## Findings of Fact and Statement of Overriding Considerations San Diego State University Mission Valley Campus Master Plan

Prepared for:

#### San Diego State University

5500 Campanile Drive San Diego, CA 92182-1624 Contact: Ms. Laura Shinn, Director of Planning

Prepared by:

605 Third Street Encinitas, California 92024 Contact: Ms. Sarah Lozano, Principal

## JANUARY 2020

Printed on 30% post-consumer recycled material.

# Table of Contents

### **SECTION**

### PAGE NO.

1	INTRO	DUCTION	l	1
	1.1	Purpos	e	1
	1.2	Organiz	zation and Format of Findings	2
	1.3	Summa	ary of Project Description	3
	1.4	Project	Objectives	4
	1.5	Enviror	nmental Review Process	6
		1.5.1	Initial Study and Notice of Preparation	6
		1.5.2	Draft EIR	6
		1.5.3	Final EIR	7
2	CEQA	FINDINGS	S OF INDEPENDENT JUDGMENT	8
	2.1	Enviror	nmental Effects Determined Not to Be Significant in the NOP Scoping Process an	d Not
		Discuss	sed in the EIR	8
	2.2	Project	Design Features	8
	2.3	Less th	an Significant Impacts	20
		2.3.1	Aesthetics	20
		2.3.2	Air Quality	20
		2.3.3	Biological Resources	21
		2.3.4	Cultural Resources	22
		2.3.5	Energy	22
		2.3.6	Geology and Soils	24
		2.3.7	Greenhouse Gases	26
		2.3.8	Hazards and Hazardous Materials	26
		2.3.9	Hydrology and Water Quality	27
		2.3.10	Land Use and Planning	30
		2.3.11	Mineral Resources	
		2.3.12	Noise	31
		2.3.13	Population and Housing	32
		2.3.14	Public Services and Recreation	
		2.3.15	Tribal Cultural Resources	34
		2.3.16	Transportation	34
		2.3.17	Utilities and Service Systems	
		2.3.18	Wildfire	
	2.4	Potenti	ally Significant Impacts that Can Be Mitigated Below a Level of Significance	40
		2.4.1	Biological Resources	40
		2.4.2	Cultural Resources	56
		2.4.3	Geology and Soils	58
				44555

		2.4.4	Hazards and Hazardous Materials	62
		2.4.5	Noise	
		2.4.6	Transportation	
		2.4.7	Tribal Cultural Resources	85
		2.4.8	Utilities and Service Systems	
		2.4.9	Wildfire	89
	2.5	Potenti	ally Significant Impacts That Cannot Be Mitigated Below a Level of Significance	
		2.5.1	Air Quality	
		2.5.2	Cultural Resources	
		2.5.3	Noise	
		2.5.4	Population and Housing	101
		2.5.5	Public Services and Recreation	102
		2.5.6	Transportation	103
3.0	FINDIN	GS REG	ARDING ALTERNATIVES	122
	3.1	No Proj	ject Alternative	
		3.1.1	Description	
		3.1.2	Findings	
		3.1.3	Rationale	
	3.2	Stadiur	m Re-Use Alternative	
		3.2.1	Description	
		3.2.2	Findings	
		3.2.3	Rationale	
	3.3	Reduce	ed Density Alternative	124
		3.3.1	Description	124
		3.3.2	Findings	125
		3.3.3	Rationale	125
	3.4	Stadiur	m and River Park Only Alternative	126
		3.4.1	Description	
		3.4.2	Findings	
		3.4.3	Rationale	
	3.5	Alterna	tive Stadium Location Alternative	
		3.5.1	Description	128
		3.5.2	Findings	128
		3.5.3	Rationale	
4.0	GENER	AL CEQA	A FINDINGS	129
	4.1	Mitigat	ion Monitoring and Reporting Program	129
	4.2	CEQA G	Guidelines Sections 15091 And 15092 Findings	129
	4.3	Board	of Trustees Independent Judgment	130
	4.4	Nature	of Findings	130
	4.5	Reliand	ce on Record	

	4.6	Custodian of Records	.131
	4.7	Recirculation Not Required	.132
5.0	CERTIF	CATION OF THE FINAL ENVIRONMENTAL IMPACT REPORT CEQA GUIDELINES § 15090	. 133
6.0	STATEM	IENT OF OVERRIDING CONSIDERATIONS	. 134

INTENTIONALLY LEFT BLANK

## 1.1 Purpose

This statement of Findings of Fact (Findings) addresses the environmental effects associated with the San Diego State University (SDSU or University) Mission Valley Campus Master Plan project located in the City of San Diego, California. These Findings are made pursuant to the California Environmental Quality Act (CEQA) under Sections 21081, 21081.5, and 21081.6 of the Public Resources Code and Sections 15091 and 15093 of the CEQA Guidelines, Title 14, Cal. Code Regs. 15000, et seq. The potentially significant impacts were identified in both the Draft Environmental Impact Report (EIR) and the Final EIR, as well as additional facts found in the complete record of proceedings.

Public Resources Code 21081 and Section 15091 of the CEQA Guidelines require that the lead agency prepare written findings for identified significant impacts, accompanied by a brief explanation for the rationale for each finding. The California State University (CSU) Board of Trustees is the lead agency responsible for preparation of the EIR in compliance with CEQA and the CEQA Guidelines. Section 15091 of the CEQA Guidelines states, in part, that:

- (a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
  - (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
  - (2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
  - (3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

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

Section 15093 of the CEQA Guidelines state that:

(a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other

benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

- (b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the Final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.
- (c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

The Final EIR for the project identified potentially significant effects that could result from project implementation. However, the CSU Board of Trustees finds that the inclusion of certain mitigation measures as part of the project approval will reduce most, but not all, of those effects to less than significant levels. Those impacts that are not reduced to less than significant levels are identified and overridden due to specific project benefits in a Statement of Overriding Considerations.

In accordance with CEQA and the CEQA Guidelines, the Board of Trustees adopts these findings as part of its certification of the Final EIR for the project. Pursuant to Section 21082.1(c)(3) of the Public Resources Code, the Board of Trustees also finds that the Final EIR reflects the Board's independent judgment as the lead agency for the project. As required by CEQA, the Board of Trustees, in adopting these findings, also adopts a Mitigation Monitoring and Reporting Program for the project. The Board of Trustees finds that the Mitigation Monitoring and Reporting Program, which is incorporated by reference and made a part of these findings, meets the requirements of Section 21081.6 of the Public Resources Code by providing for the implementation and monitoring of measures intended to mitigate potentially significant effects of the project.

## 1.2 Organization and Format of Findings

Section 1.0, Introduction, contains a summary description of the project and background facts relative to the environmental review process.

Section 2.0 discusses the CEQA findings of independent judgment. Section 2.1 identifies the project's potential environmental effects that were determined not to be significant and, therefore, do not require mitigation measures. Section 2.2 describes the environmental effects determined not to be significant during the Notice of Preparation (NOP) scoping process and therefore were not discussed in the EIR. Section 2.3 identifies the potentially significant effects of the project that would be mitigated to a less than significant level with implementation of the identified mitigated to a less than significant impacts of the project that cannot be mitigated to a less than significant impacts of the project that cannot be mitigated to a less than significant level, even though all feasible mitigation measures have been identified and incorporated into the project.

Section 3.0 identifies the feasibility of the project Alternatives that were studied in the EIR.

Section 4.0 discusses findings with respect to mitigation of significant adverse impacts, and adoption of the Mitigation, Monitoring, and Reporting Program (MMRP).

Section 5.0 describes the certification of the Final EIR.

Section 6.0 contains the Statement of Overriding Considerations providing the Board of Trustees' views on the balance between the project's significant environmental effects and the merits and objectives of the project.

## 1.3 Summary of Project Description

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. 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 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. Further, the existing MTS Trolley Green Line and Stadium Trolley Station are situated within the project site.

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.

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 1.6 million square feet of campus uses for education, research, entrepreneurial, and technology programs;
- 2. 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");
- 3. approximately 4,600 residences including student, faculty, staff, workforce, and affordable housing, within a vibrant, transit-oriented university village setting;
- 4. 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;
- 5. approximately 95,000 square feet of community-serving retail space to support the campus, Stadium, and the community;
- 6. approximately 83 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;<sup>1</sup>
- 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.

<sup>&</sup>lt;sup>1</sup> 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.

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.<sup>2</sup>

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 Lana CSC Cammary	Table 2-1.	Campus	Land	Use	Summary
------------------------------------	------------	--------	------	-----	---------

		No. of		Units	
Proposed Campus Land Uses	Footprint (acres)	Buildings	Stories	Homes	Hotel Rooms
Parks, Recreation, and Open Space <sup>a</sup>	83.2	b	—	—	_
Campus Office (Including Stadium)	28.1	16	3-6	1.565m	-
Campus Residential	31.4	18	5-8 <sup>d</sup>	4,529	_
Campus Hospitality <sup>c</sup>	4.0	1	22	71	255
Campus Commercial	е	-	—	—	95,000
Circulation	26.4	-	—	—	-
Total	173.1	35	_	4,600	400

Source: Carrier Johnson + Culture 2019.

Notes:

<sup>a</sup> Includes River Park, internal trails and pathways, shared campus/community recreational field, campus green space and paseos, as well as Murphy Canyon Creek and open space west of Street A not proposed to be impacted by development of the proposed project.

 $^{\rm b}$   $\,$  A dash (–) signifies that the information does not apply for a given category.

Hotel H1 includes both hotel rooms and 71 residential units.

<sup>d</sup> Buildings may range up to 24 stories.

e Included in Campus Office and Campus Residential footprint in mixed-use configuration.

See Final EIR, Section 2.0, Project Description, for a thorough description of the proposed project.

## 1.4 Project Objectives

CEQA states that the statement of project objectives should be clearly written and define the underlying purpose of the project, in order to permit the development of a reasonable range of alternatives and aid the Lead Agency in making findings. 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.

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.

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. 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.
- 3. 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.
- 4. 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.
- 5. Demolish the existing SDCCU Stadium in accordance with SDMC Section 22.0908.
- 6. 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 in coordination with SANDAG and MTS.
- 7. 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.
- 8. 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.
- 9. 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.
- 10. Provide potential employment opportunities in close proximity to the campus and transit.
- 11. Encourage on-campus learning, research, and internship opportunities for students, faculty, and staff through public-private partnerships.
- 12. Meet the City's greenhouse gas (GHG) emission reduction goals as required by SDMC Section 22.0908.
- 13. Reflect SDSU and Mission Valley's heritage through campus planning, architecture, landscape, signage and wayfinding, and cultural and artistic design elements.
- 14. Create a "sense of place" within the campus open space, trails, pathways, streets, walkways, and outdoor "space," which form the campus landscape.

- 15. 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.
- 16. Restore and revitalize the River Park.
- 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.

## 1.5 Environmental Review Process

### 1.5.1 Initial Study and Notice of Preparation

In accordance with the requirements of CEQA and the CEQA Guidelines, to determine the number, scope and extent of environmental issues, the NOP of the Draft EIR was circulated for public review for a period of 30 days, beginning on January 18, 2019 and ending on February 17, 2019. The University also held a public information meeting on January 28, 2019, January 30, 2019 and February 7, 2019, to obtain public input on the Initial Study. Interested parties attended the public information meeting and provided input.

## 1.5.2 Draft EIR

In accordance with the requirements of CEQA and the CEQA Guidelines, a Draft EIR was prepared to address the potential significant environmental effects associated with the Campus Master Plan project identified during the NOP process. Based on the NOP and Initial Study scoping process, the EIR addressed the following potentially significant environmental issues:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural
- Energy
- Geology and Soils
- Greenhouse Gases (GHG)
- Hazards and Hazardous Materials
- Hydrology and Water Quality

- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services and Recreation
- Traffic and Circulation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

The Draft EIR was made available to the public for review and comment for a 60-day period. The review and comment period began on August 5, 2019 and concluded on October 3, 2019. The University also held three public information meetings, including two on September 12, 2019 at the Parma Payne Goodall Alumni Center and one

on September 24, 2019 at the Mission Valley Marriot, to obtain public input on both the project and the scope and content of the EIR. Interested parties attended the public information meeting and provided input.

The Draft EIR was accessible online using at <u>www.sdsu.edu/missionvalley</u>. Copies of the Draft EIR were available for public review at the following locations:

- Mission Valley Library, 2123 Fenton Parkway, San Diego, California, 92108
- Love Library, 5500 Campanile Drive, San Diego, California 92182
- SDSU Office of Business and Financial Affairs, SDSU Campus Administration Building, Suite 320, 5500 Campanile Drive, San Diego, California 92182

During the Draft EIR public review period, the University received approximately 176 comment letters. All comment letters received in response to the Draft EIR were reviewed and are included in the Final EIR, along with written responses to each of the comments.

### 1.5.3 Final EIR

Section 15088 of the CEQA Guidelines requires that the Lead Agency responsible for the preparation of an EIR evaluate comments on environmental issues and prepare a written response addressing each of the comments. The intent of the Final EIR is to provide a forum to address comments pertaining to the information and analysis contained within the Draft EIR, and to provide an opportunity for clarifications, corrections, or minor revisions to the Draft EIR as needed.

The Final EIR assembles in one document all the environmental information and analysis prepared for the proposed project, including comments on the Draft EIR and responses by the University to those comments.

In accordance with CEQA Guidelines section 15132, the Final EIR for the proposed project consists of: (i) the Draft EIR and subsequent revisions; (ii) comments received on the Draft EIR; (iii) a list of the persons, organizations, and public agencies commenting on the Draft EIR; (iv) written responses to significant environmental issues raised during the public review and comment period and related supporting materials; and, (v) other information contained in the EIR, including EIR appendices.

# 2 CEQA Findings of Independent Judgment

## 2.1 Environmental Effects Determined Not to Be Significant in the NOP Scoping Process and Not Discussed in the EIR

Section 15128 of the CEQA Guidelines requires an EIR to contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were, therefore, not discussed in detail in the EIR. The Executive Summary of the Final EIR addresses the potential environmental effects that have been found not to be significant as a result of the Initial Study analysis completed as part of the NOP process, the NOP public review process, and the responses to the NOP. Based on the NOP process, implementation of the Campus Master Plan was determined to result in either no impact, or a less than significant impact without the implementation of mitigation measures on the following resources, and were therefore, not discussed in detail in the EIR:

• Agricultural and forestry resources

## 2.2 Project Design Features

The following Project Design Features (PDFs) would be implemented as part of the project in order to prevent significant impacts from occurring.

Number	Project Design Feature (PDF)			
	4.2 Air Quality/4.5 Energy/4.7 Greenhouse Gas Emissions			
PDF-AQ/GHG-1	Transportation Demand Management Program. The proposed project's Transportation Demand			
	Management (TDM) Program incentivizes alternative transportation besides single-occupant			
	commuter trips. Furthermore, the proposed project's TDM Monitoring Plan summarizes the			
	performance metrics and targets to be monitored from the TDM Program. For further information			
	on Implementation strategy, please see the Fenr & Peers SDSU Mission valley Campus TDM			
	Program – Proposed Monitoring Plan Memorandum (F&P 2019). Strategies contained in the TDM Program for the compute office, residential, and retail uses relate to:			
	Land Lise Diversity			
	Land Use Diversity			
	Neighborhood Site Enhancement			
	<ul> <li>Dedicated Land for Bicycle/Multi-Use Trails</li> </ul>			
	<ul> <li>Bicycle Parking</li> </ul>			
	<ul> <li>Showers and Lockers in Employment Areas</li> </ul>			
	<ul> <li>Increased Intersection Density</li> </ul>			
	<ul> <li>Traffic Calming</li> </ul>			
	<ul> <li>Car Share Service Accommodations</li> </ul>			
	<ul> <li>Enhanced Pedestrian Network</li> </ul>			

Number	Project Design Feature (PDF)
	<ul> <li>Parking Policy and Pricing         <ul> <li>Unbundled Residential Parking</li> <li>Metered On-Street Parking</li> <li>Reduced Parking Supply</li> </ul> </li> <li>Commute Trip Reduction Services         <ul> <li>TDM Program Coordinator and Marketing</li> <li>Electric Bike-Share Accommodations</li> <li>Ridesharing Support</li> <li>School Pool</li> <li>Hotel Shuttle Service</li> </ul> </li> <li>The TDM Program's strategies for non-stadium land uses are expected to reduce vehicle miles traveled by 14.41%. Details of the reductions are included in Fehr &amp; Peer's Transportation Impact Analysis (2019) for the proposed project, provided in Appendix 4.15-1 of this EIR. (TDM Program strategies also have been developed for the proposed project's Stadium land use, but conservatively have not been assigned a quantitative reduction value for reasons described in Appendix 4.15-1.)</li> </ul>
PDF-AQ/GHG -2	<b>Residential Hearths.</b> Residential units in the proposed project shall not have natural gas fireplaces or wood-burning fireplaces.
PDF-AQ/GHG -3	<b>Solar Photovoltaic Panels.</b> The proposed project is incorporating solar photovoltaic (PV) panels on a total of approximately 428,458 square feet of available roof space that is located throughout the project's campus/office, hotel, stadium, and residential development areas; these panels as estimated to have a total generation capacity equivalent to 10,895,660 kilowatt-hour of electricity, or 15.0% of the proposed project's total project electricity demand. In the event that the final stadium design does not accommodate the approximately 3,000 square feet of solar PV coverage called for this PDF, the PV panels shall be installed in other on-site development areas.
PDF-AQ/GHG -4	<b>Electric Vehicle-Ready Parking and Electric Vehicle Chargers.</b> The proposed project is equipping 10% of total residential parking spaces and 6% of total nonresidential parking spaces with appropriate electric supply equipment to allow for the future installation of electric vehicle (EV) chargers (i.e., "EV ready"). Of these EV ready spaces, 50% will be equipped with EV charging stations. Based on these parameters, in total, approximately 901 parking spaces on the project site will be designated as "EV ready," and 451 of the "EV ready" spaces will be equipped with operable EV charging stations.
PDF-AQ/GHG -5	<b>Building Heating and Cooling.</b> As part of the Mechanical, Electrical and Plumbing Plans (MEPs) for all non-stadium buildings, CSU/SDSU shall require all heating, cooling and ventilation systems (HVAC) and water heating systems to be electric.
PDF-AQ/GHG -6	Naturally Ventilated Parking Structures. All structured parking on the project site shall be naturally ventilated.
PDF-AQ/GHG -7	The layout of the proposed project's development areas has been designed to maximize the unique infill opportunity presented at this Mission Valley location. This includes benefits from the existing MTS Trolley Green Line that runs through the proposed project, as well as the planned Purple Line transit line and trolley station.
PDF-AQ/GHG -8	The SDSU Mission Valley campus locates buildings in close proximity to one another, which would facilitate the use of common heating/cooling sources, where feasible, as project-level development proceeds. (The use of common heating/cooling sources will be evaluated as the building plans for individual development parcels are developed; relevant factors that will influence the use of such sources include the temporal proximity of development, type of use, and market forces.)
PDF-AQ/GHG-9	Project development areas would maximize natural ventilation.
PDF-AQ/GHG-10	order to maximize energy efficiency and minimize light pollution.

Number	Project Design Feature (PDF)
PDF-AQ/GHG -11	The proposed project would pursue and achieve Leadership in Energy and Environmental Design
	(LEED) Version 4 Gold certification through the U.S. Green Building Council for the proposed Stadium The proposed project also would achieve LEED Version 4 at a Silver or better certification
	level as to all other land uses located on the site, as well as a Neighborhood Development
	designation for site-wide design. LEED certification is based on standards that encourage the
	development of energy-efficient and sustainable buildings.
PDF-AQ/GHG -12	Events at the proposed project's multipurpose Stadium would benefit from implementation of TDM Program strategies specifically developed for application to Stadium-related events. These
	strategies focus on the use of alternative modes of transportation, including transit, to reduce
	single-occupancy vehicle usage and parking demand on event days.
PDF-AQ/GHG -13	As part of the scoring system for evaluating responses to Requests for Proposals and through the
	builder/developer review and selection process for each future building site within the Mission Valley Campus Master Plan Area, CSU/SDSU shall include "Sustainability" as a component of the
	scoring criteria and weigh each builder/developer's commitment to implementing strategies
	above and beyond CBC Title 24, CalGreen and LEED Silver (Version 4.0) as at least 10% of the
	overall scoring.
PDF-AQ/GHG -14	installed to enable the future electrification of the entire project.
PDF-AQ/GHG -15	CSU/SDSU shall require that either (1) purple pipe be installed in all streets with landscaping and
	subbed to all parks, recreation and open space areas to provide reclaimed water for imgation purposes or (2) shall otherwise provide for future connections to the City of San Diego's Pure
	Water Phase 2 program to reduce potable water usage
PDF-AQ/GHG -16	CSU/SDU shall utilize pre-consumer organic food composting for the proposed Stadium and
	University-constructed buildings, and shall encourage the incorporation of composting facilities in
	consumer organic food composting for the proposed Stadium and University-constructed
	buildings when feasible (e.g., when the University's solid waste provider operates a facility that is
	permitted to accept post-consumer compost).
PDF-AQ/GHG -17	CSU/SDSU shall comply with the City of San Diego Climate Action Plan (CAP) Checklist, as
4.12 Noise	
PDF-N-1	California State University/San Diego State University, or its designee, will take steps necessary
	to ensure that all construction equipment is properly maintained and equipped with noise-
	reducing air intakes, exhaust mufflers, and engine shrouds in accordance with manufacturers'
PDF-N-2	Flectrical power will be used to run air compressors and similar power tools
PDF-N-3	All equipment staging areas will be located as far as feasible from occupied residences or schools.
PDF-N-4	Noise attenuation techniques will be employed as practical for all construction activity on and off
	the project site. Such techniques to achieve received noise levels below 75 A-weighted decibels
	(dBA) 12-hour noise equivalent level (Leq12h) at potentially affected land uses will include, but are
	erected temporary sound barriers to occlude source-to-receiver sound paths.
PDF-N-5	On-site crushing facilities will be located a minimum of 600 feet from existing residences,
	future on-site residences, and other nonresidential noise-sensitive receivers (e.g.,
	seasonal avian nesting areas as identified by appropriate biological surveys).
PDF-N-6	State University, or its designee will prepare an acoustical study(s) of sound emission from
	proposed stationary noise sources. Best engineering practices will be implemented in the
	design and selection of these systems and their noise-producing components, as well as means
	for noise control or sound abatement that would be expected to help noise from such stationary

Number	Project Design Feature (PDF)			
	sources comply with applicable standards at project property lines or sensitive receptor			
	locations, as appropriate.			
PDF-N-7	To help minimize occurrence of annoying impulse noise and ground vibration, California State			
	University/San Diego State University, or its designee will consider usage of pavement saws and			
	other equipment in lieu of impact-generating devices such as jackhammers, pavement breakers,			
	and noe rams for tasks such as concrete or asphalt demolition and removal.			
PDF-N-8	Where impact-type equipment are anticipated on site, California State University/San Diego State			
	oniversity, of its designee will consider application of noise-attenuating shields, shrouds, of portable barriers or englocures, to reduce the magnitudes of impulse poise.			
	Portable barriers of enclosures, to reduce the magnitudes of impulse noise.			
PDF-IN-9	interior surfaces of honners, storage bins, and chutes with sound-deadening material (i.e. apply			
	wood or rubber sheet liners to metal bin surfaces and thus help reduce impact-type noise due to			
	dropped hard materials on these otherwise hard surfaces).			
	4 15 Transportation			
	Non-Stadium TDM Program TDM strategies have been used for over 30 years to reduce			
	single-occupant vehicle (SOV) trips. The SDSU Mission Valley Campus TDM Program will work			
	to reduce the project's impacts on the surrounding roadway network through four (4) primary			
	categories of strategies: land use diversity, neighborhood site enhancement, commute/travel			
	services, and parking policies and pricing; each category contains multiple individual			
	strategies specific to the proposed project. The basis of all TDM elements is to create an			
	environment that promotes mode choices alternative to SOV trips.			
	The following is an overview of the Non-Stadium TDM Program strategies; a detailed			
	description of the Program strategies, and their effectiveness at reducing VMT, are presented			
	thereafter:			
	<ul> <li>Non-Stadium TDM 1 – Land Use Diversity</li> <li>Non-Stadium TDM 2 – Neighborhood Site Enhancements</li> </ul>			
	Non-Stadium IDM 2 – Neighborhood Site Enhancements			
	<ul> <li>New Dicycle racinities</li> <li>Dedicated land for bicycle /multi use trails</li> </ul>			
	Bicycle narking			
	<ul> <li>Showers and lockers in employment areas</li> </ul>			
	<ul> <li>Increased intersection density</li> </ul>			
	<ul> <li>Traffic calming</li> </ul>			
	<ul> <li>Car share service accommodations</li> </ul>			
	<ul> <li>Enhanced pedestrian network</li> </ul>			
	<ul> <li>Non-Stadium TDM 3 – Parking Policy and Pricing</li> </ul>			
	<ul> <li>Unbundled residential parking</li> </ul>			
	<ul> <li>Metered on-street parking</li> </ul>			
	• Reduced parking supply			
	Non-Stadium IDM 4 – Commute Irip Reduction Services			
	<ul> <li>I Divi Program Coordinator and marketing</li> <li>Electric bike chare accommedations</li> </ul>			
	Ridesharing support			
	$\circ$ School pool (K-12)			
	• Hotel shuttle services			
	<ul> <li>Transit Pass strategies</li> </ul>			
	Non-Stadium TDM Program Elements			
	Each of the four main program elements, and their individual strategies, are further described			
	as follows:			

#### Non-Stadium TDM 1 – Land Use Diversity

Land use diversity strategies include mixed land uses and proximity of such uses to home that encourages residents/employees to walk, bike, or take transit within the project area:

• The proposed project would provide a mix of land uses, including residential, commercial, educational, and parks, so that residents of the proposed project have access to basic shopping, employment, and recreation opportunities without having to travel outside of the project site. This proximity would lower vehicle miles traveled because residents can use non-automobile transportation modes to reach the various uses available within the site, and if they do need to drive, the trip is very short. The VMT and trip reduction benefits of this strategy (i.e., trip internalization) is accounted for in the trip generation estimate for the proposed project (see Section 4.15.7.1).

#### Non-Stadium TDM 2 – Neighborhood Site Enhancements

Neighborhood site enhancement strategies support the ability of project residents, employees, customers and visitors to be able to walk, bike/scooter, or access transit within the project area without having to drive, and support the ability of residents (and potentially some employees) to not own a car:

- New bicycle facilities The proposed project includes a network of bicycle lanes on key north-south streets, and connections to existing off-site facilities (e.g., Murphy Canyon Trail) as part of the proposed campus site plan. A total of nearly one lane-mile of on-street bike lanes within the site is proposed.
- Dedicated land for bicycle/multi-use trails The site plan also includes a network of multi-use trails through the River Park, dedicated lanes throughout the office plaza area, plus a campus loop multi-use path that encircles the site. Multi-use trails and paths comprise a total of nearly two miles within the site.
- Bicycle parking Residential units will include secure bicycle parking per City of San Diego standards (up to 0.6 spaces per dwelling unit anticipated based on units containing up to three bedrooms) unless otherwise noted. Similarly, short-term (racks) and long-term spaces (rooms, enclosures or lockers) will also be provided for non-residential uses per City of San Diego standards (0.1 short-term spaces per one (1) thousand square feet (ksf) and 5% of non-residential automobile parking provided in long-term spaces) unless otherwise noted.
- Showers and lockers Changing facilities will be provided in at least one of the following locations to support bicycling and walking as commute modes for employees: the campus office or retail building areas.
- Increased intersection density The on-site roadway network includes a relatively high intersection density of more than 69 spaces per square mile, which results in short block lengths and travel distances between complementary land uses. This intersection density strongly encourages walking, bicycling, or other micromobility modes to travel within the site and to adjacent neighborhoods.
- Traffic calming Nearly all on-site intersections will include curb extensions and bulbouts, several on-site roadways will include raised crosswalks, and two roundabouts will help to manage travel speeds and enhance pedestrian safety.
- Car share service accommodations Dedicated parking spaces for car sharing companies will be established in on-street spaces and/or within the campus and/or office parking structures.
- Enhanced pedestrian network All streets within the project site either will include sidewalks on both sides of the street, or will include a multi-use path on one side of the street with enhanced pedestrian crossings. Separate pedestrian phases at signalized intersections to enhance safety and raise driver awareness will also be

Number	Project Design Feature (PDF)
	included. As noted above, the campus loop and other paths will provide in excess of
	two miles of pedestrian paths in addition to sidewalks.
	Non-Stadium TDM 3 – Parking Policy/Pricing
	Managing parking is a key element in discouraging use of SOVs as it provides flexibility for
	high quality transit and extensive active transportation options and connections. The
	proposed parking management strategies for the SDSU Mission Valley Campus include:
	Unbundled parking – Parking in all residential buildings will be "unbundled" from
	units such that residents will have to request a parking space separate from their
	apartment/condominium unit and pay for that parking space separately. This
	requires all multi-family residential parking in Transit Priority Areas (TPAs) to be
	unbundled from units.
	• Meter On-Street Parking – All on-street spaces within the campus core will be
	metered and require payment of an hourly charge during typical daytime hours (e.g.,
	between 8am and 6pm). The parking spaces on the southwest and southeast edges
	of the site nearest the park/recreation facilities may also be metered, but at a minimum will include time limits to ensure parking turnever and prevent extended
	storage of resident vehicles
	<ul> <li>Limit parking supply – The proposed project will provide a maximum parking supply</li> </ul>
	of 1.23 spaces per dwelling unit. This rate is lower in comparison to the parking
	provided at similar developments in the Mission Valley region.3 The recently adopted
	City of San Diego ordinance regarding unbundled parking referenced above also allows for no parking to be provided for multi family residential units in TPAs. In the
	event residential buildings are built with lower parking ratios that further reduce the
	overall parking supply, additional trip reductions and TDM benefits are expected.
	Non-Stadium TDM 4 – Commute/Travel Services
	Commute/Travel services strategies would provide residents with travel options other than
	private auto for trips to destinations inside and outside of the project area:
	<ul> <li>IDM Program Coordinator and marketing - To ensure the TDM Program Strategies are implemented and effective, a Campus TDM Program Coordinator will be identified to</li> </ul>
	monitor the program. As part of overall campus management, a staff member or
	outside consultant will be designated to serve as the on-site Coordinator for
	employees and residents. Coordinators are responsible for developing, marketing,
	implementing, and evaluating TDM programs; dedicated personnel in this role make
	employees would have a designated point of contact for questions about the various
	TDM strategies, which would allow them to easily stay informed of various TDM
	functions and eligibility.
	The TDM Program Coordinator's duties would include, but not be limited to, the
	following:
	residents
	<ul> <li>Assist with rideshare matching for employees commuting to the proposed project</li> </ul>
	and residents commuting from their homes
	• Provide information on transit, bicycling, and walking to and from the project
	<ul> <li>Act as a source of information regarding the TDM Program, including compliance with regulatory requirements and new potential TDM honofits</li> </ul>
	with regulatory requirements and new potential TDW benefits

<sup>&</sup>lt;sup>3</sup> City of San Diego Parking Policy, TIA Appendix D (2018).

