

1 Introduction and Existing Environmental Setting

This section provides an overview of the organization and content of the environmental impact report (EIR) prepared for the San Diego State University (SDSU) Mission Valley Campus Master Plan project (proposed project) in accordance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and California State University (CSU) policies and procedures. In addition, this section summarizes the existing project site and location; briefly describes the proposed project; provides an overview of the existing environmental setting, background, history, and planning context; and discusses the proposed project's environmental review procedures.

1.1 EIR Organization and Content

This EIR is organized to provide an analysis of the potentially significant environmental impacts, feasible mitigation measures, and reasonable alternatives associated with the proposed project. All elements of the proposed project are analyzed at a "project level."

To describe the significant direct, indirect, and cumulative impacts, and mitigation measures and alternatives of the proposed project, this EIR is organized as follows:

- **The Executive Summary** provides an overview of the proposed project and a table summarizing the results of the analysis of the environmental impacts identified in this EIR, along with the proposed mitigation measures and alternatives identified to avoid or substantially lessen each significant impact.
- **Chapter 1, Introduction and Environmental Setting** provides an overview of the EIR, the existing environmental setting; the proposed project's applicable background, regional, and local planning context; and the environmental review procedures for the proposed project.
- **Chapter 2, Project Description**, provides the project location, project objectives, detailed project description, and required discretionary approvals needed to implement the proposed project. The section includes detailed figures and tables relative to the proposed project.
- **Chapter 3, Cumulative Projects and Methods** summarizes the potential cumulatively considerable related projects that the environmental topical chapters have used to evaluate cumulative impacts.
- **Chapter 4, Environmental Impact Analysis**, analyzes the potentially significant environmental impacts identified for the proposed project, and the proposed mitigation measures to avoid or substantially lessen any identified significant impacts.
- **Chapter 5, Other Environmental Considerations**, discusses growth-inducing impacts of the proposed project, environmental areas where significant environmental effects cannot be avoided, and any significant irreversible environmental changes resulting from project implementation.
- **Chapter 6, Project Alternatives**, discusses a range of reasonable alternatives to the proposed project, including the No Project Alternative, a Stadium Re-Use Alternative, a Reduced Density Alternative, a Stadium and Park Only Alternative, and an Alternative Stadium Site Alternative.
- **Chapter 7, List of Preparers**, lists all individuals that participated in the preparation of this EIR.

The EIR appendices consist of technical studies prepared for the proposed project, as listed in EIR Table of Contents.

1.2 Brief Description of Existing Site, Project Background, and Proposed Project

1.2.1 Existing Site

The existing project site is located at 9449 Friars Road, San Diego, California 92008, which is commonly known as the San Diego County Credit Union (SDCCU) Stadium (formerly, “Qualcomm Stadium”). The existing site consists of the SDCCU Stadium, surrounding parking lot area, several storage sheds and other small buildings that support overall recreational uses of the existing stadium facility, and Murphy Canyon Creek. The Metropolitan Transit System (MTS) Green Line Trolley runs through the site; and the trolley’s Stadium Station is located on site and frequented by the traveling public primarily during stadium events.

1.2.2 Project Background

In January 2017, the National Football League’s San Diego Chargers announced the team’s intent to move to Los Angeles, removing one of the two major tenants of existing stadium. At the time, the remaining tenant, SDSU football, had only 2 years remaining under its lease agreement with the City of San Diego to continue use of the stadium.

Following the announcement from the Chargers, San Diego State University expressed its interest in purchasing the stadium site from the City for a campus expansion including a new stadium. SDSU began the process of developing a conceptual site plan for the project site, which generally consisted of a 35,000-capacity multi-purpose stadium, up to 4,600 residential units, two hotels and over 80 acres of recreational facilities and open space. The conceptual site plan was released in November 2017. SDSU presented the site plan to over 100 on campus and off-campus organizations and solicited feedback.

In September 2017, the Friends of SDSU was formed by a group of alumni, community members, and San Diegans. This group, operating independently of SDSU, assembled to develop and to qualify an Initiative petition (“Measure G”) that would allow the City of San Diego to sell the project site to SDSU for development of the proposed Mission Valley campus in an effort to secure a permanent home for SDSU football and provide the land necessary to build much-needed campus facilities and housing units that would facilitate SDSU’s projected growth. In January 2018, the SDSU West Campus Research Center, Stadium and River Park Initiative (Measure G) was qualified by the San Diego County Registrar of Voters, and the San Diego City Council voted to place the Initiative on the November 2018 General Election ballot.

On November 6, 2018, more than 54 percent of the City’s electorate voted in favor of Measure G, which has since been codified in Section 22.0908 of the San Diego Municipal Code (SDMC). Following the 2018 election, the City and SDSU have been engaged in negotiations for the purchase and sale of the project site pursuant to the conditions set forth in SDMC Section 22.0908.

1.2.3 Proposed Project Summary

The proposed project entails the acquisition, construction, and operation of the SDSU Mission Valley campus, stadium, parks, recreation, and innovation area to support SDSU's education, research, entrepreneurial, technology, and athletics programs. Specifically, the proposed campus would include:

1. approximately 86 acres of parks, recreation, and open space, including a River Park, which includes the 34 acres identified pursuant to the framework set forth in SDMC Section 22.0908, which shall be built by SDSU/CSU, with shared SDSU/community active and passive parks and recreation fields and open space; and pedestrian, hiking, and biking trails;¹
2. approximately 1.6 million square feet of campus uses for education, research, innovation, entrepreneurial, and technology programs;
3. construction of a new, multipurpose 35,000-capacity stadium and the corresponding demolition of the existing SDCCU Stadium;
4. approximately 4,600 residences including student, faculty, staff, workforce, and affordable housing within a vibrant, transit-oriented university village setting;
5. approximately 400 hotel rooms to support campus visitors and stadium-related events, with additional conference facilities, which would serve as an incubator for graduate and undergraduate students in SDSU's hospitality and tourism management program;
6. approximately 95,000 square feet of community-serving retail space to support campus, stadium, and the community;
7. enhanced use of the MTS Green Line Stadium Station, thereby minimizing vehicular traffic use and accommodating the planned Purple Line on the project site; and
8. associated on-site and off-site infrastructure, utilities, facilities, and other amenities.

For further information regarding the proposed project, please refer to this EIR, Section 2.0, Project Description.

1.2.4 Existing Environmental Setting

The project site is in the northeast portion of the Mission Valley Community within the City of San Diego (see Figure 1-1, Regional Vicinity Map, and Figure 1-2, Mission Valley Community Plan). Regionally, the City of San Diego covers approximately 206,989 acres in southwestern San Diego County, located approximately 17 miles north of the United States–Mexico border. The cities of Del Mar, Poway, Santee, El Cajon, La Mesa, Lemon Grove, National City, Chula Vista, and Coronado and unincorporated San Diego County border the City to the north, south, and east. The Pacific Ocean forms the City's western border. The Mission Valley Community is in the central portion of the San Diego metropolitan area (see Figure 1-2, Mission Valley Community Plan). This community is approximately 5 miles north of downtown San Diego and 7 miles east of the Pacific Ocean. The communities of Linda Vista, Serra Mesa, Kearney Mesa, and Tierrasanta are located north of Mission Valley. Kensington-Talmadge, Normal Heights, Greater North Park, Uptown, and Old Town are located to the south of Mission Valley. Mission Bay Park is located west of Mission Valley, and the communities of Navajo and College Area are located east of Mission Valley.

¹ The City of San Diego (City) would remain the owner of approximately 34-acres identified in SDMC Section 22.0908 within the River Park. As part of CSU's purchase of the property comprising the project site, CSU would revitalize and restore the River Park.

Specifically, the project site is situated south of Friars Road, west of Interstate 15 (I-15), north of I-8, and east of the existing Fenton Marketplace shopping center. It is approximately 5 miles from downtown San Diego and approximately 2.5 miles west of the existing SDSU main campus situated along I-8 within the College Area Community of the City of San Diego.

Regional access to and from the project site is provided by four major freeways—I-15, I-8, I-805, and State Route 163 (SR-163)—accessed via Friars Road (see Figure 1-3, Project Site and Surrounding Land Uses). Further, the existing San Diego MTS Trolley Green Line and Stadium Station are situated within the project site as shown on Figure 1-1, Vicinity Map.

The project area is surrounded by major freeways, roadways, existing urban development, and the San Diego River. Higher density multifamily residential land uses are located to the northwest, southwest, and east, across I-15. Friars Road, Mission Village Drive, and San Diego Mission Road are located to the north. Kinder Morgan owns the existing Mission Valley Terminal, which is a fuel storage facility located just north of the project site at 9950 San Diego Mission Road. The Mission Valley Terminal has been in operation since the 1960s and is a primary fuel distribution center in San Diego County. The San Diego River, part of the City of San Diego's Multiple Species Conservation Program, (as more fully described in Section 1.7.1, below, and EIR Section 4.3, Biological Resources), is located immediately south of the project site. South of the San Diego River are additional office uses and I-8. To the north of Friars Road is San Diego Fire-Rescue Department Fire Station 45, undeveloped hillsides, and single-family residences situated atop the mesa, within the Serra Mesa Community. To the west are office and large commercial retail uses as part of the Fenton Marketplace shopping center. Murphy Canyon Creek, a partially earthen and concrete-lined channel that conveys flow into the San Diego River, is located within the eastern project boundary, and I-15 is located east of Murphy Canyon Creek.

1.3 Existing On-Site Uses

The property comprising the project site includes four existing uses as shown on Figure 1-3, Project Site and Surrounding Land Uses: (1) a multipurpose stadium (SDCCU Stadium) with an existing capacity of approximately 71,000 seats for football and other events; (2) an associated surface parking lot with approximately 18,870 parking spaces; (3) the existing San Diego MTS Stadium Trolley station, accessible via the Green Line traversing the project site and running toward downtown San Diego to the west and Santee to the east; and (4) Murphy Canyon Creek, a north/south drainage which conveys runoff to the San Diego River runs along the eastern project boundary. The SDSU existing main campus includes an MTS Green Line Station three trolley stops east from the Stadium Trolley station.

1.3.1 SDCCU Stadium

The subject property, including the SDCCU Stadium, is City-owned land allocated between the City's General Fund and the City's Water Department (City of San Diego 2017). In the early 1960s, local San Diego Union sportswriter Jack Murphy began to build support for a multipurpose stadium for San Diego. In November 1965, the San Diego voters passed a \$27 million bond, allowing construction to begin on a stadium. The project was designed by the architectural/engineering firm, Frank L. Hope & Associates. Construction began in April 1966, and it was completed in August 1967. When completed, the stadium was named San Diego Stadium and originally had a capacity of approximately 51,500 (City of San Diego 2015a).

Since 1967, the stadium has undergone two major renovations. In 1984, the stadium was renovated to add approximately 9,000 seats and 50 suites. In 1997, the stadium was again renovated to add approximately 10,350

1 – Introduction and Existing Environmental Setting

seats, 34 suites and four club lounges; and the existing video board was replaced by two Sony JumboTron displays. Several smaller renovations occurred in 1978 and 1987. The result of such renovations was the addition of a lower deck, enclosing the stadium, and adding additional seating capacity (City of San Diego 2015a). Such renovations have significantly altered the original design of the Stadium. The Stadium also has undergone multiple name changes from San Diego Stadium, Jack Murphy Stadium, Qualcomm Stadium, and SDCCU Stadium. The existing seating capacity is approximately 71,000.

The Stadium was the home of the National Football League’s San Diego Chargers; and it is the current home of SDSU’s Division 1 collegiate football team. The Stadium has hosted the NCAA Holiday Bowl collegiate football game every December since 1978, and formerly hosted the Poinsettia Bowl collegiate football game. Through the 2003 Major League Baseball season, the stadium also served as the home of the San Diego Padres (City of San Diego 2015a).

In January 2017, the National Football League’s San Diego Chargers announced it was moving to Los Angeles, and its stadium occupancy agreement expired in July 2017. The SDSU football team began playing its home games at the Stadium in 1967. In 2018, the City and SDSU entered a lease amendment extending SDSU’s existing lease at the Stadium for 2 years, to December 31, 2020. The lease amendment increases the City’s expected annual revenue at the Stadium and commits to continued Stadium operations for the additional 2 years (City of San Diego 2018a).

