9.4 REVISED DRAFT EIR PAGES

INTRODUCTION AND EXECUTIVE SUMMARY

INTRODUCTION AND EXECUTIVE SUMMARY

I. PURPOSE

An environmental impact report ("EIR") is required to contain a brief summary of the proposed project and its environmental impacts, in accordance with the California Environmental Quality Act ("CEQA;" Pub. Resources Code, §21000 et seq.), and CEQA's implementing state guidelines "CEQA Guidelines;" Cal. Code Regs., tit. 14, §15000 et seq.). CEQA Guidelines section 15123 requires that the summary identify each significant impact, recommended mitigation measures, and alternatives that would reduce or avoid the project's significant impacts on the environment. The summary also is required to identify "areas of controversy," including issues raised by public agencies and the public, and the "issues to be resolved," including the choice among alternatives and whether or how to mitigate the significant impacts of the proposed project. This Introduction and Executive Summary provides the brief summary required by CEQA Guidelines section 15123.

II. BRIEF PROJECT SUMMARY

The Board of Trustees of the California State University ("CSU"), acting as the lead agency, proposes the San Diego State University ("SDSU") Plaza Linda Verde project ("Proposed Project"). The Proposed Project is a student housing project with a mixed-use housing/retail component that would include ground-floor retail and upper-floor student housing, stand-alone student apartments, additional parking facilities, a Campus Green featuring a public promenade, and pedestrian malls in place of existing streets/alleys linking the proposed buildings to the main SDSU campus. As a student housing project, the Project would assist in reducing the number of nuisance rentals (often referred to as "mini-dorm" housing) in the College Area community, and the proposed retail uses would serve the campus community (students, faculty, staff) and the surrounding neighborhood community.

The Project proposes the demolition of existing structures and parking lots to facilitate construction on an approximately 18-acre site located immediately south of the SDSU main campus. The development of certain portions of the Proposed Project, including the pedestrian malls and one of the mixed-use buildings, would be contingent upon the vacation of certain existing vehicular rights-of-way by the City of San Diego; if the subject vacations are not approved, the Proposed Project would proceed on a modified basis. Additionally, development of certain portions of the Proposed Project, primarily those along the eastern side of College Avenue, would be contingent upon the acquisition of certain parcels of land presently not

owned by CSU. If CSU is not able to acquire these parcels from willing sellers, the Proposed Project would proceed on a modified basis, based on available development parcels.

In conjunction with the Proposed Project, CSU also is proposing to amend the SDSU Campus Master Plan boundary, such that the southern campus boundary between 55th Street and one block east of College Avenue would extend south, generally from Aztec Walk to Montezuma Road.

The development component of the Proposed Project would include construction of the following five Project components (further detail, including graphics depicting the project components, is included in EIR **Section 1.0, Project Description**):

I. ***Mixed-Use Retail/Student Housing.*** This Project component consists of the development of four ground-floor retail and upper-floor student residential buildings located south of Hardy Avenue, north of Montezuma Road, and west and east of College Avenue. Collectively, the four buildings would contain approximately 294 apartments to house approximately 1,216 students, and also would contain approximately 90,000 gross square feet (or approximately 77,000 square feet of rentable retail space) of university/community-serving retail uses. Potential retail uses include a community grocery store (for example, Trader Joe's, Fresh & Easy, or Whole Foods, etc.), sit-down restaurant (for example, Chili's, Islands, or TGI Fridays, etc.), bicycle shop, dry cleaners, etc.

II. ***Student Apartments.*** This Project component would consist of two buildings, each four stories tall, located west of Campanile Drive, north of Montezuma Road, and south of Lindo Paseo. Collectively, the two buildings would contain approximately 96 apartments to house approximately 416 students.

III. ***Parking Facilities.*** A free-standing parking structure would be constructed at the northwest corner of Lindo Paseo and Montezuma Place. The structure would consist of five levels - one underground parking deck and four above ground decks - and would provide approximately 340 parking spaces. The parking structure also would support approximately 2,000 square feet of ground-floor retail space. The Mixed-Use Student Housing/Retail buildings to be developed east of College Avenue would contain underground parking for an additional 160 to 220 vehicles, depending on the ultimate configuration.

IV. ***Campus Green.*** A Campus Green is planned for development south of the existing SDSU Transit Center, and would consist of active and passive recreational areas for public use.

*V. **Pedestrian Malls.*** The Proposed Project also would include two pedestrian malls, in place of existing streets/alleys, to be located along the western and eastern flanks of the main mixed-use building area. These corridors would facilitate non-motorized movement between the proposed buildings and main campus, and would support meeting/resting space and outdoor eating facilities associated with the adjacent retail shops. This Project component would be ancillary to the Mixed-Use Student Housing/Retail component and would not be essential to development of the overall Project site. The Proposed Project also includes sufficient right-of-way on College Avenue for the ultimate development of Class 2 bicycle lanes (i.e., dedicated bicycle lanes within the right-of-way) in the areas fronting the Project site.

Table ES-1, Summary of Proposed Project, provides an overview of the various buildings and facilities to be constructed as part of the Proposed Project.

Table ES-1
Summary of Proposed Project

Project Component	Size	Rentable Retail Space	Housing Units	Student Beds	Parking Spaces
Buildings					
Building 1	118,550 GSF	24,340 SF	84	352	-
Building 2	85,640 GSF	17,975 SF	60	264	-
Building 3	128,925 GSF	1,815 SF	-	-	342
Building 4	123,004 GSF	13,445 SF	63	256	69-110*
Building 5	157,971 GSF	19,634 SF	87	344	91-110*
Building 6	48,070 GSF	-	44	192	-
Building 7	55,300 GSF	-	52	224	-
TOTAL	717,460 GSF	77,209 SF[1]	390	1,632	502-562*
Outdoor Space					
Campus Green	1 acre	-	-	-	-
Pedestrian Malls	0.44	-	-	-	-
TOTAL	1.44 Acres	-	-	-	-

Notes:
GSF = gross square feet; SF = square feet. [1] 90,000 GSF of retail space equals 77,209 SF of rentable space.
* Parking spaces are dependent on final configuration of subterranean site plan for Buildings 4 and 5.
All square footages, housing units, and beds are approximated.

This Draft EIR (State Clearinghouse No. 2009011040) has been prepared by the SDSU Facilities Planning, Design, and Construction department to address the potential significant environmental impacts associated with the adoption and subsequent implementation of the Proposed Project.

III. PROJECT SETTING

The SDSU campus is located in the central part of the City of San Diego, within the College Area and Navajo communities, along the southern rim of Mission Valley, approximately 10 miles northeast of downtown San Diego. The SDSU campus consists of approximately 280 acres, and the general boundaries of the campus are Montezuma Road to the south, East Campus Drive to the east, 55th Street/Remington Road to the west, and Adobe Falls Road/Del Cerro Boulevard (north of Interstate-8) to the north. For a detailed discussion of the project setting, please see **Section 1.0, Project Description**, of this EIR.

IV. TOPICS OF KNOWN CONCERN

To determine the number, scope, and extent of the environmental topics to be addressed in this EIR, SDSU prepared a Notice of Preparation and Initial Study ("NOP/IS"), and circulated the NOP/IS on January 13, 2009, to interested public agencies, organizations, community groups, and individuals in order to receive input on the Proposed Project. SDSU also held a public information meeting on January 21, 2009, to obtain public input on both the Proposed Project and the scope and content of this EIR. Interested parties attended the public information meeting and provided input.

On March 12, 2009, in response to comments on the NOP/IS, representatives of SDSU, including its traffic engineering consultant, met with the City of San Diego's traffic engineer to discuss various topics relating to the Draft EIR traffic impacts analysis. On April 21, 2009, also in response to comments submitted on the NOP/IS, representatives of SDSU met with representatives of the Redevelopment Agency of the City of San Diego to discuss various issues relating to the overall scope of the Draft EIR analysis.

Following distribution of the NOP/IS, SDSU revised the Proposed Project, primarily by eliminating one of the student apartment buildings. Consequently, a revised NOP/IS was issued on April 22, 2009. Copies of the NOP/IS dated January 13, 2009, and the NOP/IS dated April 22, 2009 are presented in **Appendix A** of this EIR. Copies of all written comments submitted in response to the NOP/IS, and all comments (oral and written) provided during the

public information meeting also are presented in **Appendix A.** A summary of the areas of controversy/issues to be resolved is provided below in subsection IX.

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

(a) Aesthetics And Visual Quality;

(b) Air Quality/Global Climate Change;

(c) Archaeological/Paleontological Resources;

(d) Geotechnical/Soils;

(e) Hazards and Hazardous Materials;

(f) Historic Resources;

(g) Hydrology And Water Quality;

(h) Land Use And Planning;

(i) Noise;

(j) Population And Housing;

(k) Public Utilities And Service Systems; and

(l) Transportation/Circulation and Parking.

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

V. TYPE OF EIR, LEVEL OF ANALYSIS, AND STANDARDS FOR EIR ADEQUACY

This EIR is a "project EIR" under CEQA and the CEQA Guidelines. A project EIR typically is prepared for a specific construction-level project. (See CEQA Guidelines, §15161.) Under CEQA, a project EIR "should focus primarily on the changes in the environment that would result from the development project . . . [and] examine all phases of the project including planning, construction, and operation." (See Pub. Resources Code, §§21068.5, 21093; and CEQA Guidelines, §§15152, 15161, 15168, 15385.)

The EIR is an informational document to be used as part of the planning process associated with the Proposed Project. Given the role of the EIR in this planning and decision-making process, it is important that the information presented in this EIR be factual, adequate and complete. The standards for adequacy of an EIR, defined in section 15151 of the CEQA Guidelines, are as follows:

> "An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible.

> Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure."

The standards for EIR adequacy were followed by the SDSU Facilities Planning, Design, and Construction department in preparing this EIR.

VI. IMPACTS, MITIGATION MEASURES, AND UNAVOIDABLE SIGNIFICANT IMPACTS

This EIR has been prepared to assess the potentially significant effects on the environment that could result from implementation of the Proposed Project. For a detailed discussion regarding potential significant impacts, please see **Section 3.0, Environmental Analysis**, of this EIR.

As required by CEQA, a summary of the Proposed Project's impacts is provided in **Table ES-2, Summary Table of Project Impacts and Mitigation Measures**, which is presented at the end of this section. Also provided in **Table ES-2** is a list of the proposed mitigation measures that are recommended in response to the potentially significant impacts identified in the EIR, and a determination of the level of significance of the impacts after implementation of the recommended mitigation measures.

VII. ALTERNATIVES

Because an EIR must identify ways to mitigate or avoid the significant environmental effects of the proposed project, this EIR identifies various alternatives to the Proposed Project, including:

(a) **No Project Alternative.** This alternative is required by CEQA, and it compares the present existing condition of the Project site against the significant impacts that would result from implementation of the Proposed Project.

(b) **Reduced Density Alternative.** Under this alternative, both the student housing and retail components of the Proposed Project would be reduced by 50 percent (*i.e.*, approximately 195 student housing units and 38,000 square feet of retail space would be developed).

(c) **Former Paseo Alternative.** Under this alternative, the Proposed Project would not be built and the site instead would be developed as the former Paseo Project. This alternative also serves as an increased density alternative because the Paseo Project proposed 470 housing units, 153,500 square feet of retail space, and 110,000 square feet of office space, which would result in significantly increased densities than those proposed as part of the Plaza Linda Verde project.

(d) **University-Serving Retail Alternative.** Under this alternative, the uses proposed under the retail component of the Proposed Project would serve the university community exclusively (SDSU students, faculty, and staff only) rather than serving the university and surrounding neighborhood community (non-SDSU-related). The distinction in uses would result in the generation of fewer vehicle trips and a corresponding reduction in related impacts.

In addition to the above alternatives, several alternatives suggested by the City of San Diego Redevelopment Agency also are addressed, including a project that would be carried out by the private sector, a project fully consistent with local land use plans, and a project that would not extend the existing campus master plan boundary. For a detailed discussion of the alternatives to the Proposed Project, please see **Section 5.0, Alternatives**, of this EIR.

VIII. AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

Comments were received in response to the NOP/IS process and the public information meeting for the Proposed Project. The comments included statements and concerns regarding the following issues; the EIR section that addresses the issue raised is provided in parentheses:

(i) Potential impacts associated with increased traffic congestion and the related funding of mitigation roadway improvements pursuant to the California Supreme Court's decision in *City of Marina v. Board of Trustees of California State University* (2006) 39 Cal.4th 341 (**Section 3.12, Transportation/Circulation and Parking**);

(ii) The Proposed Project's consistency with local land use plans, including the College Area Community Redevelopment Plan and College Area Community Plan (**Section 3.7, Land Use and Planning**);

(iii) The extent of the City of San Diego's and Redevelopment Agency's approval authority over the Proposed Project (**Section 1.0, Project Description**); and,

(iv) Potential impacts associated with vehicle parking (**Section 3.12, Transportation/Circulation and Parking**).

Please see **Appendix A** to the EIR for copies of the written comments submitted by public agencies, organizations, and individuals in response to the NOP/IS scoping process and the public information meeting.

With respect to traffic mitigation improvements, 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, 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, as to the traffic mitigation attributable to the portion of the project that would be leased for commercial/retail uses, it is appropriate in this instance, and consistent with existing law, for the commercial retailers, and not the taxpayers, to contribute to the cost of environmental infrastructure mitigation improvements to support their portion of the Project. As SDSU/CSU intends to collect those contributions from the commercial retailers through the payment of future rents, under these unique circumstances, SDSU/CSU will advance to the City of San Diego and to Caltrans, on behalf of those commercial retailers, their fair-share of the mitigation cost attributable to the retail component of the Proposed Project.

Thus, ~~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 *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.*

IX. PROJECT RELATIONSHIP TO 2007 CAMPUS MASTER PLAN

In November 2007, the CSU Board of Trustees approved the 2007 SDSU Campus Master Plan Revision and certified the EIR prepared for the project as adequate under CEQA. The 2007 Campus Master Plan Revision provides the framework for implementing SDSU's long-term goals and programs for the campus by identifying needed buildings, facilities, improvements and services to support campus growth and development from 25,000 full-time equivalent students ("FTES") to a new enrollment of 35,000 FTES by the 2024-25 academic year. To accommodate the projected student increase, the 2007 Campus Master Plan Revision involves the near-term and long-term development of classroom, student housing, faculty/staff housing, and research and student support facilities on land located throughout the SDSU central campus, Alvarado and Adobe Falls areas.

In December 2007, lawsuits were filed in San Diego Superior Court challenging the adequacy of the EIR. (*Del Cerro Action Council, et al. v. Board of Trustees of California State University*, San Diego Superior Court Case No. GIC 855643.) In February 2010, the court ruled in favor of

CSU/SDSU, finding that the EIR prepared for the 2007 Campus Master Plan was adequate under CEQA. The City of San Diego and its Redevelopment Agency, the Metropolitan Transit System, and the San Diego Association of Governments have filed appeals of that decision with the Fourth District Court of Appeal, which appeals presently are pending. The campus master plan map reflected in the November 2007 Master Plan Revision is the existing campus master plan of record (**Figure 1.0-5, Existing Campus Master Plan**).

The uses proposed by the Plaza Linda Verde project (e.g., student housing, parking, and retail) and the corresponding analysis of environmental impacts presented in this EIR, are separate from and independent of the uses approved under the 2007 Campus Master Plan and the corresponding analysis presented in the 2007 EIR.

X. EIR PROCESSING AND REVIEW

This EIR will be available for public and agency comment for a forty-five (45) day period, beginning September 27, 2010, and concluding on November 10, 2010. During this public comment period, written comments concerning the adequacy of the Draft EIR must be submitted by all interested public agencies, organizations, community groups, and individuals, to Lauren Cooper, Director, Department of Facilities Planning, Design and Construction, Administration Building, Room 130, San Diego State University, 5500 Campanile Drive, San Diego, California 92182-1624. Written comments also may be submitted to Ms. Cooper by facsimile at (619) 594-4500.

The EIR will be made available for public review during the 45-day comment period at the following locations:

(a) Benjamin Branch Library, 5188 Zion Avenue, San Diego, California;

(b) College Rolando Branch Library, 6600 Montezuma Road, San Diego, California;

(c) SDSU Love Library, Government Publications, 3rd Floor; and

(d) SDSU, Department of Facilities Planning, Design and Construction, Administration Building, Room 130.

The Draft EIR also will be available for review on the internet at www.sdsu.edu/plazalindaverde. Copies of the EIR may be purchased by contacting Esquire Litigation Solutions, Bryan Woelfle, 110 West "C" Street, San Diego, California 92101, (619) 234-0660.

Written responses to all public comments raising environmental issues will be compiled into a Final EIR. As required by CEQA, proposed written responses to comments submitted by public agencies will be provided to those agencies for review at least 10 days prior to the CSU Board of Trustees' consideration of the certification of the Final EIR.

Prior to making a final decision on the Proposed Project, the Board of Trustees will consider the Final EIR and associated administrative record, and decide whether to certify the adequacy of the Final EIR and approve the Proposed Project.

SDSU encourages public agencies, organizations, community groups and all other interested persons to provide written comments on the EIR prior to the end of the 45-day public review and comment period. If any agency, organization, group or person wishes to make a legal challenge to the Board of Trustees' final decision on the Proposed Project, that agency or person may be limited to addressing only those environmental issues that they or someone else have raised during the 45-day public review and comment period for this EIR.

XI. INCORPORATION OF STUDIES, COMMENTS, RESPONSES AND OTHER DOCUMENTS

This EIR contains references to studies, reports and other documents that were used as a basis for, or a source of, information summarized in the EIR. These documents are incorporated by reference in this EIR in accordance with section 15150 of the CEQA Guidelines. Where a study, report or document is cited or referred to in the body of this EIR, the reader should consult the "References" section for a full citation.

During the period of public review and consideration of this EIR, copies of the "Reference" documents will be available for public review upon reasonable request and during normal business hours (8:30 a.m. - 4:30 p.m., Monday - Friday) at SDSU, Department of Facilities Planning, Design and Construction, Administration Building, Room 130, 5500 Campanile Drive, San Diego, California.

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

PROJECT IMPACTS	MITIGATION MEASURES	RESIDUAL IMPACT
3.1 Aesthetics And Visual Quality		
During construction of the Proposed Project, construction-related security lighting could result in significant impacts to adjacent street traffic and residential uses.	**AVQ-1** During construction activities, CSU/SDSU, or its designee, shall take those steps necessary to ensure that temporary construction-related security lighting is arranged in such a manner so that direct rays will not shine on or produce glare for adjacent street traffic and residential uses.	None.
Lighting associated with the Proposed Project could result in significant impacts to sensitive viewers.	**AVQ-2** During the preparation of final site design plans, CSU/SDSU, or its designee, shall design each of the project components such that: (i) All light fixtures are shielded away from sensitive viewers; (ii) Motion sensor/detector lights are utilized whenever feasible to reduce the amount of constant light, especially during the late evening/early morning hours; (iii) Lighting fixtures provide illumination appropriate for the level of activity; and (iv) The overall lighting design is consistent with the lighting policies contained in SDSU's Physical Master Plan (SDSU Physical Master Plan, Phase I, pp. 157–160).	None.
	AVQ-3 During the preparation of final site design plans, CSU/SDSU, or its designee shall comply with SDSU's Physical Master Plan to ensure all building structures will not contain large expanses of reflective glass or reflective metal surfaces that would cause undue glare to passing mobile viewers and/or present a visual hazard to adjacent land uses.	

3.2 Air Quality and Global Climate Change		
Impacts to air quality would be less than significant at a project-specific and cumulative level and, therefore, no mitigation is required. Not withstanding, to ensure compliance with all applicable regulations of the San Diego Air Pollution Control District relating to construction activity emissions, mitigation is recommended.	**AQ-1** Prior to the commencement of Project construction activities, CSU/SDSU, or its designee, shall require that the principal construction contractor comply with all applicable regulations of the San Diego Air Pollution Control District regarding construction-related emissions including, but not limited to, the following: 1. During grading activities, any exposed soil areas shall be watered twice per day. On windy days or when fugitive dust can be observed leaving the project site, additional applications of water shall be applied to maintain a minimum 12 percent moisture content. Under windy conditions where velocities are forecast to exceed 25 miles per hour, all ground disturbing activities shall be halted until the winds are forecast to abate below this threshold. 2. The contractor shall implement dust suppression techniques to prevent fugitive dust from creating a nuisance offsite. These dust suppression techniques shall include the following: a. Portions of the construction site to remain inactive longer than a period of three months shall be seeded and watered until grass cover is grown or otherwise stabilized. b. All on-site access points shall be paved as soon as feasible or watered periodically or	None.

	chemically stabilized. c. All material transported offsite shall be either sufficiently watered or securely covered to prevent excessive amounts of dust. d. The area disturbed by clearing, grading, earthmoving, or excavation operations shall be minimized at all times. A maximum daily grading disturbance area shall be maintained at 8.7 acres or less, if possible and practical. 3. All vehicles on the construction site shall travel at speeds less than 15 miles per hour. 4. All material stockpiles subject to wind erosion during construction activities that will not be utilized within three days, shall be covered with plastic, an alternative cover deemed equivalent to plastic, or sprayed with a nontoxic chemical stabilizer. 5. Where vehicles leave the construction site and enter adjacent public streets, the streets shall be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface. Any visible track-out extending for more than fifty (50) feet from the access point shall be swept or washed within thirty (30) minutes of deposition. 6. The construction contractor shall utilize as much as possible pre-coated/natural colored building materials. Water-based or low volatile organic compounds ("VOC") coatings with a reactive organic gases ("ROG") content	

	of 100 grams per liter or less shall be used for interior surfaces and 150 grams of VOC per liter or less for exterior surfaces. Spray equipment with high transfer efficiency, such as the electrostatic spray gun method, or manual coatings application such as paint brush hand roller, trowel, spatula, dauber, rag, or sponge, shall be used to reduce VOC emissions, where practical.	
As the Proposed Project would be designed to achieve a LEED Silver rating, impacts to global climate change would be less than significant. To ensure a LEED Silver rating, however, mitigation is recommended requiring such.	**AQ-2** Following project approval, and during the design and construction phases of the Project, CSU/SDSU shall take those steps necessary to ensure such that the Plaza Linda Verde project achieves a LEED Silver rating. Included within those project design features incorporated to achieve a LEED Silver rating, CSU/SDSU shall: (i) design, construct and operate the student housing and mixed-use buildings to achieve a minimum five percent exceedance of the 2008 Title 24 energy efficiency standards; and (ii) install Energy Star appliances in the student housing units.	None.
3.3 Historic Resources		
The Proposed Project would not result in potentially significant impacts to historic resources. No mitigation is required.	N/A	None.

3.4 Geotechnical/Soils		
Construction and operation of the Proposed Project could result in potentially significant impacts relating to landslides/slope instability, erosion, unconsolidated soils, expansive soils, groundwater seepage, flood inundation, and seismic shaking.	**GEO-1** Prior to the commencement of design and construction activities relating to the Proposed Project, CSU/SDSU, or its designee, shall conduct, or cause to be conducted, a geotechnical investigation in conformance with the requirements of the California Building Code ("CBC") and International Building Code ("IBC"). The site-specific geotechnical investigations will include, to the extent required by the CBC and IBC, subsurface exploration, laboratory testing, and geotechnical analysis. The investigations will address the potential for landslides/slope instability, erosion, unconsolidated soils, expansive soils, groundwater seepage, flood inundation and seismic shaking. An evaluation of the suitability of the on-site soils and rock for use as fill also shall be made during the site-specific geotechnical studies. (Reference shall be made to Section 300 of the "Greenbook," which provides specifications of typical fill materials and their typical maximum allowed dimensions.) Based on the results of the site-specific investigations, geotechnical design recommendations shall be developed and included in the design and construction of the Proposed Project in conformance with applicable regulatory guidelines, including CBC and IBC requirements.	None.

	GEO-2	During project design and construction activities, CSU/SDSU, or its designee, shall use proper grading techniques (with appropriate compaction efforts) and stormwater pollution prevention devices (per regulatory agency guidelines), revegetate disturbed areas, and construct appropriate drainage provisions to reduce the potential for erosion on the Project site, in conformance with applicable regulatory guidelines, including CBC and IBC requirements. Additionally, CSU/SDSU, or its designee, shall periodically remove accumulated eroded soils and debris from surface drains, as needed.	
	GEO-3	During grading activities associated with development of the Proposed Project, CSU/SDSU, or its designee, shall require that compressible soils present on the site be removed where structural fill areas are underlain by unconsolidated soils and replaced with properly compacted or deep foundation systems, which extend through the compressible soils and are supported by the underlying firm natural soils, in conformance with applicable regulatory guidelines, including CBC and IBC requirements.	
	GEO-4	During grading activities associated with development of the Proposed Project, CSU/SDSU, or its designee, shall prohibit the placement of expansive soils within the upper few feet of finished grade, or mandate that "special" deepened and/or stiffened foundation	

		systems for proposed structures be utilized, in conformance with applicable regulatory guidelines, including CBC and IBC requirements. Surface and subsurface drainage provisions also may be implemented to reduce moisture fluctuations in subgrade soils.	
	GEO-5	To the extent the geotechnical investigation conducted pursuant to Mitigation Measure GEO-1 concludes that groundwater/seepage issues are present on the Project site, CSU/SDSU, or its designee, shall design and construct subsurface and surface drains in filled areas and behind retaining walls, in conformance with applicable regulatory guidelines, including CBC and IBC requirements. In addition, the shoring and dewatering of excavations, as needed, shall be undertaken to reduce the potential for caving of excavations due to groundwater seeps.	
	GEO-6	During design of the Proposed Project, CSU/SDSU, or its designee, shall adhere to current design parameters of the CBC (including, but not limited to, CBC Chapters 16 and 18) in order to reduce the effects of seismic shaking.	
	GEO-7	During site grading activities associated with Proposed Project build-out, CSU/SDSU, or its designee, shall require the appropriate control of surface waters and soil containment on disturbed ground surfaces in conformance with applicable regulatory guidelines, including CBC and IBC requirements, in order to reduce construction-related mudflows.	

3.5 Hazards		
Construction of the Proposed Project could result in significant impacts due to exposure to potentially contaminated groundwater and/or soils.	**HAZ-1** Prior to the commencement of Project construction, CSU/SDSU, or its designee, shall direct the Project construction contractor to develop and implement a construction health and safety plan for construction work crews who may encounter groundwater or soil contaminants. The plan shall include information about potential contaminants, protocols for reporting suspected contaminants, stop work authority, and protocols for conducting further study upon discovery.	None.
	HAZ-2 Prior to the commencement of grading, excavation, or trenching activities on Parcels 1, 2, 3, 6, 7, 10, 11, 12 and 18, CSU/SDSU, or its designee, shall direct the Project construction contractor to implement the following practices: (i) All construction workers who would be involved with grading, excavation or trenching work shall be trained to recognize visual and olfactory signs of soil contamination prior to the start of such soil work activities; (ii) All workers shall be instructed to observe the exposed soil for visual evidence of contamination throughout soil work activities; (iii) If visual contamination indicators are	

	observed during construction activities, the contractor shall halt work in the immediate vicinity of the discovery until the material is properly characterized and appropriate measures are taken to protect human health and the environment, including compliance with applicable federal, state and local requirements for sampling and testing, and subsequent removal, transport and disposal of hazardous materials; and (iv) In the event contaminated groundwater is encountered, the contractor shall document the exact location of the contamination and immediately notify the SDSU Department of Environmental Health and Safety ("DEHS"). SDSU DEHS shall then comply with ~~A~~all applicable federal, state and local health and safety requirements for testing, handling and disposing of contaminated groundwater, which may include reporting the hazard to the County Department of Environmental Health and other regulatory agencies, including the Regional Water Quality Control Board ~~shall be followed~~.	
	HAZ-3 Prior to the commencement of excavation activities on Parcels 6, 7, 10, 11, 12 and 18, CSU/SDSU, or its designee, shall require that soil samples be collected and analyzed by a California State-licensed fixed or on-site mobile analytical laboratory to determine whether soil contamination exists on the subject parcels. In the event soil contaminant levels are detected above	

	Maximum Contaminant Levels, CSU/SDSU, or its designee, shall direct that the following steps are taken: (i) A soil remediation plan shall be prepared in accordance with San Diego County Department of Environmental Health guidelines for soil remediation activity; (ii) All contaminated soils shall be removed and fully remediated in accordance with all applicable federal, state and local regulations, including those of the San Diego County Department of Environmental Health; (iii) An official closure letter shall be obtained from the San Diego County Department of Environmental Health prior to the commencement of any grading or excavation activities on the affected parcels; and, (iv) The soil contamination test results shall be used to determine an appropriate construction worker health and safety plan. All contaminated soils shall be removed by personnel who have been trained through appropriate Occupational Safety and Health Administration (OSHA) programs.	
	HAZ-4 In the event excavation depths for Parcels 1, 2, 3, 6, 7, and 18 would be deep enough to encounter groundwater, prior to excavation, CSU/SDSU, or its designee, shall require that groundwater samples be collected and analyzed by a California State-licensed fixed or on-site mobile	

		analytical laboratory to determine whether groundwater contamination exists on the subject parcels. In the event contaminated groundwater is detected, CSU/SDSU, or its designee, shall direct that the following steps are taken: (i) A groundwater remediation plan shall be prepared in accordance with San Diego County Department of Environmental Health guidelines for groundwater remediation activity. (ii) All contaminated groundwater shall be removed in accordance with applicable federal, state, and local regulations, including those of the San Diego County Department of Environmental Health and San Diego Regional Water Quality Control Board. (iii) A letter of consent shall be obtained from the San Diego County Department of Environmental Health prior to the commencement of any grading or excavation activities. (iv) The groundwater contamination test results shall be used to determine an appropriate construction worker health and safety plan. All contaminated groundwater shall be removed by personnel who have been trained through appropriate OSHA programs.	
Construction activities associated with the Proposed Project could result in significant impacts due to potential exposure to asbestos and/or lead-based paint.	**HAZ-5**	Prior to the commencement of demolition activities on Parcels 4, 5, 8, 9, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23 and 24, CSU/SDSU, or its designee, shall require that an asbestos survey and lead-based paint survey be performed by	None.

	licensed lead and asbestos contractors. The asbestos and lead paint surveys shall be used to define removal quantities, estimate abatement costs, and otherwise refine the scope of work for the removal of asbestos and lead paint, in full compliance with all applicable laws during project demolition.	
The Proposed Project could result in potentially significant impacts relating to implementation of the campus emergency plan.	**HAZ-6** Prior to occupation of Building 1, CSU/SDSU shall take those steps necessary to revise the campus emergency plan to: (i) incorporate the revised campus boundary; and (ii) incorporate the Proposed Project components as "on-campus" facilities. The plan also shall be amended to adequately plan for evacuation of these new campus facilities.	None.
3.6 Hydrology And Water Quality		
Construction of the proposed project could result in potentially significant impacts relating to stormwater runoff.	**HWQ-1** Prior to commencement of construction, CSU/SDSU, or its designee, shall develop a project-specific Stormwater Pollution Prevention Plan (SWPPP). The SWPPP shall contain a site map(s) that shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project site. The SWPPP shall include Best Management Practices ("BMPs") to protect stormwater runoff throughout construction, and identify the placement of each BMP in accordance with the California Department of Transportation's Stormwater Quality Handbooks. The SWPPP also	None.

	shall contain a visual monitoring program and a chemical monitoring program for "non-visible" pollutants for implementation in the event the BMPs fail. CSU/SDSU, or its designee, shall implement the SWPPP throughout Project construction.	
Construction of the Proposed Project could result in significant impacts associated with exposure to hydrocarbon-contaminated soil.	**HWQ-2** In the event soil impacted with hydrocarbons is encountered during Project construction, CSU/SDSU, or its designee, shall dispose of such soil in accordance with SDRWQCB Order R9-2002-342: "Waste Discharge Requirements for the Disposal and/or Reuse of Petroleum Fuel Contaminated Soils (FCS) in the San Diego Region." Order R9-2002-342 sets site-specific criteria and establishes waste discharge requirements for temporary waste piles of FCS wastes, and requires the discharger to develop and implement site-specific BMPs for control of erosion and conveyance of stormwater (SDRWQCB, 2003). Examples of BMPs include public notification, and run-on and run-off protection of stockpiles (covers and berms).	None.
Construction of the Proposed Project could result in significant impacts associated with exposure to contaminated groundwater.	**HWQ-3** In the event groundwater dewatering is necessary during Project construction, CSU/SDSU, or its designee, shall discharge in accordance with the SDRWQCB requirements outlined in Order No. R9-2008-0002, "General Waste Discharge Requirements for Discharges from Groundwater Extraction and Similar Discharges to Surface Waters within the San Diego Region Except for San Diego Bay (WDR)" (SDRWQCB, 2008). Prior to commencement of Project construction,	None.

	CSU/SDSU, or its designee, shall test the local groundwater quality to determine if it is acceptable for use on site as dust control, whether it can be discharged to the sanitary sewer, or whether it can be tanked and hauled to a legal disposal site for treatment. If discharges of groundwater to surface water are anticipated at any point during construction, CSU/SDSU, or its designee, shall obtain a general NPDES dewatering permit from the SDRWQCB.	
Operation of the Proposed Project could result in potentially significant impacts relating to stormwater runoff.	**HWQ-4** During project design, CSU/SDSU, or its designee, shall incorporate stormwater pollution control BMPs to reduce pollutants discharged from the project site to the maximum extent practicable. Post-construction pollution prevention shall be accomplished by implementing Low Impact Development ("LID") source control and treatment control BMPs, and post-construction discharge levels shall be consistent with the stormwater and water quality regulations in effect at the time of final project design. (LID BMPs slow and filter runoff in a manner that attempts to mimic natural hydrologic conditions. Source control BMPs prevent on-site contaminants from entering the drainage system. Treatment control BMPs reduce or eliminate contaminants from entering the drainage system before water leaves the site.) Permanent project design BMPs for each Proposed Project component are outlined in **Table 3.6-11, Suggested Project Design BMPs.**	None.

	HWQ-5 Following completion of Project construction, CSU/SDSU, or its designee, shall develop an Operation and Maintenance Plan requiring that permanent design stormwater pollution control BMPs be maintained throughout project operation. Maintenance activities include in the Plan shall include removal of accumulated sediment and trash, thinning of vegetative brush in biotreatment swales, and maintaining the appearance and general status of the vegetation. The Operation and Maintenance Plan shall include: • Responsibilities for managing all stormwater BMPs; • Employee training programs and duties to ensure compliance; • Operation/routine service schedule (annual inspection of facilities shall occur at a minimum); • Maintenance frequency; • Specific maintenance activities (including maintenance of stormwater conveyance stamps); and • Copies of resource agency permits.	

	HWQ-6 During Project design, CSU/SDSU, or its designee shall design the Project to ensure no net increase of surface runoff would result once the Project is operational. Project design features shall include directing drainage from rooftops, impervious parking lots, sidewalks, and walkways to adjacent landscaping, if feasible, in order to filter and infiltrate stormwater runoff.	
3.7 Land Use and Planning		
The Proposed Project would not result in potentially significant impacts to Land Use and Planning. No mitigation is required.	N/A	None.
3.8 Noise		
Construction of the Proposed Project could result in potentially significant impacts to sensitive noise receptors.	**NOI-1** During construction of the Plaza Linda Verde project, CSU/SDSU, or its designee, shall comply with the City of San Diego's noise ordinance criteria relative to construction activities. Therefore, construction-related activities shall be conducted between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday; construction is prohibited on Sunday and legal holidays. In order to minimize construction-related noise and ensure that the 12-hour average sound level does not exceed 75 dB at any residence, CSU/SDSU, or its designee, shall: • Locate noisy equipment as far as possible from the Project site boundaries and occupants of buildings. • Install stationary equipment in enclosures. • Equip all construction equipment, fixed or mobile, with properly operating and	None.

		maintained muffler exhaust systems. • Locate stockpile and vehicle staging areas as far as practical from residences and occupants of buildings. • Use quieter (i.e., typically smaller) pieces of equipment while working immediately adjacent to the existing residences located west of proposed Buildings 1, 6 and 7 and the on- campus housing adjacent to proposed Buildings 4 and 5.	
The Proposed Project could result in potentially significant impacts to Project residents due to excessive interior noise levels.	**NOI-2**	Prior to construction of Buildings 1, 2, 4, 5 and 7, CSU/SDSU, or its designee, shall conduct an interior noise study to ensure that following construction the interior noise level is mitigated to 45 dB CNEL or less. The noise study may suggest implementation of various noise abatement strategies, such as sound-rated windows and air-conditioning or mechanical ventilation.	None.
The Proposed Project could result in potentially significant impacts due to excessive exterior noise levels.	**NOI-3**	During the planning and design phase, CSU/SDSU, or its designee, shall prepare mechanical equipment plans and evaluate those plans to ensure that outdoor mechanical equipment noise will not exceed the City of San Diego's noise ordinance standards for commercial and residential uses at adjacent properties. The mechanical equipment plans may identify measures, such as selecting quieter types of equipment, constructing rooftop equipment screen walls/parapets or locating the equipment within the interior portion of the sites, in order to ensure compliance with the noise ordinance.	None.

3.9 Archaeological/Paleontological Resources		
Construction activities associated with the Proposed Project could result in significant impacts to archaeological resources potentially located on the Project site.	**ARCH-1** Subsequent to demolition and removal of existing structures and pavement from the Project site, CSU/SDSU, or its designee, shall retain a qualified archaeologist (i.e., one listed on the Register of Professional Archaeologists) to complete an archaeological survey of ground surfaces within the Project area. In the event the survey identifies potentially intact concentrations of prehistoric archaeological materials, ~~limited~~ focused data recovery archaeological excavations shall be undertaken prior to the commencement of construction in the area of concern. A qualified Native American representative shall be retained to observe all focused data recovery excavations, if any. The focused excavations shall characterize: horizontal and vertical dimensions; chronological placement; site function; artifact/ecofact density and variability; presence/absence of subsurface features; research potential extent; and the integrity of the resources. If the ~~a historical and/or~~ archaeological site ~~resource~~ is determined to be a historical resource within the meaning of CEQA Guidelines section 15064.5(a), the archaeologist shall comply with CEQA Guidelines section 15126.4(b)(3)(A), which notes that preservation in place where feasible is the preferred mitigation approach, or, alternatively, CEQA Guidelines section 15126.4(b)(3)(C), which requires preparation and adoption of a data recovery plan, as well as the submittal of all plans and studies to the California Historical Resources Regional Information Center. Alternatively, if the	None.

		archaeological site qualifies as a unique archaeological resource (see CEQA Guidelines section 15064.5(c)(3)), the archaeologist shall treat the site in accordance with the provisions of Public Resources Code section 21083.2. ~~is uncovered, appropriate mitigation measures shall be developed and implemented prior to the commencement of construction activities at that location.~~ All excavations and excavation and monitoring reports shall be completed consistent with California Office of Historic Preservation's Archaeological Resource Management Reports: Recommended Contents and Format. The archaeological excavation and monitoring reports shall include all appropriate graphics, describing the results, analysis, and conclusions of the monitoring and excavation. All original maps, field notes, non-burial related artificacts, catalog information and final reports shall be curated at a qualified institution within San Diego County that complies with the State Historic Resource Commission's 1993 Guidelines for the curation of archaeological collections, as applicable. ~~In the event the feature is determined to be a historical and/or archaeological resource, grading activities may continue on other parts of the building site while appropriate mitigation is implemented.~~	
Construction activities associated with the Proposed Project could result in significant impacts to paleontological resources potentially located on the Project site.	**PAL-1**	Prior to commencement of Project construction, CSU/SDSU, or its designee, shall retain a qualified paleontologist. The qualified paleontologist shall coordinate with the ~~to prepare a paleontological resources mitigation~~	None.

~~and monitoring plan. Components of the mitigation and monitoring plan shall include, but not be limited to:~~

- ~~The paleontologist shall inform the~~ grading and excavation contractors, act in accordance with the Society of Vertebrate Paleontology's guidelines, and monitor all on-site activities associated with ~~of the paleontological resource mitigation program.~~
- ~~A paleontological monitor shall be on site during~~ the original cutting of previously undisturbed sediments of Moderate to High resource sensitivity in order to inspect such cuts for contained fossils.
- In the event that the monitoring results in the discovery of potentially unique paleontological resources within the meaning of Public Resources Code section 21083.2, the qualified paleontologist ~~the monitor~~ will have the authority to halt excavation at that location and immediately evaluate the discovery.~~direct that the discovery be evaluated immediately by a qualified paleontologist.~~ Following evaluation, if the resource is determined to be "unique" within the meaning of Public Resources Code section 21083.2 ~~the CEQA Guidelines~~, the site shall be treated in accordance with the provisions of that section. Mitigation appropriate to the discovered resource ~~mitigation~~ including recovery, specimen preparation, data analysis, and reporting, shall be carried out in accordance with

		Society of Vertebrate Paleontology guidelines ~~developed at that time~~ prior to resuming grading activities at that location. ~~In the event the resource is determined to be a unique paleontological resource,~~ gGrading activities may continue on other parts of the building site while appropriate mitigation is implemented. Recovered fossils, along with copies of pertinent field notes, photographs, and maps, shall be deposited in an accredited ~~scientific institution with~~ paleontological collections repository. A final summary report that discusses ~~outlines the results of the mitigation program shall be completed. This report shall include discussion of~~ the methods used, stratigraphy exposed, fossils collected, and significance of recovered fossils also shall be prepared in a manner that is consistent with Society of Vertebrate Paleontology guidelines.	
Construction activities associated with the Proposed Project could result in significant impacts to Native American resources potentially located on the Project site.	NA-1	If, during any phase of Project construction, there is the discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps, which are based on Public Resources Code section 5097.98, shall be taken (Cal. Code Regs., tit. 14, §15064.5(e)(1)): 1. There will be no further excavation or disturbance of the site or any nearby area reasonably susceptible to overlying adjacent human remains until: a. The San Diego County Coroner is contacted to determine that no investigation of the cause of death is	None.

required; and

b. If the Coroner determines the remains to be Native American:

(i) The Coroner shall contact the Native American Heritage Commission within 24 hours.

(ii) The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendant from the deceased Native American; and

(iii) The most likely descendent may make recommendations to CSU/SDSU for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code section 5097.98, or,

2. Where the following conditions occur, CSU/SDSU, or its designee, shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance (Cal. Code Regs., tit. 14, §15064.5(e)(2)):

a. The Native American Heritage Commission is unable to identify a most likely descendant or the most likely descendant failed to make a recommendation within 24 hours after being notified by the Commission.

b. The descendant identified fails to make a

		recommendation; or c. CSU/SDSU, or its designee, rejects the recommendation of the descendant, and mediation by the Native American Heritage Commission fails to provide measures acceptable to CSU/SDSU.	
3.10 Population And Housing			
To ensure that any potential impacts relating to assumptions contained in the SANDAG forecasts utilized to prepare the impacts analysis remain at a level below significant, mitigation is recommended.	**PH-1**	Following approval of the Proposed Project, CSU/SDSU will promptly submit the following information to SANDAG and the City of San Diego and request that the information be incorporated into SANDAG's next update to the 2030 Regional Growth Forecast: The Plaza Linda Verde Project would add 390 housing units (1,632 beds) to the existing SDSU housing inventory, thereby resulting in a net increase of 360 housing units (1,525 beds). (Thirty existing housing units currently existing on the Project site would be reconstructed under the Proposed Project.) The Plaza Linda Verde Project would add approximately 90,000 ~~77,209~~ gross square feet of retail space in varying sizes that would be available for commercial retail lease, thereby resulting in a net increase of 45,800 ~~33,009~~ gross square feet of commercial space. (44,200 gross square feet of commercial space currently existing on the Project site would be reconstructed under the Proposed Project.) SANDAG and the City of San Diego can and should consider this information in preparing the next update to SANDAG's regional population	None.

		and housing growth forecasts, local housing elements, policies, land use designations, incentive programs and regulatory processes intended to accommodate future housing demand.	
3.11 Public Services And Utilities			
Operation of the Proposed Project could result in potentially significant impacts to water supply infrastructure.	**PSF-1**	Prior to occupancy of the Plaza Linda Verde Project, CSU/SDSU shall pay applicable City of San Diego water supply infrastructure connection fees and applicable fair-share capital facilities fees consistent with Government Code section 54999.3, to the extent the payment of such fees is made necessary by the Proposed Project.	None.
Operation of the Proposed Project could result in potentially significant impacts to sewer supply infrastructure.	**PSF-2**	Prior to occupancy of the Plaza Linda Verde Project, CSU/SDSU shall pay applicable City of San Diego sewer infrastructure connection fees and applicable fair-share capital facilities fees consistent with Government Code section 54999.3, to the extent the payment of such fees is made necessary by the Proposed Project.	None.
Construction and operational activities associated with the Proposed Project could result in potentially significant impacts to solid waste services due to finite landfill capacity.	**PSF-3**	During construction of the Plaza Linda Verde Project, CSU/SDSU, or its designee, shall dispose of all recyclable demolition waste products at a construction waste recycling facility. Following occupation of the Proposed Project, CSU/SDSU, or its designee, shall maintain an active recycling program to reduce solid waste generated by the project.	None.
	PSF-4	During final planning and design of each building to be constructed as part of the Plaza Linda Verde project, CSU/SDSU shall prepare a site-specific sewer study to determine the on-site	None.

	wastewater improvements necessary to support the intensification of land use consistent with applicable California Building Code standards; and such improvements shall be incorporated into the final design plans.	
3.12 Transportation/Circulation And Parking		
Near-Term (2015) Impacts. The Proposed Project would result in potentially significant near-term impacts to the following intersections and street segments: College Avenue/Canyon Crest Drive; College Avenue/Zura Way; College Avenue/Montezuma Road; Montezuma Road/Campanile Drive; College Avenue, Canyon Crest Dr. to Zura Way; Montezuma Road, 55th Street to College Avenue.	**TCP-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 north to the Canyon Crest Drive intersection~~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. *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 north to the Canyon Crest Drive intersection~~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	Implementation of the recommended roadway improvements 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, as to the student housing component of the project, the university's fair-share funding commitment as to the City of San Diego is necessarily conditioned upon requesting and obtaining funds from the California legislature; as to Caltrans, CSU will support Caltrans in its efforts to obtain the identified funds from the state 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 and Caltrans, as applicable, 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~~

	appropriates the funds for said improvements as requested by CSU in the state budget process.	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 City and/or Caltrans ~~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.
	TCP-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. *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.	
	TCP-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. *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.	

	TCP-4	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. *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.	
	TCP-5	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. *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.	
Long-Term (2030) Impacts. The Proposed Project would result in potentially significant long-term impacts to the following intersections and street segments: College Avenue/I-8 Eastbound Ramps; College Avenue/Canyon Crest Drive; College Avenue/Zura Way; College Avenue/Montezuma Road; Montezuma Road/55th Street; Montezuma Road/Campanile Drive; College Avenue, Canyon Crest Dr. to Zura Way; College Avenue, Zura Way to Montezuma Road;	~~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.)~~ 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 Measures TCP-1 and TCP-11.)	Implementation of the recommended roadway improvements 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, as to the student housing component of the project, the university's fair-share funding commitment as to the City of San Diego is necessarily conditioned upon requesting and obtaining funds from the California legislature; as to Caltrans, CSU will support Caltrans in

Montezuma Road, 55th Street to College Avenue.	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.)	its efforts to obtain the identified funds from the state 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 and Caltrans, as applicable, 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 City and/or Caltrans ~~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
	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 Montezuma Road/ 55th Street. *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. *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.	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.
	TCP-7	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~~ 5.31%) 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. *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~~ 1.53%) 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.	

	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 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. *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. 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.)	
	TCP-11 College Avenue/ I-8 Eastbound Ramps. *Retail* - CSU/SDSU shall pay to Caltrans its fair-share of the costs attributable to the retail component of the project (2.77%) to re-stripe College Avenue in order to provide an additional (third) northbound through lane from the Canyon Crest Drive intersection north to the Interstate-8 eastbound on-ramp, provided that Caltrans' share of the mitigation improvement cost has been allocated and is available for expenditure, thereby triggering CSU's fair-share contribution payment. *Student Housing* - CSU/SDSU shall support Caltrans in its efforts to obtain from the state Legislature the costs attributable to the student housing component of the project (1.35%) to re-stripe College Avenue in order to provide an	

	additional (third) northbound through lane from the Canyon Crest Drive intersection north to the Interstate-8 eastbound on-ramp.	
Construction activities associated with the Proposed Project could result in potentially significant impacts associated with traffic circulation.	**TCP-9** 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.	None.
Access to/from the proposed subterranean garage could result in potentially significant impacts relating to the accommodation of peak hour traffic volumes.	**TCP-10** 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.	None.

SECTION 1.0
PROJECT DESCRIPTION

1.0 PROJECT DESCRIPTION

1.1 INTRODUCTION

1.1.1 Purpose

The purpose of this section is to describe the proposed San Diego State University ("SDSU") Plaza Linda Verde project ("Proposed Project") for the public, reviewing agencies, and decision makers. Per the California Environmental Quality Act, Public Resources Code section 21000 et seq. ("CEQA"), a project description is to contain the following information: (a) the precise location and boundaries of the proposed project, shown on a detailed map, along with a regional map of the project location; (b) a statement of the objectives sought by the proposed project, which should include the underlying purpose of the project; (c) a general description of the project's technical, economic, and environmental characteristics; and, (d) a statement briefly describing the intended uses of the environmental impact report ("EIR"). An adequate project description need not be exhaustive, but should supply the information necessary for the evaluation and review of the project's significant environmental effects. This section describes the Proposed Project, including its location, characteristics, and objectives, and the intended uses of this EIR.

1.1.2 Overview of Project Description

The Proposed Project is a mixed-use development featuring ground-floor retail and upper-floor student housing, student apartments, additional parking facilities to accommodate increased parking demand within the area, a Campus Green featuring a public promenade, and pedestrian malls (in place of existing streets/alleys) that link the Project site to the main campus. As a student housing project, the Project would assist in reducing the number of nuisance rentals (often referred to as "mini-dorm" housing) in the College Area community. The proposed retail uses would serve both the university and surrounding community.

The Project proposes the demolition of existing structures and parking lots in order to facilitate construction on an approximately 18-acre site located immediately south of the SDSU main campus. The development of certain portions of the Proposed Project, including the pedestrian malls and one of the mixed-use buildings, would be contingent upon the vacation of certain existing vehicular rights-of-way; if the subject vacations are not approved, the Proposed Project would proceed on a modified basis. Additionally, development of certain portions of the Proposed Project, primarily those along the eastern side of College Avenue, would be

contingent upon the acquisition of certain parcels of land presently not owned by the university. If the university is not able to acquire these parcels from willing sellers, the Proposed Project would proceed on a modified basis, as necessary.

In conjunction with the Proposed Project, SDSU also is proposing to amend the SDSU Campus Master Plan boundary, such that the southern campus boundary between 55th Street and one block east of College Avenue would extend south generally from Aztec Walk to Montezuma Road.

The Proposed Project would consist of the following five components (further detail, including graphics depicting the project components, is included in **Subsection 1.5**):

I. ***Mixed-Use Retail/Student Housing.*** This project component consists of four ground-floor retail and upper-floor residential buildings located south of Hardy Avenue, north of Montezuma Road, and west and east of College Avenue. Collectively, the four buildings would contain approximately 294 apartments to house approximately 1,216 students, and approximately 90,000 gross square feet (or approximately 77,000 square feet of rentable retail space) of university/community-serving retail uses. Potential retail uses include a community grocery store (for example, Trader Joe's, Fresh & Easy, or Whole Foods, etc.), sit-down restaurant (for example, Chili's, Islands, or TGI Fridays, etc.), bicycle shop, dry cleaners, etc.

II. ***Student Apartments.*** This project component would consist of two buildings, each four stories tall, located west of Campanile Drive, north of Montezuma Road, and south of Lindo Paseo. Collectively, the two buildings would contain approximately 96 apartments to house approximately 416 students.

III. ***Parking Facilities.*** A free-standing parking structure would be constructed at the northwest corner of Lindo Paseo and Montezuma Place. The structure would consist of five levels - one underground parking deck and four above ground decks - and would provide approximately 340 parking spaces. The parking structure also would support approximately 2,000 square feet of ground-floor retail space. The Mixed-Use Retail/Student Housing buildings to be developed east of College Avenue would contain underground parking for an additional 160 to 220 vehicles, depending on the ultimate configuration.

IV. ***Campus Green.*** A Campus Green is planned for development south of the existing SDSU Transit Center, and would consist of active and passive recreational areas for public use.

*V. **Pedestrian Malls.*** The Proposed Project would include two pedestrian malls, in place of existing streets/alleys, to be located along the western and eastern flanks of the main mixed-use building area. These corridors would facilitate non-motorized movement between the Project site and main campus, and would support meeting/resting space and outdoor eating facilities associated with the adjacent retail shops. This component would be ancillary to the Mixed-Use Retail/Student Housing component, and would not be essential to development of the overall Project site. The Proposed Project also includes sufficient right-of-way on College Avenue for the ultimate development of Class 2 bicycle lanes (i.e., dedicated bicycle lanes within the right-of-way) in the areas fronting the project.

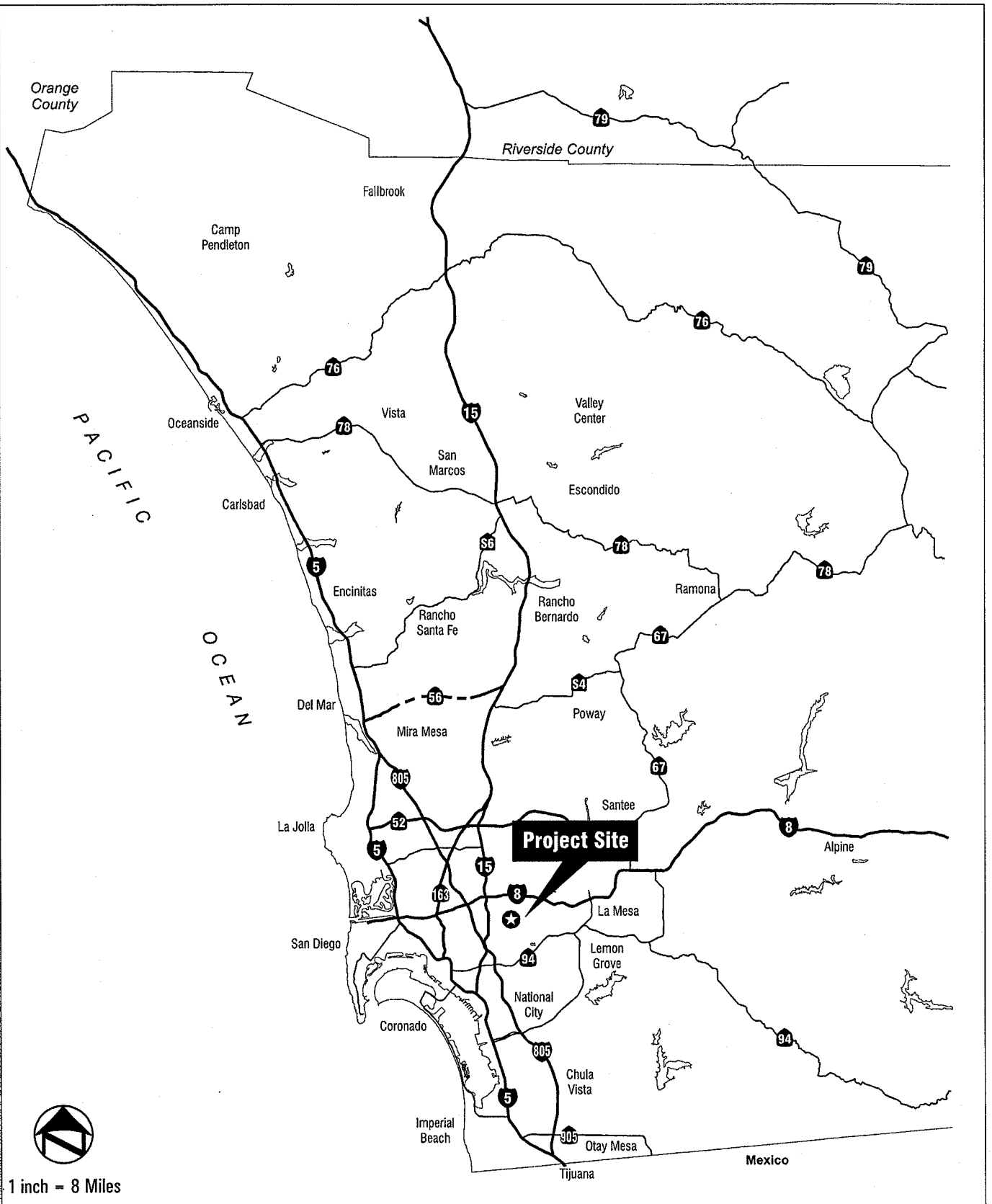
1.1.3 Project Location

The Proposed Project would be located adjacent to the main SDSU campus, approximately 8 miles east of downtown San Diego (see **Figure 1.0-1, Regional Map**). The existing boundaries of the SDSU campus generally are Hardy Avenue on the south, East Campus Drive on the east, 55th Street/Remington Road on the west, and Adobe Falls Road/Del Cerro Boulevard (north of Interstate 8 [I-8]) on the north. As shown on **Figure 1.0-2, Vicinity Map**, the Proposed Project would be developed on property located south of the existing Campus Master Plan boundary, generally between Aztec Walk and Montezuma Road. The land on which the Proposed Project would be developed currently is owned by SDSU, the SDSU Research Foundation, and private entities. Lands currently owned by private entities would be purchased by SDSU prior to development.

The Project site is located within the College Area Community of the City of San Diego (see **Figure 1.0-3, College Area Community**). The Project site also is located in a designated redevelopment area, referred to as the College Community Redevelopment Project Area. The College Area Community Plan, which is a component of the City's General Plan, designates parcels included in the area of the Proposed Project for a mixture of land uses, including "Undeveloped," "Commercial," "Single-Family Residential," "Communication Utilities (Transportation Related)," and "Institutional." The College Community Redevelopment Project Area includes the Project site within its "Core Subarea."

1.1.4 Project Information

Information pertinent to the Proposed Project, including the project title, lead agency for the project, project sponsor, project contact person, current zoning for the project site, and level of environmental analysis to be conducted for the Proposed Project, is provided below.



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SDSU Plaza Linda Verde EIR

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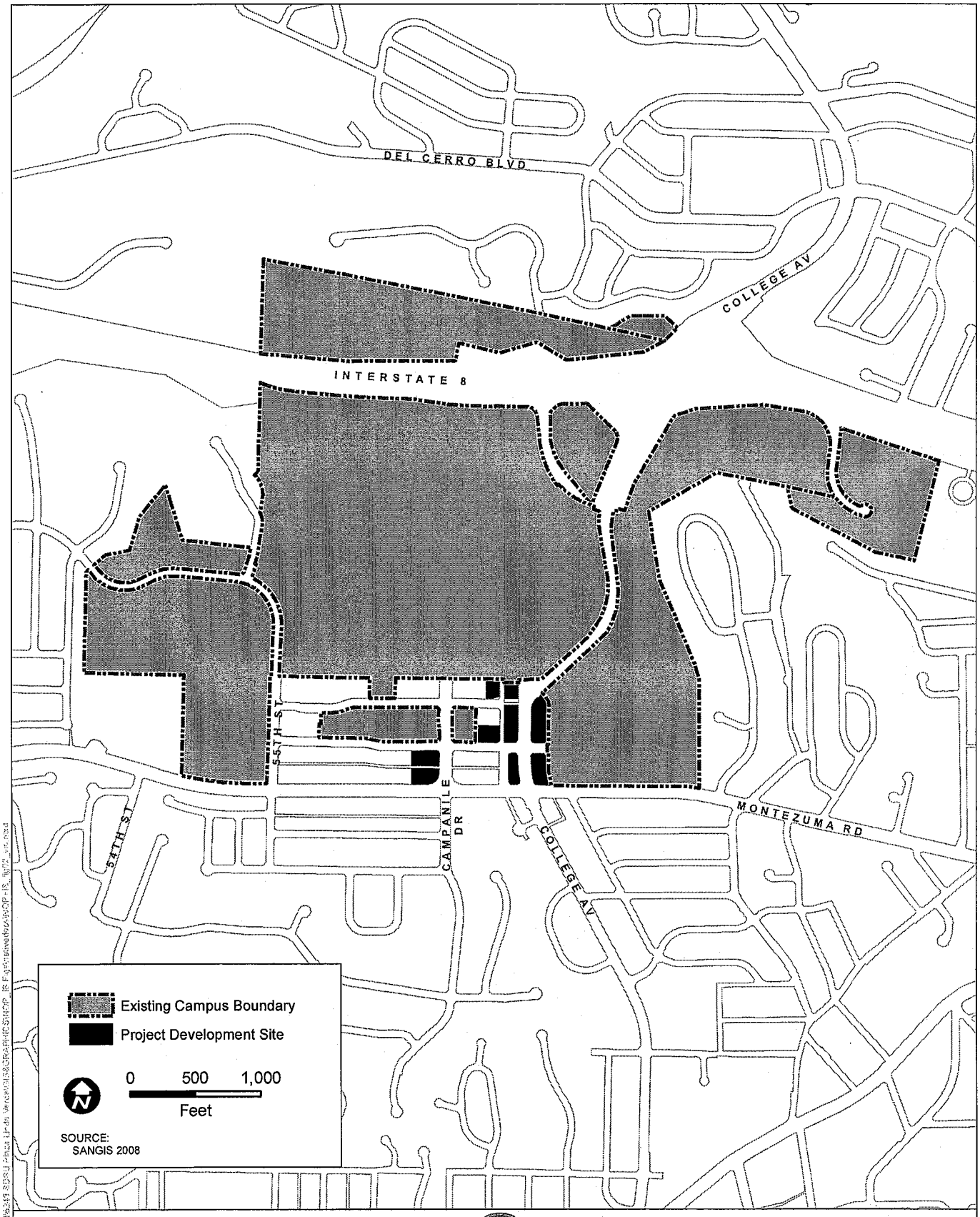
Figure 1.0-1

Regional Map



SDSU Plaza Linda Verde EIR

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Figure 1.0-2
Vicinity Map

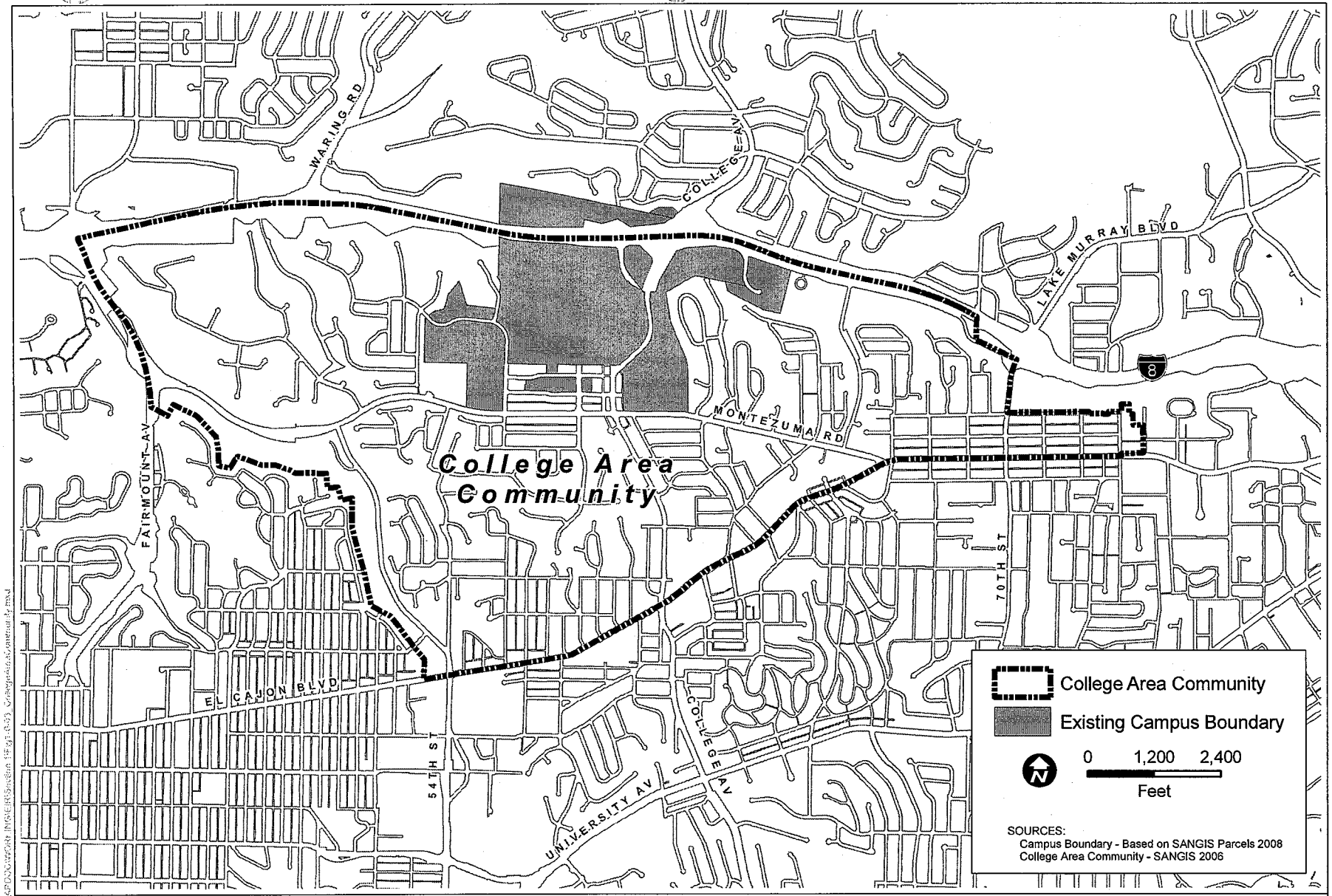

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Figure 1.0-3
College Area Community

Project Title

Plaza Linda Verde

Lead Agency

The Board of Trustees of the California State University
401 Golden Shore, 6th Floor
Long Beach, California 90802
(562) 951-4020

Project Sponsor

San Diego State University
Business and Financial Affairs
Facilities Planning, Design and Construction
5500 Campanile Drive
San Diego, California 92182-1624
(619) 594-5224

Contact Person

Lauren Cooper
Director, Facilities Planning, Design and Construction
San Diego State University
5500 Campanile Drive
San Diego, California 92128-1624
(619) 594-5224

General Plan/Community Plan Designation/Zoning

Multiple Uses/Undeveloped, Commercial, Single Family Residential, Communication Utilities (Transportation Related), Institutional/CN-1-2 and RM-3-9.

Level of Environmental Review

The EIR analyzes the Proposed Project at a project-level of review, examining the environmental effects of a specific development project. The EIR examines all phases of development and operation of the Proposed Project; no further CEQA review will be required prior to project implementation.

1.2 PROJECT AREA HISTORY AND EXISTING CONDITIONS

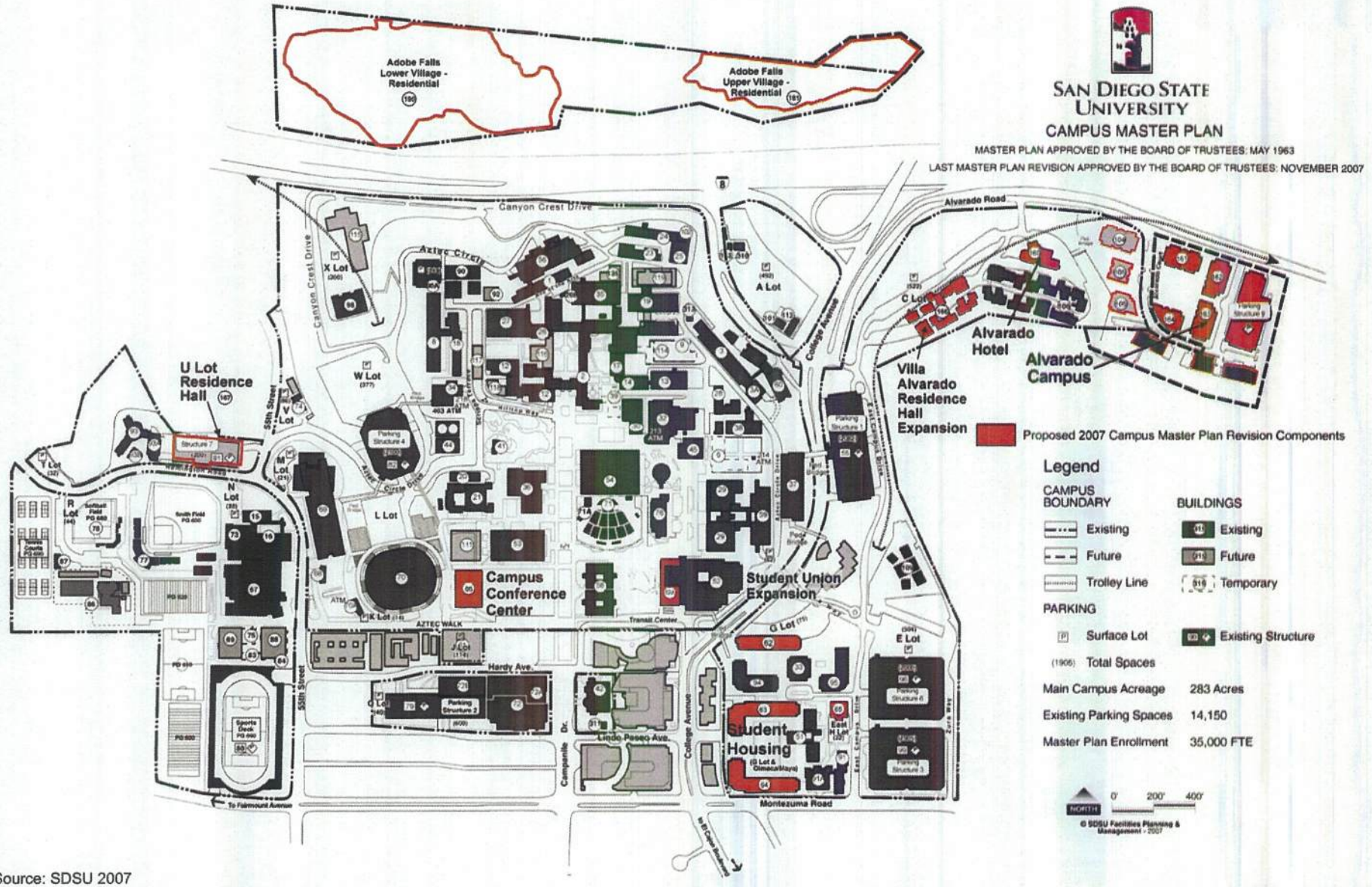
1.2.1 SDSU Campus

Founded as a state college in 1897, SDSU initially occupied a single building in downtown San Diego. In February 1930, the SDSU campus was moved to its present location atop Montezuma Mesa and operated from the seven Spanish Colonial style buildings surrounding what is still referred to as the "Main Quad." Expansion of the campus initially occurred to the north and southeast. Gradually, the canyon areas were filled with auxiliary uses, including sporting and entertainment venues, as well as various parking lots.

By the early 1960s, primarily due to parking concerns and a lack of established functional campus areas, a comprehensive planning effort was deemed necessary for the future expansion of SDSU. The first SDSU campus master plan was prepared by Frank L. Hope and Associates and was approved by the Board of Trustees of the California State University ("CSU") in 1963. The 1963 master plan contained a planned land use map, outlined directives for facility placement, and provided target square footage for academic, support, and athletic spaces. An update to the 1963 campus master plan was completed in 1967 and a number of primarily minor revisions were made to the plan throughout the 1970s.

Several major revisions have been made to the master plan over the last 12 years. Beginning in 1997, SDSU embarked on a comprehensive two-phase master planning effort, which resulted in a significant update to the prior master plan efforts. Phase I of the process involved the preparation of a physical master plan, which documented SDSU's existing conditions and outlined proposed policies and guidelines to maintain and enhance the character, form, and function of the campus. Phase II of this process evolved into two distinct planning programs: the SDSU Aztec Walk Master Plan (approved in 1999) and the SDSU Campus Master Plan 2000 (approved in 2001).

Components of the Aztec Walk Master Plan included the consolidation and redevelopment of SDSU's athletic, recreational, and student housing resources. Replacement locations for parking and utility facilities also were included. The Campus Master Plan 2000 consisted of a comprehensive, campus-wide, build-out strategy. This master plan proposed the redevelopment of several classroom, office, research, and student buildings and facilities; and the development of several new buildings: a physical plant and yard, parking structure, and central campus park area. **Figure 1.0-4, Previous Campus Master Planned Projects**, includes



Source: SDSU 2007

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SDSU Plaza Linda Verde EIR

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Figure 1.0-4

Previous Campus Master Planned Projects

the location of the Aztec Walk Master Plan and Campus Master Plan 2000 components on the current SDSU campus.