Number	Project Design Feature (PDF)	
	<ul> <li>Coordinate TDM Program monitoring (administer surveys and coordinate data</li> </ul>	
	collection)	
	$\circ$ Promote available websites providing transportation options for residents,	
	employees, customers and guests	
	<ul> <li>Create and distribute a "new resident" and "new employee" information packet</li> </ul>	
	addressing non-automobile modes of transportation	
	<ul> <li>Promote a transportation options app for use on mobile devices (tech enabled mability can)</li> </ul>	
	Mobility app)	
	o Assist employees and residents in accessing existing of establishing future rolly establishing future rolly	
	programs such as MTS Econass or SANDAG's iCommute	
	<ul> <li>Electric hike-share accommodations -The proposed project site plan will provide</li> </ul>	
	areas for the temporary storage of e-bikes available for rental, and also identify	
	specific locations for bike drop off, which would facilitate the use of e-bikes within the	
	project site. Private vendors currently supply electric bicycles (e-bikes) for short-term	
	rental in the San Diego area.	
	<ul> <li>Ridesharing support – As noted under the TDM Program Coordinator element above.</li> </ul>	
	rideshare support will be provided as part of the TDM Program. This support includes	
	making connections with the SANDAG iCommute program for carpool, vanpool, and	
	rideshare programs that are specific to the project's residents and employees.	
	• K-12 school pool – As K-12 school facilities are not provided on the site, students will	
	either need to be bused or driven by parents to off-site schools. A K-12 school pool	
	strategy, which would be administered by the TDM Program Coordinator, would pair	
	students traveling to the same school or area to limit the amount of small group	
	school trips made from the project site.	
	Hotel Shuttle Service – Shuttle service will be provided to and from the hotel on site.	
	This shuttle service will be available to hotel guests and will service the airport and	
	various other tourist locations.	
	Transit Pass Strategies – At the Mission Valley campus, CSU will maintain the existing	
	transit pass program for students in place at the College Area campus (passes are	
	discounted by the Metropolitan Transit System (MTS) and subsidized by CSU/SDSU),	
	and enable purchases by credit card. In addition, CSO/SDSO will establish a pre-tax	
	vannooling and pooled on-demand rideshare services (e.g. uberPOOL and Lyft Line)	
	provided SDSU meets the state/CSU required minimum participation level. Relatedly	
	CSU/SDSU will provide reduced cost transit passes for faculty and staff provided	
	SDSU meets the MTS required minimum participation level. The cost reduction will	
	be between 10% and 25%, depending on participation level. Additionally, employers	
	with a minimum of 20 employees will be required to provide up to 5 percent of their	
	employees with a 100 percent MTS transit pass subsidy.	
PDF-TRA-2	Stadium TDM Program Elements. In light of the different trip generation characteristics	
	associated with Stadium events, as compared to non-Stadium events, a separate TDM	
	Program was designed for implementation during Stadium events. The TDM Program	
	proposed for the Stadium (PDF-TRA-2) component of the proposed project consists of the	
	following six (6) primary categories to reduce the number of vehicle trips, as well as air	
	emissions, generated during events. As you will note, many of these categories and	
	associated strategies are similar to those proposed for the other project land uses (i.e., non-	
	Stadium event program), nowever the strategies discussed below are specifically directed	
	towards the attendees and employees present during Stadium events. The six categories are	
	isted initiation of the second strategies within each category follows the second strategies within each	
	<ul> <li>Stadium TDM 1 - Encourage Alternative Modes of Transportation</li> </ul>	
	<ul> <li>Stadium TDM 2 - Encourage Carpools and Zaro Emission Vohiolog</li> </ul>	

Number	Project Design Feature (PDF)
	Stadium TDM 3 – Encourage Active Transportation
	<ul> <li>Stadium TDM 4 – Encourage Off-Site Parking at College Area Campus</li> </ul>
	<ul> <li>Stadium TDM 5 – Provide Mobility and Parking Information Services</li> </ul>
	Stadium TDM 6 – Online Parking Reservation System
	<ul> <li>Stadium TDM 1 - Encourage Alternative Modes of Transportation (Light Rail and Vanpool)</li> <li>The use of the trolley or bus/shuttle transit to and from Stadium events would be encouraged through the following suite of incentives: <ul> <li>Discounted or free use of MTS transit services for attendees on the event date with proof of purchase of an event ticket</li> <li>Tchotchkes/giveaways for transit users (goods for attendees, free MTS tickets as</li> </ul> </li> </ul>
	<ul> <li>raffle prizes for employees, etc.)</li> <li>Rewards/gaming opportunities for attendees and/or employees to compete for</li> </ul>
	<ul> <li>prizes or points based on their transportation choices</li> <li>Vanpool subsidy and administration via pre-tax commuter benefits for employees and</li> </ul>
	<ul> <li>administrative assistance with the coordination of third-party vanpool programs</li> <li>Marketing and outreach campaign for transit</li> </ul>
	Stadium TDM 2 – Encourage Carpools and Zero-Emission Vehicles (ZEVs) The use of carpools and zero-emission vehicles by event attendees would be encouraged by
	<ul> <li>implementing the following strategies:</li> <li>Provide preferential parking for carpools and ZEVs</li> </ul>
	<ul> <li>Provide variable parking price based on car occupancy (e.g., charge lower rates for vehicles with four or more occupants)</li> </ul>
	<ul> <li>Provide vehicle charging spaces in Stadium parking in excess of the typical requirement</li> </ul>
	Charge reduced parking rates for ZEVs
	<ul> <li>Stadium TDM 3 - Encourage Active Transportation</li> <li>Bicycling and walking would be encouraged by implementing the following strategies:</li> <li>Provide free access to secure bicycle parking spaces (these could be the same supply provided to campus office/retail/restaurant employees, ideally located in buildings immediately adjacent to the Stadium)</li> <li>Provide a bike valet to assist with bicycle drop off and retrieval before and after</li> </ul>
	<ul> <li>Provide a bike valet to assist with bicycle diop on and retrieval before and after events</li> <li>Provide showers and lockers for employees on the site (primarily for employees but</li> </ul>
	<ul> <li>Provide showers and lockers for employees on the site (primarily for employees but available to attendees)</li> <li>Provide a bisure fix it station near the Stedium bisure parking</li> </ul>
	<ul> <li>Provide a bicycle fix-it station near the Stadium bicycle parking</li> <li>Coordinate bicycle and walk peols for employees</li> </ul>
	<ul> <li>Coordinate bicycle and waik pools for employees</li> <li>Capitalize upon the multi-use trails and connections proposed on the site with clear</li> </ul>
	wayfinding to the Stadium entrance and bicycle parking
	Stadium TDM 4 – Encourage Off-Site Parking at College Area Campus The highest parking demand on the project site will occur during high-attendance events (e.g., events with attendance exceeding 25,000), most of which events are expected to occur on a weekend day though some will occur on a weekday. Conditions will be exacerbated on a weekday, when some level of parking demand from non-Stadium uses will occupy spaces in the parking form to and reduce the purchase formation.
	high-attendance weekend events, parking at the main SDSU College Area campus would be encouraged through a marketing program, reduced rates for event attendees and employees

Number	Project Design Feature (PDF)
	(compared to Stadium garage parking rates), and possibly free MTS fare with proof of event ticket/parking payment or employee badge. This would allow all Stadium patrons to access the Stadium site via the trolley, thereby resulting in reduced parking and traffic demand near the site.
	<ul> <li>Stadium TDM 5 - Provide Mobility and Parking Information Services</li> <li>Providing a number of information services at the site would help to educate event attendees about TDM activities and travel/parking options at the Stadium. These services would include:</li> <li>Multimodal signage and wayfinding to the trolley station, bicycle parking, and passenger drop-off and pick up areas</li> <li>Real-time travel/parking availability information, variable message signs (VMS) at key site entrances (e.g., Stadium Way (Street A) and Street D, and social media posts</li> <li>Welcome packets and on-going marketing for new employees</li> <li>External marketing campaign including advertisements on television, website social</li> </ul>
	<ul> <li>External marketing campaign including deventsements on television, website, social media, radio, email blasts to season ticket holders, etc.</li> <li>Information kiosks or bulletin boards/TV monitors at multiple locations providing information about the TDM Program and transit options for Stadium employee</li> </ul>
	Stadium TDM 6 – Online Parking Reservation System Providing an online parking reservation system will allow event attendees to choose and reserve parking spaces prior to the event. This system would allow attendees to make a decision on their preferred parking location – on-site or on the SDSU College Area campus as appropriate – and could provide varying parking costs for on-site and off-site parking locations. Attendees that choose to park at the SDSU College Area campus would be able to utilize transit to travel to and from the Stadium site. This would help to reduce trips at the site and encourage the use of transit.
PDF-TRA-3	As the proposed project builds out over time, there will be temporary construction related traffic on the study roadway network that may result in potential temporary impacts. To minimize these temporary impacts, CSU/SDSU, or their designee, will prepare a Construction Traffic Management Plan (CTMP) (PDF-TRA-3), in consultation with the City of San Diego and Caltrans and affected adjacent property owners as appropriate, prior to initiating any construction activities. The CTMP will specifically address project construction traffic and parking, and will address, among other subjects, truck haul routes, truck turning movements at the proposed project driveways, traffic control signage, accommodation of bicycle and pedestrian traffic, restriction of hauling activities to specific time periods, on-site circulation and staging areas, traffic control plans indicating temporary lane closures, and monitoring of traffic control to implement revisions, if necessary. The Plan also would require that CSU/SDSU, or its designee, obtain all necessary encroachment and transportation permits prior to construction.
	Beyond site development and construction of the proposed Stadium, the timing of vertical construction of the residential, campus office/retail, and hotel buildings is not known at this time. Buildings may be constructed individually or in multiples and will involve varying levels of construction traffic. Accordingly, specific CTMPs will be developed for each specific phase of construction as site and building development progress, based on the proposed construction activities and then-current traffic conditions and transportation network.
PDF-TRA-4	The proposed Stadium will be integrated with the other land uses within the overall project site as development progresses. As such, selected roadways such as Street D will be a "shared" facility where traffic generated by Stadium events will occur at the same time as residents and campus office users will travel to and from the site. Other roadways, such as Stadium Way (Street A) will primarily be used by Stadium patrons only. In addition, Stadium

Number	Project Design Feature (PDF)
	traffic will typically be concentrated during the one to two hours prior to an event, as well as during the hour immediately following an event. To ensure that traffic capacity is maximized during these periods and potential negative effects to non-Stadium uses within the campus and roadways adjacent to the site are minimized, the proposed project will include a transportation and parking management plan (TPMP) (PDF-TRA-4). The anticipated activity level at the Stadium is presented below followed by a description of the TPMP elements and their potential effectiveness relative to the "with Stadium event" analyses presented in this document.
	Anticipated Stadium Activity Level The existing SDCCU Stadium, which has a capacity of up to 70,561, hosts a variety of events over the course of the year with varying attendance levels. For very low attendance events such as a recycling event or regularly scheduled "swap meets", no special traffic management has been required or provided. With higher attendance events (such as SDSU football games and concerts with 20,000 to 40,000 or more attendees), more formalized traffic control has been implemented using personnel to manage traffic flow, as well as signage to inform drivers of appropriate travel paths. In 2018, the highest attendance events included a concert with nearly 41,000 attendees, and a special in-season college football game between Navy and Notre Dame with nearly 57,000 attendees. Overall, a total of 13 events in 2018 included average attendance levels of 20,000 or more attendees (referred to as high attendance events for purposes of this analysis).
	The proposed Stadium will have a capacity of 35,000, which will result in lower maximum attendance levels as compared to the existing Stadium with its 70,000-plus capacity. According to SDSU representatives, a total of 21 annual high attendance events (i.e., events with average patronage estimates of 20,000 or more) are anticipated. If a professional soccer team is approved for San Diego and uses the proposed Stadium, then an additional 17 high attendance events could occur, for a total of potentially 38 high attendance events.
	<ul> <li>Proposed TPMP Elements</li> <li>The purpose of the TPMP (PDF-TRA-4) is to identify strategies to provide safe, convenient, and efficient access for all modes of travel to and from the proposed Stadium. The identified strategies are intended to minimize conflicts between vehicles, pedestrians, bicycles, and transit before, during, and after events. As a Project Design Feature, the strategies herein will be in place by opening day of the Stadium.</li> <li>The proposed TPMP will include numerous elements related to managing vehicle traffic into and out of the Stadium area, minimizing vehicle demand, accommodating bicycle and pedestrian modes, and enhancing safety for all users during events. General descriptions of each program element and likely application locations are as follows: <ul> <li>Variable TPMP Levels - Preliminary plans for various attendance levels will be prepared and modified based on actual event experience. Plans will address various attendance levels, time of day, and day of week.</li> <li>Roles and Responsibilities - The TPMP will delineate the roles and responsibilities for various public agencies</li> <li>Traffic Control Personnel - Key intersections will be controlled by trained traffic control personnel to delineate right-of-way as needed to expedite the flow of vehicles. Control may involve overriding traffic signal operations temporarily and/or instructing drivers to disregard stop sign control. These activities will help to reduce congestion,</li> </ul> </li> </ul>
	<ul> <li>minimizing driver frustration, and enhancing safety overall. Locations where traffic control is likely to be implemented are illustrated on TIA Figure 13 and are subject to change as conditions warrant.</li> <li>Dynamic Message Signs – Signs will be located on major approaches to the Stadium site to communicate with vehicle drivers in real time on issues related to congestion,</li> </ul>

Number	Project Design Feature (PDF)
	parking availability, optimal travel paths, upcoming events, etc. Signs will be both
	permanent and temporary. Preliminary sign locations are illustrated on TIA Figure 13
	and are subject to change as conditions warrant.
	<ul> <li>Inanspondition and Parking Waying and Stadium parking passenger loading areas, and the</li> </ul>
	trolley station (currently named Qualcomm). Signs will include directions for standard
	parking, VIP lots, bus/shuttle parking, and designated passenger loading areas (for
	private vehicles and transportation network companies (TNCs) such as Uber and
	Lyft). Initially, the passenger loading area is expected to occupy one or both sides of
	Promenade 2, the street north of the Stadium and south of the proposed hotel, which
	will allow for access to the proposed hotel property on the north side of the street.
	The TPMP will also include identification of appropriate pedestrian paths to and from
	the trolley station, plus bicycle paths leading to on-site bike parking areas.
	<ul> <li>Neighborhood intrusion Prevention - For moderate to high attendance events (i.e., 50.75% of capacity and greater) and possibly for lower attendance events</li> </ul>
	dependent upon actual conditions measures will be implemented to minimize traffic
	and parking intrusion into the residential areas of the project site. Selected streets
	will be closed to through or non-resident traffic and proof of residency may be
	required depending on compliance with signage and traffic control personnel.
	Preliminary locations for street closures are shown in TIA Figure 13 and subject to
	change as conditions warrant.
	<ul> <li>Designated Loading Zones and Activities – Given the need for event-generated truck tring to use the same readways as event netrops, the TDMD will identify energies</li> </ul>
	loading areas and times for freight delivery and nick up activities. Smaller-scale
	activities may use one or both of the streets located along the west and east sides of
	the Stadium as conditions warrant.
	• Special Trolley Service – SDSU will coordinate with MTS to determine when special
	train service will be needed to meet demand for high attendance events.
	Communication and Public Information Strategies – Communication strategies
	included in the TPMP will encompass internal communication among the Stadium
	to discominate information to event attendees and the general public. SDSU will
	maintain an on-site Transportation Management Center at the Stadium to monitor
	conditions in and around the facility related to transportation and parking and will
	coordinate with other agency representatives (such as the City of San Diego and
	Caltrans) and public safety officials as appropriate.
	Project Road Improvements
	<b>Intersection 11. Friars Road &amp; Stadium Way (Street A)</b> – Install a new traffic signal, replace
	ine existing free eastbound ngni-turn lane with a single right-turn lane (squared up at the signal) install an eastbound protected bike lane, and construct and two westbound left-turn
	lanes. Reconstruct Stadium Way (Street A) at Friars Road to accommodate two southbound
	departure lanes, and modify the northbound approach to include two left-turn lanes and two-
	right turn lanes. Lanes can be temporarily reconfigured during major stadium events as part
	of the TPMP noted above. See Appendix 4.15-1, TIA Figure 11.
	Street A to Fenton Parkway - Connect Stadium Way (Street A) to Fenton Parkway via an east-
	west roadway aligned south of the trolley line and configured as a two-lane collector with a
	an intersection of Street A with Fenton Parkway that can accommodate a future Fonton
	Parkway extension.
	Realign San Diego Mission Road to Mission Village Drive - Realign San Diego Mission Road
	through the project site to connect with Mission Village Drive from south of the Friars Road
	Eastbound Ramps. The realignment will consist of portions of Street D, Street 4, and Street F
	and include new intersections.

Number	Project Design Feature (PDF)
	Intersection 13. Mission Village Drive/Street D & Friars Road EB Ramps -Widen the
	eastbound off-ramp approach to include a shared left-turn/through lane and dual right turn
	lanes at Mission Village Drive. Widen the northbound approach to provide dual right-turn
	lanes, and widen the EB-on ramp from Mission Village Road to Friars Road to two lanes along
	the entire length and extend a new lane to the I-15 S Ramps intersection. This includes
	widening of the Friars Road bridge over tank farm access road. See Appendix 4.15-1, TIA
	Figure 11.
	Intersection 12. Mission Village Drive & Friars Road WB Ramps – Widen the Friars Road WB
	Off-Ramp to add a separate westbound left-turn pocket (maintaining the existing shared
	through/left-turn lane). Widen the Mission Village Drive overpass to Friars Road in both
	directions to provide a second northbound left-turn lane at this intersection (and a second
	southbound left-turn lane at (Intersection 13). Buffered bike lanes and sidewalks will be
	maintained. See Appendix 4.15-1, TIA Figure 11.
	Community Benefit Improvements
	Campus-to-Campus Bicycle Connection – Install/construct new buffered bike lanes (with a
	short segment of standard bike lanes) on Rancho Mission Road from the SDSU Mission Valley
	site to Ward Road. With the cycle track improvements on Ward Road to be provided as part
	of the Rancho Mission Road/ ward Road improvements described below, there will be
	continuous bicycle facilities between SDSU's College Area and Mission Valley campuses.
	Friars Road Corridor Improvements - Implement adaptive signal equipment, new detection
	cameras, and supporting communications technology along Friars Road at the following six
	Intersections: River Run Drive/Friars Road; Feriton Parkway/Friars Road; Northside
	Drive/ Friars Road, Santo Road/ Friars Road, Riverdale Street/ Friars Road, and Mission Gorge
	Rodu/ Fildis Rodu.
	communications technology at this intersection to enhance traffic flow operations
	<b>Pio San Diego Drive</b> – Po stripe Pio San Diego Drive (Qualcomm Way to Eenton Parkway) to
	convert two existing vehicle lanes to provide buffered bike lanes. Note that the existing
	striping would be maintained at the Rio San Diego Drive/River Run Drive intersection such
	that the buffered bike lane would shift to use the parking lane where there currently is red
	curb striping. This improvement is a planned improvement identified in the recently adopted
	Mission Valley Community Plan update (adopted September 10, 2019).
	Rancho Mission Road/Ward Road - Modify Rancho Mission Road/Ward Road from Camino
	del Rio North to Friars Road to provide a 2-Lane Collector roadway with a Two-Way Left-Turn
	Lane (TWLTL), and a one-way cycle track on each side of the road. As planned, the
	improvements would all be located within the existing curb-to-curb roadway section and would
	be designed and constructed in accordance with City of San Diego public road standards.
	Additional Transportation Projects - Pay the City of San Diego an amount equal to the
	difference between the actual cost of the preceding Community Benefit Improvements, listed
	above, and Five Million Dollars (\$5,000,000), which amounts shall be placed into a capital
	improvement fund used by the City of San Diego to fund capital improvement projects in the
	Mission Valley, Serra Mesa and Navajo communities. It is anticipated that the difference will
	be approximately Two-Million Four-Hundred and Thirty-Four Thousand Dollars (\$2,434,000).

## 2.3 Less than Significant Impacts

The Board of Trustees finds that, based upon substantial evidence in the record, including information in the Final EIR, the following impacts have been determined be less than significant and no mitigation is required pursuant to Public Resources Code section 21081(a) and CEQA Guidelines section 15091(a):

## 2.3.1 Aesthetics

#### Less than Significant Impacts

PRC Section 21099(d)(1) states that "[a]esthetic and parking impacts of a residential, mixed-use residential, or employment center project within a transit priority area shall not be considered [to have a] significant impact on the environment." Section 21099(d)(1) applies to the Campus Master Plan because the proposed project includes campus, residential, mixed-use residential and employment opportunities within the campus village and research park, is located on an infill site, and is within a Transit Priority Area as identified by the City of San Diego (City of San Diego 2019b). As such, any aesthetics impact potentially resulting from the proposed project, including (1) effects to existing scenic views or scenic vistas; (2) damage to scenic resources within a state highway; (3) conflicts with applicable zoning and other regulations governing scenic quality; and (4) creating new sources of substantial light and glare that would adversely affect day and nighttime views in the area, as provided in the CEQA Appendix G thresholds, would not be considered a significant impact on the environment.

#### Findings

The Board of Trustees finds that, based upon substantial evidence in the record, the potential impact related to the adverse effects on a scenic vista is less than significant, and no mitigation measures are required

#### Reference

EIR Section 4.1, Aesthetics

### 2.3.2 Air Quality

#### Less than Significant Impact

CO hotspots impacts resulting from the proposed project's contribution to cumulative traffic-related air quality impacts would be less than significant, and no mitigation is required. Impacts relative to the proximity of the project site to the Kinder Morgan MV Terminal would be less than significant because emissions from the MV Terminal facility would typically be carried away from the proposed project due to the proposed project location being upwind from the MV Terminal. The proposed project would not include any land use types that generate odors; therefore, impacts related to odor caused by the proposed project would be less than significant. The proposed project would not result in a significant impact attributable to valley fever exposure based on its geographic location and compliance with applicable regulatory standards, which will serve to minimize the release of and exposure to fungal spores. Furthermore, the results of the freeway siting assessment performed to analyze potential siting concerns related to the proposed project's residential buildings due to their proximity to nearby freeways, established less than significant impacts based upon the following conclusions:

- The cancer and non-cancer health impacts of the DPM emissions from project-related vehicles traveling on the modeled sections of the I-15 and I-8 freeways are below the SDAPCD public health risk notification requirements, and
- The cancer and non-cancer health impacts of the DPM emissions from vehicles traveling on the modeled sections of the I-15 and I-8 freeways on residential and nonresidential receptors located on the project site, including those within 500 feet of the freeways, are below the SDAPCD public health risk notification requirements.

#### <u>Findings</u>

The Board of Trustees finds that, based upon substantial evidence in the record, the potential impact related to exposing sensitive receptors to substantial pollutant concentrations, odors, and valley fever, as discussed above, would be less than significant, and no mitigation measures are required.

#### <u>Reference</u>

EIR Section 4.2, Air Quality and Appendix 4.2-1, Air Quality Technical Report, Appendix 4.2-2, Freeway Health Risk Assessment and Appendix 4.2-3, San Diego State University Mission Valley Health Effects Memo

## 2.3.3 Biological Resources

#### Less than Significant Impacts

Although project implementation would result in permanent impacts (0.05 acres) and temporary impacts (0.21 acres) to Baccharis-dominated Diegan coastal sage scrub and Diegan coastal sage scrub, no coastal California gnatcatcher were detected during focused surveys to date; the habitat is marginal and patchy, and not expected to support this species. Therefore, no direct impacts to this species would occur.

While minor impacts to potentially suitable foraging habitat would be associated with the proposed project, impacts to foraging habitat would not have a substantially adverse effect on Mexican long-tongued bat and western red bat species; therefore, impacts on these species would be considered less than significant.

One San Diego sagewort is mapped within the developed footprint of the proposed project; however, impacts to one San Diego sagewort would be less than significant because it is a fairly common plant with a low sensitivity status (CRPR 4).

More urban-adapted wildlife species may use the entire site to move through, particularly when the Stadium is not in use. However, none of the areas proposed for development within the project site are considered wildlife corridors. Therefore, the proposed project would not have a substantially adverse effect on wildlife movement, and thus impacts would be considered less that significant.

University Police and the City of San Diego Police Department enforce the nuisance noise ordinance of the SDMC. Permitted uses would still be subject to hourly exterior noise level limits. Therefore, long-term indirect impacts to the San Diego River and Murphy Canyon Creek associated with nuisance noise and permitted amplified noise from events at the River Park and Shared Parks and Open Space would be considered less than significant.

Regarding potential long-term noise impacts to the San Diego River Park and Murphy Canyon Creek associated with operation of maintenance equipment, equipment such as gasoline-powered mowers, trimmers, blowers and edgers

would not operate at any one location for more than a few minutes, and all equipment would not be operating simultaneously. Due to the limited amount of time equipment would be operating in one location, operation of landscape equipment would generally not exceed the hourly noise level limit at a particular receptor. Therefore, landscape maintenance would result in a less-than-significant impact.

Lastly, the proposed project is primarily an infill project with very limited impacts to sensitive wildlife and plan resources and their habitat as well as wetland and riparian resources. When combined with existing and probable future projects within the cumulative study area, the proposed project would not contribute to cumulatively considerable impacts to sensitive biological resources.

#### <u>Findings</u>

The Board of Trustees finds that, based upon substantial evidence in the record, the potential impacts to biological resources, as discussed above, would be less than significant, and no mitigation measures are required.

#### <u>Reference</u>

EIR Section 4.3, Biological Resources and Appendix 4.3-1 Biological Resources Technical Report (August 2019; January 2020).

### 2.3.4 Cultural Resources

#### Less than Significant Impacts

No archaeological resources have been identified through records searches, NAHC and tribal correspondence, or the intensive pedestrian survey of the project site, and the project site has been substantially developed; therefore, the proposed project's contribution to cumulative impacts on archaeological resources would not be cumulatively considerable; therefore, cumulative impacts on cultural resources would be considered less than significant.

#### Findings

The Board of Trustees finds that, based upon substantial evidence in the record, the potential cumulative impact on cultural resources is less than significant, and no mitigation measures are required.

#### Reference

EIR Section 4.4, Cultural Resources, and Appendix 4.4-1 Cultural Resources Technical Report (August 2019; January 2020).

## 2.3.5 Energy

#### Less than Significant Impacts

The construction plan for the proposed project is designed to minimize fuel usage, for example and where possible, by re-using demolition debris on site for fill and thereby avoiding haul trips associated with disposal of debris and importing fill soil. Construction activities association with the proposed project also would comply with state requirements designed to minimize idling and associated emissions, and trucks would be compliant with the

requirements of the Tractor-Trailer Greenhouse Gas Regulation. Because fuel use during construction would not be wasteful, inefficient, or unnecessary, impacts due to wasteful, inefficient, or consumption of energy resources during construction would be considered less than significant.

The proposed project was designed to incorporate energy efficiency measures and allow the proposed project to meet both peak and base demand. Specific aspects of the proposed project's energy system design, including solar PV, allow for renewable or sustainable options for meeting peak demands, as discussed above. The inclusion of solar PV as a source of renewable energy would reduce the demand for electricity generation from the grid resources, particularly during peak times when energy demand is the highest and solar energy potential is also the highest. Electricity consumption during operation would not be wasteful, inefficient, or unnecessary, and impacts would be less than significant.

Regarding natural gas consumption, the project's efficiency (as expressed via a natural gas consumption per service population metric) is improved when compared to the existing condition. The proposed project would include natural gas saving features, some of which have a quantifiable impact on the energy demand. For example, the proposed project will not include natural gas-burning fireplaces in the residential units. Other energy saving features of the project, such as the proposed project's consistency with LEED Version 4 design standards, have not been quantified, thereby likely leading to a conservative overestimation of project energy consumption. Further, the energy usage calculation for the proposed project conservatively reflects application of the 2016 Title 24 standards, even though the 2019 Title 24 standards and subsequent updates thereto will apply given the proposed project's construction timeline and would serve to further reduce project energy consumption. Natural gas consumption during operation would not be wasteful, inefficient, or unnecessary, and impacts would be less than significant.

Regarding fuel consumption associated with operation of the proposed project, the project's efficiency (as expressed via a fuel consumption per service population metric) is improved when compared to the existing condition. The proposed project would include transportation fuel-saving features, some of which have a quantifiable impact on the energy demand. For example, the proposed project's TDM Program is expected to reduce VMT and the corresponding consumption of gasoline by 14.41%. Additionally, the project's EV-ready spaces and installation of EV charging stations will facilitate the use of newer vehicle technologies that do not rely on traditional transportation fuels, such as gasoline and diesel. The energy usage calculation for the proposed project conservatively reflects existing regulatory programs, and does not account for anticipated improvements in fuel efficiency and conversion of the vehicle fleet to zero emission vehicles. Existing transit service near the project site includes light rail/trolley and bus services provided by MTS. As described further in the SB 743 VMT Analysis, the VMT generation for the proposed project's workers and residents represents a reduction compared to the regionwide average VMT for those populations in the absence of the proposed project. Transportation fuel consumption during operation would not be wasteful, inefficient, or unnecessary, and impacts would be less than significant.

The proposed project would comply with any applicable state plans for renewable energy or energy efficiency to the extent required by law. Further, the proposed project is consistent with the renewable energy and energy efficiency provisions of the City of San Diego's CAP and Mission Valley Community Plan Update. Additionally, the proposed project has been evaluated for consistency with state plans in Table 4.5-10 and has been concluded to be consistent. As such, in regards to whether the proposed project would conflict with or obstruct a state or local plan for renewable energy or energy efficiency, impacts are considered to be less than significant.

The proposed project also would incorporate several project design features (PDFs) to reduce the proposed project's overall energy demand, including incorporating operable windows, building materials that serve as insulators/conductors, and efficient HVAC systems into the proposed project. The proposed project's consistency

with LEED Version 4 at a Silver or better certification may also drive additional energy efficiency in design. The proposed project has further committed to installing on-site rooftop solar PV, which is expected to offset approximately 15.0% of the electricity demands of the proposed project. The proposed project would include a TDM Program to reduce its transportation energy use requirements. Lastly, the proposed project would develop campus residential and nonresidential land uses in an infill setting that is served by multimodal transportation options (trolley and bus) and would further enhance other multimodal options by designing the site to encourage pedestrian-and bicycle-oriented connectivity. Therefore, the proposed project is not anticipated to create a significant local or regional demand on electricity that would result in a cumulative impact. The proposed project's potential cumulative impacts with respect to energy requirements and energy use efficiencies are less than significant.

#### <u>Findings</u>

The Board of Trustees finds that, based upon substantial evidence in the record, the potential impact related to energy is less than significant, and no mitigation measures are required

#### Reference

EIR Section 4.5, Energy and Appendix 4.15-2, TDM Monitoring Plan (January 2020).

## 2.3.6 Geology and Soils

#### Less than Significant Impacts

The proposed project is not located on a known earthquake fault and construction of the proposed project would not result in the rupture of a fault; therefore, impacts associated with fault rupture during construction of the proposed project would be less than significant.

The proposed project would design project components to be in accordance with applicable requirements of the CBC to ensure that the proposed project would minimize impacts from earthquakes. Based on the absence of fault rupture hazard and the planned compliance with the CBC requirements for seismic design, the impacts of fault rupture would be reduced to an acceptable level of risk. Therefore, impacts associated with fault rupture during operation of the proposed project would be less than significant.

The project site is not located over an active fault and project demolition and construction would not cause rupture of a fault. Therefore, impacts associated with strong seismic ground shaking during construction activities would be less than significant.

The operation of the proposed project would not include any activities that would cause strong ground shaking. The proposed project would be designed to adhere to all applicable requirements of the CBC. Based on the CBC requirements for seismic design, the impacts from strong seismic ground shaking would be reduced to an acceptable level of risk for patrons and residents. Therefore, impacts associated with strong seismic ground shaking during operation of the proposed project would be less than significant.

The project site and vicinity are relatively flat, are not located on a hill or steep area, and are not subject to landslides from nearby hills or steep areas. Therefore, impacts associated with landslides during both construction and operation of the proposed project would be less than significant.

The project site does not contain topsoil and, therefore, the proposed project would not impact the loss of topsoil on the project site. During operation of the proposed project, the project site would include operational best management practices that would limit wind or surface stormwater erosion of soils. he significant decrease of impervious surfaces on the project site, the integration of stormwater treatment basins, and the relatively flat nature of the project site would greatly reduce the potential for off-site erosion from gullies and rills as compared to the project site's current, paved condition. Both operational and construction impacts associated with soil erosion would be less than significant.

During construction of the proposed project, earthwork would be conducted per applicable requirements of the CBC and the project specifications. Impacts during construction would be considered less than significant in relation to the project being located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse

The available data suggest that due to the presence of loose to medium dense granular material and a high groundwater level, the potential for liquefaction within the sandy alluvium at the site is moderate to high. With the implementation of the project design features in accordance with the CBC, the potential for these hazards to impact the proposed project would be reduced to an acceptable level of risk and, therefore, would be considered less than significant.

For cumulative analysis, the geologic and soil geographic scope is generally the area immediately surrounding the project site for soils, and in the general region for geology and seismic concerns. Most potential impacts related to geology and soil risks would be minimized due to compliance with regulatory requirements. These regulations minimize potential for risks associated with the geology and soil of the project site. Cumulative projects would also be subject to federal, state, and local regulations related to development requirements, as well as paleontological resources. In a manner similar with the proposed project, adherence to these regulatory requirements would reduce incremental impacts in each of the affected project areas. Additionally, paleontological impacts are localized, generally affecting a specific site, thus minimizing the potential for an impact to combine with another project to create a cumulative scenario. Because cumulative projects would be fully regulated, thus reducing the potential for impacts, cumulative impacts associated with geology and soils would be less than significant. Through mitigation and compliance with regulatory requirements, the construction or operation of the proposed project itself would not create significant impacts to geology or soils that could combine with other project impacts to create a significant and cumulatively considerable impact. For these reasons, the proposed project would not result in cumulative impacts related to geology and soils.

#### <u>Findings</u>

The Board of Trustees finds that, based upon substantial evidence in the record, the potential impacts related to geology and soil as summarized above would be considered less than significant, and no mitigation measures are required.

#### **Reference**

EIR Section 4.6 Geology and Soils, Appendix 4.6-2, Report of Geotechnical Investigation - Stadium Development, and Appendix 4.6-3, Paleontological Resources Inventory Report for the San Diego State University Mission Valley Campus Master Plan Project.

## 2.3.7 Greenhouse Gases

#### Less than Significant Impacts

The proposed project would be consistent with the City's CAP, the City's MVCPU, SANDAG's RTP/SCS, and statewide emission reduction targets. Various factors support these determinations, such as the proposed project's location on an infill site in Mission Valley that is served by transit; the proposed project's implementation of a TDM Program that reduces VMT at a level that is consistent with the objectives of SB 743; and the proposed project's exceedance of existing regulatory compliance standards for the built environment. The proposed project also would incorporate several PDFs to reduce operational GHG emissions. The proposed project would limit natural gas usage, require electric heating and cooling systems, and would provide that future building RFPs be evaluated with a focus on sustainability. Therefore, the proposed project's GHG emissions will be less than significant.

#### <u>Findings</u>

The Board of Trustees finds that, based upon substantial evidence in the record, the potential project impacts related to greenhouse gases as summarized above would be considered less than significant, and no mitigation measures are required.

#### Reference

EIR Section 4.7 Greenhouse Gas Emissions, and Appendix 4.7-1 Greenhouse Gas Technical Report; Appendix 4.7-2, CAP Consistency Memo (August 2019; January 2020); and Appendix 4.7-3, SDSU Mission Valley Additional Technical Information Memo (January 2020), Appendix 4.15-2, TDM Monitoring Plan (January 2020).

### 2.3.8 Hazards and Hazardous Materials

#### Less than Significant Impacts

Although the operation of the proposed project would introduce commercially available potentially hazardous materials to future residents, employees, and visitors of the project site, the use of these substances would be subject to applicable federal, state, and local health and safety laws and regulations that are intended to minimize health risk to the public associated with hazardous materials. Arsenic in the soil is likely representative of background concentrations which is common in the San Diego area and not regarded as a hazard necessitating specific attention or remediation. Therefore, operational impacts associated with the routine transport, use, or disposal of hazardous materials would be less than significant.

No existing private or public schools serving students from pre-kindergarten through 12th grade are located, or planned to be located, within one-quarter mile of the project site. Therefore, there would be no impacts associated with the emission or handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Demolition of the existing SDCCU Stadium and construction of the new stadium and other buildings and facilities would be performed in accordance with the applicable standards, codes, and regulations pertaining to emergency response and evacuation planning, including the Office of Homeland Security Emergency Operations Plan; therefore construction activities associated with the proposed project would not interfere with an adopted emergency response plan or evacuation plan, and no impacts would occur. Because cumulative projects would be fully

regulated, thus reducing potential for public safety risks, cumulative impacts associated with exposure to hazards and hazardous materials would be less than significant. Through mitigation and compliance with regulatory requirements, the construction or operation of the proposed project itself would not create significant human or environmental health or safety risks that could combine with other project impacts to create a significant and cumulatively considerable impact. For these reasons, the proposed project would not result in significant cumulative impacts related to hazards and hazardous materials.

#### <u>Findings</u>

The Board of Trustees finds that, based upon substantial evidence in the record, the potential impacts hazards and hazardous materials, as discussed above, would be considered less than significant, and no mitigation measures are required.

#### <u>Reference</u>

EIR Section 4.8 Hazards and Hazardous Materials; Appendix 4.8-1, 2015 Phase I Environmental Site Assessment; Appendix 4.8-2, 2019 Hazards and Hazardous Materials Technical Report; Appendix 4.8-3, 2019 Report of Environmental Investigation; Appendix 4.8-4, 2019 Asbestos, Lead-Based Paint, and Universal Waste Survey; and Appendix 4.8-5, 2019 Limited Soil and Groundwater Investigation Along Fuel Pipeline.

## 2.3.9 Hydrology and Water Quality

#### Less than Significant Impacts

In general, the Construction General Permit (CGP) authorizes other construction-related non-stormwater discharges as long as they (a) comply with Section III.C of the General Permit, (b) do not cause or contribute to violation of any water quality standards, (c) do not violate any other provisions of the General Permit, (d) do not require a non-stormwater permit as issued by some Regional Water Boards, and (e) are not prohibited by a Basin Plan provision. Through implementation of the requirements outlined in the CGP, construction-related impacts to surface water and groundwater would be minimized and impacts would be less than significant.

Effective management of wet and dry weather runoff water quality begins with limiting increases in runoff pollutants and flows at the source. Low Impact Development (LID) design and source control BMPs are practices designed to minimize runoff and the introduction of pollutants into runoff. LID treatment control/baseline hydromodification control BMPs are designed to remove pollutants following mobilization by rainfall and runoff and to reduce changes to runoff volume to the extent practicable. Based on the quantitative (i.e., modeled) and qualitative water quality analysis, in combination with incorporation of proposed LID design, source control BMPs, and structural BMPs, as described above, surface water quality impacts during project operations would be less than significant.

Nitrate is the primary pollutant of concern with respect to groundwater quality during project operations. High nitrate levels in drinking water can cause health problems in humans, including methemoglobinemia (blue-baby syndrome) in infants. Human activities and land use practices can influence nitrogen concentrations in groundwater. For example, irrigation water containing fertilizers can increase levels of nitrogen in groundwater. The Basin Plan objective for nitrate in groundwater in the project area is 10 mg/L, as nitrogen, and the predicted nitrate concentration in runoff after treatment in the BMPs is 0.62 mg/L as nitrogen, which is well below the groundwater quality objective. Therefore, infiltration of post development stormwater runoff would not cause significant adverse groundwater quality impacts. As such, project operational impacts to groundwater quality would be less than significant.