The SDCCU Stadium holds a variety of sporting and non-sporting events, including SDSU football games, the San Diego County Credit Union Holiday Bowl football game, and several parking lot events, as described in Table 1-1, Existing SDCCU Stadium Use (2018).

Table 1-1. Existing SDCCU Stadium Use (2018)

Event Description	No. of Events (annual) ¹	No. of Weekday Events	No. of Weekend Events	Average Attendance ²
Highest Attended Stadium Events (20,000+ guests)				
SDSU Football	7	1	6	21,414
International Soccer	3	1	2	16,614
Concerts	1	1	0	40,885
Jehovah’s Witnesses Convention	3	1	2	20,000
Other Football ³	1	0	1	56,740
Holiday Bowl	1	1	0	34,490
<i>Subtotal</i>	16	5	11	—
Major Events (5,000 - 15,000 guests)				
Cal State Games Opening Ceremony	1	1	0	8,500
Super Shred ⁴	1	0	1	11,000
Warped Tour ⁴	1	1	0	11,000
<i>Subtotal</i>	3	2	1	—
Minor Events (1,000 - 5,000 guests)				
Festivals (Winter Wonderland, Craft Beer & Food, etc.)	14	6	8	1,000
Fun Runs	3	1	2	2,250
Swap Meet	46	46	0	1,000
<i>Subtotal</i>	63	53	10	—

Table 1-1. Existing SDCCU Stadium Use (2018)

Event Description	No. of Events (annual) ¹	No. of Weekday Events	No. of Weekend Events	Average Attendance ²
Daily Operations (<1,000 guests)				
Car/RV Show	53	28	25	200
Car Race/Autocross	44	30	14	200
Recycling event	2	2	0	200
Driving School	2	2	0	220
Stadium Advisory Board Meeting	10	10	0	20
<i>Subtotal</i>	111	72	39	—

Notes:

- ¹ Events based on the 2018 calendar available at <https://www.sandiego.gov/stadium>. Canceled events are not included.
- ² Average attendance determined by event per the following sources. Employees at Stadium including parking attendants, vendors, concessions staff, security etc. are included in attendance figure.
SDSU Football: Announced attendance reported by goaztec.com for all regular season home games and reduced to 70 percent actual-to-announced rate based on data provided by SDSU for the 2016 and 2017 seasons.
International Soccer: Announced attendance reported by Wikipedia, estimated 90 percent actual-to-announced rate based on no-show rate provided at <https://blog.kalaharimeetings.com/2015/03/09/three-tips-to-limit-no-shows-at-your-next-event/>.
Concert: Announced attendance for the Jay Z & Beyoncé concert reported by Wikipedia, estimated 95 percent actual-to-announced rate based on a higher attendance for a one-time event.
Jehovah's Witnesses Convention: Announced Attendance provided by SDSU, estimated 90 percent actual-to-announced rate based on no-show rate provided by <https://blog.kalaharimeetings.com/2015/03/09/three-tips-to-limit-no-shows-at-your-next-event/>.
Holiday Bowl: Announced attendance in 2018 reported by Wikipedia, estimated 90 percent actual-to-announced rate based on no-show rate provided by <https://blog.kalaharimeetings.com/2015/03/09/three-tips-to-limit-no-shows-at-your-next-event/>.
Navy/Notre Dame game: Announced attendance reported by Wikipedia, estimated 90 percent actual-to-announced rate based on no-show rate provided by <https://blog.kalaharimeetings.com/2015/03/09/three-tips-to-limit-no-shows-at-your-next-event/>.
Cal State Games Opening Ceremony: Announced Attendance in 2017 provided by SDSU, estimated 90 percent actual-to-announced rate based on no-show rate provided by <https://blog.kalaharimeetings.com/2015/03/09/three-tips-to-limit-no-shows-at-your-next-event/>.
Super Shred: Attendance reported in <https://www.sdccu.com/promos/shred-guinness-world-record/>.
Warped Tour: Reported tickets sold in <https://www.sandiegouniontribune.com/entertainment/music/sd-et-upfront-warped-tour-20180621-story.html>. Estimated that additional tickets sold balance with no-shows.
Festivals, Fun Runs, Car/RV Show, Car Race/Autocross, Recycling event, Stadium Advisory Board Meeting - Attendance based on engineering judgment.
Swap Meet: Approximately 1,200 available vendor stalls, attendance based on engineering judgment.
Driving School - Includes 200 teens attending per <https://putonthebrakes.org/about> and includes 20 staff.
- ³ Other football refers to the 2018 Navy/Notre Dame game.
- ⁴ Not included with City's due diligence list of stadium events but occurred based on Fehr & Peers research.

When the stadium was first built, the surrounding area was primarily gravel and rock quarries. Over the past 40+ years, the area has been developed with office buildings along both the north and south side of I-8, hotels, and large shopping areas, as well as over 10,000 residential units in numerous mixed-use and multifamily developments (City of San Diego 2015a).

Topography generally slopes down from the east to west and north to south with the perimeter around the Stadium structure elevated to create drainage away from the Stadium structure. The property includes the Stadium and commensurate support facilities. There are also several detached small buildings and improvements at the southwest corner (City of San Diego 2015a).

As reported by the City of San Diego, the Stadium has historically operated at a deficit. The City's fiscal year 2019 adopted budget showed a budgeted operating deficit of approximately \$7.3 million, which did not include debt-service payments on stadium renovation bonds, nor revenues associated with Transient Occupancy Tax transfers

used to support required Stadium expenditures (City of San Diego 2018a). The City's fiscal year 2018 adopted budget showed a budgeted operating deficit of \$7.6 million, but actual expenditures and revenues resulted in the deficit being lowered to approximately \$3.3 million, largely due to increased revenues from concerts and other events (City of San Diego 2018a).² Further, the City reports that total revenues from Stadium operations continue not to cover the Stadium's operating costs; therefore, funds from the City's Transient Occupancy Tax receipts are used to cover this deficit (City of San Diego 2018a).

The City has reported deficits from Stadium operations in fiscal years 2018 through fiscal year 2021. For example, Stadium operational deficits amounted to approximately \$3.3 million in fiscal year 2018 (City of San Diego 2018a). In fiscal years 2020 and 2021, the City projected deficits of approximately \$5.6 million for fiscal year 2020, and approximately \$5.6 million in fiscal year 2021 (City of San Diego 2018a). Most recently, the City projected a Stadium operational deficit of \$1.1 million for fiscal year 2019 based on its mid-year budget monitoring report (City of San Diego 2019a).

Beyond annual expenses, the City of San Diego commissioned a facilities condition assessment of the buildings and structures that encompass the existing stadium, which was conducted from December 6, 2010 through December 10, 2010 (AECOM + Magellan Consulting, 2011). The AECOM assessment covered the architectural, mechanical, electrical, technology, and structural engineering components of the existing stadium. The assessment included a detailed cost estimate to correct identified conditions. The total current amount required to correct deficiencies, including deferred maintenance, in 2011 construction cost dollars, was estimated to be approximately \$79.8 million. Because the assessment encompassed visual inspections of most or all building components, AECOM concluded that additional costs would likely be incurred once inspections included destructive material testing and analyses. The assessment also included a Tier I seismic assessment, including an assessment of structural integrity and seismic compliance. It found several issues during the evaluation. The most important issues were: (1) the main stadium seating columns are a problem area—the main column elements are too short, and there are shear and axial load limitations for certain long walls/columns; (2) the Stadium lighting ring support columns have inadequate moment capacity with evidence of bending, overstressing, and inadequate spacing, particularly during large seismic events; and (3) there are column steel lap length and tie spacing limitations for the main Stadium support columns.

Further, during periods of sustained, heavy rains, the existing Stadium and parking lot are subject to flooding (City of San Diego, 2015a). Based on this data and a site assessment, if the existing Stadium were in use during flooding, such flooding would pose public safety issues.

1.3.2 Parking Lot

The SDCCU Stadium is surrounded by a surface parking lot, which provides approximately 18,870 parking spaces (City of San Diego 2015a). During most days, the parking lot is vacant except for approximately 60 cars (see Traffic Impact Analysis, EIR Appendix 4.15-1) that use the Green Line Stadium Station daily (described below). Several re-occurring events take place in the parking lot, such as vehicle sales events. The City of San Diego and other regional law enforcement agencies also use the parking lot as an Emergency Vehicle Operations Course for training;

² The City's Real Estate Assets Department staff, which manages Stadium operations, indicates that the revenues generated in fiscal year 2018 were unusually high and likely represented an outlier year, and that the approximately \$3.7 million in revenue for fiscal year 2019 represented a more typical year's revenue from Stadium operations (City of San Diego 2018a).

however, a new facility is planned to open in Otay Mesa and is being constructed for future use. The parking lot is within the 100-year and the 500-year FEMA floodplain as shown further in EIR Figure 1-4, FEMA Floodplain.

1.3.3 Metropolitan Transit System Trolley/Transit

The San Diego MTS Trolley Green Line is 23.6 miles long, with 27 stations, and operates from the Santee Transit Center through Mission Valley to the 12th and Imperial Transit Center (MTS 2013). The Green Line runs seven days a week from 4:29 a.m. until midnight (City of San Diego 2018b). The Green Line runs through the southern Stadium parking lot and is elevated throughout the project site. The Stadium Station is located south of the SDCCU Stadium and was constructed in 2005 (City of San Diego 2015a).

MTS Bus Route 14 is in the vicinity of the project site and can be accessed by the Green Line. The closest bus stop is located at Rancho Mission Road and San Diego Mission Road, an approximately 0.5-mile walk from the existing Stadium's main gate. This route connects to the Grantville Trolley Station, the SDSU Transit Center, the 70th Street Trolley, and other MTS bus routes. Weekday operating hours start at approximately 6:38 a.m. and end at approximately 5:36 p.m.

1.3.4 Murphy Canyon Creek

The Murphy Canyon Creek watershed is in the Mission San Diego Hydrologic Subarea within the Lower San Diego Hydrologic Area and San Diego Hydrologic Unit. Murphy Canyon Creek is a partially earthen and concrete-lined channel that conveys flow into the San Diego River. Per the boundary shown in SDMC Section 22.0908, this creek is included along the eastern project boundary. The project is not proposing any improvement, facility, construction, or staging within any portion of Murphy Canyon Creek; therefore, while the existing creek is within the project boundary, no project element, component, improvement, or feature is contemplated within the creek.

Murphy Canyon Creek currently flows in a southerly direction along the east portion of the project site and west side of I-15. The creek has been channelized as it approaches and then flows along the project site. The approaching segment from the north is a concrete-lined trapezoidal channel, while the segment along the site is also trapezoidal, but with lining varying between riprap, earth, and vegetation. The creek confluences with the San Diego River near the southeast corner of the project site. There are three bridge crossings of the creek along the project site. A trolley bridge and vehicular bridge cross near the south end just upstream of the confluence. The vehicular bridge provides access to the stadium from Rancho Mission Road. The San Diego Mission Road bridge crosses near the northeast corner of the project site.

The Federal Emergency Management Agency has delineated a 100-year floodplain along Murphy Canyon Creek. The floodplain is shown on Flood Insurance Rate Map Panels 06073C1636H and 06073C1638H dated May 16, 2012. The FIRM floodplain is generally along the existing creek channel between the parking lot and I-15. However, the FEMA mapping also shows that the 100-year flow spills out of the creek and into the Kinder Morgan facility north of the site. The spillover flow continues south and enters the existing stadium site near the Kinder Morgan access road. This flow continues south along the existing stadium parking lot to the San Diego River. The Murphy Canyon Creek floodplain is designated as Zone A, which indicates that it was determined by approximate methods and no detailed analyses were performed.

Detailed analyses of the creek have been performed, and the analyses confirm that Murphy Canyon Creek, in its existing condition, does not have capacity to accommodate the 100-year flow rate of 3,500 cubic feet per second.