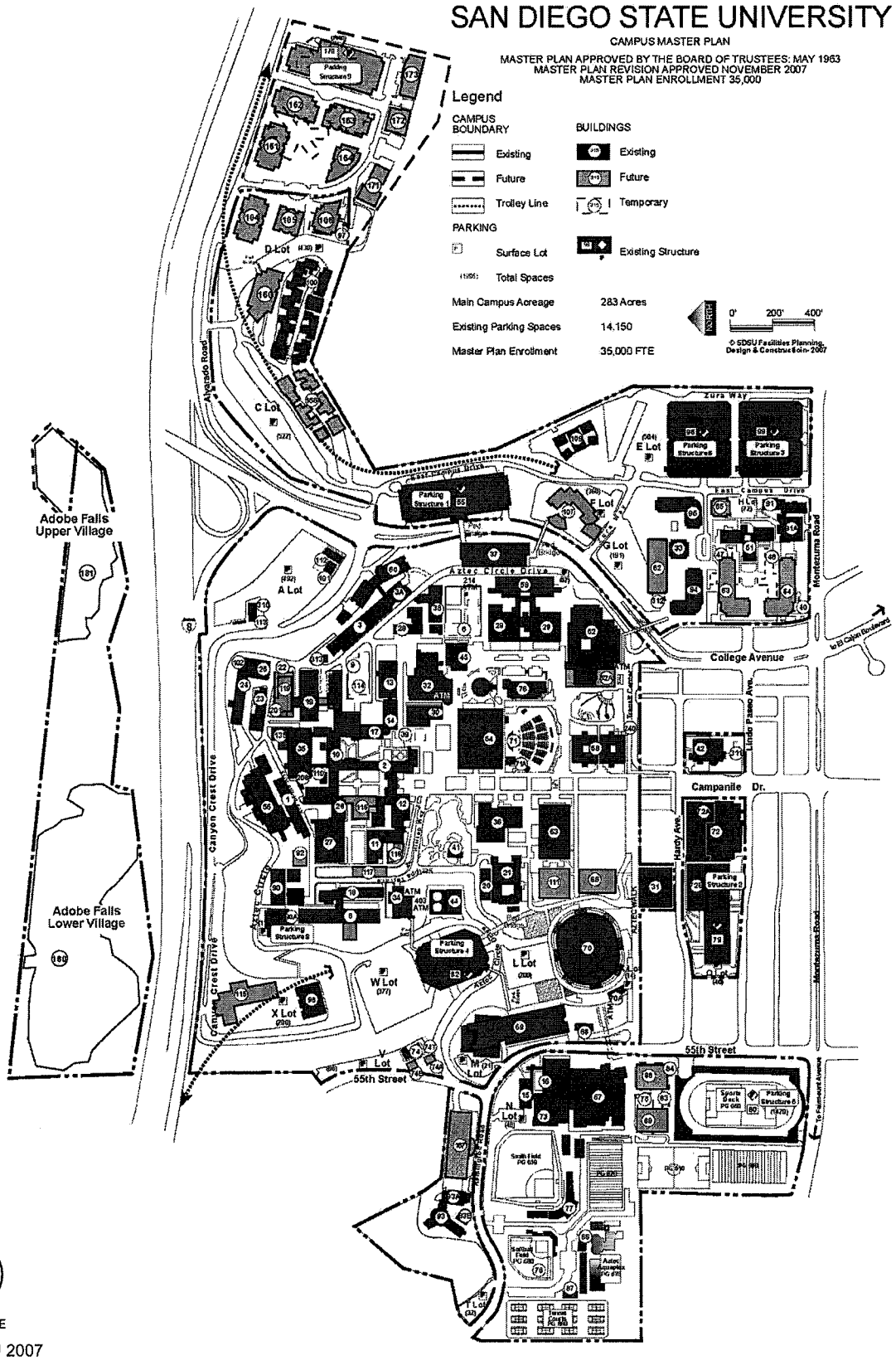
In November 2007, the CSU Board of Trustees approved the 2007 SDSU Campus Master Plan Revision and certified the EIR prepared for the project as adequate under CEQA. The 2007 Campus Master Plan Revision provides the framework for implementing SDSU's long-term goals and programs for the campus by identifying needed buildings, facilities, improvements and services to support campus growth and development from 25,000 full-time equivalent students ("FTES") to a new enrollment of 35,000 FTES by the 2024-25 academic year. To accommodate the projected student increase, the 2007 Campus Master Plan Revision involves the near-term and long-term development of classroom, student housing, faculty/staff housing, and research and student support facilities on land located throughout the SDSU central campus, Alvarado and Adobe Falls areas.

In December 2007, lawsuits were filed in San Diego Superior Court challenging the adequacy of the EIR. (*Del Cerro Action Council, et al. v. Board of Trustees of California State University*, San Diego Superior Court Case No. GIC 855643.) In February 2010, the court ruled in favor of CSU/SDSU, finding that the EIR prepared for the 2007 Campus Master Plan was adequate under CEQA. The City of San Diego and its Redevelopment Agency, the Metropolitan Transit System, and the San Diego Association of Governments have filed appeals of that decision with the Fourth District Court of Appeal, which appeals presently are pending. The campus master plan map reflected in the November 2007 Master Plan Revision is the existing campus master plan of record (**Figure 1.0-5, Existing Campus Master Plan**). The uses proposed by the Plaza Linda Verde project (e.g., student housing, parking, and retail) and the corresponding analysis of environmental impacts presented in this EIR, are separate from and independent of the uses approved under the 2007 Campus Master Plan and the corresponding analysis presented in the 2007 EIR.

Figure 1.0-6, Campus Directory, provides a map of the existing SDSU Campus. SDSU recently has completed several new buildings/facilities that were featured in prior master plan update efforts, including the Aztec Aquaplex, Aztec Athletics Center, and Parking Structure 6. SDSU currently is in the process of constructing the new Alumni Center immediately north of Parking Structure 5.

1.2.2 Surrounding Community Development

In addition to the planning efforts undertaken by SDSU, the Redevelopment Agency of the City of San Diego ("Redevelopment Agency"), and the Metropolitan Transit System ("MTS") each have been involved in infrastructure and community development programs within the College Area.



NOT TO SCALE

Source: SDSU 2007

SDSU Plaza Linda Verde EIR

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Figure 1.0-5

Existing Campus Master Plan

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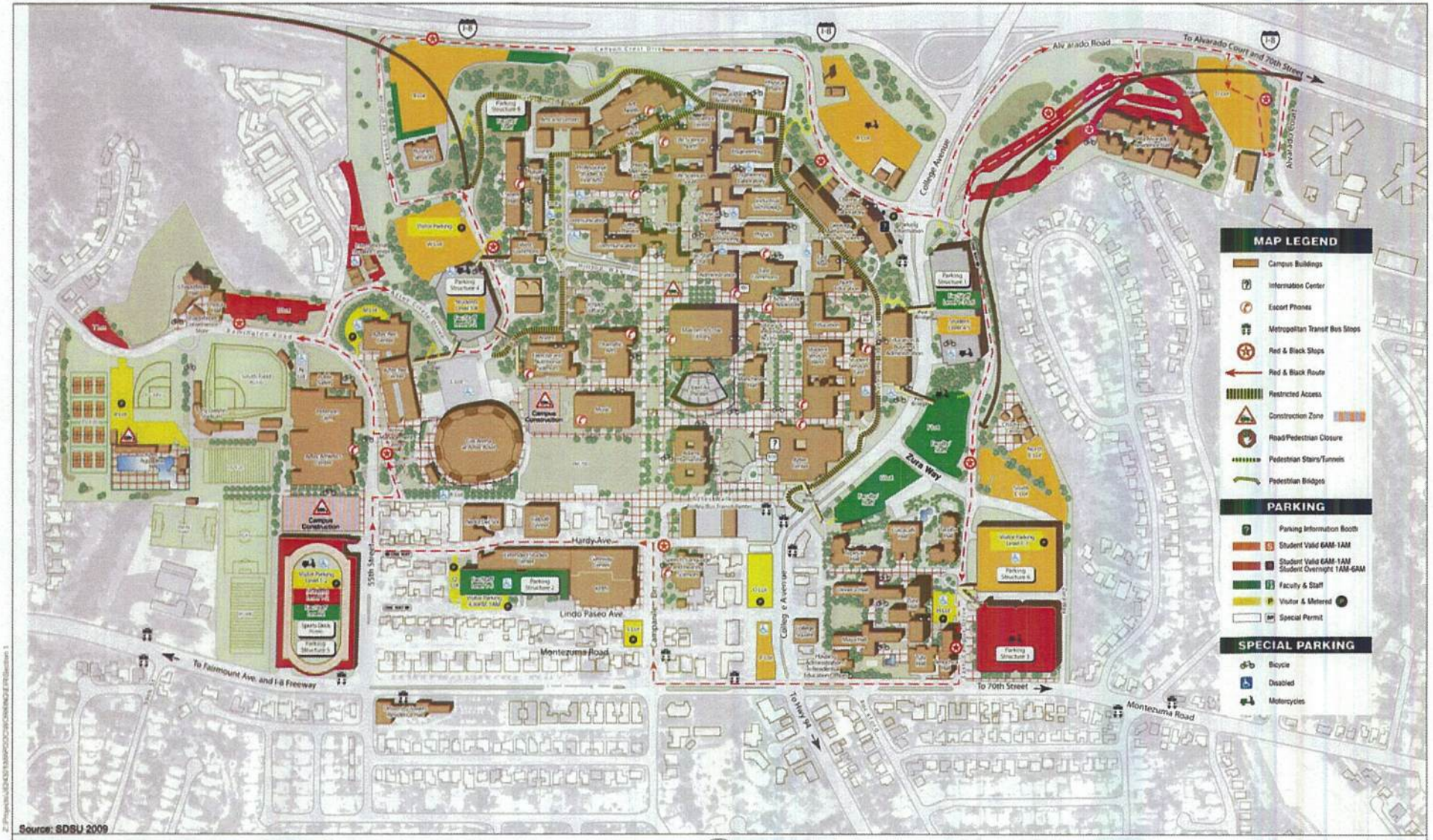

Source: SDSU 2009

SDSU Plaza Linda Verde EIR

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Figure 1.0-6
Campus Directory

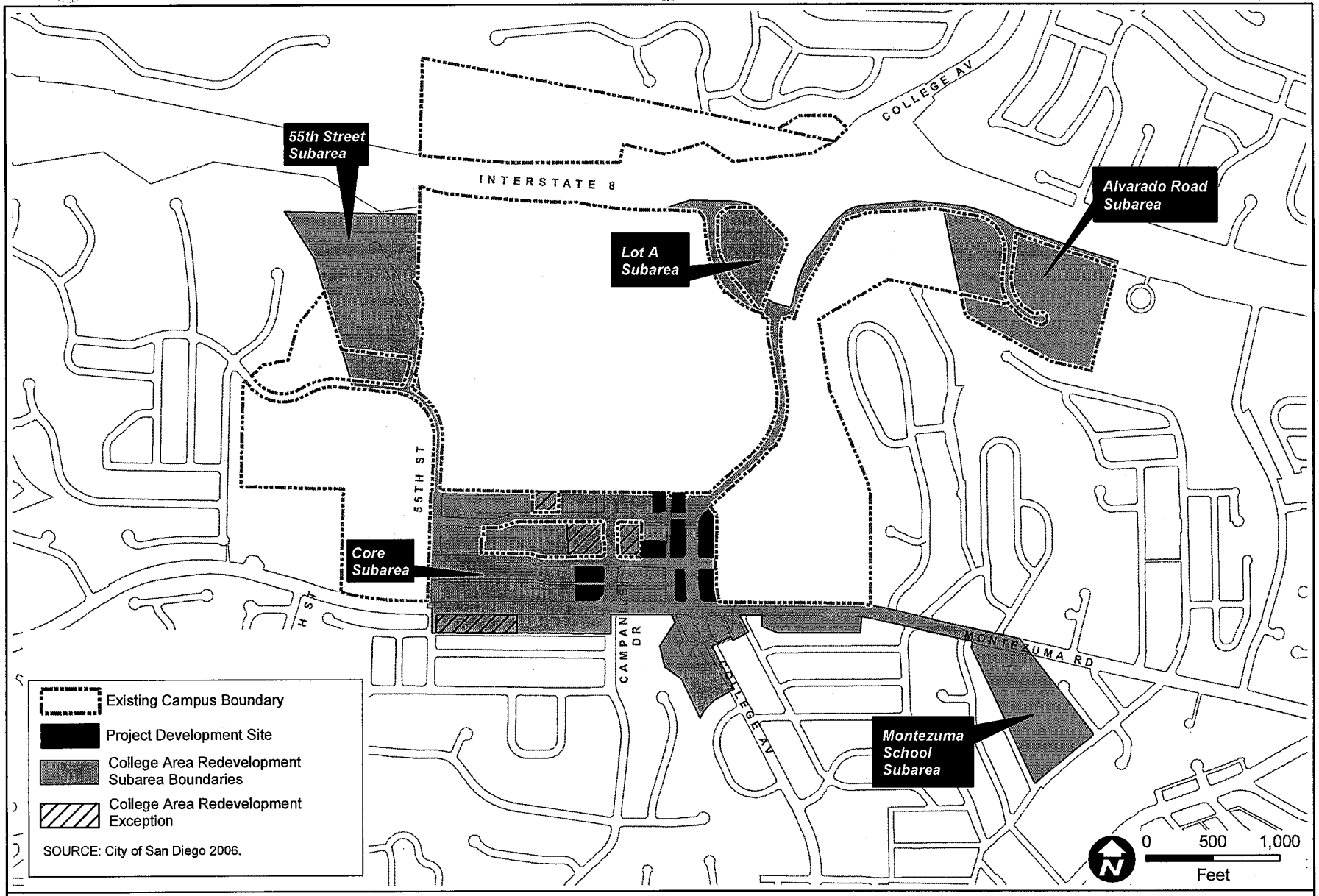
In 1993, the Redevelopment Agency approved the College Community Redevelopment Plan and related Redevelopment Project to address student housing, transportation planning, parking, and public improvements in the College Area. The College Community Redevelopment Project Area consists of approximately 131 acres within the area generally bounded by I-8 on the north, Montezuma Road to the south, 55th Street to the west, and 70th Street on the east. The College Area Redevelopment Project Area is depicted on **Figure 1.0-7, College Community Redevelopment Project Subarea Boundaries**. The College Community Redevelopment Project Area is divided into five zones, including the Core-Subarea, which consists of the land immediately south of the southern SDSU boundary along the Montezuma Road and College Avenue transportation corridors, and includes the site of the Proposed Project.

MTS is the transit planning agency for the greater San Diego region. In July 2005, MTS completed the Mission Valley East Extension of the San Diego Trolley, which connects the Grantville and College neighborhoods with La Mesa and Mission Valley. The trolley extension projects included an underground SDSU Transit Center located along the north side of Aztec Walk. The SDSU transit station provides a central location for the City bus system, trolley, and internal "Red and Black" bus service.

1.3 PROJECT BACKGROUND

In the 1990s, the Redevelopment Agency, along with the SDSU Research Foundation and other property owners in the area, began planning the redevelopment of a group of properties within the Core Subarea. The proposed redevelopment project, which became known as the "Paseo at San Diego State University" ("Paseo Project"), consisted of a mixed-use development intended to support both the campus and surrounding communities with additional housing, services, and passive open spaces.

In July 2005, a final EIR was issued that analyzed the potential impacts of the Paseo Project, with the Redevelopment Agency serving as the lead agency. However, due to numerous issues relating to the financial feasibility of the project, the Paseo Project ultimately was set aside.



SDSU Plaza Linda Verde EIR

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Figure 1.0-7
College Community Redevelopment Subarea Boundaries

The Plaza Linda Verde Project would provide a similar amount of student housing as the Paseo Project, but would include a smaller commercial/retail component. Additionally, in contrast to the Paseo Project, build-out of the Proposed Project would not require the condemnation of private property; necessary property acquisitions would be made from willing sellers only.

1.4 PROJECT GOALS AND OBJECTIVES

The overall goal of the Proposed Project is the removal of existing substandard and deteriorated properties, and the subsequent development of high density housing with commercial/retail uses to serve the university and community. The specific project objectives follow:

1. Increase on-campus student housing options by providing new housing for approximately 1,600 additional students, thereby reducing the demand for student housing in the neighborhoods adjacent to campus.

2. Provide a vibrant commercial environment adjacent to the main campus with food, entertainment, and shopping opportunities for students, faculty, staff, campus visitors, and local members of the College Area Community.

3. Eliminate further deterioration in the area of the Proposed Project.

4. Improve the existing architecture, landscape, and urban design within the Project site.

5. Develop additional local job opportunities.

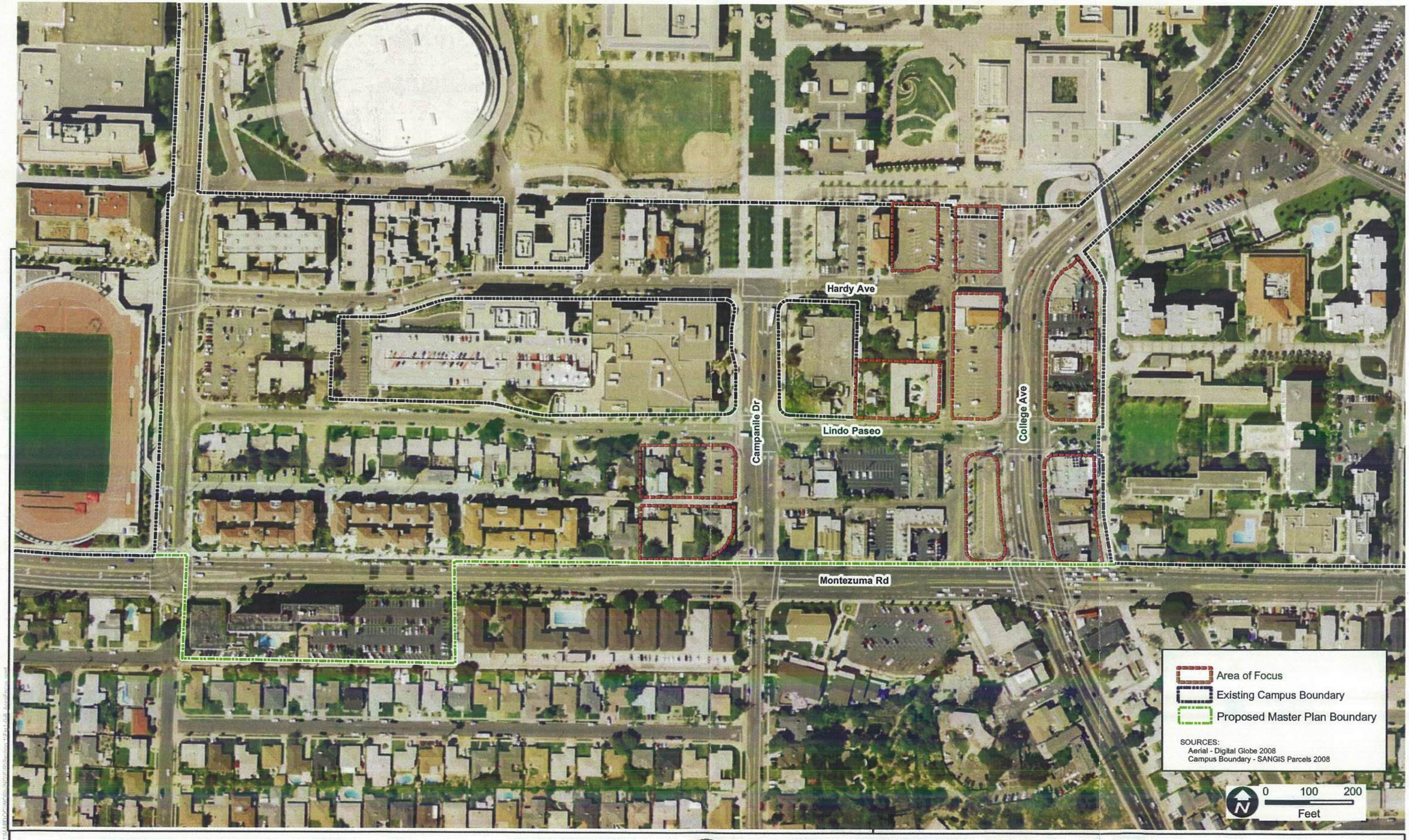
6. Reduce regional traffic by providing additional on-campus student housing and creating a pedestrian/bicycle friendly, transit-oriented environment.

7. Facilitate comprehensive long-range planning for the campus.

1.5 PROJECT DESCRIPTION

1.5.1 Project Location and Setting

As stated previously, the Project site is located adjacent to the main SDSU campus, approximately 8 miles east of downtown San Diego (**Figure 1.0-1**). As shown on **Figure 1.0-8, Area of Focus**, the Proposed Project would be located outside of the existing Campus Master Plan boundary, generally south of Hardy Avenue/Aztec Walk and north of Montezuma Road, and would be developed on property presently owned by CSU, the SDSU Research Foundation, and private parties. (The existing boundaries of the SDSU campus generally are Hardy Avenue/Aztec Walk on the south, East Campus Drive on the east, 55th Street/Remington Road



SDSU Plaza Linda Verde EIR

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Figure 1.0-8
Area of Focus

on the west, and Adobe Falls Road/Del Cerro Boulevard (north of I-8) on the north.) Ultimate project development would be on land owned by CSU. Land currently owned by private parties would be acquired from willing sellers only; CSU/SDSU will not utilize eminent domain to acquire those properties presently owned by others. The ownership status of each of the parcels proposed for development is depicted on **Table 1.0-1, Development Parcels/Ownership/Existing Uses**. As shown on **Table 1.0-1**, of the 24 parcels proposed for development, six currently are owned by private parties.

Regionally, the Project site can be accessed from either the north or the south. From the north, the campus can be accessed by way of College Avenue, which also provides local access to I-8. Additionally, College Avenue connects I-8 to the Del Cerro, Navajo, and College Area communities. From the south, the SDSU campus can be accessed by way of Montezuma Road, an east–west roadway near the southern boundary of the campus. Montezuma Road also provides access to I-8 via Fairmont Avenue to the west and El Cajon Boulevard to the east.

The Project site and SDSU campus are located within the urban College Area Community Planning Area of the City of San Diego. Project components adjacent to College Avenue and Montezuma Road would be located on land currently designated as "Redevelopment Project Area" by the College Area Community Plan Map (City of San Diego, 1989). The Redevelopment Project Area (**Figure 1.0-7**) in which the Proposed Project is located (the Core Subarea) generally is located south of the existing SDSU campus boundary, west of College Avenue, north of Mary Lane Drive, and east of Remington Road. The College Area Community Planning Area is comprised of approximately 1,950 acres, most of which is developed with single-family residential uses.

As of September 2006, the San Diego Association of Governments ("SANDAG") estimated that the total population of the College Area Community Planning Area was 21,454; this population was forecasted to increase to 23,852 by 2010 (SANDAG, 2006). Although the College Area Community Planning Area is dominated by single-family land uses, multi-family and commercial land uses are located adjacent to the major transportation corridors in the planning area, including Montezuma Road, College Avenue, and El Cajon Boulevard. Institutional land uses in the planning area include SDSU and the Alvarado Medical Center, which is located south of I-8 and east of the SDSU campus.

Aside from the pedestrian malls that would be located on existing streets/alleys, the Proposed Project would be constructed on 24 existing parcels. The parcels currently support parking lots, various commercial and residential buildings, and a service station. **Figure 1.0-9, Existing**

Parcel ID	APN	Number	Street
1	4660500100	5850-82	HARDY AVE
2	4670100100	5194-98	COLLEGE AVE
3	4670100200	5186-92	COLLEGE AVE
4	4670100300	5178	COLLEGE AVE
5	4670100400	5168-74	COLLEGE AVE
6	4670100500	5164	COLLEGE AVE
7	4670100600	5140	COLLEGE AVE
8	4660502200	5830-5840	LINDO PASEO
9	4660505200	5822	LINDO PASEO
10	4670100700	5104	COLLEGE AVE
11	4670100800	5130	COLLEGE AVE
		5185	COLLEGE AVE
12	4670102700	5187	COLLEGE AVE
13	4670102800	5157	COLLEGE AVE
14	4670102400	5155	COLLEGE AVE
15	4670102300	5141	COLLEGE AVE
16	4670102600	5131	COLLEGE AVE
17	4670101100	5119	COLLEGE AVE
18	4670102500	5111	COLLEGE AVE
19	4660504300	5721	LINDO PASEO
20	4660504200	5723	LINDO PASEO
21	4660504100	5118-5132	CAMPANILE DR
22	4660600900	5734	MONTEZUMA RD
23	4660600800	5742	MONTEZUMA RD
24	4660600700	5750	MONTEZUMA RD

Proposed Master Plan Boundary

Existing Campus Boundary

Existing Parcels

SOURCES: SANGIS Parcels 2008 and SDSU Aerial - DIGITAL GLOBE 2008

HARDY AV

LINDO PASEO

MONTEZUMA RD

CAMPANILE DR

COLLEGE AV

MONTEZUMA PL

0 100 200 Feet

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Figure 1.0-9

Existing Parcels

Table 1.0-1

Development Parcels/Ownership/Existing Uses

Parcel ID	Address	Ownership	Existing Uses			
			Square Feet (Commercial/ Retail/Office)	Dwelling Units (Residential)	Beds (Residential)	Parking Spaces (Parking Lots)
1	5850-82 Hardy Avenue	CSU Board of Trustees	--	--	--	41*
2	5194-98 College Avenue	CSU Board of Trustees	--	--	--	41*
3	5186-92 College Avenue	CSU Board of Trustees	--	--	--	41*
4	5178 College Avenue	CSU Board of Trustees	7,600	--	--	--
5	5168-74 College Avenue	CSU Board of Trustees	4,600	--	--	--
6	5164 College Avenue	CSU Board of Trustees	--	--	--	44**
7	5140 College Avenue	CSU Board of Trustees	--	--	--	44**
8	5830-5840 Lindo Paseo	CSU Board of Trustees	--	24	54	--
9	5822 Lindo Paseo	CSU Board of Trustees	--	1	0 (vacant)	--
10	5104 College Avenue	CSU Board of Trustees	--	--	--	8***
11	5130 College Avenue	CSU Board of Trustees	--	--	--	31***
12	5185 and 5187 College Avenue	Private	5,480	--	--	--
13	5157 College Avenue	SDSU Research Foundation	3,160	--	--	--

Table 1.0-1 (Continued)

Development Parcels/Ownership/Existing Uses

14	5155 College Avenue	Private	2,160	--	--	--
15	5141 College Avenue	Private	2,430	--	--	--
16	5131 College Avenue	SDSU Research Foundation	15,370	--	--	--
17	5119 College Avenue	Private	2,100	--	--	--
18	5111 College Avenue	Private	1,300	--	--	--
19	5721 Lindo Paseo	Private	--	1	18	--
20	5723 Lindo Paseo	SDSU Research Foundation	--	1	3	--
21	5118-5132 Lindo Paseo	SDSU Research Foundation	--	--	--	38
22	5734 Montezuma Road	SDSU Research Foundation	--	1	14	--
23	5742 Montezuma Road	SDSU Research Foundation	--	1	0 (vacant)	--
24	5750 Montezuma Road	SDSU Research Foundation	--	1	18	--
TOTAL			44,200	30	107	_____

* Parcels 1, 2, and 3 consist of an existing parking lot that is owned by SDSU/CSU and leased to 5-Star Parking. SDSU catalogues parking lot capacities by lot rather than underlying parcel. This lot consists of 123 total spaces; this total was divided among the three parcels and, therefore, the per parcel amount is approximate.

** Parcels 6 and 7 consist of existing O Lot, which is owned by SDSU/CSU. O Lot consists of 88 total spaces; this total was divided between the two parcels and, therefore, the per parcel amount is approximate.

*** Parcels 10 and 11 consist of existing P Lot. P Lot consists of 39 spaces; this total was divided between the two parcels based on approximate size, and, therefore, the per parcel amount is approximate.

Parcels, depicts the existing campus boundary, the proposed boundary, and the 24 parcels proposed for development as part of the Project. **Table 1.0-1, Development Parcels/Ownership/Existing Uses**, provides a listing of each parcel, the ownership status, existing use, and existing size. **Figure 1.0-9A, Property Ownership Interests**, depicts the existing property ownership interests in the area of the Proposed Project.

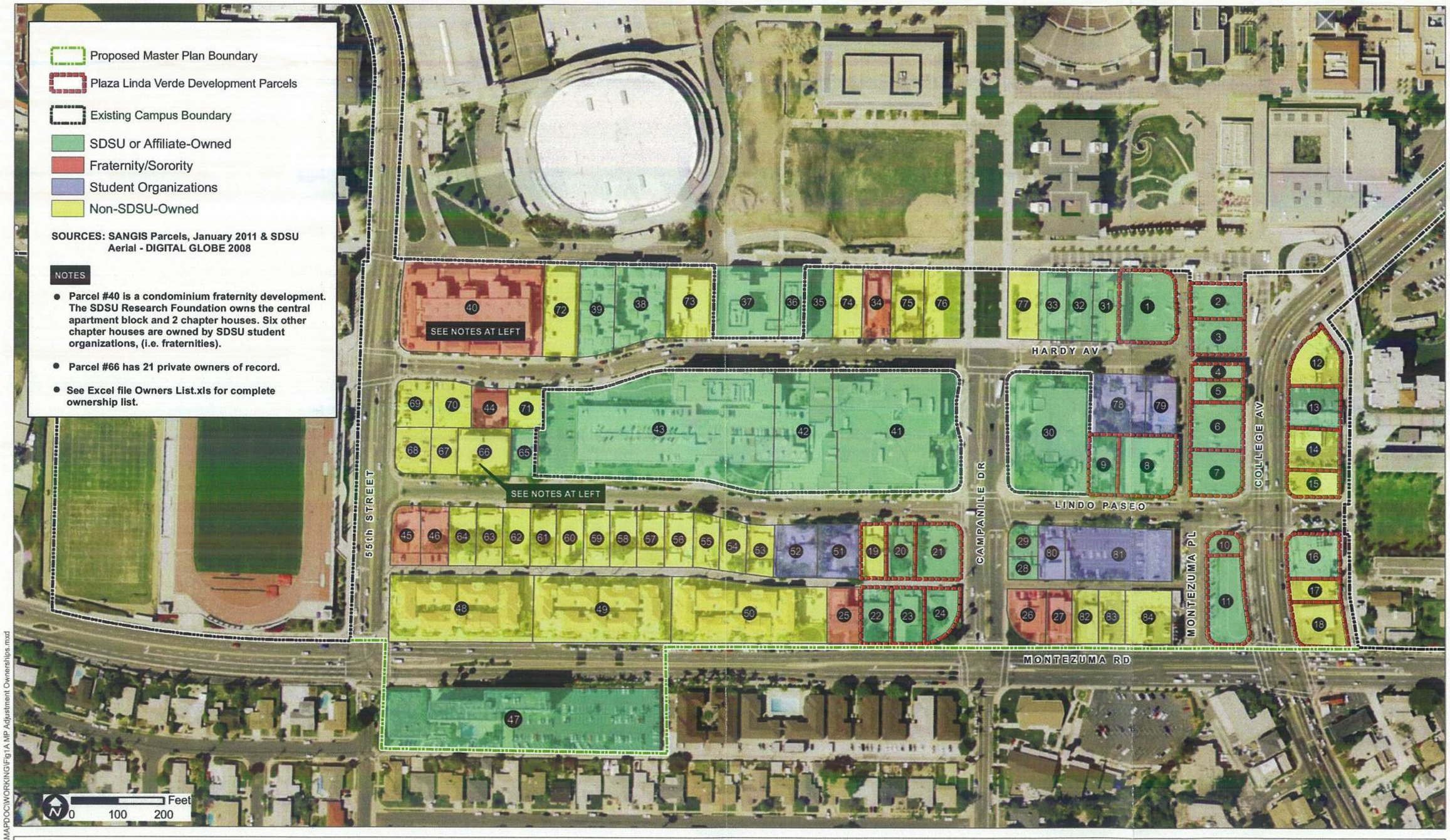

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Figure 1.0-9A

Property Ownership Interests

1.5.2 Master Plan Boundary Adjustment

As part of the Proposed Project, the existing southern boundary of the SDSU Campus Master Plan would be revised to facilitate development of Plaza Linda Verde. Specifically, the existing southern boundary located between 55th Street and one block east of College Avenue would be extended south to Montezuma Road to incorporate Project parcels within the Campus Master Plan boundaries. The boundary also would be extended further south of Montezuma Road at the southeast corner of the Montezuma Road/55th Street intersection to incorporate the University Towers complex and adjacent parking lot. The existing and future Campus Master Plan boundaries are depicted on **Figure 1.0-10, Proposed Campus Master Plan.**

Parcels within the proposed Campus Master Plan boundary adjustment that are not currently owned by SDSU/CSU would be designated for "Future Acquisition." The parcels are included to provide for the physical requirements of the campus "to accommodate...approved educational programs and auxiliary activities" supporting the academic mission of the university. The CSU Board of Trustees "requires that every campus have a master plan, showing existing and anticipated facilities necessary to accommodate a specified enrollment at an estimated target date, in accordance with approved educational policies and objectives. Each campus master plan reflects the ultimate physical requirements of academic programs and auxiliary activities." (State University Administrative Manual, Capital Planning, Design and Construction, Section II, section 9007.)

"Future Acquisition" designates property that is either presently needed or will be needed for future development. The inclusion of private property within a campus master plan is a means by which CSU/SDSU provides notice to the community of its interest to expand the campus boundary and acquire the privately owned parcels within. However, the designation has no regulatory effect and in no way restricts or encumbers the property; and, as explained below, the designation authorizes acquisition by gift or purchase, but does not authorize acquisition by eminent domain.

Inclusion of such property in the Campus Master Plan triggers two authorizations by the CSU Board of Trustees. First, the inclusion of such property in the campus master plan authorizes the campus president to accept any gift of such property, subject to satisfactory completion of due diligence. Second, the inclusion of such property in the campus master plan authorizes the CSU chancellor to acquire (purchase) such property. Thus, the inclusion of such parcels in the campus master plan authorizes the acquisition by gift or purchase of such property in the

future; however, it does not authorize acquisition by eminent domain, nor does it authorize the development of such parcels.

The development component of the Proposed Project would be constructed on parcels 1-24, as shown on **Figure 1.0-9, Existing Parcels**. Project development would not result in any physical change to those parcels located outside the development parcels (i.e., those parcels outside of parcels 1-24), nor would it change or alter the present and existing land uses on those parcels.

Following approval of the Proposed Project, CSU would continue the present on-site uses and would not alter the physical condition of the non-development parcels or the current uses in

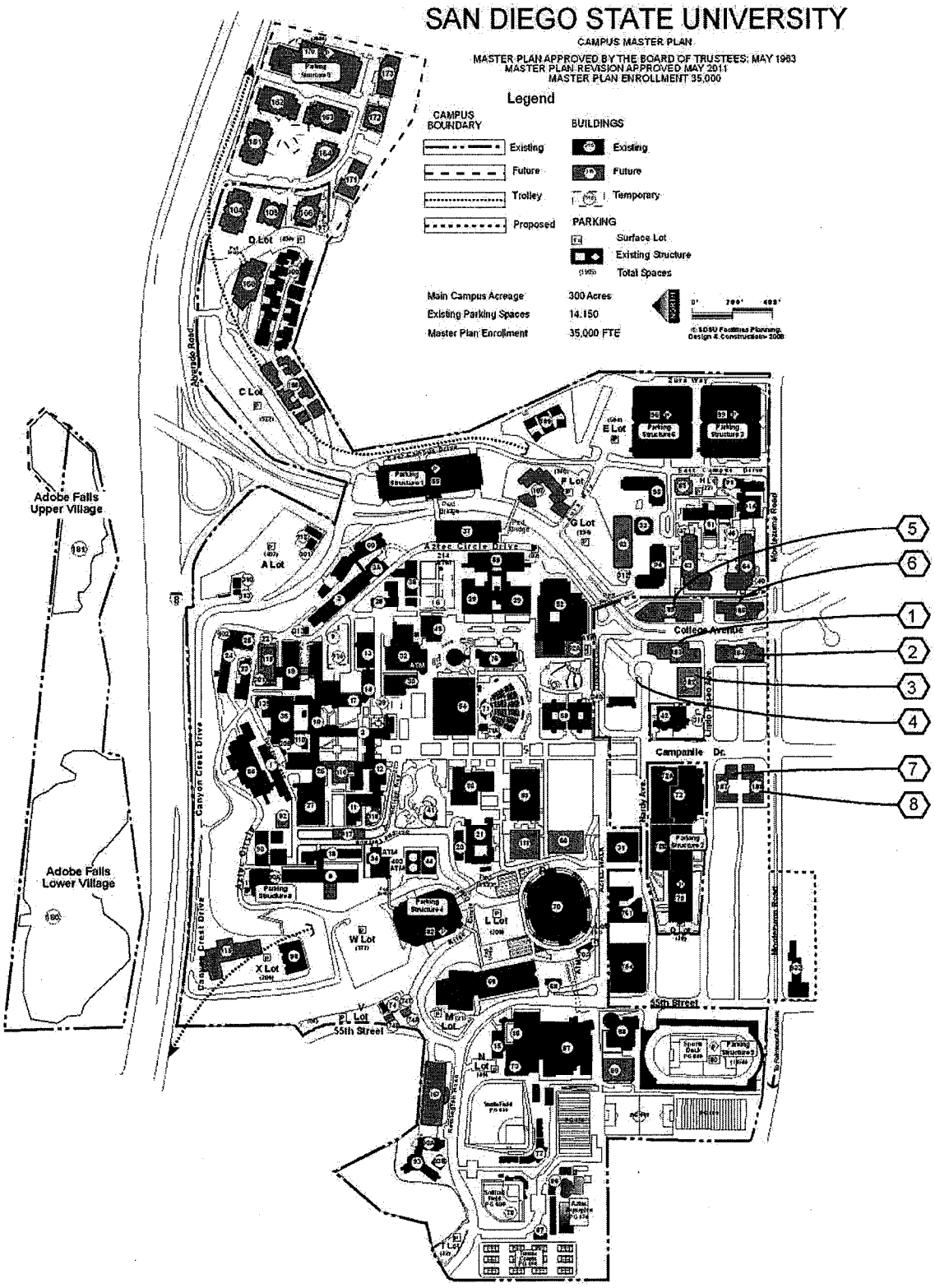

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Figure 1.0-10

Proposed Campus Master Plan

any manner; the Proposed Project does not include construction of any new facilities, buildings, infrastructure, or any other type of improvement, development, or land disturbance on the non-development parcels. Thus, as to those parcels located outside the development parcels, the Proposed Project would have no direct impacts on environmental resources such as aesthetics/visual quality, biological resources, geology/soils, noise, public services, transportation/circulation, agricultural resources, cultural resources, hazards, parking, recreation, utilities and service systems, air quality, energy and mineral resources, land use and planning, population and housing, or water quality/hydrology.

Additionally, as to those parcels located outside of the development boundary, the Proposed Project would not result in any reasonably foreseeable indirect physical change in the environment. The university has no present or reasonably foreseeable plans to develop the subject parcels. The university is not presently negotiating with the owners of such parcels for their acquisition, nor does it have any reasonably foreseeable plans to do so. Additionally, no state or other funding sources presently are available, nor is any future funding reasonably foreseeable, for the acquisition, construction, or development of such parcels.

Thus, any potential effect on the environment that may arise as a result of the development of such parcels is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development that may arise as a result of, or the types of environmental impacts that would be associated with, such development. Whether future development will occur necessarily depends on a multitude of factors, including, but not limited to, the rate, timing, location, and extent of development; economic and market conditions; the nature and type of the future project or projects; and the contemplated project-level impacts on the environment. Any attempt to forecast such eventualities at this time, including predictions about the significance of any environmental effects, would be both impracticable and potentially misleading. It would be impracticable because such impacts are too uncertain, and it would be potentially misleading because the "science" of assessing impacts, and their significance, does not permit an accurate assessment at this time.

In the event future development of these parcels results in a "project" within the meaning of CEQA, such project necessarily would be subject to CEQA compliance and analysis. All such projects will be required to comply with CEQA, necessitating preparation of a categorical exemption, negative declaration, mitigated negative declaration, or an EIR. Thus, if and when future development occurs on these parcels, these subsequent actions will not evade environmental review (i.e., there is no potential that such impacts would escape appropriate environmental review).

In summary, it would be speculative at this time to assume that the non-development parcels might serve future uses other than those presently served, or that physical modifications or alterations to the property might be made at some time in the future. In the event CSU determines at some future date to acquire, modify or alter the existing uses and/or the existing physical condition of the non-development parcels, the university will, at that time, conduct further environmental review consistent with the requirements of CEQA.

1.5.3 Project Development Components

The Proposed Project consists of the demolition of several existing buildings/parking lots, and the construction and eventual operation of a mixed-use residential and retail development project. The Proposed Project would increase student housing options within walking distance of SDSU, and provide retail opportunities for university students, faculty/staff, and College Area residents. Construction of the Proposed Project also would include a formal amendment to the existing SDSU Campus Master Plan boundary, as described above under **Section 1.5.2.**

The proposed mixed-use development would include seven new buildings, including a parking structure, a Campus Green, and pedestrian malls or corridors. The Proposed Project would add approximately 390 housing units or 1,600 beds to the existing SDSU housing inventory. The Project also would include approximately 90,000 gross square feet of retail space in varying sizes that would be available for retail lease. Approximately 500-560 new parking spaces would be provided in a standalone parking structure and underneath two of the mixed-use buildings. Two new north–south pedestrian malls would run along the edges of the main development area in place of existing streets/alleys, linking the Proposed Project with the main SDSU campus and SDSU Transit Center; if the street vacations necessary to construct the pedestrian malls are not granted by the City of San Diego, the Proposed Project would proceed on a modified basis, as further described in this section. A new public park, the Campus Green, would provide 1.0 acre of open space to the local and campus communities.

Table 1.0-2, Proposed Project Summary, provides an overview of each Project component.

Table 1.0-2
Proposed Project Summary

Project Component	Size	Rentable Retail Space	Housing Units	Student Beds	Parking Spaces
		Buildings			
Building 1	118,550 GSF	24,340 SF	84	352	-
Building 2	85,640 GSF	17,975 SF	60	264	-
Building 3	128,925 GSF	1,815 SF	-	-	342
Building 4	123,004 GSF	13,445 SF	63	256	69-110*
Building 5	157,971 GSF	19,634 SF	87	344	91-110*
Building 6	48,070 GSF	-	44	192	-
Building 7	55,300 GSF	-	52	224	-
TOTAL	*717,460 GSF*	*77,209 SF*[1]	*390*	*1,632*	*502-562**
		Outdoor Space			
Campus Green	1 acre	-	-	-	-
Pedestrian Malls	0.44	-	-	-	-
TOTAL	1.44 Acres	-	-	-	-

Notes:
GSF = gross square feet; SF = square feet. [1]90,000 GSF of commercial/retail space equals 77,209 SF of rentable space.
* Parking spaces are dependent on final configuration of subterranean site plan for Buildings 4 and 5.
All square footages, housing units, and beds are approximated.

Each of the Project components is depicted on **Figure 1.0-11, Proposed Site Plan. Figure 1.0-12, Proposed Project Sketches**, provides a sketch of four different vantage points of the urban vision proposed for the main Project area.

Figure 1.0-13, Representative Street View of Building Facing College Avenue, provides a visual sketch of Building 5, one of the Mixed-Use Retail/Student Housing buildings, which would be visible from College Avenue. The Proposed Project would utilize several architectural themes, including modern design present in many redeveloping areas in San Diego, accented



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Figure 1.0-11

Proposed Site Plan

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View 1: View looking south through the Campus Green to Plaza Linda Verde
A wide pedestrian promenade and large green connect Plaza Linda Verde to the transit station at Aztec Walk, creating a lively park with outside dining and informal recreation.

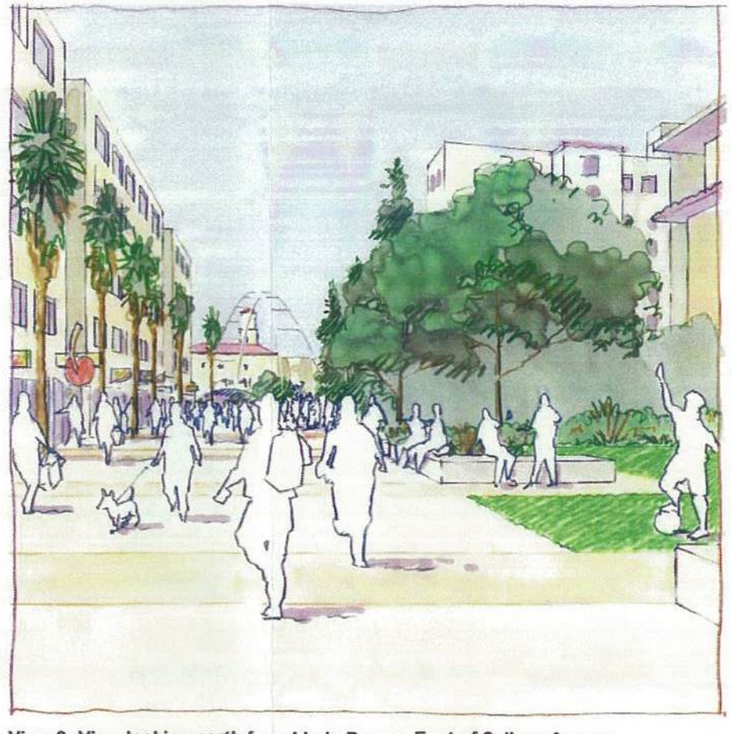


View 4: View looking north from Lindo Paseo
Montezuma Place, currently an alley, is transformed to a bustling pedestrian corridor leading north to the transit center. Flanked on both sides by ground level retail/commercial, Montezuma Promenade brings the community directly to the large open space, buses and trolley station.





View 2: View looking south on College Avenue from bridge to the new Plaza Linda Verde
College Avenue is transformed into a lively mixed-use, transit-oriented neighborhood by Plaza Linda Verde.



View 3: View looking north from Lindo Paseo, East of College Avenue
A former service alley is now a retail pedestrian corridor, flanked by active, ground floor retail and open spaces that lead pedestrians to the bridge over College Avenue.

Source: Wallace Roberts & Todd, LLC 2009



Source: Wallace Roberts & Todd, LLC 2009

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Figure 1.0-13
Representative Street View of Building Facing College Avenue

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by elements of the Spanish Colonial or Mission Revival architectural style present in the central campus core. First floor indoor spaces would be accented by exterior gathering/dining spaces present along the pedestrian malls.

Figure 1.0-14, Proposed Building Plan, depicts the building footprint for each of the proposed buildings to be developed as part of the Project. A detailed description of each of the Project components follows below.

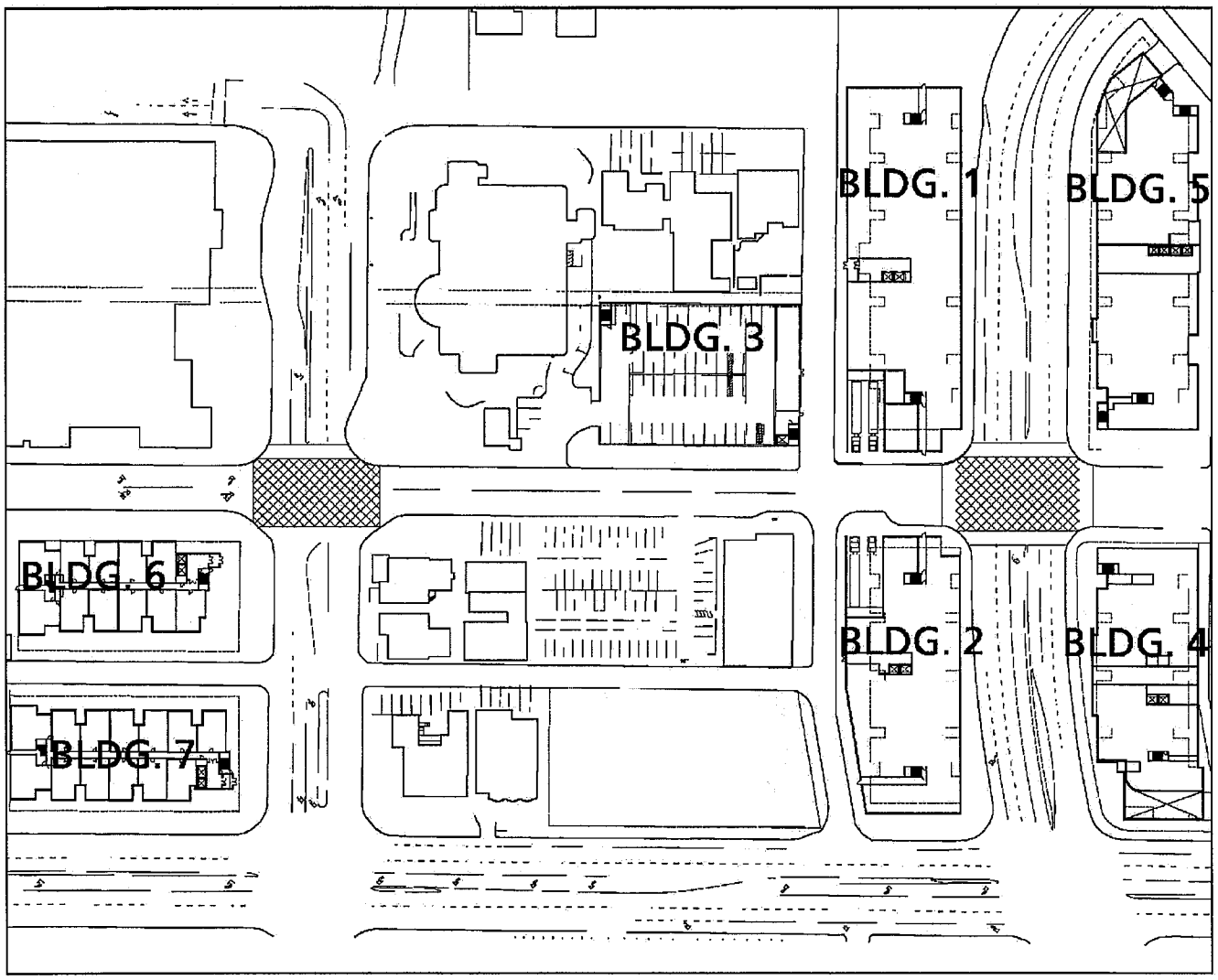
I. Mixed-Use Retail/Student Housing

This Project component would consist of the development of four, mixed-use retail/student housing buildings to provide both enhanced retail opportunities to the university and local communities, and to provide additional housing options for SDSU students. Potential retail uses include a community grocery store (for example, Trader Joe's, Fresh & Easy, or Whole Foods, etc.), sit-down restaurant (for example, Chili's, Islands, or TGI Fridays, etc.), bicycle shop, dry cleaners, etc.

Building 1. The proposed Building 1 site is comprised of four parcels owned by SDSU. See **Figure 1.0-9, Existing Parcels**. The northernmost two parcels (5178 College Avenue and 5178-64 College Avenue) consist of two buildings currently housing research grant functions. The southernmost parcels (5164 College Avenue and 5140 College Avenue) serve as "O Lot," which is a component of the campus parking system. O Lot currently supplies 88 parking spaces to the campus inventory. Under the Proposed Project, the existing buildings and parking lots would be demolished, and existing office tenants relocated to prepare the site for proposed Building 1.

Building 1 would consist of a five-story mixed-use building. The lower floor would be dedicated to university/community-serving retail uses and would provide a street-level entryway to the four residential floors above. The building would be a fully sprinklered facility and could utilize a wood or metal frame apartment construction technique over a one-story concrete podium containing the ground-floor retail uses. Solar panels may be affixed to the roof to provide an on-site energy source to supplement the energy provided by the Campus Central Plant distribution system.

The retail component of this building would consist of approximately 25,000 square feet of tenant space. These spaces would be supported by a proposed loading dock facility along the south side of the building, which would utilize Lindo Paseo for car/truck access. The ground floor also would include a residential lobby, mail room, bike storage, and a mechanical



NOT TO SCALE

Source: Wallace Roberts & Todd, LLC 2009

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Figure 1.0-14

Proposed Building Plan

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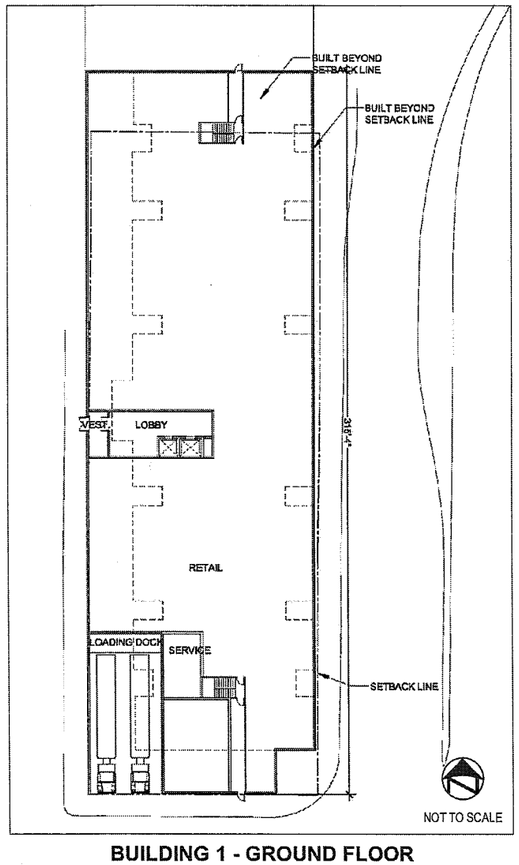
support room. A preliminary floor plan for the Building 1 ground floor retail uses is depicted on **Figure 1.0-15, Mixed-Use Buildings (1, 2, 4, and 5) Preliminary Ground Floor/Retail Floor Plans.**

The residential component of Building 1 would consist of approximately 84 student housing units. Based on preliminary site design, approximately four (4) 1-bedroom/1-bathroom apartments, sixty-eight (68) 2-bedroom/2-bathroom apartments, and twelve (12) 3-bedroom/2-bathroom apartments would be constructed. Student apartments would range in size from 850 to 1,200 square feet, depending on the number of bedrooms and bathrooms. The building would house approximately 352 students. A typical floor plan for the Building 1 residential floors is depicted on **Figure 1.0-16, Mixed-Use Buildings (1, 2, 4, and 5) Typical Residential Floor Plans.**

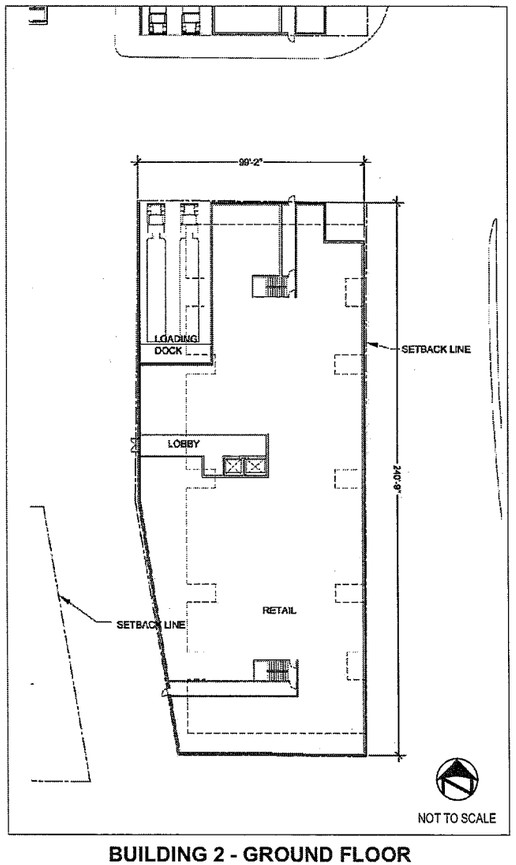
Building 2. The proposed Building 2 site is comprised of two parcels owned by SDSU (5104 College Avenue and 5130 College Avenue). See **Figure 1.0-9, Existing Parcels.** These two parcels presently serve as "P Lot," which is a component of the campus parking system. P Lot currently supplies 39 parking spaces to the campus inventory. Under the Proposed Project, the existing parking lots would be demolished to prepare the site for proposed Building 2.

Building 2 is proposed as a five-story mixed-use building. The lower floor would be dedicated to university/community-serving retail uses and would provide a street-level entryway to the four residential floors above. The building would be a fully sprinklered facility, and could utilize a wood or metal frame apartment construction technique over a one-story concrete podium containing the ground-floor retail uses. Solar panels may be affixed to the roof to provide an on-site energy source to supplement the energy provided by the Campus Central Plant distribution system.

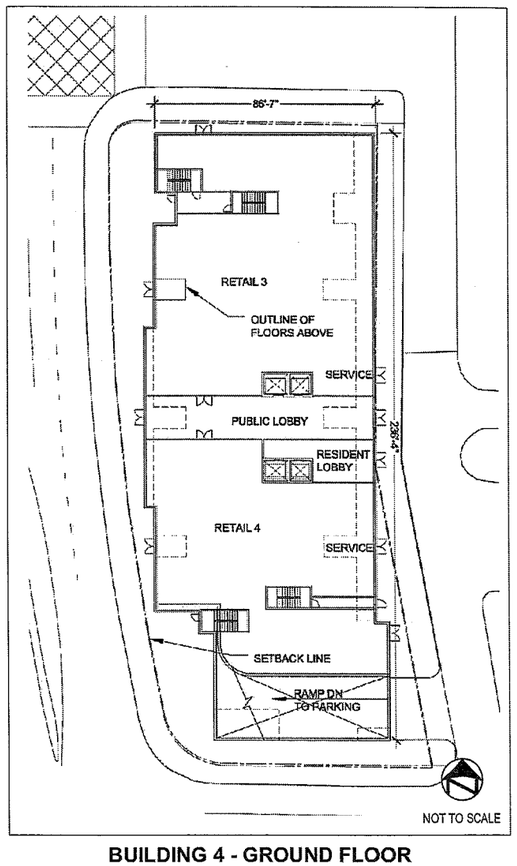
The retail component of Building 2 would consist of up to approximately 20,000 square feet of tenant space. These spaces would be supported by a proposed loading dock facility along the north side of the building, which would utilize Lindo Paseo for car/truck access. The ground floor also would include a residential lobby, mail room, bike storage, and a mechanical support room. A preliminary floor plan for the Building 2 ground floor retail uses is depicted on **Figure 1.0-15, Mixed-Use Buildings (1, 2, 4, and 5) Preliminary Ground Floor/Retail Floor Plans.**



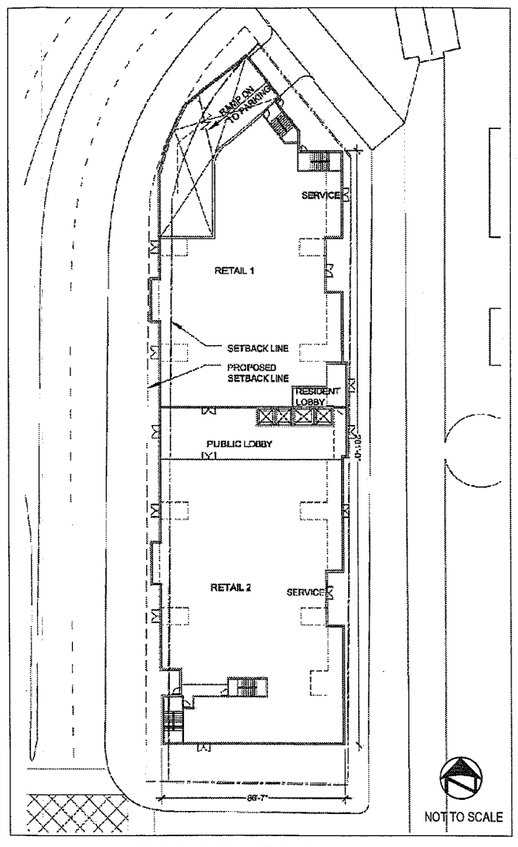
BUILDING 1 - GROUND FLOOR



BUILDING 2 - GROUND FLOOR



BUILDING 4 - GROUND FLOOR



BUILDING 5 - GROUND FLOOR

Source: Wallace Roberts & Todd, LLC 2009

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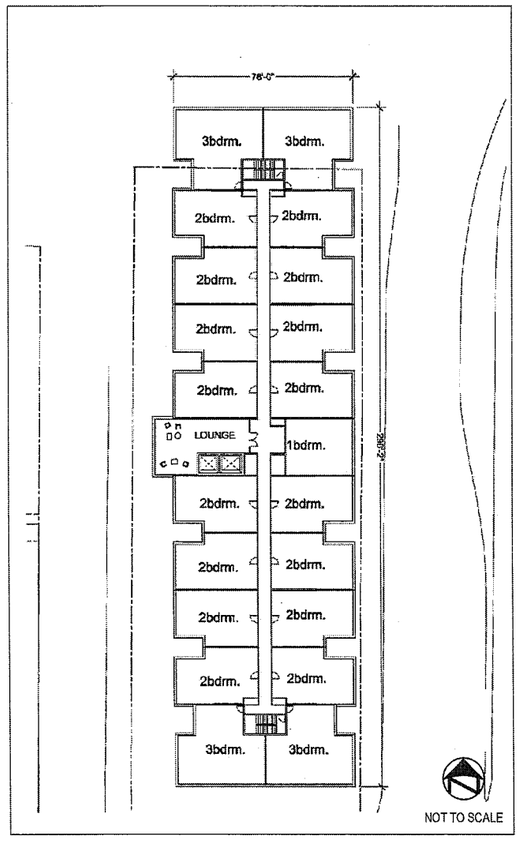
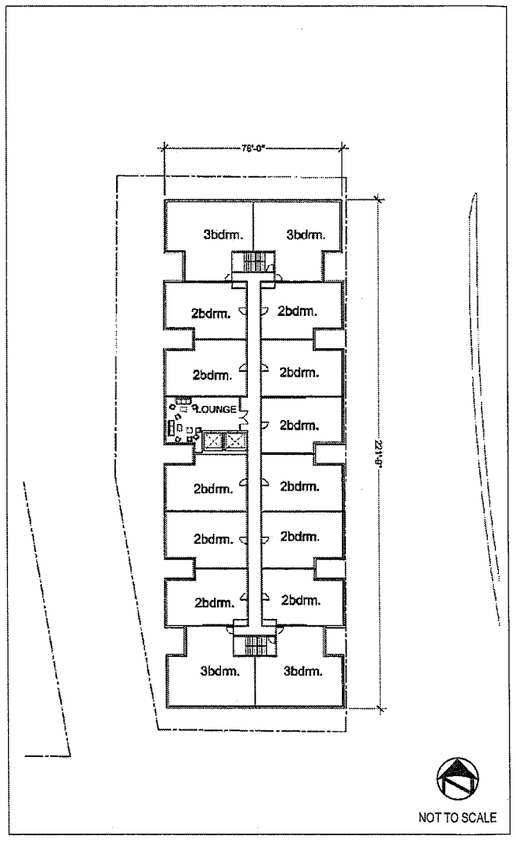
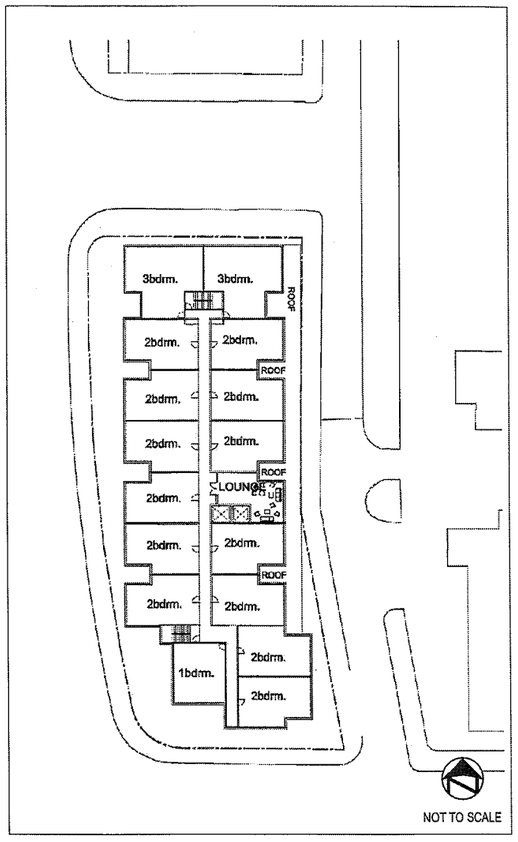


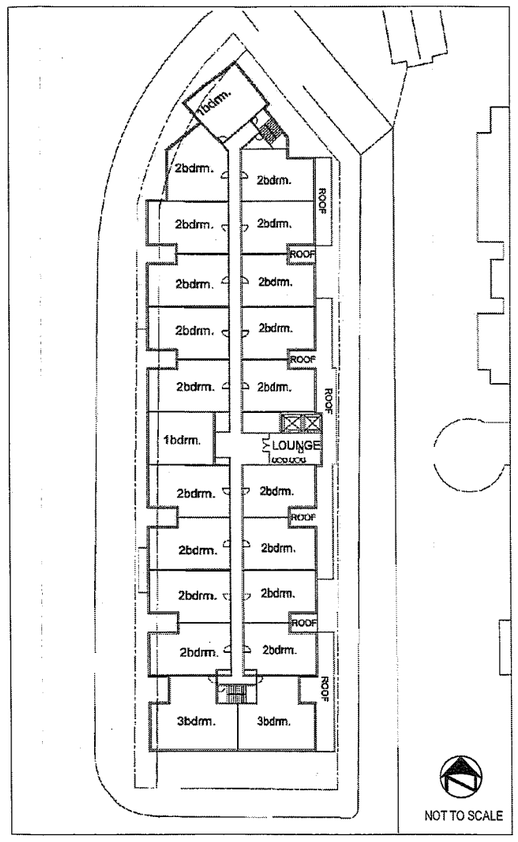
BUILDING 1 - TYPICAL RESIDENTIAL FLOOR PLAN



BUILDING 2 - TYPICAL RESIDENTIAL FLOOR PLAN



BUILDING 4 - TYPICAL RESIDENTIAL FLOOR PLAN



BUILDING 5 - TYPICAL RESIDENTIAL FLOOR PLAN

Source: Wallace Roberts & Todd, LLC 2009

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Figure 1.0-16

Mixed-Use Buildings (1, 2, 4, and 5) Typical Residential Floor Plans

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The residential component of Building 2 would consist of up to approximately 60 student housing units. Based on preliminary site design, approximately forty-eight (48) 2-bedroom/2-bathroom apartments and twelve (12) 3-bedroom/2-bathroom apartments would be constructed. Student apartments would range in size from 850 to 1,200 square feet, depending on the number of bedrooms and bathrooms. The building would house approximately 264 students. A typical floor plan for the Building 2 residential floors is depicted on **Figure 1.0-16, Mixed-Use Buildings (1, 2, 4, and 5) Typical Residential Floor Plans**.

Construction of the westerly portion of Building 2 would require vacation of an existing street easement along the easterly side of Montezuma Place, between Lindo Paseo and Montezuma Road. See **Figure 1.0-17, Easements To Be Vacated**. If the vacation is not approved, construction of Building 2 would proceed with development of a smaller building footprint on the site; however, the use types (student housing and retail) would remain unchanged.

Building 3. Building 3 would contain approximately 2,000 square feet of retail space. However, the building would principally serve as a parking structure. Accordingly, Building 3 is described below under the heading "Parking Facilities."

Building 4. The proposed Building 4 site is comprised of three parcels. See **Figure 1.0-9, Existing Parcels**. One parcel is owned by the SDSU Research Foundation and the remaining two parcels presently are owned by a single, private property owner. The northernmost parcel (5131 College Avenue), which is owned by the SDSU Research Foundation, currently houses the "College Square" strip mall, which includes several restaurants and coffee shops. The southern two parcels (5119 College Avenue and 5111 College Avenue), which are privately owned, currently house a restaurant and a gas station. Under the Proposed Project, after CSU acquires all of the parcels, the existing structures would be demolished to prepare the site for proposed Building 4. In the event CSU is not able to reach agreement with the property owner regarding the terms of sale, the proposed plans for Building 4 would be revised based upon the property available for development.

Assuming full property acquisition, Building 4 would consist of a five-story mixed-use building. The lower floor would house university/community-serving retail uses, and would provide a street-level entryway to the four residential floors above. The building would be a fully sprinklered facility, and could utilize a wood or metal frame apartment construction

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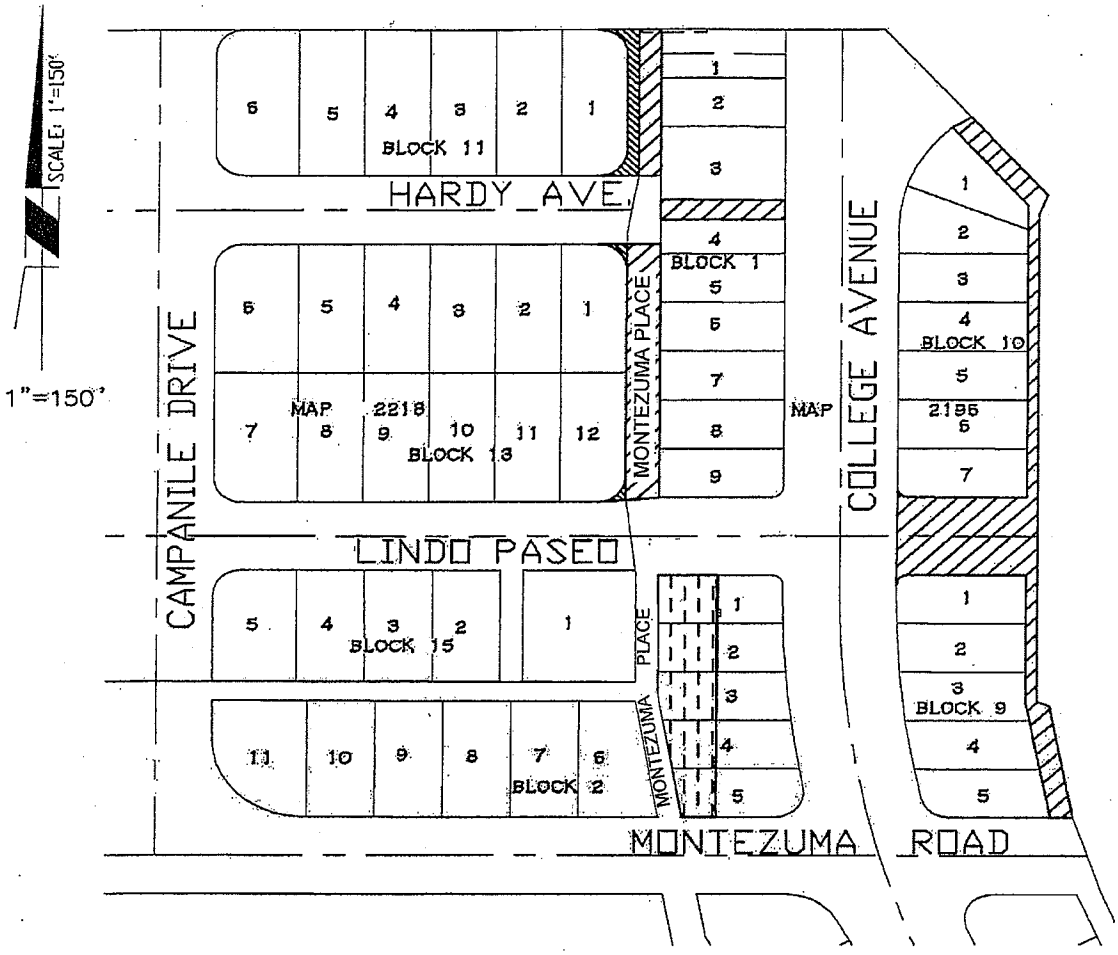

EASEMENTS TO BE VACATED

= STREETS AND ALLEYS AS DEDICATED ON COLLEGE PARK MAP, UNIT NO. 1, MAP NO. 2196.

= STREETS AS DEDICATED ON COLLEGE PARK MAP, UNIT NO. 2, MAP NO. 2218.

= STREET AS DEDICATED PER DEED RECORDED DECEMBER 7, 1953 IN BOOK 5069, PAGE 513 OF OFFICIAL RECORDS.

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Figure 1.0-17

Easements To Be Vacated

technique over a one-story concrete podium containing the ground-floor retail uses. Solar panels may be affixed to the roof to provide an on-site energy source to supplement the energy provided by the Campus Central Plant distribution system.

The retail component of Building 4 would consist of approximately 23,000 square feet of tenant space. The ground floor also would include a residential lobby, mail room, bike storage, and a mechanical support room. A preliminary floor plan for the Building 4 ground floor retail uses is depicted on **Figure 1.0-15, Mixed-Use Buildings (1, 2, 4, and 5) Preliminary Ground Floor/Retail Floor Plans.**

The residential component of this building would consist of approximately 87 student housing units. Based on preliminary site design, approximately eight (8) 1-bedroom/1-bathroom apartments, seventy-three (73) 2-bedroom/2-bathroom apartments, and six (6) 3-bedroom/2-bathroom apartments would be constructed. Student apartments would range in size from 850 to 1,200 square feet, depending on the number of bedrooms and bathrooms. The building would house approximately 256 students. A typical floor plan for the Building 4 residential floors is depicted on **Figure 1.0-16, Mixed-Use Buildings (1, 2, 4, and 5) Typical Residential Floor Plans.**

Building 5. The proposed Building 5 site is comprised of four parcels. See **Figure 1.0-9, Existing Parcels.** One parcel is owned by the SDSU Research Foundation, and the other three parcels presently are owned by private property owners. The northernmost parcel (5185 College Avenue and 5187 College Avenue), which is owned by a private individual, currently supports a restaurant and a bookstore. The parcel immediately south (5157 College Avenue) is owned by the SDSU Research Foundation and currently is leased to three restaurants. The parcel to the immediate south (5155 College Avenue) is privately owned and currently supports a fast food restaurant. The southernmost parcel (5141 College Avenue) also is privately owned and currently supports a convenience market. Under the Proposed Project, after CSU acquires all of the parcels, the existing structures would be demolished to prepare the site for proposed Building 5. In the event CSU is not able to reach agreement with the property owner(s) regarding the terms of sale, the proposed plans for Building 5 would be revised based upon the property available for development.

Assuming full property acquisition, Building 5 would consist of a five-story, mixed-use building. The lower floor would house university/community-serving retail uses, and would

provide a street-level entryway to the four residential floors above. The building would be a fully sprinklered facility, and could utilize a wood or metal frame apartment construction technique over a one-story concrete podium containing the ground-floor retail uses. Solar panels may be affixed to the roof to provide an on-site energy source to supplement the energy provided by the Campus Central Plant distribution system.

The retail component of Building 5 would consist of approximately 20,000 square feet of tenant space. The ground floor also would include a residential lobby, mail room, bike storage, and a mechanical support room. A preliminary floor plan for the Building 5 ground floor retail uses is depicted on **Figure 1.0-15, Mixed-Use Buildings (1, 2, 4, and 5) Preliminary Ground Floor/Retail Floor Plans**.

The residential component of this building would consist of approximately 63 student housing units. Based on preliminary site design, approximately four (4) 1-bedroom/1-bathroom apartments, fifty-three (53) 2-bedroom/2-bathroom apartments, and six (6) 3-bedroom/2-bathroom apartments would be constructed. Student apartments would range in size from 850 to 1,200 square feet, depending on the number of bedrooms and bathrooms. The building would house approximately 344 students. A typical floor plan for the Building 5 residential floors is depicted on **Figure 1.0-16, Mixed-Use Buildings (1, 2, 4, and 5) Typical Residential Floor Plans.**

II. Student Apartments

This project component would consist of the development of two student housing buildings to provide additional housing options for SDSU students.