Any construction dewatering would be temporary and would represent negligible quantities with respect to available groundwater beneath the site. Further, all dewatering would be conducted in compliance with the California NPDES CGP (Order No. 2009-009-DWQ, as amended by Order 2010-0014-DWQ and 2012-006-DWQ) and the San Diego RWQCB's General Waste Discharge Requirements for Groundwater Extraction Discharges to Surface Waters within the San Diego Region (Order No. R9-2015-0013, NPDES No. CAG919003). The CGP authorizes construction dewatering activities and other construction-related non-stormwater discharges as long as they (a) comply with Section III.C of the General Permit; (b) do not cause or contribute to violation of any water quality standards, (c) do not violate any other provisions of the General Permit, (d) do not require a non-stormwater permit as issued by some Regional Water Boards, and (e) are not prohibited by a Basin Plan provision. As a result, dewatering would not substantially decrease groundwater supplies such that the proposed project would impede sustainable groundwater management of the basin, and therefore construction impacts to groundwater supplies would be less than significant.

Implementation of the proposed project would reduce the impervious surfaces from approximately 90% (existing) to 57% (post-construction) of the total project area and would result in greater opportunity for groundwater recharge, resulting in beneficial impacts. No direct dewatering discharges are expected during operations, as finished subgrades would be designed to be above the groundwater table. If needed, permanent dewatering discharges would be managed to prevent impacts to the San Diego River by recharging the dewatering back to groundwater at a suitable location on the project site (Appendix 4.9-6). Further, structural LID BMPs would be lined to prevent impacts to groundwater unless it is determined in the design phase of the proposed project that infiltration is desirable at the specific BMP locations. As a result, project operations would not substantially interfere with groundwater recharge such that the proposed project would impede sustainable groundwater management of the basin, and thus operational impacts to groundwater supplies would be less than significant.

No part of the construction effort would alter the course of a stream or river, or result in substantial erosion or siltation. Based on implementation of post-construction project BMPs, runoff discharges from the proposed project will not cause a substantial increase in erosion, and therefore, the proposed project would not result in substantial erosion or siltation on or off site. Therefore, the construction and operational impacts associated with erosion and siltation would be less than significant.

The proposed project would have a positive impact on flooding issues when compared to the existing conditions. Because the proposed project would reduce the peak flow rate from the area and volume of runoff, the proposed project would result in beneficial impacts with respect to stormwater runoff and associated flooding. By systematically taking out the impervious surface that is currently on the proposed project site, the site will serve to attenuate more water on site and may reduce run-off quantities leaving the site throughout construction. Therefore, even during construction, the proposed project will help reduce off-site flooding due to the immediate infiltration effect of removal of impervious surfaces. The proposed project would have a positive impact on flooding issues when compared to the existing conditions; therefore, both operational and construction impacts related to flooding would be less than significant.

Because the proposed project would reduce the peak flow rate from the area and volume of runoff, the proposed project would result in beneficial impacts with respect to stormwater runoff. As a result, the proposed project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional source of polluted runoff, and thus impacts are considered less than significant.

No structures would be built within the floodway or within any other portion of the 100-year flood zone located on the project site. The River Park will serve as a floodplain buffer between the San Diego River and the developed

portions of the proposed project, which will be constructed on pads elevated above the floodplain depths. Therefore, all structures would be set back from the natural floodplain. As a result, the proposed project would not impede or redirect flood flows at the site, and thus Impacts are considered less than significant.

As referenced above, no structures would be built within this floodway or within any other portion of the 100-year flood zone, and the River Park will serve as a floodplain buffer between the San Diego River and the developed portions of the proposed project, which will be constructed on pads elevated above the floodplain depths. Therefore, all structures would be set back from the natural floodplain. In addition, with the exception of storage of minor quantities of petroleum products and hazardous materials, the proposed project would not include industrial facilities that typically store large quantities of such materials. As a result, the proposed project would not risk release of pollutants due to project inundation, and therefore impacts would be less than significant.

The proposed project is not expected to violate any water quality standards and with measures that would be taken during construction, including implementation of a SWPPP in compliance with the NPDES CGP. The construction of proposed project would not conflict with or obstruct implementation of the Basin Plan; no impact would occur.

Considering the Mission Valley Groundwater Basin is not subject to a sustainable groundwater management plan or GSP mandated by the SGMA for DWR basins, and the proposed project would implement LID retention BMPs, the operation of the proposed project would not conflict with or obstruct a water quality control plan or sustainable groundwater management plan; no impact would occur.

Cumulative impacts to water quality and hydromodification resulting from the proposed project and any future development similar to the proposed project in the watershed are addressed through compliance with the MS4 Permits CGP; and benchmark Basin Plan water quality objectives, CTR criteria, and CWA 303(d) listings, which are intended to be protective of beneficial uses of the receiving waters. Based on compliance with these requirements designed to protect beneficial uses, the cumulative water quality and hydromodification impacts would be less than significant and thus not cumulatively considerable.

#### Findings

The Board of Trustees finds that, based upon substantial evidence in the record, the potential impacts related to hydrology and water quality, as discussed above, would be considered less than significant, and no mitigation measures are required.

#### Reference

EIR Section 4.9 Hydrology and Water Quality; Appendix 4.9-1, Water Quality Technical Report; Appendix 4.9-2, Hydrology Technical Report; Appendix 4.9-3, Drainage Study For SDSU Mission Valley Campus; Appendix 4.9-4, Water Quality Report For SDSU Mission Valley Campus; Appendix 4.9-5, Hydraulic Analyses for SDSU Mission Valley Campus; and Appendix 4.9-6, SDSU Mission Valley Campus Project Construction Excavation Impacts on Groundwater Storage Memorandum.

## 2.3.10 Land Use and Planning

#### Less than Significant Impacts

The proposed project's potential to result in indirect growth or induce additional growth which may divide an established community are addressed in Sections 4.13, Population and Housing, and Section 5.1, Growth Inducement, of Chapter 5, Other Environmental Considerations. As determined in these sections, the proposed project would not result in indirect growth or induce additional growth that may divide an established community.

Once adopted, the SDSU Mission Valley Campus Master Plan would add the proposed office/research/academic, recreation, housing, commercial/hospitality and related facilities to serve SDSU at the project site. With adoption of the proposed SDSU Mission Valley Campus Master Plan, the proposed project would be consistent with the applicable land use plan. The proposed project would not conflict with the Montgomery Field ALUCP. The proposed project would be consistent with the City CAP, as discussed in Section 4.7, Greenhouse Gas Emissions. The proposed project would meet and exceed the City's parks standard, by providing approximately 82 acres of parks, recreation, and open space throughout the project site. The proposed project would be consistent with the Mission Valley PFFP and DIF program per SDMC Section 22.0908 and the Purchase and Sale Agreement. The proposed project would comply with the City's current housing impact fees/affordable housing requirements (to the extent required) by building affordable housing onsite. The proposed project would implement the recommendations in the San Diego River Park Master Plan. The proposed project would not conflict with SB 375 and SANDAG's corresponding RTP/SCS. The proposed project would implement the City of Villages by providing for a development including office/campus employment uses, residential uses with ground floor, neighborhood/ community serving commercial and retail opportunities, and 82 acres of parks, recreation, and open space. The proposed project would be consistent with the level of development anticipated in the MVCP Update and Final Program EIR.

Accordingly, impacts related to the division of an established community or conflicts with an existing land use plan, policy, or regulation would be less than significant.

#### <u>Findings</u>

The Board of Trustees finds that, based upon substantial evidence in the record, the potential impacts related to land use and planning are considered less than significant, and no mitigation measures are required.

#### Reference

EIR Section 4.10, Land Use.

### 2.3.11 Mineral Resources

#### Less than Significant Impacts

The project site is not delineated on a local general plan, specific plan, or other land use plan as a locally important mineral resource recovery site. The project site is located within MRZ-2 as indicated in the City and County of San Diego General Plans, similar to the State of California Department of Conservation CGS. While there may be potential mineral resources on the project site, mining operations would be restricted due to the presence of groundwater across the project site, which creates difficult and cost-prohibitive mining conditions. Therefore, because the project site is not currently a known mineral resource that would be of value to the region and the residents of the state,
and due to existing, surrounding development, the presence of shallow groundwater, and the constrained time frame contemplated by San Diego Municipal Code Section 22.0908 for development of the River Park and stadium on any potential mining operations that could occur, impacts to mineral resources are considered less than significant. Cumulative impacts related to mineral resources would also be less than significant.

# <u>Findings</u>

The Board of Trustees finds that, based upon substantial evidence in the record, the potential impact related to mineral resources is less than significant, and no mitigation measures are required.

# Reference

EIR Section 4.11, Mineral Resources.

# 2.3.12 Noise

# Less than Significant Impacts

Regarding off-site construction noise, the noise levels during on-site construction-related activities would be below the City's 75 dBA 12-hour average noise level criterion at the nearest off-site NSLUs. Thus, temporary off-site construction noise impacts from construction on the project site would be less than significant.

Regarding off-site traffic noise, the additional traffic volume along the adjacent roads would not substantially increase the existing noise level in the project vicinity, due to the existing high traffic levels around the project site; therefore, off-site traffic noise level increase is considered less than significant.

Regarding noise related to the Metropolitan Transit System Green Line Trolley, which bisects the project site, the nearest on-site NSLUs would be located on the north side of the trolley alignment, with some uses abutting the right-of-way at distances as close as 25 feet from the centerline. These land uses would potentially experience temporary noise exceedances while the trolley passes by; however, these would be very short in duration. Nevertheless, per the California Building Code, design and construction of the exterior shell (including fenestration) for proposed project residential buildings in proximity to the existing trolley route will include adequate sound insulation so that interior sound levels due to exterior-to-interior noise intrusion would not exceed 45 dBA CNEL. Therefore, impacts would be considered less than significant. Regarding noise relating to park and open space maintenance activities, assuming maintenance activities involve one mower or blower, limited to no more than an hour per day at a distance no closer than 20 feet to the exterior of an NSLU, the resulting predicted sound level would be 60 dBA CNEL and thus compliant with what the City considers "compatible" with the exterior of an NSLU. On this basis, impacts related to noise from park and open space maintenance activities would be considered less than significant.

Stationary operational noise impacts from the proposed project's HVAC sources and new Stadium events during daytime and evening hours would be considered less than significant with respect to an anticipated increase over existing outdoor ambient sound level.

Regarding off-site groundborne vibration impacts, conventional construction activities are not anticipated to result in continuous vibration levels that typically annoy people or risk damage to residential structures; therefore, the vibration impact would be considered less than significant. In addition, potential ground-borne vibration exposures at sufficiently proximate occupied project buildings could result from existing trolley railway operations, but the campus residential buildings planned in closest proximity to the trolley line would not be subjected to vibration velocity levels that exceed the 72 VdB threshold for occupied residences based upon the elevated trolley line and the horizontal distance between the residential uses and the trolley line; therefore groundborne vibration impacts resulting from trolley line operations are considered less than significant.

Regarding noise impacts resulting from airport operations or aircraft, the proposed project is located approximately 1.8 miles south-southeast of Montgomery Field, and approximately 5 miles northeast of San Diego International Airport (ALUC 2010). Based upon the noise contours contained in the airports' land use compatibility plans, the project site is located outside the 60 dB CNEL noise contours for both Montgomery Field and San Diego International Airport as shown in Figure 4.12-8. Thus, the proposed project would not expose people to excessive noise levels from aircraft. Noise impacts would be less than significant.

# <u>Findings</u>

The Board of Trustees finds that, based upon substantial evidence in the record, the potential impact related to noise, as discussed above, would be less than significant, and no mitigation measures are required.

# Reference

EIR Section 4.12, Noise, and Appendix 4.12-1 Noise Technical Report.

# 2.3.13 Population and Housing

# Less than Significant Impacts

The proposed project would directly induce growth through the development of the campus components, including residential, office, innovation, research and development, hospitality, and commercial land uses, which would introduce new residents, students, and jobs to the area. However, the proposed project population of 8,510 would be accommodated under the projected population growth in the Mission Valley area based on SANDAG's projections as shown in Table 4.13-6 in the Final EIR. The proposed project would also provide affordable housing on-site, which would assist with meeting the region's housing needs at all income levels. Thus, the projected increase in population of the project site would be consistent with the anticipated overall growth of the City of San Diego and County of San Diego, and impacts would be less than significant.

In addition, the proposed project would not result in indirect growth inducement through the removal of barriers of growth, extension of utility and service systems and encouragement of growth; therefore, impacts would be considered less than significant.

Regarding potential displacement of people or housing, there are no existing homes or dwelling units on the project site, therefore, no existing housing would be affected by the implementation of the proposed project. While no permitted or official dwelling units exist on site, the San Diego River and Murphy Canyon area has been documented to have a persistent homeless population. However, due to the transient and nonpermanent nature of these dwellings as well as general fluctuations in the homeless population, the exact homeless population in these areas can vary at any given time. Further, the overall issue regarding homelessness and provision of housing for this population is a separate matter from the proposed project. Any potential displacement of homeless persons due to

the proposed project in the areas surrounding the project site would not necessitate the construction of replacement housing elsewhere. Therefore, no impact would occur.

#### Findings

The Board of Trustees finds that, based upon substantial evidence in the record, the potential impact related to population and housing, as discussed above, would be less than significant, and no mitigation measures are required.

#### Reference

EIR Section 4.13, Population and Housing.

# 2.3.14 Public Services and Recreation

#### Less than Significant Impacts

Due to the location of the project site and proximity of existing fire stations, and because emergency medical facilities also include non-physical structures (i.e., ambulances stationed around the City and not necessarily housed within a physical structure), no new or physically altered governmental facilities the construction of which could cause significant environmental impacts beyond those analyzed in the Final EIR, are required. In addition, as described above, the proposed project would generate approximately \$4.0 million annually to the City of San Diego, and an additional \$22 million annually in other taxes. The City would be able to use these funds for the provision of public services, including fire protection and emergency medical services, to maintain and improve staffing ratios to the extent necessary. Impacts relating to fire and emergency medical services would be less than significant.

With incorporation of a new substation on-site, service provided by UPD and execution of the mutual aid agreement with local law enforcement agencies, and through the increase tax revenues realized by the City through improved property values and sales taxes and other uses, police protection services to the project site would be provided and service to the remaining community would be ensured. No new or physically altered governmental facilities for police protection beyond those analyzed herein would be required. Impacts relating to police services would be less than significant.

There is sufficient capacity in schools surrounding the project site to accommodate K-12 students generated by the proposed project. SDUSD may adjust attendance boundaries for area elementary schools; however, impacts to schools would be less than significant.

It is anticipated that part of the development of the proposed project would include library services to serve the student population attending the future SDSU classrooms within the proposed project. While the ultimate size and configuration has yet to be determined, a new facility based largely on providing internet and other technological devices (computers, docking stations, etc.) is anticipated as part of the SDSU Mission Valley Campus Master Plan, all of which can be provided as part of the project's land uses. Impacts relating to library services would be less than significant.

The proposed project would include sufficient park and recreational space such that it would not result in an increased use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. As a result, impacts would be less than

significant. Further, impacts related to the provision of new or physically altered parks and recreation, or the need for new or physically altered parks and recreation facilities would be less than significant.

# Findings

The Board of Trustees finds that, based upon substantial evidence in the record, the potential impact related to public services and recreation, as discussed above, would be less than significant, and no mitigation measures are required.

# Reference

EIR Section 4.14, Public Services and Recreation

# 2.3.15 Tribal Cultural Resources

# Less than Significant Impacts

Operational/permanent activities related to the proposed project would not have a direct or cumulative impact to previously identified CRHR listed or eligible tribal cultural resources since they would have been handled during initial discovery (during construction). As a result, once construction is completed, operational/permanent activities would result in less-than-significant impacts to CRHR eligible cultural resources.

# Findings

The Board of Trustees finds that, based upon substantial evidence in the record, the potential operational impact related to tribal cultural resources, as discussed above, would be less than significant, and no mitigation measures are required.

# **Reference**

EIR Section 4.16, Tribal Cultural Resources, and Appendix 4.4-1, Cultural Resources Technical Report (August 2019; January 2020)

# 2.3.16 Transportation

2.3.16.1 Horizon Year (2037) Plus Project Without Stadium Event Conditions

# Off-Ramp Queuing

The off-ramp queuing analysis was conducted using the Caltrans impact thresholds. EIR Table 4.15-33 illustrates the results of the off-ramp queuing analysis conducted at the SR-163 and I-15 off-ramps at Friars Road, and the I-8 off-ramps at Qualcomm Way/Texas Street and Fairmount Avenue. As shown in Table 4.15-33, all off-ramp queues can be accommodated by the existing storage capacity under Horizon Year Plus Project Conditions and, therefore, impacts would be less than significant.

# 2.3.16.2 Horizon Year (2037) Plus Project Plus Stadium Event Conditions

# Off-Ramp Queuing

EIR Table 4.15-38 illustrates the results of the off-ramp queuing analysis conducted at the SR-163 and I-15 offramps at Friars Road, and the I-8 off-ramps at Qualcomm Way/Texas Street and Fairmount Avenue. As shown in Table 4.15-38, under the Horizon Year Plus Project Plus Stadium Event Conditions scenario, all off-ramp queues can be accommodated by the existing storage capacity and, therefore, impacts would be less than significant.

# 2.3.16.3 Overall Parking Supply

In general, the limited availability of free parking would help to encourage the use of other modes of travel and reduce overall parking demand as evidenced in numerous urban centers and downtown environments, including downtown San Diego. The presence of a trolley stop within an approximate 1,500 feet radius of nearly all the proposed project uses, as well as the integration of residential, employment, and supporting retail uses with a robust pedestrian and bicycle network, will provide attractive mobility options to the use of a private vehicle. This combination of factors is expected to reduce the overall parking and traffic demand at the site consistent with the trip reductions applied to the proposed project vehicle trip generation estimates. This parking strategy approach is encouraged for all locations within transit priority areas (TPAs) within the City of San Diego and other jurisdictions within the County. Therefore, excluding event conditions, the proposed project would result in less than significant impacts to parking facilities.

# 2.3.16.4 Multimodal Assessment

# **Pedestrian Facilities**

Within the site itself, nearly all roadways will include a sidewalk or path on both sides of the street. For the few segments with a pedestrian facility on only one side that will serve a pedestrian destination, appropriate street crossings treatments will be provided within a reasonable walking distance. These treatments include traffic signals, raised crosswalks, or stop signs to delineate right of way. Therefore, the proposed project would result in less than significant impacts on pedestrian facilities.

# **Bicycle Facilities**

The proposed project would not conflict with any existing or planned bicycle facilities, and would substantially enhance bicycle travel adjacent to and through the site. The existing protected bike lanes on the Mission Village Drive overpass over Friars Road would be maintained with the proposed widening of the overpass, and they would connect to bike lanes on Street D through the center of the site. A connection to existing bike lanes on Friars Road will also be provided by the signalized intersection at Stadium Way (Street A). A new on-site path system along the northern and eastern edges of the site (connecting to San Diego and Rancho Mission Roads) will provide a safer and lower stress option for cyclists traveling from west of Stadium Way (Street A) to east of I-15. Another on-site path system along the southern edge of the site will provide a critical connection between the San Diego River Trail and the path parallel to I-15. Additionally, the proposed site connection to Fenton Parkway provides a convenient bikeable connection to the shops and restaurants at Fenton Marketplace, improving the link between the Rio San Diego neighborhood and the Rancho Mission Road neighborhood east of I-15. Additionally, the site connection to Rancho Mission Road will provide a bikeable route to the bus stops along Rancho Mission Road and Camino del Rio North. Therefore, the proposed project would result in less than significant impacts to bicycle facilities.

# **Transit Facilities**

The total number of existing boardings and alightings at Stadium Station is only 391 per day, with substantial capacity available during the peak hours, such that the addition of as many as 4,000 daily weekday boardings and alightings can be readily absorbed by the existing system. The addition of the projected trolley ridership of up to 56 passengers to a given train in the AM and PM peak directional hours (with lower numbers for non-peak trains), which for a typical 3-car train would be fewer than 20 passengers per car, is not expected to result in any train or station operational impacts to the trolley system. Similarly, under stadium event conditions, in light of the fact that the capacity of the proposed stadium would be approximately one-half that of the existing stadium, and special trolley service contingent on demand is expected to be provided consistent with existing stadium operations, transit-related impacts under the proposed project would be less than under existing conditions. Therefore, the proposed project would result in less than significant impacts related to transit operations.

# 2.3.16.5 Vehicle Miles Traveled (VMT)

The EIR includes a VMT analysis provided for information purposes. For the project-level VMT assessment, the analysis determined that the 2035 project-generated VMT per service population of 25.52 is 25.7% lower than the existing baseline efficiency metric of 34.34. Thus, the project-generated VMT would be more than 15% below the existing VMT, which is the threshold established in both the revised CSU Transportation Impact Study Manual (TISM) and the Governor's Office of Planning and Research (OPR) Technical Advisory and, therefore, the project-generated VMT would be below the applicable thresholds and within the acceptable levels established by the state.

For the cumulative impact analysis, which considers the project's effect on regional VMT, the long-range regional VMT per service population would decrease from 32.95 without the proposed project to 32.89 with the project. Given that the proposed project would reduce regional VMT per service population as compared to the RTP scenario (i.e., the scenario without the project), the 2035 plus project scenario would be below the applicable threshold and, thus, also within acceptable levels established by the state.

# <u>Findings</u>

The Board of Trustees finds that, based upon substantial evidence in the record, the potential operational impact related to off-ramp queuing, parking facilities, and multimodal facilities, as discussed above, would be less than significant, and no mitigation measures are required. With respect to VMT, while the analysis demonstrated the proposed project's impacts would be below the applicable thresholds, and within the acceptable levels established by the state, the VMT analysis is provided for information purposes only, and it is not used to identify environmental impacts.

# <u>Reference</u>

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019, January 2020)

# 2.3.17 Utilities and Service Systems

# Less than Significant Impacts

The proposed project would result in an incremental increase in demand of water, wastewater services, and other utilities. It is anticipated that the proposed project would require new points of connection for domestic water, fire water, stormwater, sewer, electricity, telecommunications, and natural gas from the existing utility lines. All proposed connections to existing utility infrastructure would be sized to adequately serve anticipated project

buildout. Similarly, all existing utilities that the proposed project would connect to are adequately sized to serve the proposed project without the need to expand. (See Sewer Study, EIR Appendix 4.17-1; and Water System Analysis, EIR Appendix 4.17-2). Further, the project site and surrounding areas are highly urbanized and are currently served by existing utility infrastructure. The proposed project would not be extending any utility or service system into undeveloped areas that are currently unserved by utilities. Therefore, impacts would be less than significant.

As discussed in Appendix 4.17-1 to the Final EIR, the public water system adjacent to the project site has adequate capacity to provide service to the proposed project. Four new water service connections are proposed as part of the project to be made to the existing 390 Zone public water system to provide service to the project site. Relocation of the 48-inch-diameter 536 Pressure Zone transmission pipeline would be required to accommodate the proposed project. SDSU would coordinate with the City and would be responsible to construct and pay for these improvements. Impacts associated with the relocation of the 48-inch-diameter 536 Pressure Zone transmission pipeline, have been analyzed herein. Therefore, impacts would be less than significant.

Projected Daily Water Demand for the proposed project, at buildout, would result in a water demand of approximately 693,343 gallons per day (gpd) (or 776 afy), which represents approximately 024% of the Alvarado Treatment Plant capacity. Because the proposed project's potable water demand would be minimal as compared to the Alvarado Treatment Plant capacity, impacts would be less than significant.

The public water system adjacent to the project site has adequate capacity to provide service to the proposed project. Four new water service connections are proposed as part of the project to be made to the existing 390 Zone public water system to provide service to the project site. Relocation of the 48-inch-diameter 536 Pressure Zone transmission pipeline would be required to accommodate the proposed project. SDSU would coordinate with the City and would be responsible to construct and pay for these improvements. Impacts associated with the relocation of the 48-inch-diameter 536 Pressure Zone transmission pipeline, and segments of the 16-inch-diameter 390 Zone pipeline, have been analyzed herein. Therefore, impacts would be less than significant.

The proposed project would be served by existing sewer infrastructure located in area roadways surrounding the project site. However, connections to the nearest available facility through new service laterals would be required to provide sewer collection to the proposed project. Because no off-site sewer improvements are required, wastewater infrastructure improvements would be confined on site, and impacts would be less than significant. Further, impacts associated with\_relocation or construction of new or expanded storm water drainage, electric power, natural gas, or telecommunications facilities would all be less than significant as set forth in the Final EIR.

A short-term demand for water will occur during project construction, primarily in association with dust control, grading, utilities installation and testing, concrete mixing, cleaning of equipment, and other related construction activities. These activities would occur incrementally through project build-out and be temporary in nature. The amount of water used during construction would vary depending on the conditions of the soil, weather, size of the area being worked, and site-specific operations, but is not expected to be substantial. The City of San Diego will provide water through a construction-metered connection from existing public water mains adjacent to the project site, and water tankers will deliver water for dust control to the development areas throughout project construction as needed. Therefore, an adequate supply of water will be available during project construction, and potential construction-related water supply impacts will be less than significant.

Construction of the proposed project is not anticipated to generate significant amounts of wastewater. Therefore, impacts would be less than significant. In addition, operation of the proposed project would not result in a

determination by the wastewater treatment provider that serves or may serve the proposed project that it does not have adequate capacity to serve the proposed project demand in addition to the provider's existing commitments; therefore, impacts would be less than significant.

The proposed project is projected to generate a net increase of 2,342 annual tons of solid waste over the existing Stadium uses located on the project site. Because the regional solid waste disposal landfills currently available are expected to have sufficient permitted capacity to serve the proposed project's solid waste generation through buildout, this increase in solid waste generation would be less than significant. Therefore, the proposed project would be served by landfill(s) with sufficient permitted capacity to accommodate its solid waste disposal needs and would result in a less than significant impact. In addition, because the proposed project would comply with federal, state, and local statutes and regulations related to solid waste, impacts would be less than significant.

Finally, cumulative impacts to utilities systems as a result of the proposed project would be less than significant as provided in the Final EIR.

# <u>Findings</u>

The Board of Trustees finds that, based upon substantial evidence in the record, the potential impact related to utilities and service systems, as discussed above, would be less than significant, and no mitigation measures are required.

# **Reference**

EIR Section 4.17 Utilities and Service Systems; Appendix 4.17-1, Sewer Study for San Diego State University Mission Valley Project; Appendix 4.17-2, Water System Analysis for the San Diego State University Mission Valley Project; Appendix 4.17-3, On Site Drainage Study for SDSU Mission Valley Campus; Appendix 4.17-4, Off Site Drainage Study for SDSU Mission Valley Campus; and Appendix 4.17-5, Water Use Estimation for the SDSU Mission Valley Campus Master Plan Project.

# 2.3.18 Wildfire

# Less than Significant Impacts

The elimination of a large expanse of parking lot, which has been used for disaster response staging such as during firestorm emergencies, would occur when the site is redeveloped, but would not result in a significant impact because other such expanses of publicly owned parking lots are located throughout the region, including at local City and County offices or complexes and at the Del Mar Fairgrounds. The availability of other publicly accessible spaces, coupled with the infrequent need of such disaster staging, would result in a less than significant impact.

Following construction, the proposed project would be maintained according to these fire protection standards to reduce the risk of fire ignition and/or spread. Proposed project landscaping along north, east, and southern edges of the project site, including in the River Park, would be required to be consistent with the state's 100-foot defensible space standards (California Public Resources Code Section 4291). Additionally, these landscaped and maintained areas would meet the 100-foot brush management standards outlined in San Diego Municipal Code Sections 55.0304 and 142.0412 and the City's Brush Management Policy and Landscape Standards. Adherence to the CBC and CFC, compliance with best design and management practices similar to what is provided in the

City's Municipal Code and General Plan, development of the River Park, and installation and maintenance of project landscaping, would result in project-related wildfire impacts being less than significant.

With compliance with CBC and Fire Code requirements, and consistency with San Diego Municipal Code Sections 55.0304 and 142.0412 and the City's Brush Management Policy and Landscape Standards, anticipated impacts to wildfire risk associated with project-related infrastructure would be less than significant. As presented in Section 4.18.5, compliance with existing regulations and construction and erosion-control BMPs would ensure that anticipated impacts associated with post-fire erosion, flooding, or landslides would be less than significant. As presented in Section 4.18.5, consistency with San Diego County Fire and Building Codes, the San Diego Municipal Code, and the City's Brush Management Policy and Landscape Standards would ensure that anticipated impacts associated with cumulative wildfire impacts would be less than significant.

Considering the project site's terrain and proximity of hillsides, and with implementation of project grading, construction and erosion control BMPs, potential impacts associated with runoff, post-fire slope instability, or drainage changes are considered less than significant.

The cumulative context considered for project wildfire impacts is San Diego County. As discussed in Section 4.18.1, CAL FIRE has mapped areas of fire hazards in the state through its FRAP, based on fuels, terrain, weather, and other relevant factors. Individual projects located within the City of San Diego are required to comply with applicable City building codes, which have been increasingly strengthened as a result of severe wildfires that have occurred in the last two decades in the San Diego area. The fire and building codes include fire prevention and protection features that reduce the likelihood of a fire igniting on a specific project and spreading to off-site vegetated areas. These codes also protect projects from wildfires that may occasionally occur in the area through implementation of brush management/fuel management zones, ensuring adequate water supply, preparation of fire protection plans, and other measures. Particularly fire-prone projects may also enter into a Fire Service Agreement, which result in additional project-provided funding to the fire agencies to augment response capabilities. Fire agencies such as the SDFD use the funding to provide the personnel and apparatus needed to respond to the types of emergencies that will be generated from the cumulative projects. The fire and building codes and funding stream are intended to offset the potential impacts so that fire service can be provided, and people and structures are not exposed to significant risk of loss, injury, or death involving wildland fires. Furthermore, other would be required to comply with the City's vegetation clearance requirements, as outlined in San Diego Municipal Code Sections 55.0304 and 142.0412 and the City's Brush Management Policy and Landscape Standards to reduce the fuel load on vacant and developed properties in the City. The San Diego County Fire and Building codes, along with project-specific needs assessments and fire prevention plan requirements ensure that every project approved for construction includes adequate emergency access. Roads are required to meet widths, have all-weather surface, and be capable of supporting the imposed loads of responding emergency apparatus. Therefore, cumulative impacts related to wildfire hazards and emergency response and access would be less than significant.

# **Findings**

The Board of Trustees finds that, based upon substantial evidence in the record, the potential impact related to wildfire, as discussed above, would be less than significant, and no mitigation measures are required.

# **Reference**

EIR Section 4.18, Wildfire

# 2.4 Potentially Significant Impacts that Can Be Mitigated Below a Level of Significance

Pursuant to Section 21081(a) of the Public Resources Code and Section 15091(a)(1) of the CEQA Guidelines, the Board of Trustees finds that, for each of the following significant effects identified in the Final EIR, changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid the identified significant effects on the environment to less than significant levels. These findings are explained below and are supported by substantial evidence in the record of proceedings.

# 2.4.1 Biological Resources

Impact BIO-1 The project would have a potential significant impact to suitable habitat for least Bell's vireo.

# Mitigation Measure

- MM-BIO-1 TAKE AUTHORIZATION. Based on observations of least Bell's vireo (Vireo bellii pusillus), riparian habitat on site is considered occupied. Southwestern willow flycatcher (Empidonax traillii extimus) is not currently occupying the proposed impact areas; however, there is suitable habitat within the San Diego River. Habitat impacts will be mitigated at a 3:1 mitigation ratio (see MM-BIO-2) or as determined through the consultation process. Take authorization may be obtained through the federal Section 7 Consultation or Section 10 and state 2080.1 incidental take permit requirements. California State University/San Diego State University or its designee shall comply with any and all conditions, including pre-construction surveys, that the U.S. Fish and Wildlife Service (USFWS) and/or California Department of Fish and Wildlife (CDFW) may require for take of these species pursuant to the federal Endangered Species Act and/or California Endangered Species Act. If required as a permit condition, pre-construction surveys will be conducted in accordance with USFWS protocols unless the USFWS authorizes a deviation from those protocols.
- MM-BIO-2 HABITAT MITIGATION: Temporary and permanent impacts to southern willow scrub and southern cottonwood-willow riparian forest will be mitigated at a 3:1 mitigation ratio, as determined during the permitting process (see MM-BIO-13). Additionally, temporary and permanent impacts to Baccharis-dominated Diegan coastal sage scrub and restored Diegan coastal sage scrub shall be mitigated at a minimum of 1.5:1 mitigation ratio. Conservation of habitat shall be by on-site preservation, off-site creation and/or enhancement, and/or by purchase of appropriate credits at an approved mitigation bank in San Diego County. If required, any invasive removal shall be completed using hand equipment and removal will be completed outside of the nesting bird season. If invasive removal cannot be completed outside of the nesting bird season, pre-work surveys shall be conducted per the nesting bird survey noted in MM-BIO-3.

The mitigation habitat shall include appropriate habitat for special-status amphibians, reptiles, mammals, and birds with potential to occur on site.

<u>Findings</u>

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

# <u>Rationale</u>

The direct impacts to suitable habitat for least Bell's vireo would be reduced to less than significant through implementation of MM-BIO-1, which requires habitat mitigation and take authorization from USFWS and/or CDFW, and MM-BIO-2, which requires habitat mitigation at a 3:1 mitigation ratio.

# Reference

EIR Section 4.3, Biological Resources and Appendix 4.3-1 Biological Resources Technical Report (August 2019; January 2020).

# Impact BIO-2 The project would have a potential significant impact to suitable habitat for southwestern willow flycatcher.

# Mitigation Measure

See MM-BIO-1 and MM-BIO-2 above.

# <u>Findings</u>

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

# <u>Rationale</u>

The direct impacts to suitable habitat for southwestern willow flycatcher would be reduced to less than significant through implementation of MM-BIO-1, which requires habitat mitigation and take authorization from USFWS and/or CDFW, and MM-BIO-2, which requires habitat mitigation at a 3:1 mitigation ratio.

#### Reference

EIR Section 4.3, Biological Resources and Appendix 4.3-1 Biological Resources Technical Report (August 2019; January 2020).

# Impact BIO-3 The project would have a potential significant impact to suitable habitat for other special-status birds.

# Mitigation Measure

See MM-BIO-2 above.

# Findings

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

# <u>Rationale</u>

The direct impacts to suitable habitat for Cooper's hawk, Southern California rufous-crowned sparrow, yellowbreasted chat, and yellow warbler will be reduced to less than significant through implementation of MM-BIO-2, which requires habitat mitigation at a 3:1 mitigation ratio for impacts to southern cottonwood-willow riparian forest and 1.5:1 mitigation ratio for impacts to Baccharis-dominated Diegan coastal sage scrub and restored Diegan coastal sage scrub.

# **Reference**

EIR Section 4.3, Biological Resources and Appendix 4.3-1 Biological Resources Technical Report (August 2019; January 2020).

# Impact BIO-4 The project would have a potential significant impact to suitable habitat for special-status amphibians and reptiles.

# Mitigation Measure

See MM-BIO-2 above.