The lack of capacity is associated with the fact that the creek was constructed several decades ago, possibly circa the stadium construction in 1967. The City of San Diego's 1971 design standards were not based on a 100-year flow rate. The 100-year methodology did not arrive until sometime between 1971 and 1984. Furthermore, the watershed has developed over time. Ongoing development increases the creek flow rates as impervious surfaces are added and natural infiltration decreases. The 100-year flow will spill out of the existing channel within the Kinder Morgan facility as indicated by FEMA but can also spill out along the existing stadium parking lot. The project does not propose any project facilities, improvements, or features in the existing creek, nor any other change to any aspect of the creek. However, the proposed project's park feature, including a proposed culvert, have been designed to accommodate the 100-year flows due to pre-existing flood conditions from the creek.

1.3.5 Other Ancillary Uses

In addition to the above uses, there are other existing ancillary and temporary uses on the project site. These include Little Q field, a recycling center, storage and staging areas, and various MTS infrastructure.

1.4 Existing SDSU Main Campus

Throughout its over 120-year history, SDSU, which is San Diego's oldest university, has planned and developed numerous academic and athletic classrooms, buildings, and facilities at its main campus. In the last 5 years, SDSU has completed more than \$550 million in capital projects, including classroom, residential, and multi-use buildings to serve its student body for the benefit of the San Diego region. The South Campus Plaza is SDSU's most recent large-scale campus mixed-use project, completed with no state funds, tuition, or taxes. The following is a brief history of SDSU's main campus and associated development.

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 and was operated from seven buildings surrounding the "Main Quad." Expansion of the campus initially occurred to the north and southeast. Gradually, canyon areas were developed with auxiliary uses, including sporting and entertainment venues, as well as parking lots (SDSU 1997).

By the early 1960s, primarily due to parking concerns and a lack of established functional campus areas, SDSU initiated a comprehensive planning effort deemed necessary for the future expansion of the campus. The first SDSU campus master plan was prepared by Frank L. Hope and Associates and approved by the CSU Board of Trustees 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 several primarily minor revisions were made to the plan throughout the 1970s (SDSU 1997).

Several major revisions have been made to the master plan over the last 20 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 documents SDSU's existing conditions and outlined proposed policies and guidelines to maintain and enhance the character, form, and function of the campus (SDSU 1997). Phase II of this process evolved into three distinct planning programs: the Student Activity Center (now Viejas Arena, completed in 1997) and the Aztec Recreation Center (completed in 1997), the SDSU Aztec Walk Master Plan (approved in 1999) and the SDSU Campus Master Plan 2000 (approved in 2001).

1 – Introduction and Existing Environmental Setting

By 1997, SDSU planned, funded, and constructed the Viejas Arena, which is situated on the main SDSU campus and is home of the SDSU men's and women's basketball teams. In conjunction with that effort, SDSU also completed the Aztec Recreation Center. The Viejas Arena is a premier on-campus indoor basketball arena that seats approximately 12,414 for basketball games. The arena accommodates other athletic, entertainment, and cultural events; and it is a popular venue for concerts with intimate seating down to 3,000 seats and, depending on configuration, can accommodate as many as 13,500 concert seats. Related facilities include concessions, locker rooms, team rooms, a common area, training room, and work room.

Completed in time for the 1997 baseball season, SDSU planned and constructed Tony Gwynn Stadium, which became the new home of the SDSU baseball program. The facility is hailed as one of the top college baseball stadiums in the country. The \$4 million facility was made possible through donor funding. The seating capacity of the stadium is 3,000. Associated facilities include concessions, novelty/souvenir shop, coaches' dressing room, players' meeting room, baseball museum, home and visitor locker rooms and shower facilities, training and equipment rooms, press box, sky boxes, and alumni lounge.

Approved in 1999, components of the Aztec Walk Master Plan include the consolidation and redevelopment of SDSU's athletic, recreational, and student housing resources. Replacement locations for parking facilities were also included. Further, the Campus Master Plan 2000 consisted of a comprehensive, campus-wide buildout strategy. This master plan proposed the redevelopment of several classrooms, offices, research, and student buildings and facilities, and development of several new buildings, including a physical plant and yard, parking structure, and central campus park area.

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 provided 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 to a new enrollment of 35,000 full-time equivalent students by the 2024–2025 academic year. To accommodate the projected student increase, the 2007 Campus Master Plan Revision included 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. Following project approval, litigation ensued, and the certified EIR for the 2007 Campus Master Plan Revision project was ultimately upheld, except with regard to the following three issues: (1) traffic-related mitigation payments for off-campus impacts; (2) bus and transit system impacts; and (3) Traffic Demand Management plan preparation (see further description below).

In May 2011, the Board of Trustees approved the Plaza Linda Verde (now South Campus Plaza) mixed-use development project along with related revisions to the Campus Master Plan. The South Campus Plaza is SDSU's most recent large-scale campus mixed-use project.

In September 2017, the Board of Trustees approved the planning, funding, and development of a new freshman residence hall to provide on-campus housing for 850 students. The new student housing project recently completed construction on the west side of campus, east of the existing Chapultepec Hall (near the athletic fields and the Recreation Center) and will be occupied beginning in the Fall 2019 academic year.

In 2018, SDSU prepared additional environmental analysis to address the three legal issues regarding the 2007 Campus Master Plan Revision and related Board-certified EIR. The additional analysis included revised traffic mitigation requiring SDSU to implement recommended road improvements, where applicable. The analysis also

included a quantitative analysis of the project's impacts on the trolley and bus system, and a mitigation measure requiring that SDSU implement a Traffic Demand Management program that includes a program coordinator, increased rideshare opportunities, facilities to increase bicycle and pedestrian travel, and incentives to ride transit. At the May 15–16, 2018, meeting, the CSU Board of Trustees re-approved the 2007 Campus Master Plan Revision and recertified the corresponding Final EIR, as amended by the final additional environmental analysis.

The proposed project would entail Board of Trustees' approval of the SDSU Mission Valley Campus Master Plan. The proposed SDSU Mission Valley Campus Master Plan is shown on Figure 1-5, Proposed Campus Master Plan.

SDSU's Planning, Design, and Construction is responsible for master planning, space planning, and capital planning, as well as managing the campus facilities information system. These responsibilities include, among others: (1) oversight of the Campus Master Plan; (2) concept and space planning for new construction, including major and minor renovation projects; (3) development of the annual capital outlay program; (4) preparation of environmental documents to comply with CEQA; (5) coordinating with the CSU Board of Trustees and the Chancellor's Office; and (6) developing campus design principles and guidelines.

Planning, Design, and Construction also collaborates with SDSU's Parking and Transportation Services to plan for parking and transportation options that serve the campus community and support campus transportation demand management plans and objectives. With completion of the MTS Transit Center on campus in 2005, the campus has greatly expanded public transportation options. The existing campus Transit Center is centrally located at the heart of the campus and is served by the MTS San Diego Trolley Green Line and seven bus routes. Discounted monthly and semester transit passes are available for students. Other alternatives to driving include bicycling, carpooling, vanpooling, and rideshare. In the past few years, the main campus also has implemented a variety of on-campus bicycle accommodations.

SDSU's main campus is currently landlocked, leaving the university with limited opportunities to grow its academic, research, innovation, housing, and athletic facilities and programs to meet increased student demand, as evidenced by more than 90,000 undergraduate student admission applications received in 2018. The proposed project is designed to provide SDSU the ability to plan for long-term growth to accommodate student demand and create academic, athletic, and recreation programs, including a football stadium and venue, within a vibrant, campus village and innovation area.

1.5 Project Area Background and Previous Planning Efforts

1.5.1 Mission Valley Historical Overview

As stated, regionally, the project site is situated in Mission Valley. The following is a historical overview of Mission Valley, which was adopted from a historic resources technical report and other cited sources included in Appendix H to the City's Stadium Reconstruction Project Draft EIR (City of San Diego 2015a).

Mission Valley is rich in history and includes all the land between overlying mesas on the lower 10 miles of the San Diego River from Mission Gorge to the lowlands of Mission Bay (Crawford 2014, as cited in City of San Diego 2015a). The San Diego River runs through Mission Valley, emptying to the San Diego Bay. Mission Valley was first inhabited

by the Kumeyaay tribes whose villages and settlements dotted the valley floor for centuries. By 1769, the area was captured by Spanish missionaries and soldiers.

Spain sought to anchor its North American holdings by exploring and creating a strong military and religious presence in California. To accomplish this goal, the Spanish crown sent Father Junipero Serra, with the military support of Don Gaspar de Portola, to advance into Alta California by land and sea from Mexico in 1769.

By the 1820s, after Mexico achieved Mexican independence from Spain, Mission Valley was part of Mexico's holdings. Mission lands were granted to faithful supporters of the new government, and the missions were secularized. The lands became part of large, private rancho holdings, with herds of cattle, sheep and horses. The local Kumeyaay tribes suffered greatly as their dependence on the mission system had become vital to their survival, and once that support was gone, their lives became one of poverty and despair. In later decades, they would be given reservation land, which did not truly alleviate their suffering.

The Alta California area, including Mission Valley, was the northernmost part of Mexico. The United States was expanding, spreading westward across North America. Trading ships had called at the port of San Diego for decades, bringing hides and tallow from the local ranchos back to the industrial centers of the East Coast. By 1846, various political and military events led to the Mexican American War from 1846 to 1948. The war concluded with the Treaty of Guadalupe Hidalgo, which transferred Mexican holdings north of the Rio Grande River to the United States. California and San Diego were now American territory. In 1850, California statehood brought California into the union.

As people moved into California, the San Diego River Valley drew new residents interested in dry farming. From 1850–1870, dry farming became a major economic development on the valley floor. The valley lands would go through periods of intense agricultural development over the next 100 years, alternating with low periods, depending upon the larger political and economic developments in San Diego. Floods periodically caused havoc in the valley, damaging crops and homes and necessitating a rebuilding process.

The situation began to change significantly when Alonzo Horton purchased land further south of Mission Valley to begin his dream of a new city, which came to be known as New Town. By 1870, patterns were shifting, the move to the new city had begun, stores and residences were going up, port facilities were under construction, and Old Town was slowly dying. By 1873, San Diego's population was over 1,500 people, the majority living in New Town. The city would continue to grow as the promise of the railroad made commercial and economic success viable. The city underwent a "boom and bust" cycle in the 1880s, but it recovered and has continued to grow into one of the largest cities in the United States.

As the population increased, demand increased on local farmers for more food. Mission Valley underwent continuous development to create more intensive agricultural production and the farms in the valley produced significant amounts of food. This process was aided by the improvement of pumping equipment allowing for better irrigation of the farmlands. By 1879, gardens and dairies extended across the river valley all the way to the old Mission San Diego de Alcalá.

Larger statewide and national events caused changes in San Diego. Asian immigration increased during the decades of the late 1800s, resulting in a rise in population in San Diego. Many of the new immigrants leased land in Mission Valley, creating successful vegetable farms.

Dairies were also part of the economic development of Mission Valley. They developed in response to the nearby urban market and increased in numbers as that market expanded. The valley had cheap, flat land and the space needed for dairy operations. Dairymen focused on shipping cream to market until 1916 when Ernest Briden started bottling milk.

San Diego was the first port of entry north of the Mexican border, a militarily strategic point. Starting in the 1890s, San Diego became a critical component in the nation's military operations. With its important harbor and location on the West Coast facing Asia, San Diego was destined to play a key role in 20th century events. This wave of development would continue to the present time, resulting in a considerable military presence in San Diego County. This, in turn, led to an increased need for land, food and goods and services. In the post-World War II period, the area would undergo development – all of which would change Mission Valley.

Large-scale commercial development of Mission Valley began in this post-World War II period. Three factors shaped the future of Mission Valley post-1950 – flood control, road construction, and population growth. Construction of freeways through the valley also changed Mission Valley. By 1953, the two lanes of Highway 8, the main east/west highway through Mission Valley, were expanded to four lanes and in that same year, the C.J. Brown family opened the Town & Country Hotel and Club at the western end of the Valley. Subsequently, planning began for the second commercial development, the Mission Valley Inn, followed by the Mission Valley Lodge in 1956. In 1957, the Bowlero, “the West Coast's Largest Bowling Center,” was opened. By 1957, the Mission Valley Country Club became the Stardust Motor Hotel; and 1959 brought the Rancho Presidio (later Hanalei Hotel), the King's Inn, and the Vagabond Motor Hotel.

