2 Project Description

2.1 Introduction

2.1.1 Purpose

The purpose of this section is to describe the proposed San Diego State University (SDSU) Mission Valley Campus Master Plan Project (proposed project) for the public, reviewing agencies, and decision makers. Pursuant to the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq., the project description section of an environmental impact report (EIR) is to contain the following information:

1. the precise location and boundaries of the proposed project, shown on a detailed map, along with a regional map of the project location;
2. statement of the objectives of the proposed project, which should include the underlying purpose of the project;
3. general description of the project's technical, economic, and environmental characteristics; and
4. statement briefly describing the intended uses of the EIR.

An adequate project description should supply the information necessary to evaluate and review the proposed project's significant environmental effects, but need not be exhaustive. This section describes the proposed project, including its location, objectives, and characteristics, and the intended uses of this EIR. The Board of Trustees of the California State University (CSU), which is the State of California acting in its higher education capacity, on behalf of SDSU, is the lead agency responsible for certifying the adequacy and completeness of this EIR and considering approval of the proposed project.

2.1.2 Overview

The proposed project entails the acquisition, construction, and operation of an 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 San Diego Municipal Code (SDMC) Section 22.0908, which shall be constructed 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, entrepreneurial, and technology programs;
3. construction of a new, multipurpose 35,000-capacity Stadium and the corresponding demolition of the existing San Diego County Credit Union (SDCCU) Stadium (formerly, "Qualcomm Stadium");
4. approximately 4,600 residences including student, faculty, staff, workforce, and affordable housing, within a vibrant, transit-oriented university village setting;

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

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 the campus, Stadium, and the community;
7. enhanced use of the Metropolitan Transit System (MTS) Green Line Stadium Trolley 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.

As part of the proposed project, CSU as lead agency would consider approval of the SDSU Mission Valley Campus Master Plan, which is the physical master plan to guide the future development of CSU facilities, based on academic goals and projected student enrollment levels, for an established time horizon. The SDSU Mission Valley Campus Master Plan would be able to accommodate up to 15,000 full-time equivalent students (FTES) over time, resulting in a total student headcount of approximately 20,000 students.[2]

For further project-related information, please refer to Figure 2-1, Concept Design - Site Plan, which graphically depicts the proposed project and its components; and Table 2-1, Campus Land Use Summary, which provides a statistical breakdown of the proposed project. See also Section 2.5, Project Overview, below.

Table 2-1. Campus Land Use Summary

Proposed Campus Land Uses	Footprint (acres)	No. of Buildings	Stories	Units	
				Homes	*Hotel Rooms*
Parks, Recreation, and Open Space[a]	86.1	—[b]	—	—	—
Campus Office (Including Stadium)	28.6	17	3-6	—	—
Campus Residential	24.6	16	3-24	4,600	
Campus Hospitality[c]	5.2	2	3-22		400
Circulation	27.4	—	—	—	
Total	**172.0**	**34**	**—**	**4,600**	**400**

Source: Carrier Johnson + Culture 2019.
Notes:
[a] Includes trails.
[b] A dash (—) signifies that the information does not apply for a given category.
[c] Hotel H1 includes both hotel and residential uses.

2.1.3 Project Location

The property comprising the project site is located in the northeast portion of the Mission Valley community, which is located in the central portion of the City of San Diego metropolitan area (see Figure 2-2, Regional Vicinity Map, and Figure 2-3, Mission Valley Community Plan). Specifically, the project site is situated south of Friars Road, west of Interstate (I) 15, north of I-8, and east of the existing Fenton Marketplace shopping center. It is approximately 5

[2] One full-time equivalent student is defined as one student taking 15 course units (which is considered to be a "full course load"). Two part-time students, each taking 7.5 course units, also would be considered one FTES; and, therefore, the total student headcount enrolled at the university is higher than the FTES enrollment. At buildout, SDSU estimates that when enrollment reaches up to 15,000 FTES at the SDSU Mission Valley campus, total students enrolled at that campus site would be approximately 20,000 students.

miles from downtown San Diego and 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—accessed via Friars Road (see Figure 2-4, Project Site and Surrounding Land Uses). Further, the existing MTS Trolley Green Line and Stadium Trolley Station are situated within the project site as shown on Figure 2-2, Regional Vicinity Map.

The project area is surrounded by major freeways, roadways, existing urban development, and the San Diego River. See EIR Section 1, Introduction and Environmental Setting, for further information on the proposed project's location, regional setting, and existing uses.

2.1.4 Project Contact Information

Information pertinent to the proposed project, including the project title, lead agency, project sponsor, and project contact person is provided below.

Project Title

SDSU Mission Valley Campus Master Plan

Lead Agency

The Board of Trustees of the California State University
401 Golden Shore
Long Beach, California 90802

Project Sponsor

San Diego State University
Facilities Planning, Design, and Construction
5500 Campanile Drive
San Diego, California 92182–1624
619.594.1190

Contact Person

Laura Shinn, Director
Facilities Planning, Design, and Construction
San Diego State University
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2.2 Project Objectives

CEQA Guidelines Section 15124 requires an EIR to include a statement of objectives sought by the proposed project. The objectives assist CSU as the lead agency in developing a reasonable range of alternatives to be evaluated in the EIR. The project objectives also aid decision makers in preparing findings and a statement of overriding considerations, if necessary. The statement of objectives should also include the underlying purpose of the proposed project.

The underlying purpose of the proposed project is to implement a SDSU Mission Valley campus, including a new multipurpose Stadium, faculty/staff/student residences and homes, academic/office/innovative uses, hotel rooms and conference space, and commercial/retail uses to support SDSU's academic, educational and cultural mission through the demolition and redevelopment of the existing SDCCU Stadium; and the restoration and revitalization of a River Park pursuant to the framework set forth in SDMC Section 22.0908.

To implement this underlying purpose, the project objectives are to:

1. Enable CSU to expand SDSU's education, research, entrepreneurial, innovation technology, and athletic programs to accommodate increasing demand for higher education within a vibrant SDSU Mission Valley campus, innovation district, and Stadium venue proximate to SDSU's existing main campus.
2. Situate and design a River Park, shared parks and open space, and recreation areas in a manner that integrates the site's natural features and green space into the SDSU Mission Valley campus.
3. Restore and revitalize the River Park.
4. Establish a sustainable, walkable, efficient, and transit-oriented SDSU campus with enriched pedestrian spaces, walking paths and trails, and active and passive open space and recreation areas, including a pedestrian-scale, vibrant mix of campus uses and development.
5. Create a new, 35,000-capacity multipurpose Stadium as the "home" for SDSU Division I collegiate football and other events and make the new Stadium fully operational in time for the opening of the SDSU 2022 football season.
6. Provide an SDSU Mission Valley campus innovation village with up to approximately 1.6 million square feet for academic, office, research and development and technology transfer uses with adequate faculty, staff, student and employee parking.
7. Demolish the existing SDCCU Stadium in accordance with SDMC Section 22.0908.
8. Enhance transit ridership through pedestrian and bicycle improvements, and transit connections to the existing Metropolitan Transit System (MTS) Trolley Station and accommodate the future alignment for the potential future construction of the MTS Trolley Purple Line.
9. Provide up to 4,600 residences with a mix of student, faculty, staff, workforce, and affordable housing, with adequate parking, within a vibrant, transit-oriented university village setting and in proximity to trolley and other public transportation uses to reduce reliance on automobiles.
10. Provide neighborhood-serving retail with adequate parking to serve students, faculty, staff, alumni, neighborhood residents, businesses, and park and other visitors engaging in academic, cultural, athletic, and artistic endeavors, as well as game-day sporting and other events.
11. Provide hotel/hospitality services, including up to 400 hotel rooms and 40,000 square feet of conference space and associated parking, to support visitors to campus, Stadium, and other events; meeting and

conference facilities; and academic opportunities for undergraduate and graduate students in SDSU's hospitality and tourism management programs.

12. Provide potential employment opportunities in close proximity to the campus and transit.
13. Encourage on-campus learning, research, and internship opportunities for students, faculty, and staff through public-private partnerships.
14. Meet the City's greenhouse gas (GHG) emission reduction goals as required by SDMC Section 22.0908.
15. Reflect SDSU and Mission Valley's heritage through campus planning, architecture, landscape, signage and wayfinding, and cultural and artistic design elements.
16. Create a "sense of place" within the campus open space, trails, pathways, streets, walkways, and outdoor "space," which form the campus landscape.
17. Bring together diverse groups of people for intellectual, social, and recreational exchange; foster learning, creativity, collegiality, collaboration, and innovation; facilitate student, faculty, and staff activities with innovative businesses in the community; and create a sense of community derived from actively shared park and recreation space.
18. Generate revenue to finance project elements and further support and benefit SDSU's academic and athletic programs for the SDSU campus and the San Diego region.
19. Implement a Transportation Demand Management Plan that incorporates land use, employer and resident strategies, to encourage transit use and reduce vehicle miles traveled

2.3 Project Overview

2.3.1 Site Constraints (Environmental, Technical and Economic)

Several constraints were considered in the development of the proposed project's site plan as described below and shown in Figure 2-5, Planning Constraints. Addressing these constraints in the proposed plan creates project features that serve to avoid or minimize the proposed project's environmental impacts as noted in each description.

San Diego River. The project site is bounded on the south by the San Diego River and the San Diego Multi-Habitat Planning Area. Consistent with adjacency guidelines, the proposed project would include passive, naturally landscaped areas within the San Diego River Park area to serve as a buffer to the river. In addition, biological resource protections are already in place through the SDMC and regulations implementing the City's Multiple Species Conservation Program and Multi-Habitat Planning Area.

Drainage. The San Diego River serves as a natural outlet for stormwater runoff from the project site. Accordingly, the proposed project's grading plan and storm drain system would collect and retain runoff and direct drainage to retention basins in compliance with Municipal Separate Storm Sewer System requirements.

Murphy Canyon Creek and San Diego River Floodplain. In the existing condition, Murphy Canyon Creek floods under 100-year and 500-year storm events as shown in Figure 2-5, Planning Constraints. The proposed project would employ grading techniques that elevate vertical construction of the project site outside the floodplain and thereby protect people and property from flood conditions. Areas in the floodplain would be exclusively park and open space, designed to occasionally flood and filter stormwater draining to the San Diego River.

Phasing/Stadium. As contemplated by the conditions set forth in SDMC Section 22.0908, development of a 35,000-capacity multipurpose stadium is required within the first 7 years following execution of the Purchase and Sale Agreement. Accordingly, the new Stadium location in the northwest corner of the project site was selected to allow concurrent construction activities while the existing SDCCU Stadium remains in operation hosting events. In addition to allowing for concurrent construction operations, the northwest corner of the project site was selected due to its proximity to Friars Road and Stadium Way, which facilitate traffic flows in and out of stadium events, and the desire to minimize impacts to future residential neighborhoods on the eastern half of the project site. The final elevation of the field and facilities was dictated by the minimum grades necessary to achieve a gravity flow for the sewer system to connect to existing trunk sewer pipes at the southern edge of the project site.

Phasing/River Park. CSU will cause the River Park contemplated by SDMC Section 22.0908 to be revitalized and restored as envisioned by past community planning efforts, and such improvements would be at no cost to the City and completed no later than 7 years from the date of execution of the Purchase and Sale Agreement. The proposed park improvements include, among others, active and passive park uses, walking and biking trails, river buffer to protect native vegetation, and measures to mitigate drainage impacts and ensure compliance with water quality standards.

Open Space. The proposed project's site plan started first with the integration of open space into and surrounding the project site (see Figure 2-5, Planning Constraints). As illustrated, the proposed open space provides finger parks and pathways creating connection to other active and passive open space areas as well as the San Diego River, and enhances pedestrian and bicycle access throughout the project site.

Site Access/Friars Road. The existing Friars Road is an east–west roadway north of the project site and is classified as a six-lane expressway between Stadium Way and the I-15 south ramps. Friars Road currently provides two access points to the project site, at Stadium Way on the west of the site during events, and at Mission Village Drive in the middle of the project site. One additional access point from Friars Road into the project site, between Stadium Way and Mission Village Drive, was identified to ensure adequate access to the proposed multi-use stadium.

Mission Valley Terminal Facility. The project site is located to the southwest of Kinder Morgan's Mission Valley Terminal, an active, operating petroleum terminal with aboveground storage tanks and pipelines in close proximity to the project site. SDMC Section 22.0908 provides that the sale of the project site and its ultimate development must not impair the City's ability to continue its plan of environmental remediation of the existing site based on its existing agreements with responsible parties, including Kinder Morgan. For further pertinent information, please refer to this EIR, Section 4.8, Hazards and Hazardous Materials.

2.3.2 Purchase and Sale Agreement

As of this writing, the City and CSU/SDSU are discussing the terms for the purchase and sale of the project site. The City of San Diego currently owns the project site as shown in Figure 2-6, Existing Ownership. After the Purchase and Sale Agreement is executed, the portion of the project site that will remain in the City's ownership generally coincides with the boundary of the approximately 34-acre River Park identified in SDMC Section 22.0908. Figure 2-7, Proposed Land Ownership, depicts the location of land that will be acquired by SDSU and the land that is part of the proposed project, but whose ownership will be retained by the City. One of the intended uses of this EIR is to provide the CEQA compliance needed for the Purchase and Sale Agreement.

2.3.3 SDSU Mission Valley Campus Master Plan

The proposed SDSU Mission Valley Campus Master Plan is shown on Figure 2-8, Proposed Campus Master Plan. The proposed SDSU Mission Valley campus is an extension of SDSU's existing main campus, which is land-use constrained. The proposed SDSU Mission Valley campus is also connected to the main campus by the MTS Trolley Green Line and transit stations. SDSU is projected to help meet the existing and projected need to accommodate higher education in California. The proposed SDSU Mission Valley Campus Master Plan would constitute the next step in SDSU's long-term strategic planning effort. The SDSU Mission Valley Campus Master Plan's purpose is to further SDSU's academic and athletic mission, and to document the vision for the SDSU Mission Valley campus physical environment.

The CSU Board of Trustees has long recognized the importance of each campus developing a physical master plan. The Board of Trustees and the California Education Code require that each CSU campus have a physical master plan, showing existing and anticipated facilities necessary to accommodate a specified academic year FTES enrollment at an estimated target date, in accordance with approved educational policies and objectives. Each master plan reflects the ultimate physical requirements of academic and athletic programs and auxiliary activities on the campus. In developing the plan, the campus considers costs and benefits, functionally related disciplines and activities, aesthetics, instructional support needs, and environmental impact, including vehicular and pedestrian traffic flow (CSU 2018/2019).

As part of the proposed project, SDSU is proposing the addition of up to 15,000 FTES on the SDSU Mission Valley campus over time.

In completing the SDSU Mission Valley Campus Master Plan, SDSU prepared the SDSU Mission Valley Campus Guidelines (Guidelines), using the content requirements of a specific plan pursuant to California Government Code section 65451, subdivision (a[3]), as contemplated by SDMC Section 22.0908(g)." Accordingly, the Guidelines include the following content:

(1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.

(2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.

(3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.

(4) A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).

The Guidelines are intended to be a planning guide for the orderly development of the project site over the approximately 15-year buildout. Section 2.3.4, Land Use, Open Space, and Other Major Project Components, summarizes the land uses and open space, including the distribution, location, and extent of such uses. In addition, Section 2.3.4 describes the proposed distribution, location, extent, and intensity of major components of the

[3] CSU would not otherwise be required to comply with such requirements to prepare a plan in accordance with Government Code section 65451, subdivision (a); the Design Guidelines have been prepared.

proposed project's transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the project site and needed to support the described land uses and open space. Further, Section 2.3.4 identifies the development standards and guidelines for open space conservation, development, and utilization of natural resources, where applicable. Additionally, Section 2.3.4 identifies the implementation measures, including financing, necessary to carry out the proposed project's land uses, open space, and major project components.

2.3.4 Land Use, Open Space, and Other Major Project Components

The proposed project includes the acquisition, construction, and operation of a SDSU Mission Valley campus, innovation district, and Stadium to support SDSU's education, research, entrepreneurial, technology, and athletics programs. Specifically, the proposed project would include development of a new 35,000-capacity multipurpose stadium; approximately 1.6 million square feet of educational, office, innovation, and research uses; approximately 4,600 residences in approximately 16 buildings; two hotels with approximately 400 hotel rooms; and approximately 95,000 square feet of commercial/retail uses to support students, faculty, staff, and visitor uses (refer to Figure 2-1, Concept Design – Site Plan). The proposed project would also include approximately 86 acres of open space, parks, and recreation, including a River Park, which includes the 34-acre area identified under SDMC Section 22.0908; over 4 miles of pedestrian and bicycle trails; and the requisite utility improvements to provide for the orderly development and operation of these uses.

Please refer to Table 2-1, Campus Land Use Summary, for a statistical breakdown of the proposed project. Please also refer to Table 2-2, Existing and Proposed Conditions Summary below, for a breakdown of the proposed project's existing and proposed project site conditions.