# Findings

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

# **Rationale**

The direct impacts to suitable habitat for southern California legless lizard, orange-throated whiptail, Coronado skink, and western spadefoot would be reduced to less than significant through implementation of MM-BIO-2, which requires habitat mitigation at a 3:1 mitigation ratio for impacts to southern cottonwood-willow riparian forest and 1.5:1 mitigation ratio for impacts to Baccharis-dominated Diegan coastal sage scrub and restored Diegan coastal sage scrub.

# **Reference**

EIR Section 4.3, Biological Resources and Appendix 4.3-1 Biological Resources Technical Report (August 2019; January 2020).

# Impact BIO-5 The project would result in potential significant impacts to maternity bat roosts from the removal of suitable riparian trees on site.

#### Mitigation Measure

- **MM-BIO-14 BAT SURVEYS AND ROOST AVOIDANCE OR EXCLUSION.** Prior to demolition of structures that could support roosting bats, including the stadium, any stadium lighting fixtures, or trees that will be removed, a bat biologist shall survey the existing stadium and any areas that could provide suitable roosting habitat for bats to confirm they contain no potential maternity roosts. If a potential maternity roost is present, the following measures shall be implemented to reduce the potential impact to special-status bat species to a less-than-significant level:
  - 1. Maternity Roosting Season Avoidance. All proposed demolition activities, including bat roost exclusion, should occur outside the general bat maternity roosting season of March through August to reduce any potentially significant impact to maternity roosting bats. If the maternity roosting season cannot be avoided, then roost exclusion can occur outside the maternity roosting season (September through February) to exclude bats from the demolition area prior to the start of demolition during the maternity roosting season. Items 2 and 3 below will be required to ensure no impacts occur to roosting bats during the exclusion process.
  - 2. Replacement Roost Installation. If there is a potential or known maternity roost within a structure to be demolished, a replacement roost installation shall occur outside of the maternity roosting season. At least one month prior to the exclusion of bats from a roost, the consultant will procure and install two bat boxes from a reputable vendor, such as Bat Conservation and Management, to allow bats sufficient time to acclimate to a new potential roost location. The bat boxes shall be installed within close proximity to the trees and/or buildings and in an area that is within close proximity to suitable foraging habitat (i.e. near the San Diego River). Additionally, the bat boxes will be oriented to the south or southwest, and the area chosen for the bat boxes must receive sufficient sunlight (at least 6 hours) to allow the bat boxes to reach an optimum internal temperature (approximately 90°F) to mimic the existing bat roost. The bat boxes will be suitable to house crevice-roosting bat species, and large enough to contain a minimum of 50 bats (e.g., Four Chamber Premium Bat House or Bat Bunker Plus). The bat boxes shall be installed on a 20-foot-tall steel pole.
  - 3. Roost Exclusion. Roost exclusion must only occur during the time when bats are most active (early spring or fall) to increase the potential to exclude all bats from roosts and minimize the potential for a significant impact to occur by avoiding the maternity roosting season. Approximately 1 month after bat boxes have been installed, exclusion of the existing roost will occur. The primary exit points for roosting bats will be identified, and all secondary ingress/egress locations will be covered with a tarp or wood planks to prevent bats from leaving from other locations. The primary exit point will remain uncovered to allow exclusion devices to be installed. Exclusion devices will consist of a screen (poly netting, window screen, or fiberglass screening) with mesh 1/6 of an inch or smaller, installed at the top of the roost location and sealed along the sides and passing 2 feet below the bottom of the primary exit point. The exclusion devices will be installed at night to increase the potential that bats have

already left the roost and are less likely to return. Exclusion devices will be left in place for a 1week period to ensure that any remaining bats in the roost are excluded. A passive acoustic monitoring detector will also be deployed during the exclusion period in order to verify excluded species and monitor if bat activity has decreased during the exclusion period. Periodic monitoring during the exclusion period should also be conducted to observe if any bats are still emerging from additional areas on the project site, and an active monitoring survey conducted on the final night of exclusion to ensure that no bats are emerging and determine that exclusion has been successful. Any continued presence of roosting bats will require an adjustment to the exclusion devices and schedule. The exclusion devices may remain in place until the start of demolition activities. If any bats are found roosting in any proposed demolition areas prior to demolition, additional exclusion will be required and follow the same methodology described in this mitigation measure.

# <u>Findings</u>

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

# <u>Rationale</u>

Potentially significant impacts to maternity bat roosts, if present, could occur from the removal of suitable riparian trees on site. These impacts will be reduced to less than significant through implementation of MM-BIO-14, which requires bat surveys, maternity roost season avoidance, installation of replacement roost(s), and roost exclusion to ensure that there are no direct impacts to a maternity roost.

# Reference

EIR Section 4.3, Biological Resources and Appendix 4.3-1 Biological Resources Technical Report (August 2019; January 2020).

# Impact BIO-6 The project would have a potential significant impact on migratory birds

# Mitigation Measure

MM-BIO-3 NESTING BIRD SURVEY: Construction-related ground-disturbing activities (e.g., clearing/grubbing, grading, and other intensive activities) that occur during the breeding season (typically February 1 through September 15) shall require a one-time biological survey for nesting bird species to be conducted within the proposed impact area and a 500-foot buffer within 72 hours prior to construction. This survey is necessary to assure avoidance of impacts to nesting raptors (e.g., Cooper's hawk [Accipiter cooperii] and red-tailed hawk [Buteo jamaicensis]) and/or birds protected by the federal Migratory Bird Treaty Act and California Fish and Game Code, Sections 3503 and 3513. If any active nests are detected, the area shall be flagged and mapped on the construction plans and the information provided to the construction supervisor and any personnel working near the nest buffer. If occupied nests are found, then limits of construction (e.g., 250 feet for

passerines to 500 feet for raptors) to avoid occupied nests shall be established by the project biologist in the field with brightly-colored flagging tape, conspicuous fencing, or other appropriate barriers and signage; and construction personnel shall be instructed on the sensitivity of nest areas. The project biologist shall serve as a construction monitor during those periods when construction activities occur near active nest areas to avoid inadvertent impacts to these nests. The project biologist may adjust the 250-foot or 500-foot setback at his or her discretion depending on the species and the location of the nest (e.g., if the nest is well protected in an area buffered by dense vegetation). However, if needed, additional qualified monitor(s) shall be provided in order to monitor active nest(s) or other project activities in order to ensure all of the project biologist's duties are completed. Once the nest is no longer occupied for the season, construction may proceed in the setback areas.

If construction activities, particularly clearing/grubbing, grading, and other intensive activities, stop for more than 3 days, an additional nesting bird survey shall be conducted within the proposed impact area and a 500-foot buffer.

# <u>Findings</u>

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

# **Rationale**

The significant direct impacts to nesting birds protected under the MBTA would be reduced to less than significant through implementation of MM-BIO-3, which requires nesting bird surveys when construction activities occur during the bird nesting season and avoidance buffers if active nests are found.

# Reference

EIR Section 4.3, Biological Resources and Appendix 4.3-1 Biological Resources Technical Report (August 2019; January 2020).

# Impact BIO-7 The project would result in potential significant short-term indirect impacts to special-status plants and sensitive natural communities.

# Mitigation Measure

- MM-BIO-4 TEMPORARY INSTALLATION OF FENCING: To prevent inadvertent disturbance to areas outside the limits of grading for each phase, the contractor shall install temporary fencing, or utilize existing fencing, along the limits of grading.
- MM-BIO-5 CONSTRUCTION MONITORING AND REPORTING: To prevent inadvertent disturbance to areas outside the limits of grading for each phase, all grading of native habitat shall be monitored by one or more biologist (the "project biologist(s)"). The project biologist(s) shall be contracted to monitor all clearing and grubbing activities.

The project biologist(s) also shall perform the following duties:

- a. Attend the pre-construction meeting with the contractor and other key construction personnel prior to clearing and grubbing to reduce conflict between the timing and location of construction activities with other mitigation requirements (e.g., seasonal surveys for nesting birds).
- b. During clearing and grubbing, meet with the contractor and other key construction personnel each morning prior to commencement of construction activities in order to go over the proposed activities for the day. During such meetings, the project biologist(s) shall explain the importance of restricting work to designated areas and of minimizing harm to or harassment of wildlife prior to clearing and grubbing.
- c. Review and/or designate the construction area in the field with the contractor in accordance with the final grading plan prior to clearing and grubbing.
- d. Supervise and monitor vegetation clearing and grubbing weekly to ensure against direct and indirect impacts to biological resources that are intended to be protected and preserved and to document that protective fencing is intact.
- e. Flush wildlife species (i.e., reptiles, mammals, avian, or other mobile species) from occupied habitat areas immediately prior to brush-clearing activities. However, such flushing shall not include disturbance of nesting birds (see MM-BIO-3) or "flushing" of state- or federally-listed species [e.g., least Bell's vireo (see MM-BIO-1)].
- f. Periodically monitor the construction site to verify that the project is implementing the following stormwater pollution prevention plan best management practices: dust control, silt fencing, removal of construction debris and a clean work area, covered trash receptacles that are animal-proof and weather-proof, prohibition of pets on the construction site, and a speed limit of 15
- g. miles per hour during the daylight and 10 miles per hour during hours of darkness.
- h. Periodically monitor the construction site after grading is completed and during the construction phase to see that artificial security light fixtures are directed away from open space and are shielded, and to document that no unauthorized impacts have occurred.
- i. Keep monitoring notes for the duration of the proposed project for submittal in a final report to substantiate the biological supervision of the vegetation clearing and grading activities and the protection of the biological resources.
- j. Prepare a monitoring report after the construction activities are completed, which describes the biological monitoring activities, including a monitoring log; photos of the site before, during, and after the grading and clearing activities; and a list of special-status species observed.

# MM-BIO-6 AIR QUALITY STANDARDS: The following guidelines shall be adhered to:

- 1. No person shall engage in construction or demolition activity subject to this rule in a manner that discharges visible dust emissions into the atmosphere beyond the property line (or work area) for a period or periods aggregating more than 3 minutes in any 60-minute period.
- 2. Visible roadway dust as a result of active operations, spillage from transport trucks, erosion, or track-out/carry-out shall:
  - a. Be minimized by the use of any of the following or equally effective track-out/carry-out and erosion control measures that apply to the project or operation: track-out grates or gravel

beds at each egress point, wheel-washing at each egress during muddy conditions, soil binders, chemical soil stabilizers, geotextiles, mulching, or seeding; and for outbound transport trucks: using secured tarps or cargo covering, watering, or treating of transported material; and

b. Be removed at the conclusion of each work day when active operations cease, or every 24 hours for continuous operations. If a street sweeper is used to remove any track-out/carry-out, only coarse particulate matter (PM<sub>10</sub>)-efficient street sweepers certified to meet the most current South Coast Air Quality Management District Rule 1186 requirements shall be used. The use of blowers for removal of track-out/carry-out is prohibited under any circumstances.

# <u>Findings</u>

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

# Rationale

The potentially significant short-term indirect impacts to special-status plants and sensitive natural communities would be reduced to less than significant through implementation of MM-BIO-4, MM-BIO-5, and MM-BIO-6, which require temporary installation of construction fencing to delineate the limits of grading, biological monitoring, a monitoring report, and implementation of air quality standards.

# Reference

EIR Section 4.3, Biological Resources and Appendix 4.3-1 Biological Resources Technical Report (August 2019; January 2020).

# Impact BIO-8 The project would result in potential significant long-term indirect impacts to special-status plants and sensitive natural communities.

# Mitigation Measure

- MM-BIO-7 SIGNAGE AND BARRIERS: To prevent long-term inadvertent disturbance to sensitive vegetation and species adjacent to the project site, signage and visual barriers (e.g., berm, fence, rocks, plantings, etc.) shall be installed along the River Park and Shared Parks and Open Space interface with the San Diego River and Murphy Canyon Creek. The signage shall state that these areas are native habitat areas, and no trespassing is allowed. Barriers shall be installed where appropriate to deter access into the river and creek.
- MM-BIO-8 INVASIVE SPECIES PROHIBITION: For areas outside the multi-use playing areas, the final landscape plans shall be reviewed by the project biologist(s) and a qualified botanist to confirm there are no invasive plant species as included on the most recent version of the California Invasive Plant Council California Invasive Plant Inventory for the project region.

# <u>Findings</u>

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

# <u>Rationale</u>

The potentially significant long-term indirect impacts to special-status plants and sensitive natural communities would be reduced to less than significant through implementation of MM-BIO-7, which requires signage/barriers between the River Park and Shared Parks and Open Space and San Diego River/Murphy Canyon Creek interface, and MM-BIO-8, which imposes restrictions on landscape planting adjacent to the MHPA.

# Reference

EIR Section 4.3, Biological Resources and Appendix 4.3-1 Biological Resources Technical Report (August 2019; January 2020).

# Impact BIO-9 The project would result in potential significant short-term indirect impacts to special-status wildlife species.

# Mitigation Measure

See MM-BIO-4 and MM-BIO-5 above.

MM-BIO-9 NOISE: Pre-construction surveys shall be conducted for any work between February 1 and September 15. Between 3 and 7 days prior to start of construction activities, a qualified biologist with experience in identifying least Bell's vireo (*Vireo bellii pusillus*) and southwestern willow flycatcher (*Empidonax traillii extimus*) shall conduct a pre-construction survey for the least Bell's vireo and, if needed, southwestern willow flycatcher to document presence/absence and the extent of habitat being occupied by the species. The pre-construction survey area for these species shall encompass all suitable habitats within the impact area, as well as suitable habitat within a 500-foot buffer of the construction activities. If active nests for any of these species are detected, a qualified biological monitor shall monitor the nest(s) for any signs of disturbance. Any signs of disturbance to the bird shall be documented, and trigger noise reduction techniques if applicable. On-site noise reduction techniques shall be implemented to ensure that construction noise levels do not exceed 60 A-weighted decibels (dBA) hourly equivalent noise level or the ambient noise level, whichever is higher at the nest location. Noise reduction techniques shall be implemented and may include constructing a sound barrier or shifting construction work further from the nest.

# Findings

The Board of Trustees finds that the above mitigation measures are feasible, will reduce the potential biological resources-related impacts of the project to less-than-significant levels, and are adopted by the Board of Trustees. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA

Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the project which mitigate or avoid potentially significant effects on the environment identified in the Final EIR.

# <u>Rationale</u>

The potentially significant short-term indirect impacts to special-status wildlife species would be reduced to less than significant through implementation of MM-BIO-4 and MM-BIO-5, which require temporary installation of construction fencing to delineate the limits of grading biological monitoring and a monitoring report, and MM-BIO-9, which requires noise monitoring for least Bell's vireo, southwestern willow flycatcher, and/or coastal California gnatcatcher if present within 300 feet of the impact areas.

# **Reference**

EIR Section 4.3, Biological Resources and Appendix 4.3-1 Biological Resources Technical Report (August 2019; January 2020).

Impact BIO-10 The project would result in potential significant long-term indirect impacts to special-status wildlife species.

# Mitigation Measure

See MM-BIO-7 and MM-BIO-8 above.

- MM-BIO-10 INDIRECT EDGE EFFECTS: The proposed project shall be designed so that any sports or recreational fields and courts shall be set back a minimum of 100 feet from the edge of the San Diego River and Murphy Canyon Creek to reduce noise and lighting impacts.
- MM-BIO-11 LIGHTING PLAN: Lighting within 100 feet of the MHPA shall be designed to minimize light pollution within native habitat areas, while enhancing safety, security, and functionality. All artificial outdoor light fixtures within 100 feet of the MHPA shall be installed so they are shielded and directed away from sensitive areas. The lighting in the River Park and Shared Parks and Open Space shall be designed so there is very little light spillage into the River Corridor Area. Safety lighting required within 100 feet of the San Diego River and Murphy Canyon Creek shall be directed away from sensitive areas to ensure compliance with the Multiple Species Conservation Program's Land Use Adjacency Guidelines and to be in accordance with the Land Development Code Section 142.0740 (Outdoor Lighting Regulations).

# <u>Findings</u>

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

# Rationale

The potentially significant long-term indirect impacts to special-status wildlife species will be reduced to less than significant through implementation of MM-BIO-7, MM-BIO-8, MM-BIO-10, and MM-BIO-11, which require signage/barriers between the River Park and Shared Parks and Open Space and San Diego River/Murphy Canyon Creek interface, restrictions on landscape planting, compliance with buffer setbacks, and a lighting plan.

#### Reference

EIR Section 4.3, Biological Resources and Appendix 4.3-1 Biological Resources Technical Report (August 2019; January 2020).

Impact BIO-11 The project would result in potential significant temporary direct impacts to southern cottonwood-willow riparian forest, Baccharis-dominated Diegan coastal sage scrub, and restored Diegan coastal sage scrub.

#### Mitigation Measure

**MM-BIO-12 RESTORE TEMPORARY IMPACTS:** Temporary impacts to Diegan coastal sage scrub and southern cottonwood–willow riparian forest (federally and state-regulated wetlands) shall be restored to their original condition. California State University/San Diego State University or its designee shall prepare a conceptual restoration plan outlining the restoration of these communities and implement the restoration plan, including monitoring and maintenance for a period of at least 3 years to ensure 80% coverage.

#### Findings

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

#### <u>Rationale</u>

The proposed project's temporary direct impacts to southern cottonwood–willow riparian forest, Baccharisdominated Diegan coastal sage scrub, and restored Diegan coastal sage scrub will be reduced to less than significant through implementation of MM-BIO-12, which requires restoration of these impacts to pre-project conditions.

#### Reference

EIR Section 4.3, Biological Resources and Appendix 4.3-1 Biological Resources Technical Report (August 2019; January 2020).

Impact BIO-12 The project would result in potential significant permanent direct impacts to sensitive vegetation communities and land covers.

#### Mitigation Measure

See MM-BIO-2 above.

# <u>Findings</u>

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

# <u>Rationale</u>

Permanent direct impacts to sensitive vegetation communities and land covers will be reduced to less than significant through implementation of MM-BIO-2, which requires habitat mitigation.

#### Reference

EIR Section 4.3, Biological Resources and Appendix 4.3-1 Biological Resources Technical Report (August 2019; January 2020).

# Impact BIO-13 The project would result in potential significant temporary direct impacts to federally and stateregulated wetlands/ riparian areas.

#### Mitigation Measure

See MM-BIO-12 above.

MM-BIO-13 WETLAND MITIGATION/FEDERAL AND STATE AGENCY PERMITS. The overall ratio of wetland/riparian habitat mitigation shall be 3:1. Impacts shall be mitigated at a 1:1 impact-to-creation ratio by either the creation, or purchase of credits for the creation, of jurisdictional habitat of similar functions and values. An additional 2:1 enhancement-to-impact ratio shall be required to meet the overall 3:1 impact-to-mitigation ratio for impacts to wetlands/riparian habitat. Impacts to unvegetated and ephemeral stream channels shall occur at a 1:1 or 2:1 mitigation ratio, with a 1:1 impact-to-creation ratio. Additional mitigation for unvegetated channels will occur through preservation. Mitigation may occur as on-site creation, off-site enhancement and restoration (e.g., at the San Diego State University-owned Adobe Falls property), and/or purchase of credits at an approved mitigation bank.

If mitigation is proposed outside of an approved mitigation bank, a conceptual wetlands mitigation and monitoring plan shall be prepared. The conceptual wetlands mitigation and monitoring plan shall, at a minimum, prescribe site preparation, planting, irrigation, and a 5-year maintenance and monitoring program with qualitative and quantitative evaluation of the revegetation effort and specific criteria to determine successful revegetation.

Prior to impacts occurring to U.S. Army Corps of Engineers (ACOE), Regional Water Quality Control Board (RWQCB), and California Department of Fish and Wildlife (CDFW) jurisdictional aquatic resources, California State University/San Diego State University or its designee shall obtain the following permits: ACOE 404 permit, RWQCB 401 Water Quality Certification, and CDFW 1600 Streambed Alteration Agreement.

# <u>Findings</u>

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

# Rationale

The proposed temporary impacts to federally and state-regulated wetlands/riparian areas will be reduced to less than significant through implementation of MM-BIO-12, which requires restoration of these impacts to pre-project conditions, and MM-BIO-13, which requires state and federal permits.

#### **Reference**

EIR Section 4.3, Biological Resources and Appendix 4.3-1 Biological Resources Technical Report (August 2019; January 2020).

Impact BIO-14 The project would result in potential significant permanent direct impacts to federally and stateregulated wetlands/riparian areas and non-wetland waters.

#### Mitigation Measure

See MM-BIO-2, and MM-BIO-13 above.

# Findings

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

#### <u>Rationale</u>

Permanent direct impacts to federally and state-regulated wetlands/riparian areas and non-wetland waters will be reduced to less than significant through implementation of MM-BIO-2, which requires habitat mitigation, and MM-BIO-13, which requires state and federal permits.

#### Reference

EIR Section 4.3, Biological Resources and Appendix 4.3-1 Biological Resources Technical Report (August 2019; January 2020).

# Impact BIO-15 The project would result in potential significant short-term indirect impacts to federally and state-regulated wetlands/riparian areas and non-wetland waters.

# Mitigation Measure

See MM-BIO-4, MM-BIO-5, and MM-BIO-6 above.

# <u>Findings</u>

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

# Rationale

The potentially significant short-term indirect impacts to jurisdictional waters will be reduced to less than significant through implementation of MM-BIO-4, MM-BIO-5, and MM-BIO-6, which require temporary installation of construction fencing to delineate the limits of grading, biological monitoring, a monitoring report, and implementation of air quality standards.

# <u>Reference</u>

EIR Section 4.3, Biological Resources and Appendix 4.3-1 Biological Resources Technical Report (August 2019; January 2020).

Impact BIO-16 The project would result in potential significant long-term indirect impacts to federally and stateregulated wetlands/riparian areas and non-wetland waters.

# Mitigation Measure

See MM-BIO-7, and MM-BIO-8 above.

# <u>Findings</u>

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

# Rationale

The potentially significant long-term indirect impacts to state and federal wetlands will be reduced to less than significant through implementation of MM-BIO-7, which requires signage/barriers between the River Park and Shared Parks and Open Space and San Diego River/Murphy Canyon Creek interface, and MM-BIO-8, which imposes restrictions on landscape planting adjacent to the MHPA.

# **Reference**

EIR Section 4.3, Biological Resources and Appendix 4.3-1 Biological Resources Technical Report (August 2019; January 2020).

# Impact BIO-17 The project would result in potential significant impacts to migratory birds from bird strikes with the proposed buildings on site.

#### Mitigation Measure

- **MM-BIO-15 GLARE REDUCTION.** Measures proposed to reduce the impact of bird strikes to windows at the proposed project's buildings include the following methods:
  - Create visual markers on the building glass surfaces. These markers function to indicate to birds that the surface is solid, thus preventing strikes to the object (City of Toronto 2007; Ocampo-Peñuela et al. 2016). Application to the lower portion of the buildings are most important and should match the average height of the surrounding landscaping or vegetation. These visual markers may include but are not limited to (City of Toronto 2007):
    - a) Patterned, fritted glass
    - b) Film that illustrates products or provides advertising
    - c) Patterns provided by decals
    - d) Fenestration patterns that are provided structurally or by application of decals or etching of the glass
    - e) Decorative grilles or louvers
    - f) Artwork
  - 2. Avoid use of reflective glass or application of reflective coatings on any window surface.

#### <u>Findings</u>

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

#### Rationale

There are potentially significant impacts from bird strikes with the proposed buildings on site. These impacts will be reduced to less than significant through implementation of MM-BIO-15, which requires non-reflective coating on all windows as well as other methods to reduce bird strikes.

#### Reference

EIR Section 4.3, Biological Resources and Appendix 4.3-1 Biological Resources Technical Report (August 2019; January 2020).

Impact BIO-18 The project would result in potential significant short-term indirect impacts to native habitat that supports wildlife movement, including the San Diego River and Murphy Canyon Creek.

# Mitigation Measure

See MM-BIO-4 and MM-BIO-5 above.

# <u>Findings</u>

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

# Rationale

The potentially significant short-term indirect impacts to the native habitat which supports wildlife movement, including the San Diego River and Murphy Canyon Creek, will be reduced to less than significant through implementation of MM-BIO-4 and MM-BIO-5, which require temporary installation of construction fencing to delineate the limits of grading biological monitoring and a monitoring report.

# <u>Reference</u>

EIR Section 4.3, Biological Resources and Appendix 4.3-1 Biological Resources Technical Report (August 2019; January 2020).

Impact BIO-19 The project would result in potential significant long-term indirect impacts to native habitat that supports wildlife movement, including the San Diego River and Murphy Canyon Creek.

# Mitigation Measure

See MM-BI0-7, MM-BI0-8, MM-BI0-10, and MM-BI0-11 above.

# <u>Findings</u>

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

# Rationale

The potentially significant long-term indirect impacts to the native habitat which supports wildlife movement including the San Diego River and Murphy Canyon Creek, will be reduced to less than significant through implementation of MM-BIO-7, MM-BIO-8, MM-BIO-10, and MM-BIO-11, which require signage/barriers between the River Park and Shared Parks and Open Space and San Diego River/Murphy Canyon Creek interface, restrictions on landscape planting, compliance with buffer setbacks, and a lighting plan.

# Reference

EIR Section 4.3, Biological Resources and Appendix 4.3-1 Biological Resources Technical Report (August 2019; January 2020).

# 2.4.2 Cultural Resources

Impact CUL-3 A potential significant impact to an archaeological resource would occur as a result of the proposed project due to the possibility of encountering historical, archaeological or Native American cultural material within the proposed project area during construction.

#### Mitigation Measure

- **MM-CUL-4** In order to mitigate impacts to cultural resources to a level that is less than significant, procedures for proper treatment of unanticipated archaeological finds must comply with the California Environmental Quality Act (CEQA) Guidelines. Adherence to the following requirements during initial earth-disturbing activities will ensure the proper treatment of unanticipated archaeological or Native American cultural material:
  - 1. A qualified archaeological monitor and a Qualified Kumeyaay Cultural monitor shall be present full-time during all initial ground-disturbing activities. If proposed project excavation later presents evidence suggesting a decrease in cultural sensitivity, the monitoring schedule can be reduced pending archaeological, Native American, and San Diego State University (SDSU) consultation.
  - 2. In the event that previously unidentified potentially significant cultural resources are discovered, the archaeological monitor, Native American monitor, construction or other personnel shall have the authority to divert or temporarily halt ground disturbance operations in the area of the find. The archaeological monitor shall evaluate and minimally document isolates and clearly insignificant deposits in the field. More significant deposits shall be evaluated by the cultural Primary Investigator in consultation the Native American monitor and SDSU staff. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the qualified archaeologist and approved by SDSU, then carried out using professional archaeological methods. The Research Design and Data Recovery Program shall include (1) reasonable efforts to preserve (avoidance) "unique" cultural resources or Sacred Sites pursuant to CEQA Section 21083.2(g) as the preferred option; (2) the capping of identified Sacred Sites or unique cultural resources and placement of development over the cap, if avoidance is infeasible; and (3) data recovery for non-unique cultural resources, including procedures for the temporary storage, permanent curation, and/or repatriation of cultural resources based on consultation with Native American stakeholders. Construction activities will be allowed to resume in the affected area only after proper evaluation.

#### Findings

The Board of Trustees finds that the above mitigation measure is feasible, will reduce the potential cultural resource-related impacts of the project to less-than-significant levels, and are adopted by the Board of Trustees. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA

Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid potentially significant effects on the environment identified in the Final EIR.

#### Rationale

Construction of the proposed project would result in a potential significant impact to an archaeological resource pursuant to §15064.5 (Impact CUL-3). A significant impact to an archaeological resource would occur as a result of the proposed project due to the possibility of encountering historical, archaeological or Native American cultural material within the proposed project area during construction. However, implementation of mitigation measure MM-CUL-4 during initial earth-disturbing activities would assure the proper treatment of unanticipated archaeological or Native American cultural material. Therefore, impacts to archaeological resources during construction of the proposed project would be less than significant with mitigation incorporated. After construction is finished, operational/permanent activities would not result in significant impacts to archaeological resources.

#### <u>Reference</u>

EIR Section 4.4, Cultural Resources and Appendix 4.4-1 Cultural Resources Technical Report (August 2019; January 2020).

# Impact CUL-4 A potential significant impact to human remains would occur as a result of the proposed project should construction or other personnel encounter any previously undocumented human remains.

#### Mitigation Measure

- MM-CUL-5 In order to mitigate impacts to human remains to a level that is less than significant, procedures for proper treatment of unanticipated finds must comply with the California Environmental Quality Act (CEQA) Guidelines. In the event of discovery of unanticipated human remains, personnel shall comply with California Public Resources Code Section 5097.98, CEQA Section 15064.5, and Health and Safety Code Section 7050.5 during earth-disturbing activities:
  - a. If any human remains are discovered, the construction personnel or the appropriate representative shall contact the County Coroner and SDSU. Upon identification of human remains, no further disturbance shall occur in the area of the find until the County Coroner has made the necessary findings as to origin. If the remains are determined to be of Native American origin, the most likely descendent, as identified by the Native American Heritage Commission, shall be contacted by the property owner or their representative in order to determine proper treatment and disposition of the remains. The immediate vicinity where the Native American human remains are located is not to be damaged or disturbed by further development activity until consultation with the most likely descendent regarding their recommendations as required by California Public Resources Code Section 5097.98 has been conducted. California Public Resources Code Section 5097.98, CEQA Section 15064.5, and Health and Safety Code Section 7050.5 shall be followed.

#### Findings

The Board of Trustees finds that the above mitigation measure is feasible, will reduce the potential cultural resource-related impacts of the proposed project to less-than-significant levels, and are adopted by the Board of

Trustees. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid potentially significant effects on the environment identified in the Final EIR.

# Rationale

Construction of the proposed project would result in potential impacts to human remains (Impact CUL-4). A potential significant impact to human remains would occur as a result of the proposed project should construction or other personnel encounter any previously undocumented human remains. However, implementation of mitigation measure MM-CUL-5 would assure proper treatment of unanticipated finds during construction activities, and compliance with applicable regulations. Therefore, impacts to cultural resources during construction of the proposed project would be less than significant with mitigation incorporated. After construction is finished, operational/permanent activities would not result in significant impacts to cultural resources.

# Reference

EIR Section 4.4, Cultural Resources and Appendix 4.4-1 Cultural Resources Technical Report (August 2019; January 2020).

# 2.4.3 Geology and Soils

# Impact GEO-1 Liquefiable soils and seismic-related ground failure could result in a potential significant impact to proposed project's construction.

#### Mitigation Measure

- **MM-GEO-1** Prior to the commencement of construction of any of the proposed project's vertical components, California State University (CSU)/San Diego State University or its designee shall retain a qualified geotechnical engineer to prepare a final geotechnical report (or reports) for the portions of the project site proposed for construction, which shall include, at minimum, the following analyses of the project site's soils for the vertical footprint of each development component of the project:
  - 1. Corrosivity of soils,
  - 2. Liquefiable soils,
  - 3. Potentially unstable soils, including compressible, expandable soils, and
  - 4. Suitability of fill materials to be used.

The final geotechnical report shall also include recommendations on the types of methods that should be utilized to improve soil quality in the footprint of each vertical development component. The final geotechnical report shall be submitted to, and approved by, the CSU Building Official or its designee prior to the issuance of construction permits for any phase of the project. The final geotechnical report shall conform to all applicable laws, regulations, and requirements. All geotechnical recommendations provided in the final geotechnical report shall be followed during grading and construction at the project site.

**MM-GEO-2** A geotechnical consultant in the field shall perform geotechnical observation and/or laboratory testing during grading to identify areas of potential liquefaction and unstable soils, and shall develop conclusions and recommendations. All soils in areas of proposed development or future fill subject to potential liquefaction and/or instability shall be treated per the recommendations of the final geotechnical report and field observations. Prior to approval of final inspection of site grading for each phase of the affected areas of the proposed project, the recommendations shall be reviewed and approved by the California State University Building Official or its designee.

#### <u>Findings</u>

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

# <u>Rationale</u>

The proposed project is located on soils which are susceptible to liquefaction and structural failure (Impacts GEO-1 and GEO-2). Through implementation of recommended project design and site preparations as indicated in Appendix 4.6-1 and Appendix 4.6-2, as well as a final geotechnical report (MM-GEO-1) and field recommendations from a certified geotechnical consultant (MM-GEO-2), the proposed project would result in a less than significant impact in regards to liquefaction and structural failure.

# Reference

EIR Section 4.6, Geology and Soils, Appendix 4.6-2, Report of Geotechnical Investigation - Stadium Development, and Appendix 4.6-3, Paleontological Resources Inventory Report for the San Diego State University Mission Valley Campus Master Plan Project.

# Impact GEO-2 Liquefiable soils and seismic-related ground failure could result in a potential significant impact to the proposed project's operation.

# Mitigation Measure

See MM-GEO-1 and MM-GEO-2 above.

# Findings

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

# Rationale

The proposed project is located on soils which are susceptible to liquefaction and structural failure (Impacts GEO-1 and GEO-2). Through implementation of recommended project design and site preparations as indicated in Appendix 4.6-1 and Appendix 4.6-2, as well as a final geotechnical report (MM-GEO-1) and field recommendations from a certified geotechnical consultant (MM-GEO-2), the proposed project would result in a less than significant impact in regards to liquefaction and structural failure.

# Reference

EIR Section 4.6, Geology and Soils, Appendix 4.6-2, Report of Geotechnical Investigation - Stadium Development, and Appendix 4.6-3, Paleontological Resources Inventory Report for the San Diego State University Mission Valley Campus Master Plan Project.

# Impact GEO-3 The proposed project has the potential to be significantly impacted by potentially unstable soils located on the project site.

# Mitigation Measure

See MM-GEO-2 above.

# <u>Findings</u>

The Board of Trustees finds that the above mitigation measure is feasible, will reduce potential geologic impacts of the proposed project to less-than-significant levels, and is adopted by the Board of Trustees. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid potentially significant effects on the environment identified in the Final EIR.

# <u>Rationale</u>

The project site is underlain by soils located on a geologic unit or soil that may become unstable and potentially result in collapse (Impact GEO-3). With implementation of the recommendations contained in the final geotechnical report, as required by the design process in conformance with the CBC, and field recommendations from a certified geotechnical consultant (MM-GEO-2), the potential for unstable soil to impact people, the proposed project, or adjacent properties (Impact GEO-3) would be reduced to less than significant.

# Reference

EIR Section 4.6, Geology and Soils, Appendix 4.6-2, Report of Geotechnical Investigation - Stadium Development, and Appendix 4.6-3, Paleontological Resources Inventory Report for the San Diego State University Mission Valley Campus Master Plan Project.

# Impact GEO-4 During construction activities, the proposed project has the potential to create a significant impact to paleontological resources that may be present on the project site.

# Mitigation Measure

MM-GEO-3Prior to the commencement of any grading activity, California State University (CSU)/San DiegoState University or its designee shall retain a qualified paleontologist to ensure the implementation

of a paleontological monitoring program. The Society of Vertebrate Paleontology defines a qualified paleontologist as having the following:

- A graduate degree in paleontology or geology, and/or a publication record in peer reviewed journals; and demonstrated competence in field techniques, preparation, identification, curation, and reporting in the state or geologic province in which the project occurs. An advanced degree is less important than demonstrated competence and regional experience.
- 2. At least two full years professional experience as assistant to a Project Paleontologist with administration and project management experience; supported by a list of projects and referral contacts.
- 3. Proficiency in recognizing fossils in the field and determining significance.
- 4. Expertise in local geology, stratigraphy, and biostratigraphy.
- 5. Experience collecting vertebrate fossils in the field.