Businessman C. Arnholt Smith, owner of Westgate-California Tuna Packing Co., had acquired the Pacific Coast League Padres and immediately began to make plans to develop a new, modern stadium for the minor league team in 1955. After approval by the City Council in 1956, construction schedule began, which included the surfacing of Friars Road. Westgate Park was opened to the public on April 28, 1958 (Crawford 2009, as cited in City of San Diego 2015a).

In October 1957, the May Company announced plans for an \$18 million major department store and shopping center in Mission Valley. The store was planned for the Mission Valley site in order to draw trade from the San Diego, El Centro, Oceanside, and Escondido areas.

In March 1958, the May Company presented formal plans to the San Diego City Council for its Mission Valley Shopping Center project. Los Angeles based Albert C. Martin presented the plans with Frank L. Hope of Hope & Associates for a \$20 million, 80-acre shopping center. In April 1958, the City Council approved the May Company's request to rezone the 90 acres in Mission Valley for commercial use. When completed, the project was to provide the largest and most complete facility for shopping south of downtown Los Angeles. Construction of the shopping center commenced in July 1959 and was completed in February 1961.

In 1958, the Los Angeles-based football team, the Chargers, expressed interest in moving their team to San Diego with hopes of a new, larger municipal stadium in Mission Valley (City of San Diego 2007, as cited in City of San Diego 2015a). They temporarily moved into the 1914 Balboa Stadium and played their first game on August 6, 1961. The Chargers continued to play at Balboa Stadium until December 1966. The following year, the team moved to the newly developed stadium in Mission Valley (then called San Diego Stadium), which had been approved by San Diego voters on November 2, 1965.

The year 1958 also marked construction on a new principal interchange for SR-163 (395) and I-8 (formerly 80). By 1960, these routes had been converted to full freeways. Lanes went from four to eight, and large sections of Mission Valley land were converted from farm use to transportation use.

Due to population growth and expansion of the freeway system, Mission Valley became a prime location for new uses to accommodate the growing demands of San Diego. It also offered a wide range of economic opportunities. The effect of the new transportation systems was to increase land values substantially and land use correspondingly changed and intensified.

By 1968, more than half of Mission Valley went from agricultural use to commercial use. In 1969, the second largest shopping center, Fashion Valley, was added to the west end of the valley.³ Commercial growth continued, and by 1975, much of the valley could be characterized by its commercial/retail uses.

In 2005, service began on the Trolley Green Line, which extends from the western end of Mission Valley at the Old Town Station, through Mission Valley and connected in the east to Santee. There are several stations through Mission Valley, including Morena/Linda Vista, Fashion Valley, Hazard Center, Mission Valley Center, Rio Vista, Fenton Parkway, Stadium Station, Mission San Diego, Grantville, SDSU, Alvarado Medical Center, 70th Street, Grossmont, and El Cajon Transit Center.

The currently adopted Mission Valley Community Plan, adopted in 1984, provided for limited residential development in Mission Valley. Commercial and office uses proliferated; however, comparatively few homes were built since the time the Mission Valley Community Plan was adopted. In 2008, the City adopted the current General Plan “City of Villages.” Since then, the City has been updating community plans in the years following adoption of the General Plan to implement the vision contained in the City of Villages. For example, in 2018, the City released a Mission Valley Community Plan Update Draft Working Plan and in February 2019, the City released the Draft Mission Valley Community Plan Update and associated Draft Program EIR. Following public review, a draft Final PEIR was released on May 31, 2019, and the Final Draft of the Mission Valley Community Plan was released in July 2019 for final review and consideration by the City, including the Planning Commission and City Council. The City is scheduled to take a final vote in August 2019. The Draft Community Plan Update would increase the amount of residential development within Mission Valley compared to the 1984 community plan.

For further information regarding the culture and history of Mission Valley, please refer to the Mission Valley Community Plan Final Draft (City of San Diego 2019b).

1.5.2 Previous Planning Efforts

Beginning in the early 2000s, several planning efforts and proposals were made for redevelopment of the project site. These efforts were largely focused around the construction of a new NFL stadium for the former San Diego Chargers football club and necessary supporting development to fund such construction. In 2015, the City of San Diego advanced a Draft Environmental Impact Report for the Stadium Reconstruction Project (SCH No. 2015061061); however, the EIR was never certified. A summary of previous proposals is provided below in Table 1-2, Prior Planning Efforts on Project Site.

³ Westgate Park was razed in 1967 and the Padres moved to San Diego Stadium. Fashion Valley Shopping Mall was built where Westgate Park was originally constructed on Friars Road.

Table 1-2. Prior Planning Efforts on Project Site

Year	2003	2005	2015	2015	2017
	<i>Proposing Entity</i>				
<i>Proposed Use(s)</i>	<i>Stadium Task Force¹</i>	<i>San Diego Chargers²</i>	<i>City of San Diego³</i>	<i>Chargers Stadium Advisory Group⁴</i>	<i>FS Investors⁵</i>
Stadium	65,600 seats		68-72,000 seats	65-72,000 seats	30,000
Residential	3,300 homes	60 acres/ 6,000 homes	N/A	3,300 units	4,800
Office	600,000 sq. ft.		N/A	1,000,000 sq. ft.	2,100,000 sq.ft.
Retail	230,000 sq. ft.		N/A	175,000 sq. ft.	300,000 sq. ft.
Hotel	623 rooms	TBD	NA	500 rooms	450 rooms
Park	10-20 acres	30 acres	N/A	31 acres	55 acres

Sources:

- ¹ City of San Diego 2019c.
- ² Donohue 2006.
- ³ City of San Diego 2015b.
- ⁴ CSAG 2015.
- ⁵ Initiative Petition n.d.

1.6 San Diego Municipal Code Section 22.0908

1.6.1 Summary of San Diego Municipal Code Section 22.0908

In general, SDMC Section 22.0908 adopts a City policy authorizing, directing, and providing the means for the sale of the project site to SDSU for Bona Fide Public Purposes, as defined, provided that such sale is at such price and upon such terms and timing as the City Council deems fair and equitable and in the public interest, and that such sale would create jobs and economic synergies in the City and improve the quality of life of Mission Valley residents through the development specified below.⁴

CSU is a state agency and, therefore, not subject to local ordinances, regulations, policies, and rules, including zoning and land use regulations, development regulations, inclusionary housing and affordable housing regulations, subdivision regulations, development impact fees, facilities benefit fee assessments, parkland dedication and improvement requirements, and other regulations, rules, fees, and exactions that might be imposed by a local agency in connection with the regulation of land use and development. Given the unique circumstances and opportunities presented, however, the development features and framework set forth in SDMC Section 22.0908 will be included in the Purchase and Sale Agreement. For an analysis of how the framework of SDMC Section 22.0908 is achieved through the proposed project, refer to EIR Section 4.10, Land Use and Planning.

⁴ This summary is not intended to replace or supersede the provisions found in SDMC Section 22.0908. Instead, it is intended to provide an overview of the new law to the public, decision makers, and other interested parties. In the event of a conflict or omission in the summarized text above, the provisions of SDMC Section 22.0908 and the Purchase and Sale Agreement are to control.

1.6.2 Development Features Contemplated by San Diego Municipal Code Section 22.0908

SDMC Section 22.0908 contemplates demolition of the existing SDCCU Stadium and provides for the development of a new joint-use Stadium; River Park, public trails, and associated open space; practice and recreation fields; residences; and facilities for educational, research, entrepreneurial, and technology programs within a vibrant campus and innovation village. Specifically, SDMC Section 22.0908 contemplates the following development and open space features:

- Joint-use Stadium, as defined.
- A 34-acre River Park, public trails, walking and biking paths or trails, and associated public open space.
- Passive and active recreation space, and community and neighborhood parks.
- Practice intramural, intermural, and recreation fields.
- Facilities for educational, research, entrepreneurial, and technology programs within a vibrant mixed-use campus village and research park, constructed in phases and to include:
 - Academic and administrative buildings and classrooms
 - Commercial, technology, and office space
 - Retail uses serving neighborhood residents and businesses
 - Hotels
 - Faculty and staff housing
 - Graduate and undergraduate student housing
 - Apartment-style homes for the local community
 - Other market-rate, workforce, and affordable homes
 - Trolley and other public transportation use and improvements

As part of the purchase of the project site, SDMC Section 22.0908 requires that CSU (on behalf of SDSU) revitalize and restore the 34-acre River Park as identified in SDMC Section 22.0908, which will be retained and owned by the City in fee. In addition, both the 34-acre River Park, as identified in SDMC Section 22.0908, and the new Stadium must be completed no later than 7 years from the date of execution of the Purchase and Sale Agreement.

Further, the project site must be comprehensively planned through an SDSU Campus Master Plan process, which requires full compliance with CEQA, the CEQA Guidelines, and Education Code Section 67504, subdivisions (c) and (d), along with ample opportunities for public participation. Though not required by the SDSU Campus Master Plan process, SDMC Section 22.0908 provides that SDSU also use the content requirements of a Specific Plan, prepared pursuant to Government Section 65451, subdivision (a), in completing the SDSU Campus Master Plan.

Other environmental-related requirements include (1) taking steps to reach agreements with the City of San Diego and other public agencies regarding the payment of fair-share mitigation costs for identified off-site significant impacts related to the project, (2) providing at least two publicly noticed EIR scoping meetings (completed on January 30 and 31 and February 1, 2019), (3) preparing an EIR with all feasible alternatives and mitigation measures, (4) extending the public comment period on the draft EIR to 60 days, and (5) holding a noticed public hearing.

Additional components of SDMC Section 22.0908 include the following:

- The sale requires SDSU and the City to negotiate fair-share contributions for feasible mitigation and applicable taxes for development within the property.⁵
- The sale and ultimate development shall require the proposed site development to comply with:
 - The City’s development impact fee requirements, parkland dedication requirements, and housing impact fees/affordable housing requirements, and
 - Adherence to the City’s greenhouse gas (GHG) emission reduction goals.
- The sale requires the City and SDSU to cooperate to modify or vacate easements or secure lot line adjustments on the property (other than easements of the City or any utility department of the City for which the City retains its full regulatory discretion), so that development of the property is facilitated.
- The sale must not raise or impose any new or additional taxes on City residents.
- The sale requires SDSU or its designee to pay prevailing wages for construction of the Joint-Use Stadium and other public improvements, provided that the construction occurs on state-owned property or involves the use of state funding.
 - To the extent possible under state law, all building and construction work shall be performed by contractors and subcontractors licensed by the State of California, who shall make good faith efforts to ensure that their workforce construction hours are performed by residents of San Diego County.
 - With respect to the new joint-use Stadium, SDSU will use good faith efforts to retain qualified employees who currently work at the existing Stadium.

Further, SDMC Section 22.0908 identifies existing rights and obligations for both the City and CSU. For example, the sale and ultimate development cannot impair the City’s ability to continue its plan of environmental remediation of the property based on its existing agreements with responsible parties. In addition, the sale cannot change or alter any obligation under any existing lease regarding the use of the property, or any portion thereof, that continues in effect until approximately 2018 and that could be extended until approximately 2022 or thereafter.

Nothing in SDMC Section 22.0908 abrogates, or is intended to abrogate, the authority of the CSU Board of Trustees, acting by and through the State of California.

Additionally, nothing in SDMC Section 22.0908 abrogates, or is intended to abrogate, the City of San Diego mayor’s administrative and executive authority, particularly relative to engaging in good faith contract negotiations, including purchase and sales agreements for the City. SDMC Section 22.0908 also does not mandate, dictate, or impede the mayor’s administrative or executive authorities; instead, it makes clear that the City’s legislative policy is to sell the property to SDSU for Bona Fide Public Purposes, as defined, consistent with the purpose, intent, findings, and conditions set forth in the new law.

⁵ The CSU also will take steps to reach agreements with the City regarding the payment of fair-share mitigation costs for identified off-site significant impacts related to campus growth and development as part of the proposed project.