Table 2-2. Existing and Proposed Conditions Summary

Category	Existing Conditions	Proposed Conditions
Campus Stadium		
Capacity	71,500	35,000
Footprint	15 acres	15.4 acres
Total building area	1,351,200 square feet	750,000–800,000 square feet
Parking spaces	18,870 spaces	6,205 spaces
Annual Major Events		
SDSU Football games	7	7
Other sporting events (MLS, Soccer)	5	21
Concerts	1	4
Other major events	6	6
Employees	*- employees*	*570 employees*
Residential Campus Uses		
Buildings (not including H1 hotel)	0 buildings	15 buildings
Footprint	0 acres	24.6 acres
Total building area	0 square feet	4,734,000 square feet
Homes	0 homes	4,600 homes
Residential parking spaces	0 parking spaces	5,663 parking spaces
Residents	*0 residents*	*8,510 residents*

Table 2-2. Existing and Proposed Conditions Summary

Category	Existing Conditions	Proposed Conditions
Nonresidential Campus Uses		
Campus		
Buildings (not including stadium)	0 buildings	16 buildings
Total building area	0 square feet	1,565,800 square feet
Footprint	0 acres	9.6 acres
Courtyards, Mall, Green	—	8.2 acres
Multi-use Recreation Fields/Tailgate park	—	7.2 acres
FTES	—	15,000 FTES
Office Employees	—	5,324 employees
SDSU Faculty/Staff	—	1,896 employees
Campus Neighborhood-Retail		
Total building area	0 square feet	95,000 square feet
Employees	—	314 employees
Campus Hotels		
Buildings	0 buildings	2 buildings
Rooms	0 rooms	400 rooms
Footprint	0 acres	5.2 acres
Total building area	0 square feet	215,400 square feet
Employees	—	228 employees
Streets and Circulation		
Footprint	1.88 acres	27.4 acres
Parks, Recreation and Open Space (including trails and paths)		
Footprint	6.1 acres	86.1 acres
Surfaces and Drainage		
Impervious Surface Percentage	90%	57%%
Pervious Surface Footprint	16.9 acres	72.6 acres
Impervious Surface Percentage	90%	58%
Average Annual Runoff Volume	134 acre-feet	104 acre-feet

Sources: Carrier Johnson + Culture 2019; Appendix A of Appendix 4.13-1; Geosyntec 2019; Appendices 4.9-1, 4.9-2.
Notes: FTES = full-time equivalent students.
A dash (—) signifies that the information does not apply for a given category.

Each project component will be in accordance with CSU building authority and building permit process. Pursuant to California Education Code Section 66606, the CSU has full power and responsibility over the construction and development of all state university campuses and properties. The California Public Contract Code includes Chapter 2.5 specific to CSU Contract Law (California Public Contract Code Sections 10700 – 11005). Section 10704 of the General Provisions provides, "[t]he project shall be under the sole and direct control of the trustees, pursuant to the powers and responsibilities invested in them by Chapter 8 (commencing with Section 66600) of Part 40 of Division 5 of Title 3 of the Education Code."

Pursuant to Cal. Health and Safety Code Section 18934.5, the CSU is required to construct and maintain its facilities in compliance with the California Building Code (CBC). Per CBC 1.2.1.2, the CSU has appointed a CSU Building

Official. The Building Official is the "officer or other designated authority charged with the administration and enforcement of this code, or a duly authorized representative" (CBC 2.202, Definitions).

The CSU Building Official is the enforcing entity for CSU projects for the 23 campuses and the Chancellor's Office. Acting under this authority, each Campus Deputy Building Official has the responsibility to coordinate and confirm all required approvals. There are several determinations that must be addressed for each project (see http://www.calstate.edu/cpdc/ae/review). When a CSU campus has completed its due diligence plan and peer reviews, and has demonstrated the project's compliance with the CBC to the satisfaction of the CSU Building Official, the CSU issues a California State University Building Permit to permit the project, or aspects of the project, to proceed to construction.

Information regarding CSU Building Permit requirements may be found at: http://www.calstate.edu/cpdc/ae/review. (Note that some of these processes are continuously being updated and revised on an as-needed basis.)

Each project component is described further below.

2.3.4.1 Multipurpose Stadium

2.3.4.1.1 Stadium and Stadium Concourse

The proposed 35,000-capacity multipurpose stadium and concourse would support collegiate football, professional and collegiate soccer, National Collegiate Athletic Association Mountain West Conference championship and bowl games, concerts, and other events within a campus setting. Consistent with CSU policies, SDSU is planning a collaborative design-build approach to the design and construction of the Stadium and concourse.

The selected design-builder would provide complete architectural, engineering, and consulting services as required to design and construct all details of the Stadium and concourse in accordance with good practices, applicable building codes, CSU guidelines, and other standards and criteria. In addition, the design-builder would be responsible for project construction phasing components, including preconstruction, demolition, mobilization, hazardous material abatement, underground utilities relocation, site preparation, and landscaping, all of which would be identified during the stadium design phase.

Accordingly, the new stadium components described below are based on estimates and approximations, and therefore, are subject to further refinement during the design-build process. To account for this design-build approach, this EIR has reported Stadium design/construction components using gross or slightly higher square feet or other metrics to ensure that all Stadium-related potential significant environmental impacts are addressed. (The actual design/construction is likely to be less than reported herein.)

Stadium and Concourse Capacity and Design Criteria

The proposed new stadium and concourse is to be situated in the northwest corner of the project site, at the highest existing elevation (see Figure 2-9A, Concept Design – Stadium Plan). The 35,000-capacity multipurpose stadium would host SDSU football and accommodate soccer, and other events; the new Stadium and concourse area also could be expanded to accommodate a future National Football League (NFL) franchise.

As publicly reported, in January 2017, the San Diego Chargers, an NFL team, notified the City it would terminate their lease and vacate the stadium later that year. The Chargers have since permanently relocated to the Los

Angeles region, and there are currently no plans or proposals for the return of an NFL or professional franchise to San Diego. The new Stadium/concourse design, however, will not preclude future expansion capabilities from a capacity of 35,000 to approximately or up to 55,000. Nonetheless, the proposed project does not include, plan, or contemplate an "expanded" stadium at this time or in the future; and no foreseeable development proposals, plans, or projects for an expanded stadium are known, pending, or contemplated.

For those reasons, this EIR analyzes the potential environmental effects of the 35,000-capacity Stadium, but not the future potential of expanding the Stadium to accommodate a future professional franchise. This is because such expansion is not a part of the proposed project; and such expansion is not reasonably foreseeable at this time or in the future. Additionally, such expansion capacity and timing are not known and cannot reasonably be anticipated or evaluated without performing hypothetical scenarios without regard to an actual project, development proposal, or time frame for implementing any such project or proposal. Should plans or circumstances change, the lead agency would be required to address the potential significant environmental impacts associated with an expanded stadium at a later time, consistent with CEQA and the CEQA Guidelines.

The new Stadium and concourse would cover a building area of approximately 5.46 acres and 9.36 acres, respectively (totaling approximately 14.82 acres), less than 10% of the total site acreage. In terms of approximate gross square feet, the Stadium and all associated facilities would cover approximately 750,000 to 800,000 square feet of the project site. The stadium field would consist of natural turf. The concourse area would feature a combination of concrete hardscape, canopy trees, native understory, and ornamental understory/natural turf.

The Stadium and concourse would be designed in accordance with applicable CSU building codes, seismic design criteria, and thermal considerations. In addition, all stadium/concourse mechanical (e.g., heating, ventilation, air conditioning, plumbing, fire protection) systems would be constructed in accordance with all applicable CSU and State Fire Marshal building codes and regulations, and installed for a complete, fully functional facility. The design intent of such mechanical systems would be to enhance the facility's flexibility of use, provide a safe and comfortable environment, and minimize energy consumption and maintenance costs.

Stadium plumbing systems would be designed and installed in accordance with the applicable CBC (2016, Title 24, Part 5). Further, the Stadium's fire protection system would be installed to meet the requirements of the California Fire Code (2016, Title 24, Part 9), State Fire Marshal (Title 19, Public Safety), and other applicable standards. The Stadium's electrical (power, lighting, and fire alarm) systems also would be installed in accordance with all applicable state law building codes and design criteria.

Stadium and Concourse Facilities

The new Stadium would include spectator facilities (suites, end zone club, reserved seating, loge amenities, restrooms, guest services, etc.), food service, concessions, and retail facilities.

The new Stadium would also include team facilities (e.g., home and visiting team facilities, equipment room, lockers, athletic training, post-game facility, recruiting room, and other support services), administration facilities (e.g., ticketing), service and operations facilities (e.g., offices/operations, dock/staging, security, storage, electrical/janitorial), and meeting facilities (e.g., media and press box, support facilities). Overall stadium circulation requirements (e.g., concourse, vertical circulation [including ramps, stairs, and elevators], service corridors, restrooms) would be located throughout the Stadium as required by code.

Comparison of Stadium Characteristics

Table 2-3, Comparison of Existing Stadium to New Stadium, describes other proposed Stadium characteristics compared to the existing Stadium located on site.

Table 2-3. Comparison of Existing Stadium to New Stadium

Stadium Characteristics	Existing Stadium	New Stadium[1]	Net Change
Square Footage	1,351,200	750,000-800,000	– 551,200
Parking Spaces[2]	18,870 spaces	6,205 spaces	– 12,665 spaces
Normal Capacity	70,560	35,000	– 35,560

Notes:

1 In final design development, actual stadium seating and features may vary.

2 Future implementation of the proposed River Park would result in less parking bringing the total to approximately 6,205 spaces.

Stadium Programming

The new Stadium would be used for collegiate football games, including SDSU home football games, collegiate and professional soccer matches, and a variety of other events (e.g., dirt shows, family entertainment, concerts, tent sales). Table 2-4, Existing and Proposed Event Characteristics, describes these uses, as compared to those currently supported at the existing stadium.

Table 2-4. Existing and Proposed Event Characteristics

Event Description	Existing Stadium		Proposed Stadium	
	No. of Events (annual)[1]	Average Attendance[2]	No. of Events (planned)[3]	Attendance[4]
Events (20,000+ guests)				
SDSU Football	7	21,414	7	32,500
International Soccer	3	16,614	4	30,500
Professional Soccer[4]	—	—	17	25,500
Concerts	1	40,885	4	25,500
Jehovah's Witnesses Convention	3	20,000	—	—
Other Football[5]	1	56,740	—	—
Holiday Bowl	1	34,490	—	—
Other Events[6]	—	—	6	20,500
Subtotal	*16*	—	*38*	—
Events (5,000 - 15,000 guests)				
Cal State Games Opening Ceremony	1	8,500	—	—
Super Shred	1	11,000	—	—
Warped Tour	1	11,000	—	—
Professional Football (AAF)	—	—	5	12,200
Trade and Consumer Shows	—	—	4	8,200
Subtotal	*3*	—	*9*	—
Events (1,000 - 5,000 guests)				
Festivals (Winter Wonderland, Craft Beer & Food, etc.)	14	1,000	—	—

Table 2-4. Existing and Proposed Event Characteristics

Event Description	Existing Stadium		Proposed Stadium	
	No. of Events (annual)[1]	Average Attendance[2]	No. of Events (planned)[3]	Attendance[4]
Fun Runs	3	2,250	—	—
Swap Meet	46	1,000	—	—
High School Events	—	—	6	3,100
Graduations	—	—	2	3,100
Subtotal	*63*	—	*8*	—
Daily Operations (<1,000 guests)				
Car/RV Show	53	200	—	—
Car Race/Autocross	44	200	—	—
Recycling event	2	200	—	—
Driving School	2	220	—	—
Stadium Advisory Board Meeting	10	20	—	—
Events in Clubs	—	—	50	200
Speaking Engagements	—	—	10	550
Weddings	—	—	5	200
Farmers Markets	—	—	40	300
Subtotal	*111*	—	*105*	—

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% 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% 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% 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% 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% 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% 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% 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 Number of events and average attendance provided by SDSU/JMI Sports. Employees at stadium including parking attendants, vendors, concessions staff, security etc. are included in attendance figure.

4 Stadium would host either MLS or USL Events not both, so USL events with lower attendance were excluded from this calculation.

5 Other football refers to the 2018 Navy/Notre Dame game.

6 Other events include bowl games, monster truck, motocross, religious/cultural gatherings etc.

Football Games

Approximately eight football games per year would be held at the Stadium (SDSU football games and potential Mountain West Conference Championship games). Football games would be scheduled on Saturdays (and occasionally mid-week in-lieu of Saturdays.) These games will occur generally the last week of August through the end of the calendar year. Annually, the Holiday Bowl is played in San Diego, and neutral-site football games (i.e., non-San Diego based football teams hosting a football game at a neutral location.

Professional and International Soccer Matches

The Stadium could accommodate professional or international soccer games. The multipurpose stadium would be designed to accommodate a future Major League Soccer or other professional soccer leagues (i.e., USL), including indoor and minor league soccer. Major League Soccer (MLS) teams play 34 matches annually; accordingly, there would be approximately 17 home matches. In addition, San Diego historically has been a location for international soccer matches. The new multipurpose stadium could accommodate such soccer matches. Approximately four international soccer matches per year are assumed to be held at the new stadium. Soccer matches would be scheduled throughout the year; however, they would avoid scheduling conflicts with National Collegiate Athletic Association collegiate football games.

Concerts

Approximately three to five large concerts per year would be held at the Stadium; however, additional corporate sponsored events including smaller, private concerts may also be accommodated (assumed to be one to two private concerts annually).

Other Events

The remaining events are characterized as smaller stadium-type events and non-stadium events. Smaller stadium events may include the California Interscholastic Federation championship high school football games. Three such championship games were played at Qualcomm Stadium in 2013; however, these have moved to other locations since then. Other Stadium uses include Monster Jam (the monster truck competition) and Supercross, which have been held at Petco Park for the past several years, and religious gatherings such as Jehovah's Witnesses conventions. Smaller events may include functions such as events in Stadium clubs, speaking engagements, weddings and farmers markets. Events may also include cultural and music festivals, community and civic events, farmers markets, academic events and performing arts/theatrical events within the on-site conference facilities, parks, amphitheater(s), and campus green spaces

Multi-use Recreation Field/Tailgate Park

The proposed recreation field and related areas would be located immediately west of the stadium and concourse area. This area would feature hardscape, turf and canopy trees. Bike racks would be included.

Entry Signage

The entry signage would feature an approximately 25-foot-tall LED display along Friars Road, between Stadium Way and Mission Village Drive.

Lighting

All interior and exterior areas of the Stadium and concourse would include an installed lighting system to maintain recommended illumination levels, CSU requirements, and other standards. Lighting power density and controls would meet or exceed the requirements in the most recent version of the California Energy Code (Title 24) and other applicable requirements.

All light fixtures would be commercial quality grade fixtures. The interior lighting concepts would be developed during the design phase, and cover all Stadium and concourse facilities.

Sports lighting would include LED field lighting fixtures, and National Electrical Manufacturer's Association 3 reflectors with exterior glare control shrouds. For emergency lighting, 10% of the fixtures would be connected to an emergency generator system. The illumination level for the sports lighting would be as follows: (1) for horizontal lighting, a 250-foot candle (FC) average would be maintained; (2) for vertical lighting (fixed and reverse camera), a 150 FC average would be maintained; (3) maximum and minimum uniformity of 1.35 to 1 would be maintained; and (4) a glare rating of ≤40 would be used. The fixtures would be aimed to optimize the lighting, minimize hard shadows noticeable in televising, and reduce light and glare to surrounding areas.

Maintenance and concert lighting would be set at a minimum of 10 FC. The egress lighting would be set at a minimum of 5 FC; and the maintenance and egress lighting would utilize the same fixtures.

Lighting guidelines would require that in no event would any lighting element associated with the Stadium adversely impact the operation of motor vehicles on area roadways. Additionally, the guidelines would specify that spill light levels would not adversely impact any residential community.

The design goal is to limit light spill illumination to surrounding areas to 0.5 FC, approximately 200 feet from the Stadium's perimeter. Such goals are intended to limit glare to all motorists around the Stadium to a threshold value rating of 40 glare rating at major street intersections around the stadium. In addition, all lighting sources would be directed downwards or otherwise shielded so as to keep light and glare confined to the project boundary. The sports lighting fixture will be equipped with glare shields and cut-off louvers for glare and spill light control. Physical obstructions will be used to further limit any impact. At stadium completion, the lighting system would be aimed and commissioned to optimize the illumination quality on the playing field and minimize the glare and spill to the area outside the Stadium. Further, all maintenance and emergency lighting would be connected to a dimming system. Concert lighting would be adjustable from 0.1 FC to 10 FC throughout the bowl and the field.

Lighting hours would be similar to existing conditions at SDCCU Stadium, with sports lighting operating before, during and following events, to ensure safe ingress and egress before and after events, and work lights operating as needed.

Sound System

During SDSU football games, which would typically occur on Saturdays but may also occur on mid-week nights in lieu of Saturday, the sound system would operate until approximately 12:00 a.m. During professional soccer matches, the sound system would be employed until approximately 12:00 a.m. Other events would occur as determined by the special events calendar but typically on Fridays, Saturdays, and Sundays, and the sound system would be operational until 11:00 p.m.

2.3.4.1.2 Demolition

The proposed project would result in the demolition, dismantling, implosion, and/or removal of the existing SDCCU Stadium. Demolition is expected to last approximately 9 months, from approximately January to August 2022.

Initial demolition steps would be abatement of the existing SDCCU Stadium for asbestos-containing materials, lead-based paint, and other hazardous materials. Once abated, the existing stadium would be prepared for demolition. Implosion also may be initiated through the use of explosives in one coordinated event. Implosion methods are effective in bringing down tall structures that would be difficult to demolish with typical construction equipment or too expensive to demolish from the top downward. Implosion also reduces the length of time neighboring areas would be subject to the noise and other inconvenience from a lengthy conventional demolition approach. Implosion methods use highly specialized explosives to undermine the supports of a structure so it collapses either within its own footprint or in a predetermined path. Project-specific demolition methods would be determined based on a demolition plan. Dust mitigation and monitoring would be a part of the demolition plan. Noise levels for the implosion of concrete structures have ranged from 120 to 135 decibels at the source, which last only a brief period of time (typically less than 10 seconds). The demolition plan also would include enforcement of a human safety standoff distance during an implosion. After demolition, the materials would be sorted for reuse, recycling, and landfill disposal. Approximately 80% of the demolition debris would be diverted from landfills. Further, it is expected that approximately 40,000 cubic yards of material would be hauled from the project site. Approximately 2,500 truck trips would be required to haul away the demolition debris.

2.3.4.2 SDSU Campus Education and Innovation Area

Figure 2-9B, Concept Design – Campus Plan, depicts the proposed project's academic, administrative, and public/private-partnership office buildings. These uses would encourage the transfer of knowledge, ideas, and technology, and foster new research while serving as an incubator for internships and exchange between new innovative business uses and the campus. Fourteen of these buildings would be located south of the new Stadium and two would be located east of the Stadium. These buildings would range from approximately 3 to 6 stories in height, and from 50,160 square feet to 150,450 square feet, for a total of 1,565,800 square feet. Of this total, up to 100,000 square feet of the total campus educational/innovation uses may entail community health care clinic/medical office building uses. Approximately 5,000 garage parking spaces would be provided below these buildings to serve students, faculty, staff, employees, and guests.