Building 6. The proposed Building 6 site is comprised of three parcels. See **Figure 1.0-9, Existing Parcels.** The westernmost parcel (5721 Lindo Paseo) presently is owned by a private property owner and currently supports the Nu Kappa Alpha Fraternity, which houses up to 18 resident members. The easternmost parcel (5118-5132 Campanile Drive) is owned by the SDSU Research Foundation, and serves as SDSU "S Lot," which provides 38 parking spaces to the campus parking inventory. The middle parcel (5723 Lindo Paseo) also is owned by the SDSU Foundation and supports the Nu Kappa Alpha Fraternity, housing up to 3 residents. After CSU acquires all of the parcels, both the residential buildings and S Lot would be demolished to make way for the proposed student housing building. In the event CSU is not able to reach agreement with the property owner(s) regarding the terms of sale, the proposed plans for Building 6 would be revised based upon the property available for development.

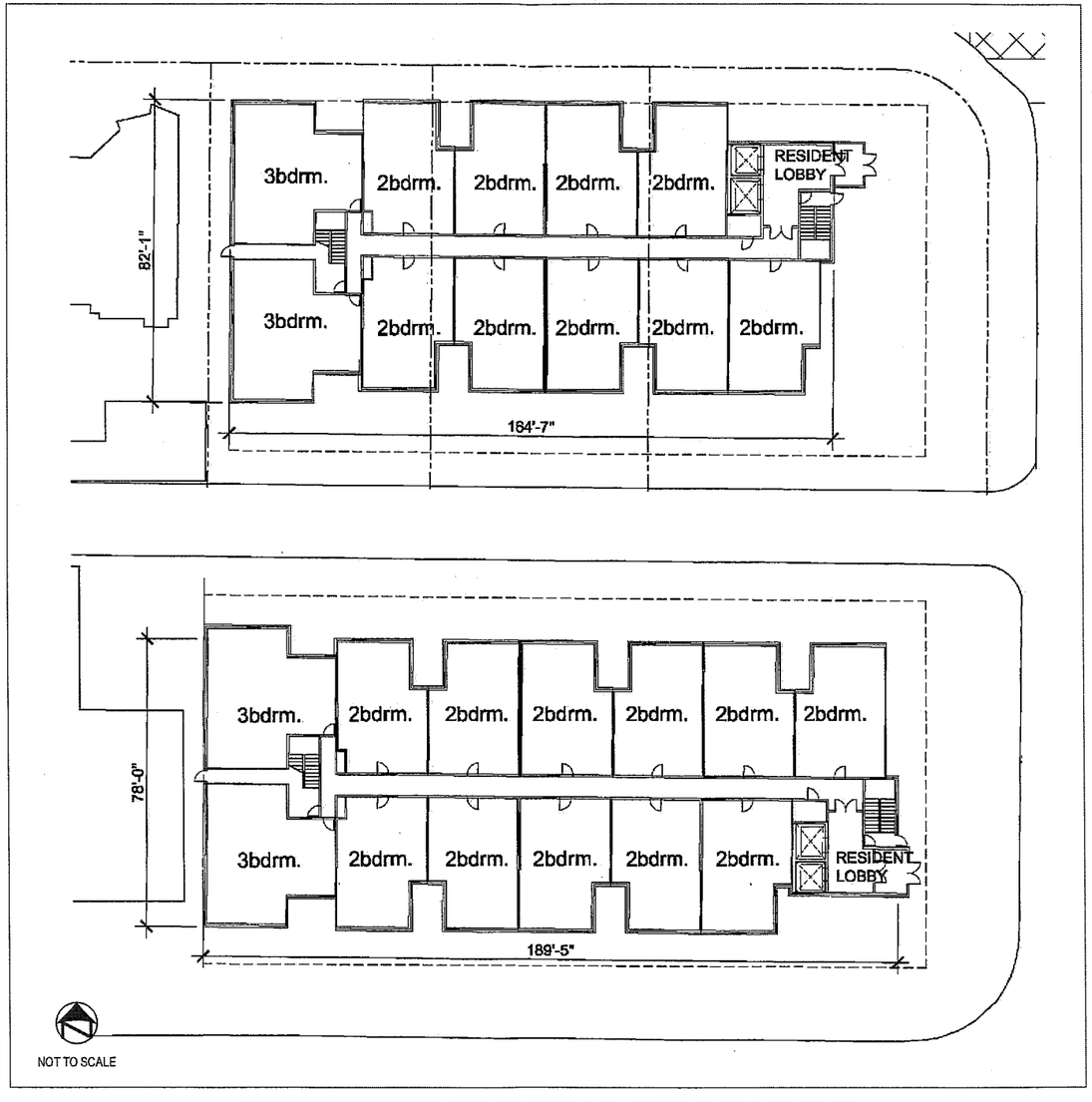
Assuming full property acquisition, Building 6 would consist of a four-story residential apartment building. The building would be a fully sprinklered facility, and could utilize a wood or metal frame apartment construction technique. Solar panels may be affixed to the roof to provide an on-site energy source to supplement the energy provided by the Campus Central Plant distribution system.

Building 6 would consist of approximately 44 student housing units. Based on preliminary site design, approximately thirty-six (36) 2-bedroom/2-bathroom apartments, and eight (8) 3-bedroom/2-bathroom apartments would be constructed. Student apartments would range in size from 850 to 1,200 square feet, depending on the number of bedrooms and bathrooms. The building would house approximately 192 students. The ground floor would be accessible on the eastern side of the building and would contain a residential lobby, mechanical closet, and trash/recycling facilities. A typical floor plan for Building 6 is depicted on **Figure 1.0-18, Student Housing Buildings (6 and 7) Typical Floor Plans**.

Building 7. The proposed Building 7 site is comprised of three parcels owned by the SDSU Research Foundation. See **Figure 1.0-9, Existing Parcels**. The westernmost parcel (5734 Montezuma Road) consists of a residential building that currently is occupied by the Alpha Epsilon Phi Sorority, which currently houses up to 14 residents. The middle parcel (5742 Montezuma Road) consists of a currently vacant single-family dwelling. The easternmost parcel (5750 Montezuma Road) consists of a single dwelling that houses up to 18 individual tenants. All three residential buildings would be demolished to make way for the proposed student housing building.

Building 7 would consist of a four-story residential apartment building. The building would be a fully sprinklered facility, and could utilize a wood or metal frame apartment construction technique. Solar panels may be affixed to the roof to provide an on-site energy source to supplement the energy provided by the Campus Central Plant distribution system.

Building 7 would consist of approximately 52 student housing units. Based on preliminary site design, approximately forty-four (44) 2-bedroom/2-bathroom apartments, and eight (8) 3-bedroom/2-bathroom apartments would be constructed. Student apartments would range in size from 850 to 1,200 square feet, depending on the number of bedrooms and bathrooms. The building would house approximately 224 students. The ground floor would be accessible on the eastern side of the building and would contain a residential lobby, mechanical closet, and trash/recycling facilities. A typical floor plan for Building 6 is depicted on **Figure 1.0-18, Student Housing Buildings (6 and 7) Typical Floor Plans**.



STUDENT HOUSING BUILDINGS 6 & 7 - TYPICAL FLOOR PLAN

Source: Wallace Roberts & Todd, LLC 2009

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Figure 1.0-18

Student Housing Buildings (6 and 7) Typical Floor Plans

III. Parking Facilities

The Parking Facilities component of the Proposed Project would be distributed among Buildings 3, 4, and 5. Each is described below.

Building 3. The proposed Building 3 site is comprised of two parcels. See **Figure 1.0-9, Existing Parcels**. The westernmost parcel consists of a vacant residential building. The easternmost parcel consists of the Emerald Isle Residential Suites, which currently houses approximately 54 SDSU students. Both buildings are owned by CSU/SDSU. Both existing buildings would be demolished to prepare the site for construction of Building 3.

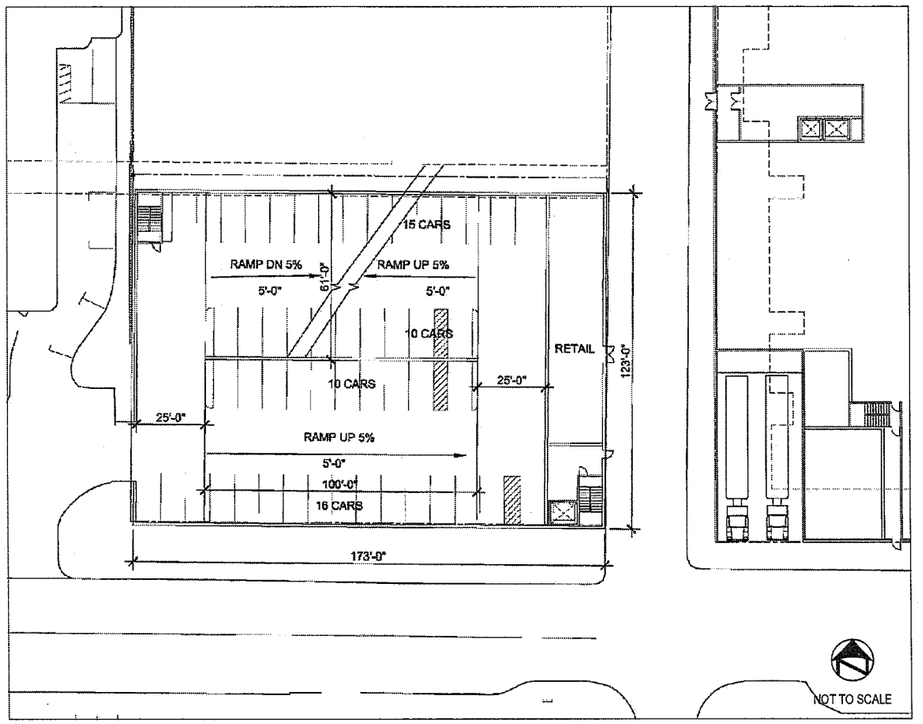
Building 3 would consist of an open (non-mechanically ventilated), pre-cast concrete parking structure with five aboveground stories and one belowground level. The structure would include two open exit stairs and one passenger elevator, and would provide approximately 340 parking spaces. A portion of the uppermost level of parking may be covered with solar panels that could meet some of the lighting loads for the parking structure. A preliminary ground floor plan and typical upper deck plan for Building 3 are shown on **Figure 1.0-19, Parking Garage Floor Plans (Building 3)**.

The Building 3 parking structure would be open to patrons of the nearby retail uses, and may include a shopping validation program. Residents of the nearby Plaza Linda Verde student apartments would not receive reserved spaces in this structure.

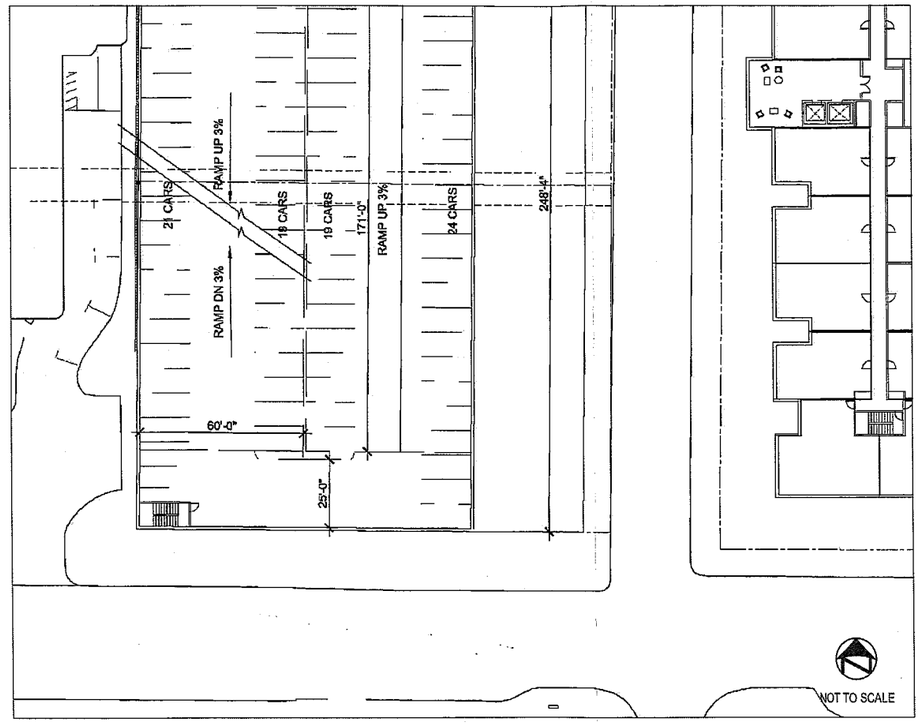
Building 3 also would contain approximately 2,000 square feet of retail space. Proposed retail uses would be located on the ground floor, facing the pedestrian mall proposed along the eastern edge of the structure. The retail space would function in a manner similar to that proposed in Building 1, located immediately to the east of proposed Building 3.

Buildings 4 and 5. Buildings 4 and 5 would both contain belowground parking. These underground parking facilities would be mechanically ventilated and would have exhaust points at grade at egress points. There are two options proposed for these buildings.

Option A would consist of a single parking garage that would connect below Buildings 4 and 5. The single garage would be accessible from both Buildings 4 and 5 with vehicular ingress and egress available from both buildings. Entry to and exit from the parking garage would be provided from the segment of Lindo Paseo located east of College Avenue. Under Option A,



PARKING GARAGE BUILDING 3 - GROUND FLOOR



PARKING GARAGE BUILDING 3 - TYPICAL UPPER DECK
(LOWER LEVEL and FLOORS 2-5)

Source: Wallace Roberts & Todd, LLC 2009

approximately 220 parking spaces would be provided. **Figure 1.0-20, Optional Parking Beneath Buildings 4 and 5**, provides a sample layout of the single parking garage beneath both buildings.

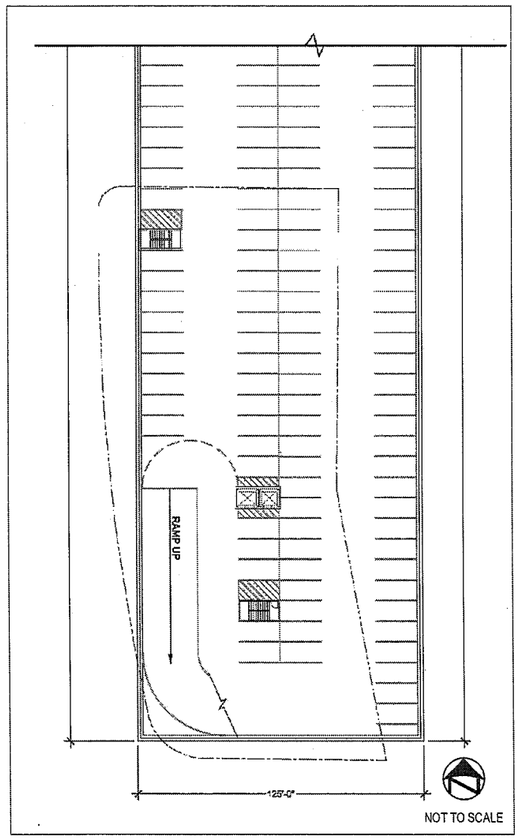
Option B would consist of individual parking garages beneath Buildings 4 and 5; the garages would not connect belowground as in Option A. Under this option, up to 41 fewer parking spaces would be provided in Building 4 and up to 19 fewer spaces in Building 5. Under Option B, ingress and egress would be provided via Lindo Paseo. **Figure 1.0-18** provides a sample layout of individual parking garages beneath each building.

The parking in Buildings 4 and 5 would be open to patrons of the nearby retail uses, and may include a shopping validation program. Residents of the nearby Plaza Linda Verde student apartments would not receive reserved spaces in this structure.

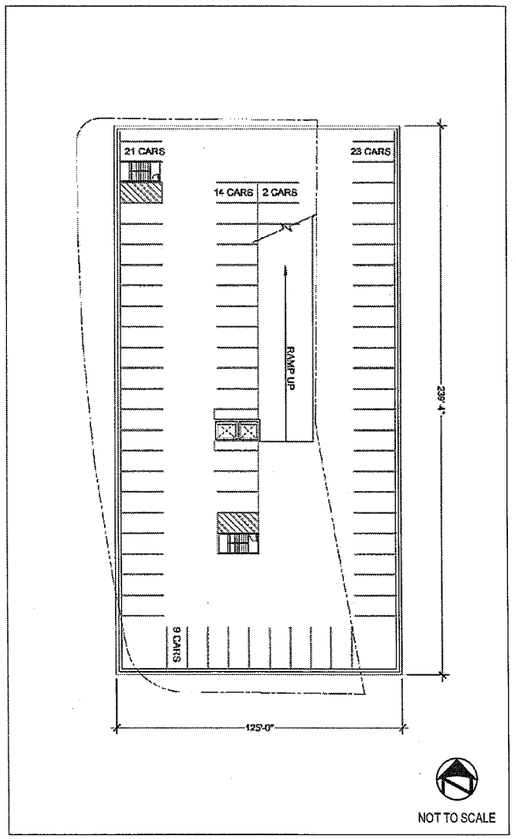
IV. Campus Green

The Campus Green component of the Proposed Project would be developed on three parcels owned by SDSU. See **Figure 1.0-9, Existing Parcels**. These parcels include 5850–82 Hardy Avenue, 5194–98 College Avenue, and 5186–92 College Avenue. An SDSU parking lot, which provides 123 parking spaces, presently is situated on the three parcels. Under the Proposed Project, the parking lot would be demolished and replaced with the Campus Green.

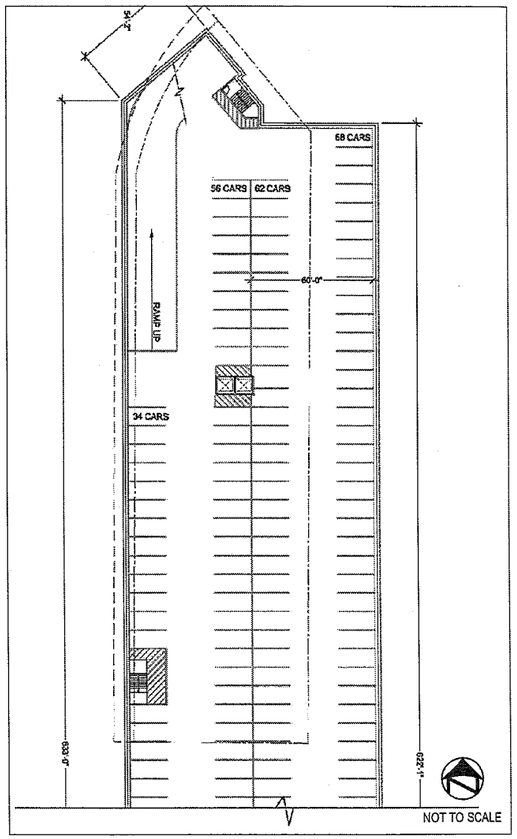
The Campus Green would consist of nearly 1.0 acre of active and passive open space bisected by a public promenade that would facilitate pedestrian movement between the main campus and SDSU Transit Center, and the new Plaza Linda Verde development. The public promenade could include pedestrian plazas, benches, and public art. The western portion of the Campus Green would be minimally landscaped to allow for open play, while the eastern portion would feature trees, swales, and a pathway leading north towards the campus. View 4 in **Figure 1.0-12, Proposed Project Sketches**, provides an artist's sketch of the Campus Green. Construction of the Campus Green would require vacation of the existing street easement on Montezuma Place north of Hardy Avenue. See **Figure 1.0-17, Easements To Be Vacated**. If the vacation is not approved, the Campus Green would be modified to eliminate the public promenade.



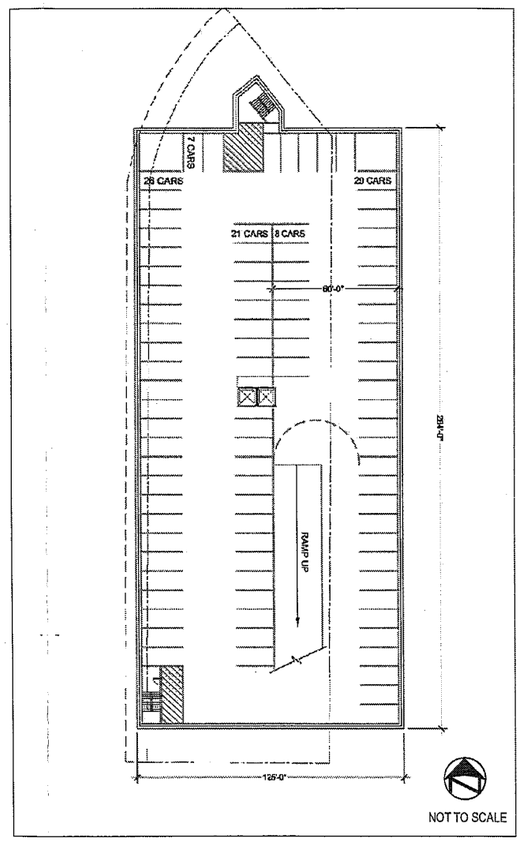
BUILDING 4 - UNDERGROUND PARKING OPTION A



BUILDING 4 - UNDERGROUND PARKING OPTION B



BUILDING 5 - UNDERGROUND PARKING OPTION A



BUILDING 5 - UNDERGROUND PARKING OPTION B

Source: Wallace Roberts & Todd, LLC 2009

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Figure 1.0-20

Optional Parking Beneath Buildings 4 and 5

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V. Pedestrian Malls

Two pedestrian malls are proposed to provide inter-project connectivity and non-vehicular links to the main portion of the SDSU campus. This Project component would be ancillary to the Mixed-Use Retail/Student Housing component and would not be essential to development of the overall Project.

As proposed, a pedestrian mall would be constructed along the existing segment of Montezuma Place between Lindo Paseo and Hardy Avenue to flank the western edge of Building 1. See **Figure 1.0-11, Proposed Site Plan**. The mall would connect the Proposed Project to the SDSU Transit Center and main campus, and would be accessible only to pedestrians, and emergency and service vehicles; existing vehicular access would be eliminated. A similar pedestrian mall would be constructed along the existing Alley Way located east of proposed Buildings 4 and 5, between Montezuma Road and College Avenue. This pedestrian mall would connect the Proposed Project to the pedestrian bridge that connects the eastern residence neighborhood with the main campus. See **Figure 1.0-11, Proposed Site Plan.**

As proposed, both pedestrian malls would be lined with retail space, and could include dining tables, chairs, and umbrellas, pedestrian lighting, shade trees, and signage. As noted, the pedestrian malls would be available to service and emergency vehicle use. Views 1 and 2 on **Figure 1.0-12, Proposed Project Sketches**, provide a visual depiction of the pedestrian malls.

To facilitate development of the pedestrian malls, it would be necessary to close, or vacate, the following rights of way to vehicular traffic:

Montezuma Place between Lindo Paseo and Hardy Avenue;

The unnamed alley between Montezuma Place and College Avenue;

Lindo Paseo east of College Avenue; and

Alley Way east of College Avenue between Montezuma Road and College Avenue.

See **Figure 1.0-17, Easements To Be Vacated**. In addition, it would be necessary to receive approval to convert the eastern end of Hardy Avenue at the intersection with Montezuma Place to a cul-de sac. The Pedestrian Malls component of the Proposed Project is contingent upon approval of the vacation of the above named streets/alleys. If the approvals are not granted, the Proposed Project would proceed without development of the Pedestrian Malls.

As noted above, in the event SDSU does not acquire the street easements that would facilitate development of the Pedestrian Malls and Building 2, the project would proceed on a modified basis. That is, in the event the easements underlying the Pedestrian Malls are not acquired, the project would proceed without development of these pedestrian facilities. Similarly, in the event the easement underlying the western portion of the Building 2 site is not acquired, development of Building 2 would proceed as a five-story mixed-use building limited to the eastern portion of the site.

Figure 1.0-11A, Proposed Site Plan - SDSU Ownership, depicts the Proposed Project as modified for development only on those parcels presently owned in full by CSU/SDSU. **Table 1.0-2A, Proposed Project/Modified Project Comparison Summary**, depicts the square footage, and number of housing units, student beds, and parking spaces that would be built under the Proposed Project, and what would be built in the event SDSU does not acquire all of the properties within the Proposed Project development area. The modified project statistics are shown in (parentheses). As shown on **Table 1.0-2A**, in all categories, development under a modified project would be reduced relative to development under the project as proposed.

Table 1.0-2A

Proposed Project/Modified Project Comparison Summary

Project Component	Size	Rentable Retail Space	Housing Units	Student Beds	Parking Spaces
Buildings					
Building 1	118,550 GSF	24,340 SF	84	352	=
Building 2	85,640 (68,512) GSF	17,975 (14,380) SF	60 (48)	264 (211)	=
Building 3	128,925 GSF	1,815 SF	=	=	342
Building 4	123,004 (55,352) GSF	13,445 (6,050) SF	63 (28)	256 (115)	69-110 (31-50)*
Building 5	157,971 (52,130) GSF	19,634 (6,479) SF	87 (29)	344 (114)	91-110 (30-36)*
Building 6	48,070 (28,842) GSF	=	44 (26)	192 (115)	=
Building 7	55,300 GSF	=	52	224	=
TOTAL	*717,460 GSF*	*77,209 SF*[1]	*390*	*1,632*	*502-562**
Outdoor Space					
Campus Green	1 acre	=	=	=	=
Pedestrian Malls	0.44	=	=	=	=
TOTAL	1.44 Acres	=	=	=	=

Notes:
GSF = gross square feet; SF = square feet. [1]90,000 GSF of commercial/retail space equals 77,209 SF of rentable space.
* Parking spaces are dependent on final configuration of subterranean site plan for Buildings 4 and 5.
All square footages, housing units, and beds are approximated.



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Figure 1.0-11A

Proposed Site Plan–SDSU Ownership

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Specific to those parcels within the development portion of the Proposed Project that presently are owned by private parties, CSU/SDSU is confident that over time the university will acquire all property necessary for build-out of the full project. However, in consideration of all potential scenarios, if the university is not able to acquire these parcels from willing sellers, development would proceed only on those parcels owned by CSU/SDSU. For example, in the event CSU/SDSU is not able to acquire parcel numbers 17 and 18 from willing sellers (see **Figure 1.0-9, Existing Parcels**), development of a modified Building 4 would go forward as a five-story mixed-use building, to be constructed only on parcel number 16 and sized as depicted in **Table 1.0-2A**. See also **Figure 1.0-11A** for an illustration of the reduced project footprint.

Similarly, in the event CSU/SDSU is not able to acquire parcel numbers 12, 14 and 15 from willing sellers, development of a modified Building 5 would go forward as a five-story mixed use building, sized as depicted in **Table 1.0-2A** and constructed only on parcel number 13. Lastly, in the event CSU/SDSU is not able to acquire parcel number 19 from willing sellers, a modified Building 6 would go forward as a four-story residential apartment building, sized as depicted in **Table 1.0-2A** and constructed only on parcel numbers 20 and 21.

1.5.4 Project Improvements

In addition to the Project components described above, the Proposed Project also would include the following landscape and public infrastructure improvements:

Landscape and Hardscape

A combination of landscape and hardscape features would be installed in and around the Proposed Project site, partially depending upon the availability of City right-of-way. Large trees and planters would be installed adjacent to College Avenue and Montezuma Road near the Project components. Trees and planters also would be installed on the Campus Green and near proposed pedestrian access points. In conjunction with the Proposed Project, the existing median in College Avenue would be landscaped. Landscaping treatment would include low-maintenance, drought-tolerant plant materials that would avoid costly watering and maintenance.

Public Infrastructure

The Project would utilize existing wet and dry utility infrastructure within the vicinity. The following improvements would be undertaken as part of the Proposed Project to accommodate the increased density:

Water

- Relocate the existing 6" main in Hardy Avenue to accommodate the building envelope of Building 2.
- Construct laterals to connect the street water pipelines to the proposed buildings (multiple laterals to create redundancy of water supply).

Wastewater

- Relocate the existing 8" wastewater line in Lindo Paseo to accommodate the building envelopes for Buildings 2, 3 and 4.
- Construct laterals to connect the street wastewater pipelines to the proposed buildings.

Stormwater

- Relocate the existing 18" storm drain beneath Building 1 to accommodate the building envelope of Building 1.
- Construct storm drain systems on each new building site. New infrastructure would feed into the existing City storm drain system.

Natural Gas

- Construct laterals to connect the street natural gas pipelines to the proposed buildings.

Electricity

- Relocate the existing line in the alley east of College Avenue to accommodate the building envelope of Buildings 4 and 5.
- Construct electrical systems to feed into existing SDSU Central Plant network.

Telephone/Cable/Other Dry Utilities

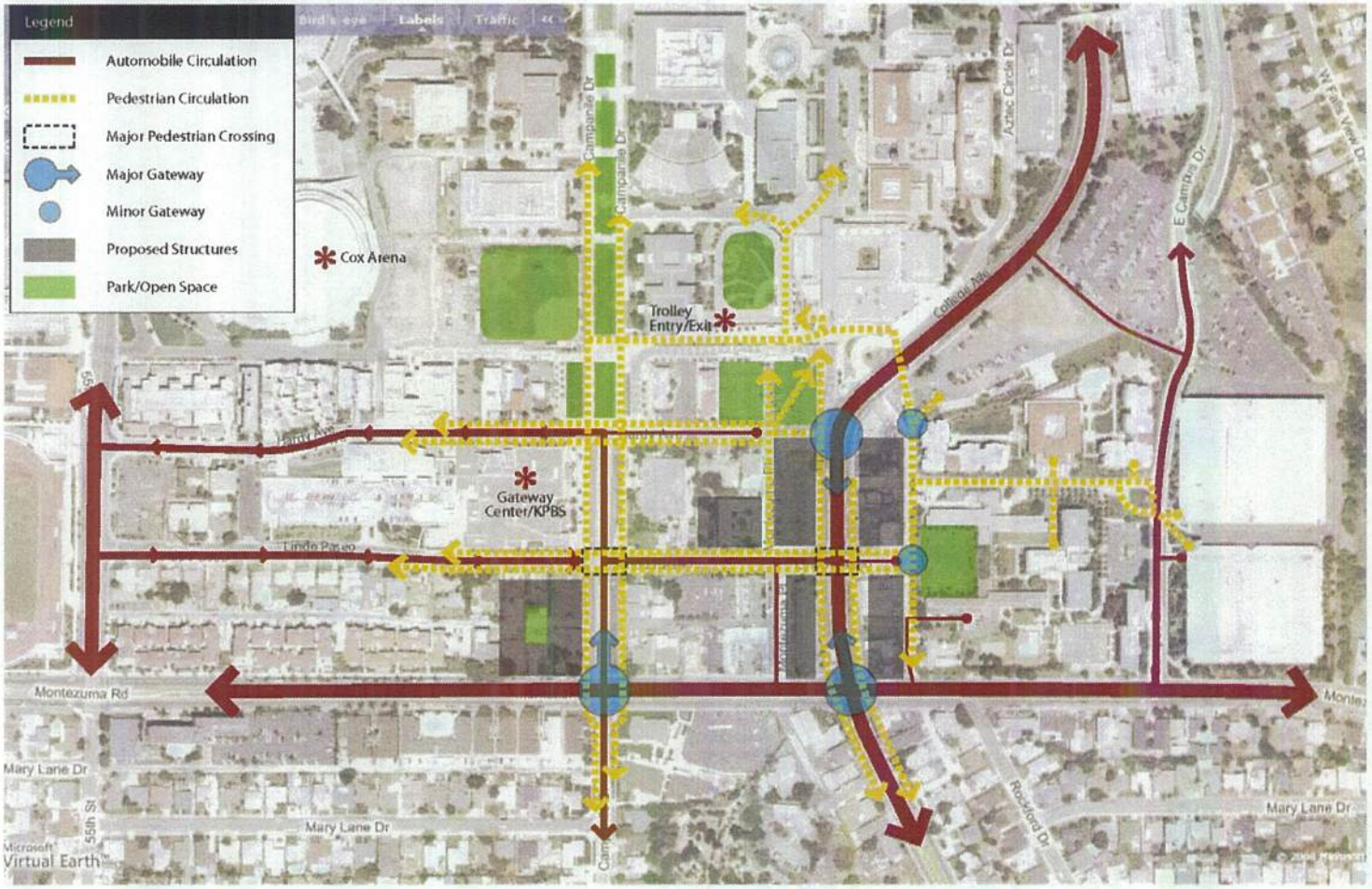
- Construct telephone/cable/other dry utilities to feed into existing telephone/cable or other service provider systems present within the project area.

1.5.5 Proposed Circulation

The vehicular and pedestrian circulation patterns that would occur as a result of the Proposed Project are depicted in **Figure 1.0-21, Proposed Circulation Patterns** and described below. Additional discussion regarding the Proposed Project's circulation patterns is provided in **Section 3.12, Transportation/Circulation and Parking.**

Vehicular Circulation. The on-site circulation plan includes entry point locations to the Building 3 parking structure and to the belowground parking lot(s) beneath Buildings 4 and 5. All vehicular traffic would access Building 3 from Lindo Paseo via College Avenue to the east, or Campanile Drive to the west. All vehicular access to and from the parking lot(s) beneath Buildings 4 and 5 would occur via Montezuma Road and College Avenue and, specifically, via the existing segment of Lindo Paseo located east of College Avenue. The segment would be configured with the following westbound geometry to ensure adequate egress from the parking lot beneath Buildings 4 and 5: one shared left-through lane and one dedicated right turn lane. Exit points from the parking structures would be located adjacent to the entry points.

Pedestrian Circulation. Given its proximity to SDSU, the Project area currently supports extensive pedestrian use, largely consisting of students going to and from the university. Pedestrians originating east of College Avenue often use the pedestrian sky bridge to gain access to the central campus area. Pedestrians coming from areas west of College Avenue



Source: Wallace Roberts & Todd, LLC 2009

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Figure 1.0-21

Proposed Circulation Patterns

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traditionally use sidewalks and alleyways that line Campanile Drive, Lindo Paseo, Hardy Avenue, and College Avenue.

The proposed pedestrian malls would allow convenient and safe pedestrian access to ground-floor retail shops and residential entry foyers. The proposed plaza area between Buildings 4 and 5 would provide an additional pedestrian-oriented walkway area to facilitate access between Buildings 4 and 5 and across College Avenue. The Campus Green also would provide a pedestrian-friendly access point between the Proposed Project area and the main campus. In the event approval of the street vacations necessary to develop the pedestrian malls and/or Campus Green is not granted, the Proposed Project would utilize the existing sidewalk areas for outdoor gathering/dining space and would rely on standard sidewalks to facilitate north–south pedestrian movement.

Future residents/visitors of the student apartments proposed in Buildings 6 and 7 would access the campus via sidewalks adjacent to Campanile Drive. Crosswalks are provided at the intersection of Hardy Avenue and Campanile Drive. Residents/visitors wishing to access the proposed mixed-use buildings (Buildings 1, 2, 4, and 5) would utilize existing sidewalks along Lindo Paseo, Montezuma Road, and the alleyway between both roadways.

Bicycle Circulation. Buildings 1, 2, 4, and 5 have been designed to provide adequate setback to facilitate the placement of Class 2 bicycle lanes within the College Avenue right-of-way should the City determine to construct such facilities. In addition, all streets in the Project vicinity provide access for bicyclists. Most of the roads in and around the SDSU campus are bicycle-accessible and present an opportunity for alternative on-campus transportation, which will continue to be the case under the Proposed Project. Additionally, the mixed-use retail/student housing component of the Proposed Project would include areas for secure bicycle storage.

Transit Circulation. The Proposed Project would provide student housing and retail options for the campus and local community within close proximity to existing transit services at the SDSU Transit Center. Visitors and students may utilize bus and trolley services available between the campus and throughout the County.

Roadway Improvements. In the event the vacation of Hardy Avenue between Montezuma Place and College Avenue, and Montezuma Place north of Hardy Avenue is approved, a cul-de-sac/vehicle turnaround would be constructed at the new eastern terminus of Hardy Avenue. See, **Figure 1.0-11, Proposed Site Plan**. This would allow vehicular traffic the opportunity to

pick up/drop off passengers near the north end of the Project area. Access to the existing SDSU Transit Center, and specifically the bus drop-off/pick-up points and associated circulation system immediately north of the Project site, would remain unchanged. After picking up/dropping off passengers, buses would continue to re-enter the local roadway network via southbound College Avenue.

To the extent authorized by the City, the existing median in College Avenue would be landscaped in conjunction with the Proposed Project. Landscaping treatment could include low-maintenance, drought-tolerant plant material to avoid costly watering and upkeep.

1.5.6 Design Standards and Energy Efficiency

Development of the Proposed Project would conform to all applicable building standards for insulation, infiltration and moisture control, space conditioning, water heating, plumbing, and lighting, including those standards provided in Title 24 of the California Code of Regulations, and CSU environmental sustainability design standards.

In addition, the buildings would be constructed to a LEED Silver rating. Developed by the U.S. Green Building Council in 2000, LEED is an internationally recognized, third-party certification system that establishes benchmarks for the design, construction and operation of green buildings. As a point-based system, LEED generally evaluates a project's building criteria across five environmental categories: (1) the sustainability of the project site; (2) water efficiency; (3) energy savings and carbon dioxide emission reductions; (4) the use of materials and resources; and, (5) indoor environmental quality. LEED also considers innovation in design. Based on the number of points accrued for green design features, a project may achieve one of the following ratings: Certified; Silver; Gold; or, Platinum. (For additional information on LEED, please see http://www.usgbc.org/.) The LEED Silver rating ensures that the Proposed Project will be designed, constructed, and operated in a sustainable, energy efficient and green manner. Additional discussion regarding the Proposed Project's energy use and efficiency initiatives and features is provided in **Section 3.2, Air Quality and Climate Change**, and **Section 3.11, Public Utilities and Service Systems**.

1.5.7 Construction Activities and Phasing

As summarized in **Section 1.1.2**, construction of the Proposed Project generally would occur in two phases: Phase I development would include land currently owned by CSU/SDSU; and, Phase II development would include CSU land, as well as land currently owned by the SDSU

Research Foundation and private property owners yet to be acquired by the university. The construction phasing is depicted on **Figure 1.0-22, Construction Phasing Plan**.

Project construction is proposed to proceed as follows: Building 1, Building 3, and Building 2. Due to the size of the Project site and existence of multiple Project components, some overlap of these activities would occur. Phase II construction is proposed to proceed as follows: Buildings 4 and 5 would be constructed simultaneously. Following completion of Buildings 4 and 5, Buildings 6 and 7 would be constructed simultaneously.

Construction of each of the Project components generally would proceed as follows:

- Step 1: Pre-Construction Biological Resource Surveys. Pre-construction surveys would be conducted within the area around each Project component. If any nesting birds are found, an appropriate buffer, as determined by a qualified biologist, would be established. The nesting area would be avoided during Project construction until the young have fledged.

- Step 2: Site Preparation. Temporary barricades, fences, sound walls, and other protective devices would be erected to separate the Project site from surrounding neighborhoods and SDSU campus buildings.

Step 3: Demolition. Demolition of existing structures would occur and would include the sorting, recycling, and/or disposal of debris from demolition activities. Depending on the existing land use, this step may take several weeks. Existing parking lots may require less time to demolish than existing buildings. Hazardous materials encountered during demolition, such as asbestos-laden flooring or ceiling tiles, would be handled and disposed of in accordance with applicable federal, state, and local regulations and guidelines.

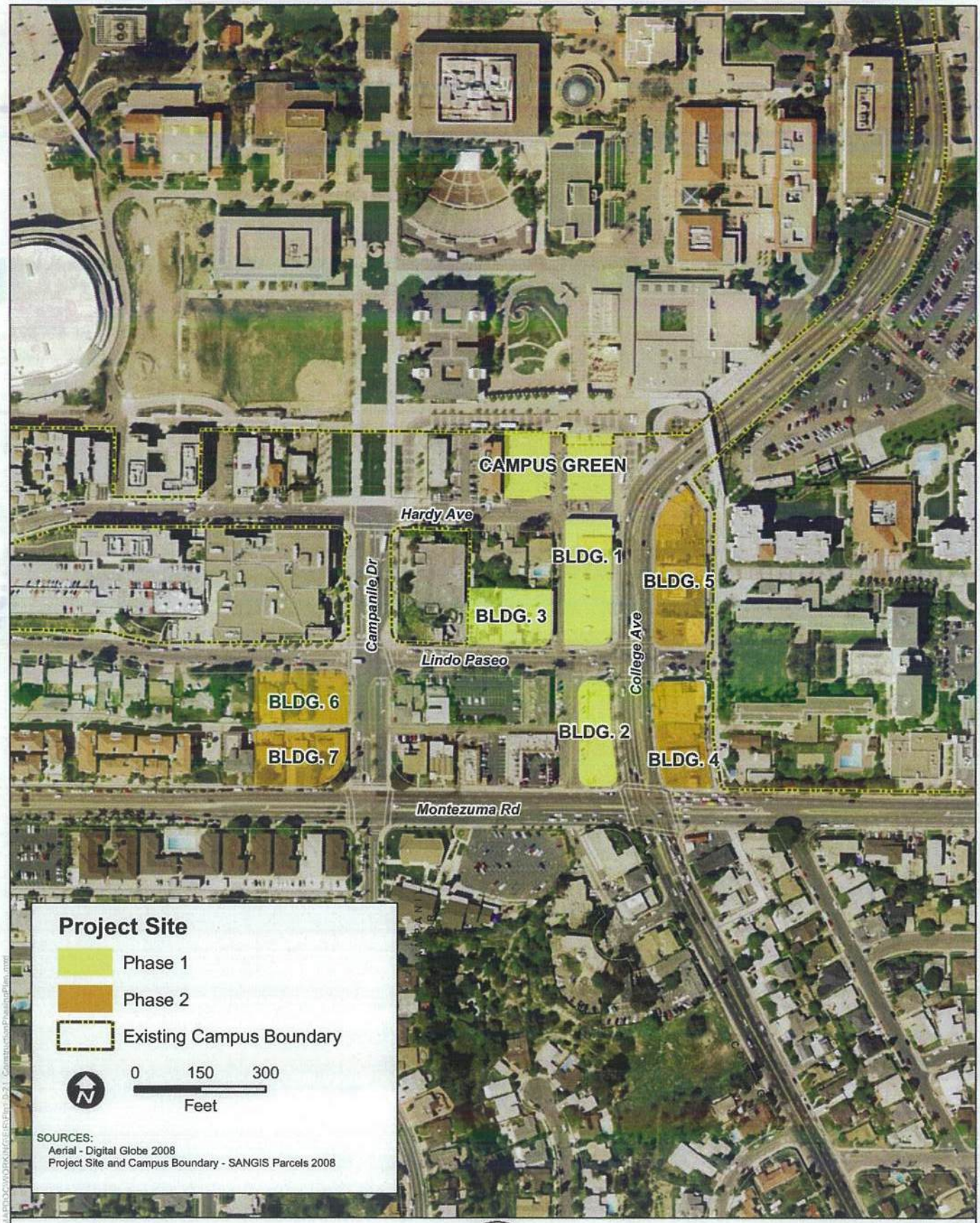

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Figure 1.0-22
Construction Phasing Plan

- Step 4: Utilities. Existing utilities that currently run through the site either would be re-routed, abandoned, or improved. Relocation would involve removing existing utilities, capping, and abandoning in place those utilities that are no longer required and do not need to be removed, as well as installing new utilities around the Project site. New utilities would include both dry utilities (e.g., electrical, telephone, cable television, and gas lines) and wet utilities (e.g., domestic water, sanitary sewer, and storm drains). Future permanent connections for the finished project also may be installed at this time.

  Pedestrian access to the Project site would be restricted during construction. However, access would be maintained to the SDSU campus and surrounding land uses for pedestrians to the maximum extent practical.

- Step 5: Shoring Activities. Soldier piles would be drilled and installed around the perimeter of each building site in advance of the excavation activities. Lagging would be installed in conjunction with the excavation to ensure that the stability of the surrounding land uses would not be compromised during construction.

- Step 6: Excavation. Excavation activities would entail minimal stockpiling of dirt adjacent to the Project site. The excavator would place the dirt directly into waiting trucks that would haul the soil to an off-site dump area. Hazardous materials encountered during excavation and/or grading would be handled and disposed of pursuant to applicable laws and regulations

- Step 7: Building Construction. This step would entail pouring the building foundation and ultimate construction of the building's structural framework. Exterior features including walls, windows, doorways, and roofing materials would be installed.

- Step 8: Interior Construction and Finish Work. Once the building is enclosed, separate tenant improvement contractors would be brought on site to build out the retail spaces. Site work, including installation of irrigation and drainage lines, construction for the hardscape, installation of water features and planters, installation of site furnishings, and the planting of landscape, also would take place during this time.

1.6 EIR INTENDED USES/PROJECT ACTIONS AND APPROVALS

1.6.1 Intended Uses

This EIR will be used by the CSU Board of Trustees to evaluate the potential environmental impacts associated with adoption of the Proposed Project. Additionally, the EIR could be relied upon by responsible agencies, if any, with permitting or approval authority over any project-specific action to be implemented as part of the Project.

1.6.2 Requested Project Approvals

The following approvals by the CSU Board of Trustees are anticipated to be required for implementation of the Proposed Project:

(1) Certification of the Final EIR under CEQA; and

(2) Approval and adoption of the proposed SDSU Campus Master Plan, as depicted on **Figure 1.0-10**.

Development of the Proposed Project may require permits and/or approvals issued by public agencies other than the CSU Board of Trustees. The following is a list of other permits or approvals that may be required by state, regional, or local agencies in connection with the Proposed Project:

(1) Division of the State Architect (accessibility compliance)

(2) State Fire Marshall (approval of facility fire and life safety review)

(3) San Diego Regional Water Quality Control Board (National Pollutant Discharge Elimination System permit)

(4) San Diego County Air Pollution Control District (authority to construct and/or permits to operate)

(5) City of San Diego (permits for construction within City rights-of-way, if necessary)

(6) Water, wastewater, and sanitation special district approval, if any.

Following project approval by the CSU Board of Trustees, SDSU/CSU will request that the City of San Diego vacate the following rights-of-way to vehicular traffic:

Montezuma Place between Lindo Paseo and Hardy Avenue;

Montezuma Place north of Hardy Avenue;

Easterly portion of Montezuma Place between Montezuma Road and Lindo Paseo;

Unnamed alley between Montezuma Place and College Avenue;

Lindo Paseo east of College Avenue; and

Alley Way east of College Avenue between Montezuma Road and College Avenue.

In conjunction with the above street vacations, CSU/SDSU will request that the City of San Diego convert the eastern end of Hardy Avenue at the intersection with Montezuma Place to a cul-de sac/vehicle turnaround.

In the event the City of San Diego does not approve CSU/SDSU's request for the above-referenced street vacations, CSU/SDSU will proceed with development of the Proposed Project on a modified basis consistent with available development parcels.

1.6.3 Responsible Agencies

Under CEQA, responsible agencies are state and local agencies other than the lead agency that have discretionary approval power over the Proposed Project. (Cal. Code Regs., tit. 14, §15381.) In this case, although CSU/SDSU will request that the City of San Diego approve the vacation of certain public rights-of-way to facilitate development of the pedestrian malls and Building 2, the City's approval is not essential to development of the Proposed Project because, as noted above, in the event the City does not approve SDSU's request, SDSU will proceed with development of a modified Project without the referenced pedestrian malls and a smaller Building 2. Therefore, the City does not have discretionary approval authority over the Project and is not a responsible agency. Any other permits to be granted by state, regional, or local agencies are ministerial in nature. Accordingly, there are no responsible agencies within the meaning of CEQA.

In its comments on the NOP, the City Redevelopment Agency asserts that it has approval authority over the Proposed Project because it would be developed within the College Area

Community Redevelopment Project Area and, therefore, is subject to the Redevelopment Plan and Redevelopment Agency approval authority. However, as a state agency, CSU/SDSU is not subject to local land use plans such as the College Area Redevelopment Plan. Accordingly, the Redevelopment Agency does not have review and approval authority over the Project.

Trustee agencies are state agencies having jurisdiction by law over natural resources affected by the Proposed Project which are held in trust for the people of the State of California. (Cal. Code Regs., tit. 14, §15386.) There are no state agencies with jurisdiction by law over natural resources potentially affected by the Proposed Project.

SECTION 2.0
CUMULATIVE PROJECTS

2.0 CUMULATIVE IMPACTS METHODOLOGY

2.1 INTRODUCTION

This section introduces the cumulative impacts analysis that is contained within each respective environmental impact category subsection of **Section 3.0, Environmental Analysis**. The section explains the purpose of analyzing cumulative impacts, discusses the cumulative forecasting methodology, and presents a list of current and probable future projects that were considered in assessing the Proposed Project's potential cumulative impacts.

2.2 PURPOSE

The CEQA Guidelines define "cumulative impacts" as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." (Cal. Code Regs., tit. 14, §15355.) Cumulative impacts generally may result from the combined effect of past, present, and future projects located in proximity to the project under review. Therefore, it is important for a cumulative impacts analysis to be viewed over time and in conjunction with other related past, present, and reasonably foreseeable future developments whose impacts might compound or interrelate with those of the project under review.

2.3 CUMULATIVE FORECASTING METHODOLOGY

In order to analyze the cumulative impacts of the Proposed Project with other planned or foreseeable projects in the project vicinity, it is necessary to determine the type and specifics of other planned or foreseeable projects in the area. One method to accomplish this is to compile a "list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency." (Cal. Code Regs, tit. 14, §15130(b).)

In order to analyze potential cumulative impacts of the Proposed Project, a list of past, present and probable projects in the area is provided below. The list was compiled based on personal communications with the applicable jurisdictional agencies, and related database and internet research. The specific reference sources, including a memorandum prepared by DUDEK (dated May 26, 2010), are provided in **Appendix 2.0, Cumulative Projects**, and EIR **Section 8.0, References**. The analysis of the Proposed Project's cumulative impacts is contained within the discussion for each separate impact category in **Section 3.0**.

Figure ID 2.0-1	Project Title	Project Location	Project Description	Status	Build-Out Year
15	Alvarado Apartments (The Dinerstein Companies)	6599 Alvarado Road	Redesignate 9.9 acres of institutional land to very high residential land; construct 664 rental DUs and 2,800 SF of retail.	~~In planning process~~Approved	2011
16	Collwood Apartments	4929 Collwood Boulevard	Demolish existing 167-unit apartment building and construct 260 units.	Completed, undergoing inspections	Fall 2010
17	Aztec Court Apartments	6229–6245 Montezuma Road	Demolish existing residences and construct 25 DUs.	~~In planning process~~Approved	Unknown
City of San Diego					
18	Parc @ 54 (formerly Park at 54th Street)	4079 54th Street	90-unit apartment complex.	Completed	November 2009
19	Centrepoint-Grantville	Block bounded by Vandever Avenue, Fairmont Avenue, Twain Avenue, Mission Gorge Road	12-acre site for mixed-use development of 588 multi-family DUs and 135,228 SF of office, retail, and restaurant space.	Proposed	Unknown
20	Montezuma South	Near SE corner of College Avenue and Montezuma Road	450 beds.	Anticipated future proposal	Through 2025
21	Grantville Trolley Station Transit Oriented Development ("TOD")	4510 Alvarado Canyon Road	Approximately 900 beds.	Anticipated future proposal	Unknown
22	Kohl's Department Store	3450 College Avenue	73,872 SF of retail development.	Proposed	Unknown

SECTION 3.2
AIR QUALITY AND GLOBAL CLIMATE CHANGE

3.2 AIR QUALITY AND GLOBAL CLIMATE CHANGE

3.2.1 INTRODUCTION

This section is based on the Air Quality Technical Report (June 2010) and Global Climate Change Technical Report (May 2010), prepared by Scientific Resources Associated, as revised by subsequent reports dated January 2011 and March 2011. These reports analyze the potential air quality and global climate change impacts of the Plaza Linda Verde Project. Each technical report is presented in its entirety in **Appendix F3.2** of this EIR.

3.2.2. METHODOLOGY

3.2.2.1 Air Quality

The methodology for preparing the impact analysis identifies the existing conditions, including background ambient air quality levels. To gauge the potential significance of air quality impacts associated with the Proposed Project, emissions associated with construction-related and operational-related activities were calculated using the URBEMIS 2007 model, and then compared with the applicable air quality significance thresholds. To evaluate the potential for impacts associated with Project-generated traffic, emissions associated with vehicles were estimated, and air dispersion modeling was conducted to estimate ground-level concentrations attributable to traffic. The concentrations, together with existing background air quality levels, then were measured against applicable air quality standards.

3.2.2.2 Global Climate Change

To gauge the potential significance of global climate change impacts associated with the Proposed Project, emissions associated with construction and operation of the Proposed Project were estimated. With respect to operational-related activities, the emissions inventory considered electricity, natural gas, water and vehicle use. Emissions were evaluated based on their consistency with the goals of Assembly Bill 32 ("AB 32").

3.2.3 EXISTING CONDITIONS

3.2.3.1 Traditional Air Quality Pollutants

The following section provides information about the existing air quality regulatory framework, and the climate, air pollutants and sources, and sensitive receptors in the Project area.

3.2.3.1.1 Regulatory Framework

Federal Regulations

Overview Of The Federal Clean Air Act

The United States Environmental Protection Agency ("EPA") is responsible for enforcing the Federal Clean Air Act ("CAA") of 1970, and the 1977 and 1990 Amendments thereto. The CAA requires the EPA to establish National Ambient Air Quality Standards ("NAAQS"), which identify concentrations of pollutants in the ambient air below which no adverse effects on the public health and welfare are anticipated. The EPA has established both primary and secondary standards for seven "criteria" pollutants: ozone ("O_3"), carbon monoxide ("CO"), nitrogen dioxide ("NO_2"), respirable particulate matter ("PM_{10}"), fine particulate matter ("$PM_{2.5}$"), sulfur dioxide ("SO_2"), and lead ("Pb"). Primary standards are designed to protect human health with an adequate margin of safety. Secondary standards are designed to protect property and the public welfare from air pollutants in the atmosphere. Areas that do not meet the NAAQS for a particular pollutant are considered to be "nonattainment areas" for that pollutant.

In April 2004, the San Diego Air Basin ("SDAB"), the basin in which the Project site is located, was designated as a nonattainment area for the 8-hour O_3 NAAQS. The SDAB is in attainment with all other NAAQS.

In addition to the seven criteria pollutants identified above, volatile organic compounds ("VOCs") and hazardous air pollutants ("HAPs") also are subject to federal control. With respect to VOCs, while the EPA has not set ambient air quality standards for these ozone precursors, VOCs are regulated through limitations on VOC emissions from solvents, paints, and other sources. With respect to HAPs, these pollutants, which also are referred to as toxic air contaminants ("TACs"), are known or suspected to result in adverse health effects upon exposure through inhalation or other exposure routes. HAPs emitted from stationary sources are regulated via the federal National Emission Standards for Hazardous Air Pollutants ("NESHAPs") program. HAPs from mobile sources, such as vehicles and other off-road equipment, are regulated through emission standards implemented by the EPA and/or state regulatory agencies.

Health Effects Of Criteria Pollutants

The following discussion identifies the potential health effects of each criteria pollutant, and is based on data provided by the EPA and California Air Resources Board ("ARB"). (EPA 2007a; ARB 2005.)

- **Ozone:** O_3 is considered a photochemical oxidant, and is formed when reactive organic gases ("ROG") and oxides of nitrogen ("NOx"), both by-products of combustion, react in the presence of ultraviolet light. O_3 is considered a respiratory irritant and prolonged exposure can reduce lung function, aggravate asthma and increase susceptibility to respiratory infections. Children and those with existing respiratory diseases are at greatest risk from exposure to O_3.

- **Carbon Monoxide:** CO (an odorless, colorless gas) is a product of combustion, the main source of which in the SDAB is motor vehicle exhaust. CO affects red blood cells in the body by binding to hemoglobin and reducing the amount of oxygen that can be carried to the body's organs and tissues. CO can cause health effects to those with cardiovascular disease, and can also affect mental alertness and vision.

- **Nitrogen Dioxide:** NO_2 is a by-product of fuel combustion, and is formed both directly as a product of combustion and in the atmosphere through the reaction of nitrogen oxide ("NO") with oxygen. NO_2 is a respiratory irritant and may affect those with existing respiratory illness, including asthma. NO_2 also can increase the risk of respiratory illness.

- **Respirable and Fine Particulate Matter:** Respirable particulate matter, or PM_{10}, refers to particulate matter with an aerodynamic diameter of 10 microns or less. Fine particulate matter, or $PM_{2.5}$, refers to particulate matter with an aerodynamic diameter of 2.5 microns or less. Particulate matter in this size range has been determined to have the potential to lodge in the lungs and contribute to respiratory problems. PM_{10} and $PM_{2.5}$ arise from a variety of sources, including road dust, diesel exhaust, combustion, tire and brake wear, construction operations and windblown dust. PM_{10} and $PM_{2.5}$ can increase susceptibility to respiratory infections and can aggravate existing respiratory diseases such as asthma and chronic bronchitis. $PM_{2.5}$ also is considered to have the potential to lodge deeper in the lungs.

- **Sulfur Dioxide:** SO_2 is a colorless, reactive gas that is produced from the burning of sulfur-containing fuels such as coal and oil, and by other industrial processes. Generally,

the highest concentrations of SO_2 are found near large industrial sources. SO_2 is a respiratory irritant that can cause narrowing of the airways leading to wheezing and shortness of breath. Long-term exposure to SO_2 can cause respiratory illness and aggravate existing cardiovascular disease.

- **Lead:** Pb in the atmosphere occurs as particulate matter. Pb has historically been emitted from vehicles combusting leaded gasoline, as well as from industrial sources. With the phase-out of leaded gasoline, large manufacturing facilities are the sources of the largest amounts of lead emissions. Pb has the potential to cause gastrointestinal, central nervous system, kidney and blood diseases upon prolonged exposure; this pollutant also is classified as a probable human carcinogen.

State and Local Regulations

Overview Of The California Clean Air Act

The California Clean Air Act was signed into law on September 30, 1988, and became effective on January 1, 1989. The Act requires that local air districts implement regulations to reduce emissions from mobile sources through the adoption and enforcement of transportation control measures. Further, the California Clean Air Act requires local air districts to implement a Best Available Control Technology ("BACT") rule and require emission offsets for nonattainment pollutants. With respect to the SDAB, the California Clean Air Act specifically requires the basin to achieve a five percent annual reduction in ozone precursor emissions from 1987 until the standards are attained. If this reduction cannot be achieved, all feasible control measures must be implemented.

The ARB is the state regulatory agency with authority to enforce regulations to both achieve and maintain air quality in the state. Accordingly, the ARB is responsible for the development, adoption, and enforcement of the state's motor vehicle emissions program, as well as the adoption of the California Ambient Air Quality Standards ("CAAQS"). The ARB also reviews operations and programs of the local air districts, and requires each air district with jurisdiction over a nonattainment area to develop its own strategy for achieving the NAAQS and CAAQS.

The federal CAA allows states to adopt ambient air quality standards, provided they are *at least* as stringent as the NAAQS and other federal standards. The ARB has established more stringent CAAQS for six criteria pollutants, and also has established CAAQS for additional pollutants, including sulfates, hydrogen sulfide, vinyl chloride and visibility-reducing particles.

The SDAB currently is classified as a nonattainment area under the CAAQS for O_3, PM_{10}, and $PM_{2.5}$. Notably, the ARB does not differentiate between the 1-hour and 8-hour CAAQS for O_3; therefore, if an air basin records exceedances of either standard, then the area is considered a nonattainment area for the O_3 CAAQS. The SDAB has recorded exceedances of both the 1-hour and 8-hour O_3 CAAQS.

Health Effects Of Additional California-Specific Pollutants

The following specific descriptions of health effects for the additional California criteria air pollutants (i.e., pollutants that are not federally-designated criteria pollutants) are based on ARB data. (ARB, 2001.)

- **Sulfates:** Sulfates are the fully oxidized ionic form of sulfur. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized to SO_2 during the combustion process and subsequently converted to sulfate compounds in the atmosphere. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms and an increased risk of cardio-pulmonary disease. Sulfates also degrade visibility, and, due to the fact that they are usually acidic, can harm ecosystems and damage materials and property.

- **Hydrogen Sulfide:** H_2S is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. This gas also can be present in sewer and natural gases, and can be emitted as the result of geothermal energy exploitation. Breathing H_2S at levels above the standard would result in exposure to a very disagreeable odor. In 1984, an ARB committee concluded that the ambient standard for H_2S is adequate to protect public health and to significantly reduce odor annoyance.

- **Vinyl Chloride:** Vinyl chloride, a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride ("PVC") plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants and hazardous waste sites, due to the microbial breakdown of chlorinated solvents. Short-term exposure to high levels of vinyl chloride in air causes central nervous system effects, such as dizziness, drowsiness and headaches. Long-term exposure to vinyl chloride through inhalation and oral exposure causes liver damage. Cancer is a major

concern from exposure to vinyl chloride via inhalation. (Vinyl chloride exposure has been shown to increase the risk of angiosarcoma, a rare form of liver cancer, in humans.)

- **Visibility Reducing Particles:** Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt. The CAAQS is intended to limit the frequency and severity of visibility impairment due to regional haze.

Table 3.2-1, Ambient Air Quality Standards, presents a summary of the ambient air quality standards adopted by the federal and California Clean Air Acts.

Table 3.2-1
Ambient Air Quality Standards

POLLUTANT	AVERAGE TIME	CALIFORNIA STANDARDS		NATIONAL STANDARDS		
		Concentration	Measurement Method	Primary	Secondary	Measurement Method
Ozone (O_3)	1 hour	0.09 ppm (180 µg/m³)	Ultraviolet Photometry	0.12 ppm (235 µg/m³)	0.12 ppm (235 µg/m³)	Ethylene Chemiluminescence
	8 hour	0.070 ppm (137 µg/m³)		0.075 ppm (147 µg/m³)	0.075 ppm (147 µg/m³)	
Carbon Monoxide (CO)	8 hours	9.0 ppm (10 mg/m³)	Non-Dispersive Infrared Spectroscopy (NDIR)	9 ppm (10 mg/m³)	None	Non-Dispersive Infrared Spectroscopy (NDIR)
	1 hour	20 ppm (23 mg/m³)		35 ppm (40 mg/m³)		
Nitrogen Dioxide (NO_2)	Annual Average	0.030 ppm (56 µg/m³)	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m³)	0.053 ppm (100 µg/m³)	Gas Phase Chemiluminescence
	1 hour	0.18 ppm (338 µg/m³)		0.100 ppm (188 µg/m³)	--	
Sulfur Dioxide (SO_2)	~~Annual Average~~	--	Ultraviolet Fluorescence	~~0.03 ppm (80 µg/m³)~~	--	Pararosaniline
	24 hours	0.04 ppm (105 µg/m³)		~~0.14 ppm (365 µg/m³)~~	--	
	3 hours	--		--	0.5 ppm (1300 µg/m³)	

Table 3.2-1
Ambient Air Quality Standards

POLLUTANT	AVERAGE TIME	CALIFORNIA STANDARDS		NATIONAL STANDARDS		
		Concentration	Measurement Method	Primary	Secondary	Measurement Method
	1 hour	0.25 ppm (655 µg/m³)		0.075 ppm (196 µg/m³)--	--	
Respirable Particulate Matter (PM_{10})	24 hours	50 µg/m³	Gravimetric or Beta Attenuation	150 µg/m³	150 µg/m³	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m³		--	--	
Fine Particulate Matter ($PM_{2.5}$)	Annual Arithmetic Mean	12 µg/m³	Gravimetric or Beta Attenuation	15 µg/m³	15 µg/m³	Inertial Separation and Gravimetric Analysis
	24 hours	--		35 µg/m³	35 µg/m³	
Sulfates	24 hours	25 µg/m³	Ion Chromato-graphy	--	--	--
Lead (Pb)	30-day Average	1.5 µg/m³	Atomic Absorption	--	--	Atomic Absorption
	Calendar Quarter	--		1.5 µg/m³	1.5 µg/m³	
	3-month Rolling Average	--		0.15 µg/m³	0.15 µg/m³	
Hydrogen Sulfide (H_2S)	1 hour	0.03 ppm (42 µg/m³)	Ultraviolet Fluorescence	--	--	--
Vinyl Chloride	24 hours	0.010 ppm (26 µg/m³)	Gas Chromato-graphy	--	--	--

Notes:
ppm= parts per million
µg/m³ = micrograms per cubic meter
mg/m³= milligrams per cubic meter
Source: California Air Resources Board 201109

Toxic Air Contaminants

In 1983, the California Legislature enacted a program to: (i) identify the health effects of TACs, and (ii) reduce exposure to these contaminants to protect the public health. (AB 1807; Health and Safety Code, §§39650-39674.) The Legislature established a two-step process to address the potential health effects from TACs. The first step is the risk assessment (or identification) phase. The second step is the risk management (or control) phase.

California has identified diesel particulate matter ("diesel PM") as a TAC. Diesel PM is emitted from on- and off-road vehicles that utilize diesel as fuel. Since identification of diesel PM as a TAC in 1998, the ARB has worked on developing strategies and regulations aimed at reducing the emissions and associated risk from diesel PM. The overall strategy for achieving these reductions is found in the *Risk Reduction Plan to Reduce Particulate Matter from Diesel-Fueled Engines and Vehicles.* (State of California, 2000.) A stated goal of the plan is to reduce the cancer risk statewide arising from exposure to diesel PM by 75 percent by 2010, and by 85 percent by 2020. The *Risk Reduction Plan* contains the following three components:

1. New regulatory standards for all new on-road, off-road and stationary diesel-fueled engines and vehicles to reduce diesel PM emissions by about 90 percent overall from current levels;

2. New retrofit requirements for existing on-road, off-road and stationary diesel-fueled engines and vehicles where determined to be technically feasible and cost-effective; and

3. New Phase 2 diesel fuel regulations to reduce the sulfur content levels of diesel fuel to no more than 15 ppm to provide the quality of diesel fuel needed by the advanced diesel PM emission controls.

A number of programs and strategies to reduce diesel PM are in place or are in the process of being developed as part of the ARB's Diesel Risk Reduction Program. Some of these programs and strategies include those that would apply to the construction and operation of the Proposed Project:

- In 2001, the ARB adopted new PM and NOx emission standards to clean up large diesel engines that power big-rig trucks, trash trucks, delivery vans and other large vehicles. The new standard for PM took effect in 2007 and reduces emissions to 0.01 gram of particulate matter per brake horsepower-hour ("g/bhp-hr"). This is a 90 percent reduction from the existing particulate matter standard. New engines will meet the 0.01 g/bhp-hr PM standard with the aid of diesel particulate filters that trap the PM before exhaust leaves the vehicle.

- ARB has worked closely with the EPA on developing new PM and NOx standards for engines used in offroad equipment, such as backhoes, graders, and farm equipment. The EPA has proposed new standards that would reduce the emissions from off-road engines to similar levels to the on-road engines discussed above by 2010 – 2012. These new engine standards were adopted as part of the Clean Air Nonroad Diesel Final Rule in 2004. Once approved by the EPA, the ARB will adopt these as the applicable state standards for new off-road engines. These standards will reduce diesel PM emissions by over 90 percent from new off-road engines currently sold in California.

- The ARB has adopted several regulations that will reduce diesel PM emissions from in-use vehicles and engines throughout California. In some cases, the PM reduction strategies also reduce smog-forming emissions, such as NOx.

San Diego Air Pollution Control District

The local air pollution control district ("APCD") is primarily responsible for the: (i) development and implementation of rules and regulations designed to attain the NAAQS and CAAQS; (ii) permitting of new or modified sources; (iii) development of air quality management plans; and, (iv) adoption and enforcement of air pollution regulations. The San Diego APCD is the local agency responsible for the administration and enforcement of air quality regulations in San Diego County.

The San Diego APCD and the San Diego Association of Governments ("SANDAG") are jointly responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the SDAB. The region's clean air plan -- the San Diego County Regional Air Quality Strategy ("RAQS") -- was adopted in 1991, and is updated on a triennial basis. (Accordingly, the RAQS was updated in 1995, 1998, 2001, 2004 and, most recently, in 2009.) The RAQS outlines the plans and control measures designed to attain the state air quality standards for O_3. The RAQS does *not* address the state air quality standards for PM_{10} or $PM_{2.5}$.

The San Diego APCD also has developed the air basin's input to the State Implementation Plan ("SIP"), which is required under the Federal CAA for nonattainment areas and updated on a triennial basis. The SIP includes the San Diego APCD's plans and control measures for attaining the NAAQS for O_3. The latest SIP update was submitted by the ARB to the EPA in 1998, and the APCD is in the process of updating its SIP to reflect the new 8-hour O_3 NAAQS.

To that end, the San Diego APCD has developed its *Eight-Hour Ozone Attainment Plan for San Diego County* ("Attainment Plan"). (APCD, 2007.) The Attainment Plan forms the basis for the SIP update, as it contains documentation on emission inventories and trends, the San Diego APCD's emission control strategy, and an attainment demonstration that shows that the SDAB will meet the NAAQS for O_3. Emission inventories, projections, and trends in the Attainment Plan are based on the latest O_3 SIP planning emission projections compiled and maintained by the ARB. Supporting data were developed jointly by stakeholder agencies, including the ARB, San Diego APCD, South Coast Air Quality Management District ("SCAQMD"), Southern California Association of Governments ("SCAG"), and SANDAG. Each agency plays a role in collecting and reviewing data as necessary to generate comprehensive emission inventories. The supporting data include socio-economic projections, industrial and travel activity levels, emission factors, and emission speciation profiles.

Statewide Emissions Inventory

The ARB compiles annual statewide emission inventories in its emission-related information database, the California Emission Inventory Development and Reporting System ("CEIDARS"). Emission projections for past and future years are generated using the California Emission Forecasting System ("CEFS"), which was developed by the ARB to project emission trends and track progress towards meeting emission reduction goals and mandates. CEFS utilizes the most current growth and emissions control data available and agreed upon by the stakeholder agencies to provide comprehensive projections of anthropogenic (human activity-related) emissions for any year from 1975 through 2030.

Local air districts are responsible for compiling emissions data for all point sources and many stationary area-wide sources. For mobile sources, CEFS integrates emission estimates from the ARB's EMFAC2007 and OFFROAD models. SCAG and SANDAG incorporate data regarding highway and transit projects into their Travel Demand Models for estimating and projecting vehicle miles traveled ("VMT") and speed. The ARB's on-road emissions inventory in EMFAC2007 relies on these VMT and speed estimates. To complete the inventory, estimates of biogenic (naturally occurring) emissions are developed by the ARB using the Biogenic Emissions Inventory Geographic Information System ("BEIGIS") model.

Because the ARB mobile source emission and SANDAG growth projections are based on population and vehicle trends and land use plans developed by cities and counties during the development of general plans, a project that proposes development that is consistent with the growth anticipated by a general plan is consistent with the RAQS and Attainment Plan. In the

event that a project proposes development that is less dense than anticipated by the general plan, the project likewise would be consistent with the RAQS and Attainment Plan. If a project proposes development that is more dense/greater than that anticipated in the general plan, the project may conflict with the RAQS and SIP, and may have a potentially significant impact on air quality.

3.2.3.1.2 Climate And Meteorology

The climate of the SDAB is dominated by a semi-permanent high pressure cell located over the Pacific Ocean. This cell influences the direction of prevailing winds (westerly to northwesterly) and maintains clear skies for much of the year. The high pressure cell also creates two types of temperature inversions that may act to degrade local air quality.

The climate in the Project area is characterized by a repetitive pattern of frequent early morning cloudiness, hazy afternoon sunshine, clean daytime onshore breezes and little temperature change throughout the year. Limited rainfall occurs in the winter, while summers are often completely dry. An average of 10 inches of rain falls each year from mid-November to early April.

The same atmospheric conditions that create a desirable living climate combine to limit the ability of the atmosphere to disperse the air pollution generated by the large population attracted by the climate. The onshore winds across the coastline diminish quickly when they reach the foothill communities east of San Diego, and the sinking air within the offshore high pressure system forms a massive temperature inversion that traps all air pollutants near the ground. The resulting horizontal and vertical stagnation, in conjunction with ample sunshine, cause a number of reactive pollutants to undergo photochemical reactions and form smog that degrades visibility and irritates tear ducts and nasal membranes. High smog levels in coastal communities occasionally occur when polluted air from the South Coast Air Basin (Los Angeles area) drifts seaward and southward at night, and then blows onshore the next day. Such weather patterns are frustrating because such inter-basin transport occasionally causes unhealthy air over much of SDAB despite the San Diego APCD's best air pollution control efforts.

3.2.3.1.3 Background Air Quality

The APCD operates a network of ambient air monitoring stations throughout San Diego County. The purpose of the monitoring stations is to measure ambient concentrations of the pollutants and determine whether the ambient air quality meets the CAAQS and the NAAQS.

The nearest ambient monitoring stations to the SDSU campus that measures all pollutants are the San Diego Overland Avenue and El Cajon monitoring stations. The other monitoring station in the Project vicinity is the downtown San Diego monitoring station.

The Overland Avenue monitoring station is the most representative of the Project area because the El Cajon monitoring station is located farther inland and is subject to higher ambient concentrations due to pollutants being trapped in the valley. Ambient concentrations of pollutants over the last three years are presented in **Table 3.2-2, Ambient Air Quality Concentrations.**

Table 3.2-2
Ambient Background Concentrations

Pollutant	Averaging Time	2006	2007	2008	Most Stringent Ambient Air Quality Standard	Monitoring Station
Ozone	8 hour	0.091	0.076	0.093	0.070	Overland Ave.
	1 hour	0.108	0.088	0.100	0.09	Overland Ave.
PM_{10}	Annual	22.6	23.6	23.9	20 µg/m³	Overland Ave.
	24 hour	42	65	41	50 µg/m³	Overland Ave.
$PM_{2.5}$	Annual	11.0	10.4	11.8	12 µg/m³	Overland Ave.
	24 hour	26.3	30.6	27.2	35 µg/m³	Overland Ave.
NO_2	Annual	0.017	0.015	0.014	0.030	Overland Ave.
	1 hour	0.091	0.087	0.077	0.18	Overland Ave.
CO	8 hour	3.27	3.01	2.60	9.0	San Diego
	1 hour	5.3	4.4	4.1	20	San Diego
SO_2	Annual	0.004	0.003	0.003	0.03	San Diego
	24 hour	0.009	0.006	0.007	0.04	San Diego
	3 hour	0.030	0.014	0.019	0.5[1]	San Diego
	1 hour	0.034	0.018	0.019	0.25	San Diego

Notes:
N/A = Not Available
[1]New CAAQS proposed by ARB
[2]Secondary NAAQS

Source:
www.arb.ca.gov/aqd/aqd.htm (Measurements of all pollutants at Overland station, except CO and SO_2 from San Diego station)
www.epa.gov/air/data/monvals.html (1-hour and 3-hour SO_2 and 1-hour CO)

The federal 8-hour ozone standard was exceeded at the Overland Avenue monitoring station once in 2006, twice in 2007, and five times in 2008. The Overland Avenue monitoring station measured an exceedance of the state PM_{10} standard in 2007 during the southern California fire events. The data from the monitoring stations indicate that air quality is in attainment of all other ambient air quality standards.