1.6.3 Applicability of San Diego Municipal Code Section 22.0908 to the Proposed Project

The City and the CSU are currently negotiating a purchase and sale agreement (Purchase and Sale Agreement). The Purchase and Sale Agreement will include conditions codified in SDMC Section 22.0908.

The purpose and intent of SDMC Section 22.0908 was to adopt a new City policy authorizing, directing, and providing the means for the City to sell the project site to CSU/SDSU for “Bona Fide Public Purposes,” provided such sale complied with the conditions established in SDMC Section 22.0908. SDMC Section 22.0908 defines “Bona Fide Public Purposes” to encompass the proposed project’s land uses.⁶

The State of California, acting by and through the CSU, has sovereign immunity and is not subject to municipal codes, but will agree to purchase the project site pursuant to the framework described in Section 22.0908 upon the mutual agreement of terms to be set forth in the Purchase and Sale Agreement between the City and CSU. The conditions set forth in Section 22.0908 are intended to set forth the conditions under which the City is directed to sell the site to CSU/SDSU. While subject to Section 22.0908, the City currently owns the real property that comprises the project site. Though fee title to the entire project site is vested in the City of San Diego, internally, the site is allocated in a manner that assumes, the City General Fund “owns” approximately 55 acres that make up the northern third of the project site, and the City Water Department “owns” approximately 115 acres that make up the southern two-thirds of the project site, as shown in Figure 1-6, Existing Ownership.

Upon execution of the Purchase and Sale Agreement, the purchase of approximately 132 acres of land within the project site would be pursuant to the terms of that Purchase and Sale Agreement. That agreement will also provide for the City to retain ownership of the remaining approximately 34-acre River Park area identified in SDMC Section 22.0908, which CSU/SDSU would revitalize on terms to be set forth in the Purchase and Sale Agreement.

1.7 Planning Context

As stated, CSU is a state agency and, therefore, not subject to the application of local and regional, adopted land use regulatory/planning documents, ordinances, regulations, policies, rules, fees, taxes and exactions. However, CSU will purchase the proposed project site pursuant to the framework set forth in SDMC Section 22.0908 and the Purchase and Sale Agreement currently being negotiated, in order to implement the purpose of the proposed project. In addition, CSU will evaluate the proposed project’s consistency with adopted, applicable state and federal regulatory/planning documents; and though not required by law, CSU will also consider the proposed project’s consistency with adopted, applicable local regulatory/planning documents. Table 1-3, Summary of Planning Documents, identifies applicable, adopted regulatory and planning documents.

⁶ SDMC Section 22.0908 defines “Bona Fide Public Purposes” to include “good faith or genuine use or uses for public or government purposes such as public university uses or facilities; institutional uses or facilities; offices; buildings; stadium, park, open space, trail, and recreation uses and facilities; academic uses and facilities; public parking; faculty, staff, student, and residential market-rate and affordable housing; hotel uses and facilities to support university goals and objectives; and public-private partnership support uses and facilities, including but not limited to commercial, neighborhood-serving retail, research, technology, development, entrepreneurial, and residential uses, because all such uses, individually and cumulatively, promote or facilitate SDSU’s higher education mission, goals and objectives.”

Table 1-3. Summary of Planning Documents

Agency	Planning Documents
Local Agencies	
City of San Diego	San Diego General Plan – City of Villages San Diego Municipal Code Mission Valley Planned District Ordinance Mission Valley Community Plan (1984) Mission Valley Public Facilities Financing Plan Draft Mission Valley Community Plan Update (2019) Climate Action Plan Multiple Species Conservation Program San Diego River Park Master Plan
SANDAG	Regional Transportation Plan/Sustainable Communities Strategy Regional Housing Needs Assessment
San Diego Air Pollution Control District	San Diego Regional Air Quality Strategy
San Diego County Regional Airport Authority	Montgomery Field Airport Land Use Compatibility Plan
State Agencies	
San Diego Regional Water Quality Control Board	Water Quality Control Plan for the San Diego Basin (Basin Plan)
Federal Agencies	
Federal Emergency Management Agency	100-year and 500-year Floodplains 100-year Floodway Special Flood Hazard Areas
Federal Highway Administration	Congestion Management Plan

1.7.1 San Diego General Plan, Community Plan, and Climate Action Plan

The City’s General Plan (City of San Diego 2008, as amended) sets forth a comprehensive, long-term plan that prescribes overall goals and policies for development within the City of San Diego. The City Council comprehensively updated the General Plan by unanimous vote in 2008. The City Council also certified the General Plan Program EIR and adopted associated amendments to its Land Development Code. The General Plan update does not include land use designations or zone changes, which are the purview of the City’s community plans.

Community plans work together with the General Plan to provide location-based policies and recommendations in the City’s numerous community planning areas. Community plans refine the General Plan’s citywide policies, designate land uses and housing densities, and include additional site-specific regulations, land use designations, development standards, goals, policies and objectives.

The project site is located within the Mission Valley Community Plan area. The Mission Valley Community Plan encompasses approximately 3,216 acres (City of San Diego 2019b). The community is a regional center of offices, hotels, retail businesses, a growing residential community, and a major regional visitor center with hotels located near tourist attractions, including Mission Bay Park, SeaWorld, and Balboa Park. The community also is tied together by the MTS Trolley system. The Mission Valley Community Plan was adopted in 1985 and describes the community’s

history and environmental context and presents the various community plan elements. In each element, direction is provided in the form of objectives, proposals, and development guidelines.

The City is in the process of updating the adopted Mission Valley Community Plan. The Final Draft Mission Valley Community Plan, July 2019 is evaluated in the Mission Valley Community Plan Update Final Program EIR, SCH No. 2017071066, May 31, 2019 (City of San Diego 2019d). Neither the Plan Update nor the EIR have been approved by the City as of this writing. The proposed Mission Valley Community Plan Update is focused on the vision for Mission Valley and various ways the City and community will implement the vision over the planning horizon through implementing actions, design guidelines, and policies. Notably, the proposed Mission Valley Community Plan Update does not include a “development intensity” section, but instead relies on development standards as defined in Chapter 13 of the San Diego Municipal Code to limit the developability of any given parcel. The proposed Mission Valley Community Plan Update identifies a buildout year of 2050.

The proposed Mission Valley Community Plan Update identifies “conceptual changes” (Figure 3 in the Mission Valley Community Plan Update) for several areas of Mission Valley, including the “Stadium site” and “Eastern Mission Valley” (City of San Diego 2019b). The “Stadium site” referenced in the proposed Mission Valley Community Plan Update encompasses the SDSU Mission Valley campus project site. The Mission Valley Community Plan Update also designates the project site as “Campus Master Plan.” Specifically, the “Stadium site” (i.e., the project site) will be redeveloped through Campus Master Plan, which will include detailed information on the land uses, mobility system, and recreation facilities (City of San Diego 2019b).

The proposed Mission Valley Community Plan Update identifies four geographic areas with different focus points. These include Western Mission Valley (west of SR-163), Central Mission Valley (between SR-163 and I-805), Eastern Mission Valley (east of I-805), and South of I-8 (south of I-8). The SDSU Mission Valley campus project site is in the larger “Eastern Mission Valley” geographic area. The “Eastern Mission Valley” area “will focus on higher density development with an emphasis on connectivity and comfort for pedestrians, cyclists, and other modes of transportation,” and this area will include “a recreation center to meet the active recreational needs of the community” (City of San Diego 2019b).

The proposed Mission Valley Community Plan Update also calls for a proposed park site on the SDSU Mission Valley campus project site, adjacent to the San Diego River, which would serve both the Mission Valley and Navajo communities (City of San Diego 2019b). The proposed Mission Valley Community Plan Update’s recommendations for the design and construction of park facilities include active and passive recreation, such as lighted sports fields, San Diego River pathway improvements, picnic areas, children’s play areas, multipurpose courts, walkways, landscaping, and parking. In addition, the proposed Mission Valley Community Plan Update recommends that the park area accommodate special activities such as skateboarding, dog off-leash, and other unique uses (City of San Diego 2019b).

In addition, the proposed Mission Valley Community Plan Update contemplates a 20,000-to-25,000-square-foot recreation center, including indoor gymnasium, multipurpose courts, multipurpose rooms, kitchen, and other community-serving facilities. The proposed Mission Valley Community Plan Update (see Table 5 in City of San Diego 2019b) also proposes an aquatics complex to be located at a site to be determined within the Mission Valley community. Recommended uses within the aquatics complex include a swimming pool, children’s pool, therapeutic pool, and pool house with locker rooms; staff offices; and equipment storage facilities. The proposed Mission Valley Community Plan Update also identifies a satellite police station on the “Stadium site” (City of San Diego 2019b).

The Mission Valley Community Plan Program EIR (see Figure 16 in City of San Diego 2019c) identifies the project site for “redevelopment to occur through a future Campus Master Plan (City of San Diego 2019c). In addition, the Draft Program EIR identifies “Eastern Mission Valley” as an area to “support higher density residential development with enhanced multi-modal connectivity” (City of San Diego 2019c).

Further, the Mission Valley Community Plan Program EIR states that the proposed Mission Valley Community Plan Update assumed that 4,800 dwelling units, 2 million square feet of office space, 300,000 square feet of retail space, 450 hotel rooms, 38.1 acres of active park, 4.9 acres of open space, and a 40,000-seat stadium would be developed on the Stadium site (City of San Diego 2019c). The SDSU Mission Valley campus proposed project’s land uses fall within the envelope identified in the Mission Valley Community Plan Update. For further information, please refer to this EIR, Section 4.10, Land Use and Planning.

The City’s Climate Action Plan calls for eliminating half of all GHG emissions in the City and aims for all electricity used in the City to be from renewable resources by 2035 (City of San Diego 2015c). The City Council approved the Climate Action Plan in December 2015. The Climate Action Plan helps achieve the state’s GHG reduction targets. For further information, please refer to this EIR, Section 4.7, Greenhouse Gas Emissions.

1.7.2 Multiple Species Conservation Program

The Multiple Species Conservation Program (MSCP) was developed to preserve a network of sensitive habitat and open space, protecting biodiversity and enhancing the quality of life in the San Diego region. The City of San Diego is one of several jurisdictions participating in the MSCP, which covers 85 species and core biological resource areas within the City’s Multi-Habitat Planning Areas. The City also has entered into an Implementing Agreement with federal and state wildlife agencies (U.S. Fish and Wildlife Service and California Department of Fish and Wildlife) to ensure implementation of the MSCP. The MSCP Plan guides the preparation of individual subarea plans for each jurisdiction within the MSCP boundary.

The City’s Subarea Plan guides the establishment of the City’s Multi-Habitat Planning Areas preserve system. The Implementing Agreement grants the City permit authority over those plants and animal species listed as threatened or endangered under federal and state Endangered Species Acts and covered by the City’s Subarea Plan. The project site is north of the MHPA. For further information regarding the MSCP and the City’s Subarea Plan, please refer to this EIR, Section 4.3, Biological Resources.

1.7.3 San Diego River Park Master Plan

The San Diego River Park Master Plan (City of San Diego 2013) provides the vision and guidance to restore the relationship between the San Diego River and the surrounding community. The San Diego River Park Master Plan covers the 17.5-mile stretch of the river within the City. The project site abuts the San Diego River; however, proposed development would be located outside the river area. At the same time, the proposed project requires that CSU revitalize and restore the 34-acre River as identified in SDMC Section 22.0908, which would be retained and owned by the City in fee under the Purchase and Sale Agreement.

For further information regarding the River Park, please refer to this EIR, Section 4.14, Public Services and Recreation; Section 4.10, Land Use and Planning; and Section 4.3, Biological Resources.

1.7.4 Regional, State, and Federal Plans

2050 Regional Transportation Plan and Sustainable Communities Strategy

In October 2011, the San Diego Association of Governments (SANDAG) Board of Directors adopted the 2050 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) (SANDAG 2011). The 2050 RTP lays out a plan for investing an estimated \$214 billion in local, state, and federal transportation funds expected to come into the region over the next 40 years. The largest proportion of the funds will go toward transit, which will receive 36% of the funds in the first 10 years, with 34% going to highway improvements (largely for the addition of high-occupancy vehicle lanes to existing freeway corridors), and 21% to local roads and streets (SANDAG 2011). The percentage dedicated to transit will grow each decade, up to 44% from 2021 to 2030, 47% in the third decade, and 57% in the last decade of the plan (SANDAG 2011).