These academic buildings could initially be leased for office/commercial use, through SDSU-public/private partnerships to facilitate building construction and funding of campus facilities. These buildings would ultimately support educational, research, entrepreneurial, and technology programs as determined necessary by SDSU.

As part of the proposed project, and as indicated above, the SDSU Mission Valley campus, in combination with the adjacent residential area, may ultimately accommodate approximately up to 15,000 FTES and associated faculty and staff.

For further detail, please refer to Figure 2-1, Concept Design – Site Plan, which depicts the proposed project's site plan for the campus buildings.

2.3.4.3 Parks, Recreational, and Open Space Uses

The proposed project would include a River Park, walking paths and trails, and associated open space for the shared use of the campus and community. Landscaping features, such as paseos, malls, greens, and green

space, would be interspersed throughout the campus land uses as depicted in Figure 2-9C, Concept Design – Parks and Recreation Features. Focused parks and recreation areas are shown in Figures 2-9D and 2.9-E, listed in Table 2-5, and described below.

Table 2-5. Parks, Recreational, and Open Space Land Use Summary

Proposed Land Use	Footprint (approx. acres)
River Park	58.2[a]
Active Park and Green Space	22.0
Community Passive Park and Green Space	18.8
SDSU Active Park and Recreation	14.8
Open Space (Murphy Canyon Creek)	2.6
Hike and Bike Loop[b]	4.1
Community Hike and Bike Trail[b]	3.8
Multi-use Recreation Fields/Tailgate Park	7.2
Campus Mall	2.2
Campus Green	2.1
Campus Courtyard	3.9
50-yard line Park	0.3
Campus Paseos	2.0
Residential Paseos, Sidewalks and Landscape Areas within right-of-way	2.4
Subtotal	*86.1*

Source: Carrier Johnson + Culture 2019
Note:
[a] Includes 34 acres identified in SDMC Section 22.0908 for San Diego River Park.
[b] Within portions of the River Park; however, acreage is accounted for separately.

River Park

The proposed project would include development of a River Park as envisioned by past community planning efforts, including the San Diego River Park Master Plan and the Mission Valley Community Plan, to integrate Mission Valley's urban setting with the natural environment. Figure 2-9D, Concept Design – River Park Plan, depicts the River Park conceptual design. The River Park would include the approximately 34-acre area identified for such uses by SDMC Section 22.0908 as well as a river buffer of native vegetation and features to ensure compliance with water quality standards and Multiple Species Conservation Program adjacency requirements. Figure 2-10C, Concept Design – Parks and Recreation Features, depicts certain uses within the River Park, which are further described below; however, the uses are conceptual and may be revised by more precise site planning conducted through the public outreach process.

Active Parks and Recreation Facilities

The parks and recreation portion of the River Park would be located north of the San Diego River floodway. The area would include flexible use turf event/play areas, play structure(s), basketball courts, volleyball courts, softball field(s), and/or soccer field(s). Additionally, fixed bench seating and bike racks would be constructed. These facilities would be open to the public and, while retained in fee ownership by the City of San Diego per SDMC Section 22.0908, the River Park will be built by SDSU to serve the needs of the campus and greater San Diego community. This area would be comprised of native, drought-tolerant plantings, including canopy trees, native/established

understory, and ornamental understory, and would include hardscaping with ground-permeable concrete, integral color concrete, and a synthetic lumber footbridge with metal guardrails.

Dog Park

A dog park would be located south of San Diego Mission Road and north of the proposed campus-related residential uses. The dog park would be comprised of native, drought-tolerant plantings, including canopy trees, native/established understory, and hardscape.

Community Hike/Bike Trail

An approximately 2-mile hike and bike trail would be located throughout the parks and recreation portions of the River Park, as shown in Figure 2-9E, Concept Design – Trails and Open Space Plan. The trail would connect to the hike and bike loop, described further below. The trail would be comprised of native, drought-tolerant plantings and hardscape. Hardscape would include permeable concrete and exposed aggregate finish concrete. The trail would include fixed-bench seating and bike racks.

Community Hike/Bike Loop

An approximately 2.4-mile hike and bike loop would connect to the proposed hike and bike trail at multiple points and circle the project site, as shown in Figure 2-9E, Concept Design – Trails and Open Space Plan. The loop would be comprised of native, drought-tolerant plantings and hardscape. Plantings would include canopy trees and native/established understory. Hardscape would include permeable concrete and exposed aggregate finish concrete. The loop would include fixed-bench seating and bike racks.

Community Recreation Center Site

The proposed project would include a site that would provide a building pad for a future City-constructed recreation/community/aquatic center envisioned by the Mission Valley Community Plan Update. Construction of vertical improvements at the community center is not part of the proposed project. The design and vertical improvements would be the responsibility of the City and funded through the City's collection of park development fees or other City-funding mechanisms.

SDSU Campus Parks and Recreation Features

Parks and recreation features within the proposed project are shown in Figure 2-9C, Concept Design – Parks and Recreation Features. These uses and facilities are described below.

Recreation Field

In the northwest corner of the project site, an open turf area would be used for recreational fields (i.e., soccer fields) during typical operation of the proposed project. During certain events in the new Stadium, this area may converted to temporary parking.

Green

Approximately 2.1-acres would provide a north–south connection between the new Stadium and the River Park and provide access points to parking garages. The green would be comprised of native, drought-tolerant plantings

(canopy trees, ornamental understory, and turf) and hardscape (permeable concrete, exposed aggregate concrete, and integral color concrete). This area would feature raised planters, cantilever overhang patio, pedestal paver system, and a raised amenity deck with a shade structure, stair and ramp system, fixed furnishings, moveable tables and chairs, and turf.

Mall

The mall running east–west would intersect the center of the green. The mall would be comprised of native, drought-tolerant plantings (canopy trees, ornamental understory, and turf) and hardscape. This area would feature a campus monument, raised planters, shade structure, pedestal paver system, and moveable tables and chairs.

Other Green Spaces

Green space would be located throughout the campus/academic building areas serving as traditional "quad" features between buildings. The "quad" green space would be comprised of native, drought-tolerant plantings (canopy trees and native/established understory) and hardscape (permeable concrete and exposed aggregate concrete). This area would feature raised planters, bike racks, pedestal paver systems, moveable tables and chairs, shade structure, a seasonal water feature/stormwater conveyance system, and an outdoor assembly/shared plaza space.

Paseos

Paseos would be located throughout the campus/academic building areas and around the Stadium concourse. Paseos would be comprised of native, drought-tolerant plantings (canopy trees and native/established understory) and hardscape (permeable concrete and exposed aggregate concrete). This area would feature raised planters and a pedestal paver system.

Bike Lane and Path

Approximately two-thirds of a mile of bike lanes and paths would provide bike access within the campus/academic areas. Signage would be provided to designate the bike lanes and paths. Street crossings and traffic signals would be provided.

2.3.4.4 Campus-Related Residential Uses

The proposed project would include a campus-related residential area south of Friars Road, east of Mission Village Drive, west of Murphy Canyon Creek, and north of the MTS Trolley Green Line, as shown on Figure 2-9F, Concept Design – Residential Plan. The residential area would be comprised of up to approximately 16 buildings totaling up to 4,600 residential units and with 5,662 parking spaces. Residential buildings would range from approximately 70,000 gross square feet (Building R9) to 490,000 gross square feet (Buildings R6 and R7) and between 3 and 24 stories in height, for a total of approximately 4.7 million square feet of residential uses (gross). The residential area would provide housing for students, faculty, and staff. The proposed project would comply with the City's affordable housing requirements by building the required affordable units on-site. The remainder of the residential units would be made available to provide workforce and publicly available housing within a vibrant university village setting.

2.3.4.5 Hotel Uses

The proposed project would include two hotels (H1 and H2) in the northern portion of the project site, on either side of Mission Village Drive, adjacent to Friars Road. Figure 2-9G, Concept Design – Campus Hospitality Plan, identifies

the location of the hotels. H1 would be approximately 3.8 acres located north of the new stadium, and would provide a mix of hotel uses and residential uses. The hotel would comprise a total of approximately 255 hotel rooms on the first nine floors of the building, totaling approximately 156,000 gross square feet (95,000 net square feet). This hotel would also include an approximately 2,040-square-foot lobby/restaurant(s), and approximately 40,000 square feet of conference space. Hotel H1 would also Include 70 residential units on the top stories. Overall, this hotel would include a total of approximately 425 parking stalls.

H2 would be approximately 1.4 acres located east of Mission Village Drive and south of Friars Road, and would consist of 145 rooms in three stories totaling 60,000 gross square feet (50,000 net square feet). The hotel would include a total of approximately 60 parking stalls.

2.3.4.6 Utilities and Public Services

The proposed project would require new points of connection for domestic water, fire water, and sewer from existing utility lines. Existing stormwater systems would be augmented to support anticipated changes in stormwater discharge quantities. Construction and operation of the proposed project would entail improvements to the wet and dry utilities within the immediate area. Improvements and modifications associated with each type of utility are briefly noted below.

Electrical and Natural Gas Service

Figure 2-10A, Site Utilities – Concept Electrical Utilities Plan depicts the existing and proposed electrical infrastructure relative to the proposed project. Electrical services and natural gas would be provided by San Diego Gas and Electric. For further information regarding the extension of electrical and natural gas service to the project site, please refer to this EIR, Section 4.17, Utilities and Utility Systems.

Water

The proposed project's water demand is approximately 693,343 gallons of water per day (or 776 acre-feet per year). The City's Water Utilities Department currently provides water to the project site as part of its metropolitan system. All water infrastructure would connect to existing City of San Diego infrastructure and be built by CSU/SDSU in coordination with the City. Figure 2-10B, Site Utilities – Concept Water Plan, shows locations of the proposed project's water facility infrastructure. For further information regarding the proposed project's water demands and associated supplies to meet demand, please refer to this EIR Section 4.17, Utilities and Utility Systems.

Sanitary Sewer

Based on estimated capacity, the proposed project would generate approximately .7 million gallons per day of wastewater.

Sewer service will be provided by the City. The existing sewer collection system for the project site consists of 8-inch gravity sewers around the existing stadium connecting to a single 18-inch gravity sewer which flows south and connects to the existing North Mission Valley Interceptor. There is also an existing 36-inch gravity sewer adjacent to the eastern property line that connects to the North Mission Valley Interceptor. Figure 2-10C, Site Utilities – Concept Sewer Plan, shows the existing sewer facilities in the vicinity of the proposed project. The existing on-site sewer also conveys wastewater from several single-family homes north of Friars Road and east of Mission Village Drive, as well as from Fire Station 45 north of Friars Road and west of Mission Village Drive. Service operation will

be coordinated with the City to ensure that existing services will remain operational during development of the proposed project.

Figure 2-10C, Site Utilities – Concept Sewer Plan, depicts the proposed project's sewer system relative to existing sewer lines. The proposed project will connect to the Mission Valley interceptor utilizing the existing 18-inch gravity sewer and two proposed new connection the north of Mission Valley interceptor. There is sufficient capacity in the North Mission Valley Interceptor to accommodate the anticipated sewer flows generated from the proposed project. Design and construction of the sewer system in the project site would be performed by CSU/SDSU in coordination with the City. The design of sewer facilities would be coordinated with the City's Utilities Department. For further information regarding the proposed project's sewer system relative to existing sewer lines, please refer to this EIR, Section 4.17, Utilities and Utility Systems.

Stormwater

Figure 2-10D, Site Utilities – Concept Drainage Plan, depicts the locations of the proposed project's stormwater facility infrastructure. Stormwater drainage systems would be located throughout the project site and generally direct all stormwater on site to bioretention basins. Any excess water such as generated during larger storms would be directed to catchment basins near the southern edge of the project site, which would outlet into the existing storm drain connections to the San Diego River, located at the southern edge of the project site as shown in Figure 2-10E, Site Utilities – Stormwater Quality Treatment Plan. For further information regarding the proposed project's stormwater system and related issues please refer to this EIR, Section 4.9, Hydrology and Water Quality.

Fire Protection

The proposed project's fire protection services would be provided by the San Diego Fire-Rescue Department. Fire Station 45, located at 9366 Friars Road, just to the north of the project site, would serve the proposed project. Fire Station 45 opened in November 2015 and serves West Mission Valley and its surrounding areas. Fire Station 45's district is 4.28 square miles. In addition, Fire Station 45 is a HAZMAT station, which is responsible for identifying, containing, and removing hazardous materials. Apparatus stationed at Fire Station 45 include Battalion 4, Engine 45, Truck 45, HazMat 1, and HazMat 2 (SDFD n.d.). For further information regarding the proposed project relative to fire protection, please refer to this EIR, Section 4.14, Public Services and Recreation.

Law Enforcement

The proposed project's law enforcement services would be provided by SDSU's University Police Department; however, the San Diego Police Department would also serve the project site through an automatic aid agreement with CSU/SDSU. The project site is within the Eastern Division of the San Diego Police Department, which serves the neighborhoods of Allied Gardens, Birdland, College East, College West, Del Cerro, Grantville, Kearny Mesa, Lake Murray, Mission Valley East, Qualcomm, San Carlos, Serra Mesa, and Tierrasanta. The Eastern Division serves a population of approximately 155,892 people and encompasses 47.1 square miles. Headquarters of the Eastern Division are located at 9225 Aero Drive, approximately 1.75 miles north of the project site (SDPD n.d.).

The proposed project's buildings would be capable of accommodating a new SDSU Campus Police Department sub-station. This substation would serve as an extension of the central University Police Department station on the main campus. All services available on the Mission Valley campus would be provided in close coordination with main campus personnel and leadership. For further information regarding the proposed project relative to law enforcement, please refer to this EIR, Section 4.14, Public Services and Recreation.

Library

Library service would be provided through the CSU/SDSU library system, as well as the City of San Diego library system. The nearest City library, Mission Valley Branch Library, is located 0.25 miles west of the project site at 2123 Fenton Parkway. The SDSU library is the Love Library, located on the SDSU main campus, approximately 2.5 miles east of the project site. For further information regarding the proposed project relative to libraries, please refer to this EIR, Section 4.14, Public Services and Recreation.

Secondary Schools

K-12 school services would be provided by San Diego Unified School District (SDUSD). SDUSD serves more than 121,000 students in pre-school through grade 12 and is the second largest district in California. SDUSD has 226 educational facilities with 13,559 employees. Nearly 6,000 teachers are in classrooms at SDUSD's various educational facilities, which include 117 traditional elementary schools, 9 K–8 schools, 24 traditional middle schools, 22 high schools, 49 charter schools, 13 atypical/alternative schools, and 5 additional program sites (SDUSD 2018).

The nearest elementary school (K–5) is Juarez Elementary School, located at 2633 Melbourne Drive, San Diego, California 92123, approximately 0.5 miles north of the project site. Enrollment in 2018–2019 was 274 students (California Department of Education 2018a). A new elementary school at Civita, approximately 1.5-miles west of the project site, is planned to accommodate 500 students and is expected to open in 2022.

The nearest middle school is Taft Middle School, located at 9191 Gramercy Drive, San Diego, California, 92123, approximately 1.25 miles north of the project site. Enrollment in 2018–2019 was 462 students (California Department of Education 2018b). The nearest high school is Kearny Complex, located at 7651 Wellington Drive, San Diego, California 92111, approximately 2.5 miles northwest of the project site. Enrollment in 2018–2019 was 1,737 students. For further information regarding the proposed project relative to schools, please refer to this EIR, Section 4.14, Public Services and Recreation.

2.3.4.7 Access, Circulation, and Parking

The existing SDCCU Stadium has regional access to four major freeways: I-15 is adjacent to the east; I-8 is approximately 0.25 miles to the south; I-805 is less than 1 mile to the west; and State Route 163, accessed via Friars Road, is approximately 2.4 miles to the west. Vehicle access to the project site is from the main gate at Mission Village Drive to the north; east–west access is from Friars Road via Qualcomm Way, which provides two gated accesses. A gated access is provided westbound from San Diego Mission Road; and at the southeast corner of the site via Rancho Mission Road, there is a bus access gate (see Figure 2-4, Project Site and Surrounding Land Uses). The MTS Trolley Green Line provides services through Mission Valley and to the main SDSU campus, with an existing trolley station in the south-central portion of the existing parking lot on the project site, as well as stations immediately west of the project site at Fenton Parkway and east of the project site at Mission San Diego.

On-site circulation improvements would consist of the construction of a network of streets and non-vehicular improvements. Figure 2-11A, Proposed On-Site Circulation and Access, shows the proposed circulation for the project site, which includes two, six-lane Urban Major roads at the main entrances (Stadium Way and Mission Villages Road), as well as four-lane Urban Major roads that provide east–west access to the project site via San Diego Mission Road (from the northeast). Rancho Mission Drive would be extended south into the project site as a four-lane Urban Major road. The remainder of the internal street network would be predominately two-lane collector

roads arranged in a grid pattern providing multiple points of connection through the project site. Figures 2-11B through 2-11D depict the proposed street sections within the project site. Overall, the internal circulation network is approximately 25 acres.

As stated, non-vehicle circulation improvements include bike lanes, bike paths, and shared use pathways on streets and roads, and a network of trails through the open space and recreation areas, connecting to the MTS Stadium Trolley Station.

The proposed project site would be served by the MTS Green Line and Stadium Trolley Station, as well as the Fenton Parkway and Mission San Diego stops. The current station trolley plaza would remain in place with minor upgrades and refinements as part of the proposed project and would be located north of the proposed River Park area and south of the proposed residential uses and campus/office uses. Figure 2-11E, Mobility and Transit, depicts the existing MTS Trolley Green Line and planned future MTS Trolley Purple Line.

While not part of the proposed project, the MTS Purple Line is expected to be extended through the project site in the future. As shown in Figure 2-11E, Mobility and Transit, there are two potential routes for the Purple Line. Current San Diego Association of Governments plans show the Purple Line veering through the middle of the project site, providing a close connection to the existing Green Line and Stadium Trolley Station. This planned alignment has been accommodated by the proposed project through a wide median. The proposed project also maintains a potential future alignment along the eastern edge of the project site, parallel to I-15.