3.2.3.2 Greenhouse Gas Emissions

3.2.3.2.1 General Principles

Global climate change refers to the changes in average climatic conditions (e.g., temperature; wind patterns; precipitation; storms) on the Earth as a whole. Global climate change may result from natural factors, natural processes, and/or human activities that change the composition of the atmosphere and alter the surface and features of land. Historical records indicate that global climate changes have occurred in the past due to natural phenomena. Some data indicate that the current global conditions differ from past climate changes in rate and magnitude.

Global temperatures are moderated by naturally occurring atmospheric gases that allow solar radiation (sunlight) into the Earth's atmosphere, but prevent radiative heat from escaping, thus warming the Earth's atmosphere. Without these gases, the Earth's temperature would be about 61° Fahrenheit cooler. (California Environmental Protection Agency, 2006.) Gases that trap heat in the atmosphere are often called greenhouse gases ("GHGs"), and are emitted by both natural processes and human activities. State law defines GHGs to include any of the following compounds: carbon dioxide ("CO_2"), methane ("CH_4"), nitrous oxide ("N_2O"), hydrofluorocarbons ("HFCs"), perfluorocarbons ("PFCs"), sulfur hexafluoride ("SF_6"), and nitrogen trifluoride ("NF_3"). (Health and Safety Code, §38505, subd. (g).) CO_2, followed by CH_4 and N_2O, are the most prevalent GHGs.

Global climate change and GHGs are the subjects of a widely contested political, economic and scientific debate. Although the conceptual existence of global climate change is generally accepted, the extent to which GHGs generally and anthropogenic-induced GHGs contribute to such change remains a source of debate.

The United Nations Intergovernmental Panel on Climate Change ("IPCC") constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts, and concluded that a stabilization of GHGs at 400 to 450 ppm CO_2 equivalent

concentration is required to keep global mean warming below 35.6° Fahrenheit (2° Celsius). (Association of Environmental Professionals, 2007.)

3.2.3.2.2 Sources Of GHGs, Global Warming Potentials, And Inventories

Anthropogenic sources of CO_2 include combustion of fossil fuels (coal, oil, natural gas, gasoline and wood). CH_4 is the main component of natural gas and also arises naturally from anaerobic decay of organic matter. Accordingly, anthropogenic sources of CH_4 include landfills, fermentation of manure and cattle farming. Anthropogenic sources of N_2O include combustion of fossil fuels and industrial processes such as nylon production and production of nitric acid. Other GHGs are present in trace amounts in the atmosphere and are generated from various industrial or other uses.

GHGs have varying global warming potential (GWP). The GWP is the potential of a gas or aerosol to trap heat in the atmosphere; it is the "cumulative radiative forcing effect of a gas over a specified time horizon resulting from the emission of a unit mass of gas relative to a reference gas" (USEPA, 2006). The reference gas for GWP is CO_2; therefore, CO_2 has a GWP of 1. The other main greenhouse gases that have been attributed to human activity include CH_4, which has a GWP of 21, and N_2O, which has a GWP of 310. **Table 3.2-3** presents the GWP and atmospheric lifetimes of common GHGs.

Table 3.2-3
Global Warming Potentials and Atmospheric Lifetimes of GHGs

GHG	Formula	100-Year Global Warming Potential	Atmospheric Lifetime (Years)
Carbon Dioxide	CO_2	1	Variable
Methane	CH_4	21	12 ± 3
Nitrous Oxide	N_2O	310	120
Sulfur Hexafluoride	SF_6	23,900	3,200
Hydrofluorocarbons	HFCs	140 to 11,700	3.7 to 264
Perfluorocarbons	PFCs	6,500 to 9,200	2,600 to 50,000
Nitrogen Trifluoride	NF_3	17,200	740

The ARB has completed a GHG inventory for the State of California; the inventory compiled statewide anthropogenic GHG emissions and sinks. The inventory is divided into nine~~seven~~

broad sectors, including: Agriculture; Commercial; Electricity Generation; Forestry; Industrial; Residential; Recycling and Waste; High GWP Gases; and Transportation. When accounting for GHGs, the emissions are expressed in terms of CO_2 equivalents ("CO_2e") and quantified in metric tons ("MT") or millions of metric tons ("MMT"). The current inventory covers the years 1990 and 20084, and is summarized in **Table 3.2-4, State of California GHG Emissions By Sector**. As shown on **Table 3.2-4**, emissions associated with transportation constitute the largest percentage of the statewide inventory (38%).

Table 3.2-4
State of California GHG Emissions by Sector

Sector	Total 1990 Emissions ($MMTCO_2e$)	Percent of Total 1990 Emissions	Total 20084 Emissions ($MMTCO_2e$)	Percent of Total 20084 Emissions
Agriculture	23.4	5%	28.0627.9	6%
Commercial	14.4	3%	14.6812.8	3%
Electricity Generation	110.6	26%	116.35119.8	25%
Forestry (excluding sinks)	0.2	<1%	0.190.2	<1%
Industrial	103.0	24%	92.6696.2	20%
Residential	29.7	7%	28.4529.1	6%
Transportation	150.7	35%	174.99182.4	378%
Recycling and Waste			6.71	1%
High GWP Gases			15.65	3%
Forestry Sinks	(6.7)		(3.984.7)	

In addition to the statewide GHG inventory prepared by the ARB, a regional GHG inventory was prepared by the University of San Diego School of Law Energy Policy Initiative Center. (University of San Diego, 2008.) The San Diego County Greenhouse Gas Inventory ("SDCGHGI") takes into account the unique characteristics of the region when estimating emissions, and estimated emissions for years 1990, 2006, and 2020. Based on this inventory, the study found that emissions of GHGs must be reduced by 33 percent below business-as-usual ("BAU") in order for San Diego County to return to 1990 emission levels by the year 2020, and thereby comply with AB 32. BAU is defined as the emissions that would occur without any

greenhouse gas reduction measures. For example, construction of buildings using 2005 Title 24 building standards, and not subsequently enacted more rigorous standards would create BAU emissions.

A summary of the 2006 GHG emissions inventory is presented in **Table 3.2-5, San Diego County 2006 GHG Emissions by Category.**

Table 3.2-5
San Diego County 2006 GHG Emissions by Category

Sector	Total Emissions ($MMTCO_2e$)	Percent of Total Emissions
On-Road Transportation	16	46%
Electricity	9	25%
Natural Gas Consumption	3	9%
Civil Aviation	1.7	5%
Industrial Processes & Products	1.6	5%
Other Fuels/Other	1.1	4%
Off-Road Equipment & Vehicles	1.3	4%
Waste	0.7	2%
Agriculture/Forestry/Land Use	0.7	2%
Rail	0.3	1%
Water-Born Navigation	0.13	0.4%

According to the SDCGHGI, a majority of the region's emissions are attributable to on-road transportation, with the next largest source of GHG emissions attributable to electricity generation. The SDCGHGI states that emission reductions from on-road transportation will be achieved in a variety of ways, including through regulations aimed at increasing fuel efficiency standards and decreasing vehicle emissions. These regulations are outside the control of project applicants for land use development. The SDCGHGI also indicates that emission reductions from electricity generation will be achieved in a variety of ways, including through a 10 percent reduction in electricity consumption, implementation of the renewable portfolio standard ("RPS"), cleaner electricity purchases by San Diego Gas & Electric, replacement of the Boardman Contract (which allows the purchase of electricity from coal-fired power plants), and

implementation of 400 MW of photovoltaics. Many of these measures are also outside the control of project applicants.

3.2.3.2.3 Environmental Changes Resulting From Global Climate Change

The Climate Scenarios Report (CCCC, 2006) uses a range of emissions scenarios developed by the IPCC to project a series of potential warming ranges (i.e., temperature increases) that may occur in California during the 21st century. Three warming ranges were identified: lower warming range (3.0 to 5.5 degrees Fahrenheit (°F)); medium warming range (5.5 to 8.0 °F); and higher warming range (8.0 to 10.5 °F). The Climate Scenarios Report then presents an analysis of the future projected climate changes in California under each warming range scenario.

According to the report, substantial temperature increases would result in a variety of impacts to the people, economy, and environment of California. These impacts would result from a projected increase in extreme conditions, with the severity of the impacts depending upon actual future emissions of GHGs and associated warming. These impacts are described below.

- **Public Health:** Higher temperatures are expected to increase the frequency, duration, and intensity of conditions conducive to air pollution formation. Potential health effects from global climate change may arise from temperature increases, climate-sensitive diseases, extreme events, and air quality. There may be direct temperature effects through increases in average temperature leading to more extreme heat waves and less extreme cold spells. Those living in warmer climates are likely to experience more stress and heat-related problems (e.g., heat rash and heat stroke). In addition, climate sensitive diseases (such as malaria, dengue fever, yellow fever, and encephalitis) may increase, such as those spread by mosquitoes and other disease-carrying insects.

- **Water Resources:** A vast network of reservoirs and aqueducts capture and transport water throughout the State from northern California rivers and the Colorado River. The current distribution system relies on Sierra Nevada mountain snowpack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could reduce severely spring snowpack, increasing the risk of summer water shortages. In addition, if temperatures continue to rise, more precipitation would fall as rain instead of snow, further reducing the Sierra Nevada spring snowpack by as much as 70 to 90 percent. The State's water resources also are at risk from rising sea levels. An influx of seawater would degrade California's estuaries, wetlands, and groundwater aquifers.

- **Agriculture:** Increased GHG and associated increases in temperature are expected to cause widespread changes to the agricultural industry, reducing the quantity and quality of agricultural products statewide. Significant reductions in available water supply to support agriculture also would impact production. Crop growth and development will change as will the intensity and frequency of pests and diseases.

- **Ecosystems/Habitats:** Continued global warming likely would shift the ranges of existing invasive plants and weeds, thus alternating competition patterns with native plants. Range expansion is expected in many species while range contractions are less likely in rapidly evolving species with significant populations already established. Continued global warming also is likely to increase the populations of and types of pests, and affect natural ecosystems and biological habitats.

- **Wildland Fires:** Global warming is expected to increase the risk of wildfire and alter the distribution and character of natural vegetation. If temperatures rise into the medium warming range, the risk of large wildfires in California could increase by as much as 55 percent, which is almost twice the increase expected if temperatures stay in the lower warming range. However, since wildfire risk is determined by a combination of factors including precipitation, winds, temperature, and landscape and vegetation conditions, future risks will not be uniform throughout the State.

- **Rising Sea Levels:** Rising sea levels, more intense coastal storms, and warmer water temperatures will increasingly threaten the State's coastal regions. Under the high warming scenario, sea level is anticipated to rise 22 to 35 inches by 2100. A sea level risk of this magnitude would inundate coastal areas with salt water, accelerate coastal erosion, threaten levees and inland water systems, and disrupt wetlands and natural habitats.

As part of its climate change planning process, the California Natural Resources Agency ("CNRA") prepared its California Climate Adaptation Strategy (CNRA, 2009) to summarize the best known science on climate change impacts in California, with the goal of assessing vulnerability to climate change impacts. The Climate Adaptation Strategy also outlines possible solutions that can be implemented within and across state agencies to promote resiliency.

The California Climate Adaptation Strategy takes into account the long-term, complex, and uncertain nature of climate change and establishes a proactive foundation for an ongoing adaptation process. The strategy made preliminary recommendations as a first step in

addressing responses to impacts of global climate change within the state. Key recommendations include:

1. A Climate Adaptation Advisory Panel will be appointed to assess the greatest risks to California from climate change and recommend strategies to reduce those risks building on California's Climate Adaptation Strategy.
2. Identify necessary changes to California's water management and uses.
3. Consider project alternatives that avoid significant new development in areas that cannot be adequately protected (planning, permitting, development, and building) from flooding, wildfire and erosion due to climate change.
4. All state agencies responsible for the management and regulation of public health, infrastructure or habitat subject to significant climate change should prepare as appropriate agency-specific adaptation plans, guidance, or criteria by September 2010.
5. To the extent required by CEQA Guidelines section 15126.2, all significant state projects, including infrastructure projects, must consider the potential impacts of locating such projects in areas susceptible to hazards resulting from climate change.
6. The California Emergency Management Agency will collaborate with the CNRA, Climate Action Team, California Energy Commission, and Climate Adaptation Advisory Panel to assess California's vulnerability to climate change, identify impacts to state assets, and promote climate adaptation/mitigation awareness through the Hazard Mitigation Web Portal and My Hazards Website as well as other appropriate sites.
7. Using existing research the state should identify key California land and aquatic habitats that could change significantly during this century due to climate change. Based on this identification, the state should develop a plan for expanding existing protected areas or altering land and water management practices to minimize adverse effects from climate change induced phenomena.
8. The best long-term strategy to avoid increased health impacts associated with climate change is to ensure communities are healthy to build resilience to increased spread of disease and temperature increases.
9. Communities with General Plans and Local Coastal Plans should begin, when possible, to amend their plans to assess climate change impacts, identify areas most vulnerable to these impacts, and develop reasonable and rational risk reduction strategies using the Climate Adaptation Strategy as guidance.
10. State fire fighting agencies should begin immediately to include climate change impact information into fire program planning to inform future planning efforts.

11. State agencies should meet projected population growth and increased energy demand with greater energy conservation and an increased use of renewable energy.
12. Existing and planned climate change research can and should be used for state planning and public outreach purposes; new climate change impact research should be broadened and funded.

3.2.3.2.4 GHG Regulatory Framework

All levels of government have some responsibility for the protection of air quality, and each level (federal, state, and regional/local) has specific responsibilities relating to air quality regulation. The regulation of GHGs is a relatively new component of the air quality regulatory framework.

International And National Efforts

In 1988, the United Nations and the World Meteorological Organization established the IPCC to assess the scientific, technical, and socioeconomic information relevant to understanding the scientific basis for human-induced climate change, its potential impacts, and options for adaptation and mitigation. The most recent reports of the IPCC have emphasized the scientific consensus that real and measurable changes to the climate are occurring; that such changes are caused, in part, by human activity; and, that adverse impacts on the environment, the economy, and human health and welfare likely are unavoidable.

On March 21, 1994, the United States joined a number of countries around the world in signing the United Nations Framework Convention on Climate Change ("UNFCCC"). Under the Convention, governments agreed to gather and share information on GHG emissions, national policies, and best practices; launch national strategies for addressing GHG emissions and adapting to expected impacts, including the provision of financial and technological support to developing countries; and cooperate in preparing for adaptation to global climate change.

Fairly recently, the United States Supreme Court declared, in *Massachusetts v. Environmental Protection Agency* (2007), that the EPA has the authority to regulate GHG emissions. Several recent developments tier from the Supreme Court's finding.

Endangerment Finding: On April 17, 2009, the EPA issued its proposed endangerment finding for GHG emissions. On December 7, 2009, the EPA Administrator signed and finalized two distinct findings regarding greenhouse gases under section 202(a) of the Clean Air Act. First, the Administrator found that the current and projected concentrations of the six greenhouse

gases -- CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6 -- in the atmosphere threaten the public health and welfare of current and future generations. Second, the Administrator found that the combined emissions of these greenhouse gases from new motor vehicles and new motor vehicle engines contribute to the greenhouse gas pollution which threatens public health and welfare.

These findings do not themselves impose any requirements on industry or other entities. However, this action was a prerequisite to finalizing the EPA's greenhouse gas emission standards for light-duty vehicles, which were jointly proposed by the EPA and the Department of Transportation's National Highway Safety Administration on September 15, 2009 and adopted on April 1, 2010. As finalized in April 2010, the emissions standards rule for vehicles will improve average fuel economy standards to 35.5 miles per gallon by 2016. In addition, the rule will require model year 2016 vehicles to meet an estimated combined average emission level of 250 grams of carbon dioxide per mile.

Mandatory GHG Reporting Rule: On March 10, 2009, the EPA proposed a rule that would require the mandatory reporting of GHG emissions from large emission sources, such as suppliers of fossil fuels, industrial emitters, manufacturers of vehicles and engines, and facilities that emit at least 25,000 metric tons of GHG emissions from stationary sources per year. The final rule was signed on September 22, 2009, and became effective on December 29, 2009.

State Regulations And Standards

The following discussion describes regulations and standards that have been adopted by the California Legislature to address global climate change issues.

Executive Order S-3-05

Executive Order S-3-05, signed by Governor Schwarzenegger on June 1, 2005, calls for a reduction in GHG emissions to 1990 levels by 2020, and for an 80 percent reduction in GHG emissions from 1990 levels by 2050. Executive Order S-3-05 also calls for the California EPA ("CalEPA") to prepare biennial science reports on the potential impact of continued global climate change on certain sectors of the California economy. The first of these reports, "Our Changing Climate: Assessing Risks to California", and its supporting document "Scenarios of Climate Change in California: An Overview," were published by the California Climate Change Center in 2006.

Assembly Bill 32, The California Global Warming Solutions Act Of 2006

AB 32 directs the ARB to do the following:

- Make publicly available a list of discrete early action GHG emission reduction measures that can be implemented prior to the adoption of the statewide GHG limit and the measures required to achieve compliance with the statewide limit.
- Make publicly available a GHG inventory for the year 1990 and determine target levels for 2020.
- On or before January 1, 2010, adopt regulations to implement the early action GHG emission reduction measures.
- On or before January 1, 2011, adopt quantifiable, verifiable, and enforceable emission reduction measures by regulation that will achieve the statewide GHG emissions limit by 2020, to become operative on January 1, 2012, at the latest. The emission reduction measures may include direct emission reduction measures, alternative compliance mechanisms, and potential monetary and non-monetary incentives that reduce GHG emissions from any sources or categories of sources that ARB finds necessary to achieve the statewide GHG emissions limit.
- Monitor compliance with and enforce any emission reduction measure adopted pursuant to AB 32.

In accordance with AB 32, the ARB has estimated that the 1990 GHG emissions level was 427 MMT net CO_2e. (ARB, 2007b.) The 2004 emissions were estimated at 480 MMT net CO_2e. (*Ibid.*) The ARB estimates that a reduction of 173 MMT net CO_2e emissions below BAU would be required by 2020 to meet the 1990 levels. (*Ibid.*) This amounts to a 30 percent reduction from projected BAU levels in 2020. (ARB, 2008a.)

In December 2008, the ARB adopted its Scoping Plan, which presents the statewide strategy for reaching 1990 emission levels by 2020 and includes sector-specific reduction measures.

Senate Bill 97 ("SB 97")

SB 97, enacted in 2007, amended the CEQA statute to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. It further directed the California Office of Planning and Research ("OPR") to develop draft CEQA Guidelines "for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions" by July 1, 2009 and directed the CNRA to certify and adopt the CEQA Guidelines by January 1, 2010.

In June 2008, OPR published a technical advisory on CEQA and climate change. This informal guidance did not include a suggested significance threshold for climate change analysis under CEQA, but instead called on the ARB to make a recommendation on the issue. The technical advisory did note that the analysis of climate change under CEQA should identify the GHG emissions associated with the project, the relative significance of those emissions, and the mitigation required to eliminate significant impacts.

On December 31, 2009, the CNRA adopted the proposed amendments to the State CEQA Guidelines. These amendments became effective on March 18, 2010.

Senate Bill 375 ("SB 375")

SB 375 finds that GHG from autos and light trucks can be substantially reduced by new vehicle technology, but even so "it will be necessary to achieve significant additional greenhouse gas reductions from changed land use patterns and improved transportation. Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32." Therefore, SB 375 requires that regions with metropolitan planning organizations adopt sustainable communities strategies, as part of their regional transportation plans, which are designed to achieve certain goals for the reduction of GHG emissions from mobile sources.

SB 375 also includes CEQA streamlining provisions for "transit priority projects" that are consistent with an adopted sustainable communities strategy. As defined in SB 375, a "transit priority project" shall: (1) contain at least 50 percent residential use, based on total building square footage and, if the project contains between 26 and 50 percent nonresidential uses, a floor area ratio of not less than 0.75; (2) provide a maximum net density of at least 20 dwelling units per acre; and (3) be within 0.5 mile of a major transit stop or high quality transit corridor.

Executive Order S-01-07

Executive Order S-01-07 was enacted by the Governor on January 18, 2007, and mandates that: (1) a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020; and (2) a Low Carbon Fuel Standard ("LCFS") for transportation fuels be established for California. According to the SDCGHGI, the effects of the LCFS would be a 10% reduction in GHG emissions from fuel use by 2020. On April 23, 2009, the ARB adopted regulations to implement the LCFS.

Executive Order S-21-09

Executive Order S-21-09 was enacted by the Governor on September 15, 2009. Executive Order S-21-09 requires that the ARB, under its AB 32 authority, adopt a regulation by July 31, 2010 that sets a 33 percent renewable energy target. Under Executive Order S-21-09, the ARB will work with the Public Utilities Commission and California Energy Commission to encourage the creation and use of renewable energy sources, and will regulate all California utilities. The ARB will also consult with the Independent System Operator and other load balancing authorities on the impacts on reliability, renewable integration requirements, and interactions with wholesale power markets in carrying out the provisions of the Executive Order. The order requires the ARB to establish highest priority for those resources that provide the greatest environmental benefits with the least environmental costs and impacts on public health. In September 2010, the ARB adopted a 33 percent renewable energy target that must be achieved by calendar year 2020.

California Code of Regulations, Title 24

Although not originally intended to reduce GHGs, Title 24 of the California Code of Regulations, Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first established in 1978 in response to a legislative mandate to reduce California's energy consumption. However, energy efficient buildings require less electricity, natural gas, and other fuels; because electricity production from fossil fuels and on-site fuel combustion (typically for water heating) results in greenhouse gas emissions, increased energy efficiency results in decreased GHG emissions.

The Title 24 standards are updated periodically to allow for the consideration and possible incorporation of new energy efficiency technologies and methods. The Title 24 standards were last updated in 2008; the 2008 standards became effective on January 1, 2010.

Relatedly, Title 24's Green Building Standards Code (CALGREEN) took effect on January 1, 2011. The CALGREEN standards require every new building constructed in California to reduce water consumption by 20 percent; divert 50 percent of construction waste from landfills; install low pollutant-emitting materials; install separate water meters for nonresidential-related indoor and outdoor water use; install moisture-sensing irrigation systems; and, conduct mandatory inspections of energy systems.

State Standards Addressing Vehicular Emissions

Assembly Bill 1493 ("AB 1493") (Pavley) was enacted on July 22, 2002, and required the ARB to develop and adopt regulations that reduce GHG emitted by passenger vehicles and light duty

trucks. Regulations adopted by the ARB would apply to 2009 and later model year vehicles. The ARB estimates that the regulations would reduce GHG emissions from the light duty passenger vehicle fleet by an estimated 18% in 2020 and by 27% in 2030. (AEP, 2007.) Once implemented, and according to the SDCGHGI, emissions from new light-duty vehicles are expected to be reduced in San Diego County by 21 percent by 2020 due to implementation of the Pavley regulations.

The ARB has adopted amendments to the Pavley regulations that reduce GHG emissions in new passenger vehicles from 2009 through 2016. The amendments, approved by the ARB Board on September 24, 2009, are part of California's commitment toward a nation-wide program to reduce new passenger vehicle GHGs from 2012 through 2016, and prepare California to harmonize its rules with the federal rules for passenger vehicles.

3.2.4 THRESHOLDS OF SIGNIFICANCE

3.2.4.1 Air Quality

Appendix G of the CEQA Guidelines provides that the Proposed Project would have a significant environmental impact on air quality if it would:

(a) Conflict with or obstruct implementation of the applicable air quality plan;

(b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation;

(c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);

(d) Expose sensitive receptors to substantial pollutant concentrations; or,

(e) Create objectionable odors affecting a substantial number of people.

To determine whether the Proposed Project would result in a potentially significant impact under criteria (a) or (b), Project emissions may be evaluated based on the quantitative emission thresholds established by the San Diego APCD. Specifically, as part of its air quality permitting process, the San Diego APCD has established thresholds in Rule 20.2 for the preparation of Air Quality Impact Assessments ("AQIA"). These Rule 20.2 thresholds can be used to determine

whether emissions would result in a significant impact to air quality; emissions below the screening-level thresholds would not cause a significant impact. Since the San Diego APCD does not have AQIA thresholds for VOCs, the threshold for VOCs from the City of San Diego's Significance Thresholds will be applied. (City of San Diego, 2007.) The screening thresholds are included in the **Table 3.2-6, Screening-Level Criteria for Air Quality Impacts,** below.

Table 3.2-6
Screening-Level Criteria For Air Quality Impacts

Pollutant	Total Emissions		
Construction Emissions			
	Lb. per Day		
Respirable Particulate Matter (PM_{10})	100		
Fine Particulate Matter ($PM_{2.5}$)	100		
Oxides of Nitrogen (NOx)	250		
Oxides of Sulfur (SOx)	250		
Carbon Monoxide (CO)	550		
Volatile Organic Compounds (VOCs)	137		
Operational Emissions			
	Lb. Per Hour	**Lb. per Day**	**Tons per Year**
Respirable Particulate Matter (PM_{10})	---	100	15
Fine Particulate Matter ($PM_{2.5}$)	---	100	15
Oxides of Nitrogen (NOx)	25	250	40
Oxides of Sulfur (SOx)	25	250	40
Carbon Monoxide (CO)	100	550	100
Lead and Lead Compounds	---	3.2	0.6
Volatile Organic Compounds (VOC)	---	137	15

In the event that emissions exceed the thresholds presented in **Table 3.2-6,** modeling would be required to demonstrate that the emissions result in ground-level concentrations below the NAAQS and CAAQS, including appropriate background levels. For nonattainment pollutants

in the SDAB (i.e., ozone, with ozone precursors NOx and VOCs, and PM_{10}), if emissions exceed the thresholds shown in **Table 3.2-6**, the Proposed Project may result in a cumulatively considerable net increase in these pollutants, and may have a significant impact on the ambient air quality.

In addition to impacts from criteria pollutants, San Diego APCD Regulation XII establishes acceptable risk levels and emission control requirements for new and modified facilities that may emit TACs. Under Rule 1210, emissions of TACs that result in a cancer risk of 10 in 1 million or less and a health hazard index of one or less would not be required to notify the public of potential health risks. If a project has the potential to result in emissions of any TAC or HAP that may result in a cancer risk of greater than 10 in 1 million, the project would be deemed to have a potentially significant impact.

With regard to evaluating whether a project would have a significant impact on sensitive receptors, air quality regulators typically define sensitive receptors as schools (Preschool-12th Grade), hospitals, resident care facilities, or day-care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. Any project that has the potential to directly impact a sensitive receptor located within 1 mile and results in a health risk greater than 10 in 1 million would be deemed to have a potentially significant impact.

San Diego APCD Rule 51 (Public Nuisance) also prohibits emission of any material which causes nuisance to a considerable number of persons or endangers the comfort, health or safety of any person. A project that proposes a use which would produce objectionable odors would be deemed to have a significant odor impact if it would affect a considerable number of offsite receptors.

3.2.4.2 Global Climate Change

According to Appendix G of the CEQA Guidelines, as recently amended, the following criteria may be considered to establish the significance of GCC emissions:

Would the project:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

CEQA Guidelines section 15064.4 also advises a lead agency to consider the following factors, among others, when assessing the significance of impacts from greenhouse gas emissions on the environment:

(1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;

(2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and

(3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

As discussed in section 15064.4 of the CEQA Guidelines, determining the significance of greenhouse gas emissions calls for careful judgment by the lead agency, consistent with the provisions in section 15064. Section 15064.4 further provides that a lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of GHG emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to: (i) use a model or methodology to quantify greenhouse gas emissions resulting from a project; and/or (ii) rely on a qualitative analysis or performance based standards.

Consistent with the recent amendments to the CEQA Guidelines, CSU/SDSU, in evaluating the effect of the Proposed Project on global climate change, is utilizing AB 32 -- as the State's only codified reduction mandate -- to inform its judgment. As such, the impacts are assessed by considering whether the Project's GHG emissions would impede achievement of AB 32's reduction mandate.

The ARB estimated BAU emissions for year 2020 by calculating the emissions that would be expected to occur in the absence of any GHG reduction actions.[1] Based on the ARB's analysis

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[1] Given that the ARB's growth projections were based on 2007 data, prior to implementation of the 2008 Title 24 energy efficiency standards but after adoption of the 2005 Title 24 standards,

that statewide 2020 BAU GHG emissions would be 596 $MMTCO_2e$ and that 1990 emissions were 427 $MMTCO_2e$, a 28.35 percent reduction below BAU conditions is required to achieve the AB 32 reduction mandate. (ARB, 2010.) (The San Joaquin Valley Air Pollution Control District and Sacramento Metropolitan Air Quality Management District are two examples of regional agencies that have issued guidance to CEQA lead agencies recommending that project significance be assessed by considering whether a project's business-as-usual reduction is consistent with the AB 32 reduction mandate.)

SomeIn addition, air quality management districts, such as the South Coast Air Quality Management District ("SCAQMD") and Bay Area Air Quality Management District ("BAAQMD"), have proposed significance thresholds based on specific GHG emission levels. That being said, there is no clear consensus amongst the air districts in the State, as each is pursuing unique thresholds. For example, while the SCAQMD is proposing a significance threshold of 3,000 metric tons of CO_2e emissions for mixed-use projects, such as the Proposed Project, the BAAQMD adoptedis proposing a significance threshold of 1,100 metric tons of CO_2e for projects other than stationary sources. (For stationary source projects, the BAAQMD adopted a 10,000 metric tons significance threshold.) Both the SCAQMD and BAAQMD also are developing performance-based standards, based on per capita or per service population standards. The common, overarching objective of both air districts is to adopt thresholds that facilitate the achievement of AB 32's reduction mandate.

Of note, according to the CNRA, "due to the global nature of GHG emissions and their potential effects, GHG emissions will typically be addressed in a cumulative impacts analysis." (CNRA, 2009.)

3.2.5 AIR QUALITY IMPACT ANALYSIS

3.2.5.1 Air Quality Plan Implementation

Would the project conflict with or obstruct implementation of the applicable air quality plan?

As discussed below, the ARB mobile source emission and SANDAG growth projections are based on population and vehicle trends and land use plans developed by cities and counties during the development of general plans. Therefore, a project that proposes development that

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the business-as-usual projections are based on Title 24 as of 2005. For energy efficiency, therefore, business-as-usual is considered to be the equivalent of the 2005 Title 24 standards.

is consistent with the growth anticipated by a general plan is consistent with the RAQS and Attainment Plan. The level of development proposed by the Proposed Project is consistent with the City of San Diego General Plan and, therefore, consistent with the RAQS and Attainment Plan. (See EIR **Section 3.7, Land Use and Planning.**) Accordingly, because the Proposed Project would not conflict with or obstruct implementation of the applicable air quality plan, the Project would not result in potentially significant impacts in this respect.

3.2.5.2 Criteria Pollutant Analysis

Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Would the project expose sensitive receptors to substantial pollutant concentrations?

3.2.5.2.1 Construction-Related Emissions

As discussed in EIR **Section 1.0**, the Proposed Project will be constructed in two phases. Phase I would involve the following construction-related activities:

- Demolition of existing structures at 5178 and 5168 College Avenue, demolition of existing parking lots at 5164 and 5140 College Avenue and parking lot south of Lindo Paseo, and demolition of additional structures in preparation for construction of student apartments.
- Excavation of parking garage and export of 6,200 cubic yards of soil.
- Construction of two mixed-use retail/student housing buildings.
- Construction of a five-story parking structure with 2,000 GSF of retail and 340 parking spaces.

Phase II would involve the following construction-related activities:

- Demolition of additional structures in preparation for construction of student apartments.
- Excavation of parking garage and export of 21,000 cubic yards of soil.
- Construction of two mixed-use retail/student housing buildings.

- Construction of student apartments
- Construction of additional underground parking facilities.

Construction-related activities, including soil disturbance dust emissions and combustion pollutants from on-site and off-site construction equipment, would result in the temporary addition of pollutants to the local airshed. These emissions would be quite variable in both time and space, and differ considerably amongst the various construction-related activities. Because of their temporary nature, construction-related emissions often have been considered less than significant. However, a number of current San Diego APCD strategies focus on dust control and on using cleaner off-road equipment to reduce the contribution of construction-related activities to the poor air quality of the region.

Three types of dust emissions may be associated with construction:

- PM_{30}: Large particulates are generated that settle out again rapidly in close proximity to the source. A fraction of the material is small enough to remain suspended in the air semi-indefinitely. The size cut-off for these total suspended particulates ("TSP") is around 30 microns in diameter.
- PM_{10}: A fraction of TSP is small enough to enter deep lung tissue. The size cut-off for particulate matter that is deeply respirable is 10 microns or less and is called PM_{10}. The ambient air quality standard is for PM_{10}. The PM_{10} fraction of TSP is assumed to be around 50 percent.
- $PM_{2.5}$: Fine particulate matter, which is considered particulate matter that is 2.5 microns or less, is called $PM_{2.5}$. Depending on the type of source, $PM_{2.5}$ is a fraction of the PM_{10} emissions ranging from 21 percent to 99 percent. (SCAQMD, 2006.)

Table 3.2-7, Phase I Construction Emissions, and **Table 3.2-8, Phase II Construction Emissions**, present the URBEMIS2007 model results for Phase I and Phase II construction-related activities. Construction-related activities at SDSU would be required to implement fugitive dust control measures during grading, which would include watering the site a minimum of twice daily to control dust, as well as reducing speeds on unpaved surfaces to 15 mph or less, replacing ground cover in disturbed areas quickly, and reducing dust during loading/unloading of dirt and other materials. Also, SDSU would be required to utilize low-VOC paints that would not exceed 100 grams of VOC per liter for interior surfaces and 150 grams of VOC per liter for exterior surfaces, in accordance with the requirements of San Diego

APCD Rule 67.0 (addressing architectural coatings). To ensure compliance with all applicable APCD requirements, mitigation is proposed requiring that CSU/SDSU comply with all such requirements.

Tables 3.2-7 and **3.2-8** present an estimate of the maximum daily construction emissions for Phase I and Phase II construction activities, respectively, based on application of those construction-related project design features required by the San Diego APCD.

Table 3.2-7
Phase I Construction Emissions

Construction Project/Phase	VOC	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Demolition						
Fugitive Dust	-	-	-	-	11.76	2.45
Off-Road Diesel	1.65	11.52	7.24	0.00	0.85	0.78
On-Road Diesel	0.68	10.20	3.48	0.01	0.44	0.37
Worker Trips	0.05	0.08	1.53	0.00	0.01	0.01
Total	**2.38**	**21.80**	**12.25**	**0.02**	**13.06**	**3.61**
Significance Threshold	137	250	550	250	100	100
Above Threshold?	*No*	*No*	*No*	*No*	*No*	*No*
Site Grading						
Fugitive Dust	-	-	-	-	2.13	0.45
Off-Road Diesel	4.61	36.41	20.11	0.00	2.04	1.87
Worker Trips	0.06	0.10	1.78	0.00	0.01	0.01
Total	**4.67**	**36.51**	**21.89**	**0.00**	**4.18**	**2.33**
Significance Threshold	137	250	550	250	100	100
Above Threshold?	*No*	*No*	*No*	*No*	*No*	*No*
Soil Export						
Fugitive Dust	=	=	=	=	16.54	3.45
Off-Road Diesel	0.99	14.78	5.04	0.02	0.64	0.54
Total	0.99	14.78	5.04	0.02	17.18	3.99
Significance Threshold	137	250	550	250	100	100
Above Threshold?	*No*	*No*	*No*	*No*	*No*	*No*
Building Construction						
Building Construction Off-Road	6.59	37.88	23.28	0.00	2.76	2.54

Table 3.2-7
Phase I Construction Emissions

Construction Project/Phase	VOC	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Diesel						
Building Construction Vendor Trips	0.24	3.02	2.46	0.01	0.14	0.12
Building Construction Worker Trips	0.45	0.76	14.08	0.01	0.11	0.06
Total	**7.28**	**41.66**	**39.82**	**0.02**	**3.01**	**2.71**
Significance Threshold	137	250	550	250	100	100
Above Threshold?	***No***	***No***	***No***	***No***	***No***	***No***
Paving – Parking Structure						
Asphalt Offgassing	0.04	-	-	-	-	-
Paving Off-Road Diesel	4.18	30.11	15.54	0.00	2.00	1.84
Paving On-Road Diesel	0.01	0.11	0.04	0.00	0.00	0.00
Paving Worker Trips	0.09	0.15	2.83	0.00	0.02	0.01
Total	**4.32**	**30.37**	**18.41**	**0.00**	**2.02**	**1.85**
Significance Threshold	137	250	550	250	100	100
Above Threshold?	***No***	***No***	***No***	***No***	***No***	***No***
Paving - General						
Asphalt Offgassing	0.03	-	-	-	-	-
Paving Off-Road Diesel	2.34	14.35	8.99	0.00	1.24	1.14
Paving On-Road Diesel	0.01	0.08	0.03	0.00	0.00	0.00
Paving Worker Trips	0.06	0.10	1.89	0.00	0.02	0.01
Total	**2.44**	**14.53**	**10.91**	**0.00**	**1.26**	**1.15**
Significance Threshold	137	250	550	250	100	100
Above Threshold?	***No***	***No***	***No***	***No***	***No***	***No***
Architectural Coatings Use						
Architectural Coating Offgassing	32.29	-	-	-	-	-
Architectural Coatings Worker Trips	0.02	0.04	0.78	0.00	0.01	0.00
Total	**32.31**	**0.04**	**0.78**	**0.00**	**0.01**	**0.00**
Significance Threshold	137	250	550	250	100	100
Above Threshold?	***No***	***No***	***No***	***No***	***No***	***No***

Table 3.2-7
Phase I Construction Emissions

Construction Project/Phase	VOC	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Maximum Simultaneous Construction Emissions[1]	**45.82**	**83.88**	**68.15**	**0.03**	**21.36 ~~13.06~~**	**6.32 ~~3.61~~**
Significance Threshold	137	250	550	250	100	100
Above Threshold?	***No***	***No***	***No***	***No***	***No***	***No***

[1]Maximum simultaneous emissions for all pollutants except PM_{10} and $PM_{2.5}$ occur during simultaneous building construction, parking structure construction, parking area construction, and architectural coatings application. Maximum simultaneous emissions of PM_{10} and $PM_{2.5}$ occur during grading and soil export~~demolition activities~~.

Table 3.2-8
Phase II Construction Emissions

Construction Project/Phase	VOC	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Demolition						
Fugitive Dust	-	-	-	-	48.38	10.06
Off-Road Diesel	1.96	13.52	9.24	0.00	0.91	0.84
On-Road Diesel	2.37	33.10	11.65	0.06	1.46	1.21
Worker Trips	0.07	0.11	2.18	0.00	0.02	0.01
Total	**4.39**	**46.72**	**23.07**	**0.06**	**50.78**	**12.12**
Significance Threshold	137	250	550	250	100	100
Above Threshold?	***No***	***No***	***No***	***No***	***No***	***No***
Site Grading						
Fugitive Dust	-	-	-	-	2.98	0.62
Off-Road Diesel	5.63	43.99	26.16	0.00	2.30	2.12
Worker Trips	0.06	0.10	1.97	0.00	0.01	0.01
Total	**5.69**	**44.10**	**28.12**	**0.00**	**5.30**	**2.75**
Significance Threshold	137	250	550	250	100	100
Above Threshold?	***No***	***No***	***No***	***No***	***No***	***No***
Soil Export						
Fugitive Dust	-	-	-	-	21.03	4.39
Off-Road Diesel	0.61	8.52	3.00	0.02	0.38	0.31
Total	**0.61**	**8.52**	**3.00**	**0.02**	**21.41**	**4.70**
Significance Threshold	137	250	550	250	100	100

Table 3.2-8
Phase II Construction Emissions

Construction Project/Phase	VOC	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Above Threshold?	*No*	*No*	*No*	*No*	*No*	*No*
Building Construction						
Building Construction Off-Road Diesel	4.36	25.13	16.84	0.00	1.61	1.48
Building Construction Vendor Trips	0.32	3.78	3.34	0.01	0.18	0.15
Building Construction Worker Trips	0.56	0.95	18.13	0.02	0.16	0.05
Total	**5.24**	**29.87**	**38.30**	**0.03**	**1.74**	**1.52**
Significance Threshold	137	250	550	250	100	100
Above Threshold?	***No***	***No***	***No***	***No***	***No***	***No***
Paving - General						
Asphalt Offgassing	0.04	-	-	-	-	-
Paving Off-Road Diesel	2.06	12.89	8.85	0.00	1.06	0.98
Paving On-Road Diesel	0.01	0.09	0.03	0.00	0.00	0.00
Paving Worker Trips	0.05	0.08	1.62	0.00	0.02	0.01
Total	**2.16**	**13.06**	**10.50**	**0.00**	**1.08**	**0.99**
Significance Threshold	137	250	550	250	100	100
Above Threshold?	***No***	***No***	***No***	***No***	***No***	***No***
Architectural Coatings Use						
Architectural Coating Offgassing	48.61	-	-	-	-	-
Architectural Coatings Worker Trips	0.03	0.05	1.01	0.00	0.01	0.01
Total	**48.64**	**0.05**	**1.01**	**0.00**	**0.01**	**0.01**
Significance Threshold	137	250	550	250	100	100
Above Threshold?	***No***	***No***	***No***	***No***	***No***	***No***
Maximum Simultaneous Construction Emissions[1]	**55.60**	**47.62**	**47.76**	**0.06**	**50.78**	**12.12**
Significance Threshold	137	250	550	250	100	100
Above Threshold?	***No***	***No***	***No***	***No***	***No***	***No***

[1]Maximum simultaneous emissions for VOC and CO occur during simultaneous building construction, paving, and architectural coatings use. Maximum simultaneous emissions for NOx, SOx, PM_{10} and $PM_{2.5}$ occur during demolition activities

As shown in the **Tables 3.2-7** and **3.2-8**, emissions of all criteria pollutants would be below the significance thresholds; therefore, impacts would be less than significant and no mitigation would be required.

3.2.5.2.2 Operational-Related Emissions

Operational air quality impacts associated with the Proposed Project would include impacts associated with vehicular traffic, as well as area sources such as energy use, landscaping, consumer products use, and architectural coatings use for maintenance purposes. Vehicular traffic levels were obtained from the Traffic Impact Analysis prepared by Linscott Law & Greenspan (June 2010). (See **Appendix 3.12.**) Impacts were estimated using the URBEMIS model, version 9.2.4. Because the URBEMIS model does not contain San Diego-specific emission factors for mobile sources, emissions were calculated based on California statewide averages. The URBEMIS model calculates vehicle emissions based on emission factors from the EMFAC2007 model. The modeling assumed that the first year of full occupancy would be 2013 for Phase I, and 2015 for Phase II. Based on the results of the EMFAC2007 model for subsequent years, emissions would decrease on an annual basis from 2013 onward due to phase-out of higher polluting vehicles and implementation of more stringent emission standards that are taken into account in the EMFAC2007 model. With regards to the Proposed Project's area source emissions, two project design features were considered in the analysis due to their ability to reduce emissions: (1) the LEED Silver rating; and, (2) the use of low-VOC architectural coatings.

Table 3.2-9, Operational Emissions, presents the results of the emission calculations for the Proposed Project's operational-related emissions, and includes consideration of the two emission reduction features listed above, as well as a numerical comparison with the significance criteria. As shown in **Table 3.2-9**, the Proposed Project's emissions would not exceed the ambient air quality standards; therefore, impacts would be less than significant and mitigation is not required.

Table 3.2-9
Operational Emissions

	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer Day, Lbs/day						

Table 3.2-9
Operational Emissions

	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Natural Gas Combustion	0.24	3.11	1.61	0.00	0.01	0.01
Landscaping	0.25	0.04	3.09	0.00	0.01	0.01
Consumer Products	19.57	-	-	-	-	-
Architectural Coatings	1.46	-	-	-	-	-
Vehicular Emissions	18.05	20.30	188.29	0.19	33.89	6.57
TOTAL	**39.57**	**23.45**	**192.99**	**0.19**	**33.91**	**6.59**
Significance Screening Criteria	137	250	550	250	100	55
Above Screening Criteria?	*No*	*No*	*No*	*No*	*No*	*No*
Winter Day, Lbs/day						
Natural Gas Combustion	0.24	3.11	1.61	0.00	0.01	0.01
Consumer Products	19.57	-	-	-	-	-
Architectural Coatings	1.46	-	-	-	-	-
Vehicular Emissions	17.00	29.63	202.84	0.17	33.89	6.57
TOTAL	**38.27**	**32.74**	**204.45**	**0.17**	**33.9**	**6.58**
Significance Screening Criteria	137	250	550	250	100	55
Above Screening Criteria?	*No*	*No*	*No*	*No*	*No*	*No*

Carbon Monoxide/Hot Spots Analysis

Projects that generate traffic have the potential to result in CO "hot spots" (i.e., high concentrations of CO at intersections). To evaluate the potential of the Proposed Project to result in CO "hot spots," the procedures in the Caltrans ITS Transportation Project-Level Carbon Monoxide Protocol were used.

The Traffic Impact Analysis identified intersections for the Near-Term and Long-Term scenarios for which project-related traffic, in combination with projected future traffic considering cumulative projects, would cause or contribute to a significant impact. CO "hot spots" may occur for intersections that operate at level of service ("LOS") E or F. Intersections forecast to operate at LOS E or worse in the Near-Term are as follows:

- College Avenue and Eastbound I-8 Ramps (am peak hour)
- College Avenue and Canyon Crest (am and pm peak hours)
- College Avenue and Zura Way (am and pm peak hours)
- College Avenue and Montezuma Road (am and pm peak hours)
- College Avenue and El Cajon Boulevard (pm peak hour)
- Montezuma Road and Campanile Avenue (pm peak hour)

Intersections that were predicted to operate at LOS E or worse in the Long-Term are as follows:

- College Avenue and Eastbound I-8 Ramps (pm peak hour)
- College Avenue and Canyon Crest (am and pm peak hours)
- College Avenue and Zura Way (am and pm peak hours)
- College Avenue and Montezuma Road (am and pm peak hour)
- Montezuma Road and 55th Street (am and pm peak hours)
- Montezuma Road and Campanile Avenue (am and pm peak hours)

As recommended in the Caltrans Protocol, CALINE4 modeling was conducted for the intersections identified above for the Proposed Project plus cumulative traffic scenario. Predicted 1-hour CO concentrations were scaled to evaluate maximum predicted 8-hour CO concentrations using the recommended scaling factor of 0.7 for urban locations.

Inputs to the CALINE4 model were obtained from the Traffic Impact Analysis. As recommended in the Protocol, receptors were located at locations that were approximately 3 meters from the mixing zone, and at a height of 1.8 meters. For conservative purposes, average approach and departure speeds were assumed to be 1 mph, which results in higher CO emission rates and a conservative estimate of potential impacts. For conservative purposes, emission factors from the EMFAC2007 model for the year 2013 (opening year) were used in the CALINE4 model.

In accordance with the Caltrans ITS Transportation Project-Level Carbon Monoxide Protocol, it also is necessary to estimate future background CO concentrations in the project vicinity to

evaluate the potential for CO "hot spots" due to the project. The existing maximum 1-hour and 8-hour background concentrations of CO measured at the San Diego monitoring station for the period 2006 - 2008 (5.3 and 3.27 ppm, respectively) were used to represent future maximum background 1-hour and 8-hour CO concentrations. CO concentrations in the future may be lower as inspection and maintenance programs and more stringent emission controls are placed on vehicles.

Table 3.2-10, CO "Hot Spots" Modeling Results, presents a summary of the predicted CO concentrations for the intersections evaluated for the Near-Term and Long-Term scenarios. As shown, the predicted CO concentrations would be substantially below the 1-hour and 8-hour NAAQS and CAAQS for CO. Therefore, no exceedances of the CO standard are predicted, and the project would not cause or contribute to a violation of the air quality standard for CO.

Table 3.2-10
CO "Hot Spots" Modeling Results

Intersection	Near Term	
Near Term Conditions		
Maximum 1-hour Concentration Plus Background, ppm CAAQS = 20 ppm; NAAQS = 35 ppm; Background 5.3 ppm		
	am	**Pm**
College Avenue and EB I-8 Ramps	6.9	N/A
College Avenue and Canyon Crest Drive	6.5	6.6
College Avenue and Zura Way	6.7	6.8
College Avenue and Montezuma Road	6.5	7.0
College Avenue and El Cajon Boulevard	N/A	6.6
Montezuma Road and Campanile Way	N/A	6.3
Maximum 8-hour Concentration Plus Background, ppm CAAQS = 9.0 ppm; NAAQS = 9 ppm; Background 3.27 ppm		
College Avenue and EB I-8 Ramps	4.39	
College Avenue and Canyon Crest Drive	4.18	
College Avenue and Zura Way	4.32	
College Avenue and Montezuma Road	4.46	
College Avenue and El Cajon Boulevard	4.18	
Montezuma Road and Campanile Way	3.97	
Long Term Conditions		

Table 3.2-10
CO "Hot Spots" Modeling Results

Intersection	Near Term	
Maximum 1-hour Concentration Plus Background, ppm CAAQS = 20 ppm; NAAQS = 35 ppm; Background 5.3 ppm		
	am	**Pm**
College Avenue and EB I-8 Ramps	N/A	6.0
College Avenue and Canyon Crest Drive	6.0	5.9
College Avenue and Zura Way	5.9	6.0
College Avenue and Montezuma Road	5.8	6.0
Montezuma Road and 55th Street	5.7	5.8
Montezuma Road and Campanile Way	5.6	5.8
Maximum 8-hour Concentration Plus Background, ppm CAAQS = 9.0 ppm; NAAQS = 9 ppm; Background 3.27 ppm		
College Avenue and EB I-8 Ramps	3.76	
College Avenue and Canyon Crest Drive	3.76	
College Avenue and Zura Way	3.76	
College Avenue and Montezuma Road	3.76	
Montezuma Road and 55th Street	3.62	
Montezuma Road and Campanile Way	3.62	

Under an existing plus project scenario, the traffic impact analysis identified the following four intersections as operating at LOS E or worse:

College Avenue and Eastbound I-8 Ramps (am peak hour);

College Avenue and Canyon Crest Drive (pm peak hour);

College Avenue and Zura Way (am peak hour); and

College Avenue and El Cajon Boulevard (pm peak hour)

Each of these four intersections was modeled as part of the CO Hot Spots analysis presented in **Table 3.2-10**, above, and the CO concentrations at each intersection were below the applicable significance threshold. Because the traffic volumes modeled under the existing plus project

scenario do not include cumulative projects, traffic volumes at these intersections under this scenario are lower than under the Near-Term scenario analyzed above, which includes cumulative traffic. As such, CO concentrations would be lower under the existing plus project scenario than under the Near-Term scenario, and impacts would be less than significant.

In summary, neither the construction- nor operational-related emissions would violate any air quality standard or contribute substantially to an existing or projected air quality violation, nor would the emissions expose sensitive receptors to substantial pollutant concentrations. As such, the Proposed Project would not result in potentially significant impacts in this regard.

3.2.5.2.3 Odors Impacts Analysis

Would the project create objectionable odors affecting a substantial number of people?

Project construction may result in the emission of minor amounts of odor compounds associated with diesel, heavy-duty equipment exhaust. These compounds would be emitted in various amounts and at various locations during construction. Odors would be highest near the source and quickly dissipate off-site; further, any odors associated with construction would be temporary. With respect to Project buildout, the Proposed Project would entail residential and retail development, and would not include land uses that would be sources of nuisance odors. In summary, the Proposed Project would not create objectionable odors affecting a substantial number of people and, therefore, impacts would be less than significant.

3.2.5.2.4 Toxic Air Contaminant Analysis

Would the project expose sensitive receptors to substantial pollutant concentrations?

Retail uses and residential dwellings are not land uses that would emit substantial amounts of TACs. Minor amounts of truck traffic would be associated with deliveries to the retail uses; however, the truck traffic would be minimal and would not result in the substantial emission of diesel PM. In summary, the Proposed Project would not expose sensitive receptors to substantial concentrations of TACs and, therefore, impacts would be less than significant.

3.2.5.2.5 Cumulative Impacts

Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

To evaluate the potential for cumulative impacts to air quality, past, present and planned projects must be considered. Past and present projects are accounted for in the background ambient air quality data. For the Near-Term scenario, the Traffic Impact Analysis identified approximately 30 future/planned projects in the vicinity of the Proposed Project. For the Long-Term scenario, year 2030 cumulative traffic volumes were forecast using the SANDAG Series 10 model volumes; traffic volumes not already included in the SANDAG model were added to the forecast volumes.

While several projects listed in the Traffic Impact Analysis are located in the immediate vicinity of the Project site, it is unlikely that major construction would occur simultaneously. Further, the construction-related emissions associated with the Proposed Project are substantially below the screening criteria identified in **Table 3.2-6**. Projections of basin-wide emissions from the ARB indicate that construction equipment accounts from 3.24 tons per day of ROG, 21.86 tons per day of NOx, and 1.34 tons per day of PM_{10}. (ARB 2009.) Architectural coatings account for 8.94 tons per day of ROG. Emissions of nonattainment pollutants constitute a small percentage of the overall construction emissions within the SDAB: ROG emissions would be 0.23 percent; NOx emissions would be 0.19 percent; and, PM_{10} would be 1.9 percent. These construction-related emissions would be short-term and would not result in cumulatively considerable impacts to the ambient air quality.

With respect to operational-related emissions, the Proposed Project is consistent with current SANDAG growth forecasts for the area and would not increase student enrollment. Because the Proposed Project would not increase enrollment and is more akin to an infill/redevelopment project, emissions are consistent with the attainment demonstration in the SIP and would not be cumulatively considerable.

3.2.6 GLOBAL CLIMATE CHANGE IMPACT ANALYSIS

GHG emissions associated with the Proposed Project were estimated for five~~four~~ emission sources: (1) construction-related activities; (2) energy use, including electricity and natural gas; (3) energy use for water consumption; (4) solid waste handling; and, (5~~4~~) mobile sources. Emissions were estimated using emission factors from the California Climate Action Registry General Reporting Protocol.

3.2.6.1 Existing On-Site Emissions

The Project site currently is developed with 31 residential dwelling units and approximately 44,200~~30,000~~ square feet of retail uses.

The Traffic Impact Analysis indicates that the existing ADT averages 3,113. Emissions from the vehicles making these trips were estimated using the EMFAC 2007 model emission factors, and assume an average trip length of 5.8 miles (based on data for average trip lengths within San Diego County estimated by SANDAG).

Baseline energy use was calculated as a function of kWh per square foot based on average performance for southern California residences and commercial buildings, according to the *California Statewide Residential Appliance Saturation Survey* (CEC, 2004) and *California Commercial End-Use Survey* (CEC, 2006). The energy use figures in these reports represent current state-wide average uses for all land uses, including those that are compliant with 2005 Title 24 standards. Because the existing buildings were constructed from 1937 through 1991, with most structures constructed in the period from 1940 through 1960 (*Historic Resource Inventory*, see **Appendix 3.3**), it is likely that energy efficiency is lower and that average energy use figures underestimate energy use for the existing buildings on the Project site.

The *California Statewide Residential Appliance Saturation Survey* provided estimated energy use for older homes versus newer homes, which indicated that newer homes used more electricity (7,035 kWh annually versus 5,846 kWh annually for older homes) due to their larger size (2,061 square feet for newer homes, on average, versus 1,448 square feet for older homes). On a per square foot basis, however, older homes used more electricity than newer homes, with a rate of 4.037 kWh/square foot versus 3.413 kWh/square foot for newer homes. For the purpose of estimating electricity use for the existing residential dwellings, the average size of 1,448 square feet was used with an average electricity use of 4.037 kWh/square foot. Natural gas usage rates were reported as 370 therms per year for newer homes and 355 therms per year for older homes, which equates to an average natural gas usage rate of 0.18 therms/square foot for newer homes and 0.25 therms/square foot for older homes. For the purpose of estimating natural gas use for the existing residential dwellings, the average size of 1,448 square feet was used with an average natural gas usage of 0.25 therms/square foot.

Electricity usage rates for the retail space were calculated based on estimated annual rates of 14.06 kilowatt-hours (kWh) per square foot from the *California Commercial End-Use Survey* for retail space. Emissions associated with natural gas usage were calculated based on the CEC's estimated natural gas usage per square foot of 0.5 therms per square foot of retail space per month.

Water and energy use often are closely linked. The provision of potable water consumes energy associated with five stages: (i) conveyance of water from its source; (ii) water treatment; (iii)

water distribution; (iv) water end use; and, (v) wastewater treatment. The emissions inventory results presented in this section estimated that delivered water for the Proposed Project would have an embodied energy of 3,519 kWh/acre foot, or 0.0108 kWh/gallon. (Wilkinson and Wolfe 2005.) The estimated water usage of the existing, on-site development is 9,494 gallons per day; therefore, the total existing water usage would be 3,463,310 gallons per year.

Solid waste generation also contributes to the existing GHG emission levels, through waste collection and management activities, and emission of GHGs from landfilling. (For additional information regarding the manner in which solid waste handling generates GHG emissions, please see **Appendix F3.2.**) GHG emissions attributable to solid waste were estimated by: (1) identifying the existing solid waste generation rates, and (2) using the EPA's *Waste Reduction Model* (WARM) (EPA, 2009). Solid waste generation rates were based on the public services evaluation conducted for the Proposed Project; based on these rates, the existing land uses were estimated to generate a total of 123.8 tons per year of solid waste. The WARM model relies on a life-cycle analysis of solid waste handling, which accounts for landfill carbon storage, landfill gas generation, GHG emissions associated with transport of waste to the landfill, and avoided electric utility emissions from the use of landfill gas for energy (EPA, 2010a). Because the WARM model assumes that the landfill gas will be recovered and used for energy at Miramar Landfill (i.e., the landfill that currently receives solid waste generated on the Project site), the model estimates that there will be a net GHG emissions reduction associated with the handling of solid waste (EPA, 2010b).

Table 3.2-11, Summary of Estimated Existing Operational Greenhouse Gas Emissions, presents the emissions inventory results for the existing, on-site development. As shown, existing CO_2 equivalent emissions are estimated to be 4,171~~060~~ metric tons per year.

Table 3.2-11
Summary of Estimated Existing Operational Greenhouse Gas Emissions

Emission Source	Annual Emissions (Metric tons/year)			
	CO_2	CH_4	N_2O	CO_2e
Operational Emissions				
Electricity Use	320~~241~~	0.002~~418~~	0.0013~~0~~	320~~241~~
Natural Gas Use	176~~138~~	0.019~~554~~	0.0003	176~~138~~
Water Use	15	0.0001	0.0001	15
Solid Waste Handling	(6)	=	=	(6)

Table 3.2-11
Summary of Estimated Existing Operational Greenhouse Gas Emissions

Emission Source	Annual Emissions (Metric tons/year)			
	CO_2	CH_4	N_2O	CO_2e
Vehicle Emissions	3,575	0.20	0.28	3,666
Global Warming Potential Factor	**1**	**21**	**310**	
CO_2 Equivalent Emissions	4,0803~~,969~~	5	87	4,171~~060~~
TOTAL CO_2 Equivalent Emissions	**4,171~~060~~**			

3.2.6.2 Project Emissions

3.2.6.2.1 Construction-Related Emissions

Construction-related GHG emissions include emissions from heavy construction equipment, truck traffic, and worker trips. These emissions were estimated for the Proposed Project using the URBEMIS Model, Version 9.2.4, which contains emission factors from the OFFROAD2007 model for heavy construction equipment and EMFAC2007 model for on-road vehicles. **Table 3.2-12, Construction GHG Emissions**, presents the emissions inventory results for the Proposed Project's construction-related activities. As shown, Project construction activities would generate approximately 3,576 metric tons of CO_2 equivalent emissions.

Table 3.2-12
Construction GHG Emissions

Construction Phase	CO_2 Emissions, metric tons
Phase I Construction	1,712
Phase II Construction	1,864
TOTAL	**3,576**

The ARB issued a 7,000 MT draft threshold for industrial projects, such that projects with emissions below that level could be allowed to proceed without mitigation under CEQA. (ARB, 2008b). The Proposed Project's total emissions from construction would be less than the draft significance threshold for industrial projects proposed by the ARB. Because the 7,000 metric ton threshold is proposed for application to industrial projects with continuing emissions, and because the construction emissions associated with the Proposed Project would be temporary and below 7,000 MT, it is reasonable to conclude that the construction-related emissions would not be significant under the ARB's draft significance threshold.

Recent guidance from the SCAQMD also suggests amortizing construction emissions over a 30-year period to account for the contribution of construction emissions over the lifetime of the project. Amortizing the emissions from construction of the Proposed Project over a 30-year period would result in an annual contribution of 119 metric tons of CO_2e.

In summary, because the construction emissions are temporary and would be below the ARB's draft recommended threshold, emissions from construction would be less than significant.

3.2.6.2.2 Operational-Related Emissions

The following discussion evaluates the operational GHG emissions and impacts associated with the Proposed Project.

Energy Use Emissions: As discussed above, baseline energy use was calculated as a function of kWh per square foot based on average performance for southern California residences and commercial buildings compliant with 2005 Title 24 standards. Energy use was calculated based on usage rates from the *California Statewide Residential Appliance Saturation Survey* and *California Commercial End-Use Survey*. The *California Statewide Residential Appliance Saturation Survey*

provided estimated electricity use for newer homes of 7,035 kWh annually, for an average sized home of 2,061 square feet. The student housing proposed for the Plaza Linda Verde Project will average 1,025 square feet. On a per square foot basis, electricity use is estimated at 3.413 kWh/square foot for newer homes based on the survey. On a per square foot basis, natural gas usage rates are 0.18 therms/square foot for newer homes. These values were used to calculate BAU electricity and natural gas usage, based on average residential square footage for the Project of 1,025 square feet. Annual electricity use, therefore, was estimated at 3,498 kWh and annual natural gas usage was estimated at 184.5 therms for BAU conditions.

Electricity usage rates for the retail space were calculated based on estimated annual rates of 14.06 kilowatt-hours per square foot from the *California Commercial End-Use Survey* for retail space. Emissions associated with natural gas usage were calculated based on the CEC's estimated natural gas usage per square foot of 0.5 therms per square foot of retail space per month.

Water Emissions: The emissions inventory results estimated that delivered water for the Proposed Project would have an embodied energy of 3,519 kWh/acre foot, or 0.0108 kWh/gallon. (Wilkinson and Wolfe 2005.) The Proposed Project's water demand is estimated to be 68,050 gallons per day, or 24,838,250 gallons per year.

Solid Waste Emissions: Solid waste generation rates were based on the public services evaluation conducted for the Proposed Project. The proposed land uses were estimated to generate a total of 216.9 tons per year of solid waste. As discussed above (see **Section 3.2.6.1**), GHG emissions from solid waste management were then estimated using the EPA's WARM model. The model was run assuming that the Miramar Landfill will close in 2018, with all waste then diverted to Sycamore Canyon Landfill. (As explained in **Appendix F3.2**, this assumption is conservative.)

Mobile Source Emissions: The Traffic Impact Analysis concluded that the total gross projected ADT generated by the Proposed Project would be 5,509. Emissions from vehicles under BAU conditions were calculated using the EMFAC2007 model emission factors; this model does not take into account any of the GHG emission reduction measures proposed by the federal or state government. Emissions were estimated assuming that the average trip length would be 5.8 miles (based on data gathered by SANDAG for San Diego County).

Table 3.2-13, Summary of Estimated BAU Operational Greenhouse Gas Emissions, presents the results of the inventory. As shown, the Proposed Project would generate approximately 8,28288 metric tons per year of CO_2 equivalent emissions.

Table 3.2-13
Summary of Estimated BAU Operational Greenhouse Gas Emissions

Emission Source	Annual Emissions (Metric tons/year)			
	CO_2	CH_4	N_2O	CO_2e
Operational Emissions				
Electricity Use	1,062	0.0081	0.0045	1,064
Natural Gas Use	630	0.070	0.0012	632
Water Use	107	0.0008	0.0005	107
Solid Waste Handling	(6)	-	-	(6)
Vehicle Emissions	6,326	0.24	0.32	4,286
Global Warming Potential Factor	**1**	**21**	**310**	
CO_2 Equivalent Emissions	8,11925	9	154	8,28288
TOTAL CO_2 Equivalent Emissions	**8,28288**			

3.2.6.2.3 Significance Assessment

Using AB 32 as a benchmark, a 28.35 percent reduction below BAU levels is needed to demonstrate the consistency of the Proposed Project with the emission reduction mandates of AB 32. As further discussed below, the Proposed Project would achieve the needed reduction from BAU levels.

First, SDSU is committed to obtaining a LEED Silver rating for the four mixed-use retail/student housing buildings, two student apartment buildings, and parking facilities. To obtain a LEED rating, a project is assessed and given points on the basis of environmentally responsible features incorporated into the project design. Design features the Proposed Project can implement to receive LEED points towards a Silver rating include:

- Meeting the performance requirements of Energy Star for Homes;

- Designing and installing insulation to minimize heat transfer and thermal bridging;
- Minimizing uncontrolled duct air leakage into and out of conditioned spaces;
- Maximizing the energy performance of windows by installing windows that meet or exceed the window requirements of the Energy Star for Homes standard;
- Designing and installing Efficient Hot Water Distribution systems per the applicable LEED guidelines;
- Installing ENERGY STAR labeled light fixtures or compact fluorescent light bulbs in high-use rooms;
- Installing ENERGY STAR appliances including refrigerators, ceiling fans, dishwashers, and clothes washers; and
- Installing water efficient features associated with water reuse (e.g., rainwater harvesting or graywater reuse systems), irrigation systems (e.g., drip-irrigation, timer-controlled watering devices, and the use of high-efficiency spray nozzles), and indoor water use (e.g., very high-or high-efficiency (low-flow) fixtures and fittings to lavatory faucets, showers, and toilets).

The LEED Silver rating commitment ensures that the Proposed Project would be designed, constructed and operated in a manner that exceeds existing efficiency requirements; these improvements would reduce the Proposed Project's demand for electricity, natural gas and water – all of which would reduce the GHG emissions associated with the project. Moreover, redevelopment of the Project site would result in the development of more energy efficient buildings and structures than currently exist on the Project site.

Relatedly, Energy Star appliances would be used in the Project. According to the EPA and U.S. Department of Energy, Energy Star appliances are 10 to 30 percent more energy efficient than the minimum federal standard for appliances. To account for energy efficiency of Energy Star appliances, as well as accounting for energy efficiency associated with non-plug loads that will be achieved through meeting the California State University's Sustainability and Energy Efficiency Goals, it was assumed that 20 percent less energy (electricity and natural gas) would be used than under BAU conditions. This reduction accounts for the 15 percent improvement over the 2005 Title 24 standards that is attributable to recent implementation of the 2008 Title 24

standards, with an additional 5 percent reduction attributable to meeting LEED Silver certification.

Second, as discussed in the ARB's *Staff Report, California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Limit* (ARB 2007b), vehicular emissions are the greatest contributor to the statewide GHG emissions inventory and are the necessary subject of future emission reductions. Because the Project applicant does not have direct control over the types of vehicles operated at the Project site or the emission and fuel standards, the effect of federal and state programs and regulations designed to reduce GHG emission is important. Based on the SDCGHGI, implementation of the federal CAFE standards/Pavley regulations would reduce mobile source emissions in the county by 20 percent; the low carbon fuel standard would reduce mobile source emissions in the county by an additional 10 percent; and, the light/heavy vehicle efficiency and hybridization standards would reduce mobile source emissions in the county by 3 percent. Therefore, emissions from mobile sources may be reduced by as much as 33 percent by 2020 (i.e., the year by which California must reduce its emissions to 1990 levels per AB 32). In this analysis, it was assumed that emissions from vehicles would be reduced by 30 percent to account for reductions in GHG emissions from the federal CAFÉ standards/Pavley regulations and LCFS.

Third, in addition to the energy efficiency and mobile source emissions reductions discussed above, GHG reductions attributable to California's RPS (SB 1078; 2002) are reasonably foreseeable. SB 1078 initially set a target of 20 percent of energy to be sold from renewable sources by the year 2017. The schedule for implementation of the RPS was accelerated in 2006 with the Governor's signing of SB 107, which accelerated the 20 percent RPS goal from 2017 to 2010. On November 17, 2008, the Governor signed Executive Order S-14-08, which requires all retail sellers of electricity to serve 33 percent of their load with renewable energy by 2020. The Governor also signed Executive Order S-21-09 on September 15, 2009, which directs the ARB to implement a regulation consistent with the 2020 33 percent renewable energy target by July 31, 2010.

According to the SDCGHGI, implementation of the 20 percent RPS goal by 2010 would reduce GHG emissions by a further 14 percent from 2006 levels; the inventory estimated that San Diego Gas and Electric was providing 6 percent of its electricity from renewable resource in 2006. To account for the implementation of the 20 percent RPS, a 14 percent reduction in GHG emissions was assumed.

While implementation of Executive Order S-21-09 and the ARB's September 2010 regulation (i.e., the 33 percent RPS) will result in additional GHG reductions of 27 percent below 2006 levels, no additional credit was taken for these reductions because they were ~~have~~ not ~~yet been~~ promulgated or adopted by the ARB at the time the Draft EIR was prepared. Nonetheless, it bears noting that implementation of the 33 percent RPS will result in an additional reduction in GHG emissions of 119 metric tons of CO_2e; no credit was taken for this reduction in the Project's emissions inventory.

While water conservation measures, Energy Star appliances, and the RPS will reduce GHG emissions associated with water usage, for conservative purposes, no credit was taken for these measures in the calculation of GHG from water consumption.

Table 3.2-14, Summary of Estimated Project Operational Greenhouse Gas Emissions, presents the estimated GHG emissions for the Proposed Project with implementation of the GHG reduction measures summarized above (i.e., LEED Silver rating; federal and state mobile source regulatory framework; 20 percent RPS). As shown in the table, the Proposed Project's GHG emissions would be 28.8~~9~~ percent below BAU conditions and, therefore, are consistent with AB 32. Because Project-related emissions would be consistent with AB 32, impacts would be less than significant.

Additionally, and consistent with CEQA Guidelines section 15064.4, **Table 3.2-14** presents the net increase above existing emission levels associated with the Project site. As shown in the table, the Proposed Project would result in a 1,707~~824~~ metric tons increase in GHG emissions when compared to existing annual emission levels associated with the Project site. However, because there is no scientific consensus regarding what particular quantity of GHG emissions is "significant" for purposes of CEQA, CSU/SDSU have assessed the Project's emissions relative to AB 32, as discussed above. That being said, it is worth noting that the Proposed Project's net increase in emission levels -- 1,707~~824~~ metric tons of CO_2e -- is below the SCAQMD's draft significance threshold for mixed-use projects of 3,000 metric tons of CO_2e, and that the inventory for the existing site uses is conservative (such that the difference between the existing and proposed condition may be less than depicted below).

Table 3.2-14
Summary of Estimated Project Operational Greenhouse Gas Emissions

Emission Source	Annual Emissions (Metric tons/year)			
	CO_2	CH_4	N_2O	CO_2e
Operational Emissions				
Electricity Use	731	0.0056	0.0031	732
Natural Gas Use	504	0.0561	0.0010	506
Water Use	107	0.0008	0.0005	107
Solid Waste Handling	(6)	=	=	(6)
Vehicle Emissions	4,428	0.25	0.34	4,539
Global Warming Potential Factor	**1**	**21**	**310**	
CO_2 Equivalent Emissions	5,764~~70~~	7	107	5,87~~84~~
TOTAL CO_2 Equivalent Emissions, with GHG Reductions	**5,87~~84~~**			
BAU Emissions	**8,28~~288~~**			
Percent Reduction Below BAU	**28.~~89.0~~%**			
Existing Emission Levels on the Project Site	**4,171~~060~~**			
Net Increase in Emission Levels	**1,707~~824~~**			

3.2.6.2.3 Cumulative Impacts

Under CEQA, the analysis of cumulative impacts is necessarily guided by standards of practicality, feasibility, and reasonableness. (Cal. Code Regs., tit. 14, § 15151.) The question to be considered when undertaking the analysis is whether a project's incremental effects are "cumulatively considerable" (Cal. Code Regs., tit. 14, § 15130, subd. (a)), which requires consideration of whether a project's incremental effects are significant when viewed in connection with the effects of past, present, and probable future projects. (Cal. Code Regs., tit. 14, § 15065, subd. (a)(3).) As discussed above, the Proposed Project would not impede California's achievement of the AB 32-mandated reductions; therefore, the Proposed Project's

incremental GHG emissions are not considered "cumulatively considerable" under CEQA and thus cumulative impacts to climate change need not be discussed in detail. (Cal.Code Regs., tit. 14, § 15130.)

3.2.7 MITIGATION MEASURES

As impacts to air quality would be less than significant at a project-specific and cumulative level, no mitigation measures are required. Notwithstanding, to ensure CSU/SDSU compliance with all applicable regulations of the San Diego APCD relating to construction activity emissions, the following mitigation measure is recommended:

AQ-1 Prior to the commencement of Project construction activities, CSU/SDSU, or its designee, shall require that the principal construction contractor comply with all applicable regulations of the San Diego Air Pollution Control District regarding construction-related emissions including, but not limited to, the following:

1. During grading activities, any exposed soil areas shall be watered twice per day. On windy days or when fugitive dust can be observed leaving the project site, additional applications of water shall be applied to maintain a minimum 12 percent moisture content. Under windy conditions where velocities are forecast to exceed 25 miles per hour, all ground disturbing activities shall be halted until the winds are forecast to abate below this threshold.

2. The contractor shall implement dust suppression techniques to prevent fugitive dust from creating a nuisance offsite. These dust suppression techniques shall include the following:

    a. Portions of the construction site to remain inactive longer than a period of three months shall be seeded and watered until grass cover is grown or otherwise stabilized.

    b. All on-site access points shall be paved as soon as feasible or watered periodically or chemically stabilized.

    c. All material transported offsite shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.

d. The area disturbed by clearing, grading, earthmoving, or excavation operations shall be minimized at all times. A maximum daily grading disturbance area shall be maintained at 8.7 acres or less, if possible and practical.

3. All vehicles on the construction site shall travel at speeds less than 15 miles per hour.

4. All material stockpiles subject to wind erosion during construction activities that will not be utilized within three days, shall be covered with plastic, an alternative cover deemed equivalent to plastic, or sprayed with a nontoxic chemical stabilizer.

