Use	Size [b]	Daily Rate [c]	ADT [d]	AM Peak Hour						PM Peak Hour					
						% AM	In:Out	Split	In	Out	Total	% PM	In:Out	Split	In	Out	Total
1	1	Parking Lot	0 ksf	0 /ksf	0	0%	0%	0%	0	0	0	0%	0%	0%	0	0	0
2	18	Parking Lot	0 ksf	0 /ksf	0	0%	0%	0%	0	0	0	0%	0%	0%	0	0	0
3	19	Parking Lot	0 ksf	0 /ksf	0	0%	0%	0%	0	0	0	0%	0%	0%	0	0	0
4	20	Commercial	3.721 ksf	18 /ksf	67	13%	90 %	10%	8	1	9	14%	20%	80%	4	7	9
5	21	Commercial	1.825 ksf	18 /ksf	33	13%	90%	10%	4	0	4	14%	20%	80%	1	4	5
6	22	Parking Lot	0 ksf	0 /ksf	0	0%	0%	0%	0	0	0	0%	0%	0%	0	0	0
7	23	Parking Lot	0 ksf	0 /ksf	0	0%	0%	0%	0	0	0	0%	0%	0%	0	0	0
8	7	Residential	25 du	4.1 /du	103	8%	20%	80%	2	7	9	10%	70%	30%	9	3	10
9	13	Residential	1 du	4.1 /du	4	8%	20%	80%	0	0	0	10%	70%	30%	0	0	0
10	24	Parking Lot	0 ksf	0 /ksf	0	0%	0%	0%	0	0	0	0%	0%	0%	0	0	0
11	25	Parking Lot	0 ksf	0 /ksf	0	0%	0%	0%	0	0	0	0%	0%	0%	0	0	0
12	31	Retail	5.98 ksf	36 /ksf	215	3%	60%	40%	4	3	7	9%	50%	50%	10	10	20
13	32	Office	1.224 ksf	18 /ksf	22	13%	90%	10%	3	0	3	14%	20%	80%	1	2	3
14	28	Restaurant	2.795 ksf	420 /ksf	1174	4%	60%	40%	28	19	47	8%	50%	50%	47	47	94
15	27	Retail	2.4 ksf	350 /ksf	840	9%	50%	50%	38	38	76	7%	50%	50%	29	29	58
16	30	Retail	1.52 ksf	104 /ksf	158	4%	60%	40%	4	3	7	8%	50%	50%	7	7	14
17	26	Restaurant	2.28 ksf	104 /ksf	237	8%	50%	50%	9	9	18	8%	60%	40%	13	8	19
18	29	Gas Station	8 fs	30 /ksf	240	8%	50%	50%	10	10	20	8%	50%	50%	10	10	20
19	5721	Residential	1 du	4.1 /du	4	8%	20%	80%	0	0	0	10%	70%	30%	0	0	0

Table 3.12-8 (Continued)
Existing Land Use Traffic To Be Removed

Parcel Location	Paseo Map ID#/ Parcel #	Use	Size	Daily Rate	ADT	AM Peak Hour						PM Peak Hour					
						% AM	In:Out	Split	In	Out	Total	% PM	In:Out	Split	In	Out	Total
21	5118-5132	Parking Lot	0 ksf	0 /ksf	0	0%	0%	0%	0	0	0	0%	0%	0%	0	0	0
22	5734	Residential	1 du	4.1 /du	4	8%	20%	80%	0	0	0	10%	70%	30%	0	0	0
23	5742	Residential	1 du	4.1 /du	4	8%	20%	80%	0	0	0	10%	70%	30%	0	0	0
24	5750	Residential	1 du	4.1 /du	4	8%	20%	80%	0	0	0	10%	70%	30%	0	0	0
Total Existing Trips to be Removed					***3113***				***110***	***90***	***200***				***132***	***127***	***259***

Footnotes:
a. "Parcel Location" based on Plaza Linda Verde EIR figures.
b. Size of land use presented as "1,000 square feet" (ksf), "dwelling unit" (du), or "fueling station" (fs).
c. "Daily Rate" and all trip generation rate information are taken from the Paseo EIR Traffic Study source table.
d. ADT = Average Daily Traffic

General Notes:
1. Source: The Paseo at San Diego State University EIR Traffic Study
2. Additional land use data provided by SDSU (four digit parcel numbers). Trip generation rates for these parcels are based on those published in the Paseo EIR Traffic Study.
3. Shaded values represent parcels that do not generate traffic (e.g., parking lots).
4. (-) = land use not defined in Paseo EIR Traffic Study source table.

Table 3.12-9
Proposed Project Gross Trip Generation

Location	Use [a]	Size [b]	Daily Rate	ADT	AM Peak Hour						PM Peak Hour					
					% PM	In:Out	Split	In	Out	Total	% PM	In:Out	Split	In	Out	Total
Building 1	a. Residential	90 du	4.44/ du	400	8%	20%	80%	6	26	32	11%	70%	30%	31	13	44
	b. Retail	12.5 ksf	31.4/ ksf	393	4%	60%	40%	9	6	15	11%	50%	50%	22	22	44
	c. Retail	12.5 ksf	100 (.52/ /ksf	650	8%	50%	50%	26	26	52	8%	60%	40%	31	21	52
	Subtotal – Bldg 1			*1440*				*41*	*58*	*99*				*84*	*56*	*140*
Building 2	a. Residential	60 du	4.44/ du	266	8%	20%	80%	4	17	21	11%	70%	30%	21	9	30
	b. Retail	10 ksf	31.4/ ksf	314	4%	60%	40%	8	5	13	11%	50%	50%	17	17	34
	c. Retail	10 ksf	100 (.52)/ ksf	520	8%	50%	50%	21	21	42	8%	60%	40%	25	17	42
	Subtotal – Bldg 2			*1100*				*33*	*43*	*76*				*63*	*43*	*106*
Building 3	a. Retail	2 ksf	31.4/ ksf	63	4%	60%	40%	2	1	3	11%	50%	50%	3	3	6
Building 4	a. Residential	60 du	4.44/ du	266	8%	20%	80%	4	17	21	11%	70%	30%	21	9	30
	b. Retail	10 ksf	31.4/ ksf	314	4%	60%	40%	8	5	13	11%	50%	50%	17	17	34
	c. Retail	10 ksf	100 (.52)/ ksf	520	8%	50%	50%	21	21	42	8%	60%	40%	25	17	42
	Subtotal – Bldg 4			*1100*				*33*	*43*	*76*				*63*	*43*	*106*
Building 5	a. residential	90 du	4.44/1 du	400	8%	20%	80%	6	26	32	11%	70%	30%	31	13	44
	b. retail	11.5 ksf	31.4/ du	361	4%	60%	40%	9	6	15	11%	50%	50%	20	20	40
	c. retail	11.5 ksf	100 (.52)/ ksf	598	8%	50%	50%	24	24	48	8%	60%	40%	29	19	48
	Subtotal – Bldg 5			*1359*				*39*	*56*	*95*				*80*	*52*	*132*

Table 3.12-9 (Continued)
Proposed Project Gross Trip Generation

Location	Use [a]	Size [b]	Daily Rate	ADT	AM Peak Hour						PM Peak Hour					
					% PM	In:Out	Split	In	Out	Total	% PM	In:Out	Split	In	Out	Total
Building 7	a. residential	50 du	4.44 du	222	8%	20%	80%	4	14	18	11%	70%	30%	17	7	24
Total Residential		*400 du*	–	*1776*				*28*	*114*	*142*				*138*	*58*	*196*
Total Retail		*90 ksf*	–	*3733*	-	-	-	*128*	*115*	*243*	-	-	-	*189*	*153*	*342*
Total Gross Trips				***5509***	**-**	**-**	**-**	***156***	***229***	***385***	**-**	**-**	**-**	***327***	***211***	***538***

Footnotes:

a. The 90,000 square feet of total retail land use is assessed as 44,000 square feet at 31.4 trips/ksf, and 46,000 sf at 100 trips/ ksf to reflect higher and lower-trip generating potential retail uses.

b. Size of land use presented as "1,000 square feet" (ksf), or "dwelling unit" (du).

General Notes:

1. Trip Generation Rates are based on trip rates published in College Community Redevelopment EIR, and the Paseo EIR.
2. ADT = Average Daily Traffic
3. The "Total Gross Trips" represent project traffic prior to removal of traffic volumes associated with existing land uses to be redeveloped with the Proposed Project.

Table 3.12-10
Proposed Project Net Trip Generation

Location	Use [a]	Size [b]	Daily Rate	ADT	AM Peak Hour						PM Peak Hour					
					% AM	In:Out	Split	In	Out	Total	% PM	In:Out	Split	In	Out	Total
Building 1	a. Residential	90 du	4.44/ du	400	8%	20%	80%	6	26	32	11%	70%	30%	31	13	44
	b. Retail	12.5 ksf	31.4/ ksf	393	4%	60%	40%	9	6	15	11%	50%	50%	22	22	44
	c. Retail	12.5 ksf	100 (.52)/ ksf	650	8%	50%	50%	26	26	52	8%	60%	40%	31	21	52
	Subtotal – Bldg 1			*1443*				*41*	*58*	*99*				*84*	*56*	*140*
Building 2	a. Residential	60 du	4.44/ du	266	8%	20%	80%	4	17	21	11%	70%	30%	21	9	30
	b. Retail	10 ksf	31.4/ ksf	314	4%	60%	40%	8	5	13	11%	50%	50%	17	17	34
	c. Retail	10 ksf	100 (.52)/ ksf	520	8%	50%	50%	21	21	42	8%	60%	40%	25	17	42
	Subtotal – Bldg 2			*1100*				*33*	*43*	*76*				*63*	*43*	*106*
Building 3	a. Retail	2 ksf	31.4/ ksf	63	4%	60%	40%	2	1	3	11%	50%	50%	3	3	6
Building 4	a. Residential	60 du	4.44/ du	266	8%	20%	80%	4	17	21	11%	70%	30%	21	9	30
	b. Retail	10 ksf	31.4/ ksf	314	4%	60%	40%	8	5	13	11%	50%	50%	17	17	34
	c. Retail	10 ksf	100 (.52)/ ksf	520	8%	50%	50%	21	21	42	8%	60%	40%	25	17	42
	Subtotal – Bldg 4			*1100*				*33*	*43*	*76*				*63*	*43*	*106*
Building 5	a. Residential	90 du	4.44/ du	400	8%	20%	80%	6	26	32	11%	70%	30%	31	13	44
	b. Retail	11.5 ksf	31.4/ ksf	361	4%	60%	40%	9	6	15	11%	50%	50%	20	20	40
	c. Retail	11.5 ksf	100 (.52)/ ksf	598	8%	50%	50%	24	24	48	8%	60%	40%	29	19	48
	Subtotal – Bldg 5			*1359*				*39*	*56*	*95*				*80*	*52*	*132*
Building 6	a. Residential	50 du	4.44/ du	222	8%	20%	80%	4	14	18	11%	70%	30%	17	7	24

Table 3.12-10 (Continued)
Proposed Project Net Trip Generation

Location	Use [a]	Size [b]	Daily Rate	ADT	AM Peak Hour						PM Peak Hour					
					% AM	In:Out	Split	In	Out	Total	% PM	In:Out	Split	In	Out	Total
	Total Residential	*400*	–	*1776*	-	-	-	*28*	*114*	*142*	-	-	-	*138*	*58*	*196*
	Total Retail	*90*	–	*3733*	-	-	-	*128*	*115*	*243*	-	-	-	*189*	*153*	*342*
	Total Gross Tips			***5509***	-	-	-	***156***	***229***	***385***	-	-	-	***327***	***211***	***538***
	Total Existing Land Uses' Trips (Subtracted)			***(3113)***	-	-	-	***(110)***	***(90)***	***(200)***	-	-	-	***(132)***	***(127)***	***(259)***
	Total Net Project Trips			***2396***	-	-	-	***46***	***139***	***185***	-	-	-	***195***	***84***	***279***

General Notes:

1. Trip Generation Rates are based on trip rates published in College Community Redevelopment EIR, and the Paseo EIR.
2. ADT = Average Daily Traffic
3. The "Total Gross Trips" represent project traffic prior to removal of traffic volumes associated with existing land uses to be redeveloped with the Proposed Project.
4. The "Total Existing Land Uses' Trips" are the summary of trips from Table 3.12-8 to be removed with redevelopment of the Proposed Project.
5. The "Total Net Project Trips" are the volumes used in the LOS analyses in Sections 9.0 and 10.0 of this traffic study.

Footnotes:

a. The 90,000 square feet of total retail land use is assessed as 44,000 square feet at 31.4 trips/ksf, and 46,000 sf at 100 trips/ ksf to reflect higher and lower-trip generating potential retail uses.
b. Size of land use presented as "1,000 square feet" (ksf), or "dwelling unit" (du).