The qualified paleontologist shall attend any preconstruction meetings, present a worker environmental training to construction personnel, and manage the paleontological monitor(s) if he or she is not doing the monitoring. A paleontological monitor shall be on site during all excavations below the depth of previously disturbed sediments. The Society of Vertebrate Paleontology defines a qualified paleontological monitor as having the following:

- BS [bachelor of science] or BA [bachelor of arts] degree in geology or paleontology and one year experience monitoring in the state or geologic province of the specific project. An associate degree and/or demonstrated experience showing ability to recognize fossils in a biostratigraphic context and recover vertebrate fossils in the field may be substituted for a degree. An undergraduate degree in geology or paleontology is preferable, but is less important than documented experience performing paleontological monitoring, or
- 2. AS [associate of science] or AA [associate of arts] in geology, paleontology, or biology and demonstrated two years experience collecting and salvaging fossil materials in the state or geologic province of the specific project, or
- 3. Enrollment in upper division classes pursuing a degree in the fields of geology or paleontology and two years of monitoring experience in the state or geologic province of the specific project.
- 4. Monitors must demonstrate proficiency in recognizing various types of fossils, in collection methods, and in other paleontological field techniques.

The paleontological monitor shall be equipped with necessary tools for the collection of fossils and associated geological and paleontological data. The monitor shall complete daily logs detailing the day's excavation activities and pertinent geological and paleontological data. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontological monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 50-foot-radius buffer. Once documentation and collection of the find is completed, the monitor will remove the rope and allow grading to recommence in the area of the find.

Following the paleontological monitoring program, a final monitoring report shall be submitted to CSU for approval. The report shall summarize the monitoring program and include geological observations and any paleontological resources recovered during paleontological monitoring for the proposed project.

# <u>Findings</u>

The Board of Trustees finds that the above mitigation measure is feasible, will reduce potential geologic impacts of the proposed project to less-than-significant levels, and is adopted by the Board of Trustees. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid potentially significant effects on the environment identified in the Final EIR.

# Rationale

Demolition of the existing SDCCU Stadium and associated facilities and construction of proposed components of the proposed project have the potential to result in potentially significant impacts to paleontological resources (Impact GEO-4). To mitigate this potentially significant impact, the proposed project would implement mitigation measure MM-GEO-3. Implementation of this mitigation measure would reduce impacts to less than significant during demolition and construction activities.

# **Reference**

EIR Section 4.6, Geology and Soils, Appendix 4.6-2, Report of Geotechnical Investigation - Stadium Development, and Appendix 4.6-3, Paleontological Resources Inventory Report for the San Diego State University Mission Valley Campus Master Plan Project.

# 2.4.4 Hazards and Hazardous Materials

Impact HAZ-1 Demolition, implosion, and construction activities have the potential to disturb ACM, LBP, PCBcontaining items, universal wastes, and remaining hazardous materials and hazardous wastes in existing building materials on the project site. A potential significant impact to the public or the environment due to routine disposal, transport, and/or release of hazardous materials would occur.

# Mitigation Measure

MM-HAZ-1 Pre-Demolition Hazardous Materials Abatement. Demolition or renovation plans and contract specifications shall incorporate abatement procedures for the removal of materials containing asbestos, lead, polychlorinated biphenyls, hazardous material, hazardous wastes, and universal waste items, including decommissioning and removal of aboveground storage tanks and drums. All abatement work shall be done in accordance with federal, state, and local regulations, including those of the U.S. Environmental Protection Agency (which regulates disposal), Occupational Safety and Health Administration, U.S. Department of Housing and Urban Development, California Occupational Safety and Health Administration (which regulates employee exposure), and the South Coast Air Quality Management District.

The Board of Trustees finds that the above mitigation measure is feasible, will reduce potential impacts associated with hazards and hazardous conditions as a result of the proposed project to less-than-significant levels, and is adopted by the Board of Trustees. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid potentially significant effects on the environment identified in the Final EIR.

# <u>Rationale</u>

The abatement of hazardous materials identified on the project site would remove the potential for exposure of the public and the environment to accidental release of hazardous materials (MM-HAZ-1). Additionally, these materials would be removed, handled, and transported in accordance with applicable laws and regulations, removing the potential for exposure due to routine handling and transport. Therefore, with the implementation of MM-HAZ-1 impacts associated with the transport, use, or disposal of hazardous waste and materials during demolition and construction would be mitigated to a less-than-significant level.

# <u>Reference</u>

EIR Section 4.8 Hazards and Hazardous Materials; Appendix 4.8-1, 2015 Phase I Environmental Site Assessment; Appendix 4.8-2, 2019 Hazards and Hazardous Materials Technical Report; Appendix 4.8-3, 2019 Report of Environmental Investigation; Appendix 4.8-4, 2019 Asbestos, Lead-Based Paint, and Universal Waste Survey; and Appendix 4.8-5, 2019 Limited Soil and Groundwater Investigation Along Fuel Pipeline.

Impact HAZ-2 The use of explosives during demolition and implosion activities on the project site would create noise, dust, and potential debris. A potential significant impact to the public or environment would occur due to routine use of hazardous materials

# Mitigation Measure

- **MM-HAZ-2 Demolition and Implosion Plan.** Prior to demolition of the existing San Diego County Credit Union Stadium, a Demolition (and Implosion) Plan shall be prepared and submitted to the State Fire Marshall for review. The plan shall include the following, at a minimum:
  - Project-specific demolition methods and explosives.
  - Dust mitigation and monitoring.
  - Noise mitigation.
  - Enforcement of a human safety standoff distance of approximately 1,000 feet during the implosion.

# <u>Findings</u>

The Board of Trustees finds that the above mitigation measure is feasible, will reduce potential impacts associated with hazards and hazardous conditions as a result of the proposed project to less-than-significant levels, and are adopted by the Board of Trustees. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid potentially significant effects on the environment identified in the Final EIR.

# <u>Rationale</u>

Demolition plans and contract specifications would incorporate any necessary abatement measures in compliance with all applicable federal and state regulations, and would be submitted to the City of San Diego Fire-Rescue Department Fire Prevention Bureau for review (MM-HAZ-2). Therefore, with the implementation of MM-HAZ-2, impacts associated with the transport, use, or disposal of hazardous waste and materials during demolition and construction would be mitigated to a less-than-significant level.

#### Reference

EIR Section 4.8 Hazards and Hazardous Materials; Appendix 4.8-1, 2015 Phase I Environmental Site Assessment; Appendix 4.8-2, 2019 Hazards and Hazardous Materials Technical Report; Appendix 4.8-3, 2019 Report of Environmental Investigation; Appendix 4.8-4, 2019 Asbestos, Lead-Based Paint, and Universal Waste Survey; and Appendix 4.8-5, 2019 Limited Soil and Groundwater Investigation Along Fuel Pipeline.

Impact HAZ-3 Contaminated soil, groundwater, and soil vapor may be present on the project site. Construction and operation activities would potentially disturb these materials. A potential significant impact to the public or the environment due to accidental release of hazardous material would occur.

#### Mitigation Measure

MM-HAZ-3 Hazardous Materials Contingency Plan. Prior to commencement of any demolition or construction activities, a Hazardous Materials Contingency Plan (HMCP) shall be developed that addresses potential impacts in soil, soil vapor, and groundwater from releases on or near the project site, as well as the potential for existing hazardous materials on site (e.g., drums, tanks, and pipelines). The HMCP shall include training procedures for identification of contamination and hazardous materials/substances. The HMCP shall describe procedures for assessment, characterization, management, and disposal of hazardous constituents, materials, and wastes, and notification and decommissioning procedures for tanks, in accordance with all applicable state and local regulations. Contaminated soils and/or groundwater shall be managed and disposed of in accordance with local and state regulations. The HMCP shall include health and safety measures, which may include but are not limited to periodic work breathing zone monitoring and monitoring for volatile organic compounds using a handheld organic vapor analyzer in the event impacted soils are encountered during excavation activities. California State University/San Diego State University or its designee shall implement the HMCP during construction activities for the proposed project. The HMCP shall be submitted to the County of San Diego Department of Environmental Health for review.

# Findings

The Board of Trustees finds that the above mitigation measure is feasible, will reduce potential impacts associated with hazards and hazardous conditions as a result of the proposed project to less-than-significant levels, and is adopted by the Board of Trustees. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid potentially significant effects on the environment identified in the Final EIR.

# <u>Rationale</u>

Construction and demolition activities would be completed in accordance with the HMCP (MM-HAZ-3), which would put procedures in place to identify, manage, properly transport, and dispose of hazardous substances and materials identified on site as a result of environmental contamination. Impacts associated with the foreseeable accident and upset conditions involving a release of hazardous materials to the environment during construction would be mitigated to a less-than-significant level.

# Reference

EIR Section 4.8 Hazards and Hazardous Materials; Appendix 4.8-1, 2015 Phase I Environmental Site Assessment; Appendix 4.8-2, 2019 Hazards and Hazardous Materials Technical Report; Appendix 4.8-3, 2019 Report of Environmental Investigation; Appendix 4.8-4, 2019 Asbestos, Lead-Based Paint, and Universal Waste Survey; and Appendix 4.8-5, 2019 Limited Soil and Groundwater Investigation Along Fuel Pipeline.

Impact HAZ-4 Environmental monitoring wells are located on the project site which were installed and monitored under RWQCB CAO 92-01. Damage, destruction, or removal without proper procedure or authorization would violate CAO 92-01 and potentially release hazardous materials to the environment. A potential significant impact to the public or the environment due to accidental release of hazardous materials would occur.

#### Mitigation Measure

- **MM-HAZ-4** Sentinel Well Decommissioning/Protection. The four sentinel wells on the project site ordered to remain under Addendum No. 8 of CAO 92-01 may require removal, protection, or replacement. A well decommissioning and destruction plan shall be prepared for the management of the monitoring wells. The decommissioning and destruction plan, which may also include protection and/or replacement, would be written in accordance with applicable state and local laws and submitted to the Regional Water Quality Control Board for approval. The approved plan shall be followed and on-site wells would be removed or protection measures emplaced prior to construction in accordance with applicable laws and regulations.
- MM-HAZ-5 Well Decommissioning, Other Wells. Other wells identified on the project site related to the former Mission Valley Terminal contamination plume are assumed approved for removal or transfer by the Regional Water Quality Control Board under Addendum No. 8 of CAO 92-01. A well decommissioning and destruction plan shall be prepared for the removal or abandonment of onsite environmental wells, groundwater monitoring wells, remediation wells, and associated piping. The decommissioning and destruction plan shall be written in accordance with applicable regulations and submitted to the Regional Water Quality Control Board for approval. The approved plan shall be followed and on-site wells would be removed, transferred, or abandoned prior to construction in accordance with applicable laws and regulations.

# <u>Findings</u>

The Board of Trustees finds that the above mitigation measures are feasible, will reduce potential impacts associated with hazards and hazardous conditions as a result of the proposed project to less-than-significant levels, and are adopted by the Board of Trustees. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been

required in, or incorporated into, the proposed project which mitigate or avoid potentially significant effects on the environment identified in the Final EIR.

# <u>Rationale</u>

A well decommissioning and destruction plan, which may include procedures for protection and/or replacement of the four wells to remain under Addendum No. 8 of CAO 92-01, would be in place, as approved by RWQCB, to properly manage, decommission, and/or destroy these four on-site monitoring wells (MM-HAZ-4), and a separate plan would be developed for any other environmental wells identified on the project site (MM-HAZ-5). Impacts associated with the foreseeable accident and upset conditions involving a release of hazardous materials to the environment during construction would be mitigated to a less-than-significant level.

# Reference

EIR Section 4.8 Hazards and Hazardous Materials; Appendix 4.8-1, 2015 Phase I Environmental Site Assessment; Appendix 4.8-2, 2019 Hazards and Hazardous Materials Technical Report; Appendix 4.8-3, 2019 Report of Environmental Investigation; Appendix 4.8-4, 2019 Asbestos, Lead-Based Paint, and Universal Waste Survey; and Appendix 4.8-5, 2019 Limited Soil and Groundwater Investigation Along Fuel Pipeline.

Impact HAZ-5 A 10-inch-diameter active underground fuel transportation pipeline traverses the eastern portion of the project site. Excavation and construction activities in the area near this pipeline have the potential to damage the pipeline. A potential significant impact to the public or environment due to a release of hazardous materials would occur.

# Mitigation Measure

MM-HAZ-6 Safety of Fuel Pipeline. Kinder Morgan Energy Partners shall be consulted prior to commencement of construction, demolition, and implosion activities to ensure safety and to avoid damage of the 10-inch-diameter fuel pipeline. San Diego State University and Kinder Morgan Energy Partners shall determine appropriate setbacks, safety measures, and procedures that will be put in place to avoid conflict with the fuel pipeline in accordance with all applicable state and local regulations.

# <u>Findings</u>

The Board of Trustees finds that the above mitigation measure is feasible, will reduce potential impacts associated with hazards and hazardous conditions as a result of the proposed project to less-than-significant levels, and is adopted by the Board of Trustees. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid potentially significant effects on the environment identified in the Final EIR.

# <u>Rationale</u>

Kinder Morgan Energy Partners will be consulted as to the proper safety techniques to avoid damage to the fuel pipeline (MM-HAZ-6). Impacts associated with the foreseeable accident and upset conditions involving a release of hazardous materials to the environment during construction would be mitigated to a less-than-significant level.

# Reference
EIR Section 4.8 Hazards and Hazardous Materials; Appendix 4.8-1, 2015 Phase I Environmental Site Assessment; Appendix 4.8-2, 2019 Hazards and Hazardous Materials Technical Report; Appendix 4.8-3, 2019 Report of Environmental Investigation; Appendix 4.8-4, 2019 Asbestos, Lead-Based Paint, and Universal Waste Survey; and Appendix 4.8-5, 2019 Limited Soil and Groundwater Investigation Along Fuel Pipeline.

Impact HAZ-6 Soil vapor contamination, specifically benzene, ethylbenzene, and methyl tert-butyl ether, is present on the project site above EPA VISLs. As operation of the proposed project would introduce residential housing and public use spaces onto the project site, a potential significant impact to the public due to the presence of this soil vapor contamination would occur.

# Mitigation Measure

**MM-HAZ-7** Vapor Mitigation. Prior to commencement of vertical construction of each residential, educational, and commercial building at the project site, San Diego State University or its designee shall conduct a soil vapor investigation within the proposed building footprint. If soil vapor is detected within the footprint of a proposed building or enclosed structure, vapor mitigation measures shall be implemented in accordance with the Department of Toxic Substances Control Vapor Intrusion Mitigation Advisory for all such future buildings and enclosed structures. The construction contractor shall develop vapor mitigation measures that adequately mitigate potential vapor intrusion in buildings and enclosed structures on the project site.

# <u>Findings</u>

The Board of Trustees finds that the above mitigation measure is feasible, will reduce potential impacts associated with hazards and hazardous conditions as a result of the proposed project to less-than-significant levels, and is adopted by the Board of Trustees. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid potentially significant effects on the environment identified in the Final EIR.

# <u>Rationale</u>

Implementation of vapor mitigation measures would be required by MM-HAZ-7 for future residential, educational, and commercial buildings and enclosed structures in accordance with DTSC vapor intrusion protection guidelines (DTSC 2011). Implementation of MM-HAZ-7 would mitigate the foreseeable accident and upset conditions involving a release of hazardous materials to the environment during operation to a less-than-significant level.

# Reference

EIR Section 4.8 Hazards and Hazardous Materials; Appendix 4.8-1, 2015 Phase I Environmental Site Assessment; Appendix 4.8-2, 2019 Hazards and Hazardous Materials Technical Report; Appendix 4.8-3, 2019 Report of Environmental Investigation; Appendix 4.8-4, 2019 Asbestos, Lead-Based Paint, and Universal Waste Survey; and Appendix 4.8-5, 2019 Limited Soil and Groundwater Investigation Along Fuel Pipeline.

Impact HAZ-7 Diesel contamination was identified in groundwater that is above the Tier 1 ESL for residential use. As operation of the proposed project would introduce residential housing onto the project site, a potential significant impact to the public due to the presence of this contamination would occur.

# Mitigation Measure

See MM-HAZ-3 above.

#### Findings

The Board of Trustees finds that the above mitigation measure is feasible, will reduce potential impacts associated with hazards and hazardous conditions as a result of the proposed project to less-than-significant levels, and is adopted by the Board of Trustees. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid potentially significant effects on the environment identified in the Final EIR.

#### Rationale

Construction and demolition activities would be completed in accordance with the HMCP (MM-HAZ-3), which would put procedures in place to identify, manage, properly transport, and dispose of hazardous substances and materials identified on site as a result of environmental contamination. Impacts associated with the foreseeable accident and upset conditions involving a release of hazardous materials to the environment during construction would be mitigated to a less-than-significant level.

#### Reference

EIR Section 4.8 Hazards and Hazardous Materials; Appendix 4.8-1, 2015 Phase I Environmental Site Assessment; Appendix 4.8-2, 2019 Hazards and Hazardous Materials Technical Report; Appendix 4.8-3, 2019 Report of Environmental Investigation; Appendix 4.8-4, 2019 Asbestos, Lead-Based Paint, and Universal Waste Survey; and Appendix 4.8-5, 2019 Limited Soil and Groundwater Investigation Along Fuel Pipeline.

Impact HAZ-8 In the event the FAA does not issue their Determination of No Hazard to Air Navigation, the proposed project would be in violation of applicable FAA regulations. A potential significant impact due to a safety hazard or excessive noise for people residing or working in the project area would occur.

#### Mitigation Measure

MM-HAZ-8 Obtain FAA Determination of No Hazard to Air Navigation. Upon finalization of the proposed project design and site and grading plans, Notices of Proposed Construction or Alteration with the FAA (FAA Form 7460-1) shall be filed due to the proposed project's proximity to Montgomery Field Airport, the policies of the Montgomery Field Airport Land Use Compatibility Plan, and the anticipated maximum heights of the proposed stadium and construction equipment. Proposed Project development shall not proceed until a Determination of No Hazard to Air Navigation is made by the FAA.

#### **Findings**

The Board of Trustees finds that the above mitigation measure is feasible, will reduce potential impacts associated with hazards and hazardous conditions as a result of the proposed project to less-than-significant levels, and is adopted by the Board of Trustees. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or

incorporated into, the proposed project which mitigate or avoid potentially significant effects on the environment identified in the Final EIR.

# <u>Rationale</u>

Receipt of a Determination of No Hazard to Air Navigation would be required by MM-HAZ-8 to ensure compliance with FAA regulations. Upon receiving this determination, the proposed project would not result in a safety hazard or excessive noise for people residing or working in the project area and impacts would be less than significant.

# Reference

EIR Section 4.8 Hazards and Hazardous Materials; Appendix 4.8-1, 2015 Phase I Environmental Site Assessment; Appendix 4.8-2, 2019 Hazards and Hazardous Materials Technical Report; Appendix 4.8-3, 2019 Report of Environmental Investigation; Appendix 4.8-4, 2019 Asbestos, Lead-Based Paint, and Universal Waste Survey; and Appendix 4.8-5, 2019 Limited Soil and Groundwater Investigation Along Fuel Pipeline.

Impact HAZ-9 The proposed project would conflict with existing emergency response and evacuation plans. A significant impact to implementation of an emergency response plan or emergency evacuation plan would occur.

# Mitigation Measure

**MM-HAZ-9 Emergency Response and Evacuation Planning.** Plans and policies pertaining to emergency response and evacuation procedures shall be updated to reflect the location and design of the new stadium, new buildings, and other proposed project features. San Diego State University or its designee shall submit plans to the City of San Diego Fire-Rescue Department Fire Prevention Bureau and Unified San Diego County Emergency Services Organization for review. Plans shall include, but not be limited to, maps of evacuation routes for both pedestrians and vehicle traffic; locations of hospitals, fire stations, and police stations; locations of fire extinguishers; and designation of responsible personnel and agencies. To the extent feasible, California State University/San Diego State University or its designee shall consult the U.S. Department of Homeland Security's Evacuation Planning Guide for Stadiums and implement measures recommended therein, as necessary.

# <u>Findings</u>

The Board of Trustees finds that the above mitigation measure is feasible, will reduce potential impacts associated with hazards and hazardous conditions as a result of the proposed project to less-than-significant levels, and is adopted by the Board of Trustees. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid potentially significant effects on the environment identified in the Final EIR.

# <u>Rationale</u>

As required by MM-HAZ-9, CSU/SDSU or its designee shall coordinate with the City and County to update plans pertaining to emergency response and evacuation procedures to reflect the new location and design of the new stadium and addition of other proposed project buildings and facilities. Upon review of updated plans by the City of

San Diego Fire-Rescue Department Fire Prevention Bureau and Unified San Diego County Emergency Services Organization, potential impacts would be mitigated to a level that is less than significant.

# Reference

EIR Section 4.8 Hazards and Hazardous Materials; Appendix 4.8-1, 2015 Phase I Environmental Site Assessment; Appendix 4.8-2, 2019 Hazards and Hazardous Materials Technical Report; Appendix 4.8-3, 2019 Report of Environmental Investigation; Appendix 4.8-4, 2019 Asbestos, Lead-Based Paint, and Universal Waste Survey; and Appendix 4.8-5, 2019 Limited Soil and Groundwater Investigation Along Fuel Pipeline.

# 2.4.5 Noise

Impact NOI-3 The project would result in generation of a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies to on-site residents due to on-going construction as a result of project phasing.

# Mitigation Measure

**MM-NOI-1** The project (via construction contractor) shall establish a telephone hot-line for use by the public to report any significant adverse noise conditions associated with the construction and operation of the project. If the telephone is not staffed 24 hours per day, the contractor shall be required to include an automatic answering feature, with date and time stamp recording, to answer calls when the phone is unattended. This hot-line telephone number shall be posted at the project site during construction in a manner visible to passersby and on the project website missionvalley.sdsu.edu. This telephone number shall be maintained until the project has been considered commissioned and ready for operation.

Throughout the construction of the project, the contractor shall be required to document, investigate, evaluate, and attempt to resolve all project-related noise complaints. The contractor or its authorized agent shall have the following requirements:

- A publicly visible sign shall be posted with the telephone number and person to contact regarding noise complaints. This person shall respond to such complaints and take corrective action, as needed, within 48 hours.
- Conduct an investigation to attempt to determine the source of noise related to the complaint.
- Take all reasonable measures to reduce the noise at its source.
- MM-NOI-2 The project shall implement project design features PDF-N-1 through PDF-N-9.

#### <u>Findings</u>

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

# <u>Rationale</u>

Anticipated temporary noise impacts during project construction would be potentially significant because the proposed project would produce noise associated on-site and off-site construction activities, including rock crushing and potential blasting, which would exceed the City's noise thresholds. Furthermore, construction noise could potentially occur external to the City's typically allowable 7:00 a.m. to 7:00 p.m. daytime period. With implementation of MM-NOI-1 and MM-NOI-2, temporary noise impacts from project-related construction would be less than significant during expected on-site daytime-only construction activities.

# Reference

EIR Section 4.12, Noise, and Appendix 4.12-1 Noise Technical Report.

Impact NOI-4 The project would result in generation of a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies as a result of on-site rock crushing and processing.

#### Mitigation Measure

See MM-NOI-1 and MM-NOI-2 above.

#### <u>Findings</u>

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

# <u>Rationale</u>

Anticipated temporary noise impacts during project construction would be potentially significant because the proposed project would produce noise associated on-site and off-site construction activities, including rock crushing and potential blasting, which would exceed the City's noise thresholds. Furthermore, construction noise could potentially occur external to the City's typically allowable 7:00 a.m. to 7:00 p.m. daytime period. With implementation of MM-NOI-1 and MM-NOI-2, temporary noise impacts from project-related construction would be less than significant during expected on-site daytime-only construction activities.

#### Reference

EIR Section 4.12, Noise, and Appendix 4.12-1 Noise Technical Report.

Impact NOI-5 The project would result in generation of a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies as a result of implosion of SDCCU Stadium.

#### Mitigation Measure

See MM-NOI-1 and MM-NOI-2 above.

# Findings

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

# Rationale

Anticipated temporary noise impacts during project construction would be potentially significant because the proposed project would produce noise associated on-site and off-site construction activities, including rock crushing and potential blasting, which would exceed the City's noise thresholds. Furthermore, construction noise could potentially occur external to the City's typically allowable 7:00 a.m. to 7:00 p.m. daytime period. With implementation of MM-NOI-1 and MM-NOI-2, temporary noise impacts from project-related construction would be less than significant during expected on-site daytime-only construction activities.

# Reference

EIR Section 4.12, Noise, and Appendix 4.12-1 Noise Technical Report.

# Impact NOI-7 The project would result in generation of excessive groundborne vibration during construction.

# Mitigation Measure

- **MM-NOI-4** Prior to blasting, California State University/San Diego State University (CSU/SDSU) or its designee shall prepare, or cause to be prepared, a blasting/drilling monitoring plan. The plan shall include estimates of the drill noise levels, maximum noise levels (L<sub>max</sub>), air-blast overpressure levels, and groundborne vibration levels at each residence within 1,000 feet of the blasting location. Where potential exceedances of the City of San Diego's Noise Ordinance are identified, the blasting/drilling monitoring plan shall identify mitigation measures shown to effectively reduce noise and vibration levels (e.g., altering orientation of blast progression, increased delay between charge detonations, pre-splitting) to be implemented in order to comply with the noise level limits of the City's Noise Ordinance, and a vibration-velocity limit of 0.5 inches per second (ips) peak particle velocity (PPV). The identified mitigation measures shall be implemented by CSU/SDSU, or its designee, prior to breaking ground. Additionally, all project phases involving blasting shall conform to the following requirements:
  - All blasting shall be performed by a blast contractor and blasting personnel licensed to operate per appropriate regulatory agencies.
  - Each blast shall be monitored and recorded with an air-blast overpressure monitor and groundborne vibration accelerometer that is located outside the closest residence to the blast. This data shall be recorded, and a post-blast summary report shall be prepared and be available for public review or distribution as necessary.

- Blasting shall not exceed 0.5 ips PPV at the nearest occupied residence, in accordance with the California Department of Transportation's *Transportation and Construction Vibration Guidance Manual* guidance.
- **MM-NOI-5** Prior to beginning construction of any project component within 200 feet of an occupied residence, California State University/San Diego State University (CSU/SDSU), or its designee, shall require preparation of a vibration monitoring plan. At a minimum, the vibration monitoring plan shall require data be sent to a University noise control officer or designee on a weekly basis or more frequently as determined by the noise control officer. The data shall include vibration level measurements taken during the previous work period. In the event that there is reasonable probability that future measured vibration levels would exceed allowable limits, CSU/SDSU shall take the steps necessary to ensure that future vibration levels do not exceed such limits, including suspending further construction activities that would result in excessive vibration levels until either alternative equipment or alternative construction procedures can be used that generate vibration levels that do not exceed 0.2 inches per second (ips) peak particle velocity (PPV) at the nearest residential structure. Construction activities not associated with vibration generation could continue.

The vibration monitoring plan shall be prepared and administered by a state-approved (or approval delegated to appropriate county or municipal jurisdiction or agency) noise/vibration consultant. In addition to the data described previously, the vibration monitoring plan shall also include the location of vibration monitors, the vibration instrumentation used, a data acquisition and retention plan, and exceedance notification and reporting procedures. A description of these plan components is provided in the following text.

The vibration monitoring plan shall include a scaled plan indicating monitoring locations, including the location of measurements to be taken at construction site boundaries and at nearby residential properties.

Vibration monitors shall be capable of measuring maximum unweighted root-mean square and PPV levels triaxially (in three directions) over a frequency range of 1 to 100 Hertz. The vibration monitor shall be set to automatically record daily events during working hours and to record peak triaxial PPV values in 5-minute interval histogram plots. The method of coupling the geophones to the ground shall be described and included in the report. The vibration monitors shall be calibrated within 1 year of the measurement, and a certified laboratory conformance report shall be included in the report.

The information to be provided in the data reports shall include, at a minimum, daily histogram plots of PPV versus time of day for three triaxial directions, and maximum peak vector sum PPV and maximum frequency for each direction. The reports shall also identify the construction equipment operation during the monitoring period and their locations and distances to all vibration measurement locations.

A description of the notification of exceedance and reporting procedures shall be included, and the follow-up procedures taken to reduce vibration levels to below the allowable limits.

#### Findings

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

### <u>Rationale</u>

To help mitigate this potentially significant impact due to demolition and construction activities, MM-NOI-4 would require preparation of a blasting plan requiring compliance with applicable standards. In addition, MM-NOI-5 would require a vibration monitoring plan and require data be sent to the CSU/SDSU noise control officer who will take the steps necessary to ensure that future vibration levels do not exceed applicable limits, including suspending those further construction activities that would result in excessive vibration levels until either alternative equipment or alternative construction procedures have been identified to reduce vibration levels below applicable standards. With implementation of these mitigation measures, vibration impacts would be less than significant.

#### **Reference**

EIR Section 4.12, Noise, and Appendix 4.12-1 Noise Technical Report.

Impact NOI-8 The project would result in a temporary generation of excessive groundborne vibration during implosion of SDCCU Stadium.

#### Mitigation Measure

See MM-NOI-4 and MM-NOI-5, above.

#### Findings

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

#### **Rationale**

To help mitigate this potentially significant impact due to demolition activities involving blasting events, MM-NOI-4 would require preparation of a blasting plan requiring compliance with applicable standards. In addition, MM-NOI-5 would require a vibration monitoring plan and require data be sent to the CSU/SDSU noise control officer who will take the steps necessary to ensure that future vibration levels do not exceed applicable limits, including suspending those further construction activities that would result in excessive vibration levels until either alternative equipment or alternative construction procedures have been identified to reduce vibration levels below applicable standards. With implementation of these mitigation measures, vibration impacts would be less than significant.

#### Reference

EIR Section 4.12, Noise, and Appendix 4.12-1 Noise Technical Report.

# 2.4.6 Transportation

# 2.4.6.1 Horizon Year (2037) Plus Project Without Stadium Event Conditions

#### Intersections

#### Impact TR-3 Intersection No. 8, River Run Drive & Friars Road – LOS E (PM peak hour)

#### Mitigation Measure

MM-TRA-2 Intersection 8: River Run Drive & Friars Road (City of San Diego) – Prior to the issuance of the applicable CSU building permit for, or occupancy of, 5,160 DUEs, CSU/SDSU shall pay the City of San Diego the cost to optimize the traffic signal timing at intersections along the Friars Road corridor extending from River Run Drive to Stadium Way (Street A) in order to accommodate the change in traffic demand over the next 19 years plus the addition of project traffic. Signal timing optimization is expected to include the collection of new peak period intersection count data, calculation of recommended signal timings, and implementation of those timings in the field at each location. While SDSU's percentage share of future traffic growth at this location (i.e., fair-share) is less than 100% (47.8%), SDSU has agreed to fully fund the improvements, for the limited purpose of this project only, in light of the substantial benefits that would accrue to the community.

#### <u>Findings</u>

Following release of the Draft EIR, the City granted the necessary authorization and, as such, CSU will pay the City the necessary costs and the City will implement the recommended traffic signal optimization, thereby reducing the project's impact to less than significant. The Board of Trustees finds that the above mitigation measure is feasible, will reduce potential impacts that may occur as a result of the proposed project to less-than-significant levels, and is adopted by the Board of Trustees. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid potentially significant effects on the environment identified in the Final EIR.

#### **Rationale**

Implementation of MM-TRA-2 would reduce Impact TR-3 associated with Intersection No. 8, River Run Drive & Friars Road, to less than significant by resulting in optimization of the traffic signals along the Friars Road corridor extending from River Run Drive to Stadium Way (Street A).

#### **Reference**

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

# Impact TR-4 Intersection No. 9, Fenton Pkwy & Friars Road – LOS F (PM peak hour)

# Mitigation Measure

MM-TRA-3 Intersection 9: Fenton Pkwy & Friars Road (City of San Diego) – Prior to the issuance of the applicable CSU building permit for, or occupancy of, 4,150 DUEs, CSU/SDSU shall pay the City of San Diego the cost to optimize the traffic signal timing at intersections along the Friars Road corridor extending from River Run Drive to Stadium Way (Street A) to accommodate the change in traffic demand over the next 19 years plus the addition of project traffic. Signal timing optimization is expected to include the collection of new peak period intersection count data, calculation of recommended signal timings, and implementation of those timings in the field at each location.

#### <u>Findings</u>

Following release of the Draft EIR, the City granted the necessary authorization and, as such, CSU will pay the City the necessary costs and the City will implement the recommended traffic signal optimization, thereby reducing the project's impact to less than significant. The Board of Trustees finds that the above mitigation measure is feasible, will reduce potential impacts that may occur as a result of the proposed project to less-than-significant levels, and is adopted by the Board of Trustees. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid potentially significant effects on the environment identified in the Final EIR.

# <u>Rationale</u>

Implementation of MM-TRA-3 would reduce Impact TR-4 associated with Intersection No. 9, Fenton Pkwy & Friars Road, to less than significant by resulting in optimization of the traffic signals along the Friars Road corridor extending from River Run Drive to Stadium Way (Street A).

# Reference

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

# Impact TR-9 Intersection No. 27, Fairmont Avenue & San Diego Mission Road/Twain Avenue – LOS F (AM Peak Hour) and LOS E (PM Peak Hour).

# Mitigation Measure

MM-TRA-8 Intersection 27: Fairmount Avenue & San Diego Mission Road/Twain Avenue (City of San Diego) – Prior to the issuance of the applicable CSU building permit for, or occupancy of, 8,940 DUEs, CSU/SDSU shall commence and, to the extent feasible, complete to the reasonable satisfaction of the City of San Diego City Engineer, the widening of the eastbound approach to San Diego Mission Road to add a separate eastbound left-turn lane, and the restriping of the westbound approach to add a separate westbound left-turn lane, and the signal modification to provide protected east-west left-turn phasing.

To implement the improvements, SDSU shall prepare design plans and submit such plans to the City of San Diego for review and approval. Following City approval, SDSU shall obtain any necessary construction permits and provide bond assurances to the reasonable satisfaction of the City Engineer prior to constructing the subject improvements consistent with the approved City plans. In the event the proposed improvements are not approved and constructed by the above identified trigger, the impact would remain temporarily significant and unavoidable until approval and construction of the

improvements, but in no event shall said improvements be delayed beyond the identified trigger without good cause and reasonable coordination with the City of San Diego City Engineer.

This widening would result in an 11'-wide right-turn lane and 10' left-turn and through lanes for the eastbound approach. To properly align the east-west approaches, the westbound approach of Twain Avenue should also be re-striped to provide a separate left-turn lane. On this approach, the re-striping would result in a 12' curb lane that is a shared right-turn and through lane, an 11' exclusive through lane, and a 10' left-turn lane. Protected left-turn phasing is assumed to be provided for both eastbound and westbound approaches, which would require a signal modification.

# Findings

Following release of the Draft EIR, the City granted the necessary authorization and, as such, CSU will implement the recommended improvements, thereby reducing the project's impact to less than significant. The Board of Trustees finds that the above mitigation measure is feasible, will reduce potential impacts that may occur as a result of the proposed project to less-than-significant levels, and is adopted by the Board of Trustees. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid potentially significant effects on the environment identified in the Final EIR.