5. Where vehicles leave the construction site and enter adjacent public streets, the streets shall be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface. Any visible track-out extending for more than fifty (50) feet from the access point shall be swept or washed within thirty (30) minutes of deposition.

6. The construction contractor shall utilize as much as possible pre-coated/natural colored building materials. Water-based or low volatile organic compounds ("VOC") coatings with a reactive organic gases ("ROG") content of 100 grams per liter or less shall be used for interior surfaces and 150 grams of VOC per liter or less for exterior surfaces. Spray equipment with high transfer efficiency, such as the electrostatic spray gun method, or manual coatings application such as paint brush hand roller, trowel, spatula, dauber, rag, or sponge, shall be used to reduce VOC emissions, where practical.

With respect to the operational-related GHG emissions, to ensure that the Proposed Project obtains a LEED Silver rating and that certain assumptions made in the impacts analysis presented in this section are implemented, the following mitigation measure is recommended:

AQ-2 Following project approval, and during the design and construction phases of the Project, CSU/SDSU shall take those steps necessary to ensure that the Plaza Linda Verde project achieves a LEED Silver rating. Included within those project design features incorporated to achieve a LEED Silver rating, CSU/SDSU shall: (i) design, construct and operate the student housing and mixed-use buildings to

achieve a minimum five percent exceedance of the 2008 Title 24 energy efficiency standards; and (ii) install Energy Star appliances in the student housing units.

Section 15130, subdivision (c), of the CEQA Guidelines (Cal. Code Regs., tit. 14) acknowledges that "[w]ith some projects, the only feasible mitigation for cumulative impacts may involve the adoption of ordinances or regulations rather than the imposition of conditions on a project-by-project basis." Global climate change is this type of issue, as the very causes and effects of global climate change are not determined on a local or regional scale. Given the uncertainties in identifying, let alone quantifying, the impact of any single project on global warming and climate change, and the efforts made to design the Proposed Project with sustainable development principles in mind, any further GHG emission reduction strategies are best accomplished through the appropriate state (e.g., the ARB), regional (i.e., the San Diego APCD) and/or local agency (i.e., the City of San Diego).

3.2.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of the recommended mitigation measures, impacts to air quality and global climate change would be less than significant at a project-specific and cumulative level.

SECTION 3.5
HAZARDS AND HAZARDOUS MATERIALS

3.5 HAZARDS AND HAZARDOUS MATERIALS

3.5.1 INTRODUCTION

This section analyzes the potential impacts of the Proposed Project relative to hazards and hazardous materials, and is based on the *Hazardous Materials Technical Report* (June 2009) prepared by DUDEK. The technical report is included in **Appendix 3.5** of this EIR.

3.5.2 METHODOLOGY

The environmental assessment presented in this section is based on an investigation of the past and current uses of the properties that would be developed as part of the Proposed Project, including the identification of possible on-site releases or disposal of manufacturing or other wastes. The scope of the environmental investigation included: (1) a computerized database search of regulatory agency records by Environmental Data Resources, Inc. ("EDR"); (2) a review of available historical aerial photographs, topographic maps, and City of San Diego Directory listings; (3) an environmental lien search; (4) a review of applicable regulatory agency files; (5) a review of prior environmental studies conducted in connection with the subject properties and vicinity; and (6) the preparation of an environmental assessment report detailing the findings of the investigation.

The above-described investigation was conducted to identify recognized environmental conditions. The term "recognized environmental condition" means the presence or likely presence of any hazardous substances or petroleum products on the subject property under conditions that indicate an existing release, past release, or material threat of a release of any hazardous substances or petroleum products into the ground, groundwater, or surface water on a subject property. For purposes of this study, the subject property is the 24 parcels that would be developed as part of the Proposed Project, as further described below.

The analysis of the subject property included a review of local, county, state, and U.S. Environmental Protection Agency ("EPA") lists of known or potentially hazardous waste sites, landfills, and sites currently under investigation for environmental violations. **Table 3.5-1, Database Search Summary**, lists the databases that were searched by EDR and the search distance beyond the boundaries of the subject property. The EDR search was conducted in March 2009.

order to avoid any potential emergency response plan conflicts, the SDSU emergency evacuation plan would be updated prior to occupation of the first building. Therefore, the proposed project would not result in significant cumulative impacts relative to hazards and hazardous materials.

3.5.7 MITIGATION MEASURES

To reduce the identified potentially significant impacts to a level below significant, the following mitigation measures are recommended. A summary of the known environmental conditions and recommended mitigation for each of the 24 development parcels also is provided in **Table 3.5-5, Parcel Summary of Environmental Conditions and Recommended Mitigation.**

HAZ-1 Prior to the commencement of Project construction, CSU/SDSU, or its designee, shall direct the Project construction contractor to develop and implement a construction health and safety plan for construction work crews who may encounter groundwater or soil contaminants. The plan shall include information about potential contaminants, protocols for reporting suspected contaminants, stop work authority, and protocols for conducting further study upon discovery.

HAZ-2 Prior to the commencement of grading, excavation, or trenching activities on Parcels 1, 2, 3, 6, 7, 10, 11, 12 and 18, CSU/SDSU, or its designee, shall direct the Project construction contractor to implement the following practices:

(i) All construction workers who would be involved with grading, excavation or trenching work shall be trained to recognize visual and olfactory signs of soil contamination prior to the start of such soil work activities;

(ii) All workers shall be instructed to observe the exposed soil for visual evidence of contamination throughout soil work activities;

(iii) If visual contamination indicators are observed during construction activities, the contractor shall halt work in the immediate vicinity of the discovery until the material is properly characterized and appropriate measures are taken to protect human health and the environment, including compliance with applicable federal, state and local requirements for sampling and testing, and subsequent removal, transport and disposal of hazardous materials; and

(iv) In the event contaminated groundwater is encountered, the contractor shall document the exact location of the contamination and immediately notify the SDSU Department of Environmental Health and Safety ("DEHS"). SDSU DEHS shall then comply with ~~A~~all applicable federal, state and local health and safety requirements for testing, handling and disposing of contaminated groundwater, which may include reporting the hazard to the County Department of Environmental Health and other regulatory agencies, including the Regional Water Quality Control Board ~~shall be followed~~.

HAZ-3 Prior to the commencement of excavation activities on Parcels 6, 7, 10, 11, 12 and 18, CSU/SDSU, or its designee, shall require that soil samples be collected and analyzed by a California State-licensed fixed or on-site mobile analytical laboratory to determine whether soil contamination exists on the subject parcels. In the event soil contaminant levels are detected above Maximum Contaminant Levels, CSU/SDSU, or its designee, shall direct that the following steps are taken:

(i) A soil remediation plan shall be prepared in accordance with San Diego County Department of Environmental Health guidelines for soil remediation activity;

(ii) All contaminated soils shall be removed and fully remediated in accordance with all applicable federal, state and local regulations, including those of the San Diego County Department of Environmental Health;

(iii) An official closure letter shall be obtained from the San Diego County Department of Environmental Health prior to the commencement of any grading or excavation activities on the affected parcels; and,

(iv) The soil contamination test results shall be used to determine an appropriate construction worker health and safety plan. All contaminated soils shall be removed by personnel who have been trained through appropriate Occupational Safety and Health Administration (OSHA) programs.

HAZ-4 In the event excavation depths for Parcels 1, 2, 3, 6, 7, and 18 would be deep enough to encounter groundwater, prior to excavation, CSU/SDSU, or its designee, shall require that groundwater samples be collected and analyzed by a

SECTION 3.9
ARCHAEOLOGICAL/PALEONTOLOGICAL RESOURCES

3.9 ARCHAEOLOGICAL/PALEONTOLOGICAL RESOURCES

3.9.1 INTRODUCTION

This section examines the potential impacts to archaeological and paleontological resources, including Native American cultural resources, that may result from the Proposed Project, and is based on the *Archaeological and Paleontological Resources Technical Report* prepared by DUDEK (May 2009). As further explained below, any potential impacts to archaeological and paleontological resources would be mitigated to a level below significant. The technical report relied upon for preparation of this section is included in **Appendix 3.9** of this EIR.

3.9.2 METHODOLOGY

3.9.2.1 Archaeological Resources

An archaeological records search of data maintained at the South Coastal Archaeological Information Center ("SCIAC") was requested on April 16, 2009, and SCIAC completed the records search on April 21, 2009. The records search, which included the review of relevant archaeological report and site record databases, extended to all areas within 0.25 mile of the Project site. (Please see Appendix A of the technical report, located in **Appendix 3.9**, for a list of the reports and records identified during the records search.)

3.9.2.2 Paleontological Resources

The paleontological resource investigation relied on the following documents: *Geology of the San Diego Metropolitan Area, California* (Kennedy and Peterson, 1975); *Geotechnical Input for Environmental Impact Report* (Southland Geotechnical Consultants (SGC), 2009; see **Appendix 3.4**); and Paleontological Resources, County of San Diego (Deméré and Walsh, 1993).

3.9.2.3 Native American Cultural Resources

In order to assess the potential impacts to Native American cultural resources, a letter (dated April 15, 2009) was sent to the Native American Heritage Commission ("NAHC") requesting: (i) that a Sacred Lands File search be conducted for the Project site and neighboring vicinity; and (ii) that a list of local tribal contacts be provided. Correspondence from the NAHC, dated April 17 and 20, 2009, identified no Native American cultural resources within 0.5 mile of the Project site. A letter (dated April 28, 2009) was sent by the EIR preparers to each tribal contact

NAHC has not identified any sacred sites within one-half mile of the Project site. Nonetheless, to reduce any potential impacts, a mitigation measure addressing the accidental discovery of any human remains on the Project site is proposed. (*Id.* at §15064.5, subd. (e).)

3.9.6 CUMULATIVE IMPACTS

Future projects within the City of San Diego potentially would contribute to cumulative impacts to archaeological and paleontological resources. In addition, resources potentially would be impacted by other past, present, and probable future development projects in undeveloped areas near the Project area. However, in many cases, site redesign or use of fill could minimize these adverse impacts. Total avoidance of the resources would not be reasonably expected, however, and increased human activity in the vicinity of cultural resources would lead to greater exposure and potential for illicit artifact collection and inadvertent disturbance during construction. Therefore, impacts to archaeological and paleontological resources caused by past, present, and probable future projects in the vicinity are considered cumulatively considerable.

The City and County of San Diego both maintain guidelines and protocols for addressing impacts to cultural resources, including requiring systematic surveys in areas of high site location potential to ensure resource identification and treatment. The Proposed Project would result in potentially, though unlikely, direct and indirect impacts to unknown prehistoric resources below previously disturbed soils. Since no archaeological sites are recorded within the Project site and vicinity, and any intact archaeological and paleontological resources identified as a result of the proposed mitigation would be treated consistently with professional procedures, the Proposed Project's contribution would not be cumulatively considerable.

3.9.7 MITIGATION MEASURES

The following measures would reduce potential impacts to archaeological and paleontological resources to a level below significant:

ARCH-1 Subsequent to demolition and removal of existing structures and pavement from the Project site, CSU/SDSU, or its designee, shall retain a qualified archaeologist (i.e., one listed on the Register of Professional Archaeologists) to complete an archaeological survey of ground surfaces within the Project area. In the event the survey identifies potentially intact concentrations of prehistoric archaeological materials, ~~limited~~ focused data recovery archaeological excavations shall be undertaken prior to the commencement of construction in the area of concern. A qualified Native American representative shall be

retained to observe all focused data recovery excavations, if any. The focused excavations shall characterize: horizontal and vertical dimensions; chronological placement; site function; artifact/ecofact density and variability; presence/absence of subsurface features; research potential extent; and the integrity of the resources.

If the ~~a historical and/or~~ archaeological site ~~resource~~ is determined to be a historical resource within the meaning of CEQA Guidelines section 15064.5(a), the archaeologist shall comply with CEQA Guidelines section 15126.4(b)(3)(A), which notes that preservation in place where feasible is the preferred mitigation approach, or, alternatively, CEQA Guidelines section 15126.4(b)(3)(C), which requires preparation and adoption of a data recovery plan, as well as the submittal of all plans and studies to the California Historical Resources Regional Information Center. Alternatively, if the archaeological site qualifies as a unique archaeological resource (see CEQA Guidelines section 15064.5(c)(3)), the archaeologist shall treat the site in accordance with the provisions of Public Resources Code section 21083.2. ~~is uncovered, appropriate mitigation measures shall be developed and implemented prior to the commencement of construction activities at that location.~~

All excavations and excavation and monitoring reports shall be completed consistent with California Office of Historic Preservation's Archaeological Resource Management Reports: Recommended Contents and Format. The archaeological excavation and monitoring reports shall include all appropriate graphics, describing the results, analysis, and conclusions of the monitoring and excavation. All original maps, field notes, non-burial related artificacts, catalog information and final reports shall be curated at a qualified institution within San Diego County that complies with the State Historic Resource Commission's 1993 Guidelines for the curation of archaeological collections, as applicable. ~~In the event the feature is determined to be a historical and/or archaeological resource, grading activities may continue on other parts of the building site while appropriate mitigation is implemented.~~

PAL-1 Prior to commencement of Project construction, CSU/SDSU, or its designee, shall retain a qualified paleontologist. The qualified paleontologist shall coordinate with the ~~to prepare a paleontological resources mitigation and~~

~~monitoring plan. Components of the mitigation and monitoring plan shall include, but not be limited to:~~

- ~~The paleontologist shall inform the~~ grading and excavation contractors, act in accordance with the Society of Vertebrate Paleontology's guidelines, and monitor all on-site activities associated with ~~of the paleontological resource mitigation program.~~

- ~~A paleontological monitor shall be on site during~~ the original cutting of previously undisturbed sediments of Moderate to High resource sensitivity in order to inspect such cuts for contained fossils.

- In the event that the monitoring results in the discovery of potentially unique paleontological resources within the meaning of Public Resources Code section 21083.2, the qualified paleontologist ~~the monitor~~ will have the authority to halt excavation at that location and immediately evaluate the discovery.~~direct that the discovery be evaluated immediately by a qualified paleontologist.~~ Following evaluation, if the resource is determined to be "unique" within the meaning of Public Resources Code section 21083.2 ~~the CEQA Guidelines~~, the site shall be treated in accordance with the provisions of that section. Mitigation appropriate to the discovered resource ~~mitigation~~ including recovery, specimen preparation, data analysis, and reporting, shall be carried out in accordance with Society of Vertebrate Paleontology guidelines ~~developed at that time~~ prior to resuming grading activities at that location. ~~In the event the resource is determined to be a unique paleontological resource,~~ ~~g~~Grading activities may continue on other parts of the building site while appropriate mitigation is implemented.

Recovered fossils, along with copies of pertinent field notes, photographs, and maps, shall be deposited in an accredited ~~scientific institution with~~ paleontological collections repository. A final summary report that discusses ~~outlines the results of the mitigation program shall be completed. This report shall include discussion of~~ the methods used, stratigraphy exposed, fossils collected, and significance of recovered fossils also shall be prepared in a manner that is consistent with Society of Vertebrate Paleontology guidelines.

NA-1 If, during any phase of Project construction, there is the discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps, which are based on Public Resources Code section 5097.98, shall be taken (Cal. Code Regs., tit. 14, §15064.5(e)(1)):

SECTION 3.10
POPULATION AND HOUSING

3.10 POPULATION AND HOUSING

3.10.1 INTRODUCTION

This section analyzes the potential impacts to population and housing that would occur as a result of the Proposed Project. The analysis is based on the *Population and Housing Technical Report* prepared by Dudek (May 2009), a copy of which is provided in **Appendix 3.10** of the EIR.

3.10.2 METHODOLOGY

The analysis presented in this section is based on data obtained from multiple governmental and private sources, including existing and projected population and housing data generated by the U.S. Census Bureau, California Department of Finance, and San Diego Association of Governments ("SANDAG"). In addition, data was obtained from SDSU; information provided by SDSU included a housing demand study commissioned by SDSU and prepared by Brailsford and Dunlavey in May 2004.

The U.S. Census Bureau maintains national and local databases on population, ethnicity, housing, employment and income. The California Department of Finance prepares statewide growth forecasts. Information specific to the San Diego region, including local population and housing forecasts and total projected college students and government workers, was obtained from SANDAG. SANDAG growth forecasts are used to plan for public infrastructure, housing and job creation throughout the region.

3.10.3 EXISTING CONDITIONS

3.10.3.1 Statewide Context

California is the most populous state in the nation. The population is estimated to grow further as a result of strong immigration from other states and nations, high birth rates among specific segments of the State's population, and the increasing life span of seniors. By 2030, California's population is expected to reach 48,110,671. (State of California, 2004.) This would constitute a 30 percent increase over the existing population, with approximately 600,000 new arrivals each year.

In 2000, the State of California had 12,214,549 housing units, 711,679 (5.8%) of which were vacant. Of the 11,502,870 occupied housing units, 6,546,334 units were owner occupied, while

Table 3.10-1
SANDAG Regional Population Forecasts

Local Jurisdiction	2004	20102008	2020	2030	Total Increase (20042008 to 20302050)	Percent Change (20042008 to 20302050)
Carlsbad	~~92,695~~	~~109,611~~103,406	~~119,095~~117,657	~~127,046~~123,551	~~34,351~~25,975	~~37%~~25%
Chula Vista	~~208,675~~	~~248,174~~239,397	~~289,304~~267,427	~~316,445~~289,044	~~107,770~~99,984	~~52%~~43%
Coronado	~~26,591~~	~~27,512~~23,030	~~29,738~~26,348	~~31,038~~26,800	~~4,447~~4,907	~~17%~~21%
Del Mar	~~4,543~~	~~4,661~~4,561	~~5,138~~4,799	~~5,497~~4,916	~~954~~587	~~21%~~13%
El Cajon	~~97,670~~	~~100,919~~97,555	~~105,214~~109,623	~~112,008~~128,547	~~14,338~~46,960	~~15%~~48%
Encinitas	~~62,463~~	~~65,358~~63,615	~~68,030~~68,594	~~73,170~~73,052	~~10,707~~13,044	~~17%~~21%
Escondido	~~140,328~~	~~148,630~~143,259	~~158,494~~154,329	~~169,929~~165,267	~~29,601~~34,327	~~21%~~24%
Imperial Beach	~~27,799~~	~~28,331~~28,092	~~32,590~~28,230	~~36,125~~30,574	~~8,326~~8,106	~~30%~~29%
La Mesa	~~56,007~~	~~59,920~~56,445	~~60,686~~62,100	~~64,522~~65,984	~~8,515~~21,355	~~15%~~38%
Lemon Grove	~~25,590~~	~~27,163~~25,511	~~28,859~~26,688	~~31,175~~28,171	~~5,585~~6,633	~~22%~~26%
National City	~~56,018~~	~~59,905~~56,144	~~69,104~~62,300	~~74,241~~69,306	~~18,223~~33,926	~~33%~~60%
Oceanside	~~172,866~~	~~186,785~~178,102	~~196,482~~195,455	~~207,237~~209,602	~~34,371~~39,262	~~20%~~22%
Poway	~~50,534~~	~~51,833~~50,744	~~54,035~~54,070	~~57,474~~57,951	~~6,940~~9,064	~~14%~~18%
San Diego	~~1,295,147~~	~~1,365,130~~1,333,617	~~1,514,336~~1,542,528	~~1,656,257~~1,689,254	~~361,110~~611,952	~~28%~~46%
San Marcos	~~66,850~~	~~82,608~~82,419	~~90,026~~90,802	~~95,553~~101,298	~~28,703~~23,289	~~43%~~28%
Santee	~~54,084~~	~~62,031~~55,850	~~66,668~~64,517	~~72,115~~69,868	~~18,031~~17,827	~~33%~~32%
Solana Beach	~~13,396~~	~~13,807~~13,447	~~14,839~~14,227	~~15,761~~14,924	~~2,365~~2,495	~~18%~~19%
Vista	~~94,030~~	~~98,182~~95,400	~~106,075~~100,016	~~115,768~~105,062	~~21,738~~49,136	~~23%~~52%
Unincorporated	~~467,728~~	~~504,719~~489,958	~~627,142~~545,290	~~723,392~~616,829	~~255,664~~204,506	~~55%~~42%
REGION	~~3,013,014~~	~~3,245,279~~ 3,131,552	~~3,635,855~~ 3,535,000	~~3,984,753~~ 3,870,000	~~971,739~~ 1,253,315	~~32%~~ 40%

Source: SANDAG, ~~2006~~2010.

3.10.3.2.2 Housing

As indicated in **Table 3.10-2, SANDAG Existing and Projected Housing Units**, the San Diego region had a total of 1,095,077 housing units in 2004. It is projected that by 2030, the number of housing units in the region will increase 26 percent to 1,383,803. Similar to the population projections between 2004 and 2030, the greatest increase in housing units (47%) is anticipated to occur in the unincorporated areas of the County. The region is expected to sufficiently accommodate the 32 percent increase in population with a 26 percent increase in housing units

because the average household size over this same time period is anticipated to increase from 2.77 to 2.87 persons, thereby requiring fewer housing units. (SANDAG, 2006.)

Table 3.10-2
SANDAG Existing and Projected Housing Units

Jurisdiction	2004	20102008	2020	2030	Total Increase (20042008 to 20302050)	Percent Change (20042008 to 20302050)
Carlsbad	39,287	45,75743,496	48,55848,100	49,89949,851	10,6127,070	27%16%
Chula Vista	70,609	84,16677,484	97,73288,185	102,88594,858	32,27629,527	46%38%
Coronado	9,450	9,5029,543	9,6909,568	9,7969,637	346258	4%3%
Del Mar	2,511	2,5312,535	2,5442,586	2,5462,606	3571	1%3%
El Cajon	35,429	35,90835,596	37,42339,186	38,15545,123	2,72614,265	8%40%
Encinitas	24,521	25,22724,805	26,05426,328	27,06627,882	2,5453,681	10%15%
Escondido	46,467	48,11647,392	51,40450,287	53,08752,778	6,6207,208	14%15%
Imperial Beach	9,754	9,8309,851	11,3499,866	12,06310,510	2,3092,319	24%24%
La Mesa	24,911	26,20525,019	26,62326,785	26,92728,104	2,0167,440	8%30%
Lemon Grove	8,770	9,1638,820	9,7459,075	10,0689,381	1,2981,697	15%19%
National City	15,158	15,72215,773	18,48117,117	19,10818,804	3,9508,890	26%56%
Oceanside	62,767	66,68664,456	69,83269,565	70,42873,425	7,6619,144	12%14%
Poway	16,183	16,67116,313	17,32617,231	17,74718,221	1,5641,903	10%12%
San Diego	490,266	518,063508,436	574,254577,557	610,049629,475	119,783213,844	24%42%
San Marcos	23,190	28,62027,566	31,03230,068	31,69633,095	8,5066,040	37%22%
Santee	18,891	22,12019,538	23,94822,306	24,74723,798	5,8565,296	31%27%
Solana Beach	6,473	6,5396,509	6,6976,645	6,7286,869	255532	4%8%
Vista	30,169	30,91130,650	33,50731,602	34,94732,508	4,77813,243	16%43%
Unincorporated	160,271	172,443166,882	213,141180,431	235,861202,882	75,59056,008	47%34%
REGION	1,095,077	1,174,180 1,140,654	1,309,340 1,262,488	1,383,803 1,369,807	288,726 388,436	26%34%

Source: SANDAG, 20062010.

State housing law requires that SANDAG adopt a Regional Housing Needs Assessment every five years. This assessment is intended to identify the existing and projected housing needs for the region's local jurisdictions. The most recent assessment was approved on February 25, 2005. (SANDAG, 2005.) The assessment for 2005–2010 calls for an additional 107,301 housing units in the region, the majority of which (43%) would be located within the City of San Diego; only 11 percent of the total projected additional housing is anticipated to be located in unincorporated areas of the County.

Although the College Area Community Planning Area is dominated by single-family land uses, multi-family and commercial land uses are located adjacent to the major transportation corridors in the planning area, including Montezuma Road, College Avenue, and El Cajon Boulevard. Institutional land uses in the planning area are represented by SDSU and the Alvarado Medical Center, which is located south of I-8 and east of the SDSU campus.

Project components adjacent to College Avenue and Montezuma Road are located on land designated as "Redevelopment Project Area" by the College Area Community Plan Map (City of San Diego, 1989). The Redevelopment Project Area in which the Proposed Project is located, referred to as the "Core Subarea," generally is located south of the existing SDSU campus boundary, west of College Avenue, north of Mary Lane Drive, and east of Remington Road.

3.10.3.3.2 Population

The City of San Diego had a population of 1,295,147 in 2004, making it the largest city in the region. The City is expected to grow to 1,365,130 in 2010; 1,514,336 in 2020; and 1,656,257 in 2030. (SANDAG, 2006.) This change between 2004 and 2030 constitutes a 28 percent increase in the City's population, as indicated in **Table 3.10-3, SANDAG Local Population Forecasts.**

Table 3.10-3
SANDAG Local Population Forecasts

Locality	~~2004~~ Population	~~2010~~2008 Population Forecast	2020 Population Forecast	2030 Population Forecast	Total Increase (~~2004~~2008 to 2030~~2050~~)	Total Percent Increase (~~2004~~2008 to 2030~~2050~~)
City of San Diego	~~1,295,147~~	~~1,365,130~~1,333,617	~~1,514,336~~1,542,528	~~1,656,257~~1,689,254	~~361,110~~611,952	~~28%~~46%
College Area Community	~~21,454~~	~~23,852~~23,841	~~27,978~~32,019	~~31,687~~36,766	~~10,233~~27,324	~~48%~~115%
Census Tract 28.01	~~4,262~~	~~5,817~~7,036	~~6,883~~9,728	~~7,121~~11,944	~~2,859~~5,942	~~67%~~84%
Census Tract 29.04	~~7,072~~	~~7,389~~6,966	~~8,610~~9,843	~~9,458~~9,697	~~2,386~~10,286	~~34%~~148%

Source: SANDAG~~, 2006~~2010.

As noted above, the Proposed Project is located within the College Area Community Planning Area, which had a population of 21,454 in 2004. The College Area Community is expected to

La Mesa (91942)	543 / 3%
Casa del Oro (91941)	398 / 2%
Mira Mesa (92126)	297 / 2%
Serra Mesa/South Tierrasanta (92108)	428 / 2%
Remaining Locations	8,592 / 50%
Total	**17,184 / 100%**

Source: Brailsford & Dunlavey, 2004.

Students' sensitivity to price makes it difficult to predict exactly how students' living patterns will change in the future. The largest percentage of the SDSU student population is currently housed in the College Area. Changes in housing affordability and other popular amenities will not likely change the desirability of the College Area among the student population. Between 2004 and 2030, SANDAG's Regional Growth Forecast anticipates a 114 percent increase in multi-family housing units within the College Area, and more specifically a 150 percent increase in multi-family housing units within census tract 28.01 and a 39 percent increase within census tract 29.04. Over the same time period, a one percent decrease is anticipated for single-family housing units in the College Area. **Table 3.10-5, SANDAG Existing and Forecasted Housing Stock within the College Area Community Planning Area,** summarizes housing unit types predicted to be available by 2030 in the College Area Community.

Table 3.10-5
SANDAG Existing and Forecasted Housing Stock within the College Area Community Planning Area

	2004	20102008	2020	2030	Total Change (20042008 to 20302050)	Percent Change (20042008 to 20302050)
Total Population	21,454	23,85223,841	27,97832,019	31,68736,766	10,23327,324	48%115%
Household Population	16,645	18,49817,858	22,39822,281	25,69926,857	9,05422,980	54%129%
Group Quarters Population	4,809	5,3545,938	5,5809,738	5,9889,909	1,1794,344	25%73%
Total Housing Units	7,361	8,1187,430	9,8069,186	10,86711,171	3,5069,579	48%129%
Single Family	4,249	4,2704,173	4,2704,189	4,2114,152	-38-319	-1%-8%
Multi-Family	3,112	3,8483,257	5,5364,997	6,6567,019	3,5449,898	114%304%
Total Occupied Housing Units	7,157	7,9387,108	9,4118,859	10,56910,833	3,4129,450	48%133%
Occupied Single Family	4,145	4,1913,952	4,1274,007	4,1263,994	-19-232	0%-6%
Occupied Multi-Family	3.012	3,7473,156	5,2844,852	6,4436,839	3,4319,682	114%307%
Vacancy Rate	2.8%	2.2%4.3%	4.0%3.6%	2.7%3.0%	-0.1--1.6%	-4%---
Persons per Household	2.33	2.332.51	2.382.52	2.432.48	0.100.04	4%2%

Source: SANDAG, 20062010.

Project would not induce substantial population growth either directly or indirectly, and would not result in potentially significant impacts relating to growth inducement.

3.10.6 CUMULATIVE IMPACTS

The Proposed Project, in combination with other reasonably foreseeable projects in the area, would result in beneficial cumulative impacts associated with population and housing. Consistent with SANDAG's Regional Comprehensive Plan and the City's Strategic Framework Element, other multi-family residential unit housing projects are planned in the near and long term for the area. (See, e.g., **Section 2.0, Cumulative Impacts Methodology, Table 2-1, Cumulative Projects.**) Future growth is expected to occur in areas identified in the Regional Comprehensive Plan and Strategic Framework Element as suitable for smart-growth projects. When combined with these probable future projects, the Proposed Project would result in beneficial impacts relative to the region's housing availability and affordability.

3.10.7 MITIGATION MEASURES

Although no potentially significant impacts relative to population and housing have been identified, to ensure that any potential impacts relating to assumptions contained in the SANDAG forecasts remain at a level below significant, the following mitigation measure is proposed:

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

1. The Plaza Linda Verde Project would add 390 housing units (1,632 beds) to the existing SDSU housing inventory, thereby resulting in a net increase of 360 housing units (1,525 beds). (Thirty existing housing units currently existing on the Project site would be reconstructed under the Proposed Project.)

2. The Plaza Linda Verde Project would add approximately 90,000 ~~77,209~~ gross square feet of retail space in varying sizes that would be available for commercial retail lease, thereby resulting in a net increase of 45,800 ~~33,009~~ gross square feet of commercial space. (44,200 gross square feet of

commercial space currently existing on the Project site would be reconstructed under the Proposed Project.)

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

3.10.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant impacts to population and housing have been identified.

SECTION 3.11
PUBLIC UTILITIES AND SERVICE SYSTEMS

3.11 PUBLIC SERVICES AND UTILITIES

3.11.1 INTRODUCTION

The following section evaluates the potential effects of the Proposed Project on public services and utilities, including fire and police protection, schools, park and recreation facilities, libraries, emergency services, sewer infrastructure, water supply and service systems, reclaimed water and stormwater infrastructure, solid waste disposal, and energy.

3.11.2 METHODOLOGY

This section is based on a review of available studies, documents, and communications with local service providers, including staff of the City of San Diego Redevelopment Agency and City of San Diego Development Services. Additional information was obtained through communications with SDSU Physical Plant Department staff. A brief overview of the methodology applied to assess the Project's potential impacts is provided below:

- **Police and Fire Protection**: Potential impacts were assessed, in part, through discussions with SDSU Police Department and San Diego Fire-Rescue Department staff relative to maintaining appropriate service levels.

- **Schools:** Potential impacts were assessed through a review of San Diego Unified School District facilities and City of San Diego school capacity standards. The analysis assumed that school-age children would not reside in the student housing component of the Proposed Project.

- **Parks and Recreation:** Potential impacts were assessed through a review of the City of San Diego General Plan Recreation Element goals and College Area Community Plan recreation policies. The existing, on-campus inventory of parks and recreation facilities at SDSU also was considered.

- **Library:** Potential impacts were analyzed by considering whether the existing and planned on-campus library facilities would be able to accommodate future residents of the Proposed Project.

- **Water Supply and Service Systems:** Existing water, sewer, and stormwater infrastructure was identified through a review of the following documents prepared for the Proposed Project: the Plaza Linda Verde Design Narrative (RBF Consulting, 2009),

the Mixed Use Feasibility Study for San Diego State University (Wallace Roberts & Todd, 2009), and the Complex Utility Study for the Plaza Linda Verde Project (P2S Engineers, 2009). To assess potential impacts on the existing water infrastructure, a water model was used to calculate the adequacy of the existing water infrastructure based on the fire flow requirements for the proposed buildings. Potential impacts to sewer are assessed based on whether the City's wastewater treatment system has adequate capacity to serve the Proposed Project. To assess potential impacts on the existing stormwater infrastructure, the analysis evaluated whether any additional runoff would occur as a result of the Proposed Project.

- **Recycled Water:** Potential impacts were assessed through discussion with City of San Diego ~~Water Department~~ Public Utilities Department staff.

- **Solid Waste Disposal:** Potential impacts were assessed through discussion with SDSU Physical Plant staff and review of relevant local planning documents and legislative policies.

- **Energy:** Potential impacts were assessed through discussion with SDSU Physical Plant staff and review of relevant local planning documents and legislative policies.

3.11.3 EXISTING CONDITIONS

3.11.3.1 Fire Protection

The City of San Diego Fire-Rescue Department (Fire-Rescue Department) is the primary responder to fires on the SDSU campus. When an on-campus fire is reported to the SDSU Police Department, a campus police officer is dispatched to the scene of the fire to verify the fire. Once the fire is verified, the SDSU Police Department will call the Fire-Rescue Department. (Browning, personal communication, March 19, 2009.) The campus police officer dispatched to the scene establishes an "Incident Command Post" and manages the incident until relieved by Fire-Rescue Department personnel. If the fire is an imminent threat to life or structure, the SDSU Emergency Operations Center may be activated in a Level II emergency mode. (When a fire incident occurs, the President of the University will determine if the Emergency Operations Center will be activated and, if activated, which staff positions are needed to respond to the emergency.)

Depending on the incident and available resources, the SDSU campus is served by three Fire-Rescue Department fire stations (Stations 10, 17 and 31) located within the general vicinity of

the Project site. (See **Figure 3.11-1, Existing Public Services.**) **Table 3.11-1, Fire-Rescue Department Stations Near the Project Area,** summarizes the station location, equipment, and proximity to the Project site.

Table 3.11-1

Fire-Rescue Department Stations Near the Project Area

Station	Location (Community)	Equipment	Proximity to Project Site
Station 10 (Battalion 4 Headquarters)	4605 62nd Street (Del Cerro)	1 Engine Company 1 Battalion Vehicle 1 Truck 1 Brush Rig 1 Chemical Utility Rig	0.8 mile southeast
Station 17	4206 Chamoune Avenue (City Heights)	1 Engine Company	2.7 miles southwest
Station 31	6002 Camino Rico (Rolando)	1 Engine Company 1 Medic Company	1.4 miles northeast

Source: City of San Diego Fire-Rescue Department, 2009

Located nearest to the Project site, Station 10 is equipped with both a fire engine and a fire truck. According to the Fire-Rescue Department, fire trucks consist of an aerial apparatus or a telescopic ladder tower ~~and a passenger-carrying platform~~. Station 10 also is equipped with a chemical rig that would respond to fire incidents originating in parking structures or any other locations at which standard fire engines and trucks are unable to access due to height restrictions.

Station 17 is equipped with a fire engine. Station 31 is equipped with a fire engine and a paramedic unit and would respond to calls requesting medical service.



SDSU Plaza Linda Verde EIR

SAN DIEGO STATE UNIVERSITY

Figure 3.11-1

Existing Public Services

The SDSU Police Department receives all on-campus landline calls requesting 9-1-1 services. Calls requesting fire services (including medical aid) often require assistance from the Fire-Rescue Department. Data provided below in **Table 3.11-2, 2007/2008 Priority 1 Fire Service Calls From On-Campus Residences and Retail Businesses**, summarizes calls received by the SDSU Police Department requesting Fire-Rescue Department services. The call data presented below assumes the Fire-Rescue Department would respond to incidents, including fires, fire alarms, requests for medical aid, and suicide attempts that may require medical aid. According to call data provided by the SDSU Police Department, on-campus residence halls generate approximately 0.05 annual fire-related calls per student, while retail business generates approximately one fire-related call per 10,000 square feet of on-campus retail space.

Table 3.11-2

2007/2008 Priority 1 Fire Service Calls From

On-Campus Residences and Retail Businesses

Call Origination	Existing Population/Square Feet	Priority 1 Calls received[1]		Priority 1 Calls per student/Calls per 10,000 square feet	
		2007	2008	2007	2008
Student Housing	3,222 students[2]	146	171	0.045	0.053
Retail/Commercial	167,000 square feet[2]	15	20	0.89	1.19

Notes:
1. Source: SDSU Police Department, 2009b and 2009c (assumes 100 percent of calls are responded to by the Fire-Rescue Department)
2. Source: San Diego State University 2007 Campus Master Plan Revision

The City of San Diego General Plan's Public Facilities, Services, and Safety Element includes response time goals for fire and rescue services. The General Plan states that response times are evaluated based on compliance with response time guidelines included in the National Fire Protection Association 1710: Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire-Rescue Departments. (City of San Diego, 2008d.) The City has adopted the response time guidelines of the National Fire Protection Association; and, the guidelines are included in the General Plan. The applicable guidelines for fire suppression are as follows:

- Deployment and arrival of the first-in engine company should be within five minutes, 90 percent of the time; and

- Deployment and arrival of the first full alarm assignment (3 engines and 1 truck) should be within nine minutes, 90 percent of the time.

According to the General Plan, a 2 to 2.5 mile distance between fire stations typically is sufficient to achieve response time goals. (City of San Diego, 2008d.) Fire service delivery depends on a number of factors, including the availability of adequate equipment and number of qualified personnel. (*Ibid.*) The apparatus available to respond to the SDSU campus meets the suggested standard of the Insurance Services Office (ISO), which rates fire service based on location of fire engines within 1.5 miles of assets and ladder trucks within 2.5 miles of assets. Station 10 meets both objectives and Station 31 provides secondary engine coverage within the 1.5 mile distance. Indicative of San Diego's road system, Station 17, although further away, has historically responded faster to SDSU than Station 10. (See Section 3.11.5.1, infra.)

A recent fire services study commissioned by the County of San Diego addressed current levels of service and identified future facility needs, including additional fire stations. (*Regional Fire Services Deployment Study for the County of San Diego Office of Emergency Services*, Citygate Associates (May 5, 2010) ("Citygate Study"), pp. 5-7.) The Citygate Study identified 11 areas within the County's Southwest Quadrant, which encompasses central portions of the City of San Diego, where additional fire stations are recommended, based on findings that travel times exceeded five minutes in those areas. (*Id.*) The areas identified for additional fire stations did not include the SDSU campus, generally, nor the site of the Proposed Project, specifically. (Citygate Study, Maps, San Diego County SOC Urban Coverage Gaps SW Quadrant, and San Diego County SOC Map 18 SW Gap 2.) Additionally, neither the SDSU campus nor Project site are located within any of the service coverage "gaps" identified in the Citygate Study. (*Ibid.*) (Excerpts of the Citygate Study are included in EIR **Appendix 3.11**.)

In February 2011, Citygate released a subsequent study conducted for the City of San Diego entitled *Fire Service Standards of Response Coverage Deployment Study for the City of San Diego Fire-Rescue Department*, February 14, 2011 ("2011 Citygate Study"). A copy of the 2011 Citygate Study is included in Final EIR, Appendix F3.11. The 2011 Citygate Study is discussed in Section 3.11.5.1, *infra.*

3.11.3.2 Police Protection

The SDSU Police Department provides on-campus police services to SDSU. The SDSU Police Department operates 24 hours a day, 7 days a week, and includes a staff of 34 sworn personnel and 57 non-sworn support employees. (SDSU Police Department, 2009a.) The safety and

security of the on-campus environment is facilitated by the campus police via foot, vehicular, and bike patrols. The SDSU Police Department is located in the Department of Public Safety (DPS) building located at 55th Street and Remington Road.

SDSU DPS is the designated first responder for all incidents on campus and within the College Area community. Patrol officers are graduates of the California Peace Officers Training Academy with full arrest powers throughout the state. They are sworn and armed and charged with the enforcement of state, local and traffic laws, the investigation of accidents and crimes, and response to medical and domestic emergencies. Two K-9 units are on duty for explosives and substance detection.

SDSU police officers are responsible for reporting and responding to crimes, traffic accidents, and medical emergencies. The mission of the SDSU Police Department consists of four main elements. The Police Department seeks to "protect the public through proactive law enforcement," "address issues that impede or disrupt the orderly operation of the academic process," "protect university property by initiating police action (by) enforcing laws and regulations, arresting offenders and educating the public in crime prevention techniques," and "mitigate liability and hazards to the university." (SDSU Police Department, 2009a.)

The SDSU Police Department is organized into three distinct divisions: Operations, Administrative, and Auxiliary. (SDSU Police Department, 2009a.) The Operations Division includes the more visible police detail, including foot, bicycle and vehicle patrol.[1] The Administrative Division includes services such as communications, records, evidence, property management and special operations. The Auxiliary Division provides services such as SDSU employee key card issuance, parking ticket issuance, and operation of the Community Officer Program. (SDSU Police Department, 2009a.)

The SDSU Police Department has an administrative agreement with the City of San Diego Police Department to provide mutual assistance, as appropriate, at sites in the vicinity of the SDSU campus. (Browning, personal communication, March 19, 2009.) On average, the SDSU Police Department fields approximately 600 calls a year, which, due to the location of the call, must be routed to the City Police Department for response. (*Ibid.*) By state law, the SDSU Police Department and City of San Diego Police Department have concurrent jurisdiction within a one-mile radius of the campus boundary. (*Ibid.*) The City and SDSU Police Departments have a

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[1] All vehicle patrols are equipped with Automated External Defibrillators for first response use. (Browning, personal communication, March 19, 2009.)

positive working relationship and often assist one another when one department is closer to the incident and/or is better equipped to respond. For example, between 2005 and 2007, the majority of liquor law and drug violation arrests reported by the SDSU Police Department occurred off-campus, while the SDSU Police Department issued hundreds of referrals for City of San Diego Police Department assistance with on-campus liquor law and drug violations. (SDSU Police Department, 2008a.)

The SDSU Police Department receives all landline 9-1-1 and duress calls made on-campus and from designated duress telephones. Depending on the severity of the call, the SDSU Police Department either will respond to the call or contact the City of San Diego Police Department and request assistance.

The SDSU Police Department is responsible for notifying the City of San Diego Fire-Rescue Department if an on-campus fire is reported. When a call is received by the SDSU Police Department requesting fire support, the campus police notify the City of San Diego Fire-Rescue Department through a direct phone line. (Browning, personal communication, March 19, 2009.) The SDSU Police Department is able to monitor the Fire-Rescue Department radio frequency and, when necessary, go on-air and direct Fire-Rescue Department personnel to the on-campus fire site. The SDSU Police Department personally escorts the Fire-Rescue Department to the incident site. (*Ibid.*)

According to its 2008 Annual Report, the SDSU Police Department received approximately 9,500 assigned calls in 2007 and 11,500 assigned calls in 2008. In 2008, assigned calls for services resulted in approximately 1,780 crime reports and 670 incident reports. (SDSU Police Department, 2009a.) In 2008, approximately 875 misdemeanor arrests and 140 felony arrests were made by the SDSU Police Department. Similar to 2007, in 2008, larceny continued to be the most prevalent major crime reported on campus, followed by motor vehicle theft, and burglary. According to SDSU Police Department Annual Call data for 2007-2008, security checks were the most prevalent campus police-related incident, followed by traffic stops, parking citations/complaints, and access control alarm responses. (SDSU Police Department, 2008b.)

Priority 1 call data provided by the SDSU Police Department is summarized below in **Table 3.11-3, 2007/2008 Priority 1 Police Service Calls From On-Campus Residences and Retail Businesses**. According to the data, students housed on-campus generate approximately 0.05 annual calls per student, while retail businesses generate approximately 1.4 calls per year per 10,000 square feet.

Table 3.11-3
2007/2008 Priority 1 Police Service Calls From On-Campus Residences and Retail Businesses

Call Origination	Existing Population/Square Feet	Priority 1 Calls received[1]		Priority 1 Calls per student/Calls per 10,000 square feet	
		2007	2008	2007	2008
Student Housing	3,222 students [2]	173	190	0.053	0.058
Retail/Commercial	167,000 square feet[2]	23	24	1.38	1.44

Notes:
1. Source: SDSU Police Department, 2009b and 2009c
2. Source: San Diego State University 2007 Campus Master Plan Revision

The Public Facilities, Services and Safety Element of the City of San Diego General Plan contains goals and response time objectives for the City of San Diego Police Department. The College Area Community is located within the Mid-City Division of City of San Diego Police Department. (City of San Diego, 2009j.) The Mid-City Division is headquartered at 4310 Landis Street within the City Heights neighborhood. The following are the City Police Department response time goals (City of San Diego, 2008c):

- Priority E Calls (imminent threat to life) within seven minutes;
- Priority 1 Calls (serious crimes in progress) within 12 minutes;
- Priority 2 Calls (less serious crimes with no threat to life) within 30 minutes;
- Priority 3 Calls (minor crimes/requests that are not urgent) within 90 minutes;
- Priority 4 Calls (minor requests for police service) within 90 minutes.

The SDSU Police Department does not have official response time goals; however, according to 2008 Police Department call data, the average response time for a Priority 1 call from dispatch to on-scene arrival of the SDSU Police Department was three minutes, while the average response time for Priority 2 and Priority 3 calls was four and seven minutes, respectively. (SDSU Police Department, 2008d.)

3.11.3.3 Schools

The College Area Community is served by the San Diego Unified School District. The San Diego Unified School District includes more than 221 educational facilities (including 118

elementary schools, 24 middle schools, 29 high schools) and serves over 132,000 students. (San Diego Unified School District, 2009.) According to the City of San Diego General Plan Public Services, Facilities, and Safety Element (City of San Diego, 2008d), the San Diego Unified School District applies the following enrollment limits to guide the planning of future school facilities:

- Maximum enrollment at elementary schools: 700
- Maximum enrollment at junior high/middle schools: 1,500
- Maximum enrollment at high schools: 2,000

Several San Diego Unified School District schools (including elementary, junior high, and high schools) are located in the general vicinity of the Proposed Project (see **Figure 3.11-1**). **Table 3.11-4, Project Area Public Schools and Enrollment (2008)**, lists the public schools in the Project vicinity and student enrollment. Based on the City enrollment limits noted above, with the exception of Patrick Henry High School, none of the schools exceed their maximum enrollment limits.

Table 3.11-4
Project Area Public Schools and Enrollment (2008)

School	Location	Enrollment
Elementary		
Hardy Elementary (K-5)	5420 Montezuma Road	359
Hearst Elementary (K-5)	6230 Del Cerro Boulevard	444
The Language Academy (K-8)	4941 64th Street	816
Junior High/Middle School		
Lewis Middle School (6-8)	5170 Greenbriar Drive	1,073
The Mann School Of Excellence (6-8)	4345 54th Street	984
Senior High School		
Patrick Henry High School (9-12)	6702 Wandermere Drive	2,453
Crawford High Educational Complex (9-12)	4191 Colts Way	1,678

Source: San Diego Unified School District, 2008

3.11.3.4 Parks and Recreation

The City of San Diego's Parks and Recreation Department is responsible for the operation and maintenance of approximately 40,000 acres of developed and undeveloped park land and open space within the City. (City of San Diego, 2009i.) The development of public park space within the City is governed by the population-park and recreation facilities guidelines contained within the Recreation Element of the City of San Diego General Plan. The guidelines associated with the development of population-based parks "provide a means to measure the degree to which park and recreational facilities are developed and to equitably provide facilities throughout the City." (City of San Diego, 2008c.)

The General Plan park standard is to "provide population-based parks at a minimum ratio of 2.8 useable acres per 1,000 residents." (City of San Diego, 2008c.) The General Plan also contains the following guidelines to direct the development of population-based recreation facilities:

- For every 5,000 residents, a neighborhood park (3 to 13 acres) is recommended within a one-mile radius. The park should be between approximately 3 to 5 acres in size when located next to an elementary school, and 10 to 13 acres if the park is stand-alone;
- For every 25,000 residents, a community park (13-acre minimum) is recommended within the specific community plan area;
- For every 25,000 residents, a recreation center (minimum 17,000 square feet) is recommended within a three mile radius;
- For every 50,000 residents, a swimming pool (minimum standard 25 meter by 25 yard) is recommended within a six-mile radius.

Table 3.11-5, Existing City Parks within the Project Vicinity, provides a summary of the parks within a 1.5-mile radius of the Project site (see also **Figure 3.11-1**). The table depicts the type of park, the distance from the Project site, and the approximate park acreage.

Table 3.11-5
Existing City Parks within the Project Vicinity

Park	Type	Distance from Project Site	Acres (approximate)
Montezuma Park	open space	0.6 mile southeast	1.7
Clay Park	neighborhood park	0.8 mile southeast	5.1
Del Cerro Park	community park	0.8 mile northeast	3.6
Mission Trails Regional Park	regional park	1 mile northeast	5,760
Princess Del Cerro Park	neighborhood park	1.1 miles north	5.5
Colina Del Sol Park	community park	1.25 miles south	30
Rolando Park (City La Mesa)	neighborhood park	1.29 miles southeast	2.8
Sunshine Park (City of La Mesa)	special activity park	1.38 miles southeast	5.6

According to the College Area Community Plan, most of the College Area was developed prior to the City's adoption of the population-based park guidelines included in the General Plan Recreation Element and, as a result, the area is deficient in useable parkland. (City of San Diego, 1989.) The Community Plan also states that only one park, Montezuma Park (1.7 acre), is included in the Community Plan boundary. According to the City of San Diego General Plan park guidelines and 2008 San Diego Association of Government's population estimates for the College Area community, the community should be served by approximately 64 acres of useable parkland. However, due to the developed nature of the community, the acquisition of property for additional parkland for residential use historically has been problematic for the City. (*Ibid.*)

The SDSU campus includes open space parks, indoor and outdoor recreation centers, and outdoor playfields. **Table 3.11-6, SDSU Park and Recreation Facilities**, lists SDSU's recreational resources; resource size is provided in acres.

To finance, construct, and operate on-campus athletic/recreation facilities, all SDSU students pay mandatory campus fees. As part of the payment for on-campus housing, SDSU resident students can elect to pay an optional, nonrefundable Recreation Fee. The Recreation Fee entitles the payee to membership in the on-campus Aztec Recreation Center. The Aztec Recreation Center also is open to the public; however; membership to the Center requires a monthly membership fee. The Aztec Recreation Center includes a 7,000 square foot cardio room, an 8,000 square foot fitness room, 4 multi-purpose gyms, and a climbing wall. (San Diego State University, 2009a.) Membership also provides access to certified personal trainers and certified strength and conditioning specialists, the lighted, 12-court Aztec Tennis Center, and the Aquaplex swimming complex. Peterson Gym (40,000 square feet) and the Aztec Athletics Center (a 80,000 square feet facility consisting of a weight room, studio spaces, and basketball courts) also are available for student use.

Table 3.11-6
SDSU Park and Recreation Facilities

Resource	Description	Acres
Community/Neighborhood Facilities (City of San Diego "Population-Based" Park/Recreation Facilities)		
Aztec Green	Open lawn with seating areas and footpaths	1.0
Campanile Walk	Boulevard style walk with turf parkway and plantings	3.0
Centennial Mall	Boulevard style walk with turf parkway and plantings	1.1
Cox Arena Foreground	Mixed paved and turf terrace area	1.0
Cuicacalli Lawn	Residential complex dedicated turf area with seating and shade	0.3
Education Park	Quadrangle park with turf, benches, and shade trees	0.5
Hepner/Hardy Quad	Informal garden with turf lawns, benches, walks and shade trees	0.7
Individual building gardens	Occasional courtyards, gardens and seating areas with benches and plantings	0.5
Library Quad	Paved area with bench-lined planters and large shade trees	0.8
Mediterranean Garden	Informal garden with water features, circulation walks and benches	0.4
Olmeca/Maya Quad	Enclosed dedicated turf lawn with water features and occasional trees and benches	0.8
Scripps Park and Cottage	Hillside garden with water features and small meeting venue	1.7
Aquaplex Swimming Complex	Competition and recreation pools, lounge deck, locker rooms	1.7
Cuicacalli residence halls pool	Recreational pool for residential use	0.1
Cuicacalli sand volleyball court	Beach style volleyball courts for residential	

	use	
Football practice field	Synthetic turf practice field for intercollegiate athletics	1.5
Open Air Theatre	Greek style outdoor amphitheatre	2.5
PG 700 Field	Natural turf multipurpose recreational field	3.0
Recreational Field PG 610	Multi use natural turf field	1.5
Recreational Field PG 620	Multi use natural turf field	1.5
Softball Field	NCAA approved softball field and stadium for practice and intercollegiate use	4.9
Sports Deck Soccer Field PG 660	NCA approved turf soccer field	1.8
Sports Deck Track	Olympic track and field venue with grandstands and support facilities	0.9
Tennis Center	Competition hard court tennis center for intercollegiate and recreational use	3
Tenocha pool	Recreational pool for residents/students use	0.01
Tenocha sand volleyball	Beach style volleyball courts for residential/student use	0.02
Tony Gwynn Field	NCAA approved baseball field and stadium for practice and intercollegiate use	3.8
University Center Children's Play yards	Secure outdoor multipurpose play yards segregated by age groups	0.2
Peterson Gym	Recreational basketball, volleyball, and soccer courts	0.9
Aztec Recreation Center	Indoor sports and fitness center	1.7
Aztec Center	Bowling lanes, billiards, table tennis, video games, outdoor patio, indoor lounges	0.6
Aztecs Athletic Center	Fitness and weight training center with meeting venue and athletic offices	1.8
Cox Arena	Multiuse indoor entertainment and sports	3.3

	venue	
	TOTAL	**46.53**
Scenic or Natural Areas		
A Lot	Preserved and restored wetlands habitat	1.2
C/D Lot	Preserved and restored wetlands habitat	2.5
Mission Trails – Fortuna Mountain Research Reserve	Public Access Hiking and Research	500
	TOTAL	**503.7**

Source: SDSU Park and Recreation Space Log, May 30, 2007. Data confirmed by Doug Martin, SDSU, May 21, 2009h.

3.11.3.5 Libraries

The Malcolm A. Love Library (main campus library) is centrally located on the SDSU campus. The library is a 5-story, glass-dome structure, and open to the public. The library hours are Mondays through Thursdays, 7:00 a.m. to 1:00 a.m., Fridays from 7:00 a.m. to 7:00 p.m., Saturdays from 10:00 a.m. to 7:00 p.m., and Sundays from 12:00 p.m. to 1:00 a.m. (San Diego State University, 2009c.) There also are two branches of the San Diego Public Library located within the general vicinity of the Project site (see **Figure 3.11-1**). The closest City branch library to the Project site is the College-Rolando Branch, located at 6600 Montezuma Road, east of the Project site. (City of San Diego, 2009k.) **Table 3.11.-7, City of San Diego Libraries in Vicinity of Project Site**, lists the City of San Diego library branches in the Project vicinity.

Table 3.11-7
City of San Diego Libraries in Vicinity of Project Site

City of San Diego Library Branch	Street Address	Proximity to Project Site
College-Rolando	6600 Montezuma Road	0.8 mile east
Allied Garden/Benjamin	5188 Zion Road	1.6 miles north

Source: City of San Diego, 2009k

The General Plan Public Facilities, Services, and Safety Element of the City of San Diego General Plan contains guidelines and standards for City of San Diego branch libraries. According to the guidelines, a library branch should serve a residential population of 30,000 and be located in areas of "intense" human activity. (City of San Diego, 2008d.) Additionally, the General Plan states that all library branches are required to provide a minimum of 15,000 square feet of dedicated library space. (*Ibid.*)

3.11.3.6 Emergency Medical Services

Emergency medical response may be provided by both the SDSU Police Department and City of San Diego Fire-Rescue Department. Goals and response time objectives for emergency medical response are included in the Public Facilities, Services, and Safety Element of the City of San Diego General Plan, and response time objectives are discussed above. All on-campus 9-1-1 calls associated with injuries and illness are received by the SDSU Police Department who are then able to request additional services from the City of San Diego Fire-Rescue Department, if necessary.

The SDSU Student Health Services Department is responsible for on-campus student health and emergency medical needs. The Student Health Services Center, which is located at the 4-story, 69,000 square foot Calpulli Center, is staffed by fully licensed and certified health care professionals who provide health care to the SDSU academic community (students, faculty, and staff).

Basic services (such as outpatient evaluation and treatment of common medical ailments, preventive care and health counseling) are available by appointment and are paid for through mandatory health fees paid for by registered students, faculty and staff. (San Diego State University, 2009b.) Regular check-ups and appointments are accommodated in the 30-exam room/3-procedure room clinical wing. (Lichtenstein, Dr. Gregg, personal communication, March 30, 2009.) Minor surgery can be undertaken (by appointment) in one of the procedure rooms. Other services offered at the Calpulli Center include Urgent Care, a Radiology suite equipped with state of the art imaging equipment, laboratory services, immunization services, and a pharmacy. The urgent care wing (which includes the radiology suite) includes five treatment bays with gurneys, exam rooms, and two procedure rooms. During the 2007/2008 school year, the Center provided service to approximately 50,000 patients and transported approximately 40 patients to local hospital emergency rooms for more serious procedures. (*Ibid.*)

In addition to basic services and urgent care, several specialists in the fields of orthopedics, osteopathic medicine, optometry, and dermatology are available for appointments and consultations at various times throughout the week at the Center. A newly constructed dentistry suite with seven exam chairs is complete and will begin accepting patients in 2009. (Lichtenstein, Dr. Gregg, personal communication, March 30, 2009.) Additional fees apply for specialty care services.

Three hospitals, to which the majority of SDSU-related emergencies are referred, are located in the general vicinity of the Project area. The closest facility, Alvarado Hospital, is a 306-bed facility located approximately 0.75 mile northeast of the Project site at 6655 Alvarado Road. Approximately 450 physicians (representing more than 40 surgical specialties) work at Alvarado Hospital. The hospital employs approximately 1,000 staff members, and 400 active volunteers. (Alvarado Hospital, 2009.) The Hospital provides health care to approximately 60,000 patients annually, while the emergency room accommodates approximately 22,800 patients annually with nearly 9,500 of those patients arriving by ambulance. (Holmberg, Carol, personal communication, March 27, 2009.)

In addition to Alvarado Hospital, Sharp Grossmont Hospital is located approximately four miles east of SDSU at 5555 Grossmont Center Drive in La Mesa. The hospital includes numerous patient programs and services including 24-hour emergency services with a heliport and paramedic base station, ambulatory care services, acute care, and an intensive care unit. (Sharp Grossmont Hospital, 2009.) Kaiser Permanente San Diego Medical Center/Kaiser Foundation Hospital is located approximately two miles northeast of SDSU at 4647 Zion Road. The hospital includes an active emergency services department.

The Public Facilities, Services, and Safety Element of the City of San Diego General Plan contains policies and recommendation related to emergency medical services. The applicable response time goals are as follows:

- Deployment and arrival of first responder or higher-level capability should be within four minutes, 90 percent of the time
- Deployment and arrival of a unit with advanced life support (ALS) capability should be within eight minutes, 90 percent of the time; and
- Deployment and arrival of emergency medical service first responder with an automatic external defibrillator should be within four minutes, 90 percent of the time.

3.11.3.7 Sewer

The College Area Community is served by the City of San Diego Public Utilities Department ~~Metropolitan Wastewater Department~~. The Department is separated into two separate systems: the Metropolitan Sewerage System and the Municipal Wastewater Collection System.

- The Metropolitan Sewerage System treats wastewater from the City of San Diego and 15 other cities and special districts in a 450 square mile area. (City of San Diego, 2009e.) Approximately 2.2 million residents live in this area.

- The Municipal Wastewater Collection System collects and conveys waste from the portion of the City of San Diego not served by the Metropolitan Sewerage System and includes a service area of approximately 330 square miles and a residential population of approximately 1.2 million. (City of San Diego, 2009e.) The Municipal Wastewater Collection System includes approximately 2,894 miles of sewer lines running beneath the service area, resulting in excess of 250,000 City connections to sewer lines and over 55,000 City manholes.

The Metropolitan Sewerage System relies on nine pump stations, while the Municipal Wastewater Collection System relies on 84 smaller pump stations to convey sewage to the City's main treatment facility in Point Loma. (City of San Diego, 2009f.) At Point Loma, wastewater passes through screens, grit removal tanks, and sedimentation tanks before discharge into the Pacific Ocean via the Point Loma Ocean Outfall. The Point Loma Wastewater Treatment Plant treats approximately 175 million gallons of wastewater per day but has capacity to treat up to 240 million gallons per day. (City of San Diego, 2009g.)

The Project area is served by the existing sanitary sewer system located along Lindo Paseo, Montezuma Place, the east-west alley between Campanile Drive and Montezuma Place, and the north-south alley east of College Avenue. (P2S Engineering, 2009.) Wastewater generated by land uses between College Avenue and Campanile Drive is conveyed by a 6-inch sewer main (located along Lindo Paseo) and an 8-inch sewer main (located along the east-west alley between Lindo Paseo and Montezuma Road) that gravity flow to a central 8-inch sewer main located in Montezuma Place. From there, wastewater is conveyed south of the Project site. Wastewater generated by land uses east of College Avenue is conveyed by the 8-inch north-south sewer main located east of College Avenue to the sewer main located in Lindo Paseo. **Figure 3.11-2, Existing Utilities**, identifies the location of the existing sewer infrastructure in the Project area.



SDSU Plaza Linda Verde EIR

SAN DIEGO STATE UNIVERSITY

Figure 3.11-2

Existing Utilities

A 12-inch sewer main also is located immediately north of the pedestrian skybridge (approximately 250-feet north of the Project site) within College Avenue. (San Diego State University, 2007.) This sewer main conveys flow north towards an outfall (located immediately south of Interstate 8) to the City of San Diego's North Mission Valley Interceptor. (City of San Diego, 2008d.)

3.11.3.8 Potable Water

The City of San Diego ~~Water Department~~ Public Utilities Department treats and delivers more than 200,000 acre feet per year of water to more than 1.2 million people residing in a service area of over 330 square miles. (City of San Diego, 2005a.) The City Public Utilities Department ~~Water Department~~ maintains and operates more than 3,302 miles of water lines, 49 water pump plants, 90-plus pressure zones, and more than 200 million gallons of potable water storage capacity in 32 treated water storage facilities (e.g., standpipes, elevated tanks, concrete and steel reservoirs). (City of San Diego, 2009a.) The City's nine raw water storage reservoirs have approximately 415,000 acre-feet of storage capacity and can supply up to 20 percent of the City's water needs.

The City's three water treatment plants (Miramar, Alvarado, and Otay) have a total treated capacity of 294 million gallons per day. (City of San Diego Public Utilities Department ~~Water Department~~, 2005a.) The Alvarado Water Treatment Plant currently is being expanded to increase its capacity to 200 million gallons per day (increasing the total treated capacity for the three water treatment plants to 343 million gallons per day).

In addition to supplying water to more than 280,000 metered service connections within its own incorporated boundaries, the City Public Utilities Department ~~Water Department~~ conveys and sells potable water to the City of Del Mar and several local water agencies, and also maintains several emergency connections to and from neighboring water agencies. (City of San Diego, 2009a.)

3.11.3.8.1 Local Water Distribution System

Potable water is delivered to the Project area primarily by the Montezuma Pump Station (located approximately 2,300 feet west of the existing campus near the intersection of Montezuma Road and Yerba Santa Drive). (San Diego State University, 2007.) The Project area also is fed by a 12-inch diameter main at the intersection of Montezuma Road and 55th Street, an 8-inch diameter main at the intersection of 55th Street and Hardy Avenue, and a 12-inch diameter main at the intersection of College Avenue and Hardy Avenue. (*Ibid.*)

The potable water is delivered to the Project area by a well-defined grid of water mains. The primary backbones are the 12-inch water mains located in Montezuma Road and College Avenue. (P2S Engineering, 2009.) These mains are interconnected by 6-inch mains located in Hardy Avenue (between 55th Street and Campanile Drive) and Lindo Paseo (between 55th Street and Campanile Drive), two 8-inch mains located in Campanile Drive (one SDSU-owned and one City-owned) between Montezuma Road and Hardy Avenue, 8-inch mains located in Lindo Paseo (between Campanile Drive and College Avenue) and Hardy Avenue (between Campanile Drive and College Avenue), and a 6-inch main located in Lindo Paseo (east of College Avenue. (San Diego State University, 2007.) The existing water infrastructure in the Project area is shown in **Figure 3.11-2.**

Water delivered to SDSU and the Project area is treated at the Alvarado Treatment Plant northeast of the Project site and adjacent to Lake Murray. Current capacity at Alvarado is 120 million gallons per day, but will be increased to 200 million gallons per day upon completion of the Upgrade and Expansion Project, a City Public Utilities Department ~~Water Department~~ Capital Improvement Project. (City of San Diego, 2009b.) Construction of the upgrade and expansion project is expected to be completed in 2013. (*Ibid.*) Additional Public Utilities Department ~~Water Department~~ Capital Improvement Projects in the immediate area include the San Carlos Reservoir Interior Enhancement and Alvarado Water Treatment Plant San Diego-12 Flow Control Facility Project (which addresses cavitation and corrosion problems at the facility). (City of San Diego, 2009c.)

3.11.3.8.2 Water Supply Policy Issues

Urban Water Management Plans

In 2005, the City of San Diego adopted an Urban Water Management Plan ("UWMP"), which identifies projected water supplies required to meet future water demands through the year 2030. The UWMP assessed metropolitan water supply and demand, and concluded that the City has an adequate water supply to meet municipal, commercial, and industrial demands emanating in the City's service area through 2030. (City of San Diego, 2005a.)

Also in 2005, the San Diego County Water Authority adopted its own UWMP and similarly concluded that it had adequate regional supplies to meet demand through 2030 in average/normal, single dry, and multiple dry years. (San Diego County Water Authority, 2005.) The San Diego County Water Authority's UWMP uses the San Diego Association of Government's ("SANDAG") most recent regional growth forecast to calculate regional water

demands and assess whether adequate supplies exist for future planned development. SANDAG's regional growth forecasts are based on population forecasts, projected housing forecasts, and other growth forecasts provided by the member cities. Because the proposed housing and retail land uses that would be developed as part of the Proposed Project are consistent with the increased densities outlined in the City's General Plan, College Area Community Plan, and College Area Redevelopment Plan (**Section 3.7, Land Use and Planning**), these uses necessarily were accounted for in the County Water Authority's UWMP in concluding that adequate water supplies will be available to meet forecasted demands through 2030.

By law, water agencies are required to update their UWMP every five years. Accordingly, both the City of San Diego and San Diego County Water Authority are to update their UWMP in 2010 to reflect new development projects and assess any ongoing water supply issues, such as drought. While the 2005 UWMPs concluded that adequate water supply exists for future planned development within the San Diego region, in light of the current drought conditions facing southern California, additional analysis is presented below.

Drought Policies

Level 1 Water Emergency Conditions

On July 28, 2008, the City of San Diego City Council declared a Level 1 (Voluntary Compliance-Water Watch) Water Emergency. (City of San Diego, 2008a.) In Level 1 Water Emergencies, San Diegans are asked to reduce, voluntarily, excessive irrigation and restrict landscape irrigation and car washing to before 10 a.m. or after 6 p.m. Level 1 "Drought Watch" conditions also include, but are not limited to, the following voluntary water use restrictions:

- Customers must repair water leaks immediately or within five days of City ~~Water Department~~ Public Utilities Department notification;
- Customers may not use a running hose to wash down sidewalks or driveways;
- Overfilling of spas and pools is prohibited;
- Operating ornamental fountains or similar decorative water features is prohibited unless they use a recirculating water pump;
- Vehicles may only be washed at a commercial car wash or with a hose with an automatic shutoff nozzle; and

- Restaurants and other food service establishments must serve and refill water for customers only upon request.

Level 2 Drought Alert Conditions

On April 14, 2009, the Metropolitan Water District approved a 13 percent cut in water supply delivery to the San Diego County Water Authority effective June 1, 2009. (Metropolitan Water District of Southern California, 2009.) In response to the delivery reductions and ongoing drought conditions in the state, on April 23, 2009 the San Diego County Water Authority declared a Stage 2 "Drought Alert" condition, which requires a consumer demand reduction of up to 20 percent. (San Diego County Water Authority, 2009.) In an effort to conserve water, the San Diego County Water Authority will reduce water deliveries by about 8 percent countywide, effective July 1, 2009.

In response to the San Diego County Water Authority Stage 2 declaration, the City of San Diego declared a Level 2 Drought Alert on May 5, 2009, with the enforcement of expanded conservation rules beginning June 1, 2009. Conservation rules associated with Level 2 Drought Alert conditions include, but are not limited to, the following mandatory water use restrictions:

- All water use restriction of Level 1 Drought Watch conditions;
- Limit all landscape irrigation to no more than three assigned days per week on a schedule established and posted by the City Manager. From November to May, landscape irrigation is limited to no more than once per week on a schedule determined by the City Manager (provision does not apply to commercial growers or nurseries or the irrigation of golf course greens and tees);
- Limit lawn watering and landscape irrigation using sprinklers to no more than ten minutes maximum per watering station per assigned day (does not apply to water efficient devices);
- Limit watering of trees and shrubs by hand or with the use of a soaker hose to no more than three days per week;
- Repair or stop all leaks upon discovery or within 72 hours of notification by the City of San Diego; and
- Stop operating ornamental fountains except to the extent needed for maintenance.

A Level 2 declaration also allows the City Manager (upon resolution of the City Council) to implement a water allocation per customer account served by the City of San Diego, and a schedule of penalties for exceeding the water allocation.

Level 3 Drought Critical Conditions

If drought conditions persist in the near future, the San Diego City Council has the option to declare a Level 3 "Drought Critical" condition. Under Level 3 Drought Critical conditions, a consumer demand reduction of up to 40 percent is required to ensure that sufficient supplies will be available to meet anticipated demands. (San Diego City Council, 2009.) In addition to Level 1 and Level 2 water conservation policies, a Level 3 declaration includes several additional policies, including a moratorium on new potable water service connections for development projects, unless the following circumstances apply:

- A valid building permit has been issued for the project;
- The project is necessary to protect the public's health, safety, and welfare; or;
- The applicant provides substantial evidence satisfactory to the City Manager of an enforceable commitment that the new water demands for the project will be offset prior to the provision of new water meter(s).

Under Level 3 conditions, new development projects generally would be unable to connect to the City's water infrastructure unless the project obtained a building permit prior to declaration of Level 3 conditions, or if the project applicant can provide evidence to the City that water demand of the project would be offset prior to the provision of new water meters. (San Diego City Council, 2009.)

Level 4 Drought Emergency Conditions

A Level 4 "Drought Emergency" condition would be declared if there is a reasonable probability that there will be a shortage supply and a customer demand reduction of more than 40 percent is required in order to ensure that sufficient supplies will be available to meet anticipated demands. Under Level 4 conditions, customers would be required to comply with all water conservation policies associated with Levels 1 through 3. (San Diego City Council, 2009.) Several additional measures, including strict restrictions on landscape irrigation and a moratorium on new water service connections, could be instituted. Under Level 4 conditions, new projects would be unable to connect to the City's water infrastructure system.

3.11.3.9 Recycled Water

3.11.3.9.1 Statewide Policy

On February 3, 2009, the California State Water Resources Control Board ("SWRCB") adopted a statewide recycled water policy, with the ultimate goal to increase the use of recycled water from municipal wastewater sources. Included in the statewide policy is the mandate to increase the use of recycled water in California by 200,000 acre feet per year by 2020, and an additional 300,000 acre feet per year by 2030. (State Water Resources Control Board, 2009.) The plan also states that the SWRCB expects to develop other policies to encourage stormwater usage and the use of both surface and groundwater in order to promote water conservation.

3.11.3.9.2 City of San Diego Program

The City of San Diego maintains an active recycled water program in order to meet current and future water demands and to decrease dependence on imported water.

The City operates two water reclamation plants -- the North City Water Reclamation Plant and South Bay Water Reclamation Plant -- to treat wastewater that can then be used for landscape irrigation, construction water, toilet and urinal flushing, commercial use, enhancement of wildlife habitat, manufacturing, and other non-potable uses. (City of San Diego Public Utilities Department ~~Water Department~~, 2008b.) The North City Plant provides reclaimed water to cities in northern San Diego, and currently treats approximately 22.5 million gallons of wastewater per day and is capable of treating up to 30 million gallons per day (buildout capacity of the plant is approximately 33 million gallons per day). The South Bay Reclamation Plant provides reclaimed water to south bay communities, and currently treats approximately 9 million gallons per day of wastewater and has capacity to treat up to 15 million gallons per day. (City of San Diego, 2005b.)

Recycled water currently is available in the Northern Service Area (an area generally north of Highway 52 in the UCSD, Torrey Pines, Mira Mesa, Scripps Ranch and Sable Springs areas) and the Southern Service Area (via Otay Water District recycled water pipelines located within the Otay Water District service area in the city of Chula Vista). The City's recycled water distribution center consists of 66 miles of recycled water pipeline, a nine-million-gallon reservoir, and two pump stations. (City of San Diego Public Utilities Department ~~Water Department~~, 2005b.) In 2005, the City of San Diego Public Utilities Department ~~Water Department~~ provided recycled water service to approximately 400 meters. (*Ibid.*)

Recycled water currently is *not* available in the Project area (i.e., south of Highway 52 and north of Highway 54). (City of San Diego Water, 2009d.) According to City staff, there are no current plans to extend recycled water to the College Area of the City of San Diego. (Rife, personal communication, March 12, 2009.)

3.11.3.10 Stormwater Drainage

Stormwater from the Project site currently drains into one of six basins as depicted in **Figure 3.11-3, Plaza Linda Verde Drainage Area Map**, and described further below.[2]

Basin "1" consists of approximately 4.54 acres and conveys a total of 9.24 cubic feet per second of stormwater runoff (Q_{100}) under existing conditions. Stormwater from this basin sheetflows to the curb and gutter system along Montezuma Road, which drains to a mid-block curb inlet and then is conveyed to an 18-inch diameter reinforced concrete pipe located on Montezuma Road between Campanile Drive and Montezuma Place.

Basin "2" consists of approximately 3.64 acres and conveys a total of 10.24 cubic feet per second of stormwater runoff under existing conditions. Stormwater generated in this basin is conveyed through an existing curb and gutter system to the mid-block curb inlet and an 18-inch reinforced clay pipe located on Montezuma Road between Campanile Drive and Montezuma Road.

Basin "3" consists of approximately 8.02 acres and currently conveys a total of 20.84 cubic feet per second of stormwater runoff. Stormwater generated from this basin generally flows in an easterly direction along existing curbs and gutters located along Lindo Paseo and Hardy Avenue towards an inlet located north of proposed Building 2 and east of proposed Building 1. The inlet north of proposed Building 2 conveys flow to the 18-inch reinforced concrete pipe in Montezuma Road, while the inlet located east of proposed Building 1 conveys flow to the 18-inch reinforced concrete pipe located in College Avenue.