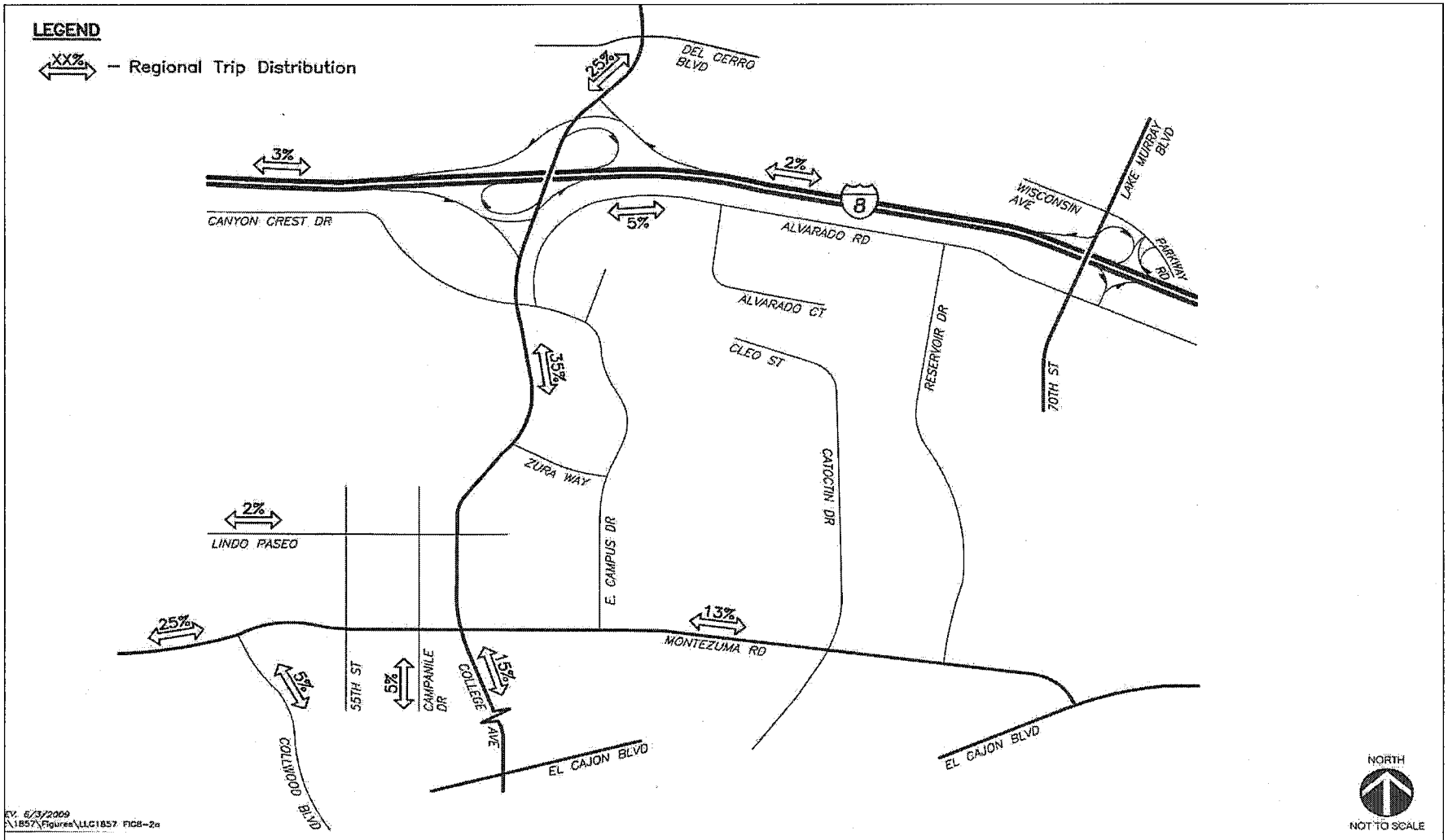

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Figure 3.12-4

Retail Component Trip Distribution

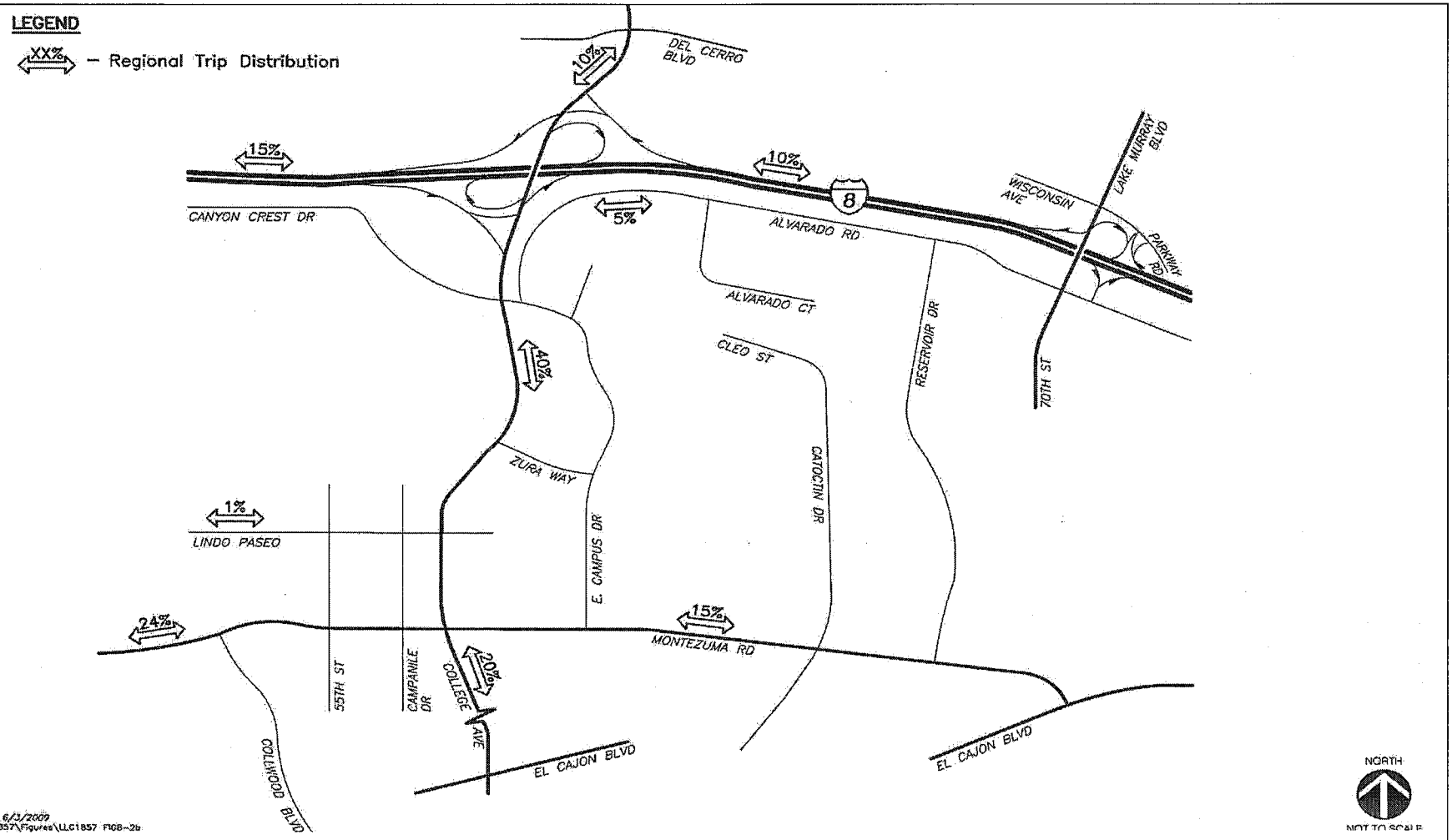

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Figure 3.12-5

Student Housing Component Trip Distribution

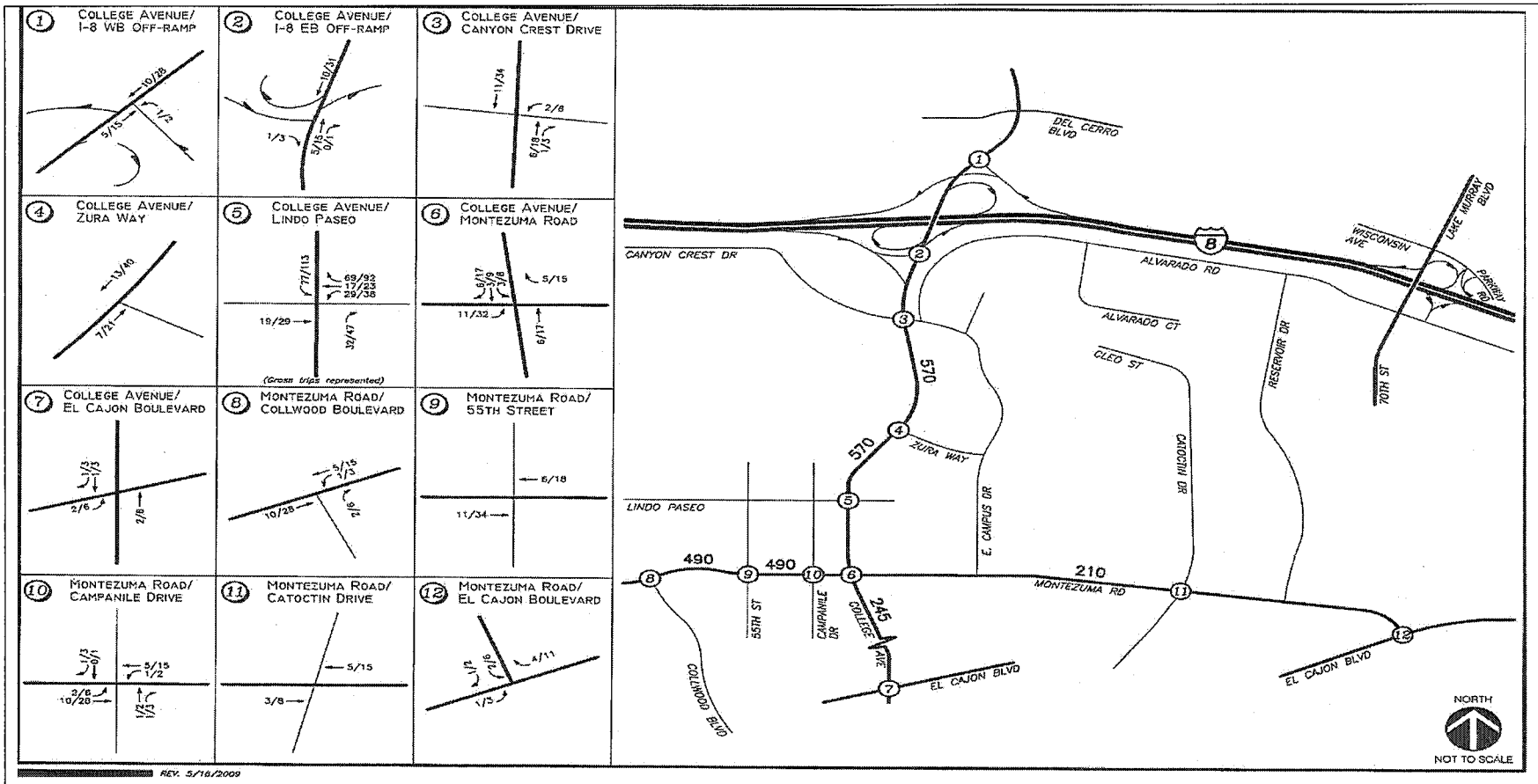

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Figure 3.12-6

Retail Component - Project Traffic Volumes AM/PM Peak Hours & ADT

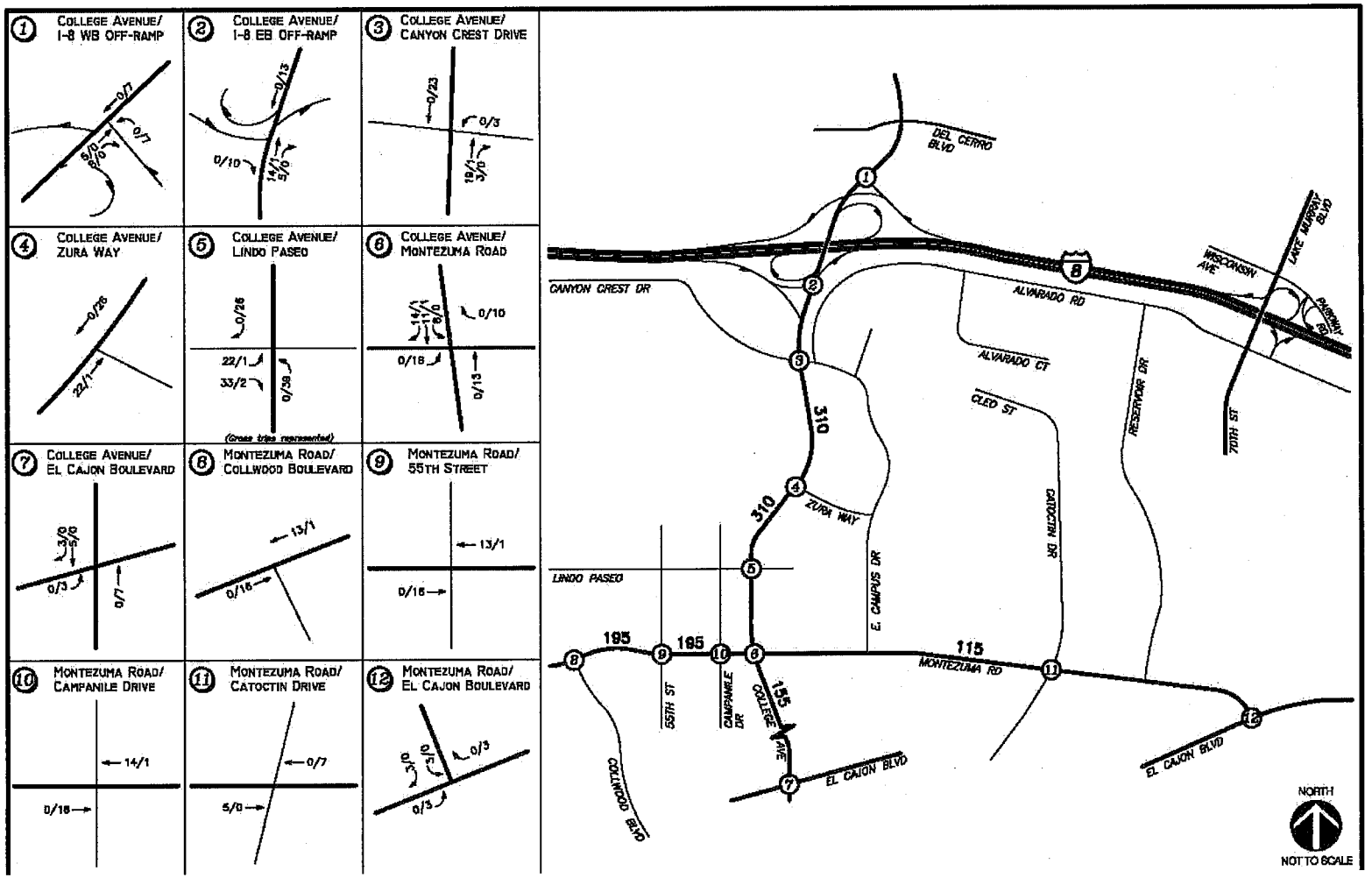

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Figure 3.12-7
Student Housing Component – Project Traffic Volumes AM/PM Peak Hours & ADT

As discussed above, the additional student housing that would be added to the SDSU campus housing inventory as a result of the proposed Project would result in the relocation of these students from off-campus residences to on-campus residences. This, in turn, would result in these students no longer commuting to campus by vehicle, thereby converting a regional peak hour vehicle trip into a walk or bike trip. Because the proposed Project is not increasing the number of students or faculty that would attend the university, there would be no statistically significant increase in the number of "to or from SDSU" school-related trips as a result of the project; to the contrary, as explained above, the Project would eliminate a certain number of trips that otherwise would occur.

Thus, development of the proposed Project is expected to result in a net decrease in commuter trips on roadways in the area such that a trip reduction adjustment of this nature (which would be reflected in a reduced trip generation rate) would be considered reasonable and, in fact, would provide a more accurate assessment of trip generation. However, in light of the relatively small scope of the project and the corresponding difference in project trip generation that would result from assuming that the student housing would eliminate some trips (a reduced trip rate would result in approximately 1,200 fewer ADT), and the fact that the number of significant impacts that would result would be unchanged if the analysis were conducted utilizing the reduced trip generation rate as opposed to the rate utilized, for purposes of the proposed Project, the impact analysis does not factor in to the calculations the potential decrease in commuter trips that would result with project implementation and, thereby, the analysis overstates trip generation.

3.12.5.5 Analysis of Near-Term Scenarios

The following two scenarios were analyzed under near-term traffic conditions (2015) to determine the near-term potential significant impacts of the Proposed Project:

- Existing + Near-Term Cumulative
- Existing + Near-Term Cumulative + Proposed Project

Each of these scenarios is addressed separately below.

3.12.5.5.1 Existing + Near-Term Cumulative

The Existing + Near-Term Cumulative traffic volumes were calculated using the existing traffic volumes and the addition of near-term cumulative traffic based on the projects described in Section 3.12.5.2 above. The results of these analyses form the baseline against which the impacts

of the Proposed Project are measured. (Note the resulting analysis is more conservative than an Existing + Project analysis because the inclusion of cumulative traffic in the baseline utilizes additional capacity no longer available for Project traffic, thereby resulting in greater impacts than under the Existing + Project scenario.) **Figure 3.12-8, Existing + Near-Term Cumulative Traffic Volumes,** depicts the AM/PM peak hours and ADT traffic volumes for this scenario.

Peak Hour Intersection Analysis

Table 3.12-11, Near-Term Peak Hour Intersection Operations, summarizes the peak hour intersection operations for the Existing + Near-Term Cumulative scenario. The table shows that the following study area intersections would operate at LOS E or worse with the addition of near-term cumulative project traffic; the other intersections would operate at LOS D or better:

2. College Avenue/ I-8 Eastbound Ramps (LOS F during the AM peak hour)
3. College Avenue/ Canyon Crest Drive (LOS E/F during the AM/PM peak hours, respectively)
4. College Avenue/ Zura Way (LOS F during both AM/PM peak hours)
6. College Avenue/ Montezuma Road (LOS F during both AM/PM peak hours)
7. College Avenue/ El Cajon Boulevard (LOS E during the PM peak hour)
9. Montezuma Road/ 55th Street (LOS E during the AM peak hour)
10. Montezuma Road/ Campanile Drive (LOS E during the PM peak hour)

As shown on Table 3.12-11, in several instances, the LOS degrades to LOS E or LOS F with the addition of cumulative project traffic volumes.

Daily Street Segment Operations

Table 3.12-12, Near-Term Segment Operations, summarizes the study area segment operations in the study area in the Existing + Near-Term Cumulative scenario. The table shows that all of the study area segments would operate at LOS D or better conditions on a daily basis with the exception of the following two segments:

- College Avenue: between Canyon Crest Drive and Zura Way (LOS F)
- Montezuma Road: between 55th Street and College Avenue (LOS F)

As shown on Table 3.12-12, these two segments would continue to operate at LOS F with the addition of cumulative project traffic volumes.

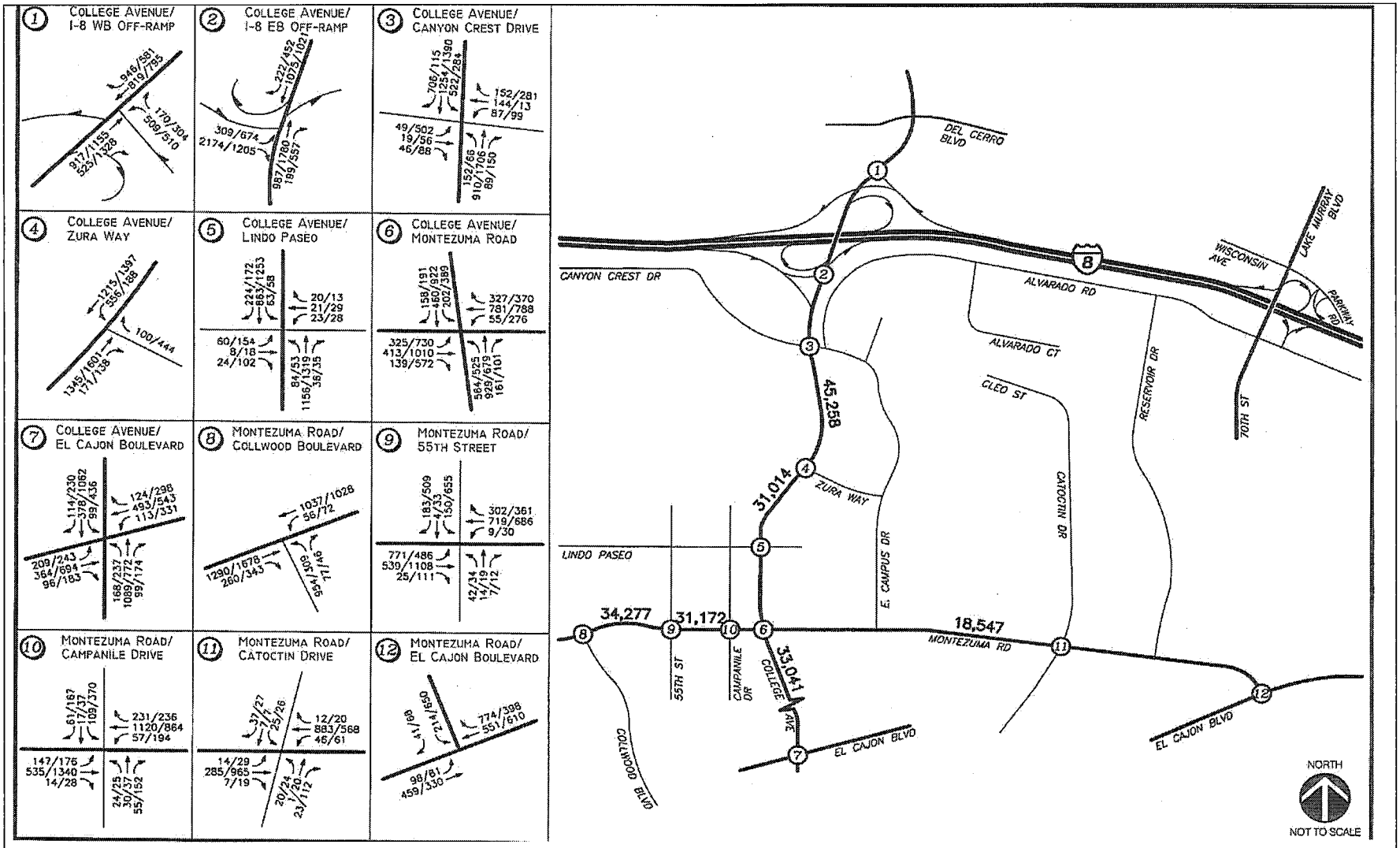

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Figure 3.12-8
Existing + Near-Term Cumulative Traffic Volumes

Table 3.12-11
Near-Term Peak Hour Intersection Operations

Intersection	Control Type	Peak Hour	Existing		(Baseline) Existing + Near-Term Cumulative		Existing + Near-Term Cumulative +Project			
			Delay[a]	LOS[b]	Delay	LOS	Delay	LOS	Δ	Sig?
1. College Avenue / I-8 Westbound Ramps	Signal	AM	9.3	A	9.8	A	9.8	A	0.0	-
		PM	8.3	A	9.1	A	9.1	A	0.0	
2. College Avenue / I-8 Eastbound Ramps	Signal	AM	77.0	E	109.7	F	109.7	F	0.0	-
		PM	15.2	B	38.8	D	41.4	D	2.6	
3. College Avenue / Canyon Crest Drive	Signal	AM	48.6	D	68.5	E	71.4	E	2.9	Yes
		PM	57.5	E	148.9	F	153.4	F	4.5	
4. College Avenue / Zura Way	TWSC[d]	AM	67.0	F	408.0	F	463.3	F	>5.0	Yes
		PM	16.2	C	95.6	F	128.8	F	>5.0	
5. College Avenue / Lindo Paseo	Signal	AM	11.9	B	12.6	B	17.0	B	4.4	-
		PM	20.1	C	23.3	C	32.9	C	9.6	
6. College Avenue / Montezuma Road	Signal	AM	36.6	D	119.0	F	121.3	F	2.3	Yes
		PM	45.7	D	176.0	F	187.0	F	>5.0	
7. College Avenue / El Cajon Boulevard	Signal	AM	36.6	D	38.3	D	38.3	D	0.0	-
		PM	56.4	E	69.8	E	70.9	F	1.1	
8. Montezuma Road / Collwood Boulevard	Signal	AM	21.2	C	24.0	C	24.1	C	0.1	-
		PM	24.7	C	49.7	D	56.0	D	6.3	
9. Montezuma Road / 55th Street	Signal	AM	33.8	C	52.5	D	53.7	D	1.2	-
		PM	33.0	C	40.3	D	42.4	D	2.1	
10. Montezuma Road / Campanile Drive	Signal	AM	28.0	C	45.1	D	47.2	D	2.1	-
		PM	34.2	C	72.1	E	75.6	E	3.5	