Parking

Parking would be accommodated throughout the project site through a combination of street level parking and parking garages, as well as temporary parking in the tailgate park area west of the new stadium. A total of approximately 5,660 parking spaces are anticipated in aboveground parking garages in campus residential buildings (Buildings R1 through R16). Within the campus research and innovation district, a total of approximately 5,065 parking spaces would be provided, including 4,746 spaces south of the new Stadium and 319 spaces east of the new Stadium. Another 1,140 at-grade parking spaces would be located west of the new Stadium during events. 485 parking spaces would be located in hotel parking garages. Approximately 840 parking spaces would be provided along streets (see Figure 2-11F, Parking Plan).

For further information regarding the proposed project relative to access, circulation, and parking, please refer to Section 4.15, Transportation and Access.

2.3.4.8 Off-Site Improvements

The proposed project would result in traffic impacts, which would require improvements to intersections and roadway segments (see EIR, Section 4.15, Transportation and Access, mitigation measures MM-TRA-1 through MM-TRA-18). Off-site traffic-related mitigation improvements have been identified to address potential environmental impacts associated with the off-site traffic improvements identified in this EIR. The proposed project's off-site traffic-related mitigation improvements include construction of, or fair share payment contributions to, several traffic roads, intersections, and other facilities. For further information regarding traffic and access issues, please refer to this EIR, Section 4.15, Transportation and Access, including the technical traffic impact analysis appended to this EIR.

2.3.5 Design Standards and Energy Efficiency

In May 2014, the CSU Board of Trustees broadened sustainable practices to all areas of the university. The state also strengthened energy efficiency requirements in the California Green Building Standards Code (CalGreen; Title 24 of the California Code of Regulations). All CSU new construction, remodeling, renovation, and repair projects will be designed with consideration of optimum energy utilization, low lifecycle operating costs, and compliance with all applicable energy codes and regulations. Progress submittals during design are monitored for individual envelope, indoor lighting, and mechanical system performances. The CSU Mechanical Review Board was established in February 2004 and considers proposed building designs for conformance with code and energy efficiency practices (CSU 2018/2019).

As part of CSU's broadened commitment to sustainable practices, also in May 2014, the CSU Board of Trustees adopted the first systemwide Sustainability Policy, which applies sustainable principles across all areas of university operations, expanding beyond facilities operations and utility management. This expansion was both a reaction to and a catalyst for a changing sustainability landscape within the CSU and higher education in general. The 2014 Sustainability Policy seeks to integrate sustainability into all facets of the CSU, including academics, facilities operations, the built environment, and student life (CSU 2018).

For further information regarding sustainable practices applicable to the proposed project, please refer to this EIR, Section 4.7, Greenhouse Gas Emissions.

2.3.6 Construction Activities and Phasing

The proposed project is anticipated to be developed over approximately 15 years beginning in 2020 and ending in approximately 2037. While the following is the estimated phasing schedule for purposes of analysis in this EIR, it is recognized that phasing is nonsequential to allow for the proposed project to respond to changes in economic conditions.

Figure 2-12A, Phasing Exhibit Opening Day, depicts the completion of the multipurpose Stadium, and Figure 2-12B, Phasing Exhibit, generally depicts the phasing areas described for the project site. Table 2-6 provides more detailed information regarding the phasing, schedule, construction details for each phase, including volumes of grading per phase, anticipated number of construction workers, and construction equipment mix by phase.

Phase 1 is anticipated to include grading in the northwest quadrant of the project site for the new Stadium, and includes a temporary borrow pit southwest of the existing SDCCU Stadium, a new storm drain to collect diverted flows around the Phase 1 grading area, and a temporary public sewer main to redirect sewer flows around the Phase 1 grading area.

Phase 1 would include demolition of the western third of SDCCU Stadium; grading the southwestern edge of the project site, the installation of storm drain bioretention facilities, and the extension of a new east–west access road from Fenton Parkway; installation of sewer, water, and storm drain improvements; and construction of the proposed new Stadium.

The west side grading in Phase 1 would include rough grading the remainder of the western half of the project site, off-site improvements along Friars Road, construction of a bioretention basin, and construction of the River Park.

The east Stadium demolition and east side rough grading phase (Phase 2) would occur from April to June 2022 and consist of the demolition of the remainder of SDCCU Stadium and grading the eastern half of the project site, including continued construction of the River Park. Following rough grading, circulation improvements to San Diego Mission Road and Rancho Mission Road would be made to provide access for the new Stadium. Initial improvements on the western portion of the San Diego River Park would commence. The existing 48-inch water main would be relocated, and a temporary fire loop would be constructed. Temporary desilting basins would be installed as required.

Phase 2 would complete the residential sheet grading and streets on the eastern half of the project site and continue construction of improvements to the San Diego River Park. Completion of the River Park is anticipated by the middle of 2024. Per SDMC Section 22.0908, the River Park construction is required to be completed within 7 years of the effective date of the Purchase and Sale Agreement.

Phase 3 would including fine grading individual pads, street improvements, wet and dry utilities, and the phased vertical construction of the residential, hotel, and campus buildings across the project site, beginning in 2022 and extending through 2037 as determined by market/economic forces.

Table 2-6. Proposed Construction Phasing

Construction Phase Name	Start Date[1]	End Date[1]	Phase Duration[2] (days)	Equipment Type	Number of Equipment	Hours per day[1]	Worker Trips per Day[1]	Vendor Trips per Day[1]	Total Hauling Trips[1]
Grading Phase A	2/1/2020	7/31/2020	130	Excavators	4	8			
				Graders	3	8			
				Rubber-Tired Dozers	2	8			
				Scrapers	6	8			
				Tractors/Loaders/Backhoes	6	8			
Site Preparation Phase A	8/1/2020	12/31/2021	370	Rubber-Tired Dozers	6	8			
				Tractors/Loaders/Backhoes	6	8			
Building Construction Stadium (Phase A)	8/1/2020	3/1/2022	412	Cranes	3	16			
				Forklifts	6	16			
				Generator Sets	3	16			
				Tractors/Loaders/Backhoes	5	16			
				Welders	8	16			
Grading Phase A (cont'd)	12/1/2021	4/15/2022	98	Excavators	4	8			
				Graders	3	8			
				Rubber-Tired Dozers	3	8			
				Scrapers	4	8			
				Tractors/Loaders/Backhoes	5	8			
Paving Stadium (Phase A)	12/1/2021	7/31/2022	173	Pavers	3	8			
					2	8			
					4	8			
Site Preparation Phase B (utilities)	1/1/2022	6/14/2022	117	Rubber-Tired Dozers	3	8			
					8	8			
Demolition of SDCCU Stadium (Phase A)	1/1/2022	4/15/2022	75	Concrete/Industrial Saws	5	16			
					5	16			
					8	16			
					3	16			
Architectural Coating Stadium (Phase A)	3/1/2022	7/31/2022	109	Air Compressors	8	6			

Table 2-6. Proposed Construction Phasing

Construction Phase Name	Start Date[1]	End Date[1]	Phase Duration[2] (days)	Equipment Type	Number of Equipment	Hours per day[1]	Worker Trips per Day[1]	Vendor Trips per Day[1]	Total Hauling Trips[1]
Demolition of SDCCU (Phase B)	4/16/2022	6/30/2022	54	Concrete/Industrial Saws	5	16			
				Excavators	5	16			
				Rubber-Tired Dozers	3	16			
				Crushing/Proc. Equipment[2]	3	16			
Grading Phase B (Rough Residential Pad and Initial River Parks)	4/16/2022	7/31/2022	75	Excavators	6	8			
					4	8			
					3	8			
					6	8			
					6	8			
Finish Phase B (Finish Residential Pad and River Park)	2/1/2020	7/31/2020	533	Rubber-Tired Dozers	6	8	92	8	
				Tractors/Loaders/Backhoes	8	8			
Grading Phase C	8/1/2022	12/31/2022	110	Excavators	4	8			12,500
				Graders	6	8			
				Rubber-Tired Dozers	3	8			
				Scrapers	4	8			
				Tractors/Loaders/Backhoes	6	8			
Building Construction Phase C1	7/1/2024	9/30/2027	849	Cranes	4	7	189	58	0
				Forklifts	8	8			
				Generator Sets	3	8			
				Tractors/Loaders/Backhoes	6	7			
				Welders	6	8			
Site Preparation - Off-Site Improvements	7/1/2025	1/7/2026	137	Rubber-Tired Dozers	3	8	18	0	0
				Tractors/Loaders/Backhoes	4	8			
Paving Phase C1	10/1/2027	8/14/2028	227	Pavers	2	8	15	0	0
				Paving Equipment	2	8			
				Rollers	2	8			
Building Construction Phase C2	7/1/2028	10/1/2031	848	Cranes	6	7	122	32	0
				Forklifts	8	8			
				Generator Sets	6	8			
				Tractors/Loaders/Backhoes	6	7			
				Welders	6	8			

Table 2-6. Proposed Construction Phasing

Construction Phase Name	Start Date[1]	End Date[1]	Phase Duration[2] (days)	Equipment Type	Number of Equipment	Hours per day[1]	Worker Trips per Day[1]	Vendor Trips per Day[1]	Total Hauling Trips[1]
Architectural Coating Phase C1	8/17/2028	6/30/2029	227	Air Compressors	4	6	38	0	0
Paving Phase C2	10/2/2031	8/15/2032	227	Pavers	4	8	15	0	0
				Paving Equipment	2	8			
				Rollers	4	8			
Building Construction Phase C3	7/1/2032	10/1/2035	848	Cranes	4	7	122	32	0
				Forklifts	3	8			
				Generator Sets	1	8			
				Tractors/Loaders/Backhoes	3	7			
				Welders	1	8			
Architectural Coating Phase C2	8/18/2032	6/30/2033	227	Air Compressors	4	6	24	0	0
Paving Phase C3	10/2/2035	8/14/2036	228	Pavers	2	8	15	0	0
				Paving Equipment	2	8			
				Rollers	2	8			
Architectural Coating Phase C3	8/15/2036	6/30/2037	228	Air Compressors	4	6	24	0	0

Notes:

1 See Appendix 4.2-1, Air Quality Technical Report, for monthly worker trips, vendor trips, and hauling trips for Phases 1 and 2, from 2020 to 2023.

2 Equipment was added to the California Emissions Estimator Model (CalEEMod) defaults to reflect project-specific information.

2.4 Economic Characteristics

CEQA also requires that an EIR also describe the economic characteristics of the proposed project. This sub-section is based on an economic report prepared for CSU/SDSU by Ernst & Young (2019, Appendix 4.13-1). The Ernst & Young report analyzed the proposed project, estimated its potential economic and tax impacts, and made the following findings:

- Total economic contributions of the proposed project during construction, which could take up to 15 years, include $4.6 billion in total economic output, nearly 29,000 one-year jobs supported, and $29.2 million in tax revenue for the City of San Diego.
- Once construction is complete, the proposed development would directly support a maximum annual total of approximately 7,809 jobs on site; indirectly result in approximately 4,314 jobs; induce approximately 5,117 jobs for a total of approximately 17,241 jobs; and generate annual labor income of $1.2 billion for California residents, plus nearly $1.9 billion annually of regional gross state product and $3.1 billion of economic output. This includes the most conservative scenario of enrollment growth at the campus (6,000 new students by 2033).
- The additional tax revenue for the City of San Diego associated with annual operations would be $21.9 million annually (2018 dollars), including possessory interest, sales, and transit occupancy taxes.
- Overall, the proposed development would generate approximately $26.1 million in local taxes to benefit the City of San Diego, County of San Diego, SDUSD, San Diego County schools, San Diego Community College District, and other education and public entities.
- While not quantified in this analysis, the proposed project would present other benefits. The proposed project would include approximately 86 acres of open space, including roughly 70 acres of community parks. SDSU's planned programming includes educational and research space with the potential to improve the region's human and intellectual capital with resulting impacts on productivity. While none of these benefits are quantified, they all present positive impacts that contribute value to the local region in excess of the economic and tax impacts presented in the Ernst & Young report.
- Additional enrollment supported by the project would also generate a positive economic impact for the region. For every 10,000 additional graduates, an estimated $200 million in annual economic output is generated for the regional economy (based upon a 2017 economic impact report conducted by ICF).

2.5 EIR Intended Uses/Project Actions and Approvals

2.5.1 Intended Uses

The EIR analyzes the proposed project at the "project" level of review. The EIR examines all phases of development and operation of the proposed project; no further CEQA review will be required prior to project implementation. This EIR will be used by the CSU Board of Trustees to evaluate the potential environmental impacts associated with adoption of the proposed project. Additionally, the EIR could be relied upon by responsible agencies, if any, with permitting or approval authority over any project-specific action to be implemented in connection with the project, including the City's sale of the project site to CSU/SDSU.

2.5.2 Requested Project Approvals

The following approvals by the CSU Board of Trustees are required prior to implementation of the proposed project:

1. Certification of adequacy and completeness of the Final EIR.
2. Approval of the Campus Master Plan and Schematic Plans.
3. Authorization to execute the Purchase and Sale Agreement.
4. Approval of financing mechanisms to support Phases 1 and 2.
5. Other approvals as necessary.

Development of the proposed project may require permits and/or approvals issued by public agencies other than the CSU Board of Trustees. The following is a non-exclusive list of other project permits or approvals that may be required by other agencies:

1. Federal Emergency Management Agency (Conditional Letter of Map Revision/Letter of Map Revision)
2. U.S. Army Corps of Engineers (Clean Water Act Section 404 permit)
3. U.S. Fish and Wildlife Service (Incidental Take Permit)
4. Division of the State Architect (accessibility compliance)
5. State Fire Marshal (approval of facility fire and life safety review)
6. California Department of Fish and Wildlife (California Fish and Game Code Section 1600 permit; Section 2080.1 permit)
7. San Diego Regional Water Quality Control Board (National Pollutant Discharge Elimination System permit; Clean Water Act Section 401 water quality certification)
8. San Diego County Air Pollution Control District (authority to construct and/or permits to operate)
9. City of San Diego (permits for construction within City rights-of-way, if necessary)
10. City of San Diego water and wastewater approval (authority to connect to existing City-owned infrastructure)
11. City of San Diego (approval of access to facilities for fire service)
12. City of San Diego (approval of various easements, including vacations, replacements, etc.)
13. City of San Diego (approval and execution of Purchase and Sale Agreement)

2.5.3 Responsible Agencies

Under CEQA, responsible agencies are public agencies other than the lead agency with discretionary approval authority over the proposed project. The above-listed agencies may determine they have some discretionary authority over one or more aspects of the proposed project; therefore, those agencies are identified at this time as potential responsible agencies. Such agencies are ordinarily required to rely on the EIR prepared and certified by the lead agency (here, CSU) when considering issuing a project permit or other approval for the proposed project.

Trustee agencies are state agencies having jurisdiction by law over natural resources affected by the proposed project that are held in trust for the people of the State of California. In the event that any special-status species or wetland areas or waters of the United States would be affected by the proposed project, the following agencies potentially would be trustee agencies: the U.S. Fish and Wildlife Service, the California Department of Fish and Wildlife, the Regional Water Quality Control Board, and/or the U.S. Army Corps of Engineers.

SOURCE: 2/9/19 CARRIER JOHNSON

SDSU Mission Valley Campus Master Plan EIR

SAN DIEGO STATE UNIVERSITY

Figure 2-1
Concept Design - Site Plan

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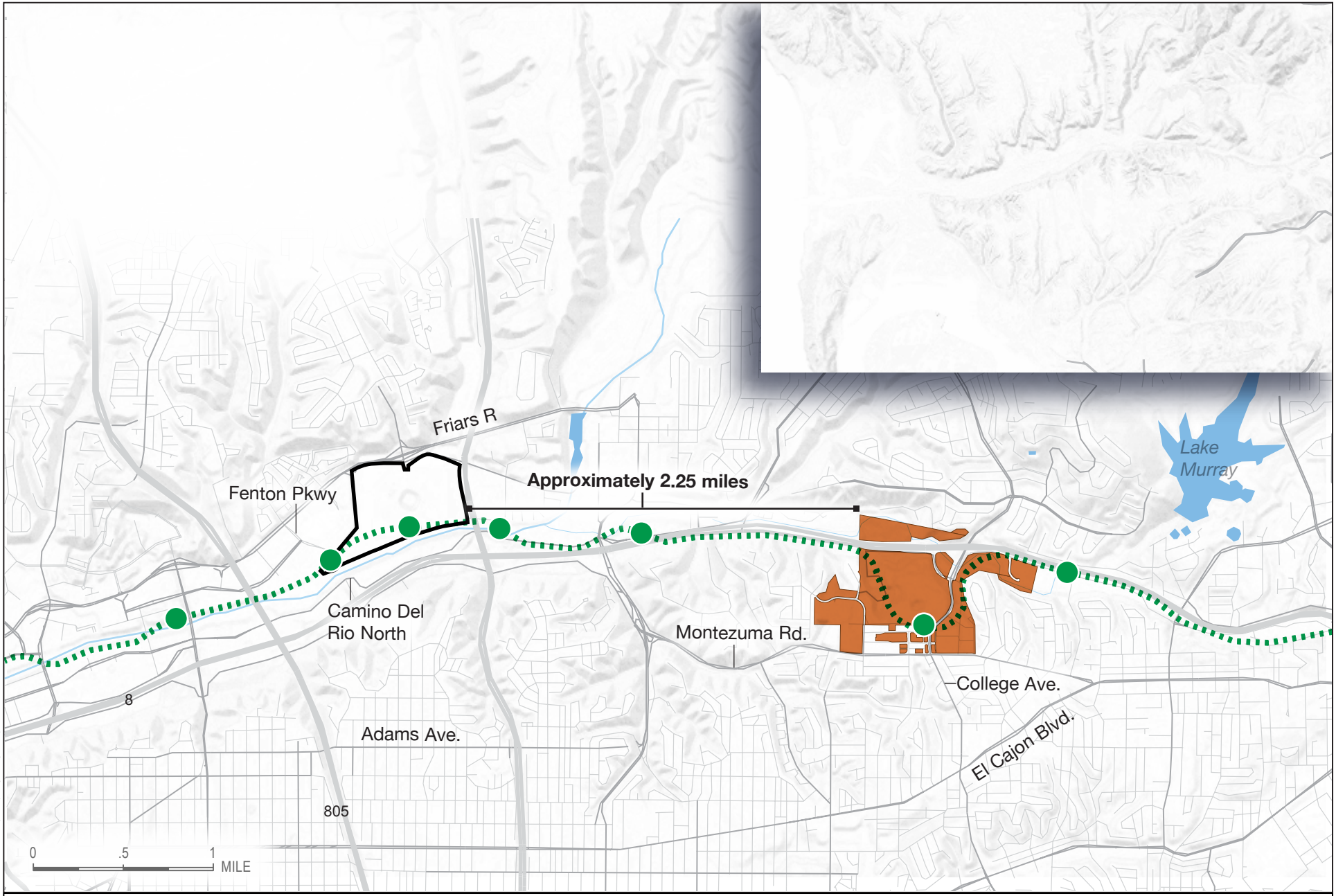