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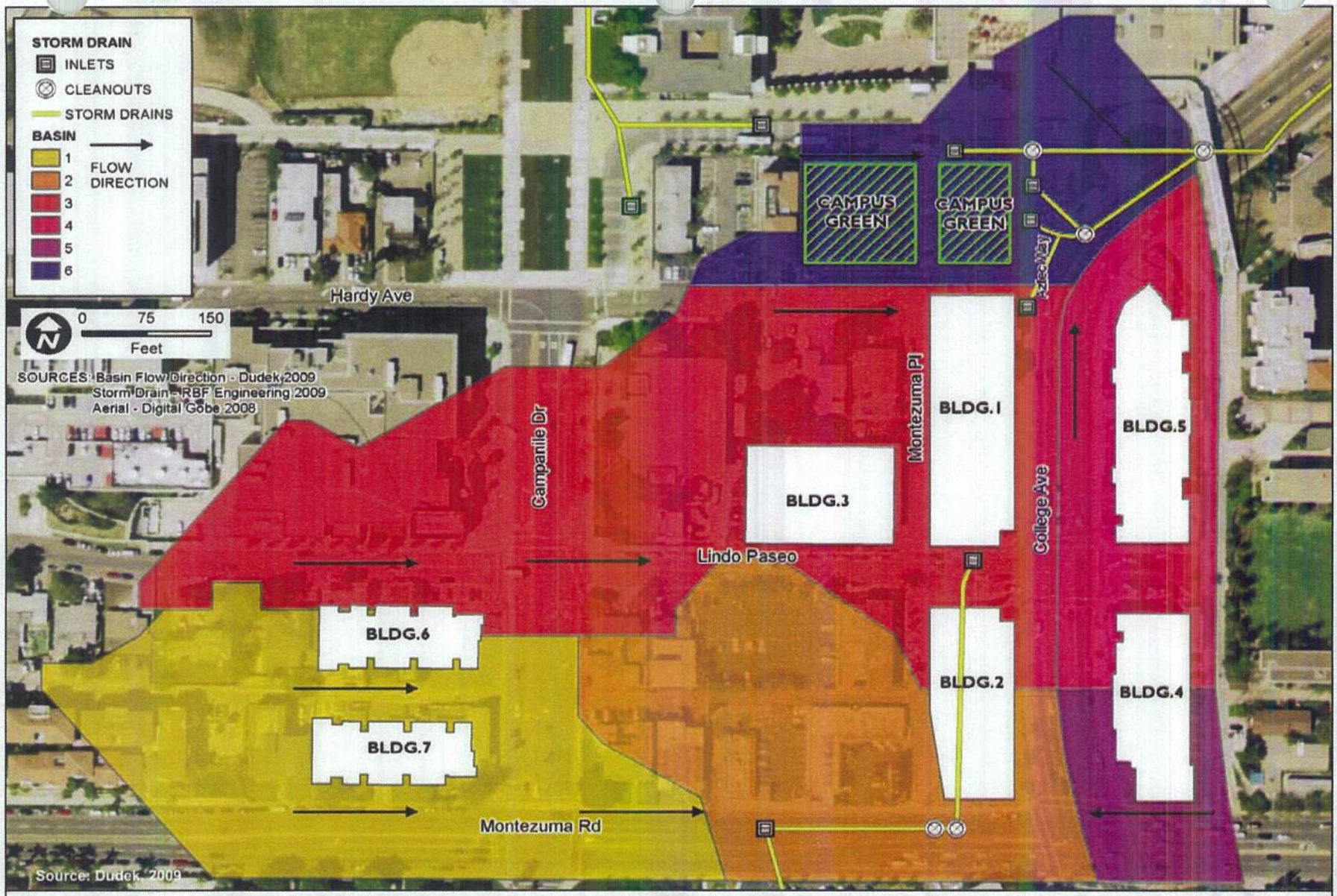
2 The following stormwater drainage discussion was derived from the *Hydrology and Water Quality Technical Report* prepared by Dudek (May 2009), included in **Appendix 3.6** of this EIR.



SDSU Plaza Linda Verde EIR

SAN DIEGO STATE UNIVERSITY

Figure 3.11-3

Plaza Linda Verde Drainage Area Map

Basins "4" and "5" consist of approximately 3.44 acres and convey a total of 12.44 cubic feet per second of stormwater runoff under existing conditions. Stormwater generated from these basins flows in two directions. Stormwater generated from Basin 5 flows north along the gutter in College Avenue and into the inlet located east of proposed Building 2, and then to the 18-inch reinforced concrete pipe located in College Avenue. Stormwater generated from Basin 4 crosses Montezuma Road and then flows south along the gutter in College Avenue to underground storm drain facilities south of the Project site.

Basin "6" consists of approximately 2.61 acres and currently conveys 10.05 cubic feet per second of stormwater runoff. Stormwater generated from Basin 6 flows in two directions: east along the gutters located near the SDSU Transit Center towards an inlet located north of the proposed Campus Green, *or* southeasterly from the existing SDSU campus towards inlets located in Aztec Circle. Inlets serving Basin 6 convey flow to the 18-inch reinforced concrete pipe located in College Avenue.

3.11.3.11 Solid Waste Disposal

3.11.3.11.1 Existing Disposal Facilities

Allied Waste & Recycling Services, Inc. provides solid waste management services to the SDSU campus. Solid waste is collected in dumpsters located throughout the campus and then transported to one of three locations: (1) food and green waste is diverted to the Miramar Greenery located within the Miramar Landfill, (2) non-recyclable solid waste is diverted to the Miramar Landfill, and (3) the remaining recyclable waste is diverted to the EDCO Recycling Facility in Lemon Grove. (Lincoln, personal communication, March 11, 2009.)

The closest landfill to SDSU is the Miramar Landfill, which is located in Kearny Mesa and owned/operated by the City of San Diego Environmental Services Department. Approximately 1.4 million tons of trash are disposed of at the landfill annually, although the actual tonnage of buried trash has been decreasing over the past few years due to recycling and diversion programs. (City of San Diego, 2009l.) The approximate 800-acre Class III landfill has a maximum permitted capacity of 87,760,000 cubic yards. (California Integrated Waste Management Board, 2009a.) As of December 31, 2008, the remaining capacity of the landfill was 22,172,206 cubic yards; the landfill is permitted to accept 8,000 tons per day. (Clay, personal conversation, March 11, 2009.)

In February 2009, the City of San Diego announced that it would be increasing the permitted height of the Miramar Landfill by up to 20 feet. Prior to the height increase, the Miramar

Landfill was slated to close in 2012, but it is now expected to have adequate capacity to remain open until 2018.

When the Miramar Landfill closes, Allied Waste & Recycling Services, Inc. could transport SDSU-generated, non-recyclable solid waste to another landfill in the region, possibly the Sycamore Canyon Landfill in Santee or the Otay Landfill in Chula Vista. As of September 30, 2006, the Sycamore Canyon Landfill had a remaining capacity of 47,388,428 cubic yards and, as of November 30, 2006, the Otay Landfill has a remaining capacity of 33,070,879 cubic yards. (California Integrated Waste Management, 2009.)

3.11.3.11.2 Integrated Waste Management Regulations

Assembly Bill 939

Assembly Bill 939 ("AB 939") established an integrated waste management hierarchy to guide the California Integrated Waste Management Board and local agencies in the implementation of programs geared at (1) source reduction, (2) recycling and composting, and (3) environmentally safe transformation and land disposal. AB 939 also included waste diversion mandates that require all cities and counties to divert 50 percent of all solid waste through source reduction, recycling, and composting activities. (California Integrated Waste Management Board, 2008.)

Assembly Bill 75

Assembly Bill 75 ("AB 75") was passed in 1999 and requires that all state agencies and large state facilities develop and implement an integrated waste management plan. AB 75 also requires all state agencies and large state facilities to divert at least 25 percent of their solid waste from landfills by January 1, 2002, and at least 50 percent on and after January 1, 2004. (California Integrated Waste Management Board, 2009b.)

Countywide Integrated Waste Management Plan

The Countywide Integrated Waste Management Plan consists of a Countywide Siting Element, a Countywide Summary Plan, and three elements (source reduction and recycling, household hazardous waste disposal, and non-disposal facility locations) from each. (County of San Diego, 2005.) The Siting Element requires that the County's landfills demonstrate remaining capacity of at least 15 years to serve all jurisdictions. (*Ibid.*) The Summary Plan contains waste management policies and goals, and summarizes the diversion programs at the county and local level implemented to meet and maintain the 50 percent diversion mandate required by AB 939. (*Ibid.*)

SDSU Waste Disposal Practices and Programs

According to SDSU Physical Plant staff, SDSU typically diverts over 50 percent of its yearly, on-campus generated solid waste to a licensed recycling facility. (Lincoln, personal communication, March 11, 2009.) Between July 1, 2008 and December 31, 2008, SDSU generated approximately 5,710 tons of waste. Of that total, approximately 2,977 tons (53%) were diverted from a landfill and processed at a recycling center or used as compost. (San Diego State University, 2009d.)

In response to AB 75 and the establishment of the State Agency Buy Recycled Campaign, the California State University system initiated its own Buy Recycled Campaign to promote environmentally responsible procurement procedures. SDSU's Business and Financial Affairs Department implements the "SDSU Recycles" campaign on campus, which provides numerous recycling bins throughout the campus. Items that can be placed in these bins include appliances, beverages containers (aluminum, glass, and plastic), cardboard, green waste, metal scrap and toner cartridges. (San Diego State University, 2009e.) SDSU also encourages students, faculty and staff to: (1) purchase goods containing recycled content, and (2) purchase items that can be recycled/reused when discarded. (*Ibid.*)

Hazardous wastes are collected from university departments and disposed of by qualified vendors. Hazardous waste disposal is facilitated through the Environmental Health and Safety Department. SDSU also operates its own Recycling Center on the Cuicacalli walkway in Olmeca Hall. The SDSU Recycling Center accepts aluminum, glass and plastic beverage containers, and all containers are redeemable for "Aztec bucks," which can be used at on-campus stores.

3.11.3.11.3 Local Recycling Programs

The City of San Diego maintains an active, citywide recycling program governed by the City's Recycling Ordinance. Approved by the City Council on November 20, 2007, the City's Recycling Ordinance requires recycling of plastic, glass bottles and jars, paper, newspaper, metal containers, and cardboard. (City of San Diego, 2007a.) The Recycling Ordinance is applicable to all single-family residences, apartments, and condominium complexes with 50 or more units, commercial buildings with 10,000 square feet or more, and all special events requiring a permit from the City. Effective January 1, 2010, the Recycling Ordinance is applicable to *all* apartment and condominium complexes and *all* commercial facilities. (*Ibid.*) Residential recyclables placed in City-issued blue collection bins are collected by Environmental Service Department staff. The

City of San Diego's Curbside Recycling Program currently serves approximately 276,000 residents with regular collection service. (City of San Diego, 2009m.)

The City's Construction and Demolition Debris Diversion Deposit Program is intended to increase the diversion of construction and demolition debris from landfill disposal and conserve the capacity and expand the life of Miramar Landfill. (City of San Diego, 2007b.) The program requires contractors applying for a building or grading permit to pay a refundable deposit at the issuance of the permit. The contractor can recover the deposit once satisfactory evidence is submitted to the Director of Environmental Services Department showing that at least 75 percent (by weight) of construction or demolition debris generated by development of the project was diverted to a certified recycling facility. (*Ibid.*) The Environmental Services Department maintains a map and list of certified recycling facilities in the County. (City of San Diego, 2009n.)

3.11.3.12 Energy

3.11.3.12.1 Cogeneration Plant

In 2002, SDSU constructed an 11-megawatt ("MW") cogeneration facility to complement its existing central plant complex and better ensure a reliable and quality power source for the campus. Located immediately adjacent to the on-campus electrical plant complex (south of Canyon Crest Drive and west of Parking Lot A), the cogeneration plant includes two, 5.2 MW gas turbines and a 4 MW steam turbine. Waste heat from the gas turbines is conveyed as steam to the steam turbine, which, in turn, provides heating and cooling for the campus. Depending on the campus load, the seasonal amount of electricity generated by the cogeneration plant tends to fluctuate; although, on a yearly basis, a "net zero" (to produce as much energy as the plant consumes) result is desired. (Martin, personal communication, March 16, 2009.)

The cogeneration plant is connected electrically to three separate SDGE 12-kilovolt ("kV") circuits. Three electrical substations are located on campus. Each cogeneration facility turbine is dedicated to one 12-kV circuit. (Martin, personal communication, March 16, 2009.) If on-campus facilities are unable to meet the electrical demands of SDSU, then electricity is purchased from SDGE and delivered (via 12-kV transmission lines) to one of the on-campus substations.

According to SDSU Physical Plant staff, the SDSU campus uses approximately 76 million kilowatt hours of electricity per year, most of which are produced by the on-campus co-generation facility. For the 2007/2008 Fiscal Year (July 1, 2007 through June 30, 2008), the co-generation facility produced 76,727,761 kilowatt hours of electricity. (Martin, personal

communication, March 16, 2009.) During the same time frame, SDSU exported 947,790 kilowatt hours of electricity and bought 234,396 kilowatt hours of electricity from SDGE.

3.11.3.12.2 Natural Gas

Natural gas is delivered to the Project site via underground distribution lines located within the public right-of-way of College Avenue, Montezuma Road, Lindo Paseo, and Hardy Avenue. In addition, an underground natural gas distribution line is located within the alley west of Campanile Drive, south of Lindo Paseo, north of Montezuma Road, and east of proposed Building 4, running parallel to College Avenue. **Figure 3.11-2** identifies the existing natural gas infrastructure in the Project area.

Approximate natural gas consumption by the campus for the 2007/2008 Fiscal Year was 9,566,878 therms, with 9,234,296 therms consumed by the cogeneration facility. (Martin, personal communication, March 17, 2009.)

3.11.3.12.3 State Policies

The State of California has implemented several important energy conservation policies applicable to state facilities since 2004. These policies include:

- *Executive Order S-12-04:* This order requests the participation of all state agencies under the authority of the Governor and other entities not under the direct authority of the Governor (including the California State University) to institute energy conservation measures that will reduce energy consumption. Additionally the order requests that all state agencies review and assess energy conservation policies currently in place and expand those measures to all applicable facilities. (State of California, 2004a.)

- *Executive Order S-20-04:* This order requires the state to commit to "aggressive" action to reduce state building energy usage by retrofitting, building, and operating energy and resource efficient buildings, and by taking all cost-effective measures described in the Green Building Action Plan for facilities owned, funded, or leased by the state. Executive Order S-20-04 requests that the California State University system participate in the effort to reduce energy usage. (State of California, 2004b.)

- *State Executive Order S-3-05:* This order directs the state to reduce greenhouse gas emissions, which are linked to energy efficiency. (State of California, 2005.)

Included within Executive Order S-20-04, the State of California Green Building Action Plan includes the following directives for the operation of future state buildings:

- All state-owned buildings will reduce the volume of energy purchased from the grid, with a goal to reduce energy consumption by at least 20 percent by 2015 (as compared to a 2003 baseline), by undertaking all cost-effective operation and efficiency measures, as well as on-site renewable energy technologies. Alternatively, buildings that already have taken significant efficiency actions must achieve a minimum efficiency benchmark to be established by the California Energy Commission;

- All occupied state-owned buildings, beginning no later than July 2005 and completed by 2007, shall be benchmarked for energy efficiency, using guidelines established by the California Energy Commission. Building managers of low-rated buildings shall prepare a plan to undertake cost-effective efficiency retrofit projects;

- All state buildings over 50,000 square feet shall be retro-commissioned, and then re-commissioned on a recurring 5-year cycle, or whenever major energy consuming systems or controls are replaced. This will assure that energy and resource consuming equipment is installed and operated at optimal efficiency; and,

- All state agencies that purchase or operate electrical equipment (such as computers, printers, copiers, refrigerators, and unit conditioners) shall ensure each is Energy Star-rated, where cost effective, and that procurement goals and operating practices minimize energy and resource use and impacts. (State of California, 2004b.)

3.11.3.12.4 CSU/SDSU Policies and Programs

CSU Policies

The Chancellor's Office of the California State University system has established energy conservation goals and policies applicable to all campuses in order to comply with state energy conservation policy.

In August 2001, the Chancellor's Office established Executive Order 785, which delegated to each University President the power to implement the CSU Board of Trustees Energy Conservation and Utilities Management Goal and Policy. (The California State University, 2001.) The energy conservation goal was to reduce on-campus energy consumption 15 percent

by 2004/2005, when compared to energy consumption recorded for the 1999/2000 fiscal year. Utilities management goals and policies contained general provisions (e.g., all CSU buildings will be operated in the most energy efficient manner and the CSU will promote the use of cost-effective renewable and nondepleting energy sources), and operations and maintenance provisions (e.g., all air conditioning equipment shall be shut off on weekends, holidays and varying periods throughout the night). (The California State University, 2001.)

In September 2004, the Chancellor's Office delegated to each University President the power to implement the CSU Board of Trustees energy conservation, sustainable building practices, and physical plant management policy. Known as Executive Order No. 917, the policy reaffirmed the CSU System's commitment to energy conservation and energy consumption reduction, reaffirmed utility management policies included in Executive Order No. 785 (Executive Order 917 supersedes Executive Order 785), and established several sustainable building practices (including that CSU encourage the use of materials and systems with reduced environmental impacts and the consideration of sustainable and durable design to achieve a low life cycle cost). (The California State University, 2004.)

Lastly, Executive Order No. 987 extended the 15 percent reduction in energy consumption goal first established in Executive Order No. 785 for another five years to 2010, established an Energy Independence goal for the CSU system (which includes a consideration of constructing on-campus co-generation plants), established a commitment to meet or exceed the state's Renewable Portfolio Standard of procuring 20 percent of its electrical needs from renewable sources by 2010, and restates the commitment to Sustainable Building Practices and Utility Management policies established in previous Executive Orders. (The California State University, 2006.)

SDSU Programs

In April 2007, the SDSU Senate unanimously approved the creation of a campus sustainability committee to study and improve on-campus sustainability practices. The Sustainability Committee is comprised of 15 members, including five faculty members, one staff member, and two students. In addition to studying and making recommendations regarding sustainability practices, the committee also is tasked with coordinating with other campus committees to ensure that sustainability is taken into consideration during actions undertaken by those committees.

In addition to the Sustainability Committee, there are several on-campus programs and initiatives relating to energy conservation and sustainability. The SDSU Green Campus Program, for example, holds various events and awareness campaigns throughout the school year to educate the campus as to why energy conservation is important. (San Diego State University, 2009f.) For example, in March 2009, the Green Campus Program held an energy competition amongst all the on-campus residence halls to see which hall could reduce its overall energy consumption the most. (San Diego State University, 2009g.) The Green Campus Program also hosts several compact fluorescent lamp exchanges throughout the school year.

Another program, Associated Students Green Love, creates awareness of sustainable practices on-campus, encourages student organizations and residents to adopt sustainable habits, and assists SDSU in becoming a more sustainable campus through the creation of Associated Students Environmental and Sustainable Standards. (San Diego State University, 2009f.)

SDSU utilizes the Leadership in Energy and Environmental Design ("LEED") certification program to ensure that select construction projects are energy efficient and designed/constructed in as sustainable fashion as possible. Developed by the U.S. Green Building Council in 2000, LEED is an internationally-recognized, third-party certification system that establishes benchmarks for the design, construction, and operation of green buildings. As a point based system, LEED generally evaluates a project's building criteria across five environmental categories: (1) the sustainability of the project site; (2) water efficiency; (3) energy savings and carbon dioxide emission reductions; (4) the use of materials and resources; and, (5) indoor environmental quality. LEED also considers innovation in design. Based on the number of points accrued for green design features, a project may achieve one of the following ratings: Certified; Silver; Gold; or, Platinum. (For additional information on LEED, please see http://www.usgbc.org/.)

3.11.4 SIGNIFICANCE THRESHOLDS

Appendix G of the CEQA Guidelines states that a project would result in potentially significant impacts to public services and utilities if the project would:

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times

or other performance objectives for any of the following public services: fire, police, schools, parks, or other public facilities;

b) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board;

c) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;

d) Require or result in the construction of new stormwater drainage facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects;

e) Have insufficient water supplies available to serve the project from existing entitlements and resources, or require new or expanded entitlements;

f) Result in a determination by the wastewater treatment provider that serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;

g) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs; or

h) Not comply with federal, state, and local statutes and regulations related to solid waste.

Appendix G of the CEQA Guidelines does not contain significance thresholds related to energy. Therefore, for purposes of this analysis, the City of San Diego CEQA Thresholds were utilized to assess project impacts on energy. The City's thresholds states that a project would result in potentially significant energy impacts if the project would result in the use of: (i) excessive amounts of fuel or energy (e.g., natural gas); or (ii) excessive amounts of power.

3.11.5 PROJECT IMPACTS

3.11.5.1 Fire Protection

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services: fire, police, schools, parks, or other public facilities?

Table 3.11-8, Projected Fire-Rescue Department Priority 1 Calls from On-Campus Residences and Retail Businesses, shows the projected fire-related calls anticipated for the Proposed Project. Because the Fire-Rescue Department currently responds to calls for service originating from the existing residential and retail uses located on the Project site, only the net increase in resident population (1,525) and retail square footage (~~33,009~~ 45,800) was used to calculate projected Priority 1 calls attributable to the proposed student housing and retail spaces. As shown in **Table 3.11-8**, the Proposed Project would generate approximately 75 additional annual calls from future student residents, and approximately ~~three~~ five additional annual calls from future retail establishments or customers.

Table 3.11-8
Projected Fire-Rescue Department Annual Priority 1 Calls from On-Campus Residences and Retail Businesses

Call Origination	Average annual calls per student/per 10,000 square feet[1]	Project Population/Square Footage Net Increase[2]	Projected Additional Priority 1 Calls
Student Housing	0.049	1,525 students	75
Retail/ Commercial	1.04	~~33,009~~ 45,800 square feet	~~3~~5

Notes:
1. See **Table 3.11-3**. To calculate average per student and per 10,000 square feet call rate, the arithmetic mean of the 2007 and 2008 Priority 1 calls received was calculated.
2. See **Table 1.0-2, Proposed Project Summary**.

Table 3.11-9, Fire-Rescue Department Response Times, lists the current average response times for each station within the vicinity of the Proposed Project (i.e., the three stations closes to

the site of the Proposed Project). As shown on the table, Station 17 response times are compliant with the City of San Diego General Plan and National Fire Protection Association (NFPA) response time objective to secure the deployment and arrival of the first-in engine company within five minutes 90 percent of the time. Station 10 substantially conforms to the General Plan five minute criteria at 5:05 average response and Station 31 exceeds the standard at 5:46. While average response times at Stations 10 and 31 slightly exceed the objectives, according to the General Plan the proximity of each station to the campus (0.8 and 1.4 miles, respectively) typically is sufficient to achieve response time goals. For additional information regarding response times, please see Final EIR Section 9.3, Responses to Comments, Response L-4-76.

Table 3.11-9
Fire-Rescue Department Response Times

Station	Average Response Time (minutes: seconds)[1]
Station 10 Engine 10	~~5:29~~ 5:05
Station 10 Truck 10	5:34
Station 17 Engine 17	~~4:13~~ 4:09
Station 31 Engine 31	~~6:10~~ 5:46

1. Source: City of San Diego Fire-Rescue Department, 2010 Fire Statistics ~~Fiscal Year 2006 Annual Report (2008)~~, available at ~~http://www.sandiego.gov/fireandems/pdf/annualrpt06.pdf.~~ http://www.sandiego.gov/fireandems/about/apparatus.shtml. ~~(Data excludes canceled and test incidents, as well as responses with invalid times)~~

Table 3.11-9A, Fire-Rescue Department Station Existing Call Volumes, provides a breakdown of the call type and volume currently experienced by the three closest Fire Stations to the SDSU campus. As depicted, the majority of calls at each Station are medical/rescue calls.

Table 3.11-9A

Fire-Rescue Department Station Existing Call Volumes

Station	Call Type	Call Volume
Station 10 - Engine 10	Medical	1,140
	Fire	86
	Other	133
	Total	**1,359**
Station 10 - Truck 10	Medical	982
	Fire	119
	Other	76
	Total	**1,177**
Station 17	Medical	3,657
	Fire	299
	Other	305
	Total	**4,261**
Station 31	Medical	1,106
	Fire	107
	Other	171
	Total	**1,384**

Source: City of San Diego Fire-Rescue Department, 2010 Fire Statistics
http://www.sandiego.gov/fireandems/about/apparatus.shtml

As the majority of calls at each station are medical/rescue calls, it is important to note that the SDSU campus police are provided basic life support training and are first aid and CPR certified. All SDSU campus police vehicles are equipped with an emergency medical bag and carry automated external defibrillators. These trained campus police officers provide initial contact with the emergency situation and provide basic life support and victim stabilization. (Secka, pers. comm. March 9, 2011). Potential delays in fire department response from call-stacking, traffic or other sources, therefore, are fully or partially negated, easing the pressure on the San Diego Fire Department's (SDFD) response within five minutes and extending the effective response time through alternative initial medical response. With respect to fire-related calls, based on existing call volumes, fire calls resulting from the proposed project are projected to be minimal. Also of note is the fact that the buildings constructed as part of the proposed project would be fully-sprinklered facilities, which would effectively slow the effect of a fire in the initial stages, extending the period of flashover (advanced stage where structure is likely lost) or extinguishing the fire and easing critical fire response time pressure.

It also is important to note that SDFD responses typically are at their peak during the hours of 9:00 am and 8:00 pm and a notable tapering off of call volumes occurs during the hours of 8:00 pm to 9:00 am. (See 2011 Citygate Study, p. 59.) The student population attributable to the student housing element of the proposed project would be on campus attending classes during the daytime hours, regardless of whether the student housing is built or not. Therefore, the actual increase in area population attributable to the project would be experienced in the after-class hours, particularly, overnight. This period corresponds with the lower call volume levels experienced by the Fire Department during that time. Therefore, SDFD response times that are based on a 24-hour average and are slightly over the five minute goal would be expected to be below five minutes during the overnight due to substantially reduced call volumes and reduced roadway traffic relative to peak call periods.

Populations associated with the retail/commercial component of the project would be on campus during the daytime hours. However, based on the addition of 45,800 square feet of structural space, it is reasonable to project that the addition of 5 priority calls per year is an accurate estimate and based on the operating hours during the peak call volume period, call response times would be consistent with historical records.

The 1993 College Area Public Facilities Financing Plan ("PFFP") states that adequate fire facilities exist within the College Area community. The current call volumes and response times from Stations 10, 17, and 31 confirm that fire service remains at an acceptable level. The PFFP states that "since the Fire Department has determined that existing fire facilities are adequate to meet the needs of existing and future development, no additional facilities are needed. Therefore, no fire fee has been calculated." (PFFP, pp. 21-22.) Accordingly, the initial PFFP impact fees for the College Area included a zero (0) dollar amount for the "Fire" component of the fee. (PFFP, p. 24.) Similarly, the current City of San Diego Fiscal Year 2011 development impact fee ("DIF") schedule also includes a zero dollar amount for the "Fire" component of the College Area fee, indicating that existing fire facilities remain adequate to meet the needs of existing and future College Area development.

As previously noted, in February 2011, Citygate released a study conducted for the City of San Diego entitled *Fire Service Standards of Response Coverage Deployment Study for the City of San Diego Fire-Rescue Department*, February 14, 2011 ("2011 Citygate Study"). A copy of the 2011 Citygate Study is included in Final EIR, Appendix F3.11. The 2011 Citygate Study indicates that the San Diego Fire Department is not unlike most fire departments throughout the nation with regards to limited resources. The authors also indicate that SDFD makes very wise use of the available resources and is one of the best metropolitan fire agencies they have studied. (See 2011 Citygate Study, p. 1.)

The 2011 Citygate Study includes several recommendations, including as "Short-Term Priority One," the adoption of revised performance measures that are less stringent than those currently in place. Additional information regarding the Citygate recommendations, the City's current performance standards, and current response time performance during implementation of the City's current "Brownout Plan," please see Final EIR Section 9.3, Responses to Comments, Responses L-4-76 through L-4-87.

The 2011 Citygate Study also recommends a College Area fire station as a third priority if resources become available. The Study does not state, however, that it is necessary to add these resources in order to maintain and/or achieve acceptable response time levels of service; rather, the Study states that if the money is available, such construction or expansion would improve response times. Please see Final EIR Section 9.3, Responses to Comments, Response L-4-76 for additional information.

While the addition of a College Area fire station may reduce overall response times, the Proposed Project does not trigger the need for construction of a new fire station for the following reasons:

Engine 17 (City Heights) currently averages response times well under five minutes, consistent with General Plan and NFPA 1710 suggested standards. (Table 3.11-9.)

Engine 10 (Del Cerro) currently averages response times just over five minutes, substantially conforming with the General Plan and NFPA 1710 suggested standards. (Table 3.11-9.)

Engine 31 (Rolando) currently averages response times (for turnout and travel) within six minutes, above the suggested General Plan and NFPA 1710 standards, but within a reasonable timeframe for rounding out the first full alarm for fire emergencies. (Table 3.11-9.)

The three stations can provide a total effective force or can be assisted by a unit from a nearby SDFD station or an Automatic Aid station if one of the engines is unavailable, and can arrive within the full first alarm response goal of 9 minutes (or Citygate 10:30 goal).

The retail/commercial component of the Proposed Project is projected to add an incremental increase in emergency response calls of five per year, or 0.014 calls per day. (Table 3.11-8.) This additional call volume is too small to affect Stations 10 or 31, which average under five calls per day, respectively.

(http://www.sandiego.gov/fireandems/about/apparatus.shtml). Similarly, the incremental increase to the current Station 17 call volume would be minor.

The student housing component of the Proposed Project would add a projected 75 calls per year for primarily medical/rescue response. (Table 3.11-8.) The addition of 0.2 calls per day is not anticipated to significantly delay emergency response from Station 10 or 17 based on their current call volume. Moreover, the average call volume within SDFD jurisdiction is at its peak during the hours of 9:00 am to 8:00 pm and drops significantly, by as much as 50%, during the hours of 8:00 pm to 9:00 am. (2011 Citygate Study, p. 59.) The student housing component of the Proposed Project would increase campus population primarily during the off-peak hours, as the students would be on campus attending class during the peak hours regardless of whether the proposed student housing is constructed. Therefore, emergency calls associated with the proposed student housing would be primarily during off-peak hours and the likelihood of call-stacking would be much lower due to historical call volume lows occurring overnight.

The 2011 Citygate Study includes two recommendations that can be made with little cost to the City in order to improve the fire response as affected by the budget induced "brown outs". First, the Study recommends a program using "Fast Response Squads", which would include two firefighters per light apparatus, able to respond quickly and provide initial medical support or initial fire assessment. Second, Citygate recommends reducing several operating engines from 4 firefighters to three, which will enable up to four of the brown out engines to be brought back online, although at a reduced capacity. Either of these recommendations would provide improvement by making available additional resources and reducing the resources that are left idle. (2011 Citygate Study, pages 79-81; 83.) ~~This is consistent with the results of the recent Citygate Study, which neither includes the SDSU campus area within the areas recommended for additional fire stations, nor identifies the SDSU campus area as being located within a service coverage gap. Additionally, the buildings constructed as part of the proposed project would be fully-sprinklered facilities, which would effectively slow the effect of a fire in the initial stages.~~

Therefore, because the Proposed Project would result in a limited number of additional calls for fire and medical/rescue service, in combination with the fact that the Proposed Project would not result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, the Proposed Project would not result in potentially significant impacts relating to fire protection. (Excerpts of the PFFP and City DIF schedule are included in EIR **Appendix 3.11**.)

3.11.5.2 Police Protection

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services: fire, police, schools, parks, or other public facilities?

The Proposed Project would generate additional demand for campus police services by adding 1,525 net student residents, and approximately ~~33,009~~ 45,800 net square feet of retail space.

Table 3.11-10, Projected Priority 1 Calls from On-Campus Residences and Retail Businesses, provides a projection of future calls to the SDSU Police Department. Because the SDSU Police Department currently responds to calls for service originating from the existing residential and retail uses located on the Project site, only the net increase in student population (1,525) and retail square footage (~~33,009~~ 45,800) was used to calculate projected Priority 1 calls attributable to the proposed student housing and retail spaces. As shown in the **Table 3.11.-10**, the Proposed Project would generate approximately 76 additional annual calls to the SDSU Police Department from on-campus residents and approximately ~~five~~ seven additional annual calls from on-campus retail businesses.

Table 3.11-10
Projected Priority 1 Annual Calls From
On-Campus Residences and Retail Businesses

Call Origination	Average annual calls per student/per 10,000 square feet[1]	Project Population/Square Footage Net Increase[2]	Projected Additional Priority 1 Calls
Student Housing	0.05	1,525 students	76
Retail/ Commercial	1.4	~~33,009~~ 45,800 square feet	~~5~~ 7

Notes:
1. See **Table 3.11-3**. To calculate average per student and per 10,000 square feet call rate, the arithmetic mean of the 2007 and 2008 Priority 1 calls received was calculated.
2. See **Table 1.0-2, Proposed Project Summary**.

Thus, the increased population could generate an additional demand for police services. Preliminarily, because the project site lies within the jurisdiction of the SDSU DPS and is

already part of the normal patrol and enforcement zone, the Proposed Project would not generate any new or altered demands on the City's police department. As to the SDSU DPS, as discussed previously in **Section 3.11.3.2**, the SDSU Police Department, which is housed in close proximity to the Project site (less than 1 mile west), currently responds to Priority 1 calls within three minutes, Priority 2 calls within four minutes and Priority 3 calls within seven minutes. These current response times substantially exceed the City of San Diego General Plan response time goals, which, as previously noted, are 12 minutes, 30 minutes, and 90 minutes, respectively. Therefore, while the increase in on-campus student housing and retail uses may result in increased calls and increased response times, based on existing service levels and the projected increase in Priority 1 calls, response times likely would continue to be within acceptable service levels at Project buildout.

However, even if response times were to exceed acceptable service levels, there is no evidence that new or additional governmental facilities would be required to maintain acceptable levels. In 2008, the SDSU DPS Police Department moved to their newly renovated campus building near the intersection of Remington Road and Aztec Circle Drive. The nearly $1-million renovation project created 15,000 gross square feet of administrative and public services space, which was designed to accommodate the police protection needs of a forecast 35,000 full-time equivalent students (FTES) and related uses through 2025. Because the Proposed Project is consistent with the growth forecast assumptions utilized in the design of the new facility in that the Project does not propose to increase campus enrollment, the new facility is adequately sized to accommodate the campus-related development that would take place under the Proposed Project.

Therefore, in light of the Proposed Project's forecast effect on existing response times, in combination with the fact that that the Project would not result in the need for new or physically altered governmental facilities, the Proposed Project would not result in potentially significant impacts to police services and no mitigation is necessary.

3.11.5.3 Schools

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services: fire, police, schools, parks, or other public facilities?

Children (other than SDSU students under the age of 18) would not be permitted to live in the proposed student housing units. Therefore, the student housing component of the Proposed Project would not generate additional demand for elementary and secondary schools in the surrounding community.

With respect to the retail component of the Proposed Project, the Project would result in ~~33,009~~ 45,800 square feet of net new retail development. It would be speculative to assume that the addition of such relatively limited space would result in an increase in employees with school age children and that such children would significantly impact school enrollment in the Project vicinity. As discussed in **Section 3.11.3.3**, of the several San Diego Unified School District schools in the general vicinity of the Proposed Project (including elementary, junior high, and high schools), only Patrick Henry High School exceeds the maximum enrollment limit.

Therefore, because the schools in the Project area generally have adequate capacity to accommodate additional students, in combination with the speculative nature of any conclusion that the Proposed Project would result in a substantial increase in enrollment demand, the Proposed Project is not expected to result in potentially significant impacts associated with maintaining acceptable school service ratios.

3.11.5.4 Parks and Recreation

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services: fire, police, schools, parks, or other public facilities?

According to the City of San Diego General Plan Recreational Element, the City of San Diego's parks standard is a minimum ratio of 2.8 useable acres per 1,000 residents. (City of San Diego, 2008c.) SDSU currently provides on-campus housing to approximately 3,222 students. The Proposed Project would add 390 housing units, which would support an additional 1,632 on-campus student residents. Assuming a projected on-campus student population of 4,854 (3,222 plus 1,632) and using the City of San Diego General Plan park standards as a guide, SDSU should provide a total of 13.59 useable acres of population-based parks, which would account for all resident students.

As shown in **Table 3.11-6**, above, SDSU currently provides 46.53 acres of community/neighborhood park and recreation facilities. As shown in **Table 3.11-11, SDSU Park and Recreation Facilities and General Plan Requirement**, SDSU provides approximately 32.94 additional acres of population-based parks in excess of the General Plan standard. Therefore, SDSU provides adequate community/neighborhood park and recreation facilities to serve the proposed on-campus resident population.

Table 3.11-11
SDSU Park and Recreation Facilities and General Plan Requirement

	On-campus Resident Population	Total Park Acreage	Acreage required per City General Plan	Amount In Excess of General Plan Requirement
Existing	3,222[1]	46.53	9.02	37.51
Projected	4,854[2]	4~~7~~6.53	13.59	3~~3~~2.94

Notes:
1. Existing on-campus population data provided by San Diego State University.
2. Existing on-campus population (3,222) plus proposed student housing capacity (1,632)

While the Proposed Project would increase the number of students living on-campus and amount of square footage of on-campus retail uses, the Project would not increase the

community population or total permitted enrollment at SDSU. Rather, the Proposed Project would provide additional on-campus living options for SDSU students. By offering an additional option for on-campus student housing, the Proposed Project would help to decrease the student population in the surrounding communities, which would decrease the overall demand in the area for City park and recreation facilities and services; by locating students on-campus and closer to SDSU recreation facilities, students are more likely to use SDSU recreation facilities instead of City of San Diego park and recreation facilities in the surrounding College Area community.

Non-SDSU community patrons of the proposed retail businesses are not expected to utilize College Area parks and recreation facilities due to the temporary nature of their visits to proposed retail establishments.

In summary, the Proposed Project would not result in potentially significant impacts related to the maintenance of acceptable park and recreation service ratios.

3.11.5.5 Libraries

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services: fire, police, schools, parks, or other public facilities?

Because residents would be SDSU students, the on-campus Malcolm A. Love library would continue to be used for research and other library needs. While residents of the Proposed Project would have the opportunity to obtain a City library card (by virtue of being City residents) and utilize the resources of a nearby City library branch, due to the proximity of the Malcom A Love library, residents of the Proposed Project would be more likely to utilize on-campus library facilities. In addition, non-SDSU community patrons of the proposed retail businesses are not expected to utilize College Area libraries due to the temporary nature of their visits to proposed retail establishments. In summary, the Proposed Project would not result in potentially significant impacts related to the maintenance of acceptable library performance objectives.

3.11.5.6 Emergency Medical Services

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services: fire, police, schools, parks, or other public facilities?

The Proposed Project would not increase the student enrollment at SDSU. Rather, the Proposed Project would provide additional on-campus housing options for existing students who already utilize on-campus emergency medical facilities, including the Calpulli Center. Thus, the Proposed Project is not expected to significantly increase the annual percentage of Calpulli Center patients or those requiring transport to a local area hospital. Accordingly, existing facilities are adequate to serve future residents of the Proposed Project, and impacts would be less than significant.

In addition, while the projected increase in traffic on local roadways may potentially impact the movement of emergency vehicles, this impact would be less than significant because: (1) emergency vehicles are equipped with sirens that help increase maneuverability; and (2) adequate right-of-way exists in the vicinity of Alvarado Hospital (the nearest off-campus hospital) for emergency service responders to navigate area streets.

3.11.5.7 Wastewater Treatment Requirements

Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

The City of San Diego is the National Pollution Discharge Elimination System ("NPDES") permit holder for the Point Loma Wastewater Treatment Plant and is responsible for compliance with the wastewater treatment requirements specified in the NPDES permit (No. CA0107409/ Order No. 95-106). Therefore, the City controls the type and quality of discharge from the Point Loma Wastewater Treatment Plant. According to the latest Point Loma Wastewater Treatment Plant and Ocean Outfall Annual Report, major permit discharge limitations including flows, total suspended solids, biological oxygen demand removals and mass emission rates of monitored effluent were well within the discharge specifications of the NPDES permit. (City of San Diego, 2007c.)

Upon connection to the City's sewer infrastructure, the Proposed Project would be required to comply with the wastewater treatment requirements of the Regional Water Quality Control Board. Therefore, the Proposed Project would not exceed the wastewater treatment requirements of the applicable Regional Water Quality Control Board and impacts would be less than significant.

3.11.5.8 Water Serving Infrastructure

3.11.5.8.1 Water Treatment Plants

Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

As discussed above, the City's three water treatment plants (Miramar, Alvarado, and Otay) have a total treatment capacity of 294 million gallons per day. Water delivered to the Project area is treated at the Alvarado Treatment Plant, which is located northeast of the Project site adjacent to Lake Murray. The Alvarado Treatment Plant currently is being expanded to increase its treatment capacity to 200 million gallons per day. Expansion of the Alvarado Treatment Plant is being undertaken in order to meet current and future water needs of the Alvarado service area. The projected water treatment needs of the Alvarado service area are based primarily on the number of existing and projected Public Utilities Department ~~water department~~ customers residing in the service area. Existing and projected customer data is based on land uses identified in local planning documents including general plans and community plans.

SANDAG's population and employment data is based on data included in the General and Community Plans prepared by the 19 jurisdictions located in the San Diego region. (SANDAG, 2009.) Because the Proposed Project is consistent with the intensification of land uses outlined for the Project site in the City of San Diego General Plan, College Area Community Plan and College Community Redevelopment Plan, the Proposed Project would not increase the demand for regional water treatment facilities as these facilities are sized to accommodated densities envisioned by the referenced city planning documents and planned as part of the Proposed Project.

3.11.5.8.2 Water Distribution Infrastructure

Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Water Demand

The City of San Diego's *Water Capital Improvement Program Guidelines, Book Two, Facility Design Guide* (2002) contains water usage demand factors. The retail land use water demand factor included in the guidelines was utilized to calculate existing and projected retail/commercial water demand as shown in **Table 3.11-12, Existing and Projected Daily Water Demand.** Specifically, commercial and retail water use rates (existing, proposed and net increases) utilized the City of San Diego use rate criteria of 5,000 gallons / day / acre.

However, the residential water usage factor (150 gallons/capita/day) was not used to calculate existing or projected water demand because this water usage factor is not representative of the actual water consumption associated with on-campus, apartment-style student housing. To determine an appropriate water usage factor, SDSU's Physical Plant Department provided actual water usage information for on-campus housing.

The approximate 3,222 students that currently reside in on-campus student housing currently consume approximately 5,371 hundred acre feet (4,017,508 gallons) of water per month. (Lekas, personal communication, March 25, 2009.) This results in a water consumption rate (per student per month) of approximately 1,247 gallons. Assuming 30 days in a month, the water consumption rate (per student per day) is approximately 42 gallons. Note, however, this data does not differentiate water consumption between apartment-style student housing featuring full bathrooms and kitchen in each units, and dorm-style student housing containing communal bathroom and kitchen facilities.

Water use rates at the Villa Alvarado apartments, an existing, on-campus student housing complex similar to the Proposed Project, also were reviewed to determine the Proposed Project's likely water use. The average monthly water consumption rate for the 99-unit Villa Alvarado apartment development was 606 hundred acre feet (453,288 gallons). (Lekas, personal communication, May 25, 2009.) Assuming two bedrooms per unit and four beds per unit, Villa Alvarado provides housing to approximately 396 students. On a per student per month basis, students residing at the Villa Alvarado apartments consume approximately 1,144 gallons of water, which results in a daily water consumption rate of approximately 38.15 gallons

(assuming 30 days per month). Therefore, in an abundance of caution, 42 gallons/capita/day was identified as an appropriate generation factor to project the water use associated with the student housing component of the Proposed Project.

Table 3.11-12, Existing and Proposed Water Demand, provides a summary of existing and projected water demand. This table provides an estimate of the existing water use likely occurring on the Project site (30 dwelling units and 44,200 square feet of commercial/retail/office). In addition, the net water demand attributed to the Proposed Project also is identified in **Table 3.11-12**. As shown in **Table 3.11-12**, the Proposed Project would require ~~68,050~~ 69,050 more gallons of water per day than existing residential and retail/commercial uses located on the Project site. The increased water demand of the Proposed Project would result in additional demands on the local water infrastructure system.

Table 3.11-12
Existing and Projected Daily Water Demand

Project Component	Water Usage Factor	Existing		Projected		Net Increase	
		Population /Square footage	Water Usage (gallons /day)	Population/ Square Footage	Water Usage (gallons /day)	Population /Square footage	Water Usage (gallons /day)
Residential	42 gallons/ person/ day	107 residents	4,494	1,632 residents	68,544	1,525	64,050
Commercial /Retail	5,000 gallons/ acre/day	1.0 acres (44,200 square feet)	5,000	~~1.8~~ 2.0 acres (~~77,209~~ 90,000 square feet)	~~9,000~~ 10,000	~~0.8~~ 1.0 acres (~~33,009~~ 45,800 square feet)	~~4,000~~ 5,000

Capacity of Water Serving Infrastructure

SDSU's Provision of Water Meters and Service Laterals

Water service for the Proposed Project would be provided by a number of water meters and service laterals. The Proposed Project would construct new service laterals to the existing water infrastructure in the Project area that conform to City of San Diego design standards for new construction. **Figure 3.11-4, Proposed Utilities**, identifies the location of new service laterals connecting the Proposed Project to the existing utility infrastructure located within the public right-of-way. Water meters also would be replaced and calibrated by the service provider. SDSU would be required to construct all necessary laterals and water meters to provide water to all Project buildings. Each proposed building would be provided with multiple connections to the potable water system for supply redundancy.

Relatedly, SDSU would be responsible for relocating the existing, 6-inch water main in Hardy Avenue (east of Montezuma Place) to accommodate proposed Building 2. As required by the California Department of Health and Services Drinking Water Field Operations Branch, the



SDSU Plaza Linda Verde EIR

SAN DIEGO STATE UNIVERSITY

Figure 3.11-4

Proposed Utilities and Connection Points

Proposed Project must maintain horizontal and vertical separation as the Project relocates water lines.

Two pedestrian malls are proposed to provide inter-project connectivity and non-vehicular links to the main portion of the SDSU campus. This Project component would be ancillary to the mixed-use retail/student housing component and would not be essential to development of the overall Project. To facilitate development of the pedestrian malls, it would be necessary to close, or vacate, four roadways/alleys adjacent to the Project site. Any vacated or closed streets supporting buried water infrastructure (and other utility conveyance facilities, including sewer, electricity, and natural gas) would be affixed with manholes to provide access to service providers per City standards. The proposed pedestrian malls would be accessible to City utility service providers and their vehicles at any time in order to access the pedestrian malls at any time to access underground utility infrastructure. Therefore, the street vacations proposed as a component of the Proposed Project would not affect the City's ability to access and maintain utility conveyance facilities that may be located beneath these pedestrian malls.

Water-Serving Pipelines

When assessing impacts to existing water systems, pipelines must be adequately sized to respond to the highest possible water delivery scenario. The worst-case scenario for water delivery was assumed to be the provision of required fire flow (during a fire) for the duration identified in the California Fire Code. As stated in the California Fire Code, fire flow requirements for individual buildings are determined according to building square footage, number of floors and construction type. Proposed Buildings 1, 2, 3, 4 and 5 are all greater than 85,000 square feet, and Buildings 6 and 7 would be 48,070 square feet and 55,300 square feet, respectively. Additionally, all buildings would be of Type V-N construction. (Wallace Roberts & Todd, 2009.) Therefore, according to Table A.III-A-I of Appendix III-A of the California Fire Code, the majority of the Project buildings have a required fire flow of 8,000 gallons.

Given the required fire flow to serve the proposed buildings, the existing water infrastructure (to which the Proposed Project would connect) was analyzed to determine whether the required fire flow could be delivered to the proposed buildings. **Table 3.11-13, Fire Flow Requirements**, summarizes the fire flow requirements of the Proposed Project and identifies the available fire flow at the hydrant nearest to the proposed buildings. Available fire flow at hydrants was based on a water model calibrated under the assumption that the existing water infrastructure in the Project area maintains a pressure of 50-65 pounds per square inch during peak hours. The existing water pressure of the Project area water infrastructure was identified in the P2S Plaza

Linda Verde Complex Utility Study (2009). As shown in **Table 3.11-13**, the existing Project area water infrastructure is unable to deliver the required fire flow to the Project buildings. The inability to deliver the required fire flow is a result of inadequately sized water mains in the Project area; specifically the mains are currently too small to deliver the volume of water required.

Table 3.11-13
Fire Flow Requirements

Building	Area (gross square feet)	Required Fire Flow (gallons per minute)	Hours	Available Fire Flow at Hydrant (gallons per minute)
1	118,550	8,000	4	4,125
2	85,640	8,000	4	7,894
3	128,925	8,000	4	3,300
4	123,004	8,000	4	3,683
5	157,971	8,000	4	5,544
6	48,070	6,000	4	3,192
7	55,300	6,250	4	6,249

Notes:
1. Building Type V-N assumed for Fire Area.
2. Building area was obtained from Wallace Robert & Todd Mixed Use Feasibility Study for San Diego State University Plaza Linda Verde (2009).
3. Fire flow and duration requirements as per 2001 California Fire Code, Appendix III-A, Table A-III-A-1.

The Proposed Project would fully sprinkler all buildings, which, according to the California Fire Code Division III, Appendix III-A, Section 4.2, may reduce the required fire flow by 25 percent. (California Fire Code, 2001.) **Table 3.11-14, Projected Fire Flow Demand (Assuming 25% Reduction from Sprinklers)**, identifies the fire flow demand of the Proposed Project assuming a reduction rate of 25 percent. Under this scenario, the existing water infrastructure would still be unable to deliver the appropriate fire flow to all proposed buildings.

Table 3.11-14
Projected Fire Flow Demand (Assuming 25% Reduction from Sprinklers)

Building	Area (gross square feet)	Reduced Fire Flow Requirement (gallons per minute)	Available Fire Flow at Hydrant (gallons per minute)
1	118,550	6,000	4,125
2	85,640	6,000	7,894
3	128,925	6,000	3,300
4	123,004	6,000	3,683
5	157,971	6,000	5,544
6	48,070	4,500	3,192
7	55,300	4,688	6,249

In summary, because the existing water infrastructure is inadequately sized to serve the Proposed Project and because the Proposed Project would require additional capacity, the Proposed Project would result in potentially significant impacts to water distribution infrastructure.

3.11.5.9 Sewer

Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

3.11.5.9.1 Wastewater Generation

To calculate the wastewater generated by the Proposed Project, factors included in the *Water Agencies Standards Design Guidelines for Water, Recycled Water and Sewer Facilities* (2004) were used. According to the guidelines, wastewater generation for residential uses is based on the number of equivalent dwelling units, and wastewater generation for commercial uses is based on gross acreage. **Table 3.11-15, Projected Wastewater Flow**, summarizes the sewer demand generated by existing and proposed land uses on the Project site. In addition, **Table 3.11-15** calculates the net wastewater flow attributable to the Proposed Project. As shown, the Proposed Project would result in ~~73,200~~ 73,500 more gallons of wastewater per day than the existing residential and retail/commercial uses located on the Project site.

Table 3.11-15
Projected Wastewater Flow

Project Component	Wastewater Generation Factor	Existing		Projected		Net Increase	
		Dwelling Units/ Square footage	Sewer Usage (gallons /day)	Dwelling Units/ Square Footage	Sewer Usage (gallons/day)	Dwelling Unit/Square footage	Sewer Usage (gallons /day)
Residential	200 gallons-day/ dwelling unit	30 units	6,000	390 units	78,000	360	72,000
Commercial/ Retail	1,500 gallons-day/gross acre	1.0 acres (44,200 square feet)	1,500	~~1.8~~ 2.0 acres (~~77,209~~ 90,000 square feet)	~~2,700~~ 3,000	~~0.8~~ 1.0 acres (~~33,009~~ 45,800 square feet)	~~1,200~~ 1,500

3.11.5.9.2 Sewer Infrastructure Connections

The Proposed Project would be served by existing sewer infrastructure located in area roadways surrounding the Project site. However, connections to the nearest available facility through new service laterals would be required to provide sewer collection to the Proposed Project. **Figure 3.11-4** identifies the proposed points of connection to the Project area sewer infrastructure.

The Proposed Project would connect to the existing, ~~6-inch sewer main located in Lindo Paseo, and the~~ 8-inch mains located in Montezuma Place, along the alley off Campanile Road (between Lindo Paseo and Montezuma Road) and east of College Avenue (running north-south parallel to College Avenue). The Proposed Project also would relocate the existing, 8-inch sewer line in Lindo Paseo (east of College Avenue) to accommodate the underground parking garage associated with Buildings 4 and 5. (As required by the California Department of Health and Services Drinking Water Field Operations Branch, the Proposed Project would maintain horizontal and vertical separation to ensure that adjacent water lines are not contaminated during the relocation process.). During final planning and design of each building to be constructed as part of the Proposed Project, SDSU will prepare a site-specific sewer study to

determine the on-site wastewater improvements necessary to support the Proposed Project, and the identified improvements will be incorporated into the final design plans.

3.11.5.9.3 Sewer Capacity

In the City of San Diego, the minimum diameter allowed for a sewer main is 8-inches in residential areas and 10-inches in commercial, industrial and high-rise buildings. (City of San Diego, 2004.) In addition, sewer mains are sized to convey flow at a rate where depth is not greater than half the inside diameter of the pipe (ratio of depth of flow to pipe diameter). (*Ibid.*) **Table 3.11-16, Existing Sewer Capacities**, provides the existing capacities and depth/diameter ratio of the sewer mains that the Proposed Project would connect. The City of San Diego *Sewer Design Guide* indicates that the allowable flow loading for sewer pipes is determined by the American Society of Civil Engineers (ASCE) *Manuals and Reports on Engineering Practice – No. 60, Gravity Sanitary Sewer Design and Construction* (City of San Diego 2004). Per ASCE Manual No. 60, Chapter 6, Section I Flow Velocities and Design Depths of Flow, generally accepted standards dictate that the minimum design velocity should not be less than 2 feet per second (ASCE 1982). Therefore, utilizing the Manning equation for calculating hydraulic capacity in gravity pipelines, an 8-inch circular pipe flowing at half full, with a velocity of 2 feet per second, has a slope of 0.34% and a flow of 158 gallons per minute, or 227,700 gallons per day. A 6-inch diameter pipeline given the same minimum design flow characteristics will have a slope of 0.49% and a flow of 88 gallons per minute, or 126,930 gallons per day. These estimated quantities are summarized in **Table 3.11-16**.

Table 3.11-16
Existing Sewer Capacities

Location	Diameter	Existing Capacity (gallons per day) (Assuming 0.5 depth/diameter ratio)
Lindo Paseo	6-inch	126,900
Montezuma Place	8-inch	227,700
Alley (east-west) (between Lindo Paseo and Montezuma Road)	8-inch	227,700
Alley (north-south) (east of College Avenue)	8-inch	227,700

Assuming that the existing sewer mains located in Lindo Paseo, Montezuma Place, the east-west alley between Lindo Paseo and Montezuma Road, and the north-south alley east of College Avenue are currently operating at capacity (as identified in **Table 3.11-16**), the ~~73,200~~ 73,500 gallons of wastewater generated per day by the Proposed Project would likely exceed the capacity of the existing sewer mains. Therefore, the Proposed Project could result in potentially significant impacts.

3.11.5.10 Recycled Water

Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

As discussed previously, recycled water is not available in the College Area. In addition, the City of San Diego does not currently have plans to extend recycled water infrastructure from either the northern or southern service area to the College Area. (Rife, personal communication, March 12, 2009.) Therefore, the Proposed Project would not result in potentially significant impacts related to the use or distribution of recycled water.

3.11.5.11 Stormwater Drainage Facilities

Would the project require or result in the construction of new stormwater drainage facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects?

Development of the Proposed Project may increase the amount of impervious surfaces, which decreases runoff travel time and increases runoff volumes. **Figure 3.11-3** depicts the existing drainage patterns, drainage basins, storm drains, inlets, and the proposed development footprint for the Proposed Project. In order to evaluate the Proposed Project's impact on the existing stormwater flow, a hydrologic analysis of the 100-year storm event was prepared, utilizing the San Diego County Hydrology Manual, to determine approximate peak flows. The rational method was used to determine the flow contributions from each of the Project site's six basins. Projected stormwater flows are summarized in **Table 3.11-17, Summary of Existing and Projected Stormwater (Q_{100}) Flow**. Please see **Appendix 3.11** for a complete description of storm water drainage calculation methodology.

Table 3.11-17
Summary of Existing and Projected Stormwater (Q_{100}) Flow

Basin	Existing	Projected	Δ Stormwater Flow
1	9.24	11.93	2.69
2	10.24	10.24	0.0
3	20.84	23.24	2.4
4	7.90	7.13	-0.77
5	4.54	4.10	-0.44
6	10.05	6.30	-3.75
Total	**62.81**	**62.94**	**+0.13**

Source: *Hydrology and Water Quality Technical Report*, San Diego State University Plaza Linda Verde Project, May 2009.

As shown on **Table 3.11-17**, changes in stormwater flow from existing conditions to post-Project conditions would be approximately +0.13 cubic feet per second (+0.99%). While the increase is minimal, any increase in stormwater flow generated by the Proposed Project would be potentially significant. (See **Section 3.6, Hydrology and Water Quality**.) To ensure that Project site runoff does not exceed existing stormwater flows, the Proposed Project would be required to implement several low impact design ("LID") elements into the final project design. The inclusion of the design features outlined in Mitigation Measure HWQ-4 and HWQ-6 would ensure that the 0.13 cubic feet per second increase in runoff would not occur. Therefore, with implementation of the mitigation measures identified in **Section 3.6**, the Proposed Project would not require or result in the construction of new stormwater drainage facilities or the expansion of existing facilities, the construction of which may cause significant environmental effects. (Note: As part of the Proposed Project, the existing 18-inch storm drain currently located beneath Building 1 would need to be relocated to an appropriate location to accommodate the project design.)

3.11.5.12 Water Supply

Would the project have insufficient water supplies available to serve the project from existing entitlements and resources, or require new or expanded entitlements?

3.11.5.12.1 Regional Supply and Demand Projections

According to the City of San Diego's *Long Range Water Resources Plan*, SANDAG has projected that the City's population will increase to 1.9 millions residents by the year 2030. (City of San Diego, 2002b.) SANDAG also calculated that the applicable water demand in 2030 would be 297,000 acre feet per year under normal weather conditions (an increase of 18 percent over 2010 projected water demand). (*Ibid.*) SANDAG's 2030 water demand projection assumes that the City would maintain an aggressive water conservation program throughout the forecasted timetable. Under dry weather conditions, 2030 water demand is projected to be 350,000 acre feet per year. (*Ibid.*) As shown in **Table 3.11-12, Existing and Projected Daily Water Demand**, at build-out, the Proposed Project would result in a projected net increase in water demand over existing uses of approximately ~~68,000~~ 69,000 gallons per day, or approximately ~~76~~ 77 acre feet per year, which represents 0.0002 percent of the total regional demand.

As previously noted, the current UWMPs prepared by the City of San Diego and San Diego County Water Authority both conclude that adequate water supplies exist for future planned development within the San Diego region through 2030. Both UWMPs utilized SANDAG's 2030 regional growth forecast for water supply planning purposes; these forecasts are based on the General and Community Plans of each of the San Diego region's 19 jurisdictions, including the City of San Diego. (SANDAG, 2009.) According to the County Water Authority UWMP, the use of demographic and economic projection data "ensures a strong linkage between local general plan land use forecasts and water demand projections for the San Diego region." (San Diego County Water Authority, 2005.)

The increase in density that would occur overall under the Proposed Project is consistent with the increased density envisioned by the City's General Plan, College Area Community Plan and College Area Redevelopment Plan. (See **Section 3.7, Land Use and Planning.**) By relying on locally supplied data, including growth accounted for in local general plans and community plans, the UWMPs provide an accurate assessment of water supply in relation to planned development occurring within the various jurisdictions in the San Diego region. Recognizing that the San Diego region presently is under Stage 2 Drought Alert conditions, and based on the City and County UWMPs, because the Proposed Project is consistent with the densities

envisioned for this portion of the College Area, there would be sufficient water supplies available to serve the projected water demands of the Proposed Project from existing entitlements and resources. Therefore, the potential impacts of the Proposed Project relative to water supply would be less than significant.

It also is noted that CSU policy on energy conservation and utilities management requires that all CSU campuses take every necessary step to conserve water resources, including installing controls to optimize irrigation water, reducing water usage in restrooms and showers, and cooperating with state, city and county governments to the greatest extent possible to effect additional water conservation.

Consistent with CSU policy, SDSU has installed low-flow toilets, flush valve controls, electronic faucets, and low-flow showerheads in all or most of its lavatory facilities. SDSU also has required the installation of energy and water conserving fixtures in all new construction on campus. To conserve water used in landscape irrigation, SDSU utilizes irrigation controllers that are linked to weather service evapotranspiration data to deliver the irrigation water only when needed. As a result of these measures, SDSU's water consumption has remained relatively constant from 1989 to the present, despite increased campus population, the addition of approximately 2 million square feet of new buildings and structures, and improvements to campus landscaped areas (William Lekas, SDSU, pers. comm.) Consistent with CSU policy, SDSU will continue to implement conservation measures to reduce the use of water and decrease wastewater flows.

3.11.5.12.2 Effect of LEED Silver Rating

SDSU is committed to obtaining a LEED Silver rating for the four mixed-use retail/student housing buildings, two student apartment buildings, and parking facilities. To obtain a LEED rating, a project is assessed and given points on the basis of environmentally responsible features incorporated into the project design. A project checklist identifying applicable project features and applicable point worth has been established for the LEED for Home Ratings System. Due to multiple stories of construction, the Proposed Project would be subject to the LEED for Homes for Mid-Rise Buildings (applicable to building with 4-6 stories), which acts as an addendum to the LEED for Homes Rating System (as an addendum, most of the credits and pre-requisites for LEED for Homes still apply to the LEED for Homes Mid-Rise Building program). The LEED for Homes for Mid-Rise Buildings is currently a Pilot Program.

In order to obtain points towards a LEED Silver rating, the Proposed Project can implement a variety of water efficiency features into the project design. As identified in the LEED for Homes Rating System, water efficiency elements include features associated with water reuse, irrigation systems, and indoor water use. Applicable water reuse features may include installation of a rainwater harvesting system or a graywater reuse system. With regard to irrigation systems, LEED points can be obtained by installation of a high-efficiency irrigation system featuring elements, such as drip-irrigation, timer-controlled watering devices, and the use of high-efficiency spray nozzles. In addition, a project may obtain LEED points by reducing overall irrigation demand by at least 45 percent, which usually is achieved by the use of native, drought-tolerant landscaping. Lastly, a project may obtain LEED points by installation of very high-or high-efficiency (low-flow) fixtures and fittings to lavatory faucets, showers, and toilets. Indoor water use points also can be obtained through the installation of efficient water distribution systems and appliances. The commitment to obtaining a LEED Silver rating ensures that the Proposed Project would be designed, constructed and operated to maximize water efficiency.

3.11.5.13 Wastewater Treatment Capacity

Would the project result in a determination by the wastewater treatment provider that serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Wastewater generated by the Proposed Project would be conveyed through the City of San Diego Public Utilities Department ~~Metropolitan Wastewater Department's~~ collection system and eventually treated at the Point Loma Wastewater Treatment Plant. As stated previously, the Point Loma Wastewater Treatment Plant currently treats approximately 175 million gallons of wastewater per day and has capacity to treat up 240 million gallons of wastewater per day. According to the City of San Diego General Plan Public Facilities and Services Element, the City's wastewater treatment system (which includes the Point Loma Wastewater Treatment Plant and two water reclamation plants) has sufficient capacity to meet the projected needs of the San Diego Public Utilities Department ~~Metropolitan Wastewater Department's~~ service area through at least 2020. (City of San Diego, 2008c.)

The projected wastewater needs of the Public Utilities Department ~~Metropolitan Wastewater Department's~~ service area are based on land uses identified in local planning documents, including general plans and community plans. Because the Proposed Project is consistent with the intensification of land uses outlined for the Project site in the City of San Diego General

Plan, College Area Community Plan and College Community Redevelopment Plan, the Proposed Project would not result in a determination by the wastewater treatment provider that serves or may serve the Proposed Project that it does not have adequate capacity to serve the Project demand in addition to the provider's existing commitments; therefore, impacts would be less than significant.

3.11.5.14 Waste Disposal

Would the project be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?

Would the project not comply with federal, state, and local statutes and regulations related to solid waste?

3.11.5.14.1 Capacity

The Proposed Project's solid waste disposal needs would be served by Allied Waste Services, Inc. Allied Waste would transport solid waste to a nearby waste disposal facility, possibly the Miramar Landfill or Sycamore Canyon Landfill. The Miramar Landfill is nearing capacity and will likely close in 2018. According to the City of San Diego Environmental Services Department staff, as of December 31, 2008, the Miramar Landfill had a remaining capacity of approximately 22 million cubic yards. (Clay, personal communication, March 11, 2009.) When the Miramar Landfill closes, Allied Waste would be responsible for disposing the solid waste generated by the Proposed Project at a landfill in the region with sufficient permitted capacity. As of September 2006, the Sycamore Canyon landfill (located in Santee) had a remaining capacity of approximately 47 million cubic yards.

Although current estimates of remaining permitted capacity would suggest sufficient permitted capacity exists to serve the Proposed Project, the Countywide Siting Element (California Integrated Waste Management Plan) states that existing landfills do not have the necessary throughput (amount of and rate at which waste material can enter the disposal facility) to accommodate the projected waste disposal needs in the region past 2017. (County of San Diego, 2005.) The projected waste disposal needs of the region were developed using General Plan growth data obtained from jurisdictions throughout the County.

The County's Siting Element discusses several strategies for increasing or extending regional landfill capacity, including: (i) continuation of diversion programs for recyclable materials, (ii) improvement of landfill technology and space management, (iii) construction of enhanced

recycling facilities, (iv) export of waste out of the County, and (v) increase of maximum daily permitted throughput rates at County landfills. (County of San Diego, 2005.) In addition to the recommendations included in the County Siting Element, the County and all jurisdictions in the County, and state agencies (including SDSU) are expected to implement and maintain waste diversion programs to prolong the operation of County landfill facilities.

Demolition of existing buildings, excavation, and other related construction activities associated with the Proposed Project would generate construction wastes. In addition, operation of the Proposed Project would generate an increased demand for solid waste disposal services. **Table 3.11-18, Existing and Projected Annual Solid Waste Generation,** provides a summary of the anticipated solid waste generation of the Proposed Project.

Table 3.11-18
Existing and Projected Annual Solid Waste Generation

Project Component	Waste Factor	Existing		Projected		Net Increase	
		Dwelling Units/ Square footage	Annual Solid Waste Generation	Dwelling Units/ Square Footage	Annual Solid Waste Generation	Dwelling Unit/ Square footage	Annual Solid Waste Generation
Residential	1.2 tons per year/ dwelling unit	30 units	36.0 tons/year	390 units	468.0 tons/year	360	432 tons/year
Commercial/ Retail	0.0028 tons per year/ square foot	44,200 square feet	123.8 tons/year	~~77,209~~ 90,000 square feet	216.9 tons/year	~~33,009~~ 45,800 square feet	~~92.4~~ 128.24 tons/year

1 Source: City of San Diego Environmental Services Department Waste Generation Factors, Occupancy Phase, 2003.

As shown in the table, the Proposed Project is projected to generate a net increase of ~~524.4~~ 560.24 annual tons of solid waste over the existing residential and retail/commercial uses located on the Project site. Because the regional solid waste disposal landfills currently available are expected to reach capacity within the next decade and because existing throughput rates are inadequate to meet projected disposal demand beyond 2017, any increase in solid waste generation could be potentially significant. Therefore, the Proposed Project would be served by

landfill(s) with insufficient permitted capacity to accommodate its solid waste disposal needs; this is a potentially significant impact.

3.11.5.14.2 Compliance with Solid Waste Regulations

SDSU typically diverts over 50 percent of their yearly on-campus generated solid waste to a licensed recycling facility. The Proposed Project would be incorporated into the SDSU campus boundary. Solid waste generated from construction and operation of the Proposed Project would be subject to the existing on-campus solid waste diversion program, which historically has been successful at diverting at least 50 percent of on-campus generated solid waste from a landfill to an appropriate recycling facility. Maintaining the existing diversion rate would ensure compliance with AB 75 which requires all large state facilities to divert at least 50 percent of solid waste from landfills.

The Proposed Project would include recycling bins within the on-campus student housing and retail components of the Proposed Project. Recyclable materials would be transported to a certified recycling facility by a certified recyclable materials collector at least once per week. Therefore, the project would not impede the City's ability to implement the City's efforts to promote and enforce recycling.

In summary, the Proposed Project would comply with federal, state, and local statutes and regulations related to solid waste; therefore, impacts would be less than significant.

3.11.5.15 Energy

Would the project result in the use of excessive amounts of fuel or energy?

Would the project result in the use of excessive amounts of power?

3.11.5.15.1 Natural Gas

Table 3.11-19, Existing and Projected Natural Gas Use, provides a summary of the existing natural gas usage of the residences and retail business currently located on the Project site. In addition, **Table 3.11-19** provides the calculation of projected natural gas use attributable to the Proposed Project. Natural Gas usage rates were obtained from Table A9-12-A of the South Coast Air Quality Management District's *CEQA Air Quality Handbook*. (South Coast Air Quality Management District, 1993.) As shown in **Table 3.11.3-19**, the Proposed Project would use an additional 18,876,661 cubic feet of natural gas per year when compared to the natural gas usage of existing uses located on the Project site.

Table 3.11-19
Existing and Projected Annual Natural Gas Use

Project Component	Usage Rate	Existing		Projected		Net Increase	
		Dwelling Units~~/~~ or Square footage	Annual Natural Gas Use (therms)	Dwelling Units/ Square Footage	Annual Natural Gas Use (therms)	Dwelling Unit/Square footage	Annual Natural Gas Use (therms)
Residential	4,012 cubic feet/square foot/month Existing: 0.25 therms/sq ft/year New: 0.18 therms/sq ft/year	30 units	~~1,444,320 cubic feet~~ 10,860 therms	390 units	~~18,776,160 cubic feet~~ 71,955 therms	360 units	~~17,331,840 cubic feet~~ 66,420 therms
Commercial/Retail	~~2.9 cubic feet/square foot/month~~ 0.05 therms/sq ft/year	44,200 square feet	~~598,910 kilowatt hours~~ 2,210 therms	~~77,209~~ 90,000 square feet	~~1,046,182 kilowatt hours~~ 4,500 therms	~~33,009~~ 45,800 square feet	~~1,544,821 cubic feet~~ 2,290 therms

~~Note: Since usage rates are given in a per month format, annual natural gas use was calculated by first multiplying the dwelling unit/square footage data by the applicable usage rate and then multiplying by 12 (12 months in a year).~~

As previously discussed, the campus currently consumes approximately 9.5 millions therms of natural gas on an annual basis. (Martin, personal communication, March 17, 2009.) Based on the data provided in **Table 3.11-19**, the Proposed Project would use approximately ~~188,766~~ 68,710 therms per year (one therm equals 100 cubic feet), or approximately ~~two~~ 0.7 percent of the current average annual natural gas consumption of the entire campus. Therefore, the Proposed Project would not result in the use of excessive amounts of natural gas and impacts would be less than significant.

Natural gas would be delivered to the Project site via the existing natural gas distribution system in the Project vicinity. Buildings 1 and 3 would be served from the existing, 1 ½-inch high pressure gas main located along Lindo Paseo, Buildings 2 and 5 would be served from the existing, 6-inch high pressure gas main located along College Avenue, Building 4 would be served from the existing, 2-inch high pressure main located east of the proposed building, and Buildings 6 and 7 would be served from the existing, 2-inch high pressure gas main located along the alley off of Campanile Road, between Montezuma Road and Lindo Paseo. According to SDGE, the existing natural gas pipelines (which are owned, managed, and maintained by SDGE) are sized adequately to accommodate the Proposed Project's natural gas demands (P2 S Engineering, pers. comm.) Therefore, the Proposed Project would not result in potentially significant impacts to the natural gas distribution system.

3.11.5.15.2 Electricity

Table 3.11-20, Existing and Projected Annual Electricity Use, provides a summary of the existing energy use of the residences and retail businesses currently occupying the Project site. In addition, **Table 3.11-20** calculates the projected annual electricity use attributable to the Proposed Project. Electricity usage rates were obtained from Table A9-11-A of the South Coast Air Quality Management District's *CEQA Air Quality Handbook.* (South Coast Air Quality Management District, 1993.)

Table 3.11-20
Existing and Projected Annual Electricity Use

Project Component	Usage Rate	Existing		Projected		Net Increase	
		Dwelling Units/Square footage	Annual Electricity Use	Dwelling Units/ Square Footage	Annual Electricity Use	Dwelling Unit/Square footage	Annual Electricity Use
Residential	~~5,914~~ Existing: 4.037 New: 3.413 kilowatt hours/square foot/year	30 units	~~177,420~~ 175,367 kilowatt hours	390 units	~~2,306,460~~ 1,364,346 kilowatt hours	360 units	~~2,129,040~~ 1,259,397 kilowatt hours
Commercial / Retail	~~13.55~~ 14.06 kilowatt hours/square	44,200 square feet	~~598,910~~ 621,452 kilowatt hours	~~77,209~~ 90,000 square feet	~~1,046,182~~ 1,265,400 kilowatt hours	~~33,009~~ 45,800 square feet	~~447,272~~ 643,948 kilowatt hours

As shown in the table, the Proposed Project would use an additional ~~2,576,312~~ 1,903,345 kilowatt hours of electricity per year when compared to the electrical usage of existing uses located on the Project site. Electricity to the Project would be provided by the SDSU Central Plant, which produces approximately 77 million kilowatt hours of electricity per year. Based on the annual production potential of the on-campus plant, ~~2,576,312~~ 1,903,345 kilowatt hours per year (approximately ~~3.34~~ 2.47 percent of the annual electricity generation of the SDSU Central Plant) would not be considered an excessive amount of electricity, and impacts would be less than significant.