Table 3.12-11 (Continued)
Near-Term Peak Hour Intersection Operations

Intersection	Control Type	Peak Hour	Existing		(Baseline) Existing + Near-Term Cumulative		Existing + Near-Term Cumulative +Project			
			Delay[a]	LOS[b]	Delay	LOS	Delay	LOS	Δ	Sig?
11. Montezuma Road / Catoctin Drive	Signal	AM	20.0	B	21.1	C	21.1	C	0.0	-
		PM	20.4	C	21.9	C	21.9	C	0.0	
12. Montezuma Road / El Cajon Boulevard	Signal	AM	24.6	C	24.9	C	24.9	C	0.0	-
		PM	20.7	C	22.0	C	22.2	C	0.2	

Footnotes:
a. Average delay expressed in seconds per vehicle.
b. Level of Service

Table 3.12-12
Near-Term Segment Operations

Segment	LOS E Capacity[a]	Existing			(Baseline) Existing + Near-Term Cumulative			Existing + Near-Term Cumulative + Project				
		ADT[b]	LOS[c]	V/C[d]	ADT	LOS	V/C	ADT	LOS	V/C	Δ[e]	Sig?
College Avenue												
Canyon Crest Drive to Zura Way	40,000	44,000	F	1.100	45,258	F	1.131	**46,138**	**F**	**1.153**	**0.022**	**Yes**
Zura Way to Montezuma Road	40,000	30,000	C	0.750	31,014	D	0.775	31,894	D	0.797	0.022	–
Montezuma Road to El Cajon Boulevard	40,000	29,100	C	0.728	33,041	D	0.826	33,441	D	0.836	0.010	–
Montezuma Road												
Collwood Boulevard to 55th Street	40,000	30,600	C	0.765	34,277	D	0.857	34,962	D	0.874	0.017	–
55th Street to College Avenue	30,000	26,100	E	0.870	31,172	F	1.039	**31,857**	**F**	**1.062**	**0.023**	**Yes**
College Avenue to Catoctin Drive	30,000	14,800	C	0.493	18,547	C	0.618	18,872	C	0.629	0.011	–

Footnotes:
a. Capacities based on City of San Diego Roadway Classification & LOS table (See Appendix C).
b. Average Daily Traffic
c. Level of Service
d. Volume to Capacity ratio
e. Δ denotes a project-induced increase in the Volume to Capacity ratio

General Notes:
1. BOLD typeface and shading indicates a significant impact.
2. (–) = Not significant

ILV Operations

Table 3.12-13, Near-Term ILV Operations, summarizes the results of the Existing + Near-Term Cumulative ILV analysis. The table shows that the College Avenue/ I-8 interchange would operate "Under" or "Near" capacity during both the AM and PM peak hours. However, as discussed above, the ILV method of analysis does not reliably correlate with the more advanced HCM method of signalized intersection analysis. That is evidenced in this case, where the ILV results show the College Avenue/ I-8 Eastbound Ramps operating at "Under" capacity (indicating good LOS), whereas the HCM method discussed above shows LOS F operations. For purposes of this analysis, findings of significance will be made using the results of the HCM method; therefore, the ILV results should be considered for information purposes only.

3.12.5.5.2 Existing + Near-Term Cumulative + Proposed Project

This section presents the results of the analysis under which the Proposed Project traffic is added to Existing + Near-Term Cumulative traffic. The results are compared to the Existing + Near-Term Cumulative baseline to determine the Project impacts and ultimate findings of significance. **Figure 3.12-9, Existing + Near-Term Cumulative + Project**, depicts the AM/PM peak hours and ADT traffic volumes under this scenario.

Peak Hour Intersection Analysis

Table 3.12-11, Near-Term Peak Hour Intersection Operations, summarizes the peak hour intersection operations with the addition of Project traffic volumes. The table shows that with the addition of Project traffic, the following study area intersections would continue to operate at LOS E or worse conditions.

2. College Avenue / I-8 Eastbound Ramps (LOS F during the AM peak hour)
3. College Avenue / Canyon Crest Drive (LOS E/F during the AM/PM peak hours, respectively)
4. College Avenue / Zura Way (LOS F during both AM/PM peak hours)
6. College Avenue / Montezuma Road (LOS F during both AM/PM peak hours)
7. College Avenue / El Cajon Boulevard (LOS E during the PM peak hour)
9. Montezuma Road / 55th Street (LOS E during the AM peak hour)
10. Montezuma Road / Campanile Drive (LOS E during the PM peak hour)

Table 3.12-13
Near-Term ILV Operations

Intersection	Peak Hour	Existing		Existing + Cumulative Projects		Existing + Cumulative Projects + Project	
		Total Operating Level (ILV / Hour)	Capacity[a]	Total Operating Level (ILV/ Hour)	Capacity	Total Operating Level (ILV/ Hour)	Capacity
1. College Avenue / I–8 Westbound Ramps	AM	596	Under	714	Under	720	Under
	PM	682	Under	833	Under	845	Under
2. College Avenue / I–8 Eastbound Ramps	AM	586	Under	693	Under	698	Under
	PM	1,029	Under	1,227	Near	1,235	Near

General Notes:
- See Appendix E for ILV calculation sheets.
Footnote:
a. CAPACITY is shown as UNDER capacity, NEAR capacity or OVER capacity
Under Capacity = <1200 ILV/Hour
Near Capacity = >1200 but < 1500 ILV/Hour
Over Capacity = >1500 ILV/Hour

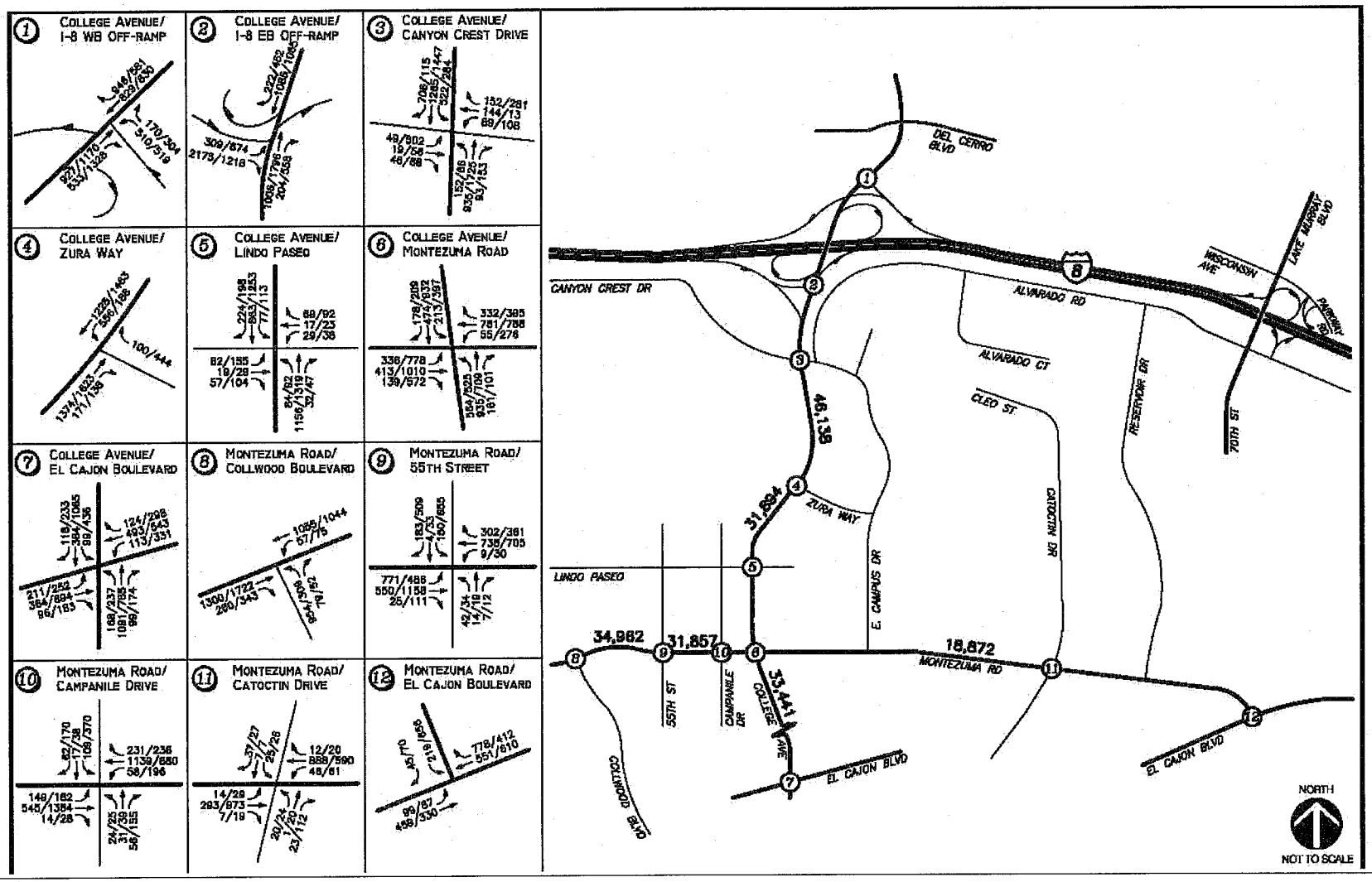

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Figure 3.12-9
Existing + Near-Term Cumulative + Project Traffic Volumes

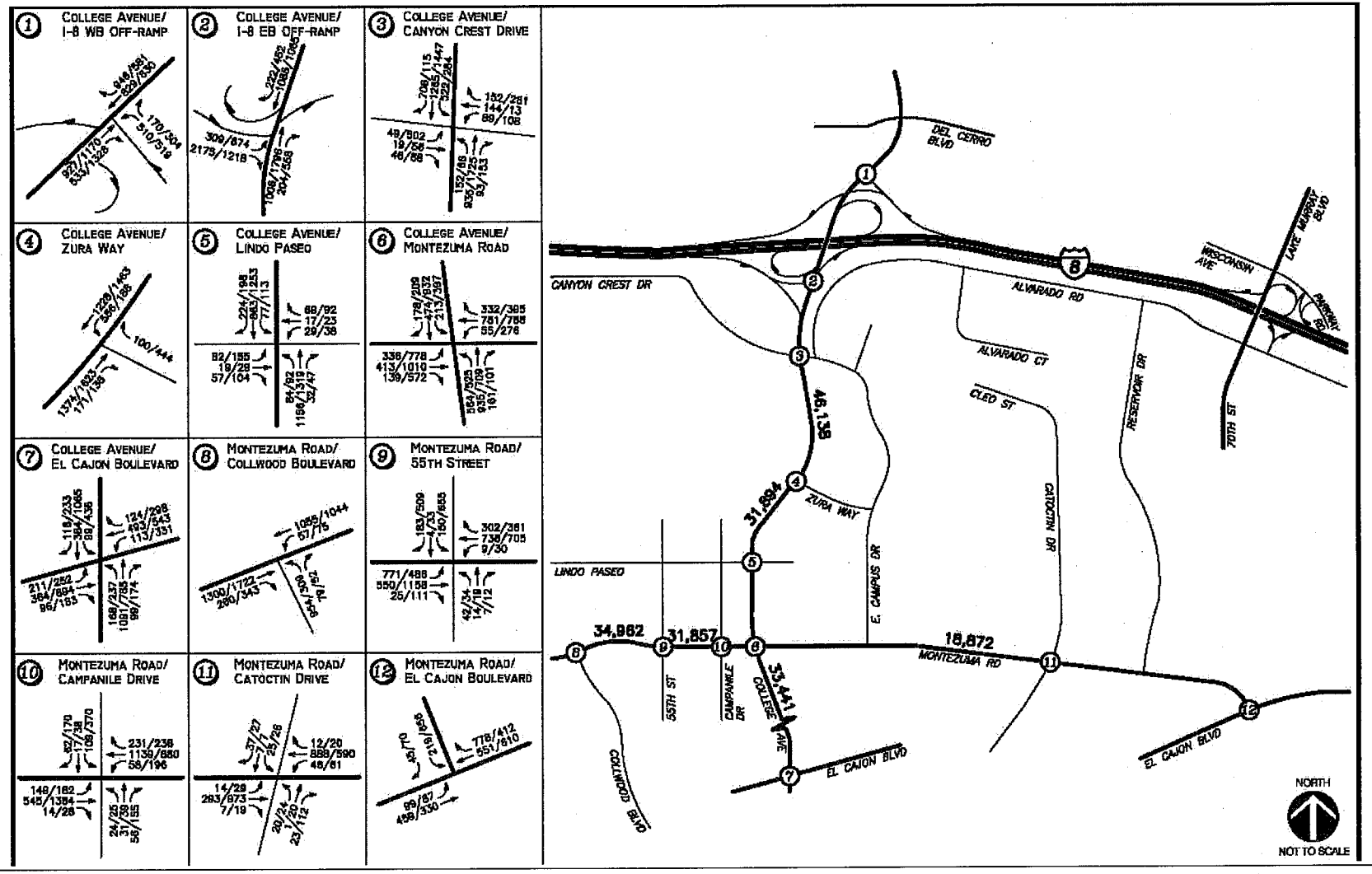

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Figure 3.12-9
Existing + Near-Term Cumulative + Project Traffic Volumes

The addition of Project traffic would exceed the allowable increases in delay based on the established significance criteria at the unsignalized intersection of College Avenue/Zura Way, and the signalized intersections of College Avenue/Canyon Crest Drive, and College Avenue/Montezuma Road. Therefore, based on the City's significance criteria, Project impacts at these three intersections are considered potentially significant. It should be noted, however, that each these three intersections would operate at unacceptable levels of service under without Project conditions. (See Table 3.12-11.) Therefore, while the Project would contribute to these unacceptable levels of service, the Project standing alone is not causing these conditions. Notwithstanding, mitigation that would reduce the identified impacts to a level below significant is presented in Section 3.12.7. Project impacts at the remaining four intersections are not considered significant since the Project would add less than the maximum increase of allowable delay.

Daily Street Segment Operations

Table 3.12-12, Near-Term Segment Operations, summarizes the study area segment operations with the addition of Project traffic volumes. The table shows that the majority of the segments would continue to operate at LOS D or better on a daily basis with the exception of the following segments:

- College Avenue: between Canyon Crest Drive and Zura Way (LOS F)
- Montezuma Road: between 55th Street and College Avenue (LOS F)

Based on the City's significance criteria, the increase in vehicle/capacity ("v/c") ratio due to the Project traffic is greater than the allowable threshold of 0.01. Therefore, the Project's impacts on these two street segments are considered potentially significant. Of note, as with the intersection analysis above, each of these segments would operate at unacceptable levels of service without the Project. (See Table 3.12-12.) Mitigation that would reduce the identified impacts to a level below significant is presented in Section 3.12.7.

ILV Operations

Table 3.12-13, Near-Term ILV Operations, summarizes the ILV operations with the addition of Project traffic volumes. The table shows that the College Avenue/I-8 interchange would continue to operate "Under" or "Near" capacity during both the AM and PM peak hours. However, as noted above, the ILV summaries should be considered for informational purposes only.

3.12.5.6 Analysis of Long-Term Scenarios

The following two scenarios were analyzed under long-term traffic conditions (2030) to determine the potential significant long-term impacts of the Proposed Project:

- Long-Term (2030) Without Project
- Long-Term (2030) + Proposed Project

Each of these scenarios is addressed separately below.

3.12.5.6.1 Long-Term (2030) Without Project Forecasts

Long-term (Year 2030) traffic volumes were forecast using the SANDAG Series 10 model volumes for the Year 2030. Traffic generated by cumulative projects not already accounted for in the model was added to these Year 2030 forecast volumes. The long-term (2030) without Project traffic volumes were analyzed to determine the peak hour intersection and daily segment analysis results. These results form the baseline against which the long-term impacts of the Proposed Project are measured. **Figure 3.12-10, Long-Term (2030) without Project Traffic Volumes,** illustrates the long-term (2030) without Project AM/PM peak hours and ADT traffic volumes.

Peak Hour Intersection Analysis

Table 3.12-14, Long-Term (2030) Peak Hour Intersection Operations, illustrates the Year 2030 without Project peak hour intersection operations. The table shows that all but two of the study area intersections would operate at LOS E or worse conditions under the without Project scenario during both the AM and PM peak hours.