Along with the 2050 RTP, the SANDAG Board adopted the SCS. The SCS details how the San Diego region will reduce GHG emissions to state-mandated levels over time. This inclusion of the SCS is required by Senate Bill 375 (SB 375), and the San Diego region is the first in California to produce an RTP with an SCS. The Board also certified an EIR for the 2050 RTP and SCS.

The 2050 RTP also identifies transit project needs for the region through 2050, which require funding above and beyond the revenues expected to be available. Among the transit projects on that list include construction of the MTS Purple Line. The Purple Line is a proposed light rail line that would operate between San Ysidro and Kearny Mesa along I-805 and provide riders with a more direct trip to job centers in Mission Valley and Kearny Mesa.

Consistent with the 2050 RTP, SANDAG commissioned a study to assess the feasibility of the Purple Line. The SANDAG Purple Line Conceptual Planning Study, January 2017, provides an assessment of the Purple Line's engineering feasibility; preliminary alignments; and construction, operations, and maintenance cost estimates, as well as implementation opportunities and challenges (SANDAG 2017). The Purple Line study reviewed an alternative alignment into Mission Valley. Upon reaching Mission Valley, the alignment would enter the project site and continue north across Friars Road and into Kearny Mesa along Ruffin Road, with its terminus on Overland Avenue at Claremont Mesa Boulevard (SANDAG 2017).

Specific to the project site, the Purple Line alignment currently contemplated by MTS would enter the project site from the southeast in a west-northwesterly direction. The alignment would then curve north and include a future trolley station approximately due north of the existing Green Line Stadium Station. Note this would be a separate station from the Stadium Station. From this future Purple Line Station, the alignment would curve slightly northeast and exit the project site in generally the same alignment as the current access gate on San Diego Mission Road and continue northeast on the existing Kinder Morgan access road under Friars Road before turning north along Murphy Canyon Road (see Figure 2-11E in Chapter 2, Project Description).

For further information regarding the 2050 RTP/SCS, please refer to this EIR, Section 4.15, Transportation, Circulation, and Parking; and Section 4.7, Greenhouse Gas Emissions.

Regional Housing Needs Assessment Plan

The SANDAG Board adopted the final Regional Housing Needs Assessment Plan, which was prepared in conjunction with the 2050 RTP/SCS to improve the connection between planning for transportation, land use, and housing, and to help meet the region's GHG reduction targets set by the California Air Resources Board as required by Senate

Bill 375. The Regional Housing Needs Assessment Plan calls for increasing the supply of housing and providing greater housing choice for all income levels. SANDAG then allocates the overall housing need by jurisdiction and income category. The allocation of and planning for the region's future housing needs will assist the region in meeting its housing needs in all income categories, meeting its GHG reduction targets, addressing its transportation needs as identified in the 2050 RTP/SCS, and helping reduce vehicle miles traveled.

For further information regarding the Regional Housing Needs Assessment Plan, please refer to this EIR, Section 4.10, Land Use and Planning and Section 4.13, Population and Housing.

Regional Air Quality Strategy

Air quality plans provide an overview of the region's air quality and identify the pollution-control measures needed to expeditiously attain and maintain air quality standards. The San Diego County Air Pollution Control District's plans include the San Diego Regional Air Quality Strategy (RAQS), addressing state requirements, and the San Diego portion of the California State Implementation Plan, addressing federal requirements.

In compliance with the California Clean Air Act, as amended, the San Diego County Air Pollution Control District prepared and submitted the 1991 RAQS to address San Diego County's nonattainment status for ozone. The RAQS is designed to make expeditious progress toward attaining the state ozone standard and contains preliminary implementation schedules for control programs on stationary sources, transportation, indirect sources, and a vehicle/fuels program.

The San Diego County Air Pollution Control District held a public meeting in September 2016, to discuss a draft proposed update of the RAQS to expeditiously attain the state ozone standards (limits) in San Diego County, and a draft proposed Eight-Hour Ozone Attainment Plan and Reasonably Available Control Technology Demonstration to expeditiously attain the federal ozone standard in San Diego County.

Further, the U.S. Environmental Protection Agency has established National Ambient Air Quality Standards for six criteria pollutants, which are known to be harmful to human health and welfare. These criteria pollutants are:

- Carbon monoxide (CO)
- Lead (Pb)
- Nitrogen dioxide (NO₂)
- Ozone (O₃)
- Particulate matter (PM)
- Sulfur oxides (SO_x)

The federal Clean Air Act, as amended, requires plans that identify how nonattainment areas will attain and/or maintain the National Ambient Air Quality Standards. The federal Clean Air Act requires the U.S. Environmental Protection Agency to review each plan, any plan revisions, and to approve the plan/revisions if consistent with the Clean Air Act.

Key elements of these plans include emission inventories, emission control strategies and rules, air quality data analyses, modeling, air quality progress, and attainment or maintenance demonstrations.

Congestion Management Plan

The Federal Highway Administration (23 CFR Section 450.320) requires that each transportation management area address congestion management through a process involving an analysis of multimodal metropolitan-wide strategies that are cooperatively developed to foster safety and integrated management of new and existing transportation facilities eligible for federal funding.

SANDAG has been designated as the transportation management area for the San Diego region. The 2050 RTP/SCS, the region's long-range transportation plan and SCS, meets the requirements of federal law (23 CFR Section 450.320) by incorporating the federal congestion management process, including performance monitoring and measurement of the regional transportation system, multimodal alternatives and non-single-occupancy-vehicle analysis, land use impact analysis, the provision of congestion management tools, and integration with the Regional Transportation Improvement Program process.

California State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare and regularly update the Congestion Management Program (CMP). The requirements in the state CMP were developed to monitor the performance of the transportation system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning. SANDAG provided regular updates for the state CMP from 1991 through 2008. In October 2009, the San Diego region elected to be exempt from the state CMP and, since this decision, SANDAG has been abiding by 23 CFR Section 450.320 to ensure the region's continued compliance with the federal CMP process. For further information regarding the San Diego Regional Air Quality Strategy and CMP, please refer to this EIR, Section 4.2, Air Quality.

Water Quality Control Plan for the San Diego Basin

The Water Quality Control Plan for the San Diego Basin (Basin Plan) designates beneficial uses for water bodies in the San Diego region and establishes water quality objectives and implementation plans to protect those beneficial uses. The San Diego Regional Water Quality Control Board (RWQCB) updated the Basin Plan in August 2016.

Specifically, the updated Basin Plan: (1) designates beneficial uses for surface and ground waters, (2) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's antidegradation policy, (3) describes implementation programs to protect the beneficial uses of all waters in the region, and (4) describes surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan (San Diego RWQCB 2016). Additionally, the Basin Plan incorporates by reference all applicable state and RWQCB plans and policies.

RWQCB regulates waste discharge and reclaimed water use to minimize and control adverse effects on the quality and beneficial uses of the region's waters. RWQCB issues permits, called "waste discharge requirements" and "master reclamation permits" that require waste and reclaimed water to not be discharged in a manner that would cause an exceedance of an applicable water quality objectives or adversely affect beneficial uses designated in the Basin Plan. The RWQCBs enforce these permits through a variety of administrative means.

For further information regarding the Basin Plan, please refer to this EIR, Section 4.9, Hydrology and Water Quality.

Montgomery-Gibbs Executive Airport—Airport Land Use Compatibility Plan

The project site is located within the Airport Influence Area identified as Review Area 2 in the Airport Land Use Compatibility Plan for the Montgomery-Gibbs Executive Airport, a general aviation airport. General aviation

encompasses all aviation except air carrier and military. The types of general aviation aircraft that operate at the airport include private, corporate, charter, air ambulance, law enforcement, fire rescue, flight training, and cargo.

The Federal Aviation Administration has classified the airport as a reliever for San Diego International Airport—Lindbergh Field. A reliever airport serves general aviation aircraft that might otherwise use a congested air carrier airport.

Review Area 2 involves airspace protection or overflight compatibility. The airport is located approximately 2 miles north of the project site and nearly 360 feet higher in elevation. The project site also is within the Federal Aviation Administration Part 77 Notification Area for the airport. The City of San Diego implements the Airport Land Use Compatibility Plan policies and criteria with supplemental development regulations contained in the City's Municipal Code.

Marine Corps Air Station Miramar—Airport Land Use Compatibility Plan

The project site is located approximately 5 miles south of Marine Corps Air Station Miramar. While it is not within the Airspace Protection Compatibility Area, Noise Exposure Contours, Safety Zones, Overflight Zones, or Airport Influence Area, it is within the FAR Part 77 Outer Boundary.

These plans are further discussed in this EIR, Section 4.8, Hazards and Hazardous Materials, and Section 4.10, Land Use and Planning.

1.8 Environmental Procedures

1.8.1 California Environmental Quality Act

The CEQA requires preparation and certification of an EIR for any project that a lead agency determines may have a significant effect on the environment. This EIR was prepared in compliance with CEQA, the CEQA Guidelines, and CSU policies and procedures, and is prepared as a Project EIR pursuant to CEQA Guidelines Section 15161. The EIR represents the independent judgment of the CSU Board of Trustees as lead agency.

1.8.2 Notice of Preparation and Scoping

CEQA establishes mechanisms whereby the public and affected public agencies can be informed about the nature of the project being proposed and the extent and types of impacts that the project and its alternatives would have on the environment should the project or alternatives be implemented. Pursuant to CEQA Guidelines Section 15082, SDSU circulated a Notice of Preparation (NOP) dated January 18, 2019, to interested agencies, organizations, and individuals. The NOP was also sent to the State Clearinghouse at the California Governor's Office of Planning and Research. The State Clearinghouse assigned a state identification number (SCH No. 2019011042) to this EIR.

The NOP is intended to encourage interagency communication regarding the proposed project so that agencies, organizations, and individuals are afforded an opportunity to respond with specific comments and/or questions regarding the scope and content of the EIR to be prepared. Three public scoping meetings were held, the first at the SDSU campus (Parma Payne Goodall Alumni Center, 5250 55th Street, San Diego, California 92182) on January 29, 2019, and the other two at the Mission Valley Marriot Hotel (8757 Rio San Diego Drive, San Diego, California 92108) on January 30, 2019, and February 7, 2019, to gather additional public input. The 30-day comment period ended on February 19, 2019.

Comments received during the NOP public scoping period were considered during preparation of this EIR. The NOP and all comments received by SDSU are included in Appendix 1-1 to this EIR. Oral and written comments also were received at the public scoping meetings. Based on the scope of the proposed action as described in the NOP and the comments received from the public, the following issues were determined to be potentially significant and therefore, are addressed in Chapter 4, Environmental Analysis, of this EIR:

- Aesthetics
- Land Use and Planning
- Air Quality
- Mineral Resources
- Biological Resources
- Noise
- Cultural Resources
- Population and Housing
- Energy
- Public Services and Recreation
- Geology and Soils
- Transportation/Circulation and Parking
- Greenhouse Gas Emissions
- Tribal Cultural Resources
- Hazards and Hazardous Materials
- Utilities and Utility Systems
- Hydrology and Water Quality
- Wildfire

Of the environmental topics analyzed in Chapter 4, Environmental Analysis, the following are determined to have potentially significant impacts requiring mitigation:

- Air Quality
- Population and Housing
- Biological Resources
- Public Services and Recreation
- Cultural Resources
- Transportation/Circulation and Parking
- Geotechnical Resources
- Tribal Cultural Resources
- Hazards and Hazardous Materials
- Utilities and Utility Systems
- Noise
- Wildfire

Additional CEQA-mandated environmental issue areas, such as Agricultural Resources, were found not to be significant during the NOP process. These issues are addressed in Chapter 5, Other Environmental Conditions.