3.11.5.15.3 SDSU Policies and Programs

As previously noted, SDSU has numerous energy efficiency programs presently in place on campus. The Proposed Project would incorporate measures and programs already in place at existing residential halls and other on-campus building. Similarly, the Proposed Project would be required to comply with the system-wide CSU Policy Statement on Energy Conservation, Sustainable Building Practices and Physical Plant Management (Executive Order No. 917). Per Executive Order 917, the Proposed Project would be required to operate in the most energy efficient manner possible and construction of the Proposed Project would be designed with consideration of optimum energy utilization.

Further, SDSU is committed to obtaining a LEED Silver rating for the Proposed Project. In order to obtain points towards a LEED Silver rating, the Project can implement a variety of energy and atmosphere features into the project design. According to the U.S. Green Building Council, the LEED energy and atmosphere topic specifically addresses efficiency in energy-related systems including heating, ventilation, air conditions and refrigeration systems, domestic hot water systems and renewable energy systems (daylight and lighting controls are also included as part of the topic). (U.S. Green Building Council, http://www.usgbc.org/DisplayPage.aspx?CategoryID=19, accessed June 3, 2009.) Design features the Proposed Project can implement to receive LEED points towards a Silver rating include:

- Meeting the performance requirements of Energy Star for Homes;
- Designing and installing insulation to minimize heat transfer and thermal bridging;
- Minimizing uncontrolled duct air leakage into and out of conditioned spaces;
- Maximizing the energy performance of windows by installing windows that meet or exceed the window requirements of the Energy Star for Homes standard;
- Designing and installing Efficient Hot Water Distribution systems per the applicable LEED guidelines;
- Installing Energy Star labeled light fixtures or compact fluorescent light bulbs in high-use rooms; and
- Installing Energy Star appliances including refrigerators, ceiling fans, dishwashers, and clothes washers.

Compliance with the existing energy efficiency policies and conservation programs already in place on campus and LEED objectives would help reduce the Proposed Project's electricity demands.

Relatedly, an approximate 700-foot length of an existing electrical line running north-south and located east of proposed Buildings 4 and 5 would be relocated by SDSU in order to accommodate the Proposed Project. SDSU would coordinate with SDGE to ensure that relocation efforts would not result in electrical service disruptions to the surrounding community. Energy-related impacts generate by the Proposed Project would therefore be less than significant.

3.11.6 CUMULATIVE IMPACTS

The Proposed Project would result in an incremental increase in demand for public services and facilities. However, the Proposed Project's consistency with planned growth and redevelopment anticipated in the College Area, the implementation of the mitigation measures proposed below, and the implementation of similar mitigation measures by other related projects, would reduce any potentially significant cumulative impacts to police, fire, parks and recreation facilities, school and library services, water supplies and water, sewer, and stormwater infrastructure, solid waste, and energy use to a level below significant.

3.11.7 MITIGATION MEASURES

The following mitigation measures are proposed to minimize the identified potential impacts to public utilities and service systems. With the implementation of mitigation, all potential impacts would be reduced to less than significant.

PSF-1 Prior to occupancy of the Plaza Linda Verde Project, CSU/SDSU shall pay applicable City of San Diego water supply infrastructure connection fees and applicable fair-share capital facilities fees consistent with Government Code section 54999.3, to the extent the payment of such fees is made necessary by the Proposed Project.

PSF-2 Prior to occupancy of the Plaza Linda Verde Project, CSU/SDSU shall pay applicable City of San Diego sewer infrastructure connection fees and applicable fair-share capital facilities fees consistent with Government Code section 54999.3, to the extent the payment of such fees is made necessary by the Proposed Project.

PSF-3 During construction of the Plaza Linda Verde Project, CSU/SDSU, or its designee, shall dispose of all recyclable demolition waste products at a construction waste recycling facility. Following occupation of the Proposed Project, CSU/SDSU, or its designee, shall maintain an active recycling program to reduce solid waste generated by the project.

PSF-4 During final planning and design of each building to be constructed as part of the Plaza Linda Verde project, CSU/SDSU shall prepare a site-specific sewer study to determine the on-site wastewater improvements necessary to support the intensification of land use consistent with applicable California Building Code standards; and such improvements shall be incorporated into the final design plans.

3.11.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Implementation of the proposed mitigation measures would reduce the potentially significant impacts to public services and utilities to a level of below significant.

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 following technical reports: (i) Traffic Impact Analysis technical report (August 2010), revised January 11, 2011, prepared by the Linscott Law & Greenspan engineering firm ("LLG"); (ii) Memorandum, Supplement to LLG Tech Report Dated August 6, 2010; Responses to Comments, LLG (March 10, 2011); and Memorandum, Plaza Linda Verde Construction Truck Analysis (March 14, 2011). The technical reports are ~~is~~ included in **Appendix F3.12** 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
- Analysis of Existing plus Project 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.

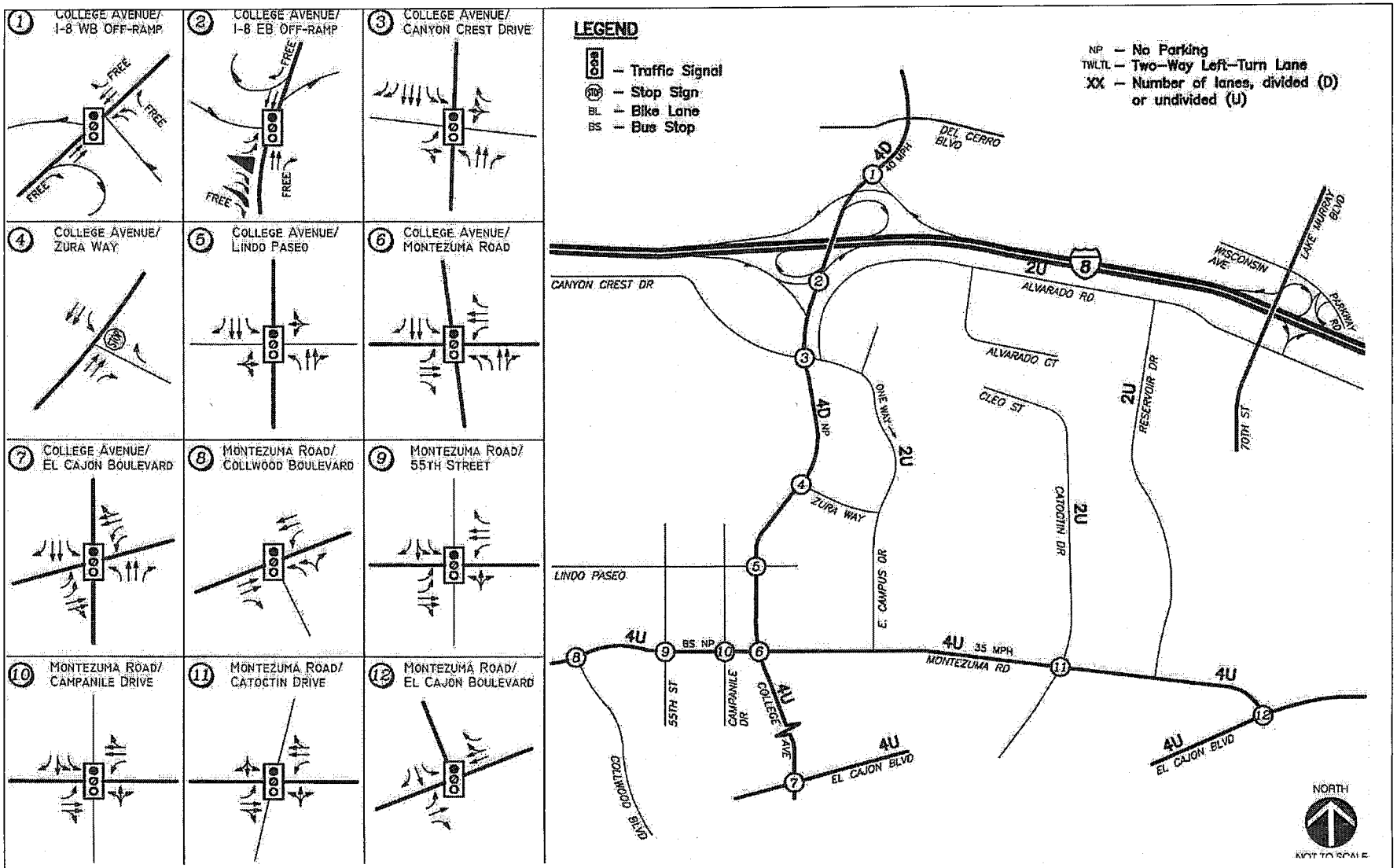
3.12.2.3 Study Area

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



SDSU Plaza Linda Verde EIR

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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

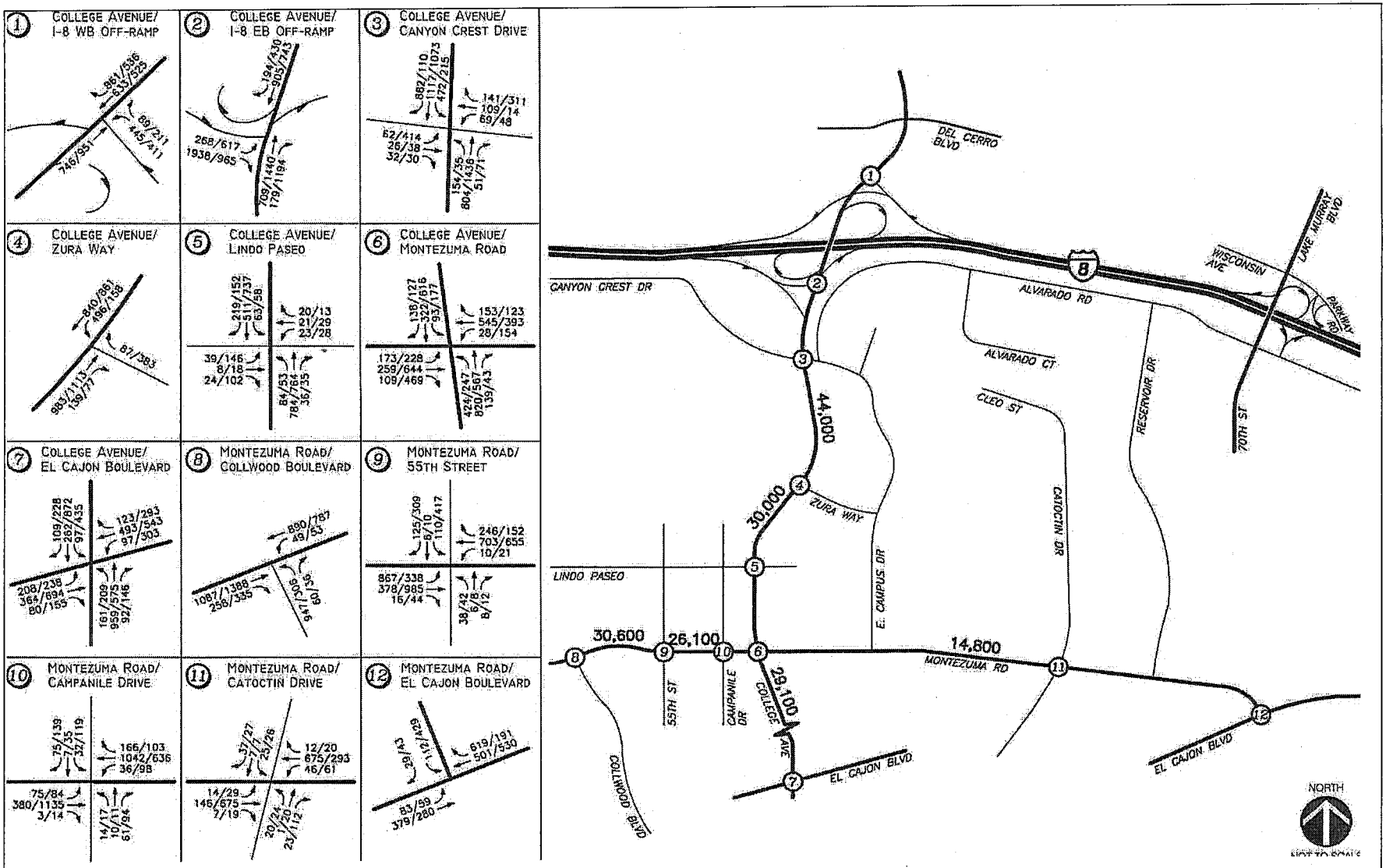
Bi-directional daily traffic counts were conducted on the study area street segments in December 2008, while school was in session. Traffic counts at two study area segments along Montezuma Road were obtained in February 2008. *Appendix A* contains the manual count sheets.

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.



SDSU Plaza Linda Verde EIR

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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.[2] 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.

Following the long-term (2030) cumulative conditions analysis, analysis of an existing plus project scenario is provided for comparative and information purposes. Under the existing plus project setting, the proposed project's buildout traffic volumes are added to the existing traffic volumes and roadway configuration, and impacts are assessed, without consideration for intervening cumulative traffic growth.

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[2] The current estimate is that the Plaza Linda Verde project will be developed over approximately four to seven years, with buildout scheduled for 2015-2018. No projects in addition to those near-term cumulative projects identified herein are expected to be built by 2018. (See Final EIR Appendix F3.12, LLG Memorandum, Supplement to LLG Tech Report Dated August 6, 2010; Responses to Comments (March 10, 2011).)

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~~ Approved	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~~Approved	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

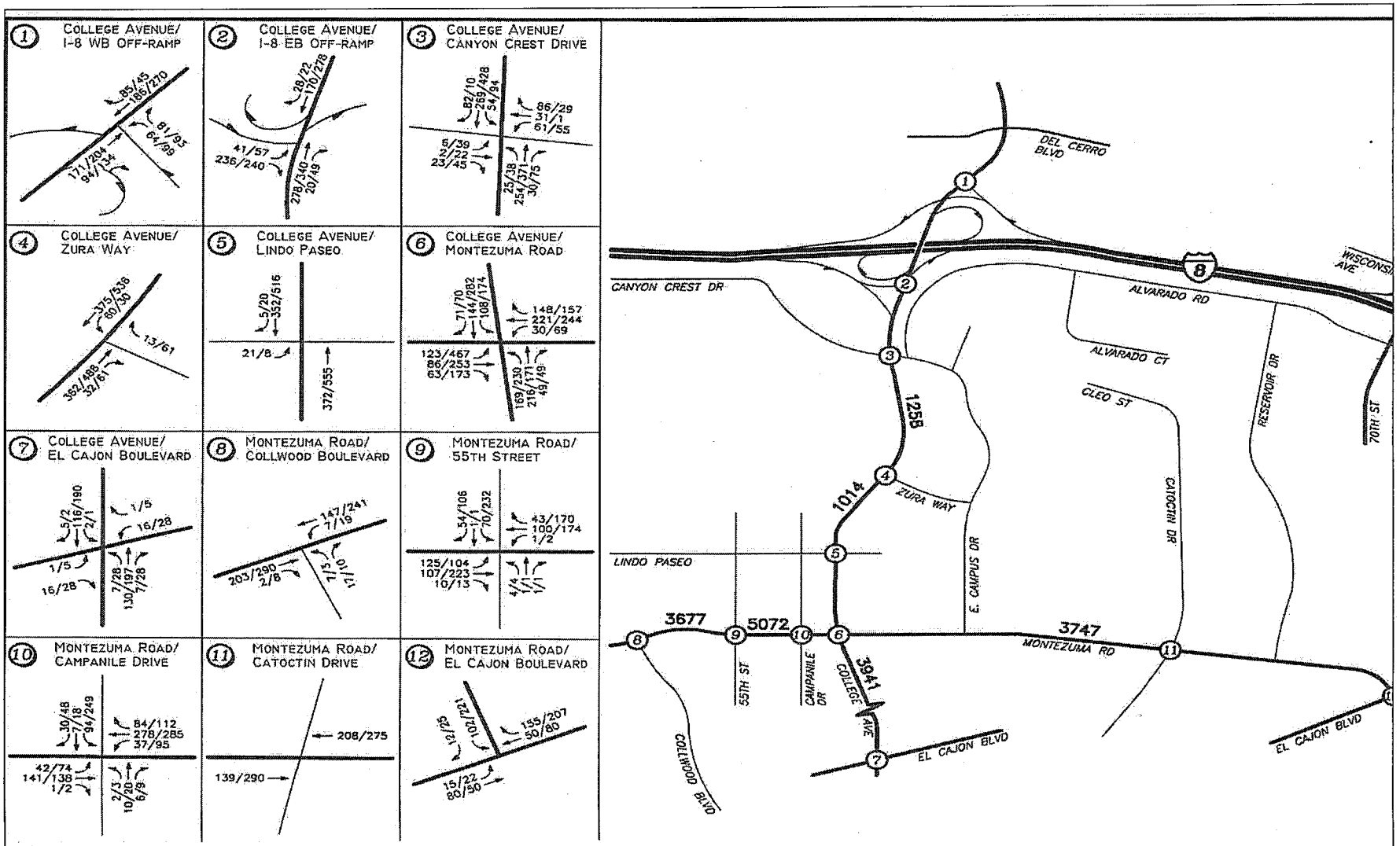
Project Title	Project Location	Project Description	Status	Buildout Year
Alvarado Hotel	South of Interstate 8, adjacent to Alvarado Road	Approximately 120-room hotel for visitors to SDSU. Facilities may also include a business center, exercise room, and several meeting rooms.	Approved	Unknown
Alvarado 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.



SDSU Plaza Linda Verde EIR

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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 Trips			*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).

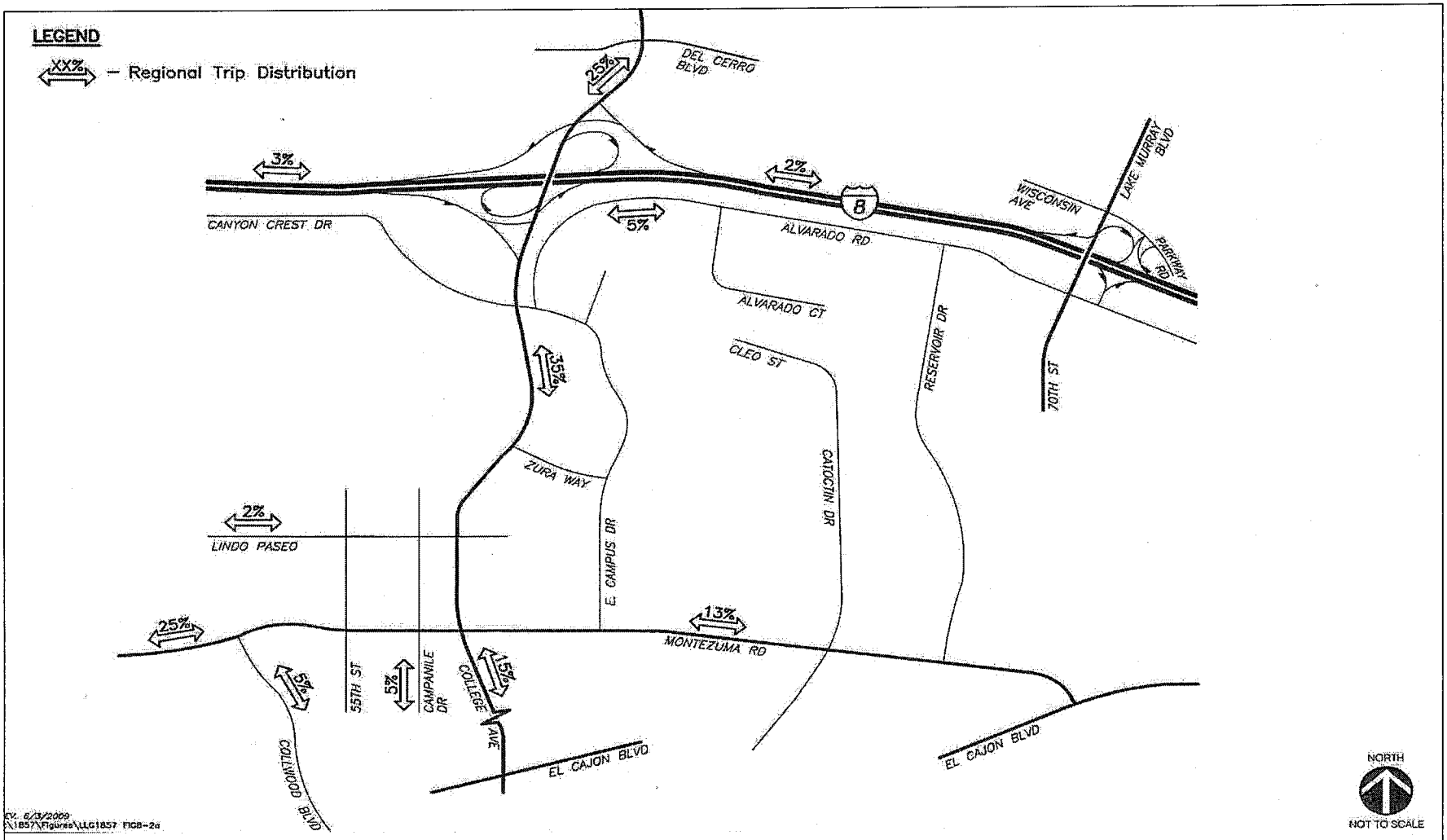

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Figure 3.12-4

Retail Component Trip Distribution

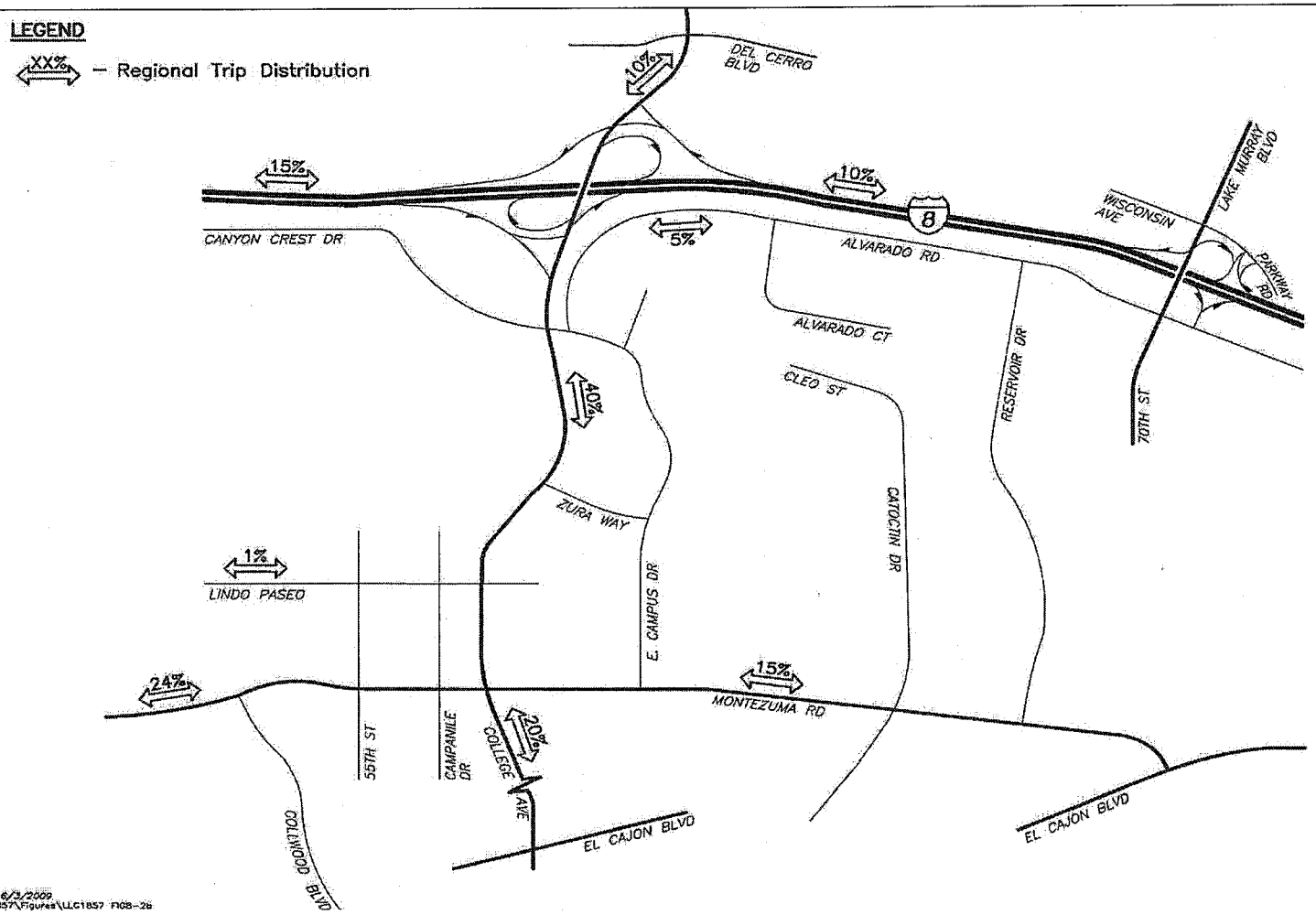

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Figure 3.12-5

Student Housing Component Trip Distribution

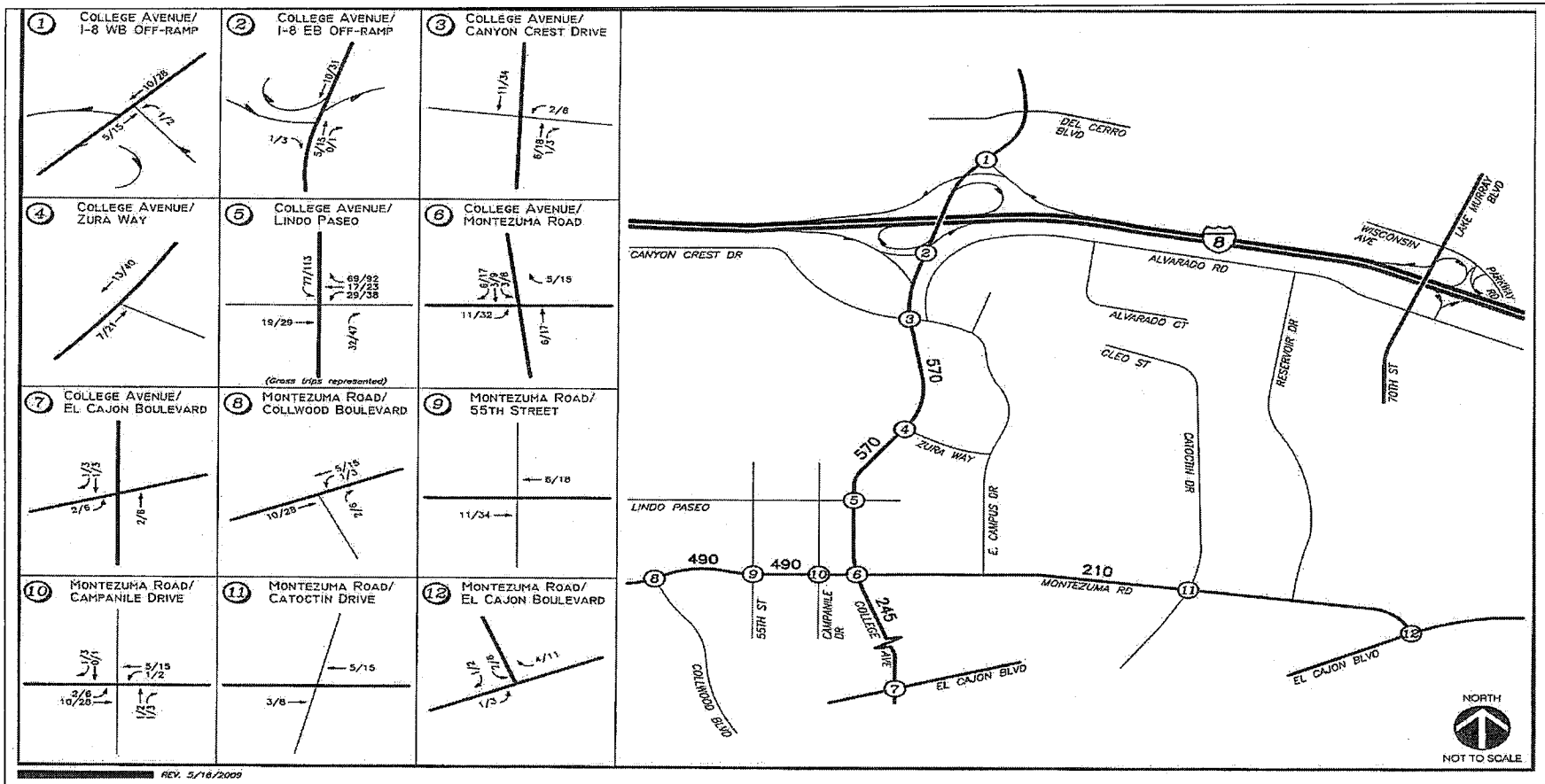

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Figure 3.12-6

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

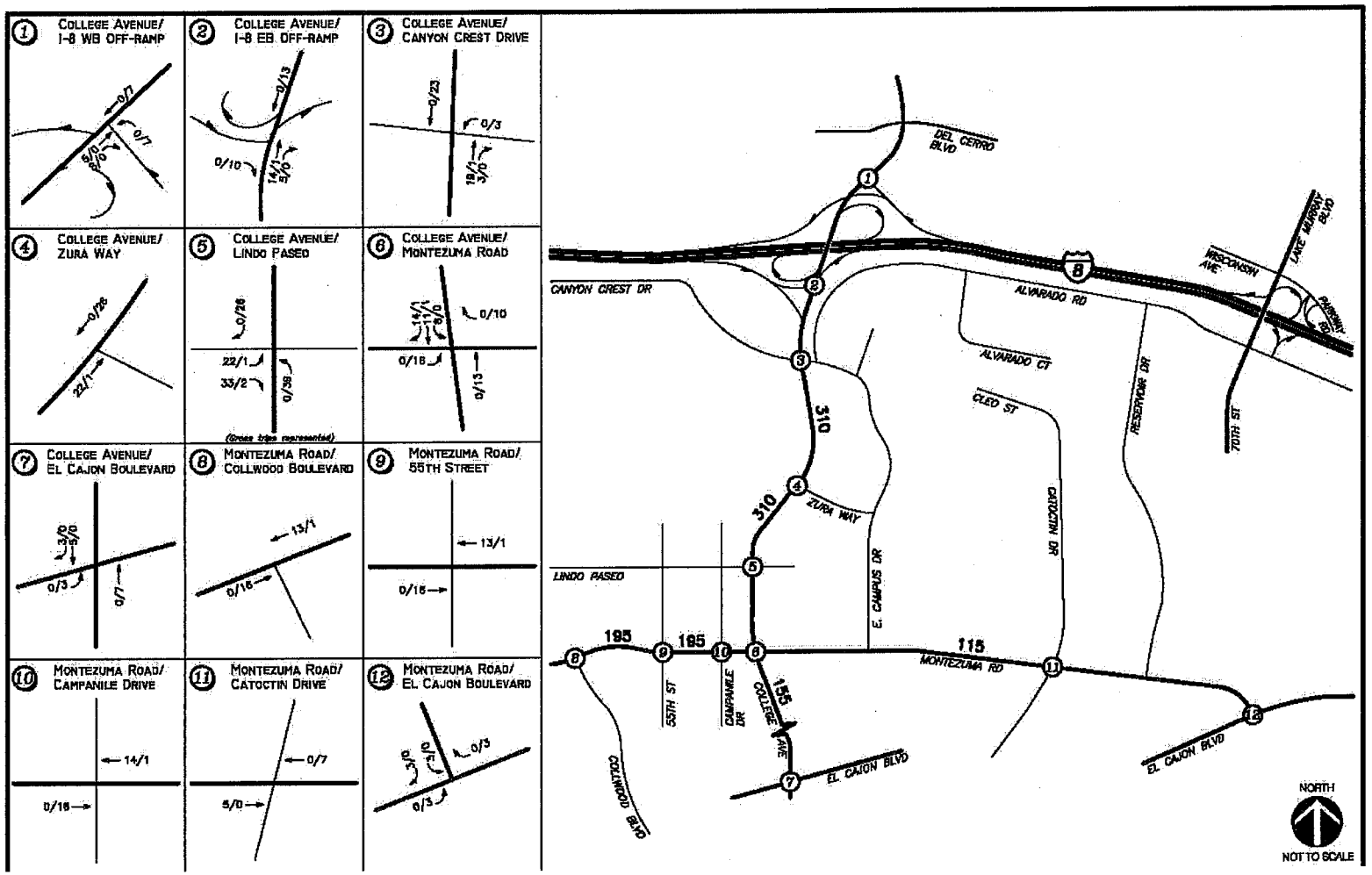

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Figure 3.12-7
Student Housing Component – Project Traffic Volumes AM/PM Peak Hours & ADT

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.

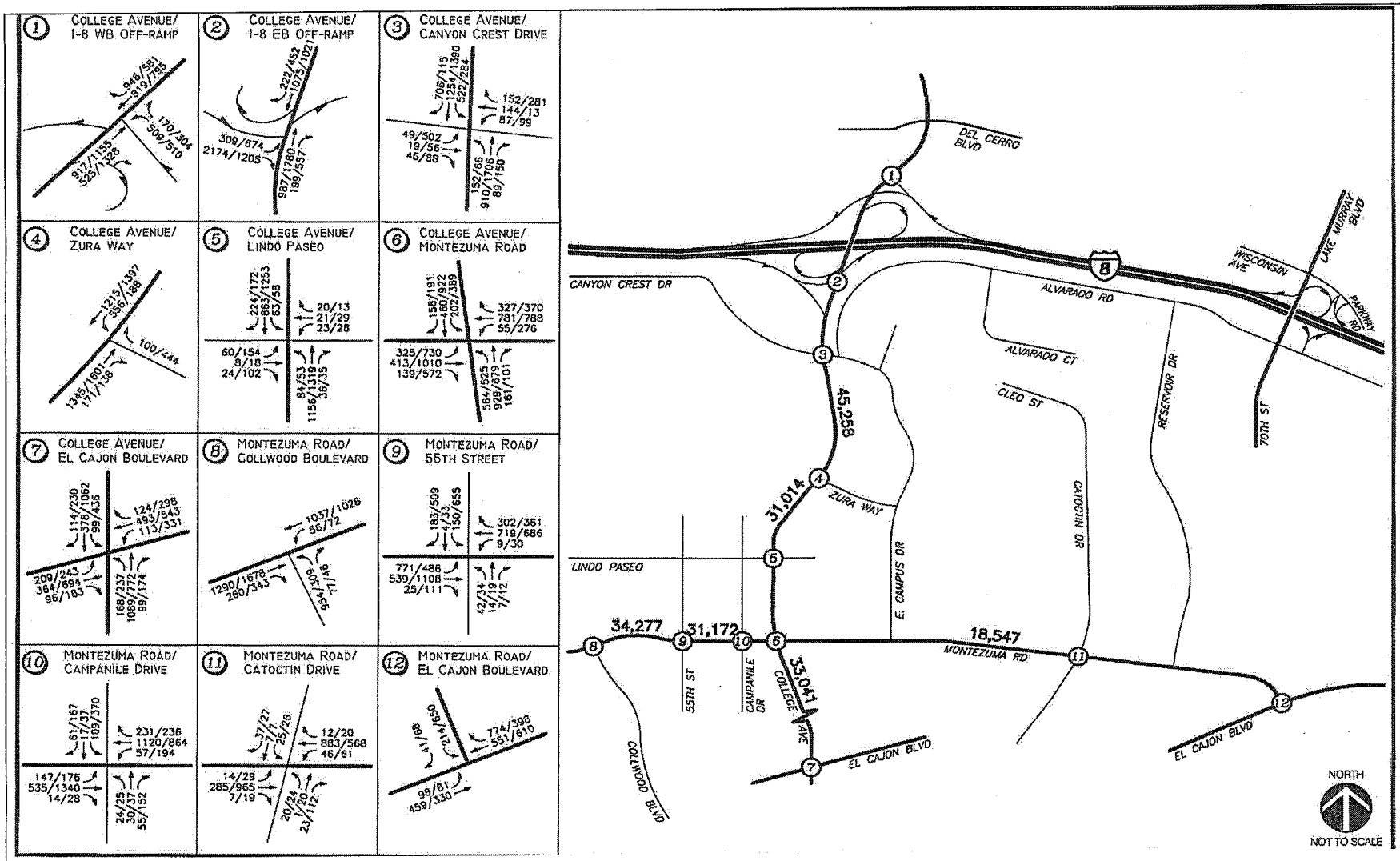

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Figure 3.12-8
Existing + Near-Term Cumulative Traffic Volumes

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	E~~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	-Yes
		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

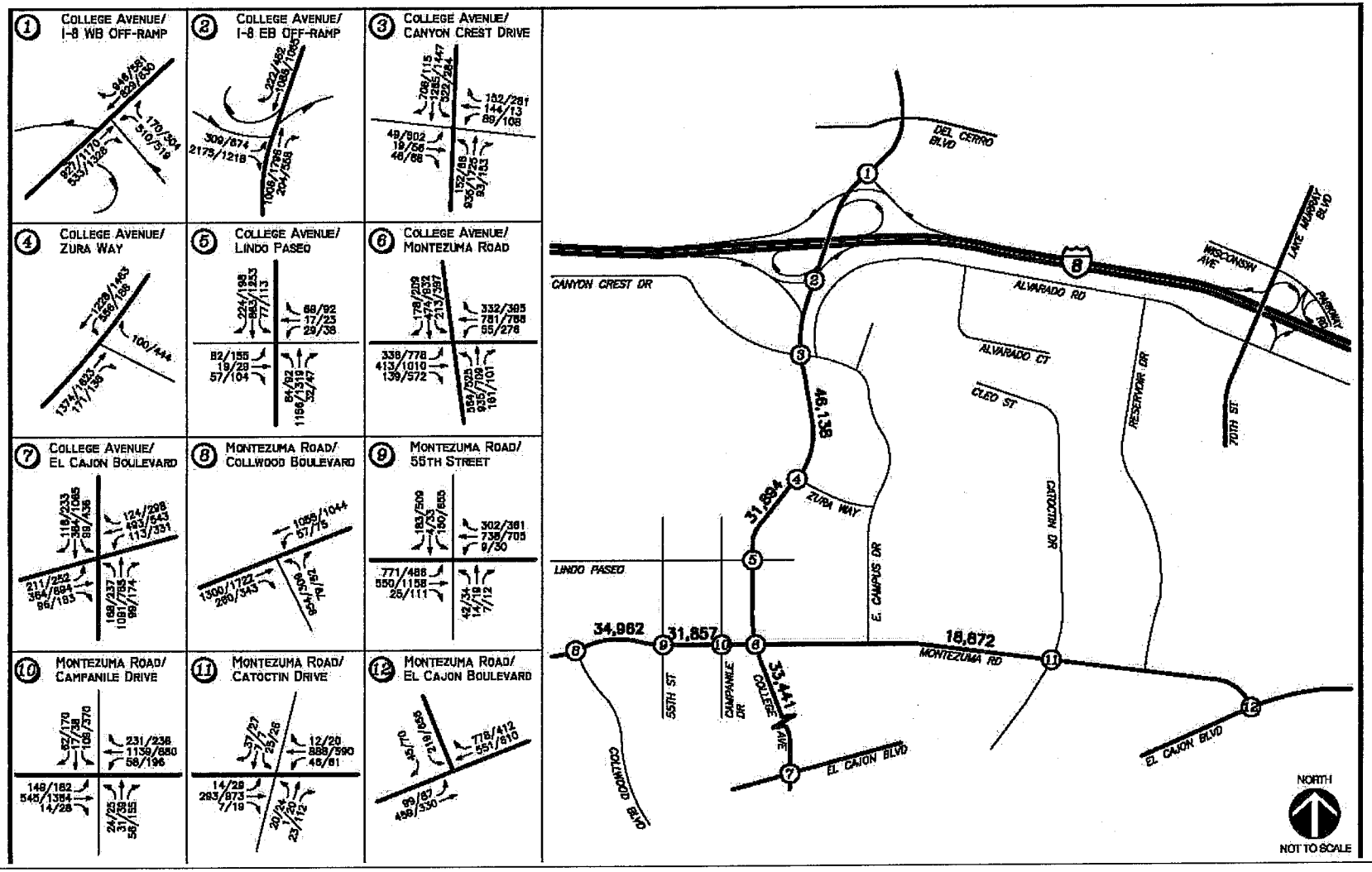

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Figure 3.12-9
Existing + Near-Term Cumulative + Project Traffic Volumes

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, Montezuma Road/Campanile Drive, and College Avenue/Montezuma Road. Therefore, based on the City's significance criteria, Project impacts at these ~~three~~ four intersections are considered potentially significant. It should be noted, however, that each these ~~three~~ four 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 three ~~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 traffic model developed by SANDAG for the SDSU 2007 Campus Master Plan, which included the Regional Transportation Plan Reasonably Expected funding scenario roadway network~~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.

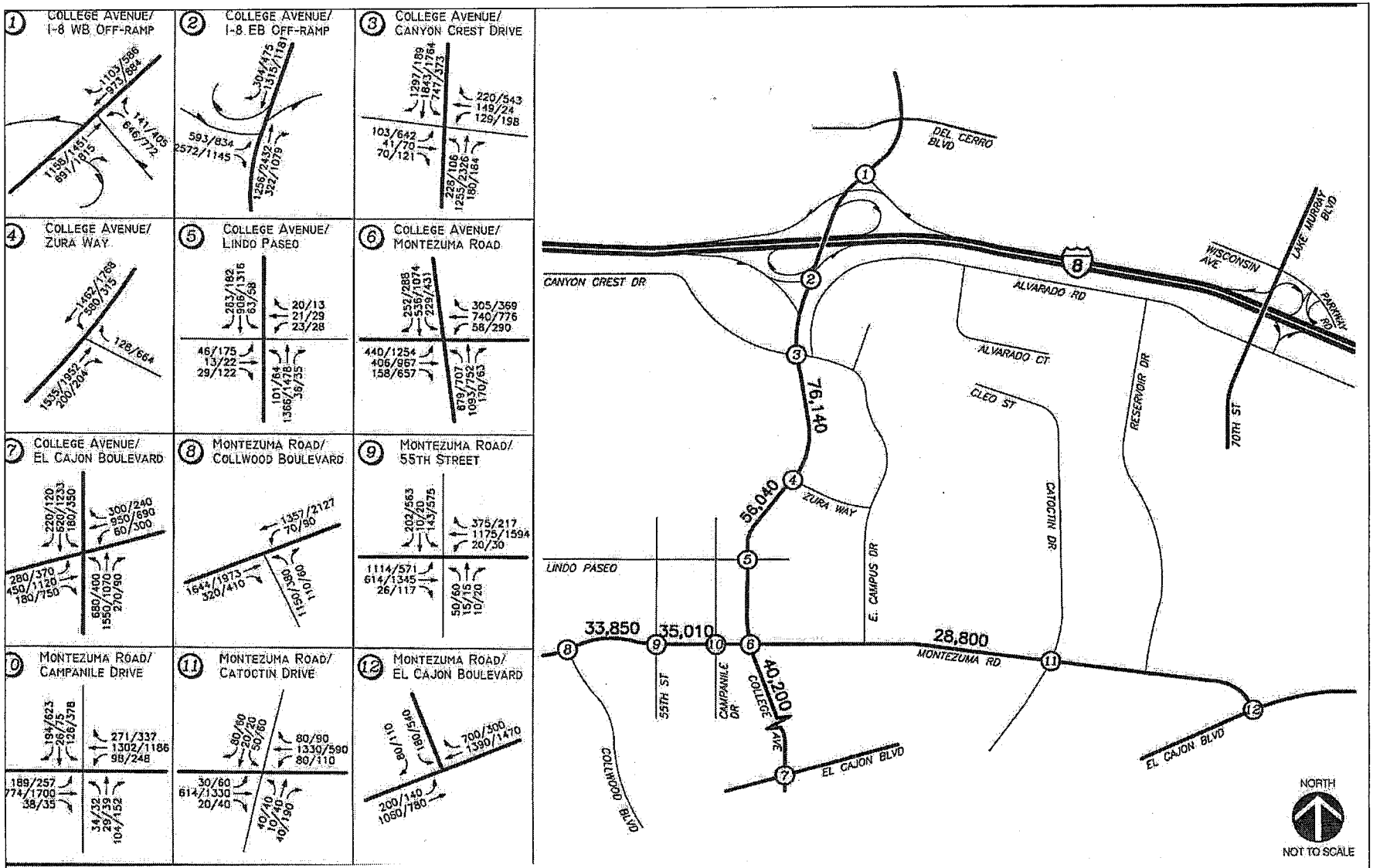

Figure 3.12-10
Long-Term (2030) Without Project Traffic Volumes

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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

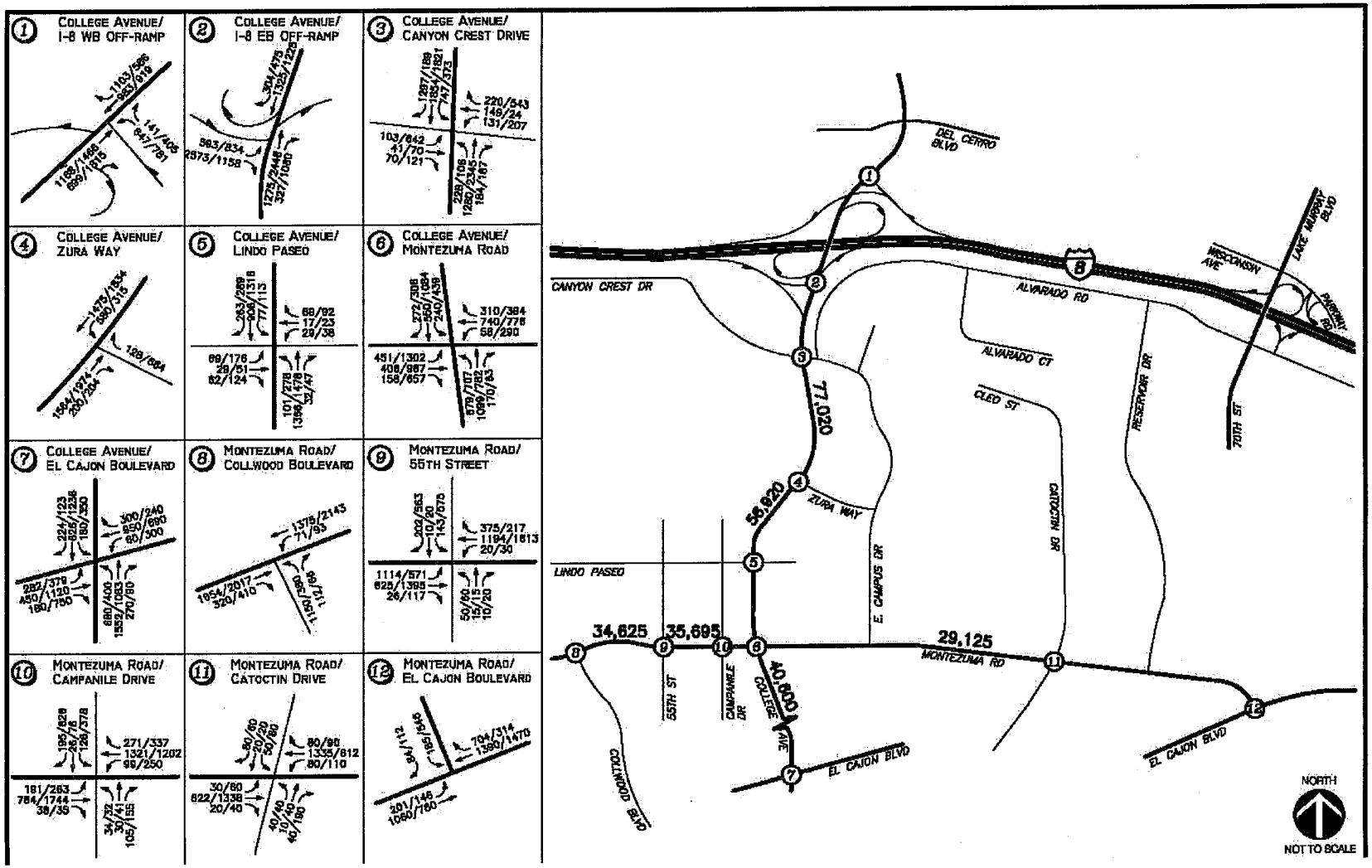

Figure 3.12-11
Long-Term (2030) + Project Traffic Volumes

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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.

3.12.5.6.3 Existing plus Project

Under this scenario, the proposed project's buildout traffic volumes are added to the existing traffic volumes and roadway configuration, and impacts are assessed. This scenario is regarded by traffic engineers as a hypothetical scenario when used in connection with a development project such as the proposed Plaza Linda Verde project, which is not anticipated to reach full buildout for several years. The scenario is hypothetical because it assumes that the proposed project would be fully built out immediately and the corresponding full buildout traffic volumes added to existing roadway volumes and infrastructure. Thus, the existing plus project analysis presumes that the existing environment (existing traffic volumes, existing roadway infrastructure, and existing land uses) will not change over the buildout of the project. As a result, future increases in traffic volumes attributable to other development projects (i.e., cumulative traffic volumes) are not accounted for in the analysis. This results in the analysis potentially understating project impacts because capacity that otherwise would be utilized by future development that precedes the proposed project is now available to the project. On the other hand, because the scenario does not account for future planned roadway network improvements that would increase roadway capacities, the analysis potentially results in overstating project impacts.

Notwithstanding, an existing plus project analysis has been conducted and the results of the analysis are summarized below. Because of the hypothetical nature of the scenario, the analysis presented below is provided for comparative purposes only; the significance determinations made in this section are based on the analysis presented above under the Existing + Near-Term

Cumulative + Project, and Long-Term (2030) + Proposed Project scearios, which, as explained below, identified a greater number of significantly impacted locations than resulted under the existing plus project scenario.

Peak hour intersection operations for existing conditions both with and without the proposed project are presented below in **Table 3.12-16A, Existing Plus Project Intersection Operations.** The table provides a comparison between the no-project and the with-project conditions. As shown on the table, under existing plus project conditions, the College Avenue/Zura Way intersection would be significantly impacted by the proposed project. In comparison, under the Existing + Near-Term Cumulative + Project setting presented above, the proposed project would result in significant impacts at the following four intersections: College Avenue/Zura Way, College Avenue/Canyon Crest Drive, Montezuma Road/Campanile Drive, and College Avenue/Montezuma Road.

Table 3.12-16A
Existing + Project Intersection Operations

Intersection	Control Type	Peak Hour	Existing		Existing + University/ Community-Serving Retail + Student Housing Project		Δ [c]
			Delay [a]	LOS [b]	Delay	LOS	
1. College Avenue / I-8 Westbound Ramps	Signal	AM	9.3	A	9.3	A	0.0
		PM	8.3	A	8.4	A	0.1
2. College Avenue / I-8 Eastbound Ramps	Signal	AM	77.0	E	77.1	E	0.1
		PM	15.2	B	15.3	B	0.1
3. College Avenue / Canyon Crest Drive	Signal	AM	48.6	D	49.0	D	0.4
		PM	57.5	E	58.0	E	0.5
4. College Avenue / Zura Way	TWSC [d]	AM	67.0	F	**81.4**	**F**	**14.4**
		PM	16.2	C	16.9	C	0.7
5. College Avenue / Lindo Paseo	Signal	AM	11.9	B	20.6	C	8.7
		PM	20.1	C	30.1	C	10.2

Table 3.12-16A (Continued)
Existing + Project Intersection Operations

Intersection	Control Type	Peak Hour	Existing		Existing + University/ Community-Serving Retail + Student Housing Project		Δ [c]
			Delay [a]	LOS [b]	Delay	LOS	
6. College Avenue / Montezuma Road	Signal	AM	36.6	D	37.1	D	0.5
		PM	45.7	D	47.2	D	1.5
7. College Avenue / El Cajon Boulevard	Signal	AM	36.6	D	36.6	D	0.0
		PM	56.4	E	57.0	E	0.6
8. Montezuma Road / Collwood Boulevard	Signal	AM	21.2	C	21.5	C	0.3
		PM	24.7	C	26.3	C	1.6
9. Montezuma Road / 55th Street	Signal	AM	33.8	C	42.4	D	8.6
		PM	33.0	C	34.5	C	1.5
10. Montezuma Road / Campanile Drive	Signal	AM	28.0	C	28.3	C	0.3
		PM	34.2	C	35.4	C	1.2
11. Montezuma Road / Catoctin Drive	Signal	AM	20.0	B	20.0	B	0.0
		PM	20.4	C	21.3	C	0.9
12. Montezuma Road / El Cajon Boulevard	Signal	AM	24.6	C	24.6	C	0.0
		PM	20.7	C	21.2	C	0.5

Footnotes
[a] Average delay expressed in seconds per vehicle.
[b] Level of service.
[c] Increase in delay with project over existing.

With respect to street segment operations, as shown in **Table 3.12-16B, Existing Plus Project Segment Operations**, under this scenario the proposed project would result in significant impacts to two segments, College Avenue between Canyon Crest Drive and Zura Way, and Montezuma Road between 55th Street and College Avenue. Under the Existing + Near-Term Cumulative + Project setting presented above, the proposed project would result in significant impacts at the same two segments.

Table 3.12-16B
Existing + Project Segment Operations

Street Segment	Existing Capacity (LOS E)[a]	Existing			Existing + University/ Community-Serving Retail + Student Housing Project			Δ [e]
		ADT [b]	V/C[c]	LOS [d]	ADT	V/C	LOS	
College Avenue								
Canyon Crest Drive to Zura Way	40,000	44,000	1.100	F	**44,880**	**1.122**	**F**	**0.022**
Zura Way to Montezuma Road	40,000	30,000	0.750	C	30,880	0.772	C	0.022
Montezuma Road to El Cajon	40,000	29,100	0.728	C	29,500	0.738	C	0.010
Montezuma Road								
Collwood Boulevard to 55th Street	40,000	30,600	0.765	D	31,285	0.782	C	0.017
55th Street to College Avenue	30,000	26,100	0.870	E	**26,785**	**0.893**	**E**	**0.023**
College Avenue to Catoctin Drive	30,000	14,800	0.493	C	15,125	0.504	C	0.011

Footnotes
[a] Roadway capacity corresponding to Level of Service E from City of San Diego Standard Street Classification, Average Daily Vehicle Trips table.
[b] Average Daily Traffic volumes
[c] Volume / Capacity ratio.
[d] Level of Service
[e] Δ denotes an increase in V/C due to project.

General Note:
Bold typeface indicates a potential significant impact.

As to ILV intersection operations, as shown in **Table 3.12-16C, Existing Plus Project ILV Intersection Operations**, under this scenario, the College Avenue/I-8 eastbound and westbound ramps would operate under capacity, as also was the case under the Existing + Near-Term Cumulative + Project setting presented above.

Table 3.12-16C
Existing + Project ILV Intersection Operations

Intersection	Peak Hour	Existing		Existing + University/ Community-Serving Retail + Student Housing Project	
		ILV / Hour	Capacity	ILV / Hour	Capacity
1. College Avenue / I-8 WB Ramps	AM	596	Under	601	Under
	PM	682	Under	693	Under
2. College Avenue / I-8 EB Ramps	AM	586	Under	592	Under
	PM	1,029	Under	1,037	Under

General Notes:

ILV / Hour	Capacity
< 1,200	Under
≥1,200 but < 1,500	Near
> 1,500	Over

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.

The primary source of construction-related truck trips would be the excavation and hauling associated with construction grading. Construction of the Building 3 parking structure would require the removal of approximately 6,200 cubic yards (cy) of dirt (20,968 square feet x 8' height divided by 27 = 6,212 cy). Construction of the underground parking below Buildings 4 and 5 would require the removal of approximately 21,000 cy of dirt (125' x 622' = 79,701 square feet x 8' height divided by 27 = 21,070 cy). A traffic impact capacity analysis of the College Avenue corridor signalized intersections was conducted specific to the truck trips that would be generated to haul the dirt from the project site. The analysis determined that the additional trips generated by the project's construction activities would not result in significant impacts. (See, Final EIR Appendix F3.12, Memorandum, Plaza Linda Verde Construction Truck Analysis, LLG (March 14, 2011).)

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 would 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

B-4. Montezuma Road / Campanile Drive

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, as to the traffic mitigation attributable to the 90,000 GSF that would be leased for commercial/retail uses, it is appropriate in this instance, and consistent with existing law, for the commercial retailers, and not the taxpayers, to contribute to the cost of environmental infrastructure mitigation improvements to support their portion of the Project. As SDSU/CSU intends to collect those contributions from the commercial retailers through the payment of future rents, under these unique circumstances, SDSU/CSU will advance to the City of San Diego and Caltrans, on behalf of those commercial retailers, its fair-share of the cost of the mitigation improvements within the respective jurisdictions of the City and Caltrans for the their fair-share of the mitigation cost attributable to the retail component of the Proposed Project.

~~Notwithstanding,~~ Thus, 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 and Caltrans, subject to CSU's fair-share payment and other City and Caltrans 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 north to the Canyon Crest Drive intersection~~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 north to the Canyon Crest Drive intersection ~~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 B-4; 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~~5.31%) 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~~1.53%) 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)

TCP-11 Impact E-1: College Avenue/ I-8 Eastbound Ramps.

Retail

CSU/SDSU shall pay to Caltrans its fair-share of the costs attributable to the retail component of the project (2.77%) to re-stripe College Avenue in order to provide an additional (third) northbound through lane from the Canyon Crest Drive intersection north to the Interstate-8 eastbound on-ramp, provided that Caltrans' 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-2)

Student Housing

CSU/SDSU shall support Caltrans in its efforts to obtain from the state Legislature the costs attributable to the student housing component of the project (1.35%) to re-stripe College Avenue in order to provide an additional (third) northbound through lane from the Canyon Crest Drive intersection north to the Interstate-8 eastbound on-ramp. (2007 CMP MM TCP-2)

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:

Near-Term Project Impact Fair Share % =

$$\frac{\text{(Project Volumes)}}{\text{(Existing + Cumulative + Project Volumes) - (Existing Traffic Volumes)}}$$

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%
	B-4/TCP-7	10. Montezuma Road/ Campanile Drive	5.31%	1.53%
	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**.

Table 3.12-23A, Traffic Mitigation Costs and Fair-Share Amount, depicts the recommended mitigation improvements, the applicable fair-share percentage, an estimate of the cost of each improvement, and a calculation of the project's fair-share amount. The table shows that the proposed project's fair-share amount attributable to the retail component of the project is $557,128, and the fair-share amount attributable to the student housing component is $129,318.

TABLE 3.12-23A
TRAFFIC MITIGATION COSTS AND FAIR-SHARE AMOUNT
APPORTIONED BASED ON TYPE USE

PLAZA LINDA VERDE TRAFFIC MITIGATION FAIR-SHARE					PROJECT FAIR-SHARE IMPACT PERCENTAGE APPORTIONED BASED ON TYPE USE		PRESENT (2010) TOTAL ESTIMATED IMPROVEMENT COST (per RBF Consulting ENR: 8566)	PRESENT (2010) PROJECT FAIR-SHARE AMOUNT APPORTIONED BASED ON TYPE USE (Present Dollars)		NEAR-TERM (2015) PROJECT FAIR-SHARE AMOUNT APPORTIONED BASED ON TYPE USE (Dollars Adjusted for Inflation to 2015 ENR: 10060 Multiplier: 1.17441046)		HORIZON YEAR (2030) PROJECT FAIR-SHARE AMOUNT APPORTIONED BASED ON TYPE USE (Dollars Adjusted for Inflation to 2030 ENR: 12799 Multiplier: 1.49416297)		PROJECT FAIR-SHARE AMOUNT TOTAL APPORTIONED BASED ON TYPE USE (Based on Mitigation 3.1)	
	NO.	LLG TRAFFIC REPORT IMPACT AND MITIGATION NO.		IMPACTED INTERSECTION/ROAD SEGMENT	MITIGATION MEASURE DESCRIPTION	Retail	Student Housing		Retail	Student Housing	Retail	Student Housing	Retail	Student Housing	Retail	Student Housing
INTERSECTIONS	1	-	E-1	College Avenue/ I-8 Eastbound Ramp	Re-stripe College Avenue between Canyon Crest Drive and the I-8 eastbound ramps to provide additional (3rd) northbound through lane.	2.77%	1.35%	(Included within Mitigation No. 7)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	2	B-1	E-2	College Avenue/ Canyon Crest Drive	Re-stripe College Avenue from 500 feet south of the Canyon Crest Drive Intersection to the I-8 eastbound ramps to provide additional (3rd) northbound through lane.	3.53%	2.18%	(Included within Mitigation No. 7)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	3	B-2	E-3	College Avenue/ Zura Way	3.1 - Provide a traffic signal at the intersection of College Avenue and Zura Way. Or 3.2 - Provide an additional southbound left-turn lane at the College Avenue/Montezuma Road intersection.	3.77%	2.33%	$396,700[1]	$14,956[2]	$9,243	$17,564[3]	$10,855	N/A	N/A	$17,564	$10,855
	4	B-3	E-4	College Avenue/ Montezuma Road	Widen the College Avenue/Montezuma Road intersection to provide an additional (2nd) left turn lane on the southbound and westbound approaches.	3.21%	1.80%	$1,005,800	$32,286	$18,105	$37,917	$21,263	N/A	N/A	$37,917	$21,263
	5		E-5	Montezuma Road/ 55th Street	Provide a right-turn overlap phase for the westbound right-turn lane at the 55th Street/Montezuma Road intersection.	2.00%	0.88%	$32,200	$644	$283	N/A	N/A	$962	$423	$962	$423
	6	B-4	E-6	Montezuma Road/ Campanile Drive	Widen Campanile Drive to provide a 75-foot long dedicated right-turn lane on the northbound approach at the Montezuma Road/Campanile Drive intersection.	5.31%	1.53%	$282,700	$15,011	$4,325	$17,629	$5,079	N/A	N/A	$17,629	$5,079
ROAD SEGMENTS	7	C-1	F-1	College Avenue: Canyon Crest to Zura Way	Re-stripe College Avenue to provide an additional (3rd) northbound through lane between I-8 eastbound ramps and Zura Way.	29.49%	5.74%	$1,094,900	$322,886[4]	$62,847[4]	$379,201	$73,808	N/A	N/A	$379,201	$73,808
	8		F-2	College Avenue: Zura Way to Montezuma Way	Widen College Avenue to provide an additional (3rd) northbound through lane on College Avenue between Zura Way and Montezuma Road [segment between Zura Way and Hardy Lane to be re-striped].	2.14%	0.40%	$2,340,200	$50,080	$9,361	N/A	N/A	$74,828	$13,987	$74,828	$13,987
	9	C-2	F-3	Montezuma Road: 55th Street to College Avenue	Provide a raised median on Montezuma Road between 55th Street and College Avenue.	6.77%	0.91%	$365,100	$24,717	$3,323	$29,027	$3,903	N/A	N/A	$29,027	$3,903
								$5,517,603	$460,580	$107,487	**$481,338**	**$114,908**	**$75,790**	**$14,410**		
															$557,128	**$129,318**
															GRAND TOTAL	**$686,446**

Notes:

[1] Cost assumes providing a traffic signal at the intersection (MM 3.1). Providing an additional southbound left-turn lane instead (MM 3.2) would cost $177,700.

[2] Mitigation No. 3.2 2010 fair-share amount is $6,700 (R) + $4,140 (SH).

[3] Mitigation No. 3.2 2015 fair-share amount is $7,867 (R) + $4,863 (SH).

[4] Amount to be apportioned between City of San Diego (Impacts B-1/E-2 and C-1/F-1) and Caltrans (Impact E-1) based upon affected right-of-way. Caltrans portion is $9,356 (R) and $4,561 (SH).

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, as to the student housing component of the project, the university's fair-share funding commitment as to the City of San Diego is necessarily conditioned upon requesting and obtaining funds from the California legislature; as to Caltrans, CSU will support Caltrans in its efforts to obtain the identified funds from the state 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 and Caltrans, as applicable, 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 City and/or Caltrans ~~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. *(Note: Negotiations between CSU/SDSU and the City of San Diego conducted following release of the Draft*

EIR regarding traffic mitigation improvements did not result in a determination to implement the alternative mitigation program. As a result, the mitigation improvements recommended by this Final EIR are mitigation measures TCP-1 through TCP-11, as set forth above in Section 3.12.7.2.)

SECTION 5.0
ALTERNATIVES

5.0 ALTERNATIVES

5.1 INTRODUCTION

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

The goal of the Proposed Project is to remove the existing substandard and deteriorated properties on the project site and replace them with high-density mixed uses to serve the university and community. Specific Project objectives include: 1) Increase on-campus student housing options by providing new housing for approximately 1,600 additional students, thereby reducing the demand for student housing in the primarily single-family neighborhoods adjacent to campus; 2) Provide a vibrant commercial environment adjacent to the main campus for food, entertainment, and shopping opportunities for students, faculty, staff, campus visitors, and members of the community; 3) Eliminate further deterioration in the area of the Proposed Project; 4) Improve the existing architecture, landscape, and urban design; 5) Develop additional local job opportunities; and 6) Reduce regional traffic by providing additional on-campus student housing and creating a pedestrian/bicycle friendly, transit-oriented project.

The analysis presented in this EIR indicates that implementation of the Proposed Project would result in potentially significant and unavoidable impacts to transportation/circulation due to the uncertain availability of funding for off-site mitigation. All other potential impacts associated with the Proposed Project either would be less than significant or can be mitigated to less-than-significant levels with implementation of the mitigation measures identified in the EIR.

5.2 BACKGROUND

5.2.1 Project Alternatives

The following four Project alternatives were developed during the conceptual planning phase of the Proposed Project and were selected in an effort to reduce the Proposed Project's identified significant impacts:

(1) a "No Project Alternative" under which the existing blighted properties on the site would remain and no student housing or university/community-serving retail uses would be built;

(2) a "Reduced Density Alternative" under which both the student housing and university/community-serving retail components of the Proposed Project would be reduced by 50 percent (*i.e.*, approximately 195 housing units and 38,605 square feet of retail space would be developed);

(3) a "Former Paseo Project Alternative" under which the Proposed Project would not be built and the site instead would be developed as the former Paseo Project. This alternative also serves as the "Increased Density Alternative" because the Paseo Project proposed 470 housing units, 153,500 square feet of retail space, and 110,000 square feet of office space, which would result in significantly greater densities than those proposed by this Project; and,

(4) a "University-Serving Retail Alternative" under which the retail component of the Proposed Project would serve the university community exclusively (SDSU students, faculty, and staff only) rather than serving the university and surrounding neighborhood community (non SDSU-related). (Because the retail component would serve only the university, no parking facilities would be required beyond those already included in SDSU's parking inventory.)

The impacts of each of these alternatives relative to the Proposed Project are analyzed in this section. Additionally, this section includes an analysis of alternatives requested by the City of San Diego Redevelopment Agency. The Redevelopment Agency identified three alternatives in its Notice of Preparation (NOP) comment letter, dated February 13, 2009. These Project alternatives include: 1) a project that is carried out by the Redevelopment Agency in collaboration with the private sector; 2) a project that is consistent with the policies and objectives of the Redevelopment Plan, City of San Diego General Plan, and related City

planning documents; and 3) a project that does not extend the SDSU campus boundaries into the Redevelopment Project Area. Each of these alternatives is included in the analysis, in addition to the four alternatives previously described.

5.2.2 Alternatives Considered But Rejected

A number of alternatives have been proposed for the Project. One additional alternative, alternative project site locations under which the Proposed Project would be constructed at an alternate location, was considered but rejected from further consideration due to infeasibility and its inability to meet Project objectives.

SDSU considered four off-campus sites for potential acquisition and development as student housing/mixed-use retail. The five sites are referred to by their compass location relative to the main campus (West, South, Southeast, and East) and are depicted on **Figure 5.0-1, Off-Campus Site Alternatives**. The advantages and disadvantages of acquiring and developing each site are briefly described below.

1. *West.* The West site is approximately 12.7 acres in size, and is located immediately adjacent to the core campus on Montezuma Road. Development of the site would require the displacement of an existing elementary school and 42 existing residential units. Additionally, a portion of the site is located in a canyon, which raises potential environmental concerns. Staff estimates the cost of acquisition of the West site at $20 million plus the cost of the school and related relocation and rebuilding costs.

2. *South.* The South site is approximately 8.5 acres in size, and is located immediately adjacent to University Towers along Montezuma Road and extends south to Dorothy Drive between 55th Street and Campanile Drive. Development of the site would displace 65 existing single-family residences and nine apartment buildings. Displacement of the apartment buildings would remove from the market housing available for students and, therefore, would be contrary to the Proposed Project objectives. Staff estimates the cost of acquisition of the site at $30 million plus relocation costs for the single-family residences only.



SDSU Plaza Linda Verde EIR

SAN DIEGO STATE UNIVERSITY

Figure 5.0-1
Off-Campus Site Alternatives

3. ***Southeast.*** The Southeast site is approximately 5 acres in size, and is located immediately adjacent to existing campus housing at the corner of College Avenue and Montezuma Road. Development of the site would displace 45 homes/fraternities. Staff estimates the cost of acquisition of the Southeast site, which is located within the College Community Redevelopment Area, at $32 million.

4. ***East.*** The East site is approximately 56.5 acres in size, and is located east of College Avenue, north of Montezuma Road. Development of the site would displace approximately 276 residential homes. Staff estimates the cost of acquisition of the East site at $124 million plus relocation costs.

CEQA Guidelines section 15126.6 states that an EIR should consider alternate locations to the Proposed Project if an alternate location would avoid or substantially lessen the project's significant environmental effects. In this case, the only area in which the Project could be developed and still meet the Project objectives is within the Redevelopment Plan Core Subarea. However, sites within the Core Subarea either have been recently redeveloped or are planned for future redevelopment. Relocation of the Proposed Project to another area merely would have the effect of shifting the impacts to another location, rather than avoiding or lessening potential significant impacts. Therefore, this alternative is not considered further in this EIR.

5.3 PROJECT ALTERNATIVES

5.3.1 No Project Alternative

Under the No Project Alternative, the Proposed Project would not be built and the existing land uses would continue to occupy the Project site. As further discussed below, this alternative generally would avoid the Proposed Project's potentially significant impacts. However, under the No Project Alternative, the existing inconsistencies with the College Area Community Plan, City of San Diego General Plan, and other relevant planning documents, all of which have designated the site as a prime area for a high density, mixed-use redevelopment project, would remain. Additionally, elimination of the student housing element of the Proposed Project would eliminate the provision of additional on-campus housing and, thereby, adversely affect efforts to meet existing and future local housing demands. Lastly, this alternative would not attain the basic objectives of the Proposed Project.

5.3.1.1 Aesthetics and Visual Quality

Under the Proposed Project, there would be a short-term significant impact from construction lighting, as well as potentially significant impacts from lighting and glare associated with the new residential and retail uses. These impacts would be mitigated to a less than significant level. Under the No Project Alternative, because there would be no development of additional buildings and associated lighting and glare, there would be no potentially significant impacts. However, under this alternative, the existing blighted conditions on the project site would remain, thereby adversely affecting the aesthetic and visual quality of the area.

5.3.1.2 Air Quality and Global Climate Change

Under the Proposed Project, construction and operational activities, including increased vehicle trips, would result in an increase in the emission of criteria pollutants and greenhouse gases. However, the emissions would be below threshold levels and, therefore, the Project would not result in potentially significant impacts to air quality and global climate change. Under the No Project Alternative, because there would be no construction of additional buildings or change in existing uses, there would be no increase in emissions and no potentially significant impacts relating to air quality and global climate change.

5.3.1.3 Historic Resources

Under the Proposed Project, none of the existing structures on the Project site meet the criteria for listing on a local historical register as they are not associated with significant events or trends in the region's history and do not exhibit noteworthy, character-defining design elements. As a result, development of the Proposed Project would not result in significant impacts to historic resources and no mitigation would be required. Under the No Project Alternative, because there would be no development of additional buildings, there would be no potentially significant impacts to historic resources.

5.3.1.4 Geotechnical/Soils

Under the Proposed Project, implementation of site-specific mitigation measures identified in the Project's geotechnical report would reduce potentially significant geotechnical impacts to a less-than-significant level. Under the No Project Alternative, because there would be no development of additional buildings, there would be no potentially significant impacts to geotechnical conditions.

5.3.1.5 Hazards and Hazardous Materials

Under the Proposed Project, releases from three former gas stations have impacted the soil and groundwater at the respective subject properties. Also, a dry cleaner was located on the subject property at one time, and it is possible there is contamination beneath the site. There also is potential for asbestos containing material and lead-based paint to be located within buildings onsite. Mitigation is proposed that would reduce potentially significant impacts to a less-than-significant level. Under the No Project Alternative, because there would be no building development, there is no potential to disturb or uncover potentially hazardous materials. Accordingly, there would be no potentially significant impacts associated with hazards and hazardous materials.

5.3.1.6 Hydrology and Water Quality

Under the Proposed Project, due to the existing developed nature of the area in combination with the proposed mitigation measures, no significant impacts would result. Under the No Project Alternative, because there would be no building development, there would be no potentially significant impacts associated with hydrology and water quality.

5.3.1.7 Land Use and Planning

Under the Proposed Project, there would be no significant impacts to the surrounding community due to land use and planning conflicts. Relatively minor inconsistencies have been identified with the College Area Community Plan, as well as the City's Land Development Code; however, these inconsistencies would not result in significant impacts because SDSU, as a state entity, is not subject to local land use regulations. In contrast, under the No Project Alternative, there would be inconsistencies with the College Area Community Plan, City of San Diego General Plan, and other relevant planning documents, all of which have designated the site as a prime area for a high density, mixed-use redevelopment project. As a result, land use and planning impacts would be greater under the No Project Alternative.

5.3.1.8 Noise

The Proposed Project would result in increased noise levels associated with construction and operational activities, including increased vehicular and mechanical noise, resulting in potentially significant impacts. Mitigation is proposed that would reduce the identified impacts to below significant. Under the No Project Alternative, because there would be no construction

of additional buildings or change in existing uses, there would be no increase in noise levels and no potentially significant impacts relating to noise.

5.3.1.9 Archaeological/Paleontological Resources

The Proposed Project would result in potentially significant impacts associated with the accidental discovery during construction of archaeological and paleontological resources, including Native American human remains. Mitigation is recommended that would reduce any potential impacts to a level below significant. Under the No Project Alternative, because there would be no building construction or development, there would be no potentially significant impacts associated with archaeological and paleontological resources.