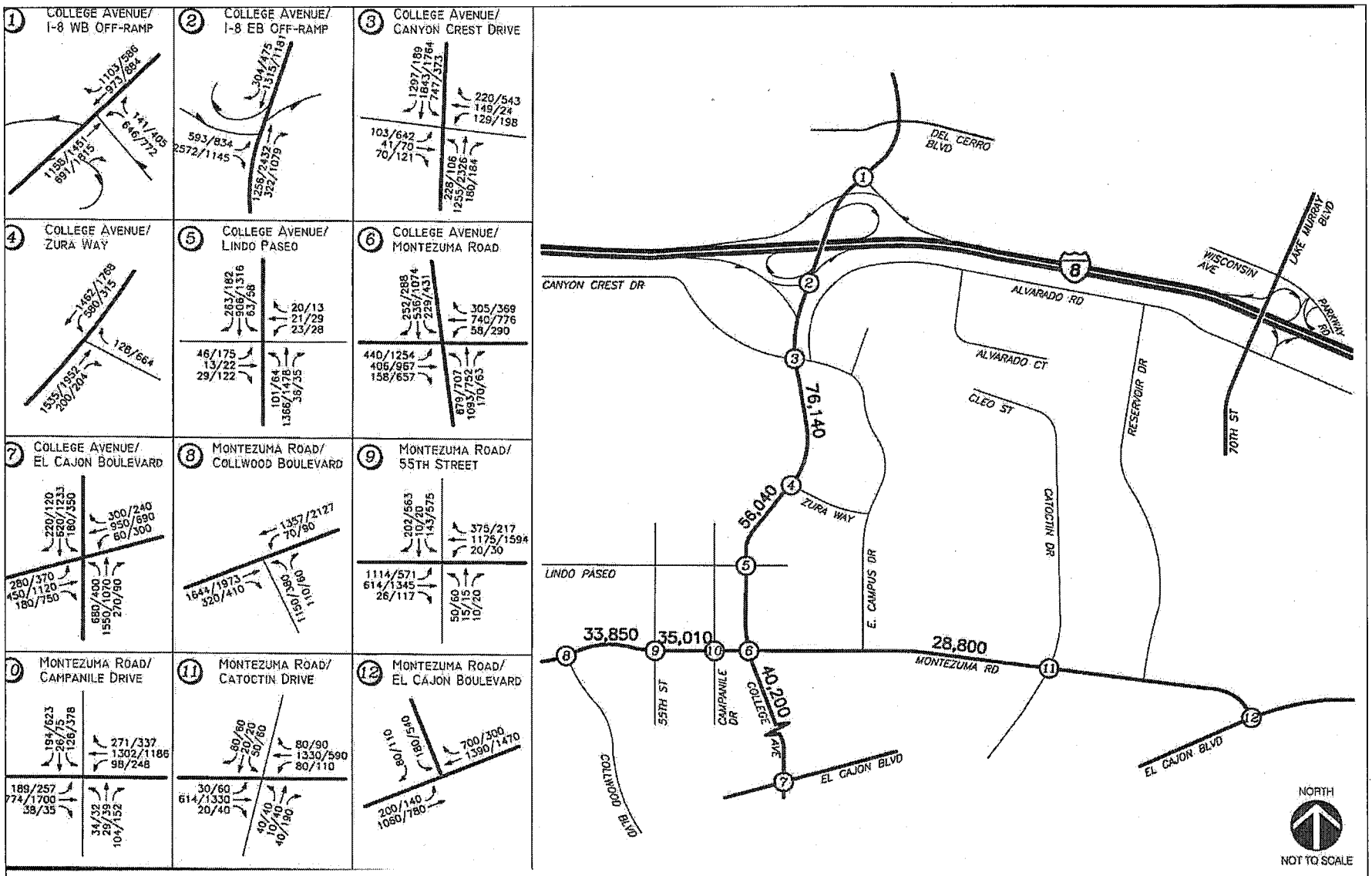

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Figure 3.12-10
Long-Term (2030) Without Project Traffic Volumes

Table 3.12-14
Long-Term (2030) Peak Hour Intersection Operations

Intersection	Peak Hour	Long-Term (2030) Without Project		Long-Term (2030) + Project			
		Delay[a]	LOS[b]	Delay	LOS	Δ[c]	Sig?
1. College Avenue / I-8 Westbound Ramps	AM	11.2	B	11.1	B	0.0	–
	PM	63.9	E	63.9	E	0.0	
2. College Avenue / I-8 Eastbound Ramps	AM	156.2	F	156.2	F	0.0	**Yes**
	PM	107.5	F	**110.1**	**F**	**2.6**	
3. College Avenue / Canyon Crest Drive	AM	214.1	F	**218.8**	**F**	**4.7**	**Yes**
	PM	426.3	F	**436.3**	**F**	**>5.0**	
4. College Avenue / Zura Way[d]	AM	765.8	F	**905.0**	**F**	**>5.0**	**Yes**
	PM	1021.0	F	**1230.6**	**F**	**>5.0**	
5. College Avenue / Lindo Paseo	AM	13.1	B	22.7	C	9.6	–
	PM	24.8	C	48.4	D	18.4	
6. College Avenue / Montezuma Road	AM	176.6	F	**178.5**	**F**	**1.9**	**Yes**
	PM	336.0	F	**350.5**	**F**	**>5.0**	
7. College Avenue / El Cajon Boulevard	AM	132.4	F	133.1	F	0.7	–
	PM	202.1	F	202.4	F	0.3	
8. Montezuma Road / Collwood Boulevard	AM	43.6	D	44.9	D	1.3	–
	PM	155.9	F	156.9	F	1.0	
9. Montezuma Road / 55th Street	AM	134.0	F	**136.6**	**F**	**2.6**	**Yes**
	PM	148.0	F	**151.7**	**F**	**3.7**	
10. Montezuma Road / Campanile Drive	AM	82.2	F	**85.3**	**F**	**3.1**	**Yes**
	PM	219.4	F	**226.5**	**F**	**>5.0**	
11. Montezuma Road / Catoctin Drive	AM	25.5	C	25.7	C	0.2	–
	PM	32.5	C	33.1	C	0.6	
12. Montezuma Road / El Cajon Boulevard	AM	76.0	E	76.2	E	0.2	–
	PM	80.1	F	80.6	F	0.5	

Footnotes:
a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. Δ denotes an increase in delay due to project.
d. TWSC – Two-Way Stop Controlled intersection. Minor street left turn delay is reported.
BOLD typeface indicates a significant impact.

Daily Street Segment Analysis

Table 3.12-15, Long-Term (2030) Segment Operations, illustrates the Year 2030 without Project study area segment operations. The table shows that all but one of the segments would operate at LOS E or worse conditions under the without Project scenario.

Table 3.12-15
Long-Term (2030) Segment Operations

Segment	Buildout LOS E Capacity[a]	Long-Term (2030) Without Project			Long-Term (2030) + Project				
		ADT[b]	LOS[c]	V/C[d]	ADT	LOS	V/C	Δ[e]	Sig?
College Boulevard									
Canyon Crest Drive to Zura Way	40,000	76,140	F	1.904	**77,020**	**F**	**1.926**	**0.022**	**Yes**
Zura Way to Montezuma Road	40,000	56,040	F	1.401	**56,920**	**F**	**1.423**	**0.022**	**Yes**
Montezuma Road to El Cajon Boulevard	40,000	40,200	F	1.005	40,600	F	1.015	0.010	–
Montezuma Road									
Collwood Boulevard to 55th Street	40,000	33,850	D	0.846	34,625	D	0.866	0.020	–
55th Street to College Avenue	30,000	35,010	F	1.167	**35,695**	**F**	**1.190**	**0.023**	**Yes**
College Avenue to Catoctin Drive	30,000	28,800	E	0.960	29,125	E	0.971	0.011	–

Footnotes:

a. Capacities based on City of San Diego Roadway Classification & LOS table (See Appendix C).
b. Average Daily Traffic
c. Level of Service
d. Volume to Capacity ratio
e. Δ denotes a project-induced increase in the Volume to Capacity ratio

General Notes:

1. BOLD typeface and shading indicates a significant impact.
2. (–) = Not significant

Table 3.12-16, Long-Term ILV Operations, illustrates the results of the Year 2030 without Project ILV analysis. The table shows that the College Avenue/I-8 interchange would operate "Under" capacity during both the AM and PM peak hours, with the exception of the College Avenue/I-8 Eastbound ramps, which would operate "Over" capacity during the PM peak hour. However, as previously noted, these results are inconsistent with the accepted HCM-method analysis results shown in Table 3.12-14 and should be considered for informational purposes only.

Table 3.12-16
Long-Term ILV Operations

Intersection	Peak Hour	Long-Term (2030) Without Project		Long-Term (2030) + Project	
		Total Operating Level (ILV/ Hour)	Capacity[a]	Total Operating Level (ILV/ Hour)	Capacity
1. College Avenue/ I-8 Westbound Ramps	AM	902	Under	907	Under
	PM	1,112	Under	1,124	Under
2. College Avenue/ I-8 Eastbound Ramps	AM	955	Under	960	Under
	PM	1,633	Over	1,641	Over

General Notes:
- See Appendix E for ILV calculation sheets.

Footnotes:
a. CAPACITY is shown as UNDER capacity, NEAR capacity or OVER capacity;
Under Capacity = <1200 ILV/Hour
Near Capacity = >1200 but < 1500 ILV/Hour
Over Capacity = >1500 ILV/Hour

3.12.5.6.2 Long-Term (2030) + Proposed Project

This section presents the results of the analysis under which the Proposed Project traffic is added to the long-term without Project traffic scenario. The results are compared to the without Project baseline to determine the Project impacts and ultimate findings of significance. **Figure 3.12-11, Long-Term (2030) + Project Traffic Volumes**, illustrates the Year 2030 + Proposed Project AM/PM peak hours and ADT traffic volumes.

Peak Hour Intersection Analysis

Table 3.12-14, Long-Term (2030) Peak Hour Intersection Operations, summarizes the peak hour intersection operations with the addition of Project traffic volumes. As shown on the table,

with the addition of Project traffic, the study area intersections would continue to operate at LOS E or worse conditions. Specifically, with the Proposed Project, traffic would exceed the allowable increases in delay based on the established significance criteria at the following intersections:

2. College Avenue / I-8 Eastbound Ramps (LOS F during the PM peak hour)
3. College Avenue / Canyon Crest Drive (LOS F during both AM/PM peak hours)
4. College Avenue / Zura Way (LOS F during both AM/PM peak hours)
6. College Avenue / Montezuma Road (LOS F during both AM/PM peak hours)
9. Montezuma Road / 55th Street (LOS F during both AM/PM peak hours)
10. Montezuma Road / Campanile Drive (LOS F during AM/PM peak hours)

Based on the City's significance criteria, the potential impacts of the Proposed Project at these six intersections would be considered significant. Of note, each of the six intersections also would operate at unacceptable levels of service under without Project conditions. (See Table 3.12-13.) Mitigation that would reduce the identified impacts to a level below significant is presented in Section 3.12.7.

Daily Street Segment Analysis

Table 3.12-15, Long-Term (2030) Segment Operations, summarizes the study area segment operations with the addition of Project traffic volumes. As shown on the table, the study area segments would continue to operate at LOS E or worse conditions under with Project conditions. Specifically, the Project traffic would increase the v/c at the following three study area segments operating at LOS F by 0.01:

- College Avenue: between Canyon Crest Drive and Zura Way
- College Avenue: between Zura Way and Montezuma Road
- Montezuma Road: between 55th Street and College Avenue

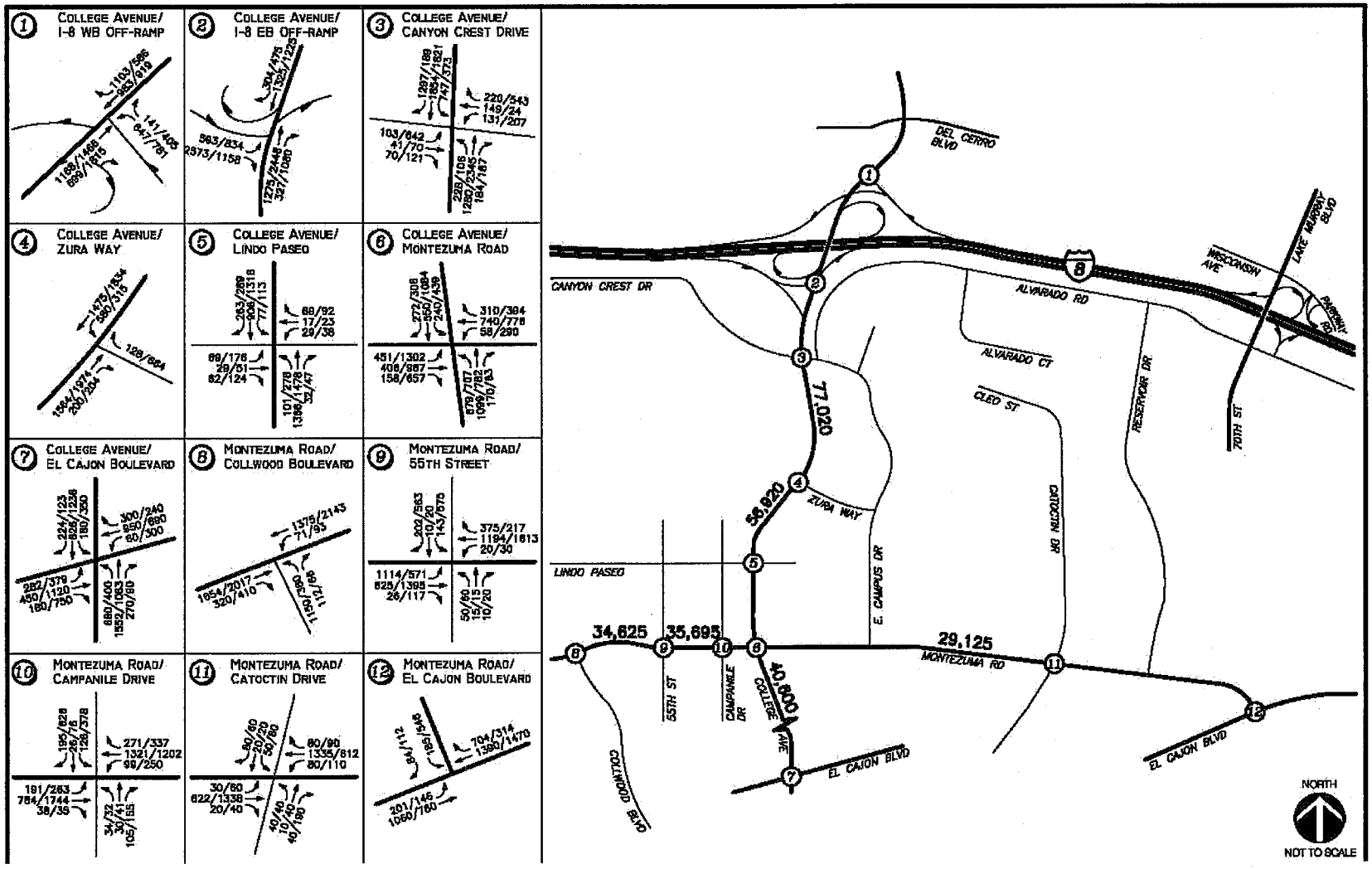

Figure 3.12-11
Long-Term (2030) + Project Traffic Volumes

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Based on the City's significance criteria, the potential impacts of the Proposed Project at these three study area segments would be considered significant. Each of the three segments also would operate at unacceptable levels of service under without Project conditions. (See Table 3.12-14.) Mitigation that would reduce the identified impacts to a level below significant is presented in Section 3.12.7.

ILV Operations

Table 3.12-16, Long-Term ILV Operations, summarizes the ILV operations with the addition of the Project traffic volumes. As shown on the table, the College Avenue/I-8 interchange would operate "Under" capacity during both the AM and PM peak hours, with the exception of the College Avenue/I-8 Eastbound ramps, which would continue to operate "Over" capacity during the PM peak hour. However, as previously noted, these results should be considered for informational purposes only.

3.12.5.7 Congestion Management Program Compliance

The Congestion Management Program ("CMP") is administered by SANDAG and is intended to link land use, transportation and air quality through level of service performance analyses. The CMP requires an Enhanced CEQA Review of select principal arterials and freeway segments for projects that are expected to generate more than 2,400 ADT or more than 200 peak hour trips. Within the Project study area, I-8 is the only roadway identified in the CMP.

As shown on **Table 3.12-10, Proposed Project Net Trip Generation,** the Proposed Project would not generate trips in excess of the designated thresholds. However, to be conservative, a CMP review and analysis was conducted for I-8, using the Caltrans-approved peak hour volume/capacity methodology.

Table 3.12-17, Near-Term (2015) Freeway Mainline Operations, and **Table 3.12-18, Long-Term (2030) Freeway Mainline Operations**, illustrates the results of the CMP peak hour freeway analysis. As shown on the tables, the increase in volume/capacity caused by the Proposed Project for any LOS E or worse-operating freeway segment would not exceed the minimum allowable increase of 0.01. Therefore, the proposed Project would not result in significant impacts under the CMP analysis.

3.12.5.8 Construction Traffic Impacts

Project construction activities typically generate temporary increases in traffic levels in the project vicinity. These activities include demolition, excavation and grading, and building

construction. Other effects of construction activities may include temporary road closures due to the staging of equipment/materials, trenching, etc.

These activities have varying effects on the nearby circulation system depending on a number of variables, including the length of time each phase takes; the amount of material being moved to/from the site; which parts of the site are under construction, and; the hours of construction.

For example, simultaneous construction of all 7 Project buildings would result in greater impacts than if each building was constructed consecutively. Additionally, buildings requiring excavation for subterranean parking (e.g., Buildings 4 and 5) likely would result in more construction traffic than other buildings. Also, if certain construction phases could occur at night or on weekends, traffic impacts would be less.

As discussed in **Section 1.0, Project Description**, Project Phase 1 construction is proposed to proceed as follows: Building 1, followed by Building 3, followed by Building 2. Under Phase II, Buildings 4 and 5 would be constructed simultaneously, followed by simultaneous construction of Buildings 6 and 7. Therefore, all 7 buildings would not be constructed simultaneously and, instead, construction of no more than two buildings at a time presently is envisioned.

Notwithstanding, due to the overall uncertainty associated with the specifics of Project construction, for purposes of this analysis, the traffic impacts associated with construction are considered potentially significant. Mitigation is recommended requiring preparation of a construction traffic control plan to reduce any potentially significant impacts.

3.12.5.9 College Avenue/Lindo Paseo Driveway Access

The Proposed Project includes the development of approximately 220 parking spaces in subterranean parking beneath Buildings 4 & 5. The parking would be served by what is currently the east leg of the College Avenue/ Lindo Paseo signalized intersection. Based on the

Table 3.12-17
Near-Term Freeway Mainline Operations

Freeway Segment	Dir.	# of Lanes	Hourly Capacity[a]	ADT	Existing Peak Hour Volume		Near-Term Cumulative Project Volume		(Baseline) Existing + Near-Term Cumulative						Project Volume		Existing + Near-Term Cumulative + Project							
									Volume		V/C [b]		LOS [c]				Volume		V/C		LOS		Δ [d]	
					AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Interstate 8																								
Waring Road to College Avenue	EB	5	10,000	223,860	5,830	9,010	277	297	6,107	9,307	0.611	0.931	B	E	1	13	6,108	9,320	0.611	0.932	B	E	-	0.001
	WB	5	10,000		9,780	6,810	179	179	9,959	6,989	0.996	0.699	E	C	12	5	9,971	6,994	0.997	0.699	E	C	0.001	-
College Avenue to Lake Murray Boulevard	EB	4 + 1	9,200	193,190	4,040	7,970	48	71	4,085	8,041	0.444	0.874	B	D	5	1	4,090	8,042	0.445	0.874	B	D	-	-
	WB	5	10,000		9,300	5,740	145	192	9,445	5,932	0.945	0.593	E	B	1	9	9,446	5,941	0.945	0.594	E	B	0.000	-

Footnotes:
a. Capacities calculated at 2,000 vph per lane and 1,200 vph per auxiliary lane
b. V/C = Peak Hour Volume / Hourly Capacity
c. Level of Service
d. Δ = Project-attributable increase in V/C at LOS E or worse operating segment.