SOURCE: SDSU 2018, MTS

SDSU Mission Valley Campus Master Plan EIR

SAN DIEGO STATE UNIVERSITY

Figure 2-2
Regional Vicinity Map

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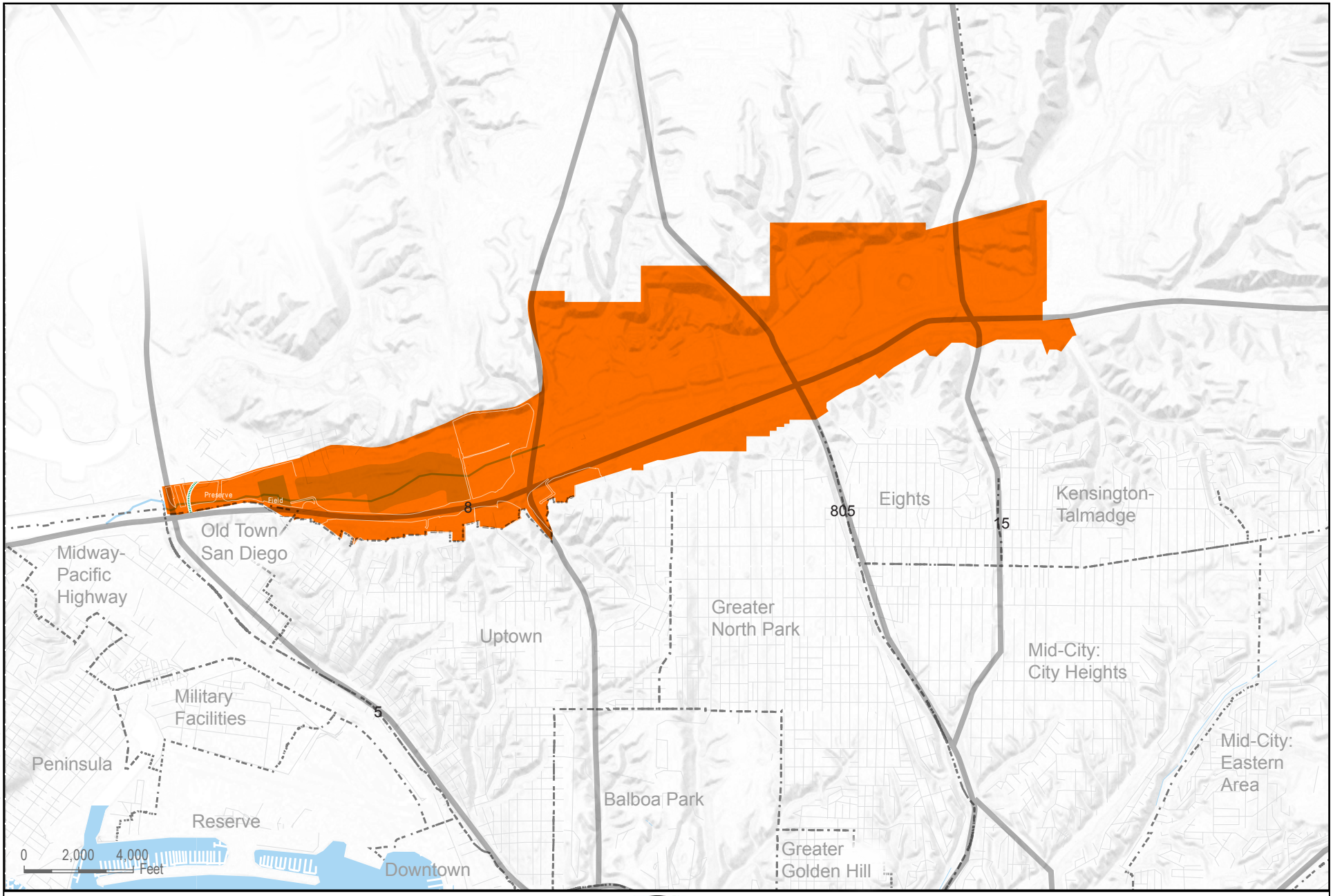

SOURCE: CITY OF SAN DIEGO

SDSU Mission Valley Campus Master Plan EIR

SAN DIEGO STATE UNIVERSITY

Figure 2-3
Mission Valley Community Plan

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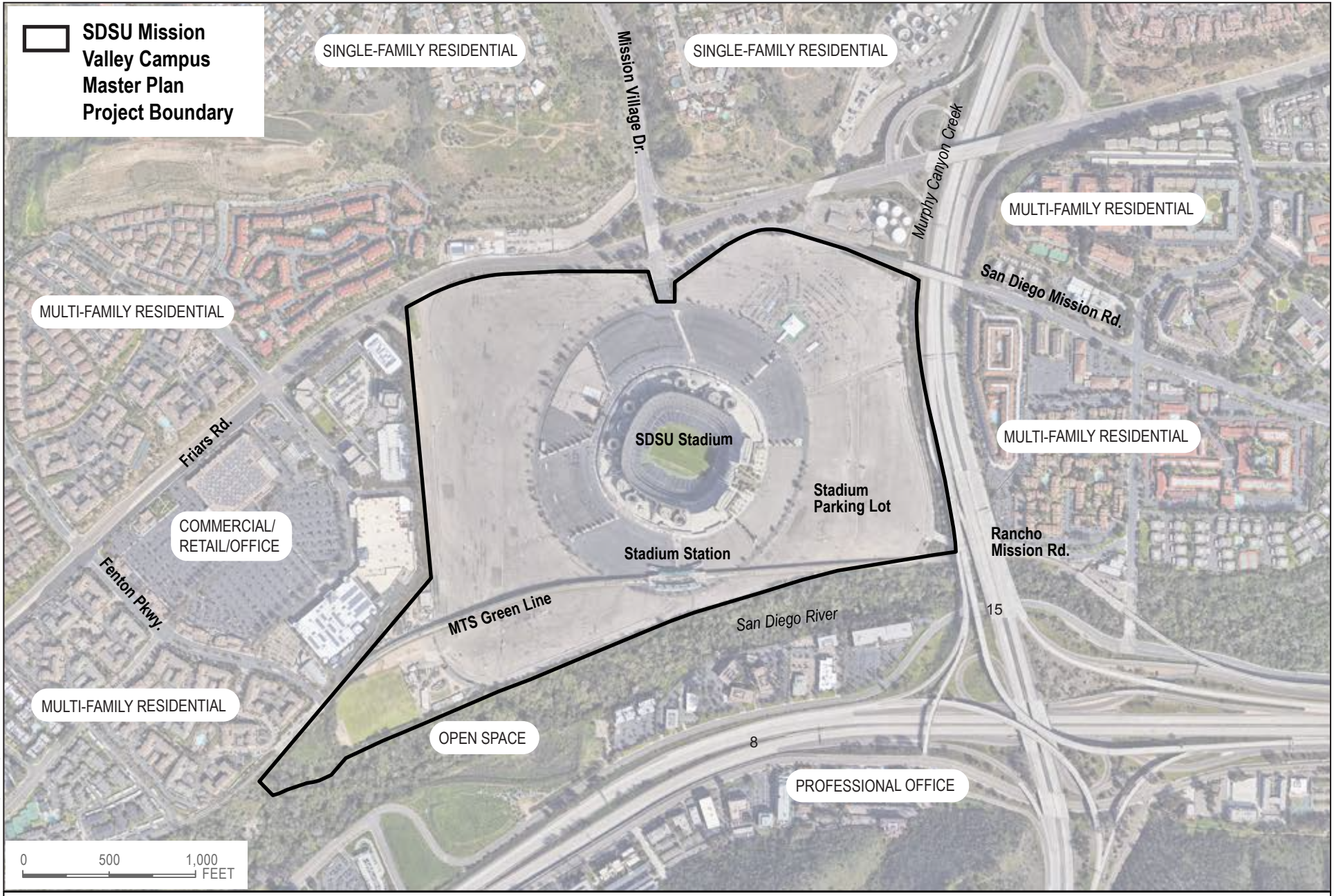

SOURCE: GOOGLE EARTH

SDSU Mission Valley Campus Master Plan EIR

SAN DIEGO STATE UNIVERSITY

Figure 2-4
Project Site and Surrounding Land Uses

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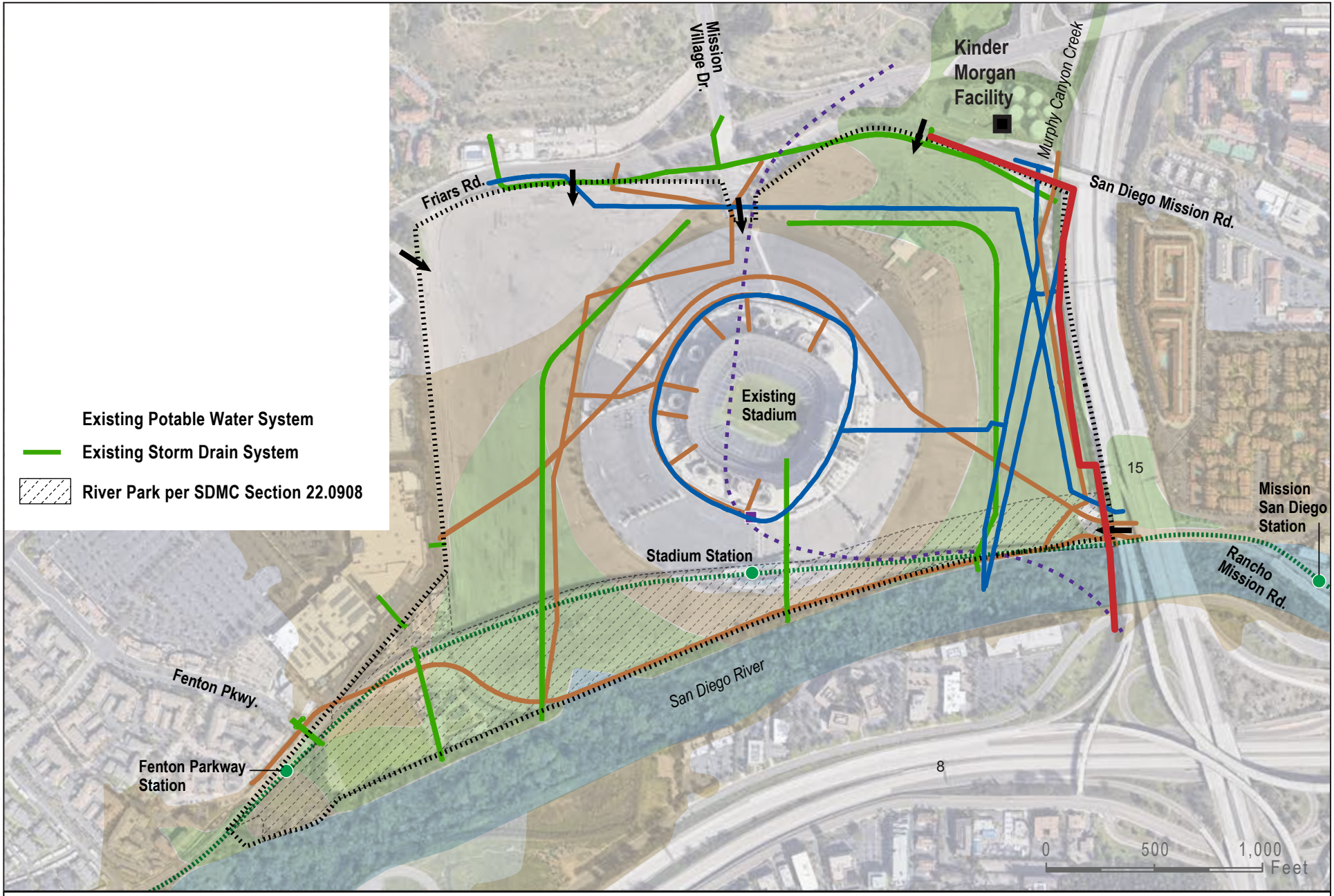

SOURCES: AERIAL-BING 2017; UTILITIES-RICK ENGINEERING 2019 USGS; FEMA; CARRIER JOHNSON; SDSU OCT 2018

SDSU Mission Valley Campus Master Plan EIR

SAN DIEGO STATE UNIVERSITY

Figure 2-5
Constraints Map

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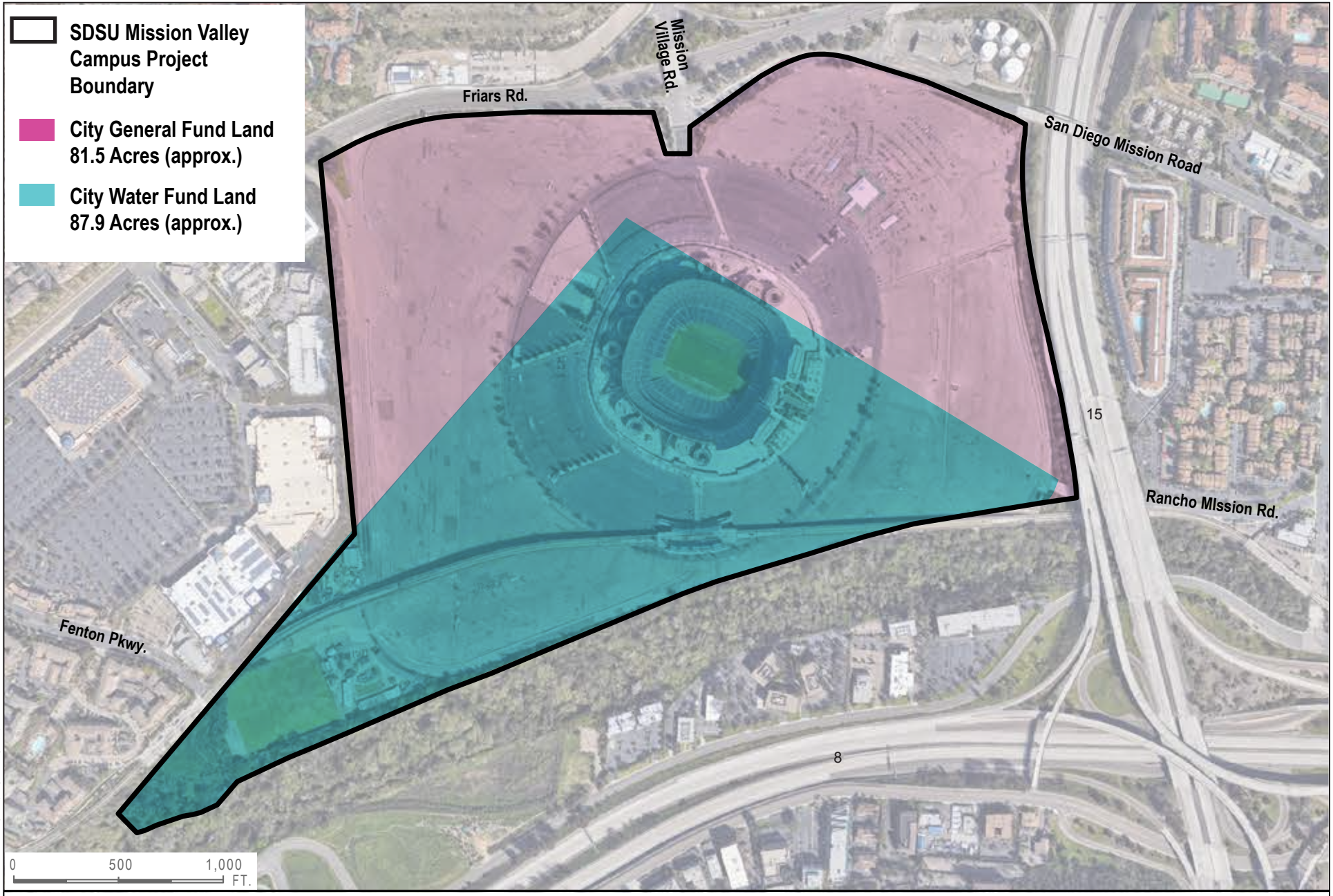