5.3.1.10 Population and Housing

Under the Proposed Project, there would be no significant impacts relative to population and housing. The Proposed Project would assist in meeting existing and future housing demands by accommodating anticipated growth and assisting in accommodating the housing and commercial needs of the increased student population. Under the No Project Alternative, elimination of the student housing element of the Proposed Project would eliminate the provision of additional on-campus housing and, thereby, adversely affect efforts to meet existing and future local housing demands.

5.3.1.11 Public Utilities and Service Systems

Under the Proposed Project, there would be potentially significant impacts relating to on-campus police services, existing water and sewer conveyance facilities, and solid waste disposal. Mitigation is proposed to reduce the identified impacts to a less-than-significant level. Under the No Project Alternative, because there would be no building development and no change in existing uses, there would be no potentially significant impacts associated with public utilities and service systems.

5.3.1.12 Transportation/Circulation and Parking

The Proposed Project would result in significant traffic impacts at four ~~three~~ intersections and two street segments under Near-Term (2015 Project Buildout) conditions, and six intersections and three street segments (inclusive of the Near-Term locations) under Long-Term (2030) conditions. The Proposed Project also would result in potentially significant temporary impacts to traffic due to Project construction activities, and potentially significant impacts relating to

access to the subterranean garage. Mitigation is proposed that if fully implemented would mitigate all identified impacts to a level below significant.

Under the No Project Alternative, there would be no change in existing uses on the Project site (i.e., no development of student housing and university/community-serving retail uses) and, as such, there would be no increase in vehicle traffic. Accordingly, under this Alternative, there would be no potentially significant impacts to transportation/circulation.

5.3.2 Reduced Density Alternative

Under the Reduced Density Alternative, both the housing and retail components of the Proposed Project would be reduced by approximately 50 percent, resulting in a mixed-use project at a lower density/intensity than the Proposed Project. This alternative would include approximately 195 housing units, 38,605 square feet of retail space, and 251 - 281 parking spaces. This alternative would include the same land uses and would utilize the same project site (i.e., "footprint") as the Proposed Project; however, it would do so at a reduced density/intensity.

As further discussed below, this alternative would result in similar impacts to the Proposed Project in most impact areas. However, this alternative would result in proportionately reduced impacts to transportation/circulation and parking, air quality, and public services and utilities. On the other hand, it would result in greater impacts to land use and planning, and population and housing. This alternative would meet most of the Project objectives.

5.3.2.1 Aesthetics and Visual Quality

Under the Proposed Project, there would be a short-term significant impact from construction lighting, as well as potentially significant impacts from lighting and glare associated with the new residential and retail uses. These impacts would be mitigated to a less-than-significant level. Under the Reduced Density Alternative, although building development would be reduced, there would still be the potential for impacts from lighting and glare. Therefore, this alternative would not result in reduced impacts to aesthetics and visual quality.

5.3.2.2 Air Quality and Global Climate Change

Under the Proposed Project, construction and operational activities, including increased vehicle trips, would result in an increase in the emission of criteria pollutants and greenhouse gases. However, the emissions would be below threshold levels and, therefore, the Project would not

result in potentially significant impacts to air quality and global climate change. Under the Reduced Density Alternative, the project would result in proportionately lower emissions than the Proposed Project and proportionately reduced impacts.

5.3.2.3 Historic Resources

Under the Proposed Project, none of the existing structures on the Project site meet the criteria for listing on a local historical register as they are not associated with significant events or trends in the region's history and do not exhibit noteworthy, character-defining design elements. As a result, development of the Proposed Project would not result in significant impacts to historic resources and no mitigation would be required. Under the Reduced Density Alternative, because the project would be developed on the same site as the Proposed Project and, therefore, would affect the same buildings, impacts would be similar to those identified under the Proposed Project.

5.3.2.4 Geotechnical/Soils

Under the Proposed Project, implementation of site-specific mitigation measures identified in the Project's geotechnical report would reduce potentially significant geotechnical impacts to a less-than-significant level. Under the Reduced Density Alternative, because the project would be developed on the same site as the Proposed Project and, therefore, on soils with the same geotechnical characteristics, impacts would be similar to those identified under the Proposed Project.

5.3.2.5 Hazards and Hazardous Materials

Under the Proposed Project, releases from three former gas stations have impacted the soil and groundwater at the respective subject properties. Also, a dry cleaner was located on the subject property at one time, and it is possible there is contamination beneath the site. There also is potential for asbestos containing material and lead-based paint to be located within buildings onsite. Mitigation is proposed that would reduce potentially significant impacts to a less-than-significant level. Under the Reduced Density Alternative, because the project would be developed on the same site as the Proposed Project, impacts would be similar to those identified under the Proposed Project, though at a proportionately reduced level.

5.3.2.6 Hydrology and Water Quality

Under the Proposed Project, due to the existing developed nature of the area in combination with the proposed mitigation measures, no significant impacts would result. Under the Reduced Density Alternative, because the project would be developed on the same site as the Proposed Project and would consist of similar building development, impacts would be similar to those identified under the Proposed Project.

5.3.2.7 Land Use and Planning

Under the Proposed Project, there would be no significant impacts to the surrounding community due to land use and planning conflicts. Relatively minor inconsistencies have been identified with the College Area Community Plan, as well as the City's Land Development Code; however, these inconsistencies would not result in significant impacts because SDSU, as a state entity, is not subject to local land use regulations. Under the Reduced Density Alternative, residential densities would be approximately 36 units per acre in the CN-1-2 zone and 42 units per acre in the RM-3-9 zone. This would result in an inconsistency with the College Area Community Plan, College Community Redevelopment Plan, City of San Diego General Plan, and various other applicable planning documents. For example, the College Area Community Plan designates the site as Mixed Use Commercial/Residential, which has a minimum density of 75 units per acre. This alternative would be developed at a maximum residential density of 42 units per acre, and would thus be inconsistent with the College Area Community Plan. Additionally, the City's General Plan identified the site as a Pilot Village in the City of Villages strategy, which was intended to focus future housing, retail, employment, educational, and civic uses in mixed-use village centers at relatively high densities. This alternative would be inconsistent with the City's General Plan in that it would underutilize a site that has been designated as a prime area for high-density, mixed-use development.

5.3.2.8 Noise

The Proposed Project would result in increased noise levels associated with construction and operational activities, including increased vehicular and mechanical noise, resulting in potentially significant impacts. Mitigation is proposed that would reduce the identified impacts to below significant. Under the Reduced Density Alternative, because the project would be developed on the same site as the Proposed Project and would entail building construction, impacts would be similar to those identified under the Proposed Project, though at a proportionately reduced level.

5.3.2.9 Archaeological/Paleontological Resources

The Proposed Project would result in potentially significant impacts associated with the accidental discovery during construction of archaeological and paleontological resources, including Native American human remains. Mitigation is recommended that would reduce any potential impacts to a level below significant. Under the Reduced Density Alternative, because the project would be developed on the same site as the Proposed Project and would entail building construction and development, impacts would be similar to those identified under the Proposed Project.

5.3.2.10 Population and Housing

Under the Proposed Project, there would be no significant impacts relative to population and housing. The Proposed Project would assist in meeting existing and future housing demands by accommodating anticipated growth and assisting in accommodating the housing and commercial needs of the increased student population. Under the Reduced Density Alternative, the reduction of the student housing element of the Proposed Project would significantly reduce the provision of additional on-campus housing and, thereby, adversely affect efforts to meet existing and future local housing demands.

5.3.2.11 Public Utilities and Service Systems

Under the Proposed Project, there would be potentially significant impacts relating to on-campus police services, existing water and sewer conveyance facilities, and solid waste disposal. Mitigation is proposed to reduce the identified impacts to a less-than-significant level. Under the Reduced Density Alternative, impacts would be similar to those identified under the Proposed Project, although the impacts would occur at a proportionately reduced rate.

5.3.2.12 Transportation/Circulation and Parking

The Proposed Project would result in significant traffic impacts at four ~~three~~ intersections and two street segments under Near-Term (2015 Project Buildout) conditions, and six intersections and three street segments (inclusive of the Near-Term locations) under Long-Term (2030) conditions. The Proposed Project also would result in potentially significant impacts relating to Project construction activities on a temporary basis, and potentially significant impacts relating to access to the subterranean garage. Mitigation is proposed that if fully implemented would mitigate all identified significant impacts to a level below significant.

Under the Reduced Density Alternative, the project would generate 642 less ADT, with 26 less total AM peak hour trips, and 16 less total PM peak hour trips. (See EIR Appendix 3.12, LLG Traffic Report.) As shown in Section 3.12, Transportation/Circulation and Parking, Table 3.12-11, the delay increase due to the Proposed Project is in excess of 2.1 seconds at LOS F intersections. If the Reduced Density Alternative were to result in a 50% reduction in delay increase at these locations (commensurate with a 50% reduction in trip generation), the delay increase would still exceed 1.0 second, which is the significance threshold. Therefore, based on the reduced traffic volumes, the traffic engineer estimates that the Reduced Density Alternative would result in significant impacts under the Near-Term 2015 scenario at the following two intersections (as compared to three intersections and two segments under the Proposed Project):

- College Avenue / Zura Way
- College Avenue / Montezuma Road

Under the Long-Term (2030) scenario, if the adjusted delay increases shown in Section 3.12, Transportation/Circulation and Parking, Table 3.12-14, resulted in a 50% reduction at these locations under the Reduced Density Alternative, the remaining delay increase would continue to exceed 1.0 second, thereby exceeding the significance criteria. Therefore, based on the reduced project traffic volumes associated with the Reduce Density Alternative, the traffic engineer estimates the following five intersections would be significantly impacted under the Reduced Density Alternative (as compared to six intersections and three segments):

- College Avenue / Canyon Crest Drive
- College Avenue / Zura Way
- College Avenue / Montezuma Road
- Montezuma Road / 55th Street
- Montezuma Road / Campanile Drive

In sum, the Reduced Density Alternative would result in significant traffic-related impacts, however the extent of the impacts would be reduced substantially from those of the Proposed Project due to the 50% reduction in vehicle trip generation.

5.3.3 Former Paseo Project Alternative

Under the Former Paseo Project Alternative, the Proposed Project would not be built and the site would instead be developed as the former Paseo Project. This alternative would also serve as the "Increased Density Alternative" because the Paseo Project proposed 470 housing units, 153,500 square feet of retail space and 110,000 square feet of office space, which results in

greater densities than those proposed by the Plaza Linda Verde project. Details of the Paseo Project are identified in the Final EIR for The Paseo at San Diego State University (SCH# 2003061060).

This alternative would result in proportionately greater impacts than the Proposed Project in some impact areas due to the increased development/density. This alternative would not attain all of the Project objectives, including eliminating further deterioration in the area of and surrounding the Proposed Project, and facilitating comprehensive long-range planning for the campus.

5.3.3.1 Aesthetics and Visual Quality

Under the Proposed Project, there would be a short-term significant impact from construction lighting, as well as potentially significant impacts from lighting and glare associated with the new residential and retail uses. These impacts would be mitigated to a less-than-significant level. Under the Former Paseo Project Alternative, shading impacts as well as light and glare impacts were identified, but were found to be less than significant because they would be regulated (i.e., mitigated) by the Master Project Plan Core Subarea Design Manual. Thus, impacts to aesthetics and visual quality would be similar to those of the Proposed Project.

5.3.3.2 Air Quality and Global Climate Change

Under the Proposed Project, construction and operational activities, including increased vehicle trips, would result in an increase in the emission of criteria pollutants and greenhouse gases. However, the emissions would be below threshold levels and, therefore, the Project would not result in potentially significant impacts to air quality. Under the Former Paseo Project Alternative, emissions associated with project construction and vehicle operations were found to result in significant air quality impacts that could not be fully mitigated.

5.3.3.3 Historic Resources

Under the Proposed Project, none of the existing structures on the Project site meet the criteria for listing on a local historical register as they are not associated with significant events or trends in the region's history and do not exhibit noteworthy, character-defining design elements. As a result, development of the Proposed Project would not result in significant impacts to historic resources and no mitigation would be required. Under the Former Paseo Project Alternative, the Project site was not found to include any architecturally significant

buildings, structures or objects. As a result, impacts to historic resources would be similar as the Proposed Project.

5.3.3.4 Geotechnical/Soils

Under the Proposed Project, implementation of site-specific mitigation measures identified in the Project's geotechnical report would reduce potentially significant geotechnical impacts to a less-than-significant level. Under the Former Paseo Project Alternative, two levels of underground parking, as well as additional grading, were proposed that would result in slightly greater impacts to geotechnical resources than those anticipated under the Proposed Project, although these impacts would be reduced to below significant.

5.3.3.5 Hazards and Hazardous Materials

Under the Proposed Project, releases from three former gas stations have impacted the soil and groundwater at the respective subject properties. Also, a dry cleaner was located on the subject property at one time, and it is possible there is contamination beneath the site. There also is potential for asbestos containing material and lead-based paint to be located within buildings onsite. Mitigation is proposed that would reduce potentially significant impacts to a less-than-significant level. Under the Former Paseo Project Alternative, impacts would be similar to those incurred under the Proposed Project and would be reduced to a level below significant.

5.3.3.6 Hydrology and Water Quality

Under the Proposed Project, due to the existing developed nature of the area in combination with the proposed mitigation measures, no significant impacts would result. Under the Former Paseo Project Alternative, impacts would be slightly greater than those incurred under the Proposed Project due to the increased densities, although any potential increase in impacts would be mitigated to a level below significant.

5.3.3.7 Land Use and Planning

Under the Proposed Project, there would be no significant impacts to the surrounding community due to land use and planning conflicts. Relatively minor inconsistencies have been identified with the College Area Community Plan, as well as the City's Land Development Code; however, these inconsistencies would not result in significant impacts because SDSU, as a state entity, is not subject to local land use regulations. Under the Former Paseo Project Alternative, while the Paseo Project would exceed maximum residential density, structure

height, lot coverage, and setback requirements for the CC-5-5 zone, the project would process a Planned Development Permit (PDP). The purpose of the PDP is to provide flexibility in the application of development regulations for project where strict application of the base zone development regulations would restrict design options and result in a less desirable project. By processing a PDP, the Former Paseo Project Alternative would be generally consistent with applicable land use regulations. Consequently, impacts would be similar to those under the Proposed Project.

5.3.3.8 Noise

The Proposed Project would result in increased noise levels associated with construction and operational activities, including increased vehicular and mechanical noise, resulting in potentially significant impacts. Mitigation is proposed that would reduce the identified impacts to below significant. Under the Former Paseo Project Alternative, impacts relating to noise were found to be less than significant and no mitigation was proposed.

5.3.3.9 Archaeological/Paleontological Resources

The Proposed Project would result in potentially significant impacts associated with the accidental discovery during construction of archaeological and paleontological resources, including Native American human remains. Mitigation is recommended that would reduce any potential impacts to a level below significant. Under the Former Paseo Project Alternative, similar potential impacts were found and mitigation measures proposed.

5.3.3.10 Population and Housing

Under the Proposed Project, there would be no significant impacts relative to population and housing. The Proposed Project would assist in meeting existing and future housing demands by accommodating anticipated growth and assisting in accommodating the housing and commercial needs of the increased student population. Under the Former Paseo Project Alternative, impacts would be similar to those of the Proposed Project.

5.3.3.11 Public Utilities and Service Systems

Under the Proposed Project, there would be potentially significant impacts relating to on-campus police services, existing water and sewer conveyance facilities, and solid waste disposal. Mitigation is proposed to reduce the identified impacts to a less-than-significant level. Under the Former Paseo Project Alternative, impacts would be slightly greater due to the

increased number of residential units and commercial/retail square footage and the corresponding increase in public services demand, although mitigation would reduce the impacts to a level below significant.

5.3.3.12 Transportation/Circulation and Parking

The Proposed Project would result in significant traffic impacts at four ~~three~~ intersections and two street segments under Near-Term (2015 Project Buildout) conditions, and six intersections and three street segments (inclusive of the Near-Term locations) under Long-Term (2030) conditions. The Proposed Project also would result in potentially significant impacts relating to Project construction activities on a temporary basis, and potentially significant impacts relating to access to the subterranean garage. Mitigation is proposed that if fully implemented would mitigate all identified significant impacts to a level below significant.

The Former Paseo Project Alternative would result in significant impacts to 11 street segments, two intersections, and one freeway ramp in the near-term, and 12 street segments, three intersections, and one freeway ramp in the Horizon Year (2030). With implementation of the proposed mitigation measures, the project's contribution to Near-Term and Horizon Year intersection impacts would be less than significant. However, despite implementation of the mitigation, nine Near-Term and 12 Horizon Year street segment impacts would remain significant and the project's contribution to these impacts would be unavoidable. Impacts to the Interstate-8 eastbound ramp also would remain significant and unavoidable despite mitigation. Therefore, the Former Paseo Project Alternative would result in a greater number of significantly impacted locations than would the Proposed Project.

5.3.4 University-Serving Retail Alternative

Under the University-Serving Retail Alternative, the retail component of the Proposed Project would focus exclusively on the University community rather than both the University and the local community. The demographic for university-serving retail uses would include faculty/staff and students living on campus or already on campus attending or teaching classes, working, using the library, etc. University-serving retail uses would be smaller, independent businesses catering to the university community, such as bookstores, coffee shops and small restaurants, which would rely primarily on the nearby concentration of students and faculty/staff for their business.

Because the retail component would be focused on the University, no parking facilities would be required beyond those already included in the SDSU parking inventory. Additionally,

without community-serving retail uses, the project would generate substantially less vehicle traffic than the Proposed Project because it would be serving a segment of the public (i.e., SDSU students, faculty, and staff) that is already on campus. As a result, this alternative would result in fewer traffic-related impacts than the Proposed Project, and correspondingly fewer air emissions than the Proposed Project.

As to most other impact areas, this alternative would result in similar impacts to the Proposed Project. It would, however, result in slightly reduced impacts to geotechnical/soils, water quality/hydrology and archaeological/paleontological resources as a result of the removal of parking infrastructure as part of this alternative. Land use and planning impacts, however, would be slightly greater due to inconsistencies with relevant planning documents as a result of the exclusive nature of the University-serving retail uses. This alternative would attain all of the Project objectives with the exception of the objective that retail uses serve the surrounding non-SDSU related community.

5.3.4.1 Aesthetics and Visual Quality

Under the Proposed Project, there would be a short-term significant impact from construction lighting, as well as potentially significant impacts from lighting and glare associated with the new residential and retail uses. These impacts would be mitigated to a less-than-significant level. Under the University-Serving Retail Alternative, the parking structure (Building 3) would not be developed, nor would the underground parking proposed beneath Buildings 4 and 5. As a result of elimination of the parking structure, changes to the existing aesthetics and visual quality would differ from those of the Proposed Project, although impacts relating to lighting and glare would be similar.

5.3.4.2 Air Quality and Global Climate Change

Under the Proposed Project, impacts to air quality and global climate change would be less than significant. Impacts under the University-Serving Retail Alternative would be less than those associated with the Proposed Project because emissions would be reduced due to elimination of the parking facilities and the vehicular traffic trip reductions.

With respect to air quality generally, the University-Serving Retail Alternative would result in fewer construction-related emissions than the Proposed Project because neither the parking structure nor underground parking (beneath Buildings 4 and 5) would be built. The University-Serving Retail Alternative's operational emissions associated with areas sources (including energy use, landscaping, consumer product use, and architectural coatings use for maintenance

purposes) would be the same as estimated for the Proposed Project. However, the operational emissions associated with mobile sources/traffic would be reduced, when compared to the Proposed Project, as the University-Serving Retail Alternative only would result in an additional 529 ADT (when measured against the existing conditions), whereas the Proposed Project would result in an additional 2,396 ADT. (See section 5.3.3.12 below.) Also, because traffic impacts under the University-Serving Retail Alternative would be less than those under the Proposed Project, the potential for CO "hot spots" also would be lower.

Table 5.0-1, Operational-Related Emissions of the University-Serving Retail Alternative, presents the criteria pollutant emissions estimates for this alternative. As shown in the tables, the University-Serving Retail Alternative would not exceed the screening criteria for the six criteria pollutants during the operational phases of buildout and no significant air quality impacts would result.

Table 5.0-1
Operational-Related Emissions of the University-Serving Retail Alternative

	VOC	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
Summer Day, Lbs/day						
Natural Gas Combustion	0.24	3.11	1.61	0.00	0.01	0.01
Landscaping	0.25	0.04	3.09	0.00	0.01	0.01
Consumer Products	19.57	-	-	-	-	-
Architectural Coatings	1.46	-	-	-	-	-
Vehicular Emissions	6.94	5.96	60.31	0.06	10.07	1.96
TOTAL	**28.46**	**9.11**	**65.01**	**0.06**	**10.09**	**1.98**
Significance Screening Criteria	137	250	550	250	100	55
Above Screening Criteria?	*No*	*No*	*No*	*No*	*No*	*No*
Winter Day, Lbs/day						
Natural Gas Combustion	0.24	3.11	1.61	0.00	0.01	0.01
Consumer Products	19.57	-	-	-	-	-
Architectural Coatings	1.46	-	-	-	-	-
Vehicular Emissions	5.01	8.74	63.17	0.05	10.08	1.97
TOTAL	**26.28**	**11.85**	**64.78**	**0.05**	**10.09**	**1.98**
Significance Screening Criteria	137	250	550	250	100	55

Table 5.0-1
Operational-Related Emissions of the University-Serving Retail Alternative

	VOC	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
Above Screening Criteria?	*No*	*No*	*No*	*No*	*No*	*No*

With respect to global climate change, the construction and operational greenhouse gas emissions associated with the University-Serving Retail Alternative would be less than those estimated for the Proposed Project for the same reasons discussed above (i.e., no additional parking facilities and reduced traffic impacts). **Table 5.0-2, Summary of Estimated Operational Greenhouse Gas Emissions of the University-Serving Retail Alternative**, presents the greenhouse gas emission estimates for this alternative.

Table 5.0-2
Summary of Estimated Operational Greenhouse Gas Emissions of the University-Serving Retail Alternative

Emission Source	Annual Emissions (Metric tons/year)			
	CO_2	CH_4	N_2O	CO_2e
Electricity Use	7311,062	0.005681	0.003145	7321,064
Natural Gas Use	504630	0.0561701	0.00102	506632
Water Use	107	0.0008	0.0005	107
Solid Waste Handling	(6)	=	=	(6)
Vehicle Emissions	2,9274,182	0.1724	0.232	3,0004,286
Global Warming Potential Factor	**1**	**21**	**310**	
CO_2 Equivalent Emissions	4,2635,981	57	70101	4,3396,089
Total CO_2 Equivalent Emissions	**4,3396,089**			

In summary, impacts to air quality and global climate change would be reduced slightly under the University-Serving Retail Alternative when compared to the Proposed Project. (Additional information regarding the air quality and global climate change impact assessment for this alternative is provided in EIR **Appendix F3.2**.)

5.3.4.3 Historic Resources

Under the Proposed Project, none of the existing structures on the Project site meet the criteria for listing on a local historical register as they are not associated with significant events or trends in the region's history and do not exhibit noteworthy, character-defining design elements. As a result, development of the Proposed Project would not result in significant impacts to historic resources and no mitigation would be required. Under the University-Serving Retail Alternative, impacts would be similar to those identified under the Proposed Project because the alternative would be constructed within the same footprint as the Proposed Project and affect the same property.

5.3.4.4 Geotechnical/Soils

Under the Proposed Project, implementation of site-specific mitigation measures identified in the Project's geotechnical report would reduce potentially significant geotechnical impacts to a less-than-significant level. Under the University-Serving Retail Alternative, geotechnical impacts are expected to be reduced because the alternative would not require construction of the subterranean parking and associated excavation.

5.3.4.5 Hazards and Hazardous Materials

Under the Proposed Project, releases from three former gas stations have impacted the soil and groundwater at the respective subject properties. Also, a dry cleaner was located on the subject property at one time, and it is possible there is contamination beneath the site. There also is potential for asbestos containing material and lead-based paint to be located within buildings onsite. Mitigation is proposed that would reduce potentially significant impacts to a less-than-significant level. Under the University-Serving Retail Alternative, impacts would be similar to those identified under the Proposed Project because the alternative would be constructed within the same footprint as the Proposed Project.

5.3.4.6 Hydrology and Water Quality

Under the Proposed Project, due to the existing developed nature of the area in combination with the proposed mitigation measures, no significant impacts would result. Under the University-Serving Retail Alternative, because the project would result in the same development as the Proposed Project with the exception of different retail uses and no parking infrastructure, impacts would be slightly less than those identified under the Proposed Project.

5.3.4.7 Land Use and Planning

Under the Proposed Project, there would be no significant impacts to the surrounding community due to land use and planning conflicts. Relatively minor inconsistencies have been identified with the College Area Community Plan, as well as the City's Land Development Code; however, these inconsistencies would not result in significant impacts because SDSU, as a state entity, is not subject to local land use regulations. Under the University-Serving Retail Alternative, inconsistencies with relevant planning documents would be slightly greater as a result of the exclusive nature of the University-serving retail uses. Specifically, the College Community Redevelopment Plan identifies the project site as being within the Core Redevelopment Subarea, which is intended to support local-serving (rather than University-serving) commercial uses. As a result, this alternative would be inconsistent with the College Community Redevelopment Plan.

5.3.4.8 Noise

The Proposed Project would result in increased noise levels associated with construction and operational activities, including increased vehicular and mechanical noise, resulting in potentially significant impacts. Mitigation is proposed that would reduce the identified impacts to below significant. Under the University-Serving Retail Alternative, noise impacts associated with vehicle traffic would be less than the Proposed project since the alternative would generate fewer vehicle trips.

5.3.4.9 Archaeological/Paleontological Resources

The Proposed Project would result in potentially significant impacts associated with the accidental discovery during construction of archaeological and paleontological resources, including Native American human remains. Mitigation is recommended that would reduce any potential impacts to a level below significant. Under the University-Serving Retail Alternative, archaeological/paleontological impacts are expected to be slightly reduced because the alternative would not require construction of the subterranean parking and the associated excavation.

5.3.4.10 Population and Housing

Under the Proposed Project, there would be no significant impacts relative to population and housing. The Proposed Project would assist in meeting existing and future housing demands by accommodating anticipated growth and assisting in accommodating the housing and

commercial needs of the increased student population. Under the University-Serving Retail Alternative, impacts would be similar to those identified under the Proposed Project because the alternative would result in the same number of residential units and the same commercial/retail square footage.

5.3.4.11 Public Utilities and Service Systems

Under the Proposed Project, there would be potentially significant impacts relating to on-campus police services, existing water and sewer conveyance facilities, and solid waste disposal. Mitigation is proposed to reduce the identified impacts to a less-than-significant level. Under the University-serving Retail Alternative, there would be no increase in demand for public services because the alternative would result in the same number of residential units and the same amount of commercial/retail square footage as the Proposed Project and impacts would be similar.

5.3.3.12 Transportation/Circulation and Parking

The Proposed Project would result in significant traffic impacts at four ~~three~~ intersections and two street segments under Near-Term (2015 Project Buildout) conditions, and an additional ~~three~~ two intersections and one additional street segment under Long-Term (2030) conditions. The Proposed Project also would result in potentially significant impacts relating to Project construction activities on a temporary basis, and potentially significant impacts relating to access to the subterranean garage. Mitigation is proposed that if fully implemented would mitigate all identified significant impacts to a level below significant.

Under the University-Serving Retail Alternative, the project would result in significant impacts at fewer locations than under the Proposed Project (three intersections and one segment in the Near-Term and three additional intersections in the Long-Term) because the alternative would generate fewer vehicle trips and, as a result, would result in fewer significant impacts.

In contrast to the Proposed Project, the university-serving businesses that would be developed under this alternative would attract the vast majority of their trips from patrons already on campus, and would generate few vehicle trips from outside the immediate area. Also, fewer vehicle trips are expected as patrons would be located close to their target market, making bike/walk trips more likely. Accordingly, to calculate vehicle trip generation, a rate equivalent to 50% of the rates utilized for the Proposed Project retail uses was applied. Thus, a trip rate of 50 trips/1,000 square feet was applied to 44,000 square feet of restaurant/retail uses, while a rate of 15.7 trips/1,000 square feet was applied to the remaining 46,000 square feet of retail. As

was the case under the Proposed Project, the amount of vehicle trips presently generated by the existing uses on the Project site was subtracted from the trip generation totals in order to account for the elimination of these trips. (Additional details regarding the analysis of the University-Serving Retail Alternative presented herein are available in EIR Appendix 3.12, Traffic Impact Analysis, Plaza Linda Verde, Linscott Law & Greenspan.)

Table 5.0-3, University-Serving Retail Net Trip Generation, illustrates that under the University-Serving Retail Alternative, the project would generate 529 vehicle trips over existing trip generation, with 63 trips in the AM peak hour and 109 trips in the PM peak hour. In comparison, the Proposed Project would generate 2396 new trips, with 185 in the AM peak hour and 279 in the PM peak hour.

Table 5.0-3
University-Serving Retail Net Trip Generation

Location	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
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	15.7/ ksf	196	4%	60%	40%	5	3	8	11%	50%	50%	11	11	22
	c. Retail	12.5 ksf	50 (.52)/ ksf	325	8%	50%	50%	13	13	26	8%	60%	40%	16	10	26
	Subtotal – Bldg 1			*921*				*24*	*42*	*66*				*58*	*34*	*92*
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	15.7/ ksf	157	4%	60%	40%	4	3	7	11%	50%	50%	9	9	18
	c. Retail	10 ksf	50 (.52)/ ksf	260	8%	50%	50%	10	10	20	8%	60%	40%	12	8	20
	Subtotal – Bldg 2			*683*				*18*	*30*	*48*				*42*	*36*	*68*
Building 3	a. Retail	2 ksf	15.7/ ksf	31	4%	60%	40%	1	1	2	11%	50%	50%	2	2	4
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	15.7/ ksf	157	4%	60%	40%	4	3	7	11%	50%	50%	9	9	18
	c. Retail	10 ksf	50 (.52)/ ksf	260	8%	50%	50%	10	10	20	8%	60%	40%	12	8	20
	Subtotal – Bldg 4			*683*				*18*	*30*	*48*				*42*	*36*	*68*
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	15.7/ ksf	181	4%	60%	40%	4	3	7	11%	50%	50%	10	10	20
	c. Retail	11.5 ksf	50 (.52)/ ksf	299	8%	50%	50%	12	12	24	8%	60%	40%	14	10	24
	Subtotal – Bldg 5			*880*				*22*	*41*	*63*				*55*	*33*	*88*
Building 6	a. Residential	50 du	4.44/ du	222	8%	20%	80%	4	14	18	11%	70%	30%	17	7	24
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*	-	*1866*	-	-	-	*63*	*58*	*121*	-	-	-	*95*	*77*	*172*
Total Gross Tips			*3642*	-	-	-	*91*	*172*	*263*	-	-	-	*233*	*135*	*368*
Total Existing Land Uses Trips (Subtracted)			*(3113)*	-	-	-	*(110)*	*(90)*	*(200)*	-	-	-	*(132)*	*(127)*	*(251)*
Total Net Project Trips			*529*	-	-	-	*-19*	*82*	*63*	-	-	-	*101*	*8*	*109*

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.
4. The "Total Existing Land Uses' Trips" are the summary of trips from LLG Traffic Impacts Analysis *Table 8-1* 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 the LLG Traffic Impacts Analysis.

As was the case with the Proposed Project, to determine the regional trip distribution percentages for the University-Serving Retail Alternative, a select zone assignment for the SDSU traffic analysis zone was obtained from SANDAG. The net traffic volumes for the University-Serving Retail Alternative were multiplied against these distribution percentages to calculate the traffic volumes in the study area. **Figure 5.0-2, University-Serving Retail Alternative Trip Distribution (Retail Component)**, shows the assignment of peak hour volumes and ADT for the retail component of this alternative. **Figure 5.0-3, University-Serving Retail Alternative Trip Distribution**, shows the assignment of the retail component volumes and the student housing component volumes (which are unchanged from the Proposed Project), in combination with existing plus near-term cumulative traffic volumes. The volumes on this figure represent the total volumes that would be generated by the alternative, and are compared to the existing plus near-term cumulative (baseline) traffic volumes to assess the near-term impacts under this alternative.

An analysis of the potential impacts associated with the University-Serving Retail Alternative under Near-Term and Long-Term conditions follows below.

Near-Term Peak Hour Intersection Analysis

Figure 5.0-4, University-Serving Retail Alternative Traffic Volumes, depicts the AM/PM peak hour intersection traffic volumes and segment ADT for this alternative. **Table 5.0-4, Near-Term Peak Hour Intersection Operations**, summarizes the peak hour intersection operations with the addition of the University-Serving Retail Alternative traffic volumes. The table shows that with the addition of the alternative's traffic, the following six study area intersections are calculated to 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)
10. Montezuma Road / Campanile Drive (LOS E during the PM peak hour)

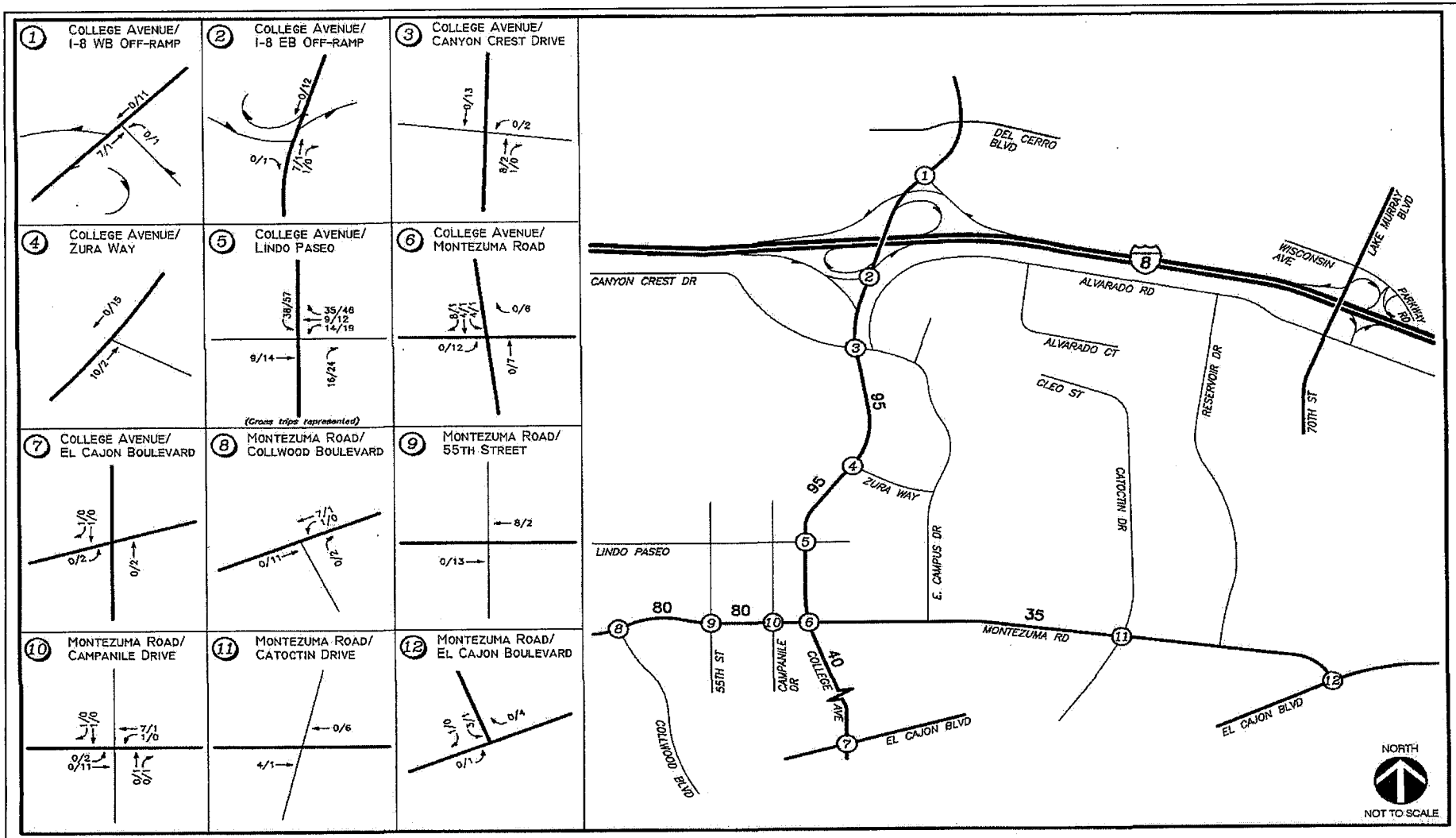

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Figure 5.0-2

University-Serving Retail Alternative Trip Distribution (Retail Component)

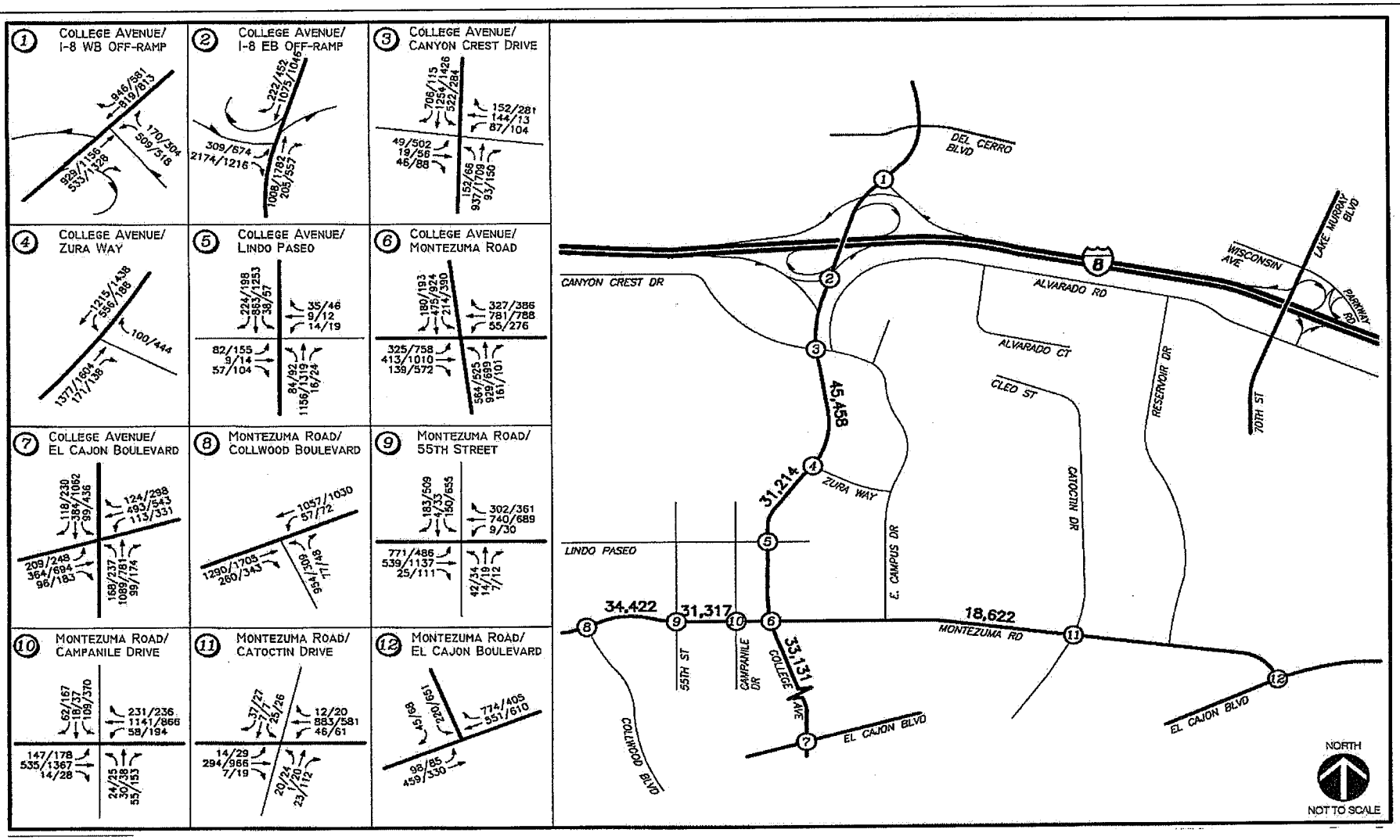

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Figure 5.0-3

University-Serving Retail Alternative Trip Distribution

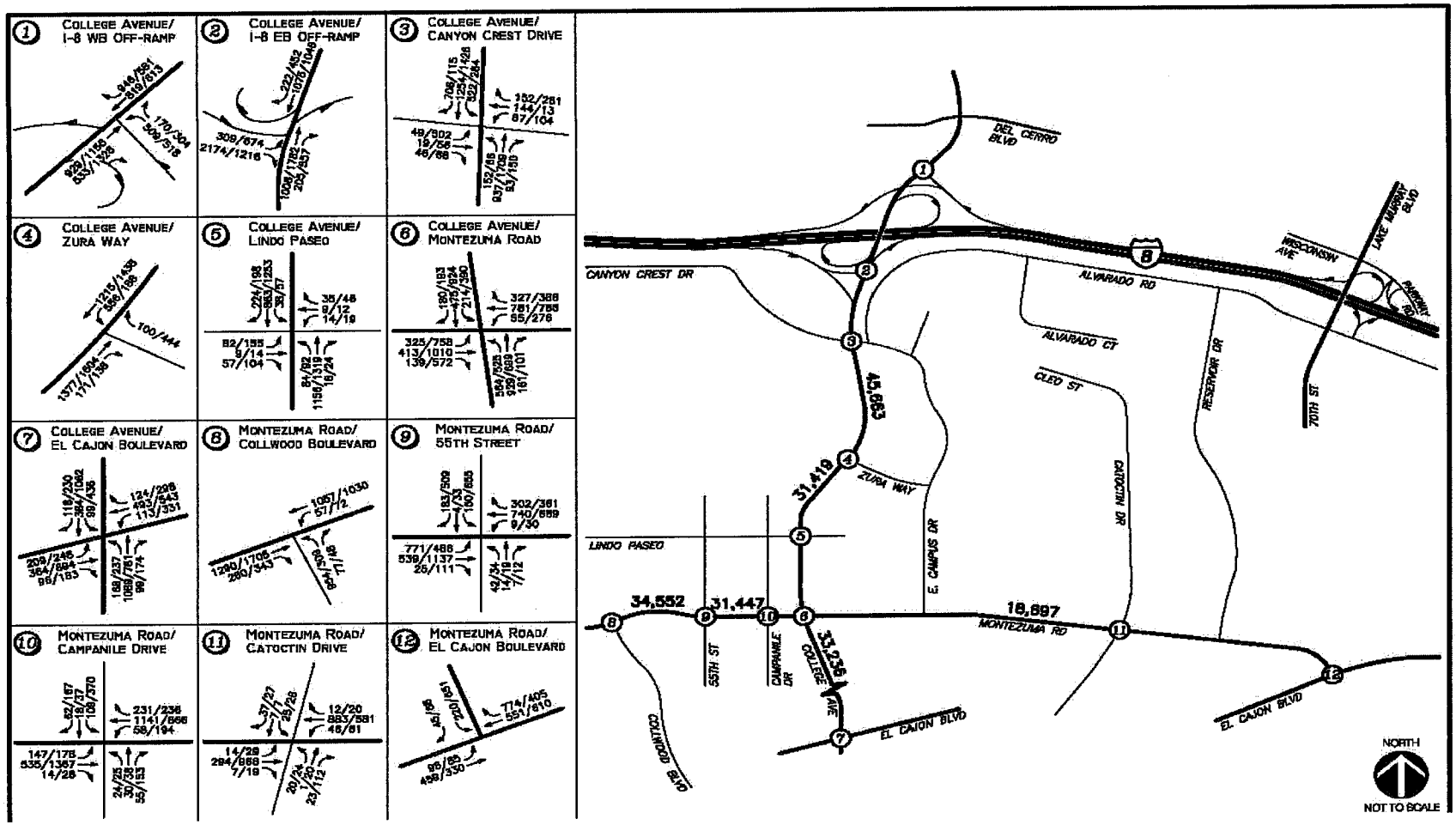

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Figure 5.0-4
University-Serving Retail Alternative Traffic Volumes

Table 5.0-4
Near-Term Peak Hour Intersection Operations

Intersection	Control Type	Peak Hour	Existing		(Baseline) Existing + Near-Term Cumulative		Existing + Near-Term Cumulative + University-Serving Retail Alternative			
			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	39.7	D	0.9	
3. College Avenue / Canyon Crest Drive	Signal	AM	48.6	D	68.5	E	**72.0**	**E**	**3.5**	Yes
		PM	57.5	E	148.9	F	**150.2**	**F**	**1.3**	
4. College Avenue / Zura Way	TWSC[d]	AM	67.0	F	408.0	F	**468.5**	**F**	**>5.0**	Yes
		PM	16.2	C	95.6	F	96.0	F	0.4	
5. College Avenue / Lindo Paseo	Signal	AM	11.9	B	12.6	B	13.9	B	1.3	-
		PM	20.1	C	23.3	C	25.1	C	1.8	
6. College Avenue / Montezuma Road	Signal	AM	36.6	D	119.0	F	119.1	F	0.1	
		PM	45.7	D	176.0	F	**181.6**	**F**	**>5.0**	Yes
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	70.4	E	0.8	
8. Montezuma Road / Collwood Boulevard	Signal	AM	21.2	C	24.0	C	24.0	C	0.0	-
		PM	24.7	C	49.7	D	53.3	D	3.6	
9. Montezuma Road / 55th Street	Signal	AM	33.8	C	52.5	D	54.0	D	1.5	-
		PM	33.0	C	40.3	D	41.8	D	1.5	
10. Montezuma Road / Campanile Drive	Signal	AM	28.0	C	45.1	D	47.0	D	1.9	-
		PM	34.2	C	72.1	E	73.6	E	1.5	
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	22.0	C	0.0	

As shown on Table 5.0-4, the University-Serving Retail Alternative traffic volumes would exceed the allowable increase in delay at the College Avenue/Zura Way unsignalized intersection, and the College Avenue/Canyon Crest Drive and College Avenue/Montezuma Road signalized intersections. Based on the City's significance criteria, the alternative would result in significant impacts at these three intersections. Impacts at the remaining three intersections operating at LOS E or worse under without project conditions are not considered significant since the alternative would add less than the maximum increase of allowable delay for a poorly operating intersection.

Near-Term Daily Street Segment Operations

Table 5.0-5, Near-Term Street Segment Operations, summarizes the study area segment operations with the addition of the University-Serving Retail Alternative traffic volumes. The table shows that the majority of the study area segments are calculated to continue to operate at LOS D or better on a daily basis with the following exceptions:

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

Although these two street segments would continue to operate at LOS F, the increase in vehicle capacity (v/c) due to the alternative technically exceeds 0.01 for the College Avenue segment between Canyon Crest Drive and Zura Way when not rounded (increase = 0.0101). The increase on the Montezuma Road segment is less than 0.01. Therefore, based on the City's significance criteria, the impacts to the College Avenue segment under this alternative is deemed significant, as is the case under the proposed project~~at these study area segments are deemed not significant~~.

Table 5.0-5
Near-Term Segment Operations

Segment	LOS E Capacity[a]	Existing			(Baseline) Existing + Near-Term Cumulative			Existing + Near-Term Cumulative + University-Serving Retail Alternative				
		ADT[b]	LOS[c]	V/C[d]	ADT	LOS	V/C	ADT	LOS	V/C	Δ	Sig?
College Avenue												
Canyon Crest Drive to to Zura Way	40,000	44,000	F	1.100	45,258	F	1.131	45,663	F	1.141	0.010	Yes
Zura Way to Montezuma Road	40,000	30,000	C	0.750	31,014	D	0.775	31,419	D	0.785	0.010	–
Montezuma Road to El Cajon Boulevard	40,000	29,100	C	0.728	33,041	D	0.826	33,236	D	0.831	0.005	–
Montezuma Road												
Collwood Boulevard to 55th Street	40,000	30,600	C	0.765	34,277	D	0.857	34,552	D	0.864	0.007	–
55th Street to College Avenue	30,000	26,100	E	0.870	31,172	F	1.039	31,447	F	1.048	0.009	–
College Avenue to Catoctin Drive	30,000	14,800	C	0.493	18,547	C	0.618	18,697	C	0.623	0.005	–

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

Near-Term ILV Operations

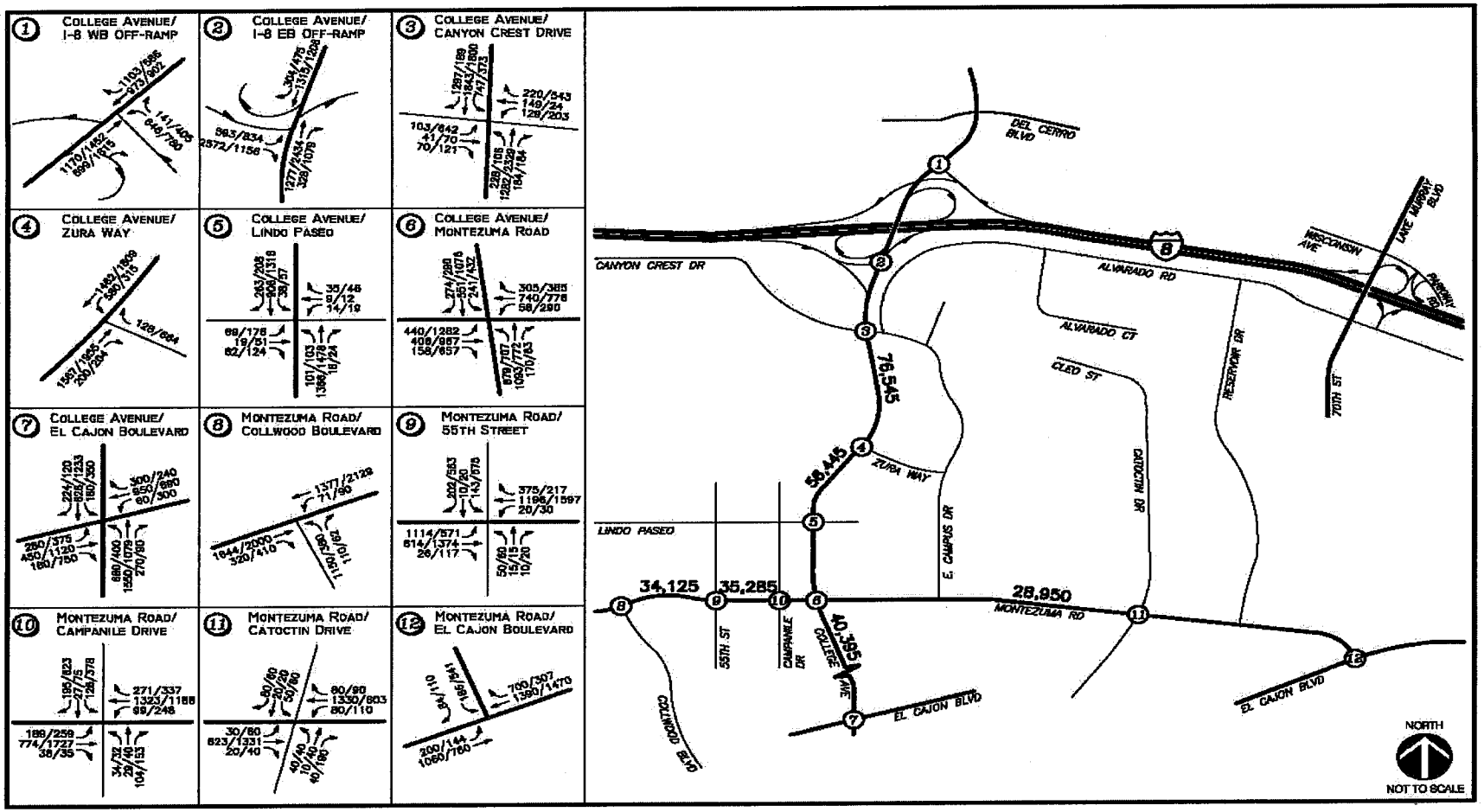
Table 5.0-6, Near-Term ILV Operations, summarizes the ILV operations with the addition of the University-Serving Retail Alternative traffic volumes. The tables show that the College Avenue/I-8 interchange is calculated to continue to operate "Under" or "Near" capacity during both the AM and PM peak hours. However, these results do not compare to the accepted HCM-method analysis results shown in Table 5.0-4 and, therefore, the ILV summaries should be considered for informational purposes only.

Table 5.0-6
Near-Term ILV Operations

Intersection	Peak Hour	Existing		Existing + Cumulative Projects		Existing + Cumulative Projects + University-Serving Retail Alternative	
		Total Operating Level (ILV / Hour)	Capacity	Total Operating Level (ILV/ Hour)	Capacity	Total Operating Level (ILV/ Hour)	Capacity
1. College Avenue / I-8 Westbound Ramps	AM	596	Under	714	Under	716	Under
	PM	682	Under	833	Under	834	Under
2. College Avenue / I-8 Eastbound Ramps	AM	586	Under	693	Under	693	Under
	PM	1,029	Under	1,227	Near	1,228	Near

Long-Term Peak Hour Intersection Analysis

Figure 5.0-5, Long-Range (2030) University-Serving Retail Alternative Traffic Volumes, depicts the AM/PM peak hour intersection traffic volumes and segment ADT for this alternative. **Table 5.0-7, Long-Term 2030 Peak Hour Intersection Operations**, summarizes the peak hour intersection operations with the University-Serving Retail Alternative traffic volumes. As shown on the table, with the addition of project traffic, the majority of the study area intersections are calculated to continue to operate at LOS E or worse conditions.



SDSU Plaza Linda Verde EIR

SAN DIEGO STATE UNIVERSITY

Figure 5.0-5

Long-Range (2030) University-Serving Retail Alternative Traffic Volumes

Table 5.0-7
Long-Term (2030) Peak Hour Intersection Operations

Intersection	Control Type	Peak Hour	Long-Term (2030) Without Project		Long-Term (2030) + University-Serving Retail Alternative			
			Delay[a]	LOS[b]	Delay	LOS	Δ	Sig?
1. College Avenue / I-8 Westbound Ramps	Signal	AM	11.2	B	11.2	B	0.0	-
		PM	63.9	E	63.9	E	0.0	
2. College Avenue / I-8 Eastbound Ramps	Signal	AM	156.2	F	156.4	F	0.2	Yes
		PM	107.5	F	**108.6**	**F**	**1.1**	
3. College Avenue / Canyon Crest Drive	Signal	AM	214.1	F	**217.5**	**F**	**3.4**	Yes
		PM	426.3	F	**430.2**	**F**	**3.9**	
4. College Avenue / Zura Way	TWSC[d]	AM	765.8	F	**830.6**	**F**	**>5.0**	Yes
		PM	1021.0	F	**1046.9**	**F**	**>5.0**	
5. College Avenue / Lindo Paseo	Signal	AM	13.1	B	16.6	B	3.5	-
		PM	24.8	C	27.3	C	-2.5	
6. College Avenue / Montezuma Road	Signal	AM	176.6	F	176.7	F	0.1	Yes
		PM	336.0	F	**343.9**	**F**	**>5.0**	
7. College Avenue / El Cajon Boulevard	Signal	AM	132.4	F	132.6	F	0.2	-
		PM	202.1	F	202.6	F	0.5	
8. Montezuma Road / Collwood Boulevard	Signal	AM	43.6	D	44.0	D	0.4	-
		PM	155.9	F	156.5	F	0.6	
9. Montezuma Road / 55th Street	Signal	AM	134.0	F	**137.2**	**F**	**3.2**	Yes
		PM	148.0	F	148.6	F	0.6	
10. Montezuma Road / Campanile Drive	Signal	AM	82.2	F	**85.0**	**F**	**2.8**	Yes
		PM	219.4	F	**221.5**	**F**	**2.1**	
11. Montezuma Road / Catoctin Drive	Signal	AM	25.5	C	25.5	C	0.0	-
		PM	32.5	C	32.6	C	0.1	

12. Montezuma Road / El Cajon Boulevard	Signal	AM	76.0	E	76.0	E	0.0	-
		PM	80.1	F	80.6	F	0.5	

Footnotes:

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

Under this alternative, 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 the PM peak hour)
9. Montezuma Road / 55th Street (LOS F during the AM peak hour)
10. Montezuma Road / Campanile Drive (LOS F during both AM/PM peak hours)

Based on the City's significance criteria, project impacts at these six intersections are deemed significant.

Long-Term Daily Street Segment Analysis

Table 5.0-8, Long-Term Daily Street Segment Operations, summarizes the study area segment operations with the University-Serving Retail Alternative traffic volumes. As shown on the table, the majority of the study area segments are calculated to continue to operate at LOS E or worse conditions under without project conditions. However, the addition of University-Serving Retail Alternative traffic would not increase the v/c ratio by more than .01 for any of the segments. Therefore, this alternative would not result in significant impacts to street segments under the long-term scenario.

Table 5.0-8
Long-Term (2030) Segment Operations

Segment	Buildout LOS E Capacity[a]	Long-Term (2030) Without Project			Long-Term (2030) + University-Serving Retail Alternative				
		ADT[b]	LOS[c]	V/C[d]	ADT	LOS	V/C	Δ	Sig?
College Boulevard									
Canyon Crest Drive to Zura Way	40,000	76,140	F	1.904	76,545	F	1.914	0.010	-
Zura Way to Montezuma Road	40,000	56,040	F	1.401	56,445	F	1.411	0.010	-
Montezuma Road to El Cajon Boulevard	40,000	40,200	F	1.005	40,395	F	1.010	0.005	-
Montezuma Road									
Collwood Boulevard to 55th Street	40,000	33,850	D	0.846	34,125	D	0.853	0.007	-
55th Street to College Avenue	30,000	35,010	F	1.167	35,285	F	1.176	0.009	-
College Avenue to Catoctin Drive	30,000	28,800	E	0.960	28,950	E	0.965	0.005	-

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

Long-Term ILV Operations

Table 5.0-9, Long-Term ILV Operations, summarizes the ILV operations with the addition of the University-Serving Retail Alternative traffic volumes. As shown on the table, the College Avenue/I-8 interchange is calculated to operate under capacity during both the AM and PM peak hours, with the exception of the College Avenue/I-8 Eastbound ramps, which are calculated to continue to operate over capacity during the PM peak hour. As previously noted, the ILV summaries are provided for informational purposes only.

Table 5.0-9
Long-Term ILV Operations

Intersection	Peak Hour	Long-Term (2030) Without Project		Long-Term (2030) + University-Serving Retail Alternative	
		Total Operating Level (ILV/ Hour)	Capacity	Total Operating Level (ILV/ Hour)	Capacity
1. College Avenue / I-8 Westbound Ramps	AM	902	Under	908	Under
	PM	1,112	Under	1,116	Under
2. College Avenue / I-8 Eastbound Ramps	AM	955	Under	955	Under
	PM	1,633	Over	1,638	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

In summary, the University-Serving Retail Alternative would result in significant impacts in the near-term and long-term at the following intersections and segments:

Near-Term Intersections

College Avenue/ Canyon Crest Drive

College Avenue/ Zura Way

College Avenue/ Montezuma Road

Near-Term Segments

College Avenue: between Canyon Crest Drive and Zura Way

Long-Term Intersections

College Avenue/ I-8 Eastbound Ramps

College Avenue/ Canyon Crest Drive

College Avenue/ Zura Way

College Avenue/ Montezuma Road

Montezuma Road/ 55th Street

Montezuma Road/ Campanile Drive

The following roadway improvement mitigation measures would mitigate the identified significant impacts that would occur under the University-Serving Retail Alternative. Note that the recommended improvements for the respective locations are the same as those recommended for the Proposed Project and, therefore, the mitigation measures are the same and are numbered accordingly. However, the project's contribution under the University-Serving Retail Alternative differs from the Proposed Project's. This distinction is reflected in **Table 5.0-10, Mitigation Fair-Share Percentages**.

Near Term Mitigation Measures

TCP-1A College Avenue/ Canyon Crest Drive. CSU/SDSU shall pay to the City of San Diego its fair-share of the costs to restripe College Avenue to provide an additional (third) northbound through lane from 500 feet south of the Canyon Crest Drive intersection north to the Canyon Crest Drive intersection ~~I-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.

TCP-2A College Avenue/ Zura Way. CSU/SDSU shall pay to the City of San Diego its fair-share of the costs to provide a traffic signal at the College Avenue/Zura Way 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. No widening of College Avenue is necessary to mitigate this impact. Alternatively, southbound left-turns could be prohibited at the intersection.

However, as a result of this mitigation option, an additional southbound left-turn lane would be necessary at the College Avenue/ Montezuma Road intersection.

TCP-3A College Avenue/ Montezuma Road. CSU/SDSU shall pay to the City of San Diego its fair-share of the costs to widen the College Avenue/ Montezuma Road intersection to provide an additional (second) left turn lane at the southbound and westbound approaches, 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.

TCP-4A College Avenue: Canyon Crest Drive to Zura Way. CSU/SDSU shall pay to the City of San Diego its fair-share of the costs 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.

Long-Term Mitigation Measures

~~College Avenue/ I-8 Eastbound Ramps. The fair share contribution towards restriping College Avenue to provide an additional northbound through lane from 500 feet south of the Canyon Crest Drive intersection to the I-8 Eastbound Ramps (TCP-1) would mitigate the identified long-term significant impact at the College Avenue/Canyon Crest Drive intersection and no further mitigation is necessary.~~

College Avenue/ Canyon Crest Drive. The fair share contribution towards restriping College Avenue to provide an additional northbound through lane from 500 feet south of the Canyon Crest Drive intersection to the Canyon Crest Drive intersection ~~I-8 Eastbound Ramps~~ (TCP-1A) in combination with mitigation measure TCP-11A to re-stripe College Avenue to provide an additional northbound lane between the Canyon Crest Drive intersection and the I-8 eastbound on-ramp ~~and~~ would mitigate the identified long-term significant impact at the College Avenue/Canyon Crest Drive intersection and no further mitigation is necessary.

College Avenue/ Zura Way. The fair share contribution towards installing a traffic signal at the College Avenue/ Zura Way intersection (TCP-2A) would mitigate the identified long-term significant impact at the intersection and no further mitigation is necessary.

College Avenue/ Montezuma Road. The fair share contribution towards widening the College Avenue/Montezuma Road intersection to provide an additional (second) left turn lane at the southbound and westbound approaches (TCP-3A) would mitigate the identified long-term significant impact at the intersection and no further mitigation is necessary.

TCP-6A 55th Street/ Montezuma Road. CSU/SDSU shall pay to the City of San Diego its fair-share of the costs to provide a right-turn overlap phase at the existing traffic signal 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.

TCP-7A Montezuma Road/ Campanile Drive. CSU/SDSU shall pay to the City of San Diego its fair-share of the costs 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.

TCP-11A College Avenue/I-8 Eastbound Ramps. CSU/SDSU shall pay to the City of San Diego its fair-share of the costs 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.

Table 5.0-10, Mitigation Fair-Share Percentages, shows the near-term and long-term fair-share percentages for the University-Serving Retail Alternative for each of the mitigation measures listed above.

Table 5.0-10
Mitigation Fair Share Percentages

Mitigation Measure Number	Impacted Locations	Near-Term	Long-Term
TCP-11A	2. College Avenue/ I-8 EB Ramps	N/A	2.14%
TCP -1A	3. College Avenue/ Canyon Crest Drive	3.31%	1.46%
TCP -2A	4. College Avenue/ Zura Way	3.59%	2.05%
TCP -3A	6. College Avenue/ Montezuma Road	2.47%	1.78%
TCP-4A	College Avenue: Canyon Crest to Zura	9.60%	N/A
TCP -6A	9. Montezuma Road/ 55th Street	N/A	.84
TCP -7A	10. Montezuma Road/ Campanile Drive	N/A	1.47%

General Notes:
- N/A = Not applicable for this scenario.

With implementation of the mitigation measures listed above, the identified impacts would be reduced to a level below significant.

With respect to parking, because the retail component of the University-Serving Alternative would be focused on serving the University community rather than both the University and the local community, no parking facilities would be required beyond those already included in the SDSU campus parking inventory.

With respect to impacts relating to project construction activities, and impacts relating to pedestrian/bicycle circulation impacts, the University-Serving Retail Alternative would result in similar impacts as the Proposed Project.

5.4 CITY OF SAN DIEGO REDEVELOPMENT AGENCY ALTERNATIVES

5.4.1 Private Sector Alternative

Under the Private Sector Alternative, the project would be carried out by the private sector, rather than CSU/SDSU, in partnership with the Redevelopment Agency. As stated in the Redevelopment Agency's comment letter on the NOP, a Request for Qualifications (RFQ) was released for a redevelopment project within a portion of the Core Subarea (which includes the Proposed Project location). In its comments, the Redevelopment Agency requested that the Alternatives analysis address the project described in the RFQ, indicating that "a project carried out by the private sector in partnership with the Redevelopment Agency would be subject to all applicable City exactions and, as such, it is expected to result in lesser environmental impacts . . ." (City of San Diego 2008, p. 4). Accordingly, one distinction between the Proposed Project and the Private Sector Alternative that the Redevelopment Agency wishes to draw is that mitigation funding under the Private Sector Alternative would not be subject to legislative appropriation pursuant to the California Supreme Court's ruling in *City of Marina, et al. v. CSU Board of Trustees* (2006) 39 Cal.3d 341.

As described in the Redevelopment Agency's RFQ, this alternative would create an urban neighborhood that would provide a transition from the university to the community, consistent with the principal objectives of the College Community Redevelopment Project Area, as well as the College Area Community Plan, College Community Redevelopment Plan, and City of San Diego General Plan. The RFQ provides further that the alternative would serve as a model of sustainable development by striving to achieve platinum-level LEED certification for new construction. Desired components would include high density student housing and commercial uses serving the needs of the student population, as well as the residents of the surrounding community. The alternative also would incorporate public spaces at appropriate scales to serve all users of the site.

This alternative project site encompasses approximately 11 acres and is located immediately south of the SDSU campus, generally bounded by Montezuma Road to the south, SDSU campus boundaries to the east, Aztec Walk to the north, and Campanile Drive to the west. The RFQ notes that the Redevelopment Agency is not requesting a specific project proposal, and that the

selected developer would have an opportunity to discuss design alternatives with the Agency at a future date; accordingly, the RFQ did not provide specifics as to the number of student housing units or the amount of commercial square footage that would be developed.

Because a particular project is not defined under this alternative, specific impacts cannot be identified. Because the proposed Plaza Linda Verde project contains many of the elements identified in the RFQ and would be located almost entirely on the same project site, impacts resulting from this alternative are expected to be similar to those anticipated under the Proposed Project.

However, as noted above, one significant distinction would be that under the Proposed Project, funding for off-site mitigation, such as improvements to City streets, would be subject in part to legislative appropriation, consistent with CSU budgeting processes and applicable law. Under such circumstances, due to the uncertainty of legislative funding, the identified impacts potentially could be significant and unmitigated. In contrast, if the project was developed by a private party, mitigation funding would not be partially contingent upon legislative appropriation and, instead, a fair-share payment would be required as a condition of project approval. However, under either scenario, implementation of the recommended roadway improvements is not guaranteed unless the City has full funding for the improvement and the improvement is, in fact, implemented.

Another distinction between this alternative and the Proposed Project is that CSU, as a state entity, is not subject to local land use and planning directives, such as the College Area Community Plan, College Community Redevelopment Plan, and City of San Diego General Plan. Therefore, CSU can construct a project that is inconsistent with these plans, whereas a private party cannot. That said, however, the Proposed Project generally is consistent with these local plans and any discrepancies are relatively minor. Please see EIR **Section 3.7**, Land Use and Planning, for additional information regarding the Proposed Project's consistency with these plans.

In sum, the Private Sector Alternative potentially could result in lesser environmental impacts relative to transportation/circulation than the Proposed Project if the Proposed Project's designated fair-share payment towards traffic improvements is not appropriated, and assuming the City implements the recommended roadway improvements.

5.4.2 Plan Consistency Alternative

Under the Plan Consistency Alternative, the project identified in the Redevelopment Agency's RFQ would be designed to be consistent with the goals, objectives, and policies of the Redevelopment Plan, City of San Diego General Plan, and all other applicable planning documents and regulations. In order to ensure consistency with the City's Land Development Code, this alternative would develop the site, zoned as CN-1-2, at a maximum density of 29 units per acre. In addition, development within the CN-1-2 zone would be built so as not to exceed a maximum structure height of 30 feet. For a mixed-use development, this would result in ground floor retail uses with one story of residential uses above, rather than four stories of residential uses above, as proposed by the Plaza Linda Verde project. Under these restrictions, this alternative would consist of several two-story mixed-use buildings and would accommodate approximately 25 percent of the residential units included in the Proposed Project.

Consistency with the City's Land Development Code, however, results in an inconsistency with the College Area Community Plan, College Community Redevelopment Plan, City of San Diego General Plan, and various other applicable planning documents. For example, the College Area Community Plan designates the site as Mixed Use Commercial/Residential, which has a minimum density of 75 units per acre. This alternative would be developed at a maximum residential density of 29 units per acre, and would thus be inconsistent with the College Area Community Plan. The City's General Plan identified the site as a Pilot Village as part of the City of Villages strategy, which was intended to focus future housing, retail, employment, educational, and civic uses in mixed-use village centers at relatively high densities. This alternative, thus, would be inconsistent with the City's General Plan and would underutilize significantly a site that has been designated as a prime area for high density, mixed-use development.

Conversely, this alternative could be designed to be consistent with the goals, objectives, and policies of all applicable planning documents and regulations, with the exception of the Land Development Code. Under this scenario, as dictated by the College Area Community Plan, the project could consist of Mixed Use Commercial/Residential uses with densities ranging from 75 to 110 development units per acre on the majority of the site (a portion of the site near Campanile Drive and Montezuma Road would be subject to densities ranging from 45 to 75 development units per acre). Building heights would be limited to 12 stories.

Aside from this alternative's inconsistency with the Land Development Code, overall impacts to Land Use and Planning would be similar to those of the Proposed Project.

5.4.3 Reduced Campus Boundary Adjustment Alternative

Under the Reduced Campus Boundary Adjustment Alternative, it is assumed that the Proposed Project would be built; however, the Master Plan Boundary Adjustment that is proposed would include only the proposed development sites, rather than the larger boundary adjustment. In the Redevelopment Agency's view, this alternative would allow implementation of the Redevelopment Plan and not deprive the Redevelopment Agency of tax increment funding.

Potential impacts under the Reduced Campus Boundary Alternative would be comparable to those under the Proposed Project. SDSU is not currently proposing any development within the proposed campus boundary adjustment area, nor does it have plans to do so in the near future. As a result, revising the proposed campus boundary adjustment to include only the development portion of the Proposed Project site would not alter the potential environmental impacts nor the significance of any impacts. This alternative would not attain all of the Project objectives in that it would not assist in eliminating further deterioration in the area of and surrounding the Proposed Project, nor would it facilitate comprehensive long-range planning for the campus.

5.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

A summary comparison of the significant impacts attributable to each of the project alternatives relative to the Proposed Project is presented below in **Table 5.0-11, Alternatives Matrix - Impacts Comparison.**

Table 5.0-11
Alternatives Matrix – Impacts Comparison

	No Project Alternative	Reduced Density Alternative	Former Paseo Project Alternative	University-Serving Retail Alternative	Private Sector Alternative	Plan Consistency Alternative	Reduced Campus Boundary Adjustment Alternative
Aesthetics & VQ	L	L	S	S	S	S	S
AQ/Climate Chng	L	L	G	L	S	S	S
Historic Resources	L	S	S	S	S	S	S
Geotechnical/Soils	L	S	S	S	S	S	S
Hazards/ Haz Mat	L	S	S	S	S	S	S
Hydro & WQ	L	S	G	L	S	S	S
Land Use & Plng	G	G	S	G	S	S	S
Noise	L	L	L	L	S	S	S
Arch & Paleo	L	S	S	S	S	S	S
Pop & Housing	G	G	S	S	S	S	S
Pub Utils Svc Sys	L	L	S	S	S	S	S
Trans/Circ & Pkg	L	L	G	L	L	S	S

Notes:

L = Less impacts than the proposed project

G =Greater impacts than the proposed project

S = Similar impacts to the proposed project

As **Table 5.0-11** shows, the Reduced Density Alternative would result in similar type impacts to the Proposed Project, although the impacts would be at a reduced intensity due to the reduced density of this alternative relative to the Proposed Project. The Former Paseo Project Alternative generally would result in impacts similar to the Proposed Project, with the exception of greater impacts to air quality and traffic due to its greater development scope, although the project's contribution to traffic improvements would be guaranteed and, thereby, potentially would be less than the Proposed Project due to the uncertainty of mitigation funding. The University-Serving Retail Alternative generally would result in similar impacts to

the Proposed Project, although traffic impacts, and related noise and air quality impacts, would be less due to the reduced vehicle traffic that would be generated by this alternative.

As to the alternatives proposed by the Redevelopment Agency, the details of the scope and size of the Private Sector Alternative are not available and, therefore, it cannot be determined whether this alternative would result in greater or lesser impacts than the Proposed Project. Assuming the scope would be similar in size to the Proposed Project, the impacts would be comparable, with the potential exception of traffic impacts, which could go unmitigated under the Proposed Project; however, even if the project contribution were guaranteed, there is no similar guarantee that the remainder of the necessary funding would be available or that the necessary improvements in fact would be implemented. As to the Plan Consistency Alternative, the details of this project alternative also are not known, so it cannot be determined whether the alternative would result in greater or lesser impacts than the Proposed Project. However, to the extent the alternative would be consistent with all applicable City and Redevelopment Agency land use planning directives, this alternative would result in lesser impacts relative to Land Use and Planning than would the Proposed Project.

The No Project Alternative, in comparison, would result in no potentially significant impacts and, therefore, it is the environmentally superior alternative. Of the other project alternatives, the Reduced Density Alternative is the environmentally superior alternative because it would result in reduced impacts, and the scope of the reduced impacts would be greater than the other alternatives.

SECTION 8.0
REFERENCES

8.0 REFERENCES

The documents listed below are incorporated by reference and are available for public review and inspection upon reasonable request and during normal business hours (8:30 a.m. - 4:30 p.m., Monday through Friday) at SDSU, Department of Facilities, Planning, Design and Construction, Administration Building, Room 130, 5500 Campanile Drive, San Diego, California.

1.0 Project Description

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3.2 Air Quality and Global Climate Change

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3.3 Historical Resources

1929-1955 Various photographs cited in text, on file at the San Diego Historical Society.

1930 La Jolla Quadrangle, San Diego Historical Society.

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