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

Table 3.12-18
Long-Term (2030) Freeway Mainline Operations

Freeway Segment	Dir.	# of Lanes	Hourly Capacity[a]	ADT	(Baseline) Long-Term (2030) Without Project						Project Volume		Long-Term (2030) + Project							
					Volume		V/C[b]		LOS[c]				Volume		V/C		LOS		Δ[d]	
					AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Interstate 8																				
Waring Road to College Avenue	EB	5	10,000	245,000	7,070	11,292	0.707	1.129	C	F(0)	1	13	7,071	11,305	0.707	1.131	C	F(0)	-	0.002
	WB	5	10,000		11,844	7,394	1.184	0.739	F(0)	C	12	5	11,856	7,399	1.186	0.740	F(0)	C	0.002	-
College Avenue to Lake Murray Boulevard	EB	4 + 1	9,200	232,000	5,760	11,266	0.626	1.225	C	F(0)	5	1	5,765	11,267	0.627	1.225	C	F(0)	-	0.000
	WB	5	10,000		11,754	7,501	1.175	0.750	F(0)	C	1	9	11,755	7,510	1.176	0.751	F(0)	C	0.001	-

Footnotes:

a. Capacities calculated at 2,000 vph per lane and 1,200 vph per auxiliary lane

b. V/C = Peak Hour Volume / Hourly Capacity

c. Level of Service

d. Δ = Project-attributable increase in V/C at LOS E or worse operating segment.

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

impacts analysis presented in this section, it is recommended that a westbound left/thru lane and a dedicated right-turn lane on Lindo Paseo be provided to allow for adequate queuing of outbound trips from Buildings 4 and 5. The analysis shows that LOS D or better operations can be maintained at the College Avenue/ Lindo Paseo intersection with this westbound geometry.

The specific dimensions and locations of the entry points to the subterranean parking garage are yet to be developed. Inbound queues to/from the parking garage could spill back and affect operations at the College Avenue/ Lindo Paseo intersection, resulting in a potentially significant impact. Accordingly, the garage entry should be designed to ensure that adequate throating and appropriate entry-gate controls (if any) are designed to accommodate peak traffic volumes.

While the Proposed Project does not include design features that could substantially increase hazards, as noted above, the design of the subterranean garage access could result in lengthy queues to/from the parking garage that could affect operations at the College Avenue/Lindo Paseo intersection. Because the final garage access and entry design are yet to be developed, for purposes of this analysis, the traffic impacts associated with access to the subterranean garage under Buildings 4 and 5 at the College Avenue/ Lindo Paseo intersections are considered potentially significant. Mitigation is recommended requiring that the subterranean garage entry be designed in a manner that ensures adequate accommodation of peak traffic volumes.

3.12.5.10 Parking Impacts Analysis

3.12.5.10.1 Parking Supply

The Proposed Project includes construction of a parking structure to be located north of Lindo Paseo and west of Building 1, at the northwest corner of Lindo Paseo and Montezuma Place. The proposed five-story parking structure would provide five levels of above ground parking and one level of below ground parking, totaling approximately 340 parking spaces to support the retail component of the Proposed Project. The Project also includes an additional 160-220 spaces of project parking in subterranean parking associated with the Buildings 4 and 5, to be located east of College Avenue. Thus, the Proposed Project includes the development of approximately 500-560 new off-street parking spaces.

Development of the various project buildings also would result in the loss of approximately 288 existing off-street parking spaces from the affected SDSU surface parking lots that serve students, faculty, staff, and campus visitors, as shown in **Table 3.12-19, SDSU Parking To Be Removed.**

Table 3.12-19
SDSU Parking To Be Removed

Proposed Building	Location	SDSU Lot Affected	Spaces
Campus Green	North of Hardy Drive, west of College Avenue	5 Star Lot	- 123
Building 1	North of Lindo Paseo, between Montezuma Place and College Avenue	Lot O	- 88
Building 2	Northwest corner of College Avenue and Montezuma Road	Lot P	- 39
Building 6	Southwest corner of Lindo Paseo and Campanile	Lot S	- 38
Net Parking Loss			*- 288*

Notes: The 5 Star lot is owned by the SDSU Foundation and currently leased to 5-Star Parking Management as a public, for pay parking facility.
Parking lots O, P, and S are SDSU campus parking facilities providing parking by permit only.

Of the 288 surface parking spaces that would be removed with development of the Proposed Project, SDSU estimates that a maximum of five percent of the demand for the spaces is non-SDSU related, i.e., of the 288 spaces, approximately 15 are utilized by patrons of the adjacent retail uses. Because these adjacent retail uses will be replaced by the Proposed Project, which will provide adequate parking to serve the new retail uses, the Project would not significantly impact existing businesses relative to parking supply and demand.

3.12.5.10.2 Residential Parking Demand

The Proposed Project includes the development of 400 units of residential student housing. Parking for the student housing component of the Project will not be provided on-site. Rather, students will be directed to utilize on campus parking lots, such as Parking Structures 3 and 6.

To determine the appropriate student housing parking ratios, the EIR traffic engineer reviewed the parking analyses conducted for both the *Redevelopment Project* EIR and *The Paseo* EIR. *The Paseo* EIR used general "multifamily" residential parking ratios (and not student housing ratios) within a shared-parking analysis, whereas the *Redevelopment Project* EIR utilized parking ratios developed specifically for "medium/medium-high-density" and "high/very-high-density"

housing. Based on the land use mix of the Proposed Project and the need for specific parking for student housing units, it was determined that a shared parking analysis and the corresponding parking rates utilized in *The Paseo* EIR are not appropriate for the Proposed Project. Since the residential component of the Proposed Project is student housing, the traffic engineer determined that the *Redevelopment Project* EIR parking ratios were appropriate.

Table 3-15 of the *Redevelopment Project* EIR notes that the parking ratios for "medium- medium high density" residential development is 1.87 parking spaces per unit. For "high density" and "very high density" residential development, the rate is 1.56 parking spaces per unit. The medium density ratios, which are the higher of the two, were deemed the most applicable to the Proposed Project. Based on the higher ratio (1.87 parking spaces per unit), the parking demand for the student housing component of the Proposed Project would be 748 spaces (400 x 1.87).

A detailed on-campus parking study previously was conducted in 2007 as part of the SDSU Master Plan EIR. The study identified an overall parking supply of 15,591 parking spaces on campus; an overall demand of 12,103 spaces; and a resulting campus-wide surplus of 3,488 spaces. (See EIR **Appendix 3.12**, *Appendix I.*) This surplus can accommodate the Proposed Project student-housing demand of 748 spaces and the loss of 288 surface lot spaces. Therefore, the Proposed Project would not result in significant parking impacts relative to the residential student housing component.

3.12.5.10.3 Retail Parking Demand

As previously noted, it is anticipated that of the 90,000 square feet of commercial space that would be built as part of the proposed Project, 50% of the space would be developed for retail uses and the remaining 50% for restaurant uses. To determine the appropriate retail parking ratios, the EIR traffic engineer reviewed the parking analyses prepared for both the *Redevelopment Project* EIR and *The Paseo* EIR. *The Paseo* EIR utilized standard city commercial parking ratios for restaurant and retail in a shared-parking analysis, whereas the *Redevelopment Project* EIR utilized a retail parking ratio developed specifically for the SDSU "Core Subarea," which encompasses the area of the Proposed Project.

Since the Proposed Project would not utilize a shared parking system, a shared parking analysis as that conducted for The Paseo was not applicable and, therefore, *The Paseo* EIR ratios were not utilized. As to the *Redevelopment Project* EIR ratios, the retail density proposed by that project was 14,000 sq. ft.; accordingly, the low "Core Subarea" ratios utilized in the *Redevelopment Project* EIR would be appropriate for a smaller mixed use development, but not the Proposed Project given its higher square footage (90,000 sq. ft.), and the corresponding potential for higher trip

and parking generating retail uses. Accordingly, in lieu of either of these parking ratios, the traffic engineer determined that ratios based on the Proposed Project's zoning and the City's municipal ordinances would be most appropriate.

The area of the Proposed Project commercial uses is zoned commercial, CN-1-2. Although CSU/SDSU is not subject to local planning directives, such as City of San Diego parking space requirements, the City's general parking space requirement for restaurant uses within a transit zone is 12.8 spaces per 1,000 square feet of restaurant space, and the ratio for retail uses is 4.3 spaces per 1,000 square feet of retail space. (*City of San Diego Municipal Code*, §142.0530, Tables 142-05D and 142-05E.) These are general parking ratios applicable to commercial zones throughout the City, including many low to medium density areas.

In addition to the general ratios, the City's ordinance also includes alternative parking space requirements for specified areas throughout the City referred to as "planned districts." (*City of San Diego Municipal Code*, §142.0530, Tables 142-05D and 142-05E.) Planned districts generally have a high density and a complementary mix of land uses that justify a lower parking rate. Designated planned districts include suburban areas such as Carmel Valley and Otay Mesa, and also include older, denser areas such as Golden Hill, Old Town, and La Jolla. The parking ratios for the denser areas are substantially lower than the ratios for the less dense areas, recognizing that in high density, mixed use areas, a larger percentage of commercial patrons relative to patrons of lower density establishments, either walk, bike, or possibly take transit to their destination. Therefore, in high density areas as these, there is a reduced demand for automobile parking spaces relative to low density areas.

Table 3.12-20, Planned District Parking Rate Comparison, illustrates the parking space requirements for "Eating/Drinking Establishments" and "Retail" uses within a representative sample of the City's planned districts. As shown on the table, the parking space ratio for lower density planned districts, such as Carmel Valley and Otay Mesa, coincides with the City's general ratio and is substantially higher than the rate for the more urban districts, such as Golden Hill, Old Town, and Mission Valley.

Table 3.12-20
Planned District Parking Ratio Comparison

Planned District	Density and Ratio			
	Eating/Drinking Establishment[a]		Retail[b]	
	Higher Density Planned District Ratio	Lower Density Planned District Ratio	Higher Density Planned District Ratio	Lower Density Planned District Ratio
Barrio Logan: Subdistrict B	1.00[d]		1.00[d]	
Barrio Logan: Except Subdistrict B	2.10		2.10	
Carmel Valley	-	12.80 [c]	-	4.30 [c]
Cass Street	4.30	-	2.00	-
Central Urbanized	2.10	-	2.10	-
Golden Hill	1.25	-	1.25	-
La Jolla	4.30	-	1.70	-
La Jolla Shores	1.00[d]	-	1.00[d]	-
Mid City: CN-3, CV-3	1.25		1.25	
Mid City: Except CN-3, CV-3	2.10		2.10	
Mount Hope	2.80		2.80	
Mission Valley	4.30	-	2.10	-
Otay Mesa	-	12.80	-	4.30
Old Town	3.40	-	3.40	-
Southeast San Diego	5.00		2.10	
San Ysidro	4.30	-	2.10	-
West Lewis Street	1.00[d]		1.00[d]	
Average	***2.80***	***12.80***	***1.90***	***4.30***

Footnotes:

a. Source: City of San Diego Municipal Code, Table 142-05E (ratios shown are "minimum required within a transit district")
b. Source: City of San Diego Municipal Code, Table 142-05D (ratios shown are "minimum required within a transit district")
c. Ratios for these planned districts are the same general ratios published for projects located within CN-1-2 commercial zoning (minimum ratio required within a transit district).
d. Alley Access. For properties with alley access, one parking space per 10 linear feet of alley frontage may be provided instead of the parking ratio shown in Table 142-05D.

As noted above, the reduced parking space requirements for the more urban higher density districts recognize that in high density areas as these, there is a reduced demand for automobile parking spaces relative to lower density areas. Because the proposed Project would be developed in a high density urban area, general municipal code parking ratios applicable to

developments with lower densities and less synergistic, complementary land uses are not applicable as a practical matter. The proposed commercial uses would be located within the City's urbanized College Area, and, specifically, within the SDSU campus boundaries, immediately adjacent to the central campus. As such, a significant percentage of the retail patrons, which would include students, faculty and staff, would be within walking and/or biking distance to the commercial uses and would not require parking. Additionally, as a mixed-use project providing housing directly above the proposed retail uses, a percentage of the retail patrons would reside within walking distance. With the SDSU Transit Center located immediately adjacent to the proposed Project site, patrons of the commercial uses would have ready access to both bus and trolley transit services. When the effect of each of these factors is considered together, use of the City's general parking requirements, which are the same ratios applied to lower density more suburban type neighborhoods, would not be reasonable in this case.

Based on these factors, it is reasonable to apply to the proposed Project those parking ratios developed by the City for higher density urban planned districts, rather than the City's general parking ratios. As shown on Table 3.12-20, the average parking ratio for higher density planned districts is 2.8 for eating/drinking establishments, and 1.9 for retail uses. As also shown on Table 3.12-20, the highest ratio within the high density planned districts for restaurant uses (i.e., "eating and drinking establishments") is 5.0 spaces per 1,000 square feet, and the highest ratio for retail uses is 3.40 spaces per 1,000 square feet. Utilizing these highest ratios to assess the Proposed Project's parking demand, the Proposed Project's total commercial parking demand would be 378 spaces, calculated as follows:

Restaurant (Eating/Drinking Establishments):

5.0 spaces/1,000 sf x 45,000 sf = 225 spaces

Retail:

3.40 spaces/1,000 sf x 45,000 sf = + 153 spaces

Total Parking Demand 378 spaces

For analysis purposes, a 20% contingency factor was applied to the calculation, resulting in an additional 76 spaces, for a total commercial parking space requirement of 454 spaces. Since the Proposed Project would add between 500 and 560 spaces, the Proposed Project would provide adequate parking and no significant parking related impacts would occur.

3.12.5.11 Transit Impacts Analysis

3.12.5.11.1 Existing Transit Service

The SDSU Transit Center, located immediately north of the Proposed Project site, connects the campus to the bus and trolley routes that serve the greater San Diego area, including the airport, train station and Qualcomm Stadium, where the Aztec football team plays. Students are able to purchase a discounted, unlimited transit-use semester pass. Buses stop on the street level mezzanine. The San Diego Trolley Green Line stops at the SDSU station, which is located underground; trolley riders emerge from the station onto Aztec Green.

The following is a brief description of existing transit service to SDSU:

Bus Routes

The San Diego Metropolitan Transit System ("MTS") operates the following seven bus routes, which serve SDSU directly. All routes are "bike buses" and provide wheelchair lift service.

- *Bus Route 11*: The end points for this bus route are the SDSU Transit Center and Skyline Hills station at Paradise Valley Road & Meadowbrook. Between these two points, the route traverses through Kensington, Normal Heights, University Heights, Hillcrest, downtown San Diego, Logan Heights and Mountain View. The destination points along this route include First Avenue, the Hillcrest DMV, Skyline Drive, Skyline Hills Library, the Uptown Shopping Center and Village Hillcrest.

- *Bus Route 14*: The end points for this bus route are the Grantville trolley station and Lake Murray Boulevard in La Mesa. Between these two points, the route traverses through Mission Valley and Del Cerro. The destination points along this route include Kaiser Hospital, Mission San Diego and SDSU.

- *Bus Route 15*: The end points for this bus route are the SDSU Transit Center and downtown San Diego at Front Street & Union Street. Between these two points, the route traverses through Hillcrest, University Heights, North Park and Normal Heights. The destination points along this route include the Campus Plaza, El Cajon Boulevard, Hoover High School, SDSU and the Boulevard Transit Plaza.

- *Bus Route 115*: The end points for this bus route are the SDSU Transit Center and the El Cajon Transit Center. Between these two points, the route traverses through Del Cerro, Allied Gardens, San Carlos and Fletcher Hills. The destination points along this route include Grossmont College, the San Carlos Center, the San Carlos Village Center and SDSU.

- *Bus Route 856*: The end points for this bus route are the SDSU Transit Center and Rancho San Diego/Cuyamaca College. Between these two points, the route

traverses through Lemon Grove, Spring Valley and La Presa. The destination points along this route include the Lemon Grove Center, Lemon Grove Depot, SDSU, Spring Valley Shopping Center and Spring Valley Swap Meet.

- *Bus Route 936*: The end points for this bus route are the SDSU Transit Center and Spring Valley. Between these two points, the route traverses through Lemon Grove. The destination points along this route include the Lemon Grove Center, Lemon Grove Depot, SDSU, Spring Valley Shopping Center and Spring Valley Swap Meet.

- *Bus Route 955*: The end points for this bus route are the 8th Street Trolley Station and the SDSU Transit Center. Between these two points, the route traverses through Southcrest, Lincoln Park, Valencia Park, Oak Park and City Heights. The destination points along this route include 54th Street, Crawford High School, the Euclid Avenue Trolley Station, Lincoln High School, Market Creek Plaza, SDSU and South 43rd Street.

Trolley Service

The Green Line trolley provides service between Santee and Old Town. According to SANDAG records, existing ridership at the SDSU Transit Center for fiscal year 2008 was 8,046 riders/weekday.

Along the Green Line route, transfers are possible to the Red Line (Mission Valley to Downtown), the Blue Line (Old Town to San Ysidro), and the Orange Line (Downtown to El Cajon). Transfers from the trolley to bus routes 11, 14, 15, 115, 856, 936, 955 are possible from the vicinity of the Transit Center.

3.12.5.11.2 Potential Project Impacts

As discussed, the Proposed Project includes the development of student residential housing and retail land uses. The student housing component of the Project places students within walking distance of many of their trip ends (e.g., classrooms, athletic facilities, commons, on-campus retail, etc.). As such, this element of the Project is not considered to be a major generator of new transit (bus or trolley) trips. While some new transit trips by the student housing residents are expected to be generated to areas outside of the College Area community, such as trips downtown or to Mission Valley, the number of increased trips is expected to be relatively small, and these trips would not occur during peak travel periods when demand is greatest. Additionally, by locating housing near the campus destination, the student housing component of the Project could have the effect of reducing transit ridership to/from the university as these students would no longer be commuting to the campus for classes.

With respect to the retail component of the Project, the retail uses are expected to draw primarily from the campus and the relative near vicinity of the Project site. While it is possible that the development of such retail space could increase transit ridership, the relatively small scale of the development is not expected to increase ridership significantly.