# Rationale

Implementation of MM-TRA-8 would reduce Impact TR-9 associated with Intersection No. 27, <u>Fairmount Avenue</u> <u>& San Diego Mission Road/Twain Avenue</u>, to less than significant by widening of the eastbound approach to San Diego Mission Road to add a separate eastbound left-turn lane, and the restriping of the westbound approach to add a separate westbound left-turn lane, and the signal modification to provide protected east-west left-turn phasing.

# Reference

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

# Impact TR-10 Intersection No. 31, Texas Street & Camino del Rio S – LOS F (AM and PM Peak Hour)

# Mitigation Measure

MM-TRA-9 Intersection 31: Texas Street & Camino del Rio S (City of San Diego) – Prior to the issuance of the applicable CSU building permit for, or occupancy of, 5,130 DUEs, CSU/SDSU shall commence and, to the extent feasible, complete to the reasonable satisfaction of the City of San Diego City Engineer, the restriping of both the eastbound and westbound through lanes at the Texas Street/Camino del Rio South intersection to be shared left-turn and through lanes, and shall pay to the City of San Diego the cost to perform signal re-optimization at the intersection, which is standard practice with intersection reconfiguration.

To implement the improvements, CSU/SDSU shall prepare design plans and submit such plans to the City of San Diego for review and approval. Following City approval, CSU/SDSU shall obtain any necessary construction permits and provide bond assurances to the reasonable satisfaction of the City Engineer prior to constructing the subject improvements consistent with the approved City plans. In the event the proposed improvements are not approved and constructed by the above identified

trigger, the impact would remain temporarily significant and unavoidable until approval and construction of the improvements, but in no event shall said improvements be delayed beyond the identified trigger without good cause and reasonable coordination with the City of San Diego City Engineer.

# Findings

Following release of the Draft EIR, the City granted the necessary authorization and, as such, CSU will implement the recommended traffic improvements, thereby reducing the project's impact to less than significant. The Board of Trustees finds that the above mitigation measure is feasible, will reduce potential impacts that may occur as a result of the proposed project to less-than-significant levels, and is adopted by the Board of Trustees. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid potentially significant effects on the environment identified in the Final EIR.

# <u>Rationale</u>

Implementation of MM-TRA-9 would reduce Impact TR-10 associated with Intersection No. 31, Texas Street & Camino del Rio S., to less than significant by restriping of both the eastbound and westbound through lanes at the Texas Street/Camino del Rio South intersection to be shared left-turn and through lanes, and shall pay to the City of San Diego the cost to perform signal re-optimization at the intersection, which is standard practice with intersection reconfiguration.

# Reference

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

# Impact TR-11 Intersection No. 32, Ward Road & Rancho Mission Road – LOS F (AM and PM Peak Hour)

# Mitigation Measure

MM-TRA-10 Intersection 32: Ward Road & Rancho Mission Road (City of San Diego) – Prior to the issuance of the applicable CSU building permit for, or occupancy of, 3,950 DUEs, CSU/SDSU shall commence and, to the extent feasible, complete to the reasonable satisfaction of the City of San Diego City Engineer, the installation of a traffic signal at the Ward Road/Rancho Mission Road intersection. While SDSU's percentage share of future traffic growth at this location (i.e., fair-share) is less than 100% (69.1%), since there is no plan or program in place to provide the necessary remainder funding in combination with the project's fair-share for the recommended improvement, SDSU has agreed to fully fund the improvements, for the limited purpose of this project only, in light of the substantial benefits that would accrue to the community.

To implement the improvements, CSU/SDSU shall prepare design plans and submit such plans to the City of San Diego for review and approval. Following City approval, CSU/SDSU shall obtain any necessary construction permits and provide bond assurances to the reasonable satisfaction of the City Engineer prior to constructing the subject improvements consistent with the approved City plans. In the event the proposed improvements are not approved and constructed by the above identified trigger, the impact would remain temporarily significant and unavoidable until approval and construction of the improvements, but in no event shall said improvements be delayed beyond the

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

# Findings

Following release of the Draft EIR, the City granted the necessary authorization and, as such, CSU will implement the recommended traffic improvement, thereby reducing the project's impact to less than significant. The Board of Trustees finds that the above mitigation measure is feasible, will reduce potential impacts that may occur as a result of the proposed project to less-than-significant levels, and is adopted by the Board of Trustees. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid potentially significant effects on the environment identified in the Final EIR.

# <u>Rationale</u>

Implementation of MM-TRA-10 would reduce Impact TR-11 associated with Intersection No. 32, Ward Road & Rancho Mission Road, to less than significant by fully funding the installation of a traffic signal at the Ward Road/Rancho Mission Road intersection.

#### Reference

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

# Impact TR-12 Intersection No. 34, Fairmount Avenue & Mission Gorge Road – LOS E (PM Peak Hour)

#### Mitigation Measure

MM-TRA-11 Intersection 34: Fairmount Avenue & Mission Gorge Road (City of San Diego) – Prior to the issuance of the applicable CSU building permit for, or occupancy of, 10,160 DUEs, CSU/SDSU shall pay the City of San Diego the cost to optimize the traffic signal timing at the Fairmount Avenue/Mission Gorge Road intersection to accommodate the change in traffic demand over the next 19 years plus the addition of project traffic.

#### **Findings**

Following release of the Draft EIR, the City granted the necessary authorization and, as such, CSU will pay the City of San Diego the cost to implement the recommended traffic signal optimization, thereby reducing the project's impact to less than significant. The Board of Trustees finds that the above mitigation measure is feasible, will reduce potential impacts that may occur as a result of the proposed project to less-than-significant levels, and is adopted by the Board of Trustees. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid potentially significant effects on the environment identified in the Final EIR.

# <u>Rationale</u>

Implementation of MM-TRA-11 would reduce Impact TR-12 associated with Intersection No. 34, Fairmont Avenue & Mission Gorge Road, to less than significant by resulting in optimization of the traffic signal timing at

the Fairmount Avenue/Mission Gorge Road intersection to accommodate the change in traffic demand over the next 19 years plus the addition of project traffic.

# Reference

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

# Impact TR-14 Intersection No. 41, Ruffin Road & Aero Drive – LOS E (PM Peak Hour)

#### Mitigation Measure

MM-TRA-13 Intersection 41: Ruffin Road & Aero Drive (City of San Diego) – Prior to the issuance of the applicable CSU building permit for, or occupancy of, 9,780 DUEs, CSU/SDSU shall pay the City of San Diego the cost to optimize the traffic signal timing at the Ruffin Road/Aero Drive intersection to accommodate the change in traffic demand over the next 19 years plus the addition of project traffic.

# <u>Findings</u>

Following release of the Draft EIR, the City granted the necessary authorization and, as such, CSU will pay the City the cost to implement the recommended traffic signal optimization, thereby reducing the project's impact to less than significant. The Board of Trustees finds that the above mitigation measure is feasible, will reduce potential impacts that may occur as a result of the proposed project to less-than-significant levels, and is adopted by the Board of Trustees. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid potentially significant effects on the environment identified in the Final EIR.

# <u>Rationale</u>

Implementation of MM-TRA-13 would reduce Impact TR-14 associated with Intersection No. 41, Ruffin Road & Aero Drive to less than significant by resulting in optimization of the traffic signal timing at the Ruffin Road/Aero Drive intersection to accommodate the change in traffic demand over the next 19 years plus the addition of project traffic.

# Reference

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

# 2.4.6.2 Horizon Year (2037) Plus Project Plus Stadium Event Conditions

# Intersections

# Impact TR-28C Intersection No. 8, River Run Drive & Friars Road

# Mitigation Measure

MM-TRA-2 See MM-TRA-2 above.

# <u>Findings</u>

Following release of the Draft EIR, the City granted the necessary authorization and, as such, CSU will pay the City the necessary costs and the City will implement the recommended traffic signal optimization, thereby reducing the project's impact to less than significant. The Board of Trustees finds that the above mitigation measure is feasible, will reduce potential impacts that may occur as a result of the proposed project to less-than-significant levels, and is adopted by the Board of Trustees. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid potentially significant effects on the environment identified in the Final EIR.

# <u>Rationale</u>

Implementation of MM-TRA-2 would reduce Impact TR-28C associated with Intersection No. 8, River Run Drive & Friars Road, to less than significant under stadium event conditions by resulting in optimization of the traffic signals along the Friars Road corridor extending from River Run Drive to Stadium Way (Street A).

# Reference

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

# Impact TR-28D Intersection No. 9, Fenton Parkway & Friars Road

# Mitigation Measure

MM-TRA-3 See MM-TRA-3 above.

# <u>Findings</u>

Following release of the Draft EIR, the City granted the necessary authorization and, as such, CSU will pay the City the necessary costs and the City will implement the recommended traffic signal optimization, thereby reducing the project's impact to less than significant. The Board of Trustees finds that the above mitigation measure is feasible, will reduce potential impacts that may occur as a result of the proposed project to less-than-significant levels, and is adopted by the Board of Trustees. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid potentially significant effects on the environment identified in the Final EIR.

# <u>Rationale</u>

Implementation of MM-TRA-3 would reduce Impact TR-28D associated with Intersection No. 9, Fenton Parkway & Friars Road, to less than significant under stadium event conditions by resulting in optimization of the traffic signals along the Friars Road corridor extending from River Run Drive to Stadium Way (Street A).

# Reference

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

### Impact TR-28L Intersection No. 27, Fairmont Avenue & San Diego Mission Road/Twain Avenue

#### Mitigation Measure

MM-TRA-8 See MM-TRA-8 above.

#### <u>Findings</u>

Following release of the Draft EIR, the City granted the necessary authorization and, as such, CSU will implement the recommended improvement, thereby reducing the project's impact to less than significant. The Board of Trustees finds that the above mitigation measure is feasible, will reduce potential impacts that may occur as a result of the proposed project to less-than-significant levels, and is adopted by the Board of Trustees. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid potentially significant effects on the environment identified in the Final EIR.

#### **Rationale**

Implementation of MM-TRA-8 would reduce Impact TR-28D associated with Intersection No. 27, <u>Fairmount</u> <u>Avenue & San Diego Mission Road/Twain Avenue</u> to less than significant under stadium event conditions by widening of the eastbound approach to San Diego Mission Road to add a separate eastbound left-turn lane, and the restriping of the westbound approach to add a separate westbound left-turn lane, and the signal modification to provide protected east-west left-turn phasing.

#### **Reference**

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

# Impact TR-28M Intersection No. 31, Texas Street & Camino del Rio S

#### Mitigation Measure

MM-TRA-9 See MM-TRA-9 above.

#### <u>Findings</u>

Following release of the Draft EIR, the City granted the necessary authorization and, as such, CSU will implement the recommended traffic improvements, thereby reducing the project's impact to less than significant. The Board of Trustees finds that the above mitigation measure is feasible, will reduce potential impacts that may occur as a result of the proposed project to less-than-significant levels, and is adopted by the Board of Trustees. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid potentially significant effects on the environment identified in the Final EIR.

# Rationale

Implementation of MM-TRA-9 would reduce Impact TR-28M associated with Intersection No. 31, Texas Street & Camino del Rio S. to less than significant under stadium event conditions by restriping of both the eastbound

and westbound through lanes at the Texas Street/Camino del Rio South intersection to be shared left-turn and through lanes, and shall pay to the City of San Diego the cost to perform signal re-optimization at the intersection, which is standard practice with intersection reconfiguration.

#### Reference

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

#### Impact TR-28N Intersection No. 32, Ward Road & Rancho Mission Road

#### Mitigation Measure

MM-TRA-10 See MM-TRA-10 above.

#### Findings

Following release of the Draft EIR, the City granted the necessary authorization and, as such, CSU will implement the recommended improvement, thereby reducing the project's impact to less than significant. The Board of Trustees finds that the above mitigation measure is feasible, will reduce potential impacts that may occur as a result of the proposed project to less-than-significant levels, and is adopted by the Board of Trustees. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid potentially significant effects on the environment identified in the Final EIR.

#### <u>Rationale</u>

Implementation of MM-TRA-10 would reduce Impact TR-28N associated with Intersection No. 32, Ward Road & Rancho Mission Road to less than significant under stadium event conditions by fully funding the installation of a traffic signal at the Ward Road/Rancho Mission Road intersection.

#### **Reference**

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

#### Impact TR-28Q Intersection No. 41, Ruffin Road & Aero Drive

#### Mitigation Measure

#### **MM-TRA-13** See MM-TRA-13 above.

#### Findings

Following release of the Draft EIR, the City granted the necessary authorization and, as such, CSU will pay the City the necessary costs and the City will implement the recommended traffic signal optimization, thereby reducing the project's impact to less than significant. The Board of Trustees finds that the above mitigation measure is feasible, will reduce potential impacts that may occur as a result of the proposed project to less-than-significant levels, and is adopted by the Board of Trustees. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required

in, or incorporated into, the proposed project which mitigate or avoid potentially significant effects on the environment identified in the Final EIR.

#### Rationale

Implementation of MM-TRA-13 would reduce Impact TR-28Q associated with Intersection No. 41, Ruffin Road & Aero Drive to less than significant under stadium event conditions by resulting in optimization of the traffic signal timing at the Ruffin Road/Aero Drive intersection to accommodate the change in traffic demand over the next 19 years plus the addition of project traffic.

#### Reference

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

# 2.4.6.3 Emergency Access

Impact TR-33 Since the final design for all campus buildings has not yet been completed, an assessment of emergency access for each building cannot be completed at this time. Because a complete evaluation cannot be completed based on the information available, this impact is considered potentially significant.

#### Mitigation Measure

**MM-TRA-16** As part of the building construction and occupancy permitting process, emergency access to each building will be reviewed for consistency with and adherence to standards identified in applicable regulatory documents including but not limited to the Uniform Building Code and California Fire Code. In addition, buildings will be inspected by emergency responder entities including the City of San Diego Fire Department, which has a station located on the north side of Friars Road just east of the Stadium Way (Street A) intersection.

#### **Findings**

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

#### **Rationale**

Implementation of MM-TRA-16 would reduce impact TR-33 associated with emergency access to less than significant by ensuring that emergency access is reviewed for consistency with and adherence to applicable standards and regulatory requirements.

#### Reference

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

# 2.4.7 Tribal Cultural Resources

Impact TCR-1 A significant impact to previously unidentified CRHR-eligible TCRs could occur as a result of proposed project construction. Should construction or other personnel encounter any CRHR-eligible TCRs within the proposed project area, the proposed project would result in potentially significant impacts.

# Mitigation Measure

- **MM-TCR-1** In order to mitigate impacts to cultural resources to a level that is less than significant, procedures for proper treatment of unanticipated archaeological finds must comply with the California Environmental Quality Act (CEQA) Guidelines. Adherence to the following requirements during initial earth-disturbing activities will ensure the proper treatment of unanticipated archaeological or Native American cultural material:
  - 1. A qualified archaeological monitor and a Qualified Kumeyaay Cultural Monitor shall be present full-time during all initial ground-disturbing activities. If proposed project excavation later presents evidence suggesting a decrease in cultural sensitivity, the monitoring schedule can be reduced pending archaeological, Native American, and San Diego State University (SDSU) consultation.
  - 2. In the event that previously unidentified potentially significant cultural resources are discovered, the archaeological monitor, Native American monitor, construction or other personnel shall have the authority to divert or temporarily halt ground disturbance operations in the area of the find. The archaeological monitor shall evaluate and minimally document isolates and clearly insignificant deposits in the field. More significant deposits shall be evaluated by the cultural Primary Investigator in consultation the Native American monitor and SDSU staff. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the qualified archaeologist and approved by SDSU, then carried out using professional archaeological methods. The Research Design and Data Recovery Program shall include (1) reasonable efforts to preserve (avoidance) "unique" cultural resources or Sacred Sites pursuant to CEQA Section 21083.2(g) as the preferred option; (2) the capping of identified Sacred Sites or unique cultural resources and placement of development over the cap, if avoidance is infeasible; and (3) data recovery for non-unique cultural resources, including procedures for the temporary storage, permanent curation, and/or repatriation of cultural resources based on consultation with Native American stakeholders. Construction activities will be allowed to resume in the affected area only after proper evaluation.

# <u>Findings</u>

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

# Rationale

Construction of the proposed project could result in potentially significant impacts to previously unidentified CRHReligible tribal cultural resources (Impact TCR-1). Should construction or other personnel encounter any CRHR-eligible tribal cultural resources within the proposed project area, the proposed project would result in potentially significant impacts. Therefore, mitigation measure MM-TCR-1, outlined in Section 4.16 of this EIR, is proposed in order to mitigate impacts to cultural resources. MM-TCR-1 outlines procedures for proper treatment of unanticipated archaeological finds that comply with the CEQA Guidelines. Adherence to these requirements during initial earth-disturbing activities would ensure the proper treatment of unanticipated archaeological or Native American cultural material. With implementation of MM-TCR-1, impacts to CRHR-eligible cultural resources during construction of the proposed project would be reduced to a level of less than significant. Therefore, construction impacts are determined to be less than significant with mitigation incorporated.

# **Reference**

EIR Section 4.16, Tribal Cultural Resources, and Appendix 4.4-1, Cultural Resources Technical Report (August 2019; January 2020)

Impact TCR-2 A significant impact to previously unidentified TCRs, or previously undocumented human remains, could occur as a result of proposed project construction. Should construction or other personnel encounter any historical, archaeological, or TCR material within the proposed project area, the proposed project would result in potentially significant impacts.

# Mitigation Measures

# See MM-TCR-1 above.

- **MM-TCR-2** In order to mitigate impacts to human remains to a level that is less than significant, procedures for proper treatment of unanticipated finds must comply with the California Environmental Quality Act (CEQA) Guidelines. In the event of discovery of unanticipated human remains, personnel shall comply with California Public Resources Code Section 5097.98, CEQA Section 15064.5, and Health and Safety Code Section 7050.5 during earth-disturbing activities:
  - a. If any human remains are discovered, the construction personnel or the appropriate representative shall contact the County Coroner and SDSU. Upon identification of human remains, no further disturbance shall occur in the area of the find until the County Coroner has made the necessary findings as to origin. If the remains are determined to be of Native American origin, the most likely descendent, as identified by the Native American Heritage Commission, shall be contacted by the property owner or their representative in order to determine proper treatment and disposition of the remains. The immediate vicinity where the Native American human remains are located is not to be damaged or disturbed by further development activity until consultation with the most likely descendent regarding their recommendations as required by California Public Resources Code Section 5097.98 has been conducted. California Public Resources Code Section 5097.98, CEQA Section 15064.5, and Health and Safety Code Section 7050.5 shall be followed.

# <u>Findings</u>

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

# <u>Rationale</u>

Construction of the proposed project could result in potentially significant impacts to previously unidentified TCRs (Impact TCR-2). Should construction or other personnel encounter any historical, archaeological, or TCR material within the proposed project area, the proposed project would result in potentially significant impacts. Therefore, mitigation measures MM-TCR-1 and MM-TCR-2, outlined in Section 4.16 of this EIR, are proposed in order to mitigate impacts to TCRs. MM-TCR-1 outlines procedures for proper treatment of unanticipated archaeological finds that comply with the CEQA Guidelines. MM-TCR-2 outlines procedures to ensure proper treatment of unanticipated human remains finds during construction activities, and compliance with applicable regulations. Adherence to these requirements during initial earth-disturbing activities would assure the proper treatment of unanticipated archaeological or Native American cultural material. With implementation of MM-TCR-1 and MM-TCR-2, impacts to TCRs during construction of the proposed project would be reduced to a level of less than significant. Therefore, construction impacts are determined to be less than significant with mitigation incorporated.

# Reference

EIR Section 4.16, Tribal Cultural Resources, and Appendix 4.4-1, Cultural Resources Technical Report (August 2019; January 2020)

# 2.4.8 Utilities and Service Systems

Impact UTL-1 For planning purposes, the proposed project's water demand should be included in the required 2020 urban water management plan updates of the City of San Diego and the San Diego County Water Authority. With inclusion of the project's water demand into such plans, and based on the supply and demand information in the Mission Valley Community Plan Water Supply Assessment, the available water supplies will be sufficient during normal, single-dry, and multiple-dry water years over a 20-year projection to meet the projected demands of the Mission Valley Community Plan Update (including the project site), in addition to the existing and other planned development within the City's Public Utilities Department service area.

# Mitigation Measure

**MM-UTL-1** At or prior to project approval, the San Diego County Water Authority and the City of San Diego can and should include the proposed project's water demand in their required 2020 urban water management plan updates.

# <u>Findings</u>

The Board of Trustees finds that the above mitigation measure is feasible, will reduce potential water supply impacts related to the proposed project to less-than-significant levels, and is adopted by the Board of Trustees. Accordingly, the Board of Trustees finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines

section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid potentially significant effects on the environment identified in the Final EIR.

# <u>Rationale</u>

For planning purposes, the proposed project's water demand should be included in the required 2020 UWMP updates of the City and the SDCWA. However, MM-UTL-1 provides the existing regulatory compliance obligations of the SDCWA and the City. With implementation of MM-UTL-1, impacts would be less than significant.

# Reference

EIR Section 4.17 Utilities and Service Systems; Appendix 4.17-1, Sewer Study for San Diego State University Mission Valley Project; Appendix 4.17-2, Water System Analysis for the San Diego State University Mission Valley Project; Appendix 4.17-3, On Site Drainage Study for SDSU Mission Valley Campus; Appendix 4.17-4, Off Site Drainage Study for SDSU Mission Valley Campus; and Appendix 4.17-5, Water Use Estimation for the SDSU Mission Valley Campus Master Plan Project.

Impact UTL-2 The proposed project would result in the generation of significant amounts of construction waste, which could result in significant impacts.

# Mitigation Measure

MM-UTL-2 During construction of the proposed project, California State University (CSU)/San Diego State University (SDSU), or its designee, shall reuse demolition waste to the maximum extent feasible. CSU/SDSU, or its designee, shall dispose of recyclable demolition waste products at a construction waste recycling facility. Following occupancy of the proposed project, CSU/SDSU, or its designee, shall maintain an active recycling program to reduce solid waste generated by the proposed project.

# <u>Findings</u>

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

# <u>Rationale</u>

Construction and demolition of the proposed project could generate significant amounts of solid waste. However, MM-UTL-2 would be required, which would ensure that all waste be reused and recycled to the extent possible. With implementation of MM-UTL-2, impacts would be less than significant.

# Reference

EIR Section 4.17 Utilities and Service Systems; Appendix 4.17-1, Sewer Study for San Diego State University Mission Valley Project; Appendix 4.17-2, Water System Analysis for the San Diego State University Mission Valley Project; Appendix 4.17-3, On Site Drainage Study for SDSU Mission Valley Campus; Appendix 4.17-4, Off Site Drainage

Study for SDSU Mission Valley Campus; and Appendix 4.17-5, Water Use Estimation for the SDSU Mission Valley Campus Master Plan Project.

# 2.4.9 Wildfire

Impact WLD-1 The proposed project would have the potential to substantially impair an adopted emergency response plan or emergency evacuation plan.

# Mitigation Measures

MM-WLD-1 Implement MM-HAZ-9, identified in Section 4.8, Hazards and Hazardous Materials.

#### **Findings**

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

# <u>Rationale</u>

Anticipated impacts to emergency response and evacuation would be potentially significant because the proposed project could potentially conflict with the existing emergency response procedures and evacuation plan for the SDCCU Stadium (Impact WLD-1). Mitigation measure MM-WLD-1 requires implementation of MM-HAZ-9, which is included in Section 4.8, Hazards and Hazardous Materials. This mitigation measure requires plans and policies pertaining to emergency response and evacuation procedures to be updated to reflect the location and design of the new Stadium, new buildings, and other proposed project features. Plans would be required to be submitted to the San Diego Fire-Rescue Department Fire Prevention Bureau and Unified San Diego County Emergency Services Organization for review and comment. Implementation of mitigation measure MM-WLD-1 would reduce impacts related to emergency response and evacuation to less than significant by ensuring that emergency response and evacuation plans are updated to reflect the proposed site design and features.

#### **Reference**

EIR Section 4.18, Wildfire

Impact WLD-2 Construction activity within the southern and eastern portions of the property adjacent to the San Diego River and Murphy Canyon Creek, respectively, could be subject to increased ignition potential resulting from construction equipment due to the proximity of native vegetation communities.

#### Mitigation Measures

MM-WLD-2 To avoid impeding emergency vehicle and evacuation traffic around construction vehicles and equipment, prior to commencement of construction activities California State University/San Diego State University or its designee shall develop an Emergency Vehicle Access Plan that includes the following:

- Evidence of advanced coordination with emergency service providers, including but not necessarily limited to the University Police Department, San Diego Police Department, San Diego Fire-Rescue Department, ambulance services, and paramedic services;
- Notification to emergency service providers of the proposed project locations, nature, timing, and duration of any construction activities, and request for advice about any road access restrictions that could impact their response effectiveness; and
- Project construction schedules and routes designed to avoid restricting movement of emergency vehicles to the best extent possible. Provisions to be ready at all times to accommodate emergency vehicles. Provisions could include the use of platings over excavations, short detours, and/or alternate routes.
- **MM-WLD-3** Throughout the duration of construction, the construction contractor shall ensure that adequate access to all buildings on the project site be provided for emergency vehicles during all building construction phases.
- **MM-WLD-4** Throughout the duration of construction, the construction contractor shall ensure that adequate water is available to service all construction activities during all phases.
- **MM-WLD-5** The construction contractor shall ensure the implementation of all construction-phase defensible space, landscape, and irrigation plan components prior to combustible building materials being delivered to the project site.
- **MM-WLD-6** Prior to commencement of construction activities, California State University/San Diego State University or its designee shall develop a Construction Fire Prevention Plan that addresses training of construction personnel and provides details of fire-suppression procedures and equipment to be used during construction. Information contained in the plan shall be included as part of project-related environmental awareness training. At minimum, the plan shall include the following:
  - Procedures for minimizing potential ignition, including, but not limited to, vegetation clearing, parking requirements/restrictions, idling restrictions, smoking restrictions, proper use of gas-powered equipment, use of spark arrestors, and hot work restrictions;
  - Work restrictions during Red Flag Warnings and High to Extreme Fire Danger days;
  - Fire coordinator role and responsibility;
  - Worker training for fire prevention, initial attack firefighting, and fire reporting;
  - Emergency communication, response, and reporting procedures;
  - Coordination with local fire agencies to facilitate agency access through the project site;
  - Emergency contact information;
  - Demonstrate compliance with applicable plans and policies established by state agencies.
- **MM-WLD-7** California State University/San Diego State University or its designee shall prepare a defensible space plan to address landscape requirements for the perimeter structures along the northern, eastern, and southern edges of development. The defensible space plan shall conform to the standards outlined in California Public Resources Code Section 4291, at a minimum.

# Findings

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

# <u>Rationale</u>

Anticipated impacts to wildfire risk during project construction would be potentially significant because project construction activities have the potential to generate heat or sparks that could result in wildfire ignition within a VHFHSZ (Impact WLD-2). Mitigation measures MM-WLD-2 and MM-WLD-3 would ensure that emergency vehicles and evacuation traffic have adequate access in the event fire suppression is needed during project construction. Furthermore, mitigation measure MM-WLD-4 would ensure that adequate water supply is available in the event of a fire during project construction. Mitigation measure MM-WLD-5 would ensure that on-site fuels are reduced and that landscaping and irrigation is installed prior to combustible building materials being delivered to the project site. Additionally, mitigation measure MM-WLD-6 and MM-WLD-7 would require CSU/SDSU to develop a Construction Fire Prevention Plan, which would address the training of construction, and a defensible space plan for buildings along the northern, eastern, and southern perimeters edge of the project site. Implementation of mitigation measures MM-WLD-7 would reduce wildfire hazards during project construction to less than significant. With compliance with the CBC and consistency with City of San Diego Fire Code, operational impacts would be less than significant.

# **Reference**

EIR Section 4.18, Wildfire

# 2.5 Potentially Significant Impacts That Cannot Be Mitigated Below a Level of Significance

This section identifies the significant unavoidable impacts that require a statement of overriding considerations to be issued by the Board of Trustees, pursuant to Section 15093 of the CEQA Guidelines, if the proposed project is approved. Based on the analysis contained in the Final EIR, the following impacts have been determined to be significant and unavoidable:

# 2.5.1 Air Quality

Impact AQ-1 The proposed project would conflict with or obstruct implementation of the applicable air quality plan.

# Mitigation Measures

**MM-AQ-2 Regional Air Quality Plans:** Within 6 months of the certification of the Final Environmental Impact Report, California State University/San Diego State University shall provide the San Diego Association of Governments (SANDAG) with population and employment projections for the project site, which should be used by: (1) SANDAG to update its regional growth projections and (2) the San Diego Air Pollution Control District to update the emission estimates and forecasts presented in its regional air quality plans. Use of the approved site-specific population and employment projections would allow regional planning data to more accurately reflect anticipated growth in the Mission Valley area.

# <u>Findings</u>

The Board of Trustees finds that implementation of the identified mitigation measure will reduce air pollutant emissions and substantially lessen air quality impacts attributable to the proposed project. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed project which will mitigate, in part, this significant air quality impact attributable to the proposed project, as identified in the Final EIR. However, this impact is considered significant and unavoidable because CSU/SDSU cannot require SANDAG to update its growth projections and does not have jurisdictional control over the air quality plans prepared by SDAPCD. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

# <u>Rationale</u>

Because CSU/SDSU cannot require SANDAG to update its growth projections and does not have jurisdictional control over the regional air quality plans prepared by SDAPCD, this impact is considered significant and unavoidable.

# Reference

EIR Section 4.2, Air Quality and Appendix 4.2-1 Air Quality Technical Report

Impact AQ-2 Construction of the proposed project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard.

#### Mitigation Measures

**MM-AQ-1 Construction Equipment Emissions Minimization:** The project shall comply with the following standards during the specified phases of construction activity:

Engine Requirements. At a minimum, all off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 3 emission standards for non-road diesel engines promulgated by the U.S. Environmental Protection Agency. During the site preparation and grading construction phases, off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 3 with a diesel particulate filter emission standards. Where feasible, off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 3 with a diesel particulate filter emission standards. Where feasible, off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 4 emission standards.

In addition, during the site preparation and grading construction phase, off-road diesel-powered construction equipment that are not Tier 4 shall be outfitted with diesel particulate filter Best Available Control Technology (BACT) devices certified by the California Air Resources Board (CARB), provided those devices are commercially available and: (1) achieve the standards of the California Division of Occupational Safety and Health (Cal/OSHA), (2) are consistent with the construction equipment warranty requirements, (3) are compatible with equipment specifications of the construction equipment manufacturer, and (4) do not otherwise interfere with the proper functioning of the construction equipment. Any BACT devices used shall achieve emissions reductions equal to or greater than a Level 3 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations, provided that the devices are commercially available and satisfy the four requirements enumerated above.

<u>Idling Requirements.</u> All diesel engines, whether for on-road or off-road equipment, shall not be left idling for more than 5 minutes, at any location, except as provided in exceptions to the applicable regulations adopted by CARB regarding idling for such equipment. The construction contractor(s) shall post legible and visible signs in English and Spanish, in designated queuing areas and at the construction site, to remind equipment operators of the 5-minute idling limit.

<u>Maintenance Instructions.</u> The construction contractor(s) shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment, and shall require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.

<u>Dust Control Plan.</u> Prior to the commencement of construction, a dust control plan shall be prepared to minimize dust from construction-related sources, such as windblown storage piles, off-site tracking of dust, debris loading, and truck hauling of debris. This plan shall include the following requirements:

- Watering of exposed construction areas shall occur three times per day;
- After active construction activities, any unpaved areas that will remain unpaved until future phases of the project, shall be stabilized (e.g., nontoxic soil stabilizer, soil weighting agent, or alternative soil stabilizing method);

- All haul trucks transporting soil, sand, or other loose material off site shall be covered;
- All vehicle speeds on unpaved roads shall be limited to 15 mph; and
- A publicly visible sign shall be posted with the telephone number and person to contact regarding dust complaints. This person shall respond to such complaints and take corrective action, as needed, within 48 hours. The San Diego Air Pollution Control District's phone number shall also be visible to ensure compliance with applicable regulations.

Implosion Execution Plan. A blasting execution plan shall be prepared prior to any implosion event associated with the demolition of the existing Stadium. The plan shall evaluate the feasibility of staged implosion to minimize dust generation and exposure, and shall require that implosion be scheduled during periods of low/no wind speeds. Additionally, an ambient air quality monitoring program shall be implemented as part of the plan, and proximate to the Stadium, over the course of any implosion event to measure actual particulate matter concentrations. Finally, a public notification program shall be instituted, as part of the plan, prior to any implosion event. The public notification program shall include recommendations as to how to minimize exposure to implosion-related airborne dust.

#### <u>Findings</u>

The Board of Trustees finds that implementation of the identified mitigation measure will reduce air pollutant emissions and substantially lessen air quality impacts attributable to the proposed project. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed project which will mitigate, in part, this significant air quality impact attributable to the proposed project, as identified in the Final EIR. However, this impact is considered significant and unavoidable, even with implementation of the mitigation and no additional feasible mitigation measures exist. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

#### <u>Rationale</u>

Implementation of mitigation measure MM-AQ-1 by reducing the proposed project's VOC emissions from construction activities for the proposed project would reduce VOC, NO<sub>x</sub>, CO, and PM<sub>10</sub> emissions; however, maximum daily NO<sub>x</sub>, CO, and PM<sub>10</sub> emissions during construction would remain greater than the SDAPCD's significance thresholds. Therefore, maximum daily criteria air pollutant emissions during construction would remain significant and unavoidable.

#### Reference

EIR Section 4.2, Air Quality and Appendix 4.2-1 Air Quality Technical Report

Impact AQ-3 Operation of the proposed project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard.

#### Mitigation Measures

# No feasible mitigation measures.

# Findings

The Board of Trustees finds that no feasible mitigation measures exist that would reduce this impact to below a level of significance. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

# <u>Rationale</u>

As illustrated by Table 4.2-7 in the EIR, project emissions are largely attributable to mobile sources. The project already has multiple attributes implemented as PDFs that serve to reduce emissions from mobile sources to the extent feasible, such as its general location in an infill setting with on-site transit opportunities, the development of comprehensive TDM Program, and the provision of infrastructure to facilitate EV use. However, no additional feasible mitigation is available to reduce operational source emissions. Therefore, the proposed project's impact is considered significant and unavoidable based on comparison of project operational emissions to the SDAPCD thresholds.

# Reference

EIR Section 4.2, Air Quality and Appendix 4.2-1 Air Quality Technical Report

# Impact AQ-4 Construction of the proposed project would result in a maximum cancer risk impact exceeding the SDAPCD notification requirement.

# Mitigation Measures

See MM-AQ-1 identified above.

# **Findings**

The Board of Trustees finds that implementation of the identified mitigation measure will reduce air pollutant emissions and substantially lessen air quality impacts attributable to the proposed project. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed project which will mitigate, in part, this significant impact attributable to the proposed project, as identified in the Final EIR. However, this impact is considered significant and unavoidable, even with implementation of the mitigation and no additional feasible mitigation measures exist. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

# <u>Rationale</u>

In order to reduce the proposed project's construction cancer risk, the construction equipment fleet requirements described in Section 4.2.6 of this analysis would be implemented. With the implementation of mitigation measure MM-AQ-1, the maximum cancer risk estimate would be reduced to a value of 28.1 in a million, which is greater than

the SDAPCD notification requirement of 10 in a million. Thus, impacts would be significant and unavoidable for this issue.