SOURCE: GOOGLE EARTH, CITY OF SAN DIEGO, SANGIS

SDSU Mission Valley Campus Master Plan EIR

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SAN DIEGO STATE UNIVERSITY

Figure 2-6
Existing Ownership

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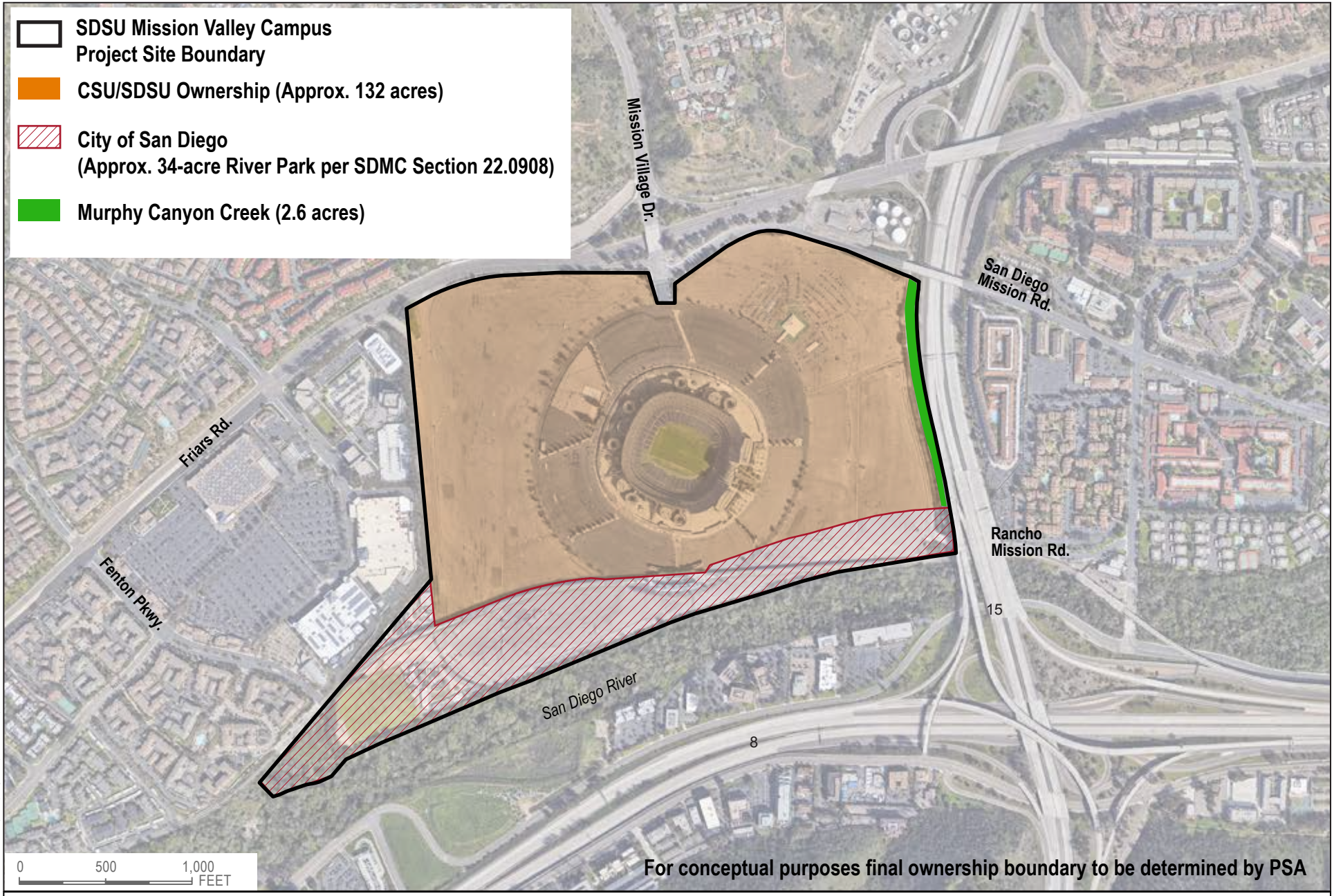

SOURCE: GOOGLE EARTH, SDMC SECTION 22.0908

SDSU Mission Valley Campus Master Plan EIR

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SAN DIEGO STATE UNIVERSITY

Figure 2-7
Proposed Land Ownership

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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

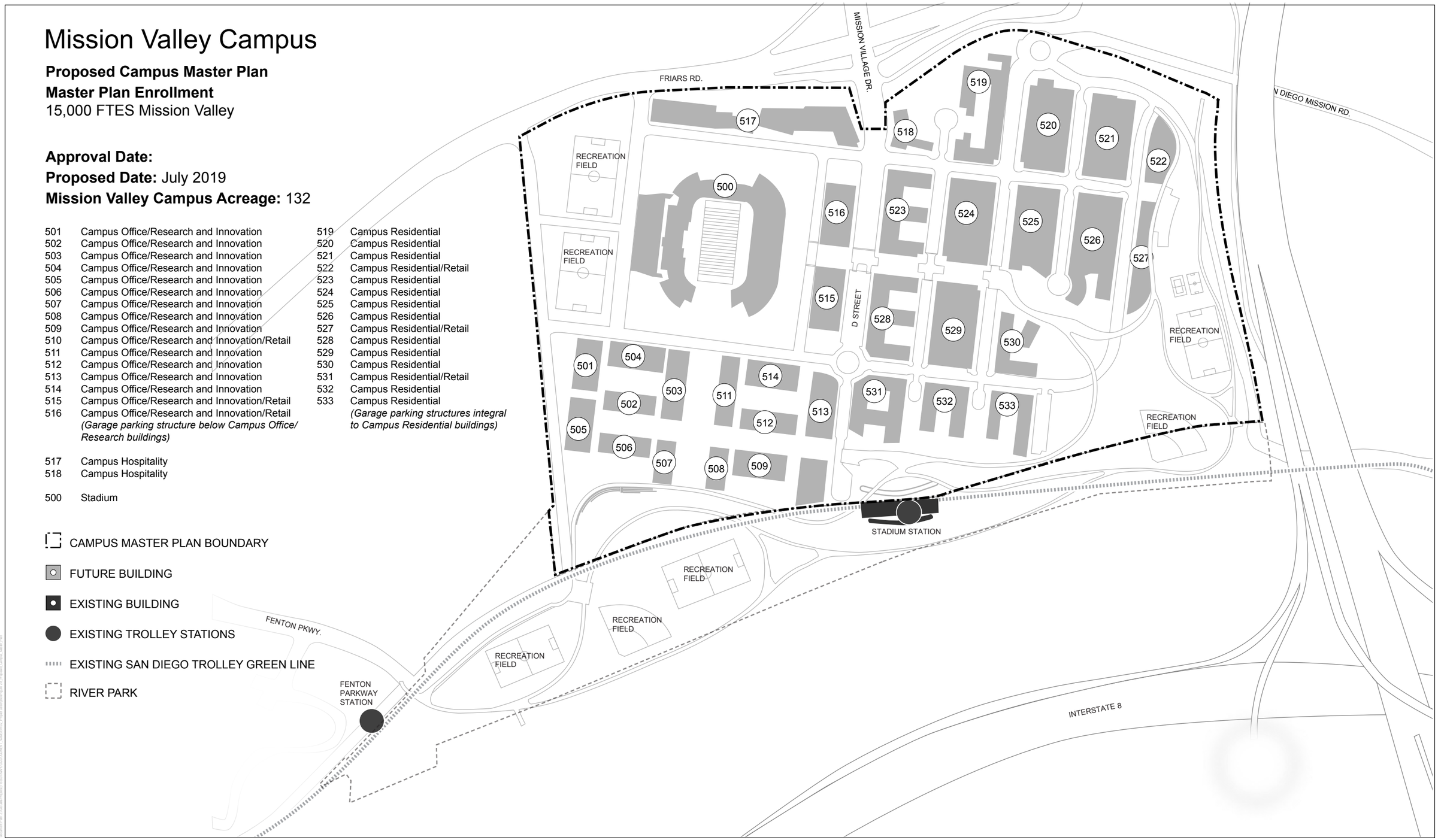
501 Campus Office/Research and Innovation
502 Campus Office/Research and Innovation
503 Campus Office/Research and Innovation
504 Campus Office/Research and Innovation
505 Campus Office/Research and Innovation
506 Campus Office/Research and Innovation
507 Campus Office/Research and Innovation
508 Campus Office/Research and Innovation
509 Campus Office/Research and Innovation
510 Campus Office/Research and Innovation/Retail
511 Campus Office/Research and Innovation
512 Campus Office/Research and Innovation
513 Campus Office/Research and Innovation
514 Campus Office/Research and Innovation
515 Campus Office/Research and Innovation/Retail
516 Campus Office/Research and Innovation/Retail
(Garage parking structure below Campus Office/ Research buildings)

517 Campus Hospitality
518 Campus Hospitality

500 Stadium

519 Campus Residential
520 Campus Residential
521 Campus Residential
522 Campus Residential/Retail
523 Campus Residential
524 Campus Residential
525 Campus Residential
526 Campus Residential
527 Campus Residential/Retail
528 Campus Residential
529 Campus Residential
530 Campus Residential
531 Campus Residential/Retail
532 Campus Residential
533 Campus Residential
(Garage parking structures integral to Campus Residential buildings)

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

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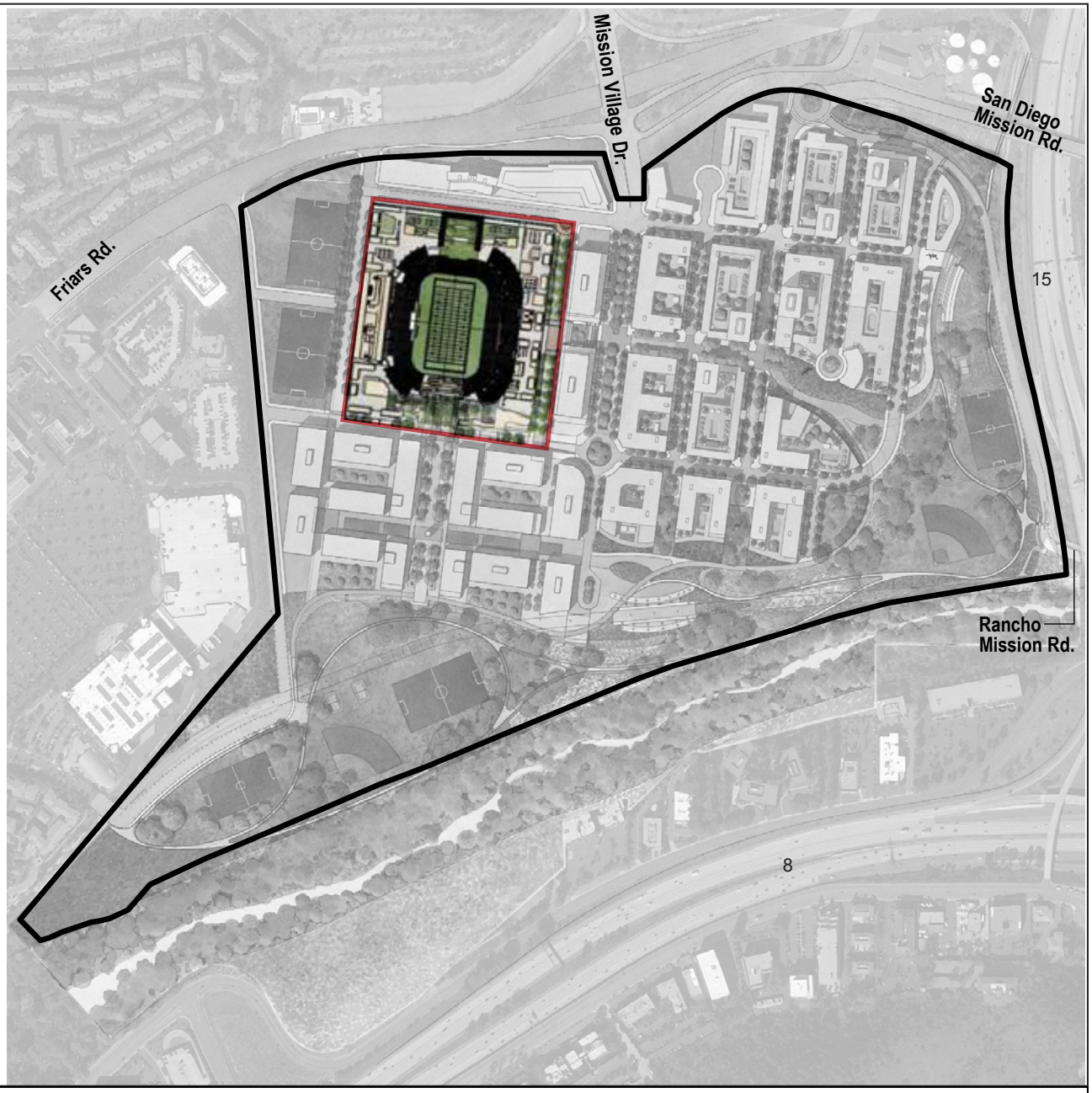
SDSU Mission Valley Campus Master Plan Project Boundary

35,000 Capacity Stadium (Approx. 15.4 acres)



SOURCE: CARRIER JOHNSON

SDSU Mission Valley Campus Master Plan EIR

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SAN DIEGO STATE UNIVERSITY

Figure 2-9A
Concept Design - Stadium Plan

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SDSU Mission Valley Campus Master Plan Project Boundary

Campus/Office/Research and Innovation (Approx.1,565,800 sq. ft.)

SOURCE: CARRIER JOHNSON

SDSU Mission Valley Campus Master Plan EIR

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SAN DIEGO STATE UNIVERSITY

Figure 2-9B
Concept Design - Campus Plan

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SDSU Mission Valley Campus Master Plan Project Boundary

Parks, Recreation and Open Space

Campus Green Space

Paseos

SDSU/Community shared

Hike & Bike Trails/Loop

Existing San Diego Trolley Green Line

Existing Trolley Stations

SOURCE: CARRIER JOHNSON

SDSU Mission Valley Campus Master Plan EIR

SAN DIEGO STATE UNIVERSITY

Figure 2-9C

Concept Design - Parks and Recreation Features

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SDSU Mission Valley Campus Master Plan Project Boundary

Parks, Recreation and Open Space Active & Passive

SDSU/Community shared

Hike & Bike Trails/Loop

Existing San Diego Trolley Green Line

Existing Trolley Stations

SOURCE: CARRIER JOHNSON

SDSU Mission Valley Campus Master Plan EIR

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San Diego State University

Figure 2-9D
Concept Design – River Park Plan

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SDSU Mission Valley Campus Master Plan Project Boundary

Parks, Recreation and Open Space

Paseos

Community Hike and Bike Loop

Community Hike and Bike Trail

Bike Lane and Path

Sidewalks

Existing San Diego Trolley Green Line

Existing Trolley Stations

SOURCE: CARRIER JOHNSON

SDSU Mission Valley Campus Master Plan EIR

SAN DIEGO STATE UNIVERSITY

Figure 2-9E

Concept Design – Trails and Open Space Plan

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SDSU Mission Valley Campus Master Plan Project Boundary

Residential

4,600 units
15 blocks
Townhome
Mid-Rise
Select High-Rise
Garage-Parked
*70 Residential Units in Hotel H1

SOURCE: CARRIER JOHNSON

SDSU Mission Valley Campus Master Plan EIR

SAN DIEGO STATE UNIVERSITY

Figure 2-9F
Concept Design - Residential Plan

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SDSU Mission Valley Campus Master Plan Project Boundary

Hotel

400 keys total
70 residential units
485 Parking Spaces

SOURCE: CARRIER JOHNSON

SDSU Mission Valley Campus Master Plan EIR

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SAN DIEGO STATE UNIVERSITY

Figure 2-9G
Concept Design - Campus Hospitality Plan

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SOURCE: BUTSCO 2019

SDSU Mission Valley Campus Master Plan EIR

SAN DIEGO STATE UNIVERSITY

Figure 2-10A

Site Utilities - Concept Electrical Utilities

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SOURCE: RICK ENGINEERING

SDSU Mission Valley Campus Master Plan EIR

SAN DIEGO STATE UNIVERSITY

Figure 2-10B
Site Utilities - Concept Water Plan

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SOURCE: RICK ENGINEERING

SDSU Mission Valley Campus Master Plan EIR

SAN DIEGO STATE UNIVERSITY

Figure 2-10C

Site Utilities - Concept Sewer Plan

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SOURCE: RICK ENGINEERING

SDSU Mission Valley Campus Master Plan EIR

SAN DIEGO STATE UNIVERSITY

Figure 2-10D

Site Utilities - Concept Drainage Plan

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SOURCE: RICK ENGINEERING 4/8/2015

SDSU Mission Valley Campus Master Plan EIR

0 500 1,000 FEET

SAN DIEGO STATE UNIVERSITY

Figure 2-10E
Stormwater Quality Treatment Plan

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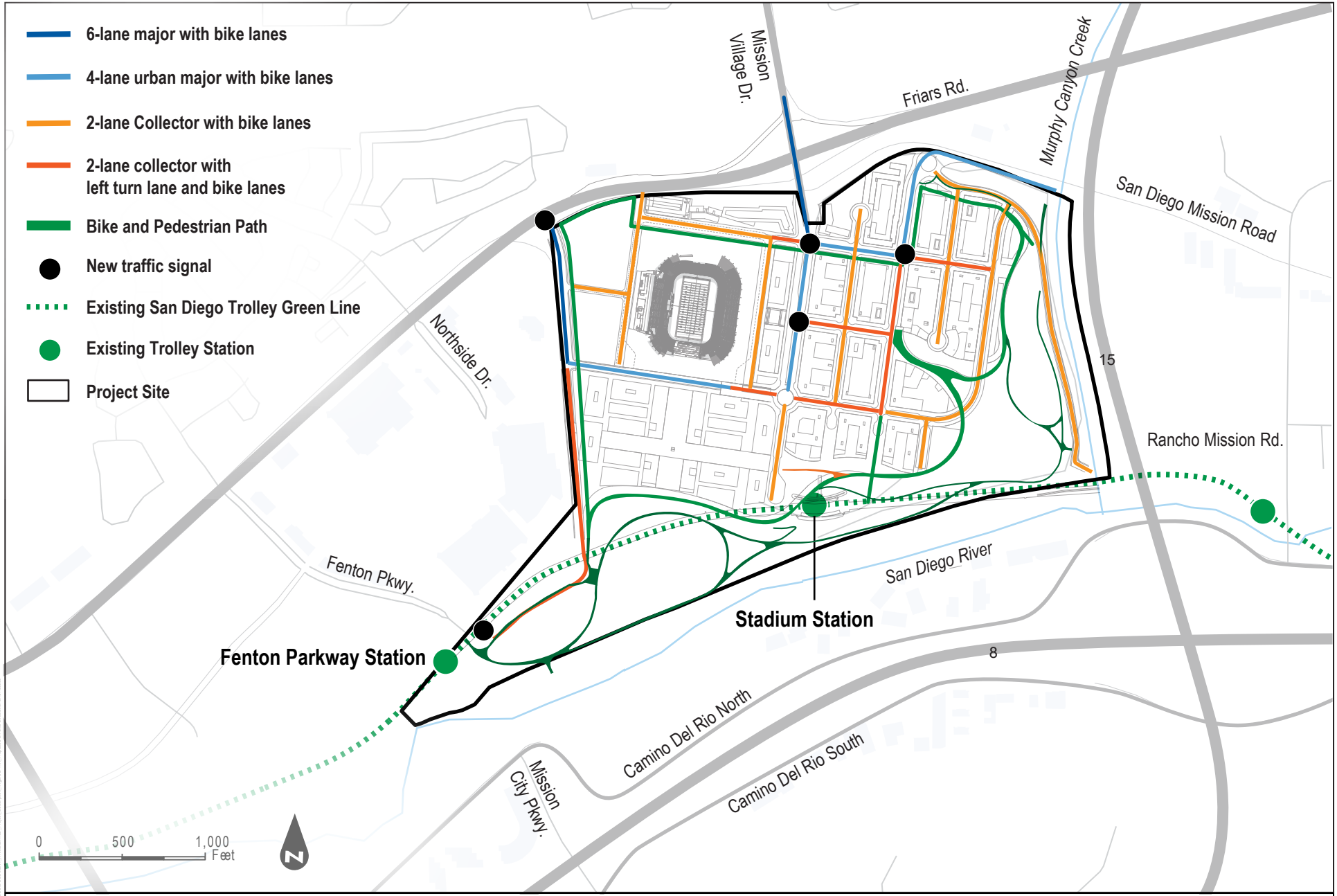