Thus, the proposed Project (student housing + retail component) is expected to generate little increase in transit ridership demand. MTS staff concurs that the proposed Project would generate low additional transit ridership. (See EIR Appendix 4.12, Appendix J.)

As to quantifying the potential impacts associated with such increase, neither the City nor SANDAG publish guidelines for the preparation of traffic studies specifies a methodology for the preparation of quantitative transit analyses. Therefore, the EIR traffic engineer devised a method by which existing Green Line trolley ridership, in combination with the increased ridership attributable to the Project, would be measured against the capacity of the trolley and impacts assessed accordingly. This type analysis can be utilized for projects with a short buildout timeframe (several years), but accuracy would be limited for long-range projects (10-15 years) given the lack of accurate long-range transit facility data that is available.

To determine person capacity (P), the engineer utilized the following formula, which is based on a volume to capacity methodology published in the Highway Capacity Manual (HCM):

$$P = \frac{3{,}600\ N_c\ P_c\ (PHF)}{h_{min}}$$

P = Maximum single track capacity in passengers per peak-hour direction

N_c = Number of cars per train = 2 (data obtained from MTS)

P_c = Maximum allowed passenger load per car = 200 (data obtained from MTS)

h_{min} = Minimum train headway(s) = 900 (data obtained from MTS)

PHF = Peak hour factor as set forth below (data obtained from October 2008 ridership counts conducted by SANDAG):

- 0.65 Eastbound direction - AM peak
- 0.85 Westbound direction - AM peak
- 0.79 Eastbound direction - PM peak
- 0.71 Westbound direction - PM peak

(Excerpts from the HCM used to develop the analysis methodology are included in Appendix 3.12.)

Based on the above formula, the maximum capacity (riders/hour) for the Green Line in the vicinity of the SDSU station was calculated for both the AM and PM peak hours. **Table 3.12-21, Trolley Analysis - Volume/Capacity Method**, illustrates the calculated peak hour person capacity, which ranges from a low of 1,040 during eastbound AM trips to 1,360 during westbound AM trips.

Existing trolley ridership information utilized for the analysis was obtained from SANDAG and is based on October 2008 ridership counts. As shown on **Table 3.12-21**, existing ridership per hour ranges from a low of 154 persons during the westbound PM hour to 579 during the westbound AM hour.

The increase in ridership attributable to the Project was estimated based on the project vehicle trip generation, trip distribution, and land uses, in combination with the potential mode split between vehicle trips and "other" trips, such as walking, bicycle, bus, and trolley trips. Both the *Redevelopment EIR* and the *Paseo EIR* were reviewed to determine the appropriate mode-split assumption. Based on that review, the mode split assumption utilized in this analysis was derived from the traffic study prepared for the *Redevelopment EIR*, which determined that the percentage of trips attributable to "other" forms of travel for faculty/staff and students was 20 percent and 30 percent, respectively (the *Paseo EIR* did not provide specific mode-split information). Based on these *Redevelopment EIR* numbers, the Plaza Linda Verde traffic engineers applied a 25 percent assumed trolley mode split to the Project trip generation to estimate the potential increase in trolley ridership attributable to the proposed Project. Because this approach assumes that all non-vehicular trips (i.e., pedestrian, bicycle, bus, and other trips) would be trolley trips, the resulting ridership projections likely are overstated.

As shown on **Table 3.12-21**, the projected number of peak hour riders that would be added to the trolley as a result of the proposed Project ranges from 25 to 36 during the AM and PM peak hours, respectively.

Table 3.12-21
Trolley Analysis – Volume/Capacity Method

Direction	Peak Hour	Person Capacity (Riders/hr)	Existing Ridership	Project Ridership (Riders/hr)	Existing + Project
			Volume (Riders/hr)		Volume (Riders/hr)
Eastbound	AM	1,040	366	25	391
	PM	1,264	391	36	427
Westbound	AM	1,360	579	25	604
	PM	1,136	154	36	190

As shown on **Table 3.12-21**, under the existing plus Project scenario, peak-hour ridership volumes range from 40 to 50 percent of the estimated ridership capacity. Therefore, the forecasted peak hour Project contribution would be accommodated within the existing capacity of the system and the proposed Project would not result in significant impacts relative to trolley capacity.

With respect to the bus system, as noted above, seven bus routes presently serve the campus. As distinguished from the trolley, which runs on fixed lines and has limitations on the number and size of trains that can be run, the bus system has greater flexibility relative to routes and capacity expansion. MTS regularly reviews the efficiency and level of service of its bus routes, and makes adjustments to routes, headways, and bus sizes depending on demand. Notwithstanding, based on the results of the trolley analysis and the related mode-split assumptions, which apply equally to projected increases in bus ridership, in combination with the view of MTS staff that the Proposed Project would generate low additional transit ridership, the Proposed Project is not expected to result in significant impacts relative to bus system capacity.

Accordingly, the Proposed Project is not expected to decrease the performance or safety of transit facilities and, therefore, would not result in potentially significant impacts to transit services.

3.12.5.11.3 Conflict With Alternative Transportation Plans

The purpose of the City of San Diego General Plan Mobility Element is "to improve mobility through development of a balanced, multi-modal transportation network." The Proposed Project would be consistent with this purpose in that it would facilitate and not conflict with the goal of a balanced, multi-modal transportation network. As discussed, the project proposes to close certain streets to vehicle traffic in the immediate area to develop the streets, instead, as Pedestrian Malls that would facilitate and encourage pedestrian travel, contributing to the goal of establishing walkable communities. Additionally, as discussed below in Section 3.12.5.12, the Proposed Project would provide sufficient right-of-way for the establishment of Class 2 bicycle lanes fronting the project site, thereby contributing to the development of a safe bike network in the area. As to transit availability, the Proposed Project would be developed adjacent to the SDSU Transit Center, thereby providing convenient access to students and business patrons to bus and trolley transit services. Lastly, the construction of a multi-story parking structure as part of the project to serve the retail uses would provide parking that is available where it is needed with increased land use efficiencies.

3.12.5.12 Pedestrian/Bicycle Circulation Impacts Analysis

Existing conditions at the site of the Proposed Project provide pedestrian facilities along all roadway segments that traverse and border the site.

With respect to bicyclists, east and westbound Montezuma Road is striped for Class II bicycle facilities between Campanile Drive and College Avenue. College Avenue is neither signed nor striped for bicycle facilities. (Class I bicycle facilities [Bicycle Path] are a paved right-of-way completely separated from any street or highway; Class II facilities [Bicycle Lane] are a striped and stenciled lane for one-way travel on a street or highway; Class III facilities [Bicycle Route] are a shared right-of-way designated by signs only, with bicycle traffic sharing the roadway with motor vehicles.)

The Mobility Element of the City of San Diego General Plan states that development, maintenance, and support of the bicycle network are guided by the City's Bicycle Master Plan ("BMP"). The BMP contains detailed policies, action items, and network maps, and addresses issues such as bikeway planning, community involvement facility design, bikeway classifications, multi-modal integration, safety and education, and support facilities. The BMP is intended to provide a citywide perspective that is enhanced with more detailed community plan level recommendations and refinements. (General Plan, March 2008, ME-36.)

The BMP is not intended to override the existing community plans or other existing plans. (BMP (May 2002) p. 3.) In that regard, and specific to the proposed project, the College Area Community Plan recommends the completion of Class II bike lanes on College Avenue. (BMP p. 22; see also College Area Community Plan, p. 65.) The BMP, meanwhile, recommends the segment of College Avenue in the vicinity of the proposed project as a "Top Priority Proposed Class 3 Bikeway." (BMP pp. 63, 70, 115.)

The City presently is in the process of revising the BMP and has issued a Draft Bicycle Master Plan Update (March 2010). The Draft BMP Update depicts College Avenue between I-8 and Montezuma Road as a "Class II or III". (Draft BMP Update, p. 133.) This segment of College Avenue does not appear on the BMP Update Top Priority Project List. (Addendum to March 2010 Draft City of San Diego Bicycle Master Plan Update: Revised Top Priority Project List; BMP Update p. 178.)

While CSU/SDSU as a state entity is not subject to local land use plans such as the Community Plan and Bicycle Master Plan, the Proposed Project includes sufficient right-of-way on College Avenue for the ultimate development of Class II bicycle lanes in the areas fronting the project. Specifically, Buildings 1, 2, 4, and 5 have been designed to provide adequate setback to facilitate the placement of Class II bicycle lanes within the College Avenue right-of-way. (See Project Description, Section 1.5.5.) Because these improvements would be implemented within the City of San Diego right-of-way, the improvements would require the approval of the City and would be implemented by the City, with CSU funding assistance. As such, the proposed Project would not result in significant impacts relative to bicycle plans.

There are no physical elements of the Proposed Project that would increase traffic hazards to pedestrians or bicyclists. Additionally, although the Proposed Project would increase vehicle traffic volumes in the vicinity of the campus, the increase in vehicle traffic volumes would not be substantial enough to result in or cause increased safety risks to pedestrian or bicyclists.

A review of the roadway improvement mitigation measures proposed to mitigate the identified significant impacts to roadway carrying capacities was conducted to determine if the improvements potentially could result in increased vehicle speeds on the mitigated roadways and, therefore, increased safety risks to pedestrians and bicyclists. (See Section 3.12.7, Mitigation Measures.)

The proposed mitigation measures along the College Avenue project frontage would widen the roadway for motorized vehicles by approximately 10 feet. This amount of widening would not result in a measurable increase in vehicular travel speeds. In addition, the current controlled

pedestrian crossings on College Avenue will continue to exist at both the Lindo Paseo and Montezuma Road intersections, providing safe crossing for pedestrians and bicyclists at these locations. It also is noted that the proposed Project would include the construction of sidewalks along the College Avenue frontage from Montezuma Road north to the new pedestrian bridge, which will facilitate pedestrian and bicyclist movements outside the vehicular right of way. For these reasons, no significant impacts to pedestrian or bicycle movements are expected to occur as a result of implementation of the Proposed Project or the proposed College Avenue mitigation measures along the project frontage.

As to the other roadways that are the subject of the mitigation improvements, the mitigation measures could result in minor widening (less than 10 feet) of roadways, which also would not measurably increase roadway speeds. Therefore, no significant impacts to pedestrians or bicyclists are expected at these locations either.

3.12.5.13 Roadway Closures/Street Vacations Impacts Analysis

The Proposed Project includes the proposed closure of several roads, and related street vacations, in the Project area. (See **Section 1.0, Project Description.**) The following is a brief description of the proposed modifications and an analysis of potential impacts.

Montezuma Place

The Project proposes to vacate Montezuma Place between Lindo Paseo and Hardy Avenue to provide a pedestrian promenade between the proposed Building 1 and Building 3. Currently, this roadway serves residences to the west and a parking lot to the east. Traffic volumes on this portion of Montezuma Place primarily serve these uses, both of which will be removed and replaced with development of the Project.

North of Hardy Avenue, the Project proposes to vacate Montezuma Place for development of the Campus Green element of the Project. This area currently serves as a parking lot (approximately 122 spaces). This portion of Montezuma Place serves only the existing parking lot, which would be removed as part of the Project. Traffic counts conducted in March 2008 indicated approximately 820 ADT on this portion of Montezuma Place. This is a small amount of traffic that would be redistributed from Montezuma Place to the adjacent circulation system. Therefore, the closure of this road would not result in a potentially significant impact.

Between Lindo Paseo and Montezuma Road, the Project proposes to vacate the existing diagonal-parking street easement which serves adjacent businesses. This portion of Montezuma

Road does not carry much cut-through traffic, other than traffic destined to businesses on the west side of the street (approximately 870 ADT). Elimination of the diagonal parking would not affect vehicle flow on this segment.

Hardy Avenue

The Project proposes to vacate Hardy Avenue between Montezuma Place and College Avenue. This segment currently is blocked to/from vehicular traffic by bollards, and the segment appears to be an easement for a sewer or other utility line. No traffic or circulation impacts are expected to occur with vacation of this segment of Hardy Avenue.

The Proposed Project also would terminate Hardy Avenue at its intersection with Montezuma Place. The Campus Green will be developed to the north, Building 1 to the east, and Building 3 to the south. A remaining residential complex will remain adjacent to the cul-de-sac, and would have continued access via the road. With the redevelopment of the adjacent area as part of the Project (especially the vacation of Montezuma Place between Lindo Paseo and Hardy Avenue discussed above), no traffic impacts are expected to occur with the proposed Hardy Avenue modification since there would be no demand for through trips. Currently, the major demand for this portion of Hardy Avenue is for the parking lot, which would be removed with development of the Campus Green. Accordingly, no significant impacts to traffic circulation are expected to occur.

Lindo Paseo/Alley East of College Avenue

Under the Proposed Project, Lindo Paseo east of College Avenue would be vacated in order to provide access to the underground parking proposed beneath Buildings 4 and 5. Currently, this very short portion of Lindo Paseo provides access to a small amount of metered parking for businesses on the south side of Lindo Paseo, as well as access to the 7-Eleven convenience store located on the north side. Lindo Paseo currently connects to an alleyway that runs parallel to College Avenue. This alleyway also provides access to parking and deliveries for businesses both north and south of Lindo Paseo. Traffic counts conducted in March 2009 determined between 1,450 and 1,920 ADT on this alleyway. However, this traffic is largely associated with the businesses that will be removed as Buildings 4 and 5 are developed. Therefore, the current demand associated with both Lindo Paseo and the alleyway would be terminated.

In summary, several small roadways within the Project area are proposed to be modified, vacated or otherwise changed. Based upon field observations, these roadways exist now to serve the current limited parking or retail demands placed upon them by the existing land uses,

which would be removed under the Proposed Project. The roadways do not function in any meaningful way as circulation roadways and provide only limited access within the study area. As discussed above, the development of the various buildings within the Project area would remove and replace these existing businesses and residences with new retail and residential uses. Parking will be provided in new locations, and the proposed roadway system (including street vacations) will be designed to accommodate these revised demands. Therefore, the vacation of these roadways would not result in a significant impact to traffic circulation.

3.12.5.14 Emergency Vehicle Access

In evaluating the effects of a project on the circulation system, generally, and emergency vehicle access, specifically, it is important to note that emergency vehicles have the right-of-way and, therefore, are able to bypass traffic when driving to their destination. Specifically, non-emergency vehicle drivers are required to pull to the right side of the road and stop to allow emergency vehicles to pass. If required, drivers of emergency vehicles are trained to utilize center turn lanes or to travel in opposing through lanes to pass through crowded intersections.

The access entitled to emergency vehicles allows these vehicles to negotiate typical street conditions in urban areas such as the College Area. Therefore no significant impacts to emergency vehicle access are expected.

3.12.6 CUMULATIVE IMPACTS

The impacts analysis presented above considered the cumulative traffic impacts associated with pending and probable future projects both in the Near-Term (2015) analysis and the Long-Term (2030) analysis. No further analysis of cumulative impacts is required.

3.12.7 MITIGATION MEASURES

As previously discussed, the analysis in this section was conducted under two different scenarios: Near-Term (2015) conditions, and Long-Term (2030) conditions. Both analyses include traffic projections based on regional growth and implementation of pending projects. In order to calculate impacts that could occur with implementation of the Proposed Project, the Project traffic is added to the traffic to be generated by these other projects. In many cases, the addition of the Proposed Project traffic is incremental compared to the overall increase in traffic that would occur without the Proposed Project and, therefore, the projected impacts would occur with or without implementation of the Proposed Project. Moreover, the Project would not cause the LOS to degrade to unacceptable levels at any intersection or roadway segment.

Nevertheless, consistent with City of San Diego practices, the impacts are identified as potentially significant and measures to mitigate these impacts are proposed below.

3.12.7.1 Significant Impacts Summary

The following is a summary list of the potentially significant impacts anticipated to result with implementation of the Proposed Project under Near-Term and Long-Term conditions. The numbers assigned to each impact location correspond to the recommended mitigation measures that follow this summary list.

Near Term

Intersections

B–1. College Avenue/ Canyon Crest Drive

B–2. College Avenue/ Zura Way

B–3. College Avenue/ Montezuma Road

Street Segments

C–1. College Avenue: Canyon Crest Drive to Zura Way

C-2. Montezuma Road: 55th Street to College Avenue

Long-Term

Intersections

E–1. College Avenue/ I-8 Eastbound Ramps

E–2. College Avenue/ Canyon Crest Drive

E–3. College Avenue/ Zura Way

E–4. College Avenue/ Montezuma Road

E–5. Montezuma Road/ 55th Street

E–6. Montezuma Road/ Campanile Drive

Street Segments

F–1. College Avenue: Canyon Crest Drive to Zura Way

F–2. College Avenue: Zura Way to Montezuma Road

F-3. Montezuma Road: 55th Street to College Avenue

Other

G–1. Construction Impacts

G–2. College Avenue/Lindo Paseo Driveway Access Impacts

3.12.7.2 Mitigation Measures

The mitigation measures listed below are intended to mitigate the direct and cumulative impacts of the Proposed Project and generally require that CSU/SDSU contribute its fair-share of the costs to construct the identified physical roadway improvements. SDSU's fair-share percentages are provided in Section 3.12.7.3, which follows below.

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 ("*City of Marina*"), SDSU, through CSU, is to make a request to the state Legislature for SDSU's fair-share mitigation cost towards those physical improvements to off-campus roads and intersections under the control of the City of San Diego. If the Legislature appropriates the requested funds or a portion thereof, SDSU would use those funds for the university's mitigation obligations under *City of Marina.*

Notwithstanding, and for purposes of this Project only, SDSU has voluntarily committed to pay to the City of San Diego its fair-share percentage of the mitigation costs attributable to the retail component of the Proposed Project, as set forth below in Tables 3.12-22 and 3.12-23, *without* prior legislative appropriation of the funds as a pre-condition to payment. SDSU has made this commitment as a voluntary action in response to community requests for, and in support of, community-serving retail uses, and its funding commitment is over and above the mitigation payment framework set forth in *City of Marina.* Nothing in SDSU's voluntary commitment should be construed as limiting the university's discretion to recoup from, or pass-through to, the ultimate end user all or any portion of the university's fair-share mitigation costs attributed to the Project's retail component.

Actual construction of the recommended roadway improvements would be undertaken by the City of San Diego, subject to CSU's fair-share payment and other City funding sources. In the event the City determines it is not feasible to implement the recommended improvements, an alternative mitigation program also is set forth below. However, the alternative mitigation program would not increase the vehicle carrying capacity of College Avenue sufficient to reduce the identified significant impacts to below a level of significant relative to roadway carrying capacity, as determined by level of service standards established by the City. (See Section 3.12.4, supra.)