# Reference

EIR Section 4.2, Air Quality and Appendix 4.2-1 Air Quality Technical Report

# Impact AQ-5 The proposed project would result in a cumulative impact to air quality.

# Mitigation Measures

Seem MM-AQ-1 and MM-AQ-2 identified above.

# <u>Findings</u>

The Board of Trustees finds that implementation of the identified mitigation measures will reduce air pollutant emissions and substantially lessen air quality impacts attributable to the proposed project. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed project which will mitigate, in part, this significant impact attributable to the proposed project, as identified in the Final EIR. However, this impact is considered significant and unavoidable, even with implementation of the mitigation and no additional feasible mitigation measures exist. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

# <u>Rationale</u>

Based on the proposed project analyses described above and the region's nonattainment status for O<sub>3</sub>, PM<sub>2.5</sub>, and PM<sub>10</sub>, the proposed project's construction-related NO<sub>x</sub>, CO, and PM<sub>10</sub> emissions after implementation of mitigation measure MM-AQ-1, and operation-related VOC, NO<sub>x</sub>, CO, PM<sub>2.5</sub>, and PM<sub>10</sub> emissions would be considered cumulatively considerable. (NO<sub>x</sub> and VOC are precursors for O<sub>3</sub>.) While the proposed project's operational CO emissions exceed the SDAPCD's CO threshold, the region is in attainment for CO.

# Reference

EIR Section 4.2, Air Quality and Appendix 4.2-1 Air Quality Technical Report

# 2.5.2 Cultural Resources

# Impact CUL-1 A significant impact to a historical resource would occur as a result of the proposed project due to the demolition of SDCCU Stadium, which is considered a historical resource.

# Mitigation Measure

MM-CUL-1 Documentation. Prior to commencement of construction, the historical resource would be documented according to Historic American Buildings Survey (HABS) standards as detailed by the National Park Service Heritage Documentation Programs. The documentation would include a written report done in the outline format; HABS-quality photography of the exterior, interior, and

overview shots of the historical resource; measured drawings; and video documentation. The documentation materials would be prepared by a qualified Architectural Historian(s) and an experienced HABS photographer(s). Copies of the resulting documentation would be submitted to the Library of Congress, the California State Historic Preservation Officer, the San Diego History Center, the City of San Diego Historical Resources Section, and the San Diego Public Library. Under this mitigation option, survey work must be conducted prior to any ground disturbance or demolition. The documentation must be completed within 1 year of the initial date of demolition of the structure.

- **MM-CUL-2** Interpretive Display(s). Interpretive display(s) shall be installed in a publicly visible and accessible location(s) within the project site that describe the history and significance of the historical resource. Documentation prepared under MM-CUL-2 can be utilized in the interpretative display(s). The content, design, and location of such signage may be done in consultation with the City's Historical Resources staff. Work on the interpretative display(s) should be conducted in tandem with design and construction of the new facility to determine the appropriate location and size for the display(s). The interpretative display(s) must be in place upon completion of the new facility located at the project site.
- **MM-CUL-3** Salvage of Materials. Prior to demolition, representative architectural features shall be evaluated and, if feasible, salvaged for use within the future redevelopment (i.e., new stadium, future buildings, or open space areas, etc.). Should use of some or all of the salvaged architectural features within the project site not be feasible, the remaining architectural features may be donated to various historical and/or archival institutions.

#### Findings

The Board of Trustees finds that implementation of the identified mitigation measures will reduce impacts on historical resources attributable to the proposed project. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed project which will mitigate, in part, this significant impact attributable to the proposed project, as identified in the Final EIR. However, this impact is considered significant and unavoidable, even with implementation of the mitigation, and no additional feasible mitigation measures exist. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

# Rationale

Implementation of the proposed project would result in substantial adverse change in the significance of a historical resource during both construction and operation, due to the demolition of SDCCU Stadium, a historical resource. Implementation of mitigation measures MM-CUL-1 through MM-CUL-3 during construction (Impact CUL-1), will reduce the level of impact to historical resources. Avoidance of a historical resource through project redesign would be preferred mitigation. This mitigation, however, is not feasible, as it would be inconsistent with subsection (j) of SDMC Section 22.0908, Sale of Real Property to SDSU, which provides that sale of the Stadium to SDSU "Shall result in the demolition, dismantling, and removal of the existing Stadium and construction of a new Joint Use Stadium." Rehabilitation of the existing Stadium would also be inconsistent with the directives of SDMC Section 22.0908(j), quoted above. Further, this option would be inconsistent with Project Objectives listed in Section 2.2, specifically Objective 5 ("Create a new, 35,000-capacity multi-purpose stadium as the "home" for SDSU Division I

collegiate football and other events") and Objective 7 ("Demolish the existing stadium in accordance with Section 22.0908"), and would limit the ability to achieve other project objectives including Objective 6 ("Provide a new SDSU campus research and innovation village with up to approximately 1.6 million square feet ...") and Objective 9 ("Provide up to 4,600 residence in a variety of market-rate, workforce, student, faculty, staff and affordable housing..."). Therefore, while mitigation in the form of documentation, interpretive displays, and architectural salvage, would help reduce impacts to a historical resource; the demolition of SDCCU Stadium, a historical resource, and construction and operation of proposed facilities would remain significant and unavoidable.

# Reference

EIR Section 4.4, Cultural Resources and Appendix 4.4-1 Cultural Resources Technical Report (August 2019; January 2020).

Impact CUL-2 A significant impact to a historical resource would occur as a result of the proposed project due to the construction and operation of proposed facilities.

# Mitigation Measures

See MM-CUL-2 and MM-CUL-3 above

# Findings

The Board of Trustees finds that implementation of the identified mitigation measures will reduce impacts to historical resources attributable to the proposed project. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed project which will mitigate, in part, this significant impact attributable to the proposed project, as identified in the Final EIR. However, this impact is considered significant and unavoidable, even with implementation of the mitigation and no additional feasible mitigation measures exist. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

# <u>Rationale</u>

Implementation of the proposed project would result in substantial adverse change in the significance of a historical resource during both construction and operation, due to the demolition of SDCCU Stadium, a historical resource. Implementation of mitigation measures MM-CUL-2 and MM-CUL-3 during operation (Impact CUL-2), will reduce the level of impact to historical resources. Avoidance of a historical resource through project redesign would be preferred mitigation. This mitigation, however, is not feasible, as it would be inconsistent with subsection (j) of SDMC Section 22.0908, Sale of Real Property to SDSU, which provides that sale of the Stadium to SDSU "*Shall result in the demolition, dismantling, and removal of the existing Stadium and construction of a new Joint Use Stadium.*" Rehabilitation of the existing Stadium would also be inconsistent with the directives of SDMC Section 22.0908(j), quoted above. Further, this option would be inconsistent with Project Objectives listed in Section 2.2, specifically Objective 5 ("Create a new, 35,000-capacity multi-purpose stadium as the "home" for SDSU Division I collegiate football and other events") and Objective 7 ("Demolish the existing stadium in accordance with Section 22.0908"), and would limit the ability to achieve other project objectives including Objective 6 ("Provide a new SDSU campus research and innovation village with up to approximately 1.6 million square feet ...") and Objective 9 ("Provide up to 4,600 residence in a variety of market-rate, workforce, student, faculty, staff and affordable

housing..."). Therefore, while mitigation in the form of documentation, interpretive displays, and architectural salvage, would help reduce impacts to a historical resource; the demolition of SDCCU Stadium, a historical resource, and construction and operation of proposed facilities would remain significant and unavoidable.

# Reference

EIR Section 4.4, Cultural Resources and Appendix 4.4-1 Cultural Resources Technical Report (August 2019; January 2020).

# 2.5.3 Noise

Impact NOI-1 The project would result in generation of a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies if construction occurs between 7:00 p.m. and 7:00 a.m.

#### Mitigation Measure

See MM-NOI-1 and MM-NOI-2 above.

#### Findings

The Board of Trustees finds that implementation of the identified mitigation measures will reduce noise impacts attributable to the proposed project. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed project which will mitigate, in part, this significant noise impact attributable to the proposed project, as identified in the Final EIR. However, this impact is considered significant and unavoidable, even with implementation of the mitigation and no additional feasible mitigation measures exist. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

# Rationale

During nighttime construction activities (Impact NOI-1), even with proper implementation of MM-NOI-1 and MM-NOI-2, predicted noise impacts may be potentially significant and unavoidable depending on the on-site location, intensity, and timing.

#### **Reference**

EIR Section 4.12, Noise, and Appendix 4.12-1 Noise Technical Report.

Impact NOI-2 The project would result in generation of a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies due to construction of off-site improvements.

#### Mitigation Measure

See MM-NOI-1 and MM-NOI-2 above.

# <u>Findings</u>

The Board of Trustees finds that implementation of the identified mitigation measures will reduce noise impacts attributable to the proposed project. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed project which will mitigate, in part, this significant noise impact attributable to the proposed project, as identified in the Final EIR. However, this impact is considered significant and unavoidable, even with implementation of the mitigation and no additional feasible mitigation measures exist. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

# Rationale

Noise impacts resulting from off-site roadway and utility improvements (Impact NOI-2) may also be potentially significant and unavoidable, even with proper implementation of MM-NOI-1 and MM-NOI-2, depending on receptor-to-activity distances, activity intensity, and timing.

# Reference

EIR Section 4.12, Noise, and Appendix 4.12-1 Noise Technical Report.

Impact NOI-6 The project would result in generation of a substantial increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies as a result of well attended events at the new stadium.

# Mitigation Measure

MM-NOI-3 Implement Sound Amplification Controls. Incorporate electronic controls or limits into the final design of the new Stadium's audio/visual sound system, as well as tie-ins from hosted performers to control amplified speech and music noise at the source, and thus offer some degree of expected sound-level reduction at the potentially affected noise-sensitive receiver positions.

#### **Findings**

The Board of Trustees finds that implementation of the identified mitigation measure will reduce noise impacts attributable to the proposed project. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed project which will mitigate, in part, this significant noise impact attributable to the proposed project, as identified in the Final EIR. However, this impact is considered significant and unavoidable, even with implementation of the mitigation and no additional feasible mitigation measures exist. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

#### <u>Rationale</u>

Anticipated permanent noise impacts during project operation would be potentially significant because the proposed project would produce noise that could exceed the City's noise thresholds during Stadium events (Impact NOI-6). Proper implementation of MM-NOI-3 during daytime and evening Stadium events would help result in a reduction of

project operation noise emission to levels predicted to be comparable to existing outdoor ambient sound at the nearest multifamily residences to the northwest, and thus on the basis of increase over ambient sound would be considered less than significant. No further mitigation is required with respect to attended Stadium events during these time periods at these nearest receptors (e.g., MVAH). The single-family residences to the north, at the top of the mesa in the vicinity of Broadview Avenue that have lower existing outdoor ambient sound levels than those in the vicinity of MVAH closer to Friars Road, would likely experience a clearly noticeable increase in outdoor noise level due to aggregate daytime or evening stadium crowd noise and therefore experience a potentially significant impact even after implementation of MM-NOI-3. Additionally, at night (i.e., past 10:00 p.m.), potential noise impacts would be considered potentially significant even after implementation of mitigation measure MM-NOI-3, as detailed in Section 4.12.6, due to the possibility of aggregate spectator speech noise as modeled in this analysis. The proposed audio controls on hosted stadium events are independent of aggregate noise level from an excited and loud crowd of cheering spectators. Therefore, under such specific circumstances, operation-related noise impacts would be potentially significant and unavoidable at the nearest NSLU to the northwest of the Stadium site.

# Reference

EIR Section 4.12, Noise, and Appendix 4.12-1 Noise Technical Report.

# 2.5.4 Population and Housing

# Impact POP-1 The project would result in a potential cumulative impact to population and housing.

# Mitigation Measures

No feasible mitigation measures.

# <u>Findings</u>

The Board of Trustees finds that no feasible mitigation measures exist, which will mitigate, in part, this significant impact attributable to the proposed project, as identified in the Final EIR. Therefore, this impact is considered significant and unavoidable. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

# **Rationale**

While the proposed project, and the cumulative projects identified in the EIR, would not represent a significant total of the projected regional growth over the next 30 years, they would represent a significant total of projected growth within the Mission Valley area. However, the most recent regional planning effort for Mission Valley, the Mission Valley Community Plan Update, would accommodate the cumulative growth and would also be integrated into future SANDAG projections. These updated unit counts would also provide for additional housing to facilitate the City meeting its requirements under the Sixth Housing Element Cycle. Nonetheless, to be conservative, the SANDAG 2013 projections are the most recently adopted projections and were used to evaluate cumulative growth in the Mission Valley area, as shown in Table 3-1 in EIR Chapter 3, implementation of the proposed project would result in a cumulatively considerable significant impact related to growth inducement in the Mission Valley area, when compared to SANDAG's current projections.

No mitigation is feasible to reduce cumulative impacts and therefore cumulative impacts related to growth inducement would be significant and unavoidable. It should be noted that the Mission Valley Community Plan Update Final Program EIR includes a mitigation measure, MM-AQ-1, which requires that "Within six months of the certification of the Final PEIR, the City shall provide a revised land use map for the CPU area to SANDAG to ensure that any revisions to the population and employment projections used by the SDAPCD [San Diego County Air Pollution Control District] in updating the RAQS and the SIP will accurately reflect anticipated growth due to the proposed CPU" (City of San Diego 2019a). While this measure is not within the discretion of CSU, should the City implement MM-AQ-1, impacts as a result of the proposed project would be reduced to less than significant.

# Reference

EIR Section 4.13, Population and Housing

# 2.5.5 Public Services and Recreation

Impact PS-1 The proposed project would contribute to a cumulatively considerable impact to fire protection and emergency medical services because the impacts associated with construction and operation of future fire protection and emergency medical services facilities within the Mission Valley Community Plan Area by the City of San Diego are not known at this time.

# Mitigation Measures

No feasible mitigation measures.

# <u>Findings</u>

The Board of Trustees finds that no feasible mitigation measures exist, which will mitigate, in part, this significant impact attributable to the proposed project, as identified in the Final EIR. Therefore, this impact is considered significant and unavoidable. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

# Rationale

The proposed project's contribution to cumulatively considerable impacts to fire protection and emergency medical services Impact PS-1 would be significant and unavoidable. As reported in the Mission Valley Community Plan Update Final Program EIR, while the City would collect fees from future development to fund needed infrastructure, such as fire stations, and the Mission Valley Community Plan Update contains policies that support identifying funding to support the development and upgrading of fire stations within Mission Valley, this impact would be significant and unavoidable since impacts associated with construction and operation of any future facility are not known at this time.

# Reference

EIR Section 4.14 Public Services and Recreation
Impact PS-2 The proposed project would contribute to a cumulatively considerable impact to schools because the impacts associated with construction and operation of future school facilities within the Mission Valley Community Plan Area by SDUSD are not known at this time.

#### Mitigation Measures

No feasible mitigation measures.

#### Findings

The Board of Trustees finds that no feasible mitigation measures exist, which will mitigate, in part, this significant impact attributable to the proposed project, as identified in the Final EIR. Therefore, this impact is considered significant and unavoidable. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

#### <u>Rationale</u>

The proposed project's contribution to cumulatively considerable impacts to schools Impact PS-2 would be significant and unavoidable. As reported in the Mission Valley Community Plan Update Final Program EIR, while SDUSD would collect fees from future development to fund school facilities, if needed, this impact would be significant and unavoidable since impacts associated with the construction and operation of any future facility are not known at this time.

#### **Reference**

EIR Section 4.14 Public Services and Recreation

- 2.5.6 Transportation
- 2.5.6.1 Existing Plus Stadium Event Scenario

#### Impact TR-1 Increase in frequency of Stadium events and the related traffic impacts

#### Mitigation Measures

No feasible mitigation measures.

#### **Findings**

The Board of Trustees finds that no additional feasible measures exist beyond those proposed in the EIR, which will mitigate in whole or in part, this significant impact attributable to the proposed project, as identified in the Final EIR. Therefore, this impact is considered significant and unavoidable. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

#### <u>Rationale</u>

The proposed project would result in a potential increase of two to six additional Stadium events with 20,000 or more attendees per year over existing conditions. While no significance threshold is available for events as these, which are held on a limited number of days throughout the year, the potential increase in the number of Stadium events would result in a potentially significant impact. Although implementation of all available feasible measures through the proposed Stadium TDM and TPMP Programs would help to minimize congestion associated with these additional events, the impact would remain potentially significant and, thus, significant and unavoidable.

#### Reference

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

#### 2.5.6.2 Horizon Year Without Stadium Event

#### Intersections

#### Impact TR-2 Intersection No. 1, SR-163 Southbound Ramps/Ulric Street & Friars Road (Caltrans)

#### Mitigation Measure

**MM-TRA-1** Intersection 1: SR-163 Southbound Ramps/Ulric Street & Friars Road (Caltrans) – The recommended improvement would be to re-optimize the coordinated signal offset. This action would result in a less than significant impact per the CSU TISM. Signal timing modifications would normally be implemented periodically at an intersection in order to optimize operations and address changing traffic volumes regardless of the addition of project traffic. The Draft EIR discuss mitigation measures relative to Caltrans facilities and demonstrates CSU's recognition of its responsibility to feasibly mitigate its fair share of significant project impacts to these facilities (fair-share is 100% as to Intersection 1). Regarding the recommended signal offset optimization, CSU will assist Caltrans in its effort to obtain the necessary approvals for the recommended improvement. However, because CSU cannot guarantee that Caltrans will approve of and timely implement the recommended improvement, the improvement is considered infeasible.

#### <u>Findings</u>

The Board of Trustees finds CSU cannot guarantee that Caltrans will approve of and timely implement the improvements recommended by MM-TRA-1 and, therefore, mitigation is considered infeasible. The Board of Trustees finds that no additional feasible measures exist beyond those proposed in the EIR, which will mitigate, in whole or in part, this significant impact attributable to the proposed project, as identified in the Final EIR. Therefore, this impact is considered significant and unavoidable. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

#### <u>Rationale</u>

Implementation of MM-TRA-1 would reduce impact TR-2 to less than significant; however, CSU cannot guarantee that Caltrans will approve of and timely implement the improvements recommended by MM-TRA-1 and, therefore, mitigation is considered infeasible.

#### **Reference**

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

#### Impact TR-5 Intersection No. 10, Northside Drive & Friars Road (City of San Diego)

#### Mitigation Measure

MM-TRA-4 Intersection 10: Northside Drive & Friars Road (City of San Diego) – Prior to the issuance of the applicable CSU building permit for, or occupancy of, 5,270 DUEs, CSU/SDSU shall pay the City of San Diego the cost to optimize the traffic signal timing at intersections along the Friars Road corridor extending from River Run Drive to Stadium Way (Street A) to accommodate the change in traffic demand over the next 19 years plus the addition of project traffic. Signal timing optimization is expected to include the collection of new peak period intersection count data, calculation of recommended signal timings, and implementation of those timings in the field at each location.

#### <u>Findings</u>

The Board of Trustees finds that no additional feasible measures exist beyond those proposed in the EIR, which will mitigate, in whole or in part, this significant impact attributable to the proposed project, as identified in the Final EIR. Therefore, this impact is considered significant and unavoidable. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

#### Rationale

To fully mitigate the project's significant impact at this location, it also would be necessary to add a second northbound right-turn lane at the intersection, though the City prefers that such widening not be implemented because it is inconsistent with the City's future circulation plans due, in part, to the future construction of the Fenton Parkway bridge. Accordingly, addition of a second right-turn lane is considered infeasible.

#### Reference

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

#### Impact TR-6 Intersection No 17, I-15 SB Ramps & Friars Road (Caltrans)

#### Mitigation Measure

MM-TRA-5 Intersection 17: I-15 SB Ramps & Friars Road (Caltrans) – The recommended improvement would be to reconstruct the intersection to add a second eastbound left-turn lane, a second eastbound right-turn lane, and a second westbound right-turn lane. Implementation of these improvements would require widening both on-ramps to allow for two receiving lanes. Additionally, to be consistent with current design practice, it is expected that Caltrans would require the inclusion of pedestrian and bicycle enhancements. Accordingly, the westbound right-turn lane would be squared off to improve pedestrian safety, and the westbound right-turn would be provided with an overlap phase. Caltrans is expected to additionally require that sidewalks and buffered bike lanes are provided as part of this improvement, and that a blank-out No Right Turn sign be installed at the dual eastbound and westbound right turn lanes. Signal re-optimization is assumed, which is standard practice with intersection reconfiguration.

The Draft EIR discusses mitigation measures relative to Caltrans facilities and demonstrates CSU's recognition of its responsibility to feasibly mitigate its fair share of significant project impacts to these facilities (fair-share is approximately 66% as to Intersection 17). CSU will assist Caltrans in its effort to obtain the necessary approvals for the recommended improvements. However, because CSU cannot guarantee that Caltrans will be able to obtain the other funds necessary to implement the improvements pursuant to a funding plan or program, the improvements are considered infeasible.

#### <u>Findings</u>

The Board of Trustees finds that no additional feasible mitigation measures exist beyond those proposed in the EIR, which will mitigate, in whole or in part, this significant impact attributable to the proposed project, as identified in the Final EIR. Therefore, this impact is considered significant and unavoidable. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

#### **Rationale**

Implementation of MM-TRA-5 would reduce Impact TR-6 to less than significant; however, CSU cannot guarantee that Caltrans will be able to obtain the other funds necessary to implement the improvements pursuant to a funding plan or program and, therefore, mitigation is considered infeasible.

#### **Reference**

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

#### Impact TR-7 Intersection No. 18, I-15 NB Ramps & Friars Road (Caltrans)

#### Mitigation Measure

MM-TRA-6 Intersection 18: I-15 NB Ramps & Friars Road (Caltrans) – The recommended improvement would be to reconstruct the intersection to add a second eastbound left-turn lane. Additionally, to be consistent with current design practice, it is expected that Caltrans would require the inclusion of sidewalks and buffered bike lanes be provided as part of this improvement, which would require widening the Friars Road overpass to I-15. Caltrans is expected to additionally require that the southbound approach be squared off and converted to two right-turn lanes provided with an overlap phase, and that a blank-out No Right Turn sign be installed for the westbound approach to improve pedestrian safety. Signal re-optimization is assumed, which is standard practice with intersection reconfiguration. In the PM peak hour, re-optimization would include coordinating the signal with the adjacent I-15 Southbound Ramps & Friars Road intersection and the adjacent Rancho Mission Road & Friars Road intersection, where coordination is already in place in the AM peak hour.

The Draft EIR discusses mitigation measures relative to Caltrans facilities and demonstrates CSU's recognition of its responsibility to feasibly mitigate its fair share of significant project impacts to these facilities (fair-share is 52.5% as to Intersection 18). CSU will assist Caltrans in its effort to obtain the necessary approvals for the recommended improvements. However, because CSU

cannot guarantee that Caltrans will be able to obtain the other funds necessary to implement the improvement pursuant to a funding plan or program, the improvement is considered infeasible.

#### Findings

The Board of Trustees finds that no additional feasible measures exist beyond those proposed in the EIR, which will mitigate, in whole or in part, this significant impact attributable to the proposed project, as identified in the Final EIR. Therefore, this impact is considered significant and unavoidable. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

#### **Rationale**

Implementation of MM-TRA-6 would reduce Impact TR-7 to less than significant; however, CSU cannot guarantee that Caltrans will be able to obtain the other funds necessary to implement the improvements pursuant to a funding plan or program and, therefore, mitigation is considered infeasible.

#### Reference

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

#### Impact TR-8 Intersection No. 19, Rancho Mission Road & Friars Road (City of San Diego)

#### Mitigation Measure

**MM-TRA-7** Intersection 19: Rancho Mission Road & Friars Road (City of San Diego) – The recommended improvement to mitigate the significant impact at the Rancho Mission Road/Friars Road intersection is to optimize the traffic signal timing at the adjacent I-15 Northbound Ramps & Friars Road intersection (Intersection 18); however, without improving the related ramp meter operations at the I-15 northbound on-ramp at Friars Road, which is infeasible due to design constraints, in conjunction with the recommended signal optimization at Intersection 18, the operations at the Rancho Mission Road/Friars Road intersection (Intersection 19) will remain above the significance threshold.

#### <u>Findings</u>

The Board of Trustees finds that no additional feasible measures exist beyond those proposed in the EIR, which will mitigate, in whole or in part, this significant impact attributable to the proposed project, as identified in the Final EIR. Therefore, this impact is considered significant and unavoidable. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

#### Rationale

Implementation of traffic signal optimization included in MM-TRA-7 would mitigate Impact TR-8 to the extent feasible. However, the related necessary improvement of ramp meter operations at the I-15 northbound on-ramp at Friars Road is infeasible due to design constraints. Therefore, mitigation to reduce Impact TR-8 to less than significant is considered infeasible.

#### Reference

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

#### Impact TR-13 Intersection No. 35, Fairmount Avenue & Camino del Rio North (Caltrans)

#### Mitigation Measure

MM-TRA-12 Intersection 35: Fairmount Avenue & Camino del Rio North (Caltrans) – The required improvement would be to restripe the eastbound approach to provide a second eastbound right-turn lane as an approximately 150-foot pocket lane and increase the traffic signal cycle length from 130 to 150 seconds. Signal re-optimization is standard practice with intersection reconfiguration. Note that this signal is coordinated with the signal at Fairmount Avenue & Mission Gorge Road. To the extent Caltrans seeks to pursue the improvements, the Draft EIR discusses mitigation measures relative to Caltrans facilities and demonstrates CSU's recognition of its responsibility to feasibly mitigate its fair share of significant project impacts to these facilities (fair-share is 100% as to Intersection 35). CSU will assist Caltrans in its effort to obtain the necessary approvals for the recommended improvements. However, because CSU cannot guarantee that Caltrans will approve of and implement the recommended improvements, the recommended improvements are considered infeasible.

#### Findings

The Board of Trustees finds that no additional feasible measures exist beyond those identified in the EIR, which will mitigate, in whole or in part, this significant impact attributable to the proposed project, as identified in the Final EIR. Therefore, this impact is considered significant and unavoidable. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

#### Rationale

Implementation of the improvements recommended by MM-TRA-12 would mitigate Impact TR-13. However, because CSU cannot guarantee that Caltrans will approve of and implement the recommended improvements, the recommended improvements are considered infeasible.

#### <u>Reference</u>

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

#### Freeway Segments

Impact TR-15	I-15 from Adams Avenue to I-8
Impact TR-16	I-15 from I-8 to Friars Road
Impact TR-17	I-15 from Friars Road to Aero Drive
Impact TR-18	I-15 from Aero Drive to Balboa Avenue/Tierrasanta Boulevard

- Impact TR-19 I-8 from Morena Boulevard to Taylor Street
- Impact TR-20 I-8 from Taylor Street to SR-163
- Impact TR-21 I-8 from SR-163 to Texas Street
- Impact TR-22 I-8 from I-805 to I-15
- Impact TR-23 I-8 from Fairmount Avenue to College Avenue

#### Mitigation Measure

MM-TRA-17 I-15 and I-8 Freeway Segments (Caltrans) – The improvement necessary to mitigate the Project's identified significant cumulative impacts to Interstate 15 (Adams Avenue to Balboa Avenue/Tierrasanta Boulevard) and Interstate 8 (Morena Boulevard to College Avenue) is to provide additional capacity on the affected freeway segments. To that end, California State University/SDSU will support Caltrans in its efforts to obtain funding from the state Legislature for the costs to prepare a Project Study Report-Project Development Support - Project Initiation Document (Study) to evaluate available alternatives to increase capacity, improve mobility, and relieve congestion on the impacted segments or adjacent interchanges.

The Draft EIR discusses mitigation measures relative to Caltrans facilities and demonstrates CSU's recognition of its responsibility to feasibly mitigate its fair share of significant project impacts to these facilities (average fair-share for the identified freeway segments is 2.5%). California State University/SDSU will assist Caltrans in its efforts to obtain the necessary approvals. However, because CSU cannot guarantee that Caltrans will be able to obtain the other funds necessary to prepare the recommended Study pursuant to a funding plan or program, the mitigation is considered infeasible.

#### <u>Findings</u>

The Board of Trustees finds that no additional feasible measures exist beyond those identified in the EIR, which will mitigate, in whole or in part, this significant impact attributable to the proposed project, as identified in the Final EIR. Therefore, this impact is considered significant and unavoidable. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

#### Rationale

The Stadium TDM Program and related TPMP, in combination with the project's transit-oriented location, will result, to the extent feasible, in reduced vehicle trips on the area roadways, including state highways. As there presently are no capacity improvements planned for the affected segments of Interstate 8 and Interstate 15, the payment of a fair-share towards preparation of the appropriate study, in combination with the substantial additional area traffic improvements CSU/SDSU has committed to, represents available feasible mitigation. However, because CSU cannot guarantee that Caltrans will be able to obtain the other funds necessary to prepare the recommended Study pursuant to a funding plan or program, the mitigation is considered infeasible.

#### **Reference**

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

#### **Ramp Meters**

#### Impact TR-24 I-15 NB On-ramp from Friars Road

#### Mitigation Measure

No feasible mitigation measures.

#### <u>Finding</u>

The Board of Trustees finds that no additional feasible measures exist beyond those identified in the EIR, which will mitigate, in whole or in part, this significant impact attributable to the proposed project, as identified in the Final EIR. Therefore, this impact is considered significant and unavoidable. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

#### Rationale

Delays could be reduced to below 15 minutes by the addition of a third mixed flow lane. However, this ramp already consists of two mixed flow lanes and one HOV lane, which is the maximum number of lanes typically designed by Caltrans. Therefore, additional roadway capacity is infeasible.

#### **Reference**

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

#### Impact TR-25 I-15 SB/I-8 Loop On-ramp from Friars Road

#### Mitigation Measure

MM-TRA-14 I-15 SB Loop On-Ramp at Friars Road - Delays could be reduced to below 15 minutes by the addition of a second mixed flow lane on this ramp. To provide a second lane on this ramp would require widening a bridge structure over both the multi-use path connecting the site to Murphy Canyon Road and a drainage channel. (See related mitigation measure MM-TRA-5.) The Draft EIR discusses mitigation measures relative to Caltrans facilities and demonstrates CSU's recognition of its responsibility to feasibly mitigate its fair share of significant project impacts to these facilities. CSU will assist Caltrans in its effort to obtain the necessary approvals for the recommended improvements. However, because CSU cannot guarantee that Caltrans will be able to obtain the other funds necessary to implement the improvements pursuant to a funding plan or program, the recommended mitigation is considered infeasible.

#### **Findings**

The Board of Trustees finds that no additional feasible measures exist beyond those identified in the EIR, which will mitigate, in whole or in part, this significant impact attributable to the proposed project, as identified in the Final EIR. Therefore, this impact is considered significant and unavoidable. Pursuant to Public Resources Code Section

21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

#### <u>Rationale</u>

Implementation of the improvements recommended by MM-TRA-14 [downstream ramp], in combination with the related improvements recommended by MM-TRA-5 [ramp intersection], would reduce Impact TR-25 [I-15 SB/I-8 Loop On-Ramp from Friars Road] and related Impact TR-6 [I-15 SB Ramps/Friars Road intersection] to less than significant; however, because CSU cannot guarantee that Caltrans will be able to obtain the other funds necessary to implement the improvements pursuant to a funding plan or program, mitigation is considered infeasible.

#### **Reference**

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

#### Impact TR-26 I-15 SB Direct On-ramp from Friars Road

#### Mitigation Measure

MM-TRA-15 I-15 SB On-Ramp at Friars Road - Delays could be reduced to below 15 minutes by the addition of a second mixed flow lane on this ramp. To provide a second lane on this ramp will require widening of a bridge structure over the multi-use path connecting the site to Murphy Canyon Road. The Draft EIR discusses mitigation measures relative to Caltrans facilities and demonstrates CSU's recognition of its responsibility to feasibly mitigate its fair share of significant project impacts to these facilities. CSU will assist Caltrans in its effort to obtain the necessary approvals for the recommended improvements. However, because CSU cannot guarantee that Caltrans will be able to obtain the other funds necessary to implement the improvements pursuant to a funding plan or program, the recommended mitigation is considered infeasible.

#### <u>Findings</u>

The Board of Trustees finds that no additional feasible measures exist beyond those identified in the EIR, which will mitigate, in whole or in part, this significant impact attributable to the proposed project, as identified in the Final EIR. Therefore, this impact is considered significant and unavoidable. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

#### Rationale

Implementation of the improvements recommended by MM-TRA-15 [downstream ramp], in combination with the related improvements recommended by MM-TRA-5 [ramp intersection], would reduce Impact TR-26 [I-15 SB Direct On-Ramp from Friars Road] and related Impact TR-6 [I-15 SB Ramps/Friars Road intersection] to less than significant; however, because CSU cannot guarantee that Caltrans will be able to obtain the other funds necessary to implement the improvements pursuant to a funding plan or program, mitigation is considered infeasible.

#### Reference

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

#### Impact TR-27 I-8 EB On-ramp from SB Fairmount Avenue

#### Mitigation Measure

No feasible mitigation measures.

#### Finding

The Board of Trustees finds that no additional feasible measures exist beyond those identified in the EIR, which will mitigate, in whole or in part, this significant impact attributable to the proposed project, as identified in the Final EIR. Therefore, this impact is considered significant and unavoidable. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

#### Rationale

Delays could be reduced to below 15 minutes by the addition of a second mixed flow lane. However, this improvement is infeasible due to the insufficient right-of-way. Therefore, no additional on-ramp capacity is recommended. As such, mitigation is infeasible.

#### Reference

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

#### 2.5.6.3 Horizon Year (2037) Plus Project Plus Stadium Event Conditions

#### Intersections

#### Impact TR-28A Intersection 1, SR-163 Southbound Ramps/Ulric Street & Friars Road

#### Mitigation Measure

See MM-TRA-1, above.

#### <u>Findings</u>

The Board of Trustees finds that no additional feasible measures exist beyond those identified in the EIR, which will mitigate, in whole or in part, this significant impact attributable to the proposed project under stadium event conditions, as identified in the Final EIR. Therefore, this impact is considered significant and unavoidable. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

#### <u>Rationale</u>

Implementation of MM-TRA-1 would reduce impact TR-28A to less than significant; however, CSU cannot guarantee that Caltrans will approve of and timely implement the improvements recommended by MM-TRA-1 and, therefore, mitigation is considered infeasible.

#### Reference

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

#### Impact TR-28B Intersection 3, Frazee Road & Friars Road

#### Mitigation Measure

No feasible mitigation measures.

#### Findings

The Board of Trustees finds that no additional feasible measures exist beyond those proposed in the EIR, which will mitigate, in whole or in part, this significant impact attributable to the proposed project under stadium event conditions, as identified in the Final EIR. Therefore, this impact is considered significant and unavoidable. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

#### Rationale

Stadium events would be held on a limited number of days throughout the year and, depending on attendance levels, would result in potentially significant impacts. Although implementation of all available feasible measures, including the proposed Stadium TDM and TPMP Programs, would help to minimize congestion associated with these events, Impact TR-28B would remain potentially significant. Additional feasible measures to reduce the remaining impacts are not available and, thus, **Impact TR-28B** would remain significant and unavoidable.

#### Reference

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

#### Impact TR-28D Intersection 9, Fenton Pkwy & Friars Road

Mitigation Measure

See MM-TRA-3, above.