SOURCE: CARRIER JOHNSON

SDSU Mission Valley Campus Master Plan EIR

SAN DIEGO STATE UNIVERSITY

Figure 2-11A
Proposed On-Site Circulation and Access

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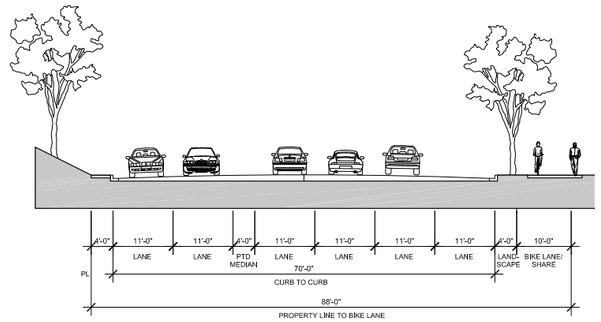
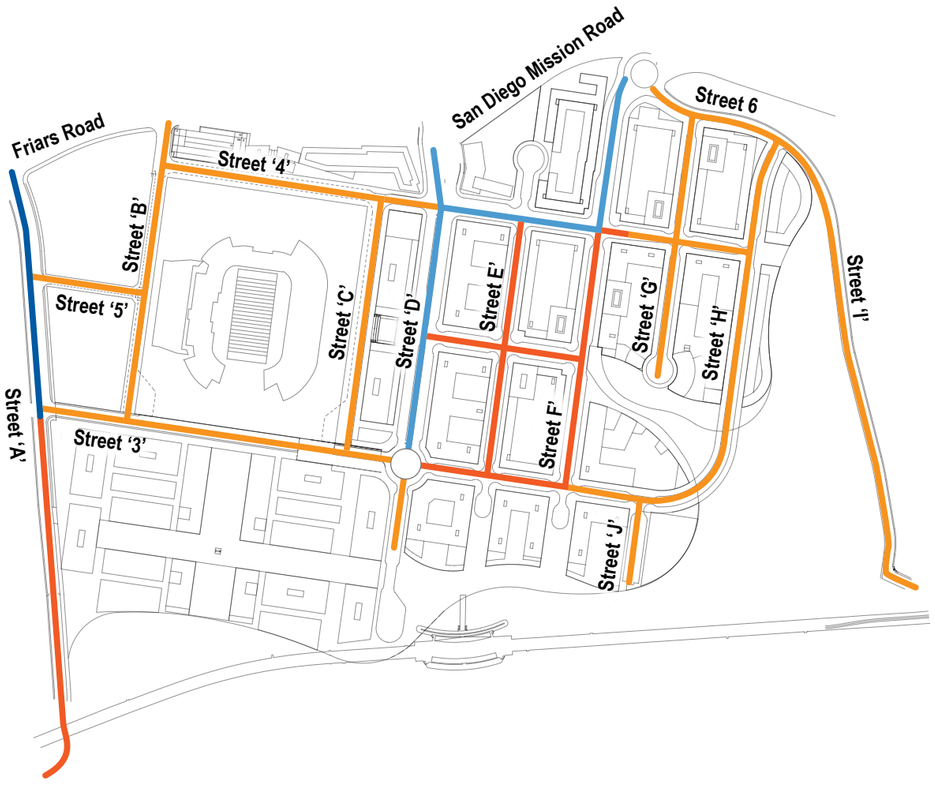
KEY

- 6-lane Urban Major
- 4-lane Urban Major
- 2-lane Collector with left turn lane
- 2-lane Collector

6-lane Urban Major

Street A from Street 3 to Friars Rd.



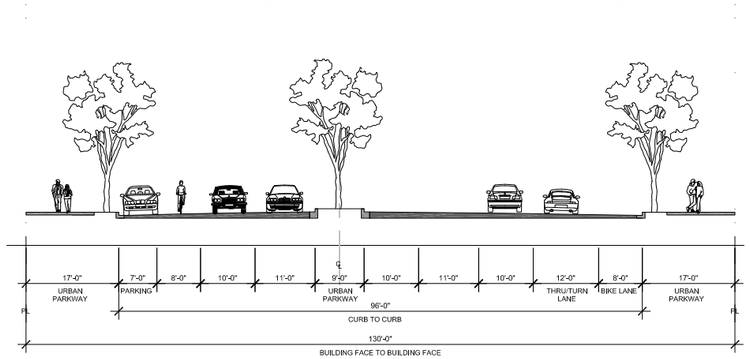


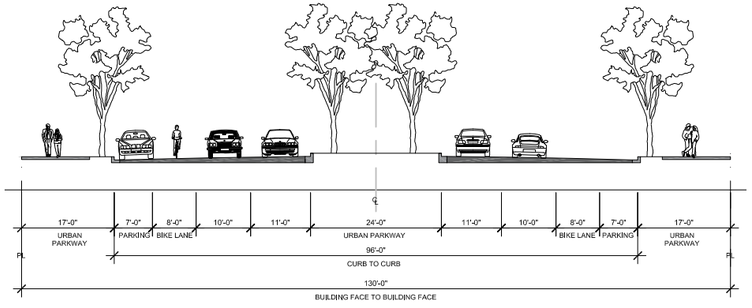
4-lane Urban Major

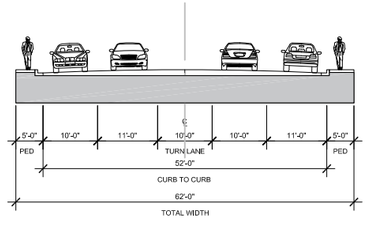
Street D north of Street 4

Street F north of Street 4

Street 4 between Street D and Street F







SOURCE: CARRIER JOHNSON

SDSU Mission Valley Campus Master Plan EIR

SAN DIEGO STATE UNIVERSITY

Figure 2-11B
Street Sections

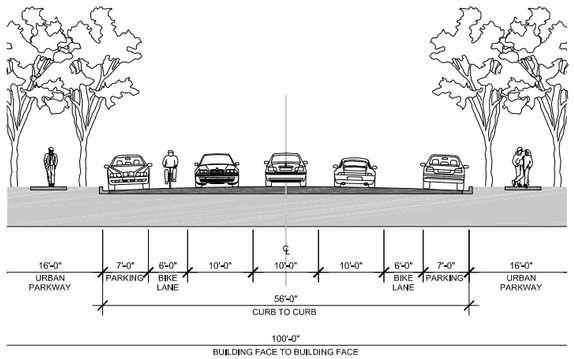
INTENTIONALLY LEFT BLANK

KEY

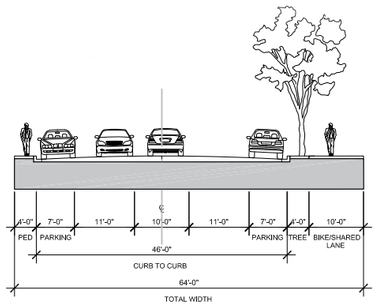
- 6-lane Urban Major
- 4-lane Urban Major
- 2-lane Collector with left-turn lane
- 2-lane Collector

2-lane Collector with left-turn lane

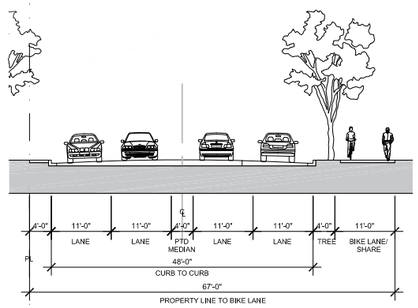
Street A south of Street 3
Street E

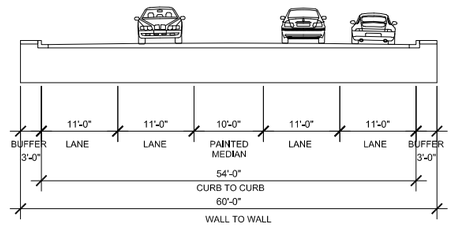


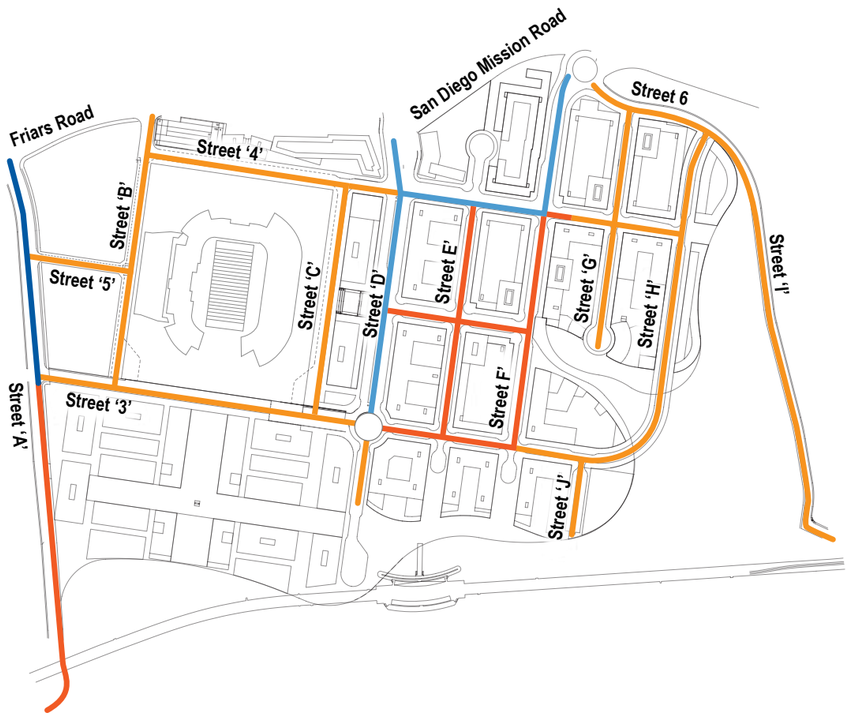
Street F between Street 1 and Street 3
Street 2

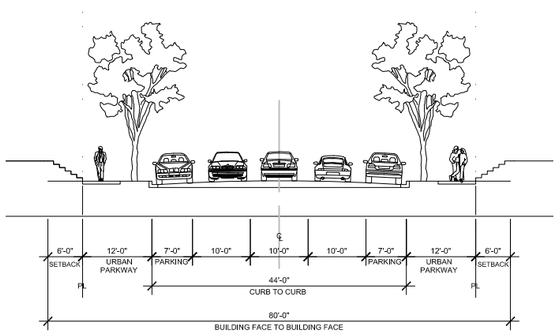


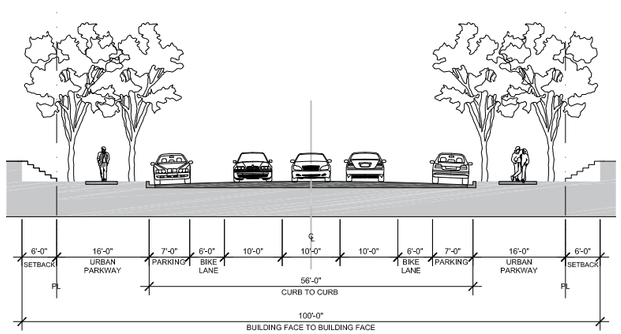
Street 3 between Street D and Street F

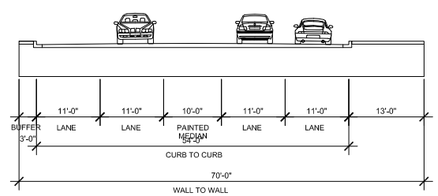












SOURCE: CARRIER JOHNSON

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SAN DIEGO STATE UNIVERSITY

Figure 2-11C
Street Sections

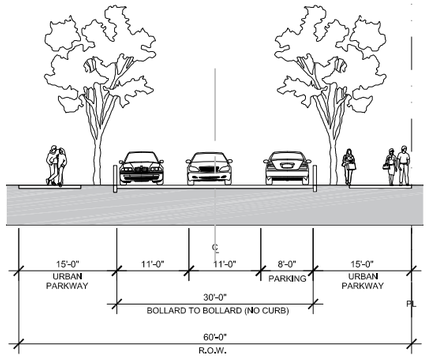
INTENTIONALLY LEFT BLANK

KEY

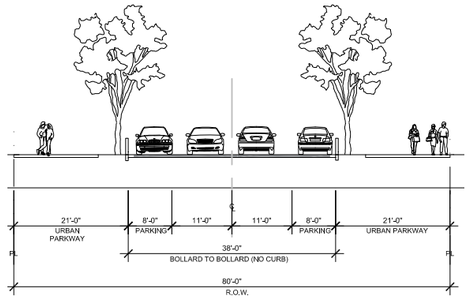
- 6-lane Urban Major
- 4-lane Urban Major
- 2-lane Collector with left turn lane
- 2-lane Collector

2-lane Collector

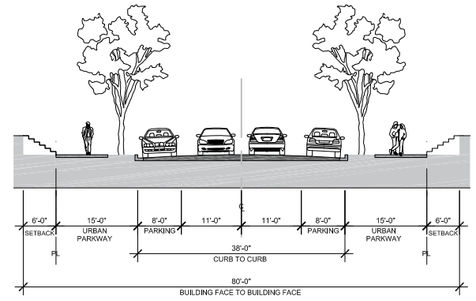
Street B
Street C
Street G



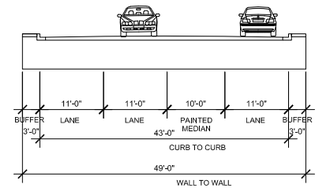
Street H
Street I
Street 3 between Street A and Street D

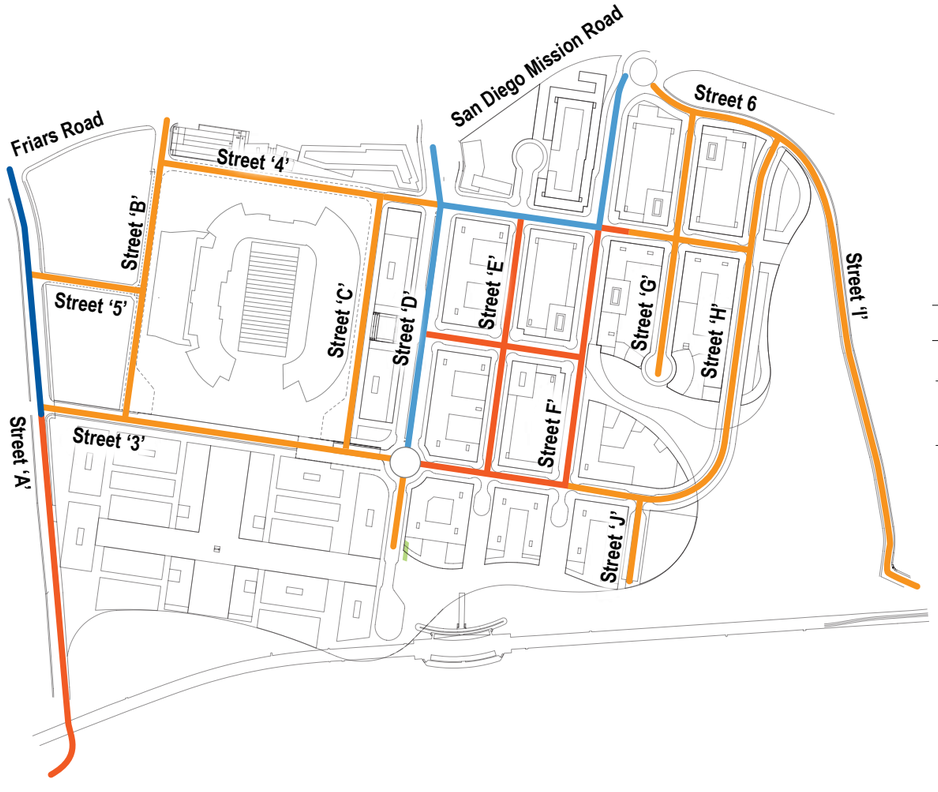


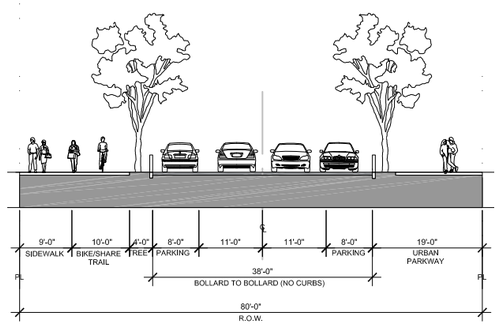
Street 3 between Street F and Street H
Street 4 between Street B and Street D
Street 4 between Street F and Street H