Certain roadway improvements included within the mitigation measures listed below also were included within the mitigation measures adopted by the CSU Board of Trustees in November 2007 in connection with certification and approval of the SDSU 2007 Campus Master Plan (CMP) Revision Final Environmental Impact Report (SCH# 2007021020). The 2007 CMP mitigation measures that correspond to the respective Plaza Linda Verde mitigation measures are referenced below in parentheses (e.g., (2007 CMP MM TCP-3) follows Plaza Linda Verde mitigation measure TCP-1). However, while there are certain physical roadway improvements recommended as mitigation for the Plaza Linda Verde project that also were recommended, and adopted, as mitigation for the 2007 CMP, the CSU/SDSU fair-share percentages calculated for each project (CMP v. Plaza Linda Verde) are based on the respective increase in traffic volumes attributable to each project and, therefore, the fair-share percentages for each project are different from and independent of the other.

3.12.7.2.1 Near-Term Mitigation Measures

Intersections

TCP-1 Impact B–1: College Avenue/ Canyon Crest Drive.

Retail

CSU/SDSU shall pay to the City of San Diego its fair-share of the costs attributable to the retail component of the project (3.53%) to re-stripe College Avenue in order to provide an additional (third) northbound through lane from 500 feet south of the Canyon Crest Drive intersection to the Interstate-8 eastbound ramps, provided that the City's share of the mitigation improvement cost has been allocated and is available for expenditure, thereby triggering CSU's fair-share contribution payment. (2007 CMP MM TCP-3)

Student Housing

CSU/SDSU shall pay to the City of San Diego its fair-share of the costs attributable to the student housing component of the project (2.18%) to re-stripe College Avenue in order in order to provide an additional (third) northbound through lane from 500 feet south of the Canyon Crest Drive intersection to the Interstate-8 eastbound ramps, provided that: (a) the City's share of the mitigation improvement cost has been allocated and is available for expenditure, thereby triggering CSU's fair-share contribution payment; and (b) the state Legislature appropriates the funds for said improvements as requested by CSU in the state budget process. (2007 CMP MM TCP-3)

TCP-2 Impact B–2: College Avenue/ Zura Way.

Retail

CSU/SDSU shall pay to the City of San Diego its fair share of the costs attributable to the retail component of the project (3.77%) to provide a traffic signal at the intersection of College Avenue/Zura Way, provided that the City's share of the mitigation improvement cost has been allocated and is available for expenditure, thereby triggering CSU's fair-share contribution payment. No widening of College Avenue is necessary to mitigate this impact. Alternatively, southbound left-turns would be prohibited at the intersection. Under this alternative approach, an additional southbound left-turn lane would be necessary at the College Avenue / Montezuma Road intersection. (2007 CMP MM TCP-4)

Student Housing

CSU/SDSU shall pay to the City of San Diego its fair share of the costs attributable to the student housing component of the project (2.33%) to provide a traffic signal at the intersection of College Avenue/Zura Way, provided that: (a) the City's share of the mitigation improvement cost has been allocated and is available for expenditure, thereby triggering CSU's fair-share contribution payment; and (b) the state Legislature appropriates the funds for said improvements as requested by CSU in the state budget process. No widening of College Avenue is necessary to mitigate this impact. Alternatively, southbound left-turns would be prohibited at the intersection. Under this alternative approach, an additional southbound left-turn lane would be necessary at the College Avenue / Montezuma Road intersection. (2007 CMP MM TCP-4)

TCP-3 Impact B-3: College Avenue/ Montezuma Road.

Retail

CSU/SDSU shall pay to the City of San Diego its fair share of the costs attributable to the retail component of the project (3.21%) to widen the College Avenue/Montezuma Road intersection to provide an additional (second) left-turn lane on the southbound and westbound approaches to the intersection, provided that the City's share of the mitigation improvement cost has been allocated and is available for expenditure, thereby triggering CSU's fair-share contribution payment. (2007 CMP MM TCP-5)

Student Housing

CSU/SDSU shall pay to the City of San Diego its fair share of the costs attributable to the student housing component of the project (1.80%) to widen the College Avenue/Montezuma Road intersection to provide an additional (second) left-turn lane on the southbound and westbound approaches to the intersection, provided that: (a) the City's share of the mitigation improvement cost has been allocated and is available for expenditure, thereby triggering CSU's fair-share contribution payment; and (b) the state Legislature appropriates the funds for said improvements as requested by CSU in the state budget process. (2007 CMP MM TCP-5)

Street Segments

TCP-4 Impact C–1: College Avenue: Canyon Crest Drive to Zura Way.

Retail

CSU/SDSU shall pay to the City of San Diego its fair-share of the costs attributable to the retail component of the project (29.49%) to re-stripe College Avenue to provide an additional (third) northbound through lane between I-8 and Zura Way, provided that the City's share of the mitigation improvement cost has been allocated and is available for expenditure, thereby triggering CSU's fair-share contribution payment. (2007 CMP MM TCP-9)

Student Housing

CSU/SDSU shall pay to the City of San Diego its fair-share of the costs attributable to the student housing component of the project (5.74%) to re-stripe College Avenue to provide an additional (third) northbound through lane between I-8 and Zura Way, provided that: (a) the City's share of the mitigation improvement cost has been allocated and is available for expenditure, thereby triggering CSU's fair-share contribution payment; and (b) the state Legislature appropriates the funds for said improvements as requested by CSU in the state budget process. (2007 CMP MM TCP-9)

TCP-5 Impact C–2: Montezuma Road: 55th Street to College Avenue.

Retail

CSU/SDSU shall pay to the City of San Diego its fair-share of the costs attributable to the retail component of the project (6.77%) to install a raised

median on Montezuma Road between 55th Street and College Avenue, provided that the City's share of the mitigation improvement cost has been allocated and is available for expenditure, thereby triggering CSU's fair-share contribution payment. (2007 CMP MM TCP-22)

Student Housing

CSU/SDSU shall pay to the City of San Diego its fair-share of the costs attributable to the student housing component of the project (0.91%) to install a raised median on Montezuma Road between 55th Street and College Avenue, provided that: (a) the City's share of the mitigation improvement cost has been allocated and is available for expenditure, thereby triggering CSU's fair-share contribution payment; and (b) the state Legislature appropriates the funds for said improvements as requested by CSU in the state budget process. (2007 CMP MM TCP-22)

3.12.7.2.2 Long-Term Mitigation Measures

Intersections

E-1: College Avenue/ I-8 EB Ramps. The fair-share contribution towards re-striping College Avenue to provide an additional (third) northbound through lane from 500 feet south of the Canyon Crest Drive intersection to the I-8 eastbound ramps would mitigate this cumulative impact and no further mitigation is necessary. (See Mitigation Measure TCP-1.)

E-2: College Avenue/ Canyon Crest Drive. The fair-share contribution towards re-striping College Avenue to provide an additional (third) northbound through lane from 500 feet south of the Canyon Crest Drive intersection to the I-8 eastbound ramps would mitigate this cumulative impact and no further mitigation is necessary. (See Mitigation Measure TCP-1.)

E-3: College Avenue/ Zura Way. The fair-share contribution towards installing a traffic signal at the College Avenue / Zura Way intersection would mitigate this cumulative impact and no further mitigation is necessary. (See Mitigation Measure TCP-2.)

E-4: College Avenue/ Montezuma Road. The fair-share contribution towards widening the College Avenue/Montezuma Road intersection provide an additional (second) left turn lane at the southbound and westbound approaches would mitigate this cumulative impact and no further mitigation is necessary. (See Mitigation Measure TCP-3.)

TCP-6 Impact E-5: 55th Street/ Montezuma Road.

Retail

CSU/SDSU shall pay to the City of San Diego its fair-share of the costs attributable to the retail component of the project (2.00%) to provide a right-turn overlap phase for the westbound approach at the 55th Street / Montezuma Road intersection, provided that the City's share of the mitigation improvement cost has been allocated and is available for expenditure, thereby triggering CSU's fair-share contribution payment. (2007 CMP MM TCP-12)

Student Housing

CSU/SDSU shall pay to the City of San Diego its fair-share of the costs attributable to the student housing component of the project (0.88%) to provide a right-turn overlap phase for the westbound approach at the 55th Street / Montezuma Road intersection, provided that: (a) the City's share of the mitigation improvement cost has been allocated and is available for expenditure, thereby triggering CSU's fair-share contribution payment; and (b) the state Legislature appropriates the funds for said improvements as requested by CSU in the state budget process. (2007 CMP MM TCP-12)

TCP-7 Impact E–6: Montezuma Road/ Campanile Drive.

Retail

CSU/SDSU shall pay to the City of San Diego its fair-share of the costs attributable to the retail component of the project (2.05%) to widen Campanile Drive to provide a 75-foot long dedicated right-turn lane on the northbound approach to the Montezuma Road/Campanile Drive intersection, provided that the City's share of the mitigation improvement cost has been allocated and is available for expenditure, thereby triggering CSU's fair-share contribution payment. (2007 CMP MM TCP-13)

Student Housing

CSU/SDSU shall pay to the City of San Diego its fair-share of the costs attributable to the student housing component of the project (0.80%) to widen Campanile Drive to provide a 75-foot long dedicated right-turn lane on the northbound approach to the Montezuma Road/Campanile Drive intersection, provided that: (a) the City's share of the mitigation improvement cost has been allocated and is available for expenditure, thereby triggering CSU's fair-share contribution payment; and (b) the state Legislature appropriates the funds for said improvements as requested by CSU in the state budget process. (2007 CMP MM TCP-13)

Street Segments

F-1: College Avenue: Canyon Crest Drive to Zura Way. The fair-share contribution towards the re-striping of College Avenue to provide an additional (third) northbound through lane between the I-8 eastbound ramps and Zura Way would mitigate this cumulative impact and no further mitigation is necessary. (See Mitigation Measure TCP-4.)

TCP-8 Impact F-2: College Avenue: Zura Way to Montezuma Road.

Retail

CSU/SDSU shall pay to the City of San Diego its fair-share of the costs attributable to the retail component of the project (2.14%) to: (i) widen the southbound approach of College Avenue to Montezuma Road to provide a second left turn lane (the extra lane would result in a 7-lane cross-section on College Avenue between Montezuma Road and Lindo Paseo); and (ii) provide a third northbound through lane on College Avenue between Lindo Paseo and Zura Way, provided that the City's share of the mitigation improvement cost has been allocated and is available for expenditure, thereby triggering CSU's fair-share contribution payment. (2007 CMP MM TCP-29)

Student Housing

CSU/SDSU shall pay to the City of San Diego its fair-share of the costs attributable to the student housing component of the project (0.40%) to: (i) widen the southbound approach of College Avenue to Montezuma Road to provide a second left turn lane (the extra lane would result in a 7-lane cross-section on College Avenue between Montezuma Road and Lindo Paseo); and (ii) provide a third northbound through lane on College Avenue between Lindo Paseo and Zura Way, provided that: (a) the City's share of the mitigation improvement cost has been allocated and is available for expenditure, thereby triggering CSU's fair-share contribution payment; and (b) the state Legislature appropriates the funds for said improvements as requested by CSU in the state budget process. (2007 CMP MM TCP-29)

F-3: Montezuma Road: 55th Street to College Avenue. The fair-share contribution towards installation of a raised median on Montezuma Road between 55th Street and College Avenue would mitigate this cumulative impact and no further mitigation is necessary. (See Mitigation Measure TCP-5.)

3.12.7.2.3 Other Mitigation Measures

TCP-9 G-1: Construction Impacts. Prior to the commencement of construction activities, CSU/SDSU shall prepare a Traffic Control Plan ("TCP") to minimize the impacts to the surrounding roadways that may result during Project construction activities. The TCP shall include requirements that flagmen be utilized to assist in the direction of traffic when necessary, and that construction activities, including road closures and the movement of heavy equipment, occur during off-peak periods to the maximum extent feasible.

TCP-10 G-2: College Avenue/Lindo Paseo Driveway Access Impacts. During design of the subterranean garage to be constructed below Buildings 4 and 5, CSU/SDSU shall take those steps necessary to ensure that the ultimate site plan, including any access control to the garage, is designed in a manner that ensures adequate throating and that appropriate entry-gate controls (if any) are designed to accommodate peak traffic volumes.

3.12.7.3 Fair-Share Percentages

Table 3.12-22, Near-Term Mitigation Fair-Share Contributions, and **Table 3.12-22, Long-Term Mitigation Fair-Share Contributions,** depict the fair-share percentages for each of the mitigation measures listed above. The percentages were calculated according to the following formula commonly used by the City of San Diego:

$$\text{Near-Term Project Impact Fair Share \%} = \frac{\text{(Project Volumes)}}{\text{(Existing + Cumulative + Project Volumes) - (Existing Traffic Volumes)}}$$

$$\text{Long-Term Project Impact Fair Share \%} = \frac{\text{(Project Volumes)}}{\text{(Year 2030 + Project Volumes) - (Existing Traffic Volumes)}}$$

Because the Proposed Project would reach buildout under the Near-Term scenario, the project traffic volumes under both the Near-Term and the Long-Term scenarios are the same; the only difference in the two scenarios is the amount of background, or cumulative, traffic volumes. Accordingly, as each of the two scenarios is fully inclusive of project buildout traffic, the fair-share percentages calculated under each scenario are fully independent of the other. As a

result, the Near-Term percentages are *not* to be added to the Long-Term percentages; to do so would result in percentages that double-count project traffic. Instead, the percentages calculated under each scenario provide a snapshot of the project's fair-share percentages under each respective scenario.

Table 3.12-22
Near-Term Mitigation Fair Share Contributions

Mitigation Measure Number		Impacted Locations	Near Term Impacts Fair Share Percentage	
Near-Term	*Intersections:*		Retail	Student Housing
	B-1/TCP-1	3. College Avenue/ Canyon Crest Drive	3.53%	2.18%
	B-2/TCP-2	4. College Avenue/ Zura Way	3.77%	2.33%
	B-3/TCP-3	6. College Avenue / Montezuma Road	3.21%	1.80%
	Segments:			
	C-1/TCP-4	College Avenue: Canyon Crest Drive to Zura Way	29.49%	5.74%
	C-2/TCP-5	Montezuma Road: 55th Street to College Avenue	6.77%	0.91%

Table 3.12-23
Long-Term Mitigation Fair Share Contributions

Mitigation Measure Number		Impacted Locations	Year 2030 Impacts Fair Share Percentage	
Long-Term	*Intersections:*		Retail	Student Housing
	E-1/ TCP-1	2. College Avenue/ I-8 Eastbound Ramps	2.77%	1.35%

	E-2/ TCP-1	3. College Avenue/ Canyon Crest Drive	1.57%	0.95%
	E-3/ TCP-2	4. College Avenue/ Zura Way	2.16%	1.32%
	E-4/ TCP-3	6. College Avenue/ Montezuma Road	2.26%	1.27%
	E-5/ TCP-6	9. Montezuma Road/ 55th Street	2.00%	0.88%
	E-6/ TCP-7	10. Montezuma Road/ Campanile Drive	2.05%	0.80%
	Segments:			
	F-1/ TCP-4	College Avenue: Canyon Crest Drive to Zura Way	1.74%	0.33%
	F-2/ TCP-8	College Avenue: Zura Way to Montezuma Road	2.14%	0.40%
	F-3/ TCP-5	Montezuma Road: 55th Street to College Avenue	5.21%	0.72%

The fair share percentage contribution calculations for each impacted location listed can be found in EIR **Appendix 3.12, Appendix Q**.

3.12.7.4 Post-Mitigation Operations

As shown on **Table 3.12-24, Mitigated Near-Term Intersection Calculations, Table 3.12-25, Mitigated Near-Term Segment Operations, Table 3.12-26, Mitigated Long-Term Intersection Calculations**, and **Table 3.12-27, Mitigated Long-Term Segment Operations**, with implementation of the proposed roadway improvements, the identified significant impacts would be reduced to below significant.

It should be noted that the addition of a raised median on Montezuma Road between 55th Street and College Avenue (Mitigation Measure TCP-5; Impacts C-2 and F-3) will limit the driveways serving those land uses along this segment to right turns only from Montezuma Road. However, field reviews show that very few vehicles currently make the left-turn into the driveways since there are no mid-block left turn lanes along Montezuma Road at the driveways. Field reviews also show very few left turns are made out of the driveways since high volumes on Montezuma Road make this movement difficult. Therefore, the provision of a raised median will result in a nominal amount of displaced left-turns, which can be accommodated as eastbound and westbound u-turns at the College Avenue/Montezuma Road and Montezuma Road/55th Street signalized intersections, respectively.

Table 3.12-24
Mitigated Near-Term Intersection Calculations

Intersection	Control Type	Peak Hour	(Baseline) Existing + Near-Term Cumulative		Existing + Near-Term Cumulative + Project			With Mitigation		
			Delay [a]	LOS [b]	Delay	LOS	Δ [d]	Delay	LOS	Δ [d]
3. College Avenue/ Canyon Crest Drive	Signal	AM	68.5	E	71.4	E	2.9	50.6	D	-17.9
		PM	148.9	F	153.4	F	4.5	76.9	E	-72.0
4. College Avenue/ Zura Way	OWSC [c]	AM	408.0	F	463.3	F	>5.0	26.4	C	-381.6
		PM	95.6	F	128.8	F	.0	49.2	D	-46.4
6. College Avenue/ Montezuma Road	Signal	AM	119.0	F	121.3	F	2.3	59.7	E	-59.3
		PM	176.0	F	187.0	F	>5.0	143.5	F	-32.5

Footnotes:
a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. OWSC – One-Way Stop Controlled intersection. Minor street approach delay is reported.
d. Δ denotes project induced delay increase.