#### <u>Findings</u>

The Board of Trustees finds that no additional feasible measures exist beyond those identified in the EIR, which will mitigate, in whole or in part, this significant impact attributable to the proposed project under stadium event conditions, as identified in the Final EIR. Therefore, this impact is considered significant and unavoidable. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

#### <u>Rationale</u>

Stadium events would be held on a limited number of days throughout the year and, depending on attendance levels, would result in potentially significant impacts. Although implementation of all available feasible measures, including the proposed Stadium TDM and TPMP Programs **and MM-TRA-3**, would help to minimize congestion associated with these events, **Impact TR-28D** would remain potentially significant. Additional feasible measures to reduce the remaining impacts are not available and, thus, **Impact TR-28D** would remain significant and unavoidable.

#### **Reference**

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

#### Impact TR-28E Intersection 10, Northside Drive & Friars Road

#### Mitigation Measure

See MM-TRA-4, above.

#### <u>Findings</u>

The Board of Trustees finds that no additional feasible measures exist beyond those identified in the EIR, which will mitigate, in whole or in part, this significant impact attributable to the proposed project under stadium event conditions, as identified in the Final EIR. Therefore, this impact is considered significant and unavoidable. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

#### Rationale

Stadium events would be held on a limited number of days throughout the year and, depending on attendance levels, would result in potentially significant impacts. Although implementation of all available feasible measures, including the proposed Stadium TDM and TPMP Programs and MM-TRA-4, would help to minimize congestion associated with these events, Impact TR-28E would remain potentially significant. Additional feasible measures to reduce the remaining impacts are not available and, thus, **Impact TR-28E** would remain significant and unavoidable.

#### **Reference**

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

#### Impact TR-28F Intersection 11, Stadium Way (Street A) & Friars Road

#### Mitigation Measure

No feasible mitigation measures.

#### Findings

The Board of Trustees finds that no additional feasible measures exist beyond those proposed in the EIR, which will mitigate, in whole or in part, this significant impact attributable to the proposed project under stadium event conditions, as identified in the Final EIR. Therefore, this impact is considered significant and unavoidable. Pursuant

to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

#### Rationale

Stadium events would be held on a limited number of days throughout the year and, depending on attendance levels, would result in potentially significant impacts. Although implementation of all available feasible measures, including the proposed Stadium TDM and TPMP Programs, would help to minimize congestion associated with these events, **Impact TR-28F** would remain potentially significant. Additional feasible measures to reduce the remaining impacts are not available and, thus, **Impact TR-28F** would remain significant and unavoidable.

#### Reference

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

#### Impact TR-28G Intersection 14, Mission Village Drive/Aztec Way (Street D) & Street 4

#### Mitigation Measure

No feasible mitigation measures.

#### **Findings**

The Board of Trustees finds that no additional feasible measures exist beyond those proposed in the EIR, which will mitigate, in whole or in part, this significant impact attributable to the proposed project under stadium event conditions, as identified in the Final EIR. Therefore, this impact is considered significant and unavoidable. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

#### Rationale

Stadium events would be held on a limited number of days throughout the year and, depending on attendance levels, would result in potentially significant impacts. Although implementation of all available feasible measures, including the proposed Stadium TDM and TPMP Programs, would help to minimize congestion associated with these events, **Impact TR-28G** would remain potentially significant. Additional feasible measures to reduce the remaining impacts are not available and, thus, **Impact TR-28G** would remain significant and unavoidable.

#### Reference

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

#### Impact TR-28H Intersection 17, I-15 SB Ramps & Friars Road

#### Mitigation Measure

See MM-TRA-5, above.

#### <u>Findings</u>

The Board of Trustees finds that no additional feasible mitigation measures exist beyond those proposed in the EIR, which will mitigate, in whole or in part, this significant impact attributable to the proposed project under stadium event conditions, as identified in the Final EIR. Therefore, this impact is considered significant and unavoidable. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

#### <u>Rationale</u>

Stadium events would be held on a limited number of days throughout the year and, depending on attendance levels, would result in potentially significant impacts. Although implementation of all available feasible measures, including the proposed Stadium TDM and TPMP Programs **and MM-TRA-5**, would help to minimize congestion associated with these events, **Impact TR-28H** would remain potentially significant. Additional feasible measures to reduce the remaining impacts are not available and, thus, **Impact TR-28H** would remain significant and unavoidable.

#### **Reference**

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

#### Impact TR-28I Intersection 18, I-15 NB Ramps & Friars Road

Mitigation Measure

See MM-TRA-6, above.

#### <u>Findings</u>

The Board of Trustees finds that no additional feasible measures exist beyond those proposed in the EIR, which will mitigate, in whole or in part, this significant impact attributable to the proposed project under stadium event conditions, as identified in the Final EIR. Therefore, this impact is considered significant and unavoidable. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

#### Rationale

Stadium events would be held on a limited number of days throughout the year and, depending on attendance levels, would result in potentially significant impacts. Although implementation of all available feasible measures, including the proposed Stadium TDM and TPMP Programs **and MM-TRA-6**, would help to minimize congestion associated with these events, **Impact TR-28I** would remain potentially significant. Additional feasible measures to reduce the remaining impacts are not available and, thus, **Impact TR-28I** would remain significant and unavoidable.

#### **Reference**

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

#### Impact TR-28J Intersection 19, Rancho Mission Road & Friars Road

#### Mitigation Measure

See MM-TRA-7, above.

#### Findings

The Board of Trustees finds that no additional feasible measures exist beyond those identified in the EIR, which will mitigate, in whole or in part, this significant impact attributable to the proposed project under stadium event conditions, as identified in the Final EIR. Therefore, this impact is considered significant and unavoidable. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

#### Rationale

Stadium events would be held on a limited number of days throughout the year and, depending on attendance levels, would result in potentially significant impacts. Although implementation of all available feasible measures, including the proposed Stadium TDM and TPMP Programs **and MM-TRA-7**, would help to minimize congestion associated with these events, **Impact TR-28J** would remain potentially significant. Additional feasible measures to reduce the remaining impacts are not available and, thus, **Impact TR-28J** would remain significant and unavoidable.

#### **Reference**

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

#### Impact TR-28K Intersection 22, Mission Gorge Road & Friars Road

#### Mitigation Measure

See MM-TRA-8, above.

#### Findings

The Board of Trustees finds that no additional feasible measures exist beyond those identified in the EIR, which will mitigate, in whole or in part, this significant impact attributable to the proposed project under stadium event conditions, as identified in the Final EIR. Therefore, this impact is considered significant and unavoidable. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

#### <u>Rationale</u>

Stadium events would be held on a limited number of days throughout the year and, depending on attendance levels, would result in potentially significant impacts. Although implementation of all available feasible measures, including the proposed Stadium TDM and TPMP Programs **and MM-TRA-8**, would help to minimize congestion

associated with these events, **Impact TR-28K** would remain potentially significant. Additional feasible measures to reduce the remaining impacts are not available and, thus, **Impact TR-28K** would remain significant and unavoidable.

#### **Reference**

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

#### Impact TR-280 Intersection 34, Fairmount Avenue & Mission Gorge Road

#### Mitigation Measure

See MM-TRA-11, above.

#### Findings

The Board of Trustees finds that no additional feasible measures exist beyond those identified in the EIR, which will mitigate, in whole or in part, this significant impact attributable to the proposed project under stadium event conditions, as identified in the Final EIR. Therefore, this impact is considered significant and unavoidable. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

#### **Rationale**

Stadium events would be held on a limited number of days throughout the year and, depending on attendance levels, would result in potentially significant impacts. Although implementation of all available feasible measures, including the proposed Stadium TDM and TPMP Programs **and MM-TRA-11**, would help to minimize congestion associated with these events, **Impact TR-280** would remain potentially significant. Additional feasible measures to reduce the remaining impacts are not available and, thus, **Impact TR-280** would remain significant and unavoidable.

#### **Reference**

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

#### Impact TR-28P Intersection 35, Fairmount Avenue & Camino del Rio North

#### Mitigation Measure

See MM-TRA-12, above.

#### Findings

The Board of Trustees finds that no additional feasible measures exist beyond those identified in the EIR, which will mitigate, in whole or in part, this significant impact attributable to the proposed project under stadium event conditions, as identified in the Final EIR. Therefore, this impact is considered significant and unavoidable. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

#### <u>Rationale</u>

Stadium events would be held on a limited number of days throughout the year and, depending on attendance levels, would result in potentially significant impacts. Although implementation of all available feasible measures, including the proposed Stadium TDM and TPMP Programs **and MM-TRA-12**, would help to minimize congestion associated with these events, **Impact TR-28P** would remain potentially significant. Additional feasible measures to reduce the remaining impacts are not available and, thus, **Impact TR-28P** would remain significant and unavoidable.

#### Reference

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

#### **Freeway Segments**

Impacts TR-29A, TR-29B, and TR-29C

• SR-163 from 6th Avenue to Mesa College Drive

#### Impacts TR-29D and TR-29E

• I-805 from SR-163 to Balboa Avenue

#### Impacts TR-29F, TR-29G, TR-29 H, and TR-29I

• 15 from Adams Avenue to Balboa Avenue/Tierrasanta Boulevard

Impacts TR-29J, TR-29K, TR-29L, TR-29M, TR-29N, TR-29O, TR-29P, TR-29Q, and TR-29R

• I-8 from Morena Boulevard to College Avenue (except I-15 to Fairmount Avenue segment).

#### Mitigation Measure

See, MM-TRA-17, above.

#### Finding

The Board of Trustees finds that no additional feasible measures exist beyond those identified in the EIR, which will mitigate, in whole or in part, this significant impact attributable to the proposed project under stadium event conditions, as identified in the Final EIR. Therefore, this impact is considered significant and unavoidable. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

#### Rationale

The Stadium TDM Program and related TPMP, in combination with the project's transit-oriented location and the fact that the proposed stadium capacity would be approximately one-half that of the existing stadium capacity, will result, to the extent feasible, in reduced vehicle trips and associated reduced congestion during stadium events.

MM-TRA-17, identified as mitigation under without stadium event conditions, would address also Impacts 29F-29R, the segments of I-8 and I-15 identified as significantly impacted under stadium event conditions. However, because CSU cannot guarantee that Caltrans will be able to obtain the other funds necessary, in addition to CSU's fair-share payment, to prepare the recommended Study pursuant to a funding plan or program, the MM-TRA-17 is infeasible.

Impacts TR-29A to TR-29D (SR-163 and I-805 segments) and TR-29M to TR-29O and TR-29-Q and TR-29-R (I-8 segments) would occur under stadium event conditions only. Because stadium events would occur on a limited basis, permanent physical improvement to provide additional roadway capacity are neither recommended nor feasible. No additional mitigation beyond the measures proposed is feasible.

#### Reference

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

#### **Ramp Meters**

Impact TR-30A through Impact TR-30D See Impacts TR-24 through 27, above.

### 2.5.6.4 Stadium Parking Supply and Demand

## Impact TR-31 An additional off-site parking supply likely will need to be provided for Stadium events exceeding 25,000 attendees regardless of day of week.

#### Mitigation Measure

No feasible mitigation measures.

#### <u>Finding</u>

The Board of Trustees finds that no additional feasible measures exist beyond those identified in the EIR, which will mitigate, in whole or in part, this significant impact attributable to the proposed project under stadium event conditions, as identified in the Final EIR. Therefore, this impact is considered significant and unavoidable. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

#### <u>Rationale</u>

The Stadium TDM Program and related TPMP, which will identify off-site parking supplies as appropriate, in combination with the project's transit-oriented location and the fact that the proposed stadium capacity would be approximately one-half that of the existing stadium capacity, will result, to the extent feasible, in reduced parking demand during stadium events. However, an additional off-site-parking supply likely will need to be provided for stadium events exceeding 25,000 attendees regardless of day of week. Mitigation to fully reduce all potential impacts to less than significant is infeasible.

#### Reference

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

## 2.5.6.5 Construction-Related Traffic

Impact TR-32 Construction-related traffic impacts will be temporary in duration, will likely vary in location from day to day, and are expected to include increased intersection delay (due to slow-moving vehicles or lane closures) for some short time periods relative to the overall development schedule of the project.

#### Mitigation Measures

No feasible mitigation measures.

#### Findings

The Board of Trustees finds that no additional feasible measures exist beyond those identified in the EIR, which will mitigate, in whole or in part, these significant impacts attributable to the proposed project, as identified in the Final EIR. Therefore, these impacts are considered significant and unavoidable. Pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations, for the specific overriding economic, legal, social, technological, and other benefits of the proposed project that outweigh the significant and unavoidable impacts.

#### Rationale

As part of the proposed project, a Construction Traffic Management Plan will be implemented in order to minimize the potential temporary impacts on the roadway network resulting from construction-related traffic. While implementation of the Construction Traffic Management Plan will help to minimize most construction traffic impacts, some temporary impacts are expected to occur during both site preparation and vertical construction (e.g., lane closures during the widening of the off-ramp from Friars Road to Mission Village Drive). Mitigation to fully reduce all potential impacts to less than significant is infeasible.

#### Reference

EIR Section 4.15, Transportation, and Appendix 4.15-1, Traffic Impact Analysis (July 2019; January 2020)

# 3.0 Findings Regarding Alternatives

Section 15126.6(a) of the CEQA Guidelines requires the discussion of "a reasonable range of alternatives to a project, or the location of a project, which would feasibly attain most of the basic objectives of the proposed project but would avoid or substantially lessen any of the significant effects of the proposed project and evaluate the comparative merits of the alternatives." The Final EIR identified and considered the following reasonable range of feasible alternatives to the proposed project which would be capable, to varying degrees, of reducing identified impacts:

- Alternative 1: "No Project" Alternative
- Alternative 2: "Stadium Re-Use" Alternative
- Alternative 3: "Reduced Density" Alternative
- Alternative 4: "Stadium and River Park Only" Alternative
- Alternative 5: "Alternative Stadium Location "Alternative

These alternatives are evaluated for their ability to avoid or substantially lessen the impacts of the proposed project identified in the Final EIR, as well as consideration of their ability to meet the basic objectives of the proposed project as described in the Final EIR.

3.1 No Project Alternative

## 3.1.1 Description

The No Project Alternative considers the effects of foregoing the proposed project entirely, and leaving the project site in its current condition. Under the No Project Alternative, the proposed project would not be approved and the existing 71,500-seat multipurpose stadium, 18,870-space surface parking lot, and San Diego Trolley Station would remain as shown in Figure 6-2, No Project Alternative. The No Project Alternative allows decision makers to compare the impacts of the proposed project to retaining the existing condition of the project site. The No Project Alternative describes the environmental conditions that existed at the time that the environmental analysis commenced when the Notice of Preparation was released on January 18, 2019 (CEQA Guidelines, Section 15126.6 (e)(2)). The difference between the proposed project and the No Project Alternative is immaterial when the latter assumes development pursuant to existing planning documents. Therefore, only the potential of foregoing the proposed project completely is considered under analysis of the No Project Alternative.

## 3.1.2 Findings

The Board of Trustees rejects the No Project (No Build) Alternative, as undesirable as it fails to satisfy the proposed project's underlying purpose and to meet most project objectives, and because specific economic, legal, social, technological or other considerations make the alternative infeasible.

## 3.1.3 Rationale

Under the No Project Alternative, there would be no development on the proposed project site. The existing 71,500seat multipurpose stadium, 18,870-space surface parking lot, and San Diego Trolley Station would remain. As outlined below, this alternative would generally avoid potentially significant impacts associated with construction and operation of the proposed project. However, this alternative would not alleviate the deficit in student amenities in the proposed project vicinity or reduce the demand for a mix of housing in the neighborhoods surrounding the campus. Additionally, this alternative would not meet the objectives of the proposed project.

The No Project Alternative would not develop the project site, leaving it in its current condition as an underutilized Stadium and parking lot. This alternative would not achieve any of the project objectives, including allowing the CSU to expand SDSU's education, research, entrepreneurial, innovative technology, and athletic programs to accommodate a growing higher education student body for the benefit of San Diego and the region. This alternative would also not implement SDMC Section 22.0908, adopted by San Diego voters, nor would it contribute towards achieving RHNA goals for the City of San Diego. Similarly, the No Project Alternative would preclude a transit-oriented campus development in a recognized transit priority area, which would frustrate efforts to achieve state-mandated GHG reductions through construction of such development in an area already served by a trolley line with plans for additional transit service (i.e., the MTS Trolley Green Line and future Trolley Purple Line.

3.2 Stadium Re-Use Alternative

## 3.2.1 Description

The Stadium Re-Use Alternative involves retaining the existing SDCCU Stadium and restoring it to its original design, as constructed in the late 1960s. The alternative would forego construction of a new 35,000-capacity multipurpose Stadium and concourse on the project site. All other project components, including campus uses, campus residential, campus hospitality, retail space, trolley/transit opportunities, and associated infrastructure, utilities, facilities, and other amenities, would be constructed under this alternative to achieve similar land uses and intensities as the proposed project as shown in Figure 6-3, Stadium Re-use Alternative. Because the existing SDCCU Stadium would remain, proposed uses on the project site would be reconfigured and may require a reduction in the amount of parkland, with the Stadium being located in the center of the project site instead of the northwestern portion. This alternative would reduce impacts related to demolition of the existing SDCCU Stadium and construction of a new Stadium, but result in similar impacts overall, and would increase event-related impacts due to the larger seating capacity of the Stadium compared to the proposed project.

## 3.2.2 Findings

The Board of Trustees rejects the Stadium Re-Use Alternative, as undesirable as it fails to satisfy the proposed project's underlying purpose and to meet several project objectives, and because specific economic, legal, social, technological or other considerations make the alternative infeasible.

## 3.2.3 Rationale

Under the Stadium Re-Use Alternative, the SDCCU Stadium would be restored to the original configuration of approximately 51,500 seats, and proposed project campus land uses would be re-configured around the existing

SDCCU Stadium to achieve similar land uses and intensities as the proposed project. As outlined below, this alternative would avoid potentially significant impacts associated with demolition of the existing SDCCU Stadium and construction of the new Stadium (i.e., impacts to historic resources), but would require significant additional amounts of imported fill to raise the building pads above the 100-year flood plain, and would otherwise result in similar or potentially greater impacts as the proposed project.

The Stadium Re-Use Alternative is considered compatible with the proposed campus development as analyzed throughout this EIR. However, such an alternative would conflict with SDMC Section 22.0908, because it would not develop the new Stadium or demolish, dismantle, and remove the existing SDCCU Stadium. Rather, this alternative would retain the existing SDCCU Stadium; it would also require substantial renovation costs that are expected to at least equal the cost of constructing a new stadium/venue and the existing seating configuration limits desired sightlines necessary to achieve a multi-purpose stadium and premium seating (i.e., seats and boxes/suites are set back too far from the field). This Alternative would also incur significant maintenance costs for the aging stadium.

Furthermore, this alternative would not achieve all of the project objectives or to the same degree as the proposed project. More specifically, The Stadium Re-Use Alternative would not achieve Objective 5 (creating a new, 35,000capacity multipurpose stadium as the "home" for SDSU football and other events within the desired time frame) and Objective 7 (demolishing existing stadium in accordance with SDMC Section 22.0908). These two project objectives are essential to satisfying the San Diego voter requirements codified in SDMC Section 22.0908. Further, while the Stadium Re-Use Alternative would develop similar land uses and intensities as the proposed project, it would be designed around the existing SDCCU Stadium and would not provide for as efficient or walkable of a land plan. Accordingly, the Stadium Re-Use Alternative would not meet Objective 4 (a sustainable, walkable, and transitoriented SDSU Mission Valley 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); Objective 8 (enhance transit ridership through pedestrian and bicycle improvements, and transit connections to the existing MTS Trolley Station; and accommodate the future alignment for the potential future construction of the MTS Trolley Purple Line); and Objective 16 (create a "sense of place" within the campus open space, trails, pathways, streets, walkways, and outdoor "space," which form the campus landscape) to the same degree as the proposed project. In addition to no satisfying these objectives, this alternative would only reduce impacts to historic resources (CUL-1 through CUL-3).

## 3.3 Reduced Density Alternative

## 3.3.1 Description

The Reduced Density Alternative would develop the same mix of uses on the project site; however, aside from the 35,000-capacity stadium, the remaining uses would be reduced to approximately 10% of the proposed project to reduce and avoid operational impacts including air quality, noise, and traffic-related impacts as shown in Figure 6-4, Reduced Density Alternative. As described in Section 6.1, the Reduced Density Alternative would include the following land uses:

- Stadium with a capacity of 35,000 (same as the proposed project)
- Up to 550 apartment units
- Up to 10,000 square feet of neighborhood commercial
- Up to 130,000 square feet of campus/office

- Up to 100 hotel rooms
- Similar parks, recreation and open space uses as the proposed project

## 3.3.2 Findings

The Board of Trustees rejects the Reduced Density Alternative, as undesirable as it fails to satisfy the proposed project's underlying purpose and to meet several project objectives, and because specific economic, legal, social, technological or other considerations make the alternative infeasible.

## 3.3.3 Rationale

Overall, impacts under the Reduced Density Alternative would be reduced compared to the proposed project. Specifically, grading and land development-related construction activities would be similar to the proposed project in terms of earth moving and potential import of soil to raise portions of the project site out of the floodplain; however, overall construction-related impacts would be reduced due to the reduction in the amount of vertical improvements. This would reduce construction-related impacts to air quality, energy, GHG emissions, and noise.

Physical impacts would be similar to the proposed project because the project site would be disturbed through construction activities under the Reduced Density Alternative. Specifically, physical impacts to biological resources, cultural resources (including historic resources), geology and soil (including paleontological resources), and tribal cultural resources would be similar compared to the proposed project.

The Reduced Density Alternative would meet some of the project objectives; however, it would not meet all the project objectives or achieve the objectives to the same degree as the proposed project. Specifically, the Reduced Density Alternative would not achieve the underlying purpose of the proposed project because it would not implement the SDSU Mission Valley campus, including a new Stadium, faculty/staff/student residences and homes, academic/office/innovative uses, hotel rooms, and commercial/retail uses to support SDSU's academic, educational and cultural mission through the demolition and redevelopment of the existing SDCCU Stadium. While this alternative would develop the campus, it would not provide sufficient size and scale to support SDSU's mission because it would severely constrain growth anticipated by the University.

Further, the Reduced Density Alternative would not enable CSU to expand SDSU's education, research, entrepreneurial, innovative technology, and athletic programs to accommodate increasing demand for higher education within a new vibrant SDSU campus, innovative research center, and Stadium venue (Objective 1); provide a SDSU Mission Valley campus with up to 1.6 million square feet for academic, office, research and development and technology transfer uses (Objective 6); enhance transit ridership and transit connections to the existing MTS Trolley Station; and accommodate the future alignment for the potential future construction of the MTS Trolley Purple Line (Objective 8), provide up to 4,600 residences to support student, faculty, staff, workforce, and affordable housing near a vibrant university village setting and in proximity to trolley and other public transportation uses to reduce reliance on automobiles (Objective 9); and generate revenue to finance project elements and further support and benefit SDSU's academic and athletic programs for the benefit of the SDSU Mission Valley campus and the San Diego region (Objective 18).

## 3.4 Stadium and River Park Only Alternative

## 3.4.1 Description

The Stadium and River Park Only Alternative would include development of a new 35,000-seat multipurpose Stadium, demolition of the existing SDCCU Stadium, surface parking lot containing approximately 6,050 parking spaces, and revitalization and restoration of the River Park, like the proposed project. This alternative would not develop any of the other land uses proposed by the project (i.e., housing, neighborhood commercial, campus/office, or hotel). The proposed Stadium and River Park Only Alternative would be located in the same location as the proposed project and have the same design as contemplated by the proposed project, as shown in Figure 6-5, Stadium and River Park Only Alternative. This alternative would forego development of approximately 1.6 million square feet of campus office, innovation, and research uses; up to approximately 4,600 residential; up to approximately 400 rooms; up to approximately 95,000 square feet of commercial/retail uses; and additional open space, parks, and recreation, which were contemplated by the proposed project including the multi-use fields/tailgate park, and campus green, mall and courtyard areas. Rather, these areas would remain sheet graded and used as surface parking for the Stadium with approximately 6,050 parking spaces.

## 3.4.2 Findings

The Board of Trustees rejects the Stadium and River Park Only Alternative, as undesirable as it fails to satisfy the proposed project's underlying purpose and to meet most project objectives, and because specific economic, legal, social, technological or other considerations make the alternative infeasible. The Stadium and River Park Only Alternative is identified as the Environmentally Superior Alternative as it reduces most of the proposed project's significant impacts as compared to the other alternatives. However, the Stadium and River Park Alternative would conflict with SDMC Section 22.0908, and it would not develop the land uses listed under Section 3.4.3 Rationale, below.

## 3.4.3 Rationale

The Stadium and River Park Only Alternative would be consistent with the 1984 Mission Valley Community Plan and include uses permitted under the draft Final Mission Valley Community Plan Update. However, the Stadium and River Park Alternative would conflict with SDMC Section 22.0908 because it would not develop the following uses:

- Facilities for educational, research, entrepreneurial, and technology programs within a vibrant campus village and research park, constructed in phases and to include:
  - Academic and administrative buildings and classrooms;
  - Commercial, technology, and office space;
  - o Retail uses serving neighborhood residents and businesses;
  - o Hotels;
  - Faculty and staff housing;
  - Graduate and undergraduate student housing;
  - o Apartment-style homes for the local community;
  - o Other market-rate, workforce, and affordable homes; and
  - Trolley and other public transportation uses and improvements.

Further, similar to the Reduced Density Alternative, the land development costs, including grading and infrastructure improvements, associated with such a project would be significant, and the future use as a Stadium would not cover the expected costs of demolishing the existing SDCCU Stadium and the extensive grading, improvements, and landscaping required to develop this alternative. Similar to the All Park Alternative considered and rejected, to finance the Stadium and River Park Only Alternative, a bond measure may be put on a future ballot for the residents of the City of San Diego to vote on; or fundraising or other financing measures including sale(s) of other city-owned property or collection of significantly increased parks development impacts fees may be used in combination to fund such improvements.

The Stadium and River Park Only Alternative would meet some of the project objectives; however, it would not meet all the project objectives or achieve the objectives to the same degree as the proposed project. Specifically, the Stadium and River Park Only Alternative would not achieve the underlying purpose of the proposed project because it would not implement the SDSU Mission Valley campus, including a new Stadium, faculty/staff/student residences and homes, academic/office/innovative uses, hotel rooms, and commercial/retail uses to support SDSU's academic, educational and cultural mission through the demolition and redevelopment of the existing SDCCU Stadium.

The Stadium and River Park Only Alternative would not enable CSU to expand SDSU's education, research, entrepreneurial, innovative technology, and athletic programs to accommodate a growing student body within a vibrant university campus, innovative research center, and Stadium venue proximate to SDSU's main campus (Objective 1); provide an SDSU Mission Valley campus with up to 1.6 million square feet for academic, office, research and development and technology transfer uses (Objective 6); enhance transit ridership and transit connections to the existing MTS Trolley Station; and accommodate the future alignment for the potential future construction of the MTS Trolley Purple Line (Objective 8); provide up to 4,600 residences with a mix of housing, including student, faculty, staff, workforce, and affordable housing near a vibrant university village atmosphere and in proximity to trolley and other public transportation uses to reduce reliance on automobiles (Objective 9); provide employment opportunities at the same level as the proposed project (Objective 12); encourage on-campus learning, research, and internship opportunities for students, faculty, and staff through public-private partnerships (Objective 13); and generate revenue to finance project elements and further support and benefit SDSU's academic and athletic programs for the SDSU Mission Valley campus and the San Diego region (Objective 18).

The Stadium and Park Only Alternative would also not establish a sustainable, walkable, 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 (Objective 4); reflect SDSU and Mission Valley's heritage through campus planning, architecture, landscape, signage and wayfinding, and cultural and artistic design elements (Objective 15); or 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 (Objective 17).

## 3.5 Alternative Stadium Location Alternative

## 3.5.1 Description

The Alternative Stadium Location Alternative entails construction of the 35,000-capacity Stadium on SDSU's existing main campus, east of College Avenue, south of I-8. The SDSU Mission Valley campus proposed project's non-Stadium land uses would be developed at the Mission Valley campus project site, including 4,600 residential units, approximately 1,565,000 square feet of office space, approximately 95,000 square feet of commercial/retail, up to 400 hotel rooms, and approximately 86 acres of parks, recreation and open space. To accommodate such land uses, the existing SDCCU Stadium would be demolished (see Figure 6-6A). To accommodate the Stadium in this location an existing parking lot would be removed, Figure 6-6B depicts the location of the Stadium under this alternative. Accordingly, all event traffic associated with the proposed project would instead occur around the existing SDSU campus rather than the SDSU Mission Valley campus project site.

## 3.5.2 Findings

The Board of Trustees rejects the Alternative Stadium Location Alternative, as undesirable as it fails to satisfy the project's underlying purpose and to meet most project objectives, and because specific economic, legal, social, technological or other considerations make the alternative infeasible.

## 3.5.3 Rationale

The Alternative Stadium Location Alternative would conflict with SDMC Section 22.0908, because it would not develop the new Stadium on the project site. Rather, this alternative would provide a new, 35,000-capacity Stadium on the existing SDSU campus, increasing impacts associated with traffic, noise, air emissions, biological and cultural resources, geology and soils, and visual resources at a new, off-site location. Furthermore, this alternative would not achieve all of the project objectives, nor meet the objectives to the same degree as the proposed project. Specifically, the Alternative Stadium Location Alternative would not achieve the underlying purpose of the proposed project because it would not implement the SDSU Mission Valley campus, including a new Stadium, faculty/staff/student residences and homes, academic/office/innovative uses, hotel rooms, and commercial/retail uses to support SDSU's academic, educational and cultural mission through the demolition and redevelopment of the existing SDCCU Stadium. While this alternative would develop the SDSU Mission Valley campus, it would not enable the CSU to expand SDSU's education, research, entrepreneurial, innovative technology, and athletic programs to accommodate increasing demand for higher education within a new vibrant SDSU campus, innovative district, and stadium venue (Objective 1).

## 4.0 General CEQA Findings

## 4.1 Mitigation Monitoring and Reporting Program

Based on the entire record before the Board of Trustees and having considered the unavoidable significant impacts of the proposed project, the Board of Trustees hereby determines that all feasible mitigation within the responsibility and jurisdiction of the University has been adopted to reduce or avoid the potentially significant impacts identified in the Final EIR, and that no additional feasible mitigation is available to further reduce significant impacts. The feasible mitigation measures are discussed in Sections 2.3 and 2.4, above, and are set forth in the Mitigation Monitoring, and Reporting Program.

Section 21081.6 of the Public Resources Code requires the Board of Trustees to adopt a monitoring or compliance program regarding the changes in the proposed project and mitigation measures imposed to lessen or avoid significant effects on the environment. The Mitigation Monitoring Program for the CSU project is hereby adopted by the Board of Trustees because it fulfills the CEQA mitigation monitoring requirements:

The Mitigation Monitoring Program is designed to ensure compliance with the changes in the proposed project and mitigation measures imposed on the proposed project during project implementation; and

Measures to mitigate or avoid significant effects on the environment are fully enforceable through conditions of approval, permit conditions, agreements or other measures.

## 4.2 CEQA Guidelines Sections 15091 And 15092 Findings

Based on the foregoing findings and the information contained in the administrative record, the Board of Trustees has made one or more of the following findings with respect to each of the significant effects of the project:

- 1. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.
- 2. Those changes or alterations are within the responsibility and jurisdiction of another public agency and such changes have been adopted by such other agency, or can and should be adopted by such other agency.
- 3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly-trained workers, make infeasible the mitigation measures or alternatives identified in the Final EIR.

Based on the foregoing findings and the information contained in the administrative record, and as conditioned by the foregoing:

- 1. All significant effects on the environment due to the project have been eliminated or substantially lessened where feasible.
- 2. Any remaining significant effects that have been found to be unavoidable are acceptable due to the overriding considerations set forth herein.

## 4.3 Board of Trustees Independent Judgment

The Final EIR for the Campus Master Plan reflects the Board of Trustees' independent judgment. The Board of Trustees has exercised independent judgment in accordance with Public Resources Code 21082.1(c)(3) in retaining its own environmental consultant in the preparation of the EIR, as well as reviewing, analyzing and revising material prepared by the consultant.

Having received, reviewed, and considered the information in the Final EIR, as well as any and all other information in the record, the Board of Trustees of the California State University hereby makes findings pursuant to and in accordance with Sections 21081, 21081.5, and 21081.6 of the Public Resources Code.

## 4.4 Nature of Findings

Any finding made by the Board of Trustees shall be deemed made, regardless of where it appears in this document. All of the language included in this document constitutes findings by the Board of Trustees, whether or not any particular sentence or clause includes a statement to that effect. The Board of Trustees intends that these findings be considered as an integrated whole and, whether or not any part of these findings fail to cross-reference or incorporate by reference any other part of these findings, that any finding required or committed to be made by the Board of Trustees with respect to any particular subject matter of the Final EIR, shall be deemed to be made if it appears in any portion of these findings.

## 4.5 Reliance on Record

- The Final EIR (January 2020) for the project, including appendices;
- The Draft EIR (August 2019) for the project, including appendices;
- The Initial Study/Notice of Preparation (IS/NOP) (January 2019) for the project;
- Any appendices, studies or documents cited, referenced, or relied on in the IS/NOP, Draft EIR, Final EIR, or any document prepared for the project's EIR and either made available to the public during a public review period or included in the Board of Trustees' non-privileged, retained files on the project;
- Reports and technical reports, studies, and memoranda included or referenced in the IS/NOP, Draft EIR, Final EIR, or responses to comments on the project;
- All public notices issued in conjunction with the project, including notices issued to comply with CEQA, the CEQA Guidelines, or any other law governing the processing and approval of the project;
- Scoping Meeting(s) notices and comments received at Scoping Meeting(s);
- The Notice of Availability and Notice of Completion of the Draft EIR;
- Comments received on the NOP;

- All reports, studies, memoranda, maps, or other planning or environmental documents relating to the
  project or its compliance with CEQA and prepared by the Board of Trustees, consultants to the Board of
  Trustees, or responsible or trustee agencies with respect to the project that were either made available to
  the public during a public review period or included in the Board of Trustees' non-privileged, retained files
  on the project;
- All written comments and attachments on the project received from agencies, organizations, or members of the public during the Draft EIR comment period or prior to the close of the public hearing before the Board of Trustees;
- All responses to comments received from agencies, organizations, or members of the public in connection with the project or its compliance with CEQA;
- Any supplemental documents submitted to the Board of Trustees prior to public hearings on the project;
- Staff reports prepared for the Board of Trustees for any information sessions, public meetings, and public hearings relating to the project, and any exhibits or attachments thereto;
- Minutes and/or transcripts of all public information sessions, public meetings, and public hearings relating to the project (including all presentation material used or relied upon at such sessions, meetings, and hearings);
- Any documentary or other evidence submitted to the Board of Trustees at such information sessions, public meetings, and public hearings;
- Any proposed decisions or findings submitted to the Board of Trustees and either made available to the public during a public review period or included in the Board of Trustees' non-privileged, retained files on the project;
- All findings and resolutions adopted by the Board of Trustees in connection with the project, and all documents cited or referred to therein;
- The Mitigation Monitoring and Reporting Program (MMRP) for the project;
- Any documents expressly cited in these findings and any documents incorporated by reference;
- Any other written materials relevant to the Board of Trustees' compliance with CEQA or its decision on the merits of the project, including any documents or portions thereof, that were released for public review, relied upon in the environmental documents prepared