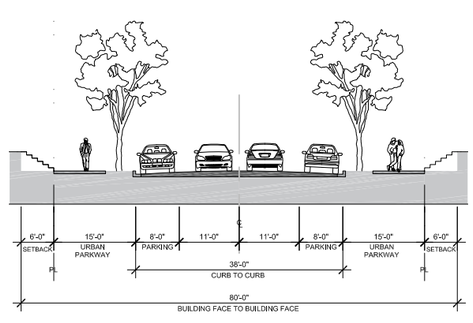


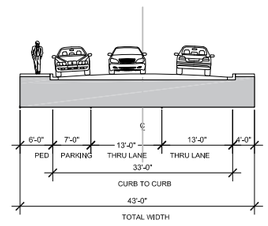
Street 5
Street 6











SOURCE: CARRIER JOHNSON

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Figure 2-11D
Street Sections

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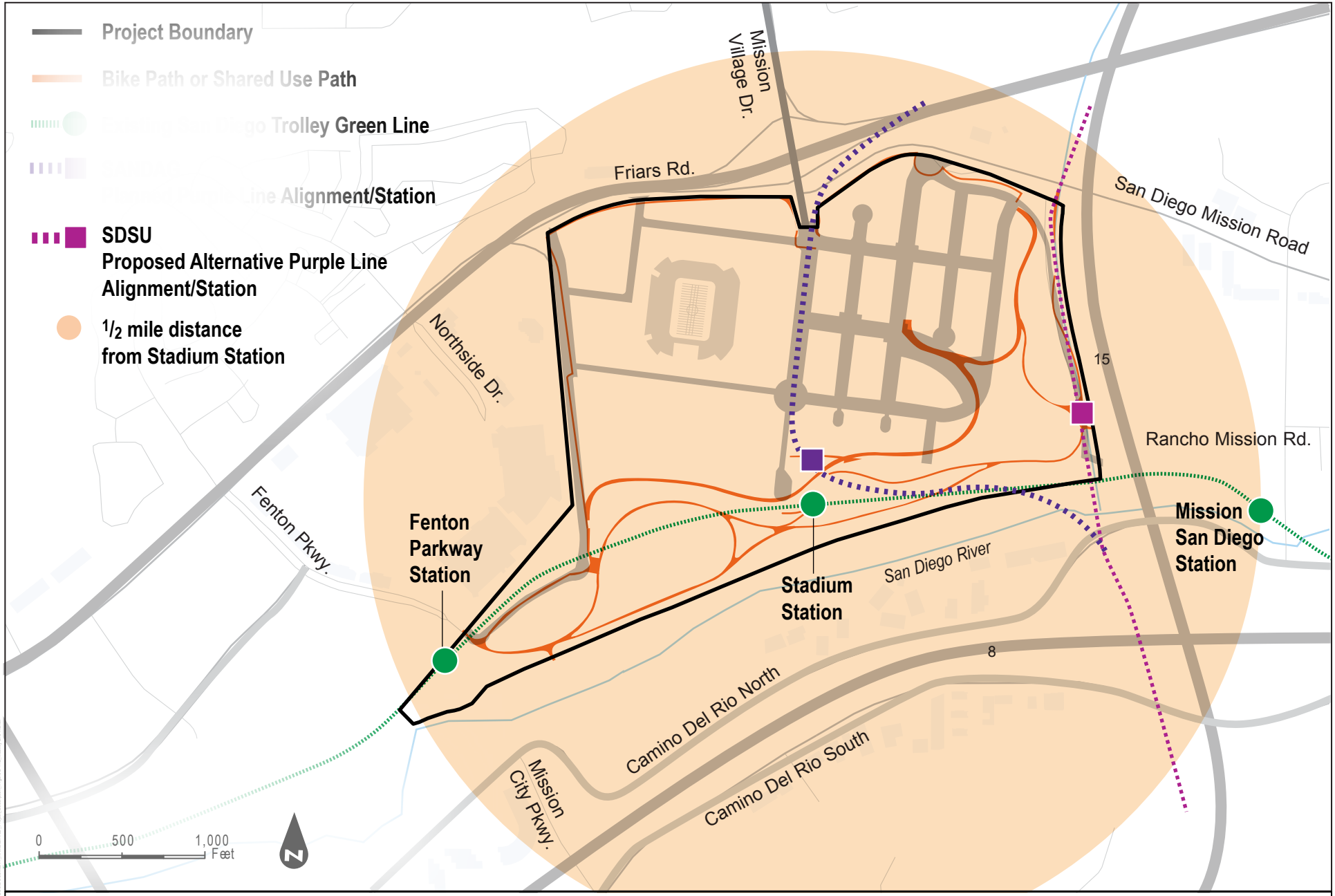

SOURCE: CARRIER JOHNSON, SANGIS 2018, USGS NHD 2018

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Figure 2-11E
Mobility and Transit

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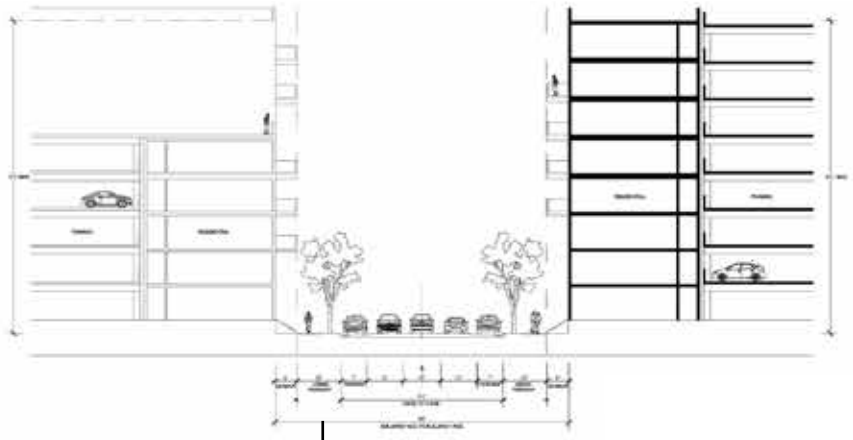
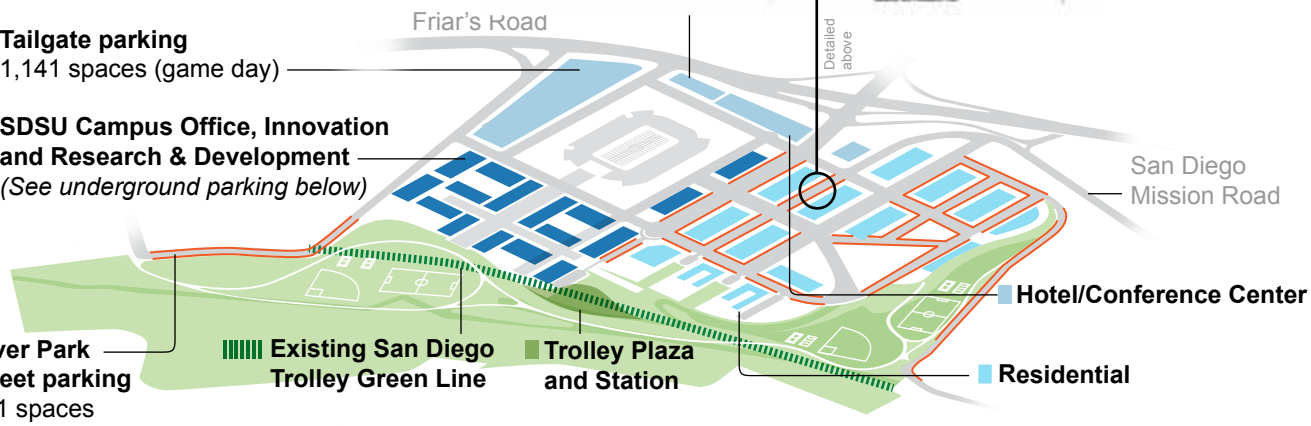
Representative above ground residential parking

5,662 spaces



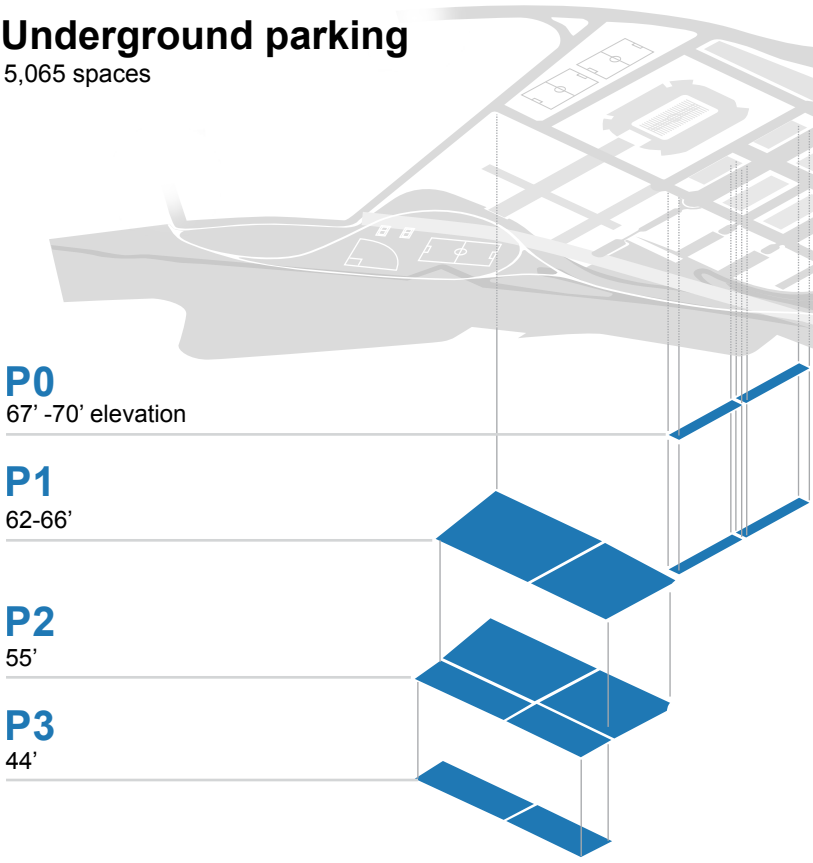
Surface parking

- **Street parking** 840 spaces
- **Hotel parking** 334 spaces
- **Tailgate parking** 1,141 spaces (game day)
- **SDSU Campus Office, Innovation and Research & Development** *(See underground parking below)*



Underground parking

5,065 spaces



SOURCE: 2/9/19 CARRIER JOHNSON

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Figure 2-11F Parking Plan

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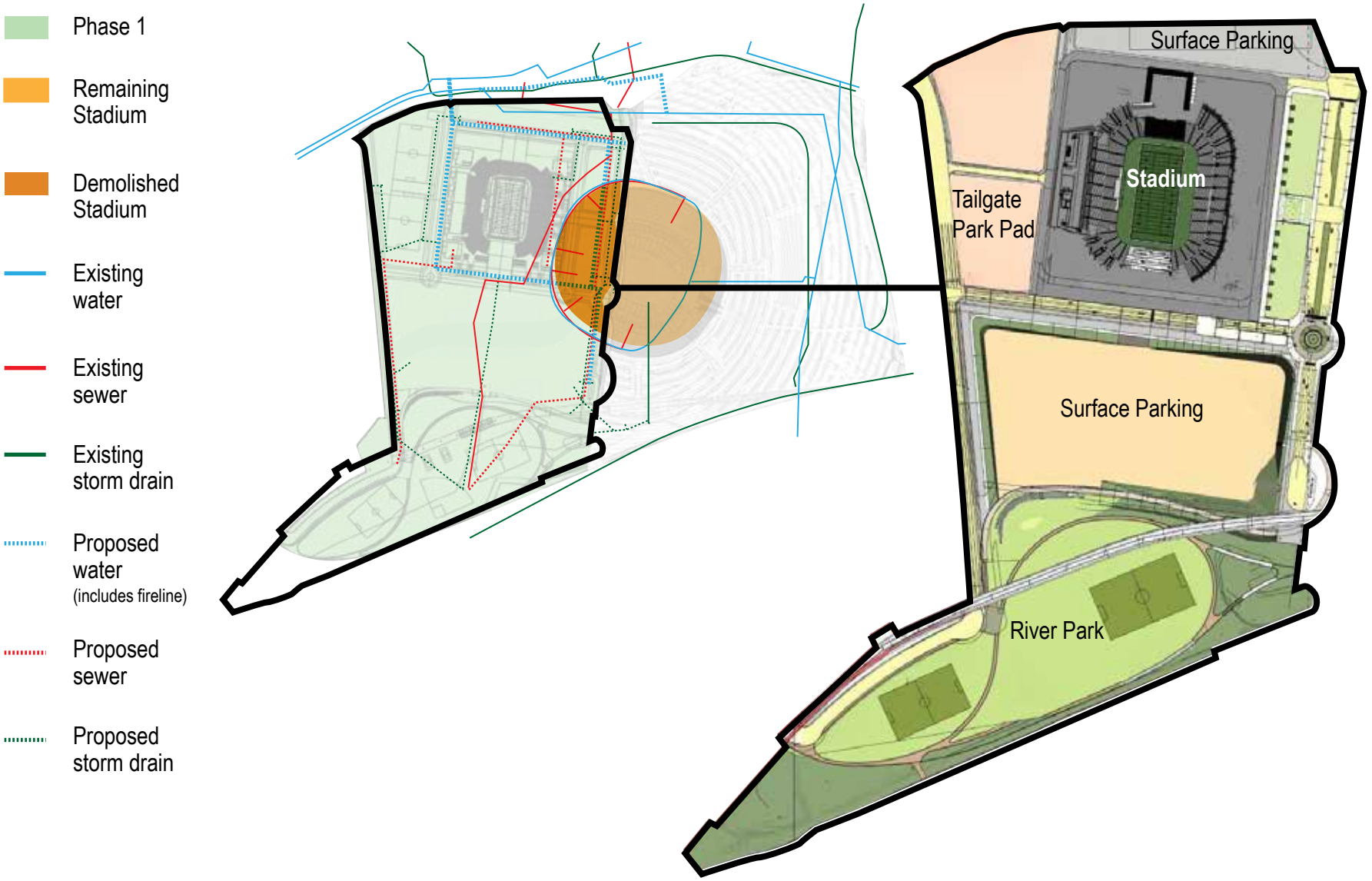
PHASE 1



SOURCE: CARRIER JOHNSON

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Figure 2-12A
Phasing Exhibit Opening Day

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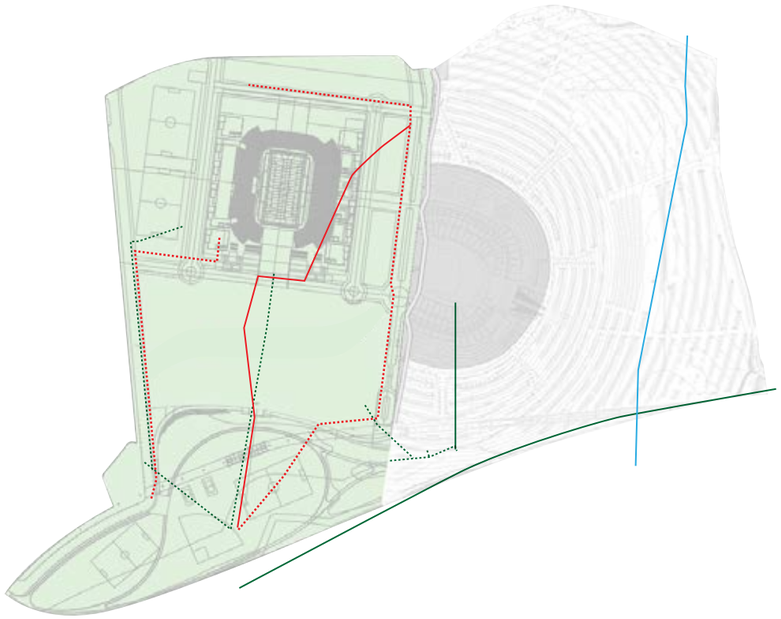


Phase 1

Remaining Stadium

Demolished Stadium

Existing water

Existing sewer

Existing storm drain

Proposed water (includes fireline)

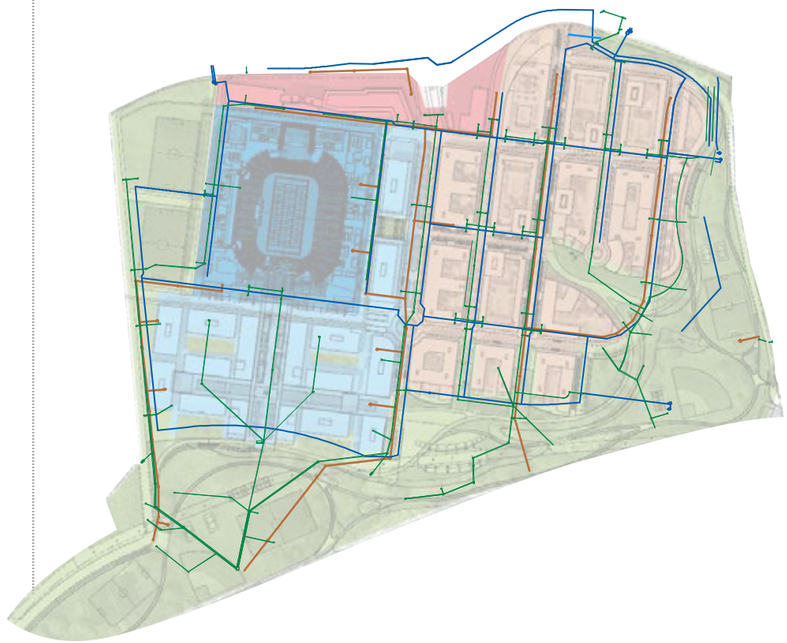
Proposed sewer

Proposed storm drain

Grading

Sheet Graded

3 Vertical construction complete 2037



Campus

Parks, Recreation and Open Space

Residential

Hotel

Stadium

Water

Sewer

Storm drain

SOURCE: CARRIER JOHNSON

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Figure 2-12B
Phasing Exhibit

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