General Notes:
Bold and shading represents a significant impact

SIGNALIZED DELAY/LOS THRESHOLDS	
Delay	LOS
0.0 < 10.0	A
10.1 to 20.0	B
20.1 to 35.0	C
35.1 to 55.0	D
55.1 to 80.0	E
> 80.1	F

SIGNALIZED DELAY/LOS THRESHOLDS	
Delay	LOS
0.0 < 10.0	A
10.1 to 20.0	B
20.1 to 35.0	C
35.1 to 55.0	D
55.1 to 80.0	E
> 80.1	F

Table 3.12-25
Mitigated Near-Term Segment Operations

Segment	LOS E Capacity [a]	(Baseline) Existing + Near-Term Cumulative			Existing + Near-Term Cumulative + Project				Mitigated LOS E Capacity [a]	With Mitigation		
		Volume	LOS [b]	V/C [c]	Volume	LOS [b]	V/C [c]	Δ		Volume	LOS	V/C
College Avenue												
Canyon Crest Drive to Zura Way	40,000	45,258	F	1.131	45,933	F	1.148	0.017	45,000	45,933	F	1.021
Montezuma Road												
55th Street to College Avenue	30,000	31,172	F	1.039	31,662	F	1.055	0.016	35,000	31,662	E	0.905

Footnotes:

a. Capacities based on City of San Diego's Roadway Classification & LOS table. The mitigation includes the addition of a 3rd northbound lane on College Avenue. An additional capacity of 5,000 ADT is assumed. The mitigation includes the addition of a raised median on Montezuma Road. The increase in capacity between a Collector and a Major road is 10,000 ADT. The raised median is part of the description of a Major that yields this increase. Therefore, an additional capacity of 5,000 ADT is assumed for the capacity provided by a raised median.

b. Average Daily Traffic

c. Volume to Capacity ratio

Table 3.12-26
Mitigated Long-Term (2030) Intersection Calculations

Intersection	Control Type	Peak Hour	Long-Term (2030) Without Project		Long-Term (2030) + Project			With Mitigation		
			Delay [a]	LOS [b]	Delay	LOS	Δ [d]	Delay	LOS	Δ [d]
2. College Avenue/ I-8 Eastbound Ramps	Signal	PM	107.5	F	110.1	F	2.6	36.5	D	-71.0
3. College Avenue/ Canyon Crest Drive	Signal	AM	214.1	F	218.8	F	4.7	88.6	F	-125.5
		PM	426.3	F	436.3	F	>5.0	195.9	F	-230.4
4. College Avenue/ Zura Way	OWSC [c]	AM	765.8	F	905.0	F	>5.0	46.3	D	-719.5
		PM	1021.0	F	107.5	F	>5.0	121.9	F	-899.1
6. College Avenue/ Montezuma Road	Signal	AM	176.6	F	178.5	F	1.9	115.9	E	-60.7
		PM	336.0	F	350.5	F	>5.0	64.2	E	-271.8
9. Montezuma Road/ 55th Street	Signal	AM	134.0	F	136.6	F	2.6	134.9	F	0.9
		PM	148.0	F	151.7	F	3.7	136.4	F	-11.6
10. Montezuma Road/ Campanile Drive	Signal	AM	82.2	F	85.3	F	3.1	82.9	F	0.7
		PM	219.4	F	226.5	F	>5.0	184.1	F	-35.3

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. OWSC – One-Way Stop Controlled intersection. Minor street approach delay is reported.
d. Δ denotes project induced delay increase.

General Notes:

Bold and shading represents a significant impact

SIGNALIZED DELAY/LOS THRESHOLDS	
Delay	LOS
0.0 < 10.0	A
10.1 to 20.0	B
20.1 to 35.0	C
35.1 to 55.0	D
55.1 to 80.0	E
> 80.1	F

SIGNALIZED DELAY/LOS THRESHOLDS	
Delay	LOS
0.0 < 10.0	A
10.1 to 20.0	B
20.1 to 35.0	C
35.1 to 55.0	D
55.1 to 80.0	E
> 80.1	F

Table 3.12-27
Mitigated Long-Term (2030) Segment Operations

Segment	LOS E Capacity [a]	Long-Term (2030) Without Project			Long-Term (2030) + Project				Mitigated LOS E Capacity [a]	With Mitigation		
		Volume	LOS [b]	V/C [c]	Volume	LOS [b]	V/C [c]	Δ		Volume	LOS	V/C
College Avenue												
Canyon Crest Drive to Zura Way	40,000	76,140	F	1.904	76,815	F	1.920	0.016	45,000	76,815	F	1.707
Zura Way to Montezuma Road	40,000	56,040	F	1.401	56,715	F	1.418	0.017	45,000	56,715	F	1.260
Montezuma Road												
55th Street to College Avenue	30,000	35,010	F	1.167	35,565	F	1.186	0.019	35,000	35,565	F	1.016

Footnotes:

a. Capacities based on City of San Diego's Roadway Classification & LOS table. The mitigation includes the addition of a 3rd northbound lane on College Avenue. An additional capacity of 5,000 ADT is assumed. The mitigation includes the addition of a raised median on Montezuma Road. The increase in capacity between a Collector and a Major road is 10,000 ADT. The raised median is part of the description of a Major that yields this increase. Therefore, an additional capacity of 5,000 ADT is assumed for the capacity provided by a raised median.

b. Average Daily Traffic

c. Volume to Capacity ratio

3.12.7.5 Alternative Mitigation Approach

The roadway improvements proposed above in subsection 3.12.7.2 would reduce the identified impacts to vehicular travel to a level below significant generally by increasing the vehicle carrying capacity of the subject roads by adding vehicle travel lanes. This approach is consistent with the City of San Diego's future plans for College Avenue, which currently is configured as a 4-lane road though classified as a 6-lane road and, therefore, plans are to widen the road. As an alternative, a plan has been developed that, instead of adding travel lanes, would narrow the existing lanes and add parking lanes to slow vehicle traffic, while widening sidewalks to accommodate more pedestrian travel. The alternative plan also would provide for Class 2 bicycle lanes on both northbound and southbound College Avenue, as would the Proposed Project. If adopted, the project would contribute its fair-share towards the improvements consistent with the percentages identified in Table 3.12-22 and Table 3.12-23. While this alternative approach would not reduce the identified impacts to vehicle traffic to a level below significant as defined by the City's criteria, it would provide a circulation system arguably more conducive to a university setting, i.e., a circulation system that elevates pedestrian and bicycle travel.

This alternative approach is outlined in detail in a report entitled *Alternative Approach to Address the Traffic Impacts of the Plaza Linda Verde Project on College Avenue and the General SDSU Campus Area*, Stepner Design Group (July 2010) ("Alternative Approach Report"). A copy of the Alternative Approach Report is provided in **Appendix 4.12** of this EIR. Under this alternative approach, each of the College Avenue intersections between Montezuma Road and Canyon Crest Drive would be modified to accommodate the following number of vehicle travel lanes, bicycle lanes, and parking lanes; illustrative depictions of each intersection cross-section are provided in the Alternative Approach Report:

1. *College Avenue at Montezuma*

- 2-northbound travel lanes on College Avenue, each 10-feet in width;
- 3-southbound travel lanes on College Avenue, including 1-left turn lane, each 10-feet in width;
- 2-Class 2 bicycle lanes on College Avenue, one northbound and one southbound, each 6-feet in width;
- 2-parking lanes on College Avenue, one northbound and one southbound, each 7-feet in width;
- A 6-foot landscaped median; and
- A 9-16-foot sidewalk on both the northbound and southbound sides of College Avenue.

2. College Avenue South of Lindo Paseo

- 3-northbound travel lanes on College Avenue, including 1-left turn lane, each 10-feet in width;
- 2-southbound travel lanes on College Avenue, each 10-feet in width;
- 2-Class 2 bicycle lanes on College Avenue, one northbound and one southbound, each 6-feet in width;
- 2-parking lanes on College Avenue, one northbound and one southbound, each 7-feet in width;
- A 6-foot landscaped median; and
- A 9-16-foot sidewalk on both the northbound and southbound sides of College Avenue.

3. College Avenue North of Lindo Paseo

- 2-northbound travel lanes on College Avenue, each 10-feet in width;
- 3-southbound travel lanes on College Avenue, including 1 left turn lane, each 10-feet in width;
- 2-Class 2 bicycle lanes on College Avenue, one northbound and one southbound, each 6-feet in width;
- 2-parking lanes on College Avenue, one northbound and one southbound, each 7-feet in width;
- A 6-foot landscaped median; and
- A 9-16-foot sidewalk on both the northbound and southbound sides of College Avenue, extending north to the southerly pedestrian bridge.

4. College Avenue South of Zura Way

- 2-northbound travel lanes on College Avenue, each 10-feet in width;
- 1-northbound right turn pocket on College Avenue, 10-feet in width;
- 2-southbound travel lanes on College Avenue, each 10-feet in width;
- 2-Class 2 bicycle lanes on College Avenue, one northbound and one southbound, each 6-feet in width; and
- A 6-foot landscaped median.

5. College Avenue North of Zura Way

- 2-northbound travel lanes on College Avenue, each 10-feet in width;
- 3-southbound travel lanes on College Avenue, including one left turn lane, each 10-feet in width;
- 2-Class 2 bicycle lanes on College Avenue, one northbound and one southbound, each 6-feet in width; and
- A 6-foot landscaped median.

6. College Avenue South of Canyon Crest Drive

- 4-northbound travel lanes on College Avenue, including one left-turn lane and one right-turn lane, each 10-feet in width;
- 2-southbound travel lanes on College Avenue, each 10-feet in width;
- 2-Class 2 bicycle lanes on College Avenue, one northbound and one southbound, each 6-feet in width; and
- A 6-foot landscaped median.

As noted above, implementation of the alternative mitigation approach would not reduce the identified significant impacts to vehicular travel to a level below significant based on the City of San Diego's significance criteria. Additionally, the alternative mitigation approach would result in potentially significant impacts to other roads in the vicinity of the project as the vehicle traffic generated by the proposed Plaza Linda Verde project, in combination with unrelated cumulative traffic, would utilize alternative routes to reach the travel destination, thereby increasing vehicle loads on these alternative routes. An analysis of the potential impacts associated with the alternative mitigation approach is presented below.

3.12.7.5.1 Impacts Analysis

There are three major arterial roadways that provide regional access to SDSU and the surrounding College Area: Fairmount Avenue, College Avenue, and 70th Street. Two of these three arterials provide direct access to Montezuma Road, which provides local access to/from the College Area and adjacent neighborhoods. The following is a brief discussion of the College Area arterial roadways that could be affected by a reduction in capacity on College Avenue:

Fairmount Avenue serves to link I-8 and the neighborhoods of Kensington, Talmadge and City Heights, as well as providing efficient access to the western terminus of Montezuma Road and the College Area. Existing daily weekday traffic volumes on Fairmount Avenue are 78,800 ADT.

College Avenue serves as the primary link for regional SDSU traffic using the I-8 corridor. In addition, College Avenue is also an important Circulation Element roadway serving residents of the College Area, including the adjacent Rolando and Talmadge neighborhoods. College Avenue between El Cajon Boulevard and I-8 currently carries between 29,000 to 44,000 ADT during weekdays with SDSU in session. This traffic is comprised of both SDSU traffic and local residential and commercial traffic.

70th Street provides access to/from I-8 for the community of Rolando, as well as the City of La Mesa to the east. The eastern portion of the College Area can be accessed from 70th Street via El Cajon Boulevard to Montezuma Road. Existing daily weekday traffic volumes on Fairmount Avenue are 20,300 ADT.

Montezuma Road runs parallel to I-8 and El Cajon Boulevard, and provides access to SDSU and the College Area and I-8 via Fairmount Avenue. Montezuma Road also serves regional traffic to SDSU using 70th Street and El Cajon Boulevard. Existing daily weekday traffic volumes on Montezuma Road range from 14,800 to 30,600 ADT between Collwood Boulevard and Catoctin Drive.

Diverted Trips Estimation

The SANDAG traffic model was used to determine the potential amount of traffic that could divert from College Avenue to other roadways if the ultimate capacity on College Avenue were reduced from 6-lanes to 4-lanes as proposed in this alternative. The regional model is an appropriate tool for this analysis because it is in essence a "gravity model", which means that it connects trip attractors with trip generators using the roadway system as efficiently as possible; this means using the shortest routes on the largest (and presumably least constrained) roadways. When the capacities of the roadways in the system are changed, the model recognizes the increase or decrease in capacity (and the resultant change in constraint), and adjusts routes and volumes accordingly. However, the model will always seek to connect the generated trips with the attractions.

Specific to this analysis, the model recognizes the substantial trip attraction which is the SDSU campus. Additionally, under the model, the campus will attract the requisite number of trips regardless of whether the roadways serving it are two lanes or twenty lanes. Since the College Avenue capacity would reduce from 6-lanes to 4-lanes under the alternative design, some trips on College Avenue would be diverted to the adjacent, parallel routes to the west and east, which are Fairmount Avenue and 70th Street, respectively. Due to the close proximity of the SDSU campus and parking garages to I-8, it is likely that the nature of the diverted trips would be residential, not SDSU related. In other words, drivers using College Avenue as a route from I-8 to more distant (2+ miles) residential destinations along the El Cajon Boulevard or University Avenue corridors could be expected to more readily travel out-of-direction on parallel routes to avoid congestion on a 4-lane College Avenue than would a commuting student or faculty member of SDSU, whose destination is along College Avenue and within 1/10 mile of I-8.

Based on the model runs conducted, the diverted ADT from College Avenue commensurate with the reduction in capacity from 6-lanes to 4-lanes was 4,000 ADT. For perspective, this equates to approximately 9%-14% of existing traffic volumes on College Avenue. For the purposes of this analysis, this diverted traffic was considered to be non-SDSU related for the reasons explained above. This traffic was distributed to Fairmount Avenue and 70th Street assuming a 75:25 split, respectively, based on existing daily traffic volumes on these roadways. These volumes were then distributed along Montezuma Road and El Cajon Boulevard to the neighborhoods along these corridors, again using existing traffic volumes as the basis of distribution.

Analysis

To assess the potential impacts to the surrounding streets that would result from the diverted traffic, a long-term street segment analysis was conducted for segments on Fairmount Avenue, 70th Street and Montezuma Road using roadway capacities consistent with the long-term street segment analysis utilized in the impacts analysis presented above in Section 3.12.5. These long-term segment volumes represent the "No Diversion, 6-Lane College Avenue" baseline condition. The diverted volumes discussed above (4,000 ADT) were added to the long-term baseline volumes to yield "With Diversion, 4-Lane College Avenue" conditions. The LOS for each condition was calculated, as was the volume/capacity (V/C) ratio. The change in the V/C ratio was then calculated, and compared to the City of San Diego's significance criteria to determine if the reduction in lanes would result in a significant impact.

As shown on **Table 3.12-28, Long-Term (2030) Street Segment Operations Without and With College Avenue Diversion**, under the alternative design approach, the diversion of 4,000 ADT from College Avenue to Fairmount Avenue, 70th Street, and Montezuma Road would cause significant cumulative impacts at the following locations:

- Fairmount Avenue from Montezuma Road to I-8
- Montezuma Road from 55th Street to College Avenue
- Montezuma Road from College Avenue to Catoctin Drive

Table 3.12-28
Long-Term (2030)
Street Segment Operations
Without and With College Avenue Diversion

Street Segment	Long Term Capacity (LOS E) [a]	No Diversion (6-Lane College Avenue)			With Diversion (4-Lane College Avenue)				
		ADT [b]	V/C [c]	LOS [d]	ADT	V/C	LOS	Δ [e]	Sig?
Fairmount Avenue *(+3,000 ADT)*									
Montezuma Road to I-8	60,000	89,000	1.483	F	**92,000**	**1.533**	**F**	**0.050**	**Yes**
Montezuma Road *(+ Variable ADT)*									
Collwood Boulevard to 55th Street	40,000	33,850	0.846	D	35,650	0.891	D	0.045	No
55th Street to College Avenue	30,000	35,010	1.167	F	**36,510**	**1.217**	**F**	**0.050**	**Yes**
College Avenue to Catoctin Drive	30,000	28,800	0.960	E	**30,150**	**1.005**	**F**	**0.045**	**Yes**
70th Street *(+1,000 ADT)*									
Alvarado Road to El Cajon Boulevard	40,000	33,000	0.825	D	34,000	0.850	D	0.025	No

Source:
SANDAG Series 11 Traffic Model.
LLG Plaza Linda Verde Traffic Study (June 2010).
Footnotes:

a. Capacities based on City of San Diego Roadway Classification & LOS table.
b. Average Daily Traffic
c. Volume ÷ Capacity
d. Level of Service
e. Δ denotes a decrease in volume to capacity ratio attributable to diversion of trips from College Avenue onto these segments.

The proposed alternative design for College Avenue that maintains a 4-lane cross section would result in approximately 4,000 ADT to be diverted from College Avenue to adjacent arterial roadways in the study area. These diverted trips would result in increases in traffic volumes on several roadways forecasted to operate at LOS F at buildout. The V/C contribution of the diverted trips would exceed the allowable increase in V/C on one segment on Fairmount Avenue, and two segments on Montezuma Road.

There are no feasible mitigation measures that would provide sufficient additional capacity on Fairmount Avenue to accommodate the increased traffic, i.e., due to existing physical constraints and lack of available right-of-way, the significantly impacted segment cannot be sufficiently widened to add the necessary additional travel lanes. Therefore, this impact would remain significant and unmitigated. With respect to Montezuma Road, improvements to the

impacted segments that would bring the road up to Major Road standards would increase the capacity from 30,000 ADT to 40,000 ADT. This would reduce the identified significant impact to the segment of Montezuma from 55th Street to College Avenue to less than significant. However, improvement to Major Road standards would not reduce the significant impacts to the second segment (College Avenue to Catoctin Drive), and improvements beyond these standards are not feasible due to existing physical constraints, lack of available right of way, and the fact that existing structures likely would need to be demolished in order to provide for a six-lane facility. Therefore, the significant impacts to Montezuma Road between College Avenue and Catoctin Drive would remain significant and unmitigated.

3.12.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The Proposed Project would result in significant impacts at various intersections and street segments within the Project study area. Mitigation is recommended requiring that CSU/SDSU contribute its fair-share towards the cost of constructing roadway improvements that would reduce the identified impacts to a level below significant. Consistent with the California Supreme Court's decision in *City of Marina v. Board of Trustees of California State University* (2006) 39 Cal.4th 341, the university's fair-share funding commitment is necessarily conditioned upon requesting and obtaining funds from the California legislature for those impacts within the jurisdiction of local agencies. For purposes of this Project only, SDSU has voluntarily committed to pay to the City of San Diego its fair-share percentage of the mitigation costs attributable to the retail component of the Proposed Project without prior legislative appropriation of the funds as a pre-condition to payment, a funding commitment that is over and above the mitigation payment framework set forth in *City of Marina.* However, if the legislature does not provide funding as to the student housing component, or if funding is significantly delayed, or if funding is appropriated but the local agency does not obtain the remaining funds to implement the subject improvement, the identified significant impacts would remain significant and unavoidable.

In the event the City determines to implement the alternative mitigation program, even if fully funded, the identified significant impacts to College Avenue would remain significant and unavoidable, and additional impacts to Fairmount Avenue and Montezuma Road also would remain significant and unavoidable because the road improvements necessary to mitigate the impacts by expanding capacity are infeasible due to existing physical constraints.