1.8.3 Overview of the Environmental Impact Report Process

This EIR has been made available to members of the public, agencies, and interested parties for a 60-day public review period in accordance with CEQA Guidelines Section 15105. Public review of the Draft EIR is intended to focus “on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated.” The Notice of Completion of the Draft EIR has been filed with the State Clearinghouse as required by CEQA Guidelines Section 15085. In addition, the Notice of Availability of the Draft EIR has been distributed pursuant to CEQA Guidelines Section 15087. This EIR is available for review during the 60-day public review period at the following locations:

- SDSU website: <http://missionvalley.sdsu.edu/index.html>
- SDSU Love Library, 5500 Campanile Drive, San Diego, California, 92182
- Mission Valley Public Library, 2123 Fenton Pkwy, San Diego, California 92108

Once the 60-day public review period has concluded, the CSU Board of Trustees will review all public comments on the Draft EIR, provide a written response to comments, and authorize revisions to the Draft EIR text, if necessary. A Mitigation Monitoring and Reporting Program will be incorporated into the Final EIR, and it will include monitoring team qualifications, specific monitoring activities, a reporting system, and criteria for evaluating the success of the mitigation measures. Mitigation measures contained in this EIR were developed in consideration of future monitoring requirements and written in enough detail to address impacts of the proposed project, referencing the appropriate implementing permits and plans. The Final EIR will include all comment letters received on the Draft EIR; responses to comments; a Final EIR preface; and, if applicable, edits made to the EIR as a result of public review.

1.8.4 Scope of the Environmental Impact Report

This EIR evaluates the potential short-term (during construction), long-term (post-construction), direct, indirect, and cumulative environmental impacts associated with construction and operation of the new SDSU Mission Valley Campus Master Plan proposed project.

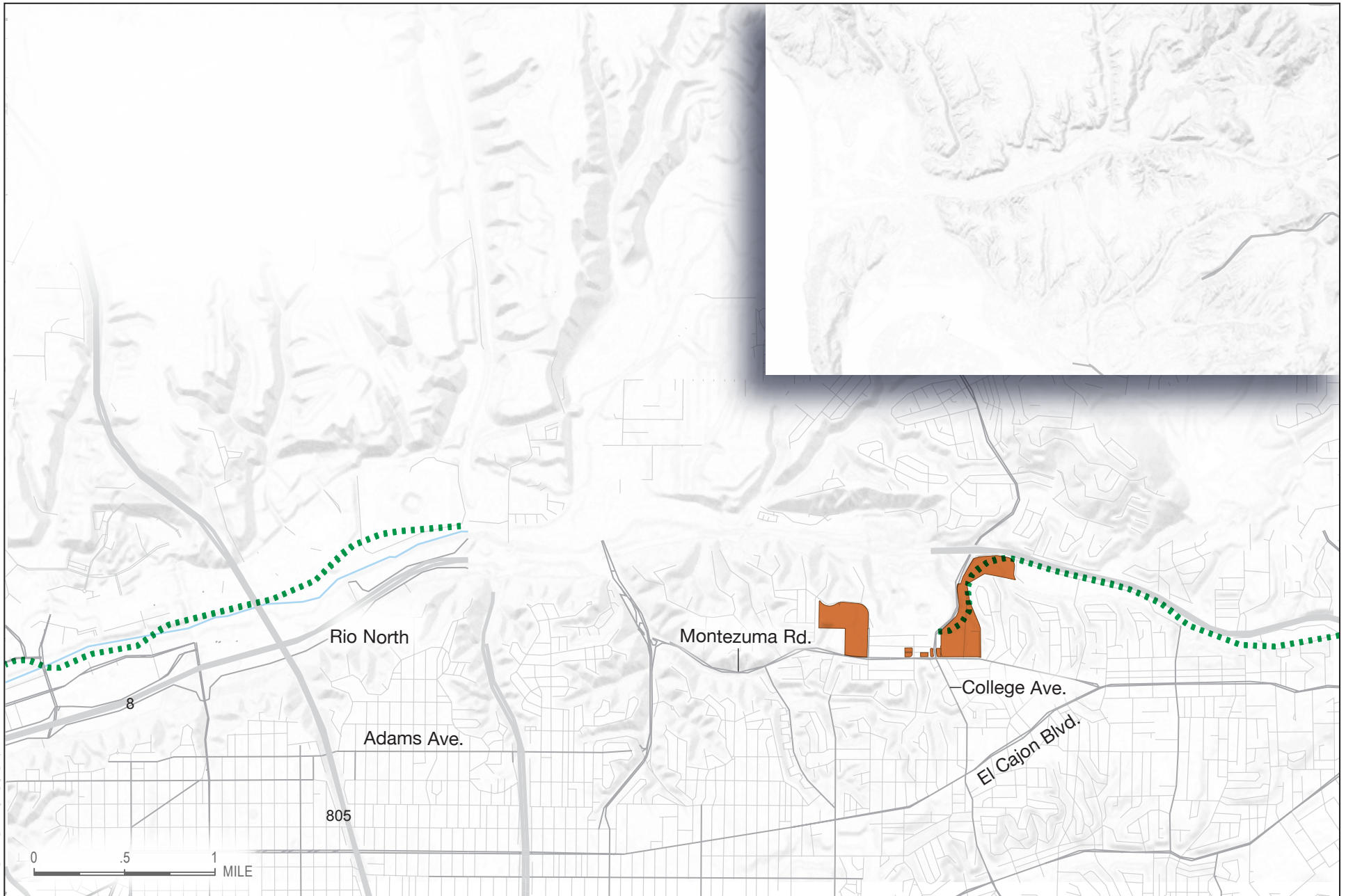
1.9 Reference Notes

As a state agency, CSU is not subject to local government planning regulations such as policies and guidelines outlined in the City of San Diego General Plan. Notwithstanding, CSU considers local agencies and related planning documents where feasible. Accordingly, any reference to local planning documents generally is provided for informational purposes only unless otherwise noted. For this reason, the EIR references the certain City of San Diego planning documents, including the City's General Plan and associated documents.

1.10 Mitigation Monitoring and Reporting Program

As required by CEQA Guidelines sections 15097 and 15091, the CSU Board of Trustees will prepare a Mitigation Monitoring and Reporting Program prior to project approval. The Mitigation Monitoring and Reporting Program will include all mitigation measures identified in the EIR, the entity responsible for implementation, implementation timing (prior to construction, during construction, and/or after construction), and any follow-up reporting requirements (such as submittal of materials to regulatory agencies). The CSU Board of Trustees, as the designated lead agency for the project, is responsible for enforcing and verifying that each mitigation measure is implemented.

INTENTIONALLY LEFT BLANK



SOURCE: SDSU 2018, MTS

SDSU Mission Valley Campus Master Plan EIR



Figure 1-1
Regional Vicinity Map

INTENTIONALLY LEFT BLANK



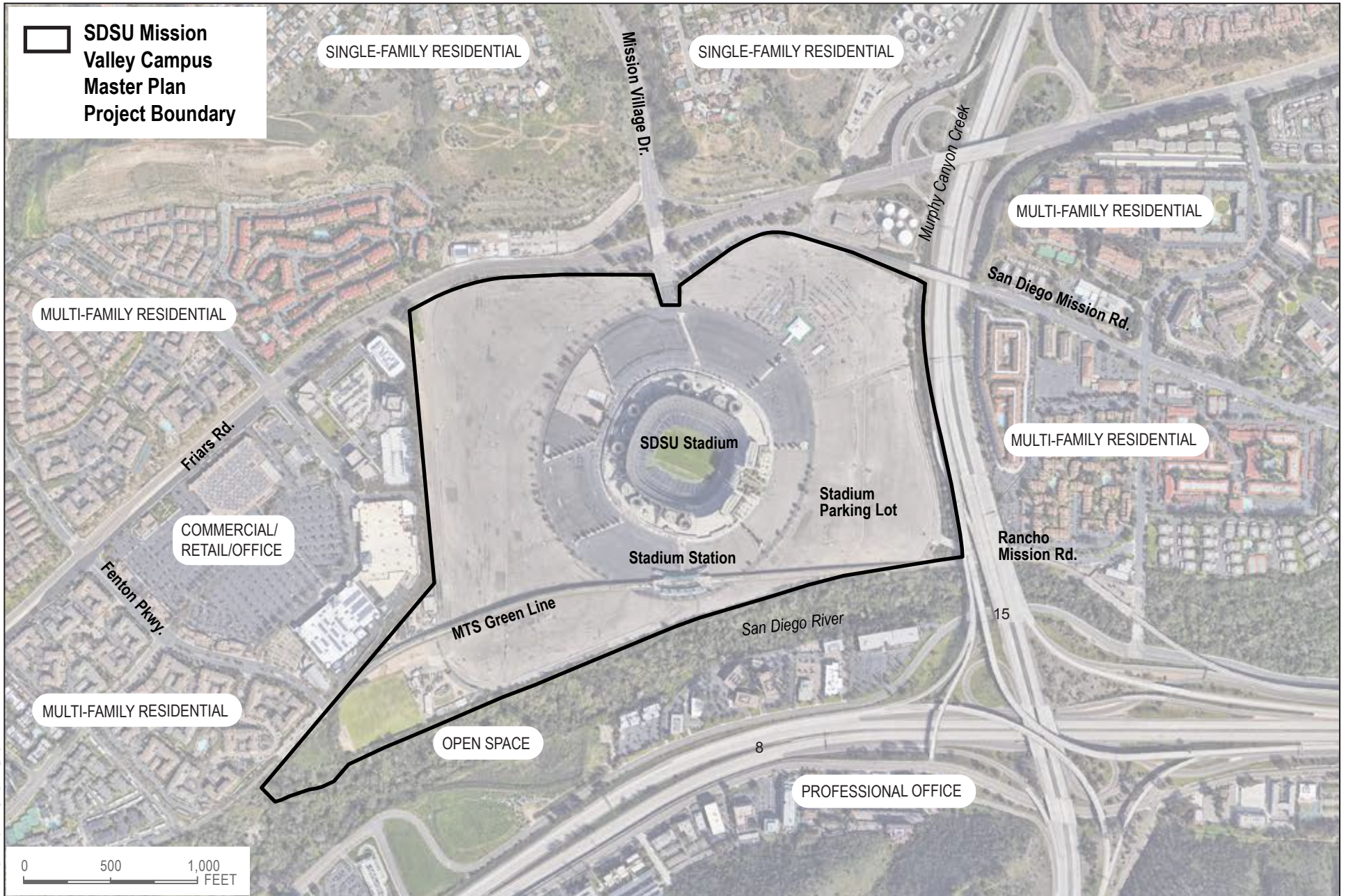
SOURCE: CITY OF SAN DIEGO

SDSU Mission Valley Campus Master Plan EIR



Figure 1-2
Mission Valley Community Plan

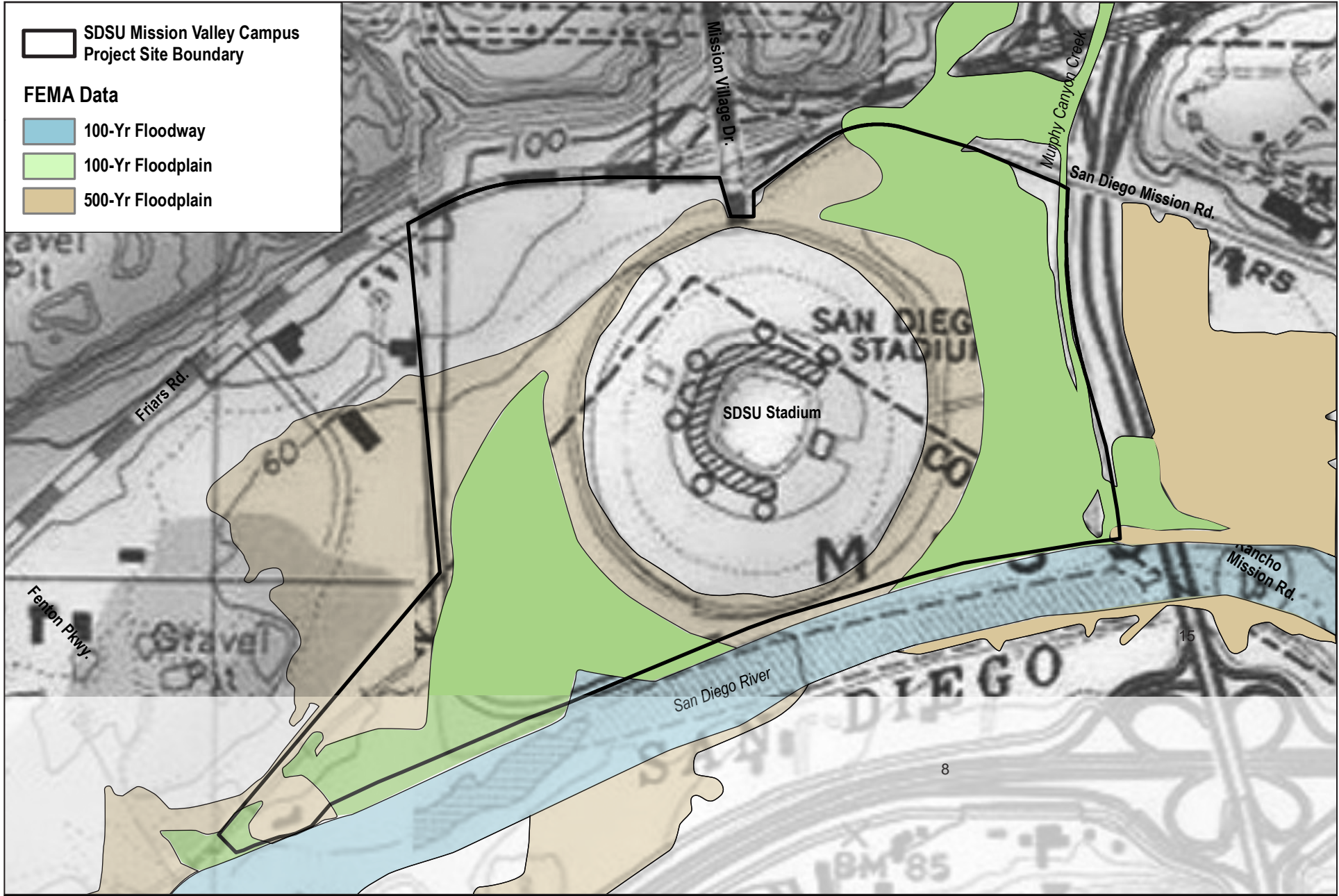
INTENTIONALLY LEFT BLANK



SOURCE: GOOGLE EARTH



INTENTIONALLY LEFT BLANK



SOURCE: USGS, FEMA



INTENTIONALLY LEFT BLANK

Mission Valley Campus

Proposed Campus Master Plan

Master Plan Enrollment

15,000 FTES Mission Valley

Approval Date:

Proposed Date: July 2019

Mission Valley Campus Acreage: 132

501	Campus Office/Research and Innovation	519	Campus Residential
502	Campus Office/Research and Innovation	520	Campus Residential
503	Campus Office/Research and Innovation	521	Campus Residential
504	Campus Office/Research and Innovation	522	Campus Residential/Retail
505	Campus Office/Research and Innovation	523	Campus Residential
506	Campus Office/Research and Innovation	524	Campus Residential
507	Campus Office/Research and Innovation	525	Campus Residential
508	Campus Office/Research and Innovation	526	Campus Residential
509	Campus Office/Research and Innovation	527	Campus Residential/Retail
510	Campus Office/Research and Innovation/Retail	528	Campus Residential
511	Campus Office/Research and Innovation	529	Campus Residential
512	Campus Office/Research and Innovation	530	Campus Residential
513	Campus Office/Research and Innovation	531	Campus Residential/Retail
514	Campus Office/Research and Innovation	532	Campus Residential
515	Campus Office/Research and Innovation/Retail	533	Campus Residential
516	Campus Office/Research and Innovation/Retail (Garage parking structure below Campus Office/ Research buildings)		(Garage parking structures integral to Campus Residential buildings)
517	Campus Hospitality		
518	Campus Hospitality		
500	Stadium		

▭ CAMPUS MASTER PLAN BOUNDARY

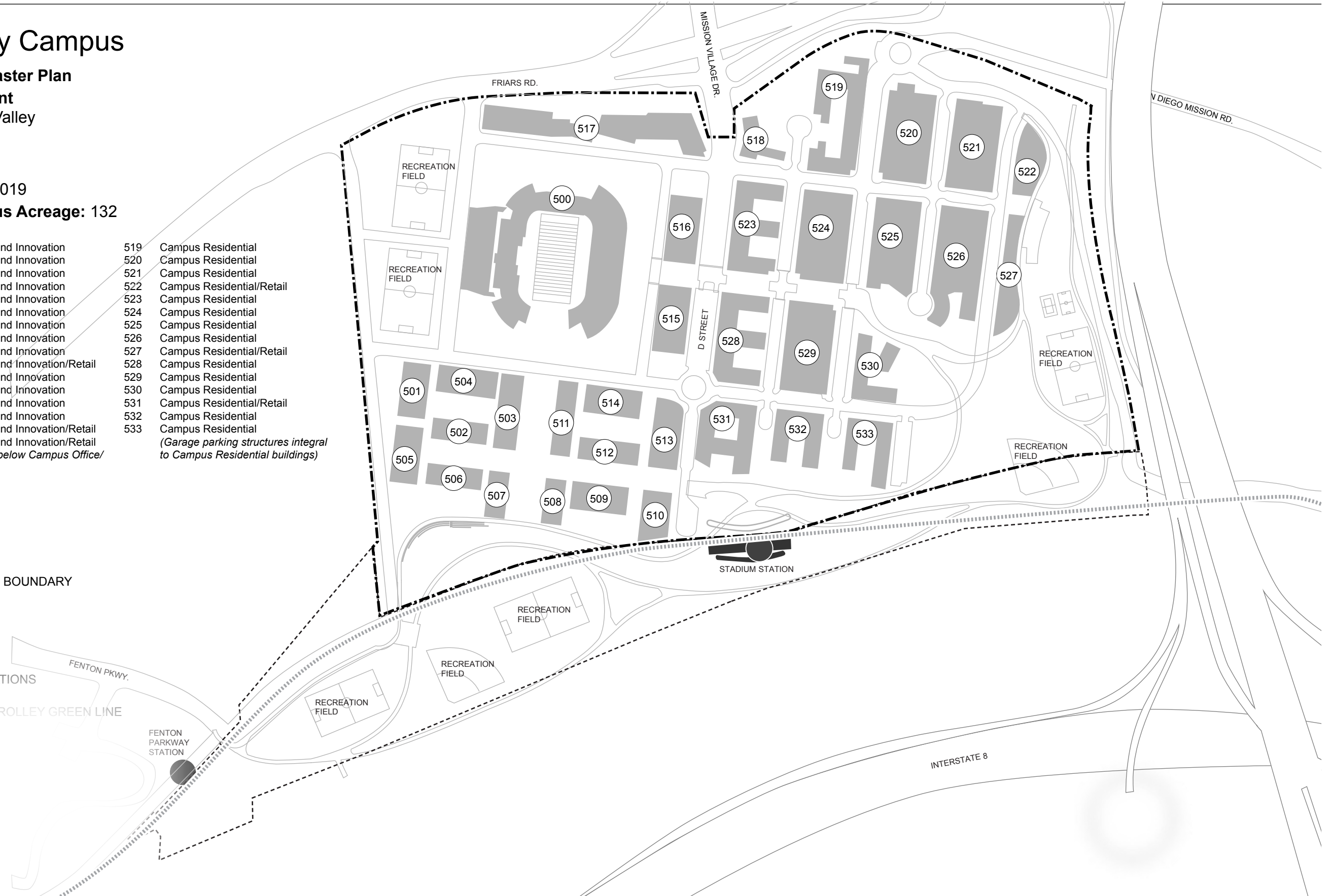
◻ FUTURE BUILDING

■ EXISTING BUILDING

● EXISTING TROLLEY STATIONS

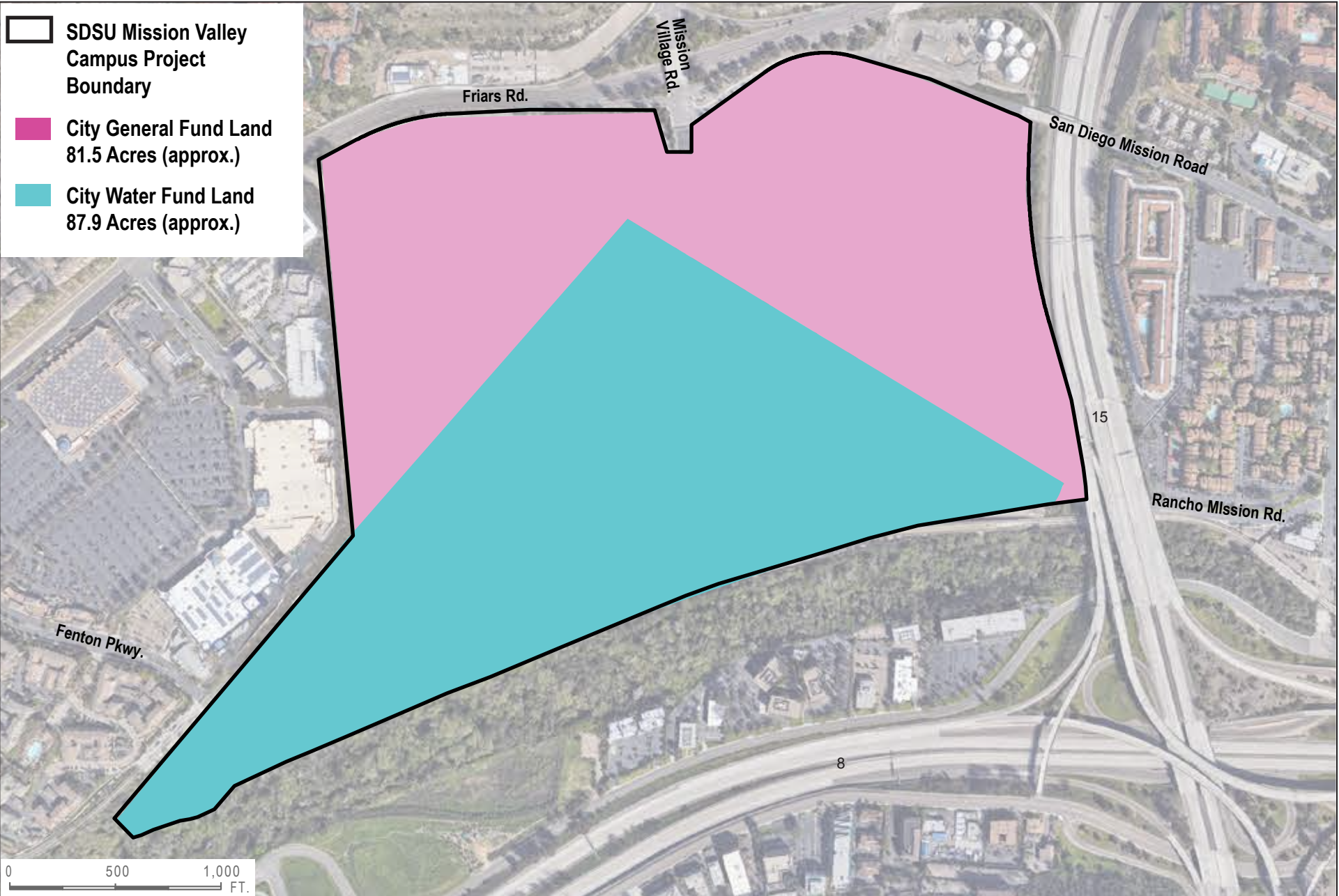
⋯ EXISTING SAN DIEGO TROLLEY GREEN LINE

▭ RIVER PARK



SOURCES: SDSU/AUGUST 2019, CITY OF SAN DIEGO SDMC SECTION 22.0908

INTENTIONALLY LEFT BLANK



SOURCE: GOOGLE EARTH, CITY OF SAN DIEGO, SANGIS



INTENTIONALLY LEFT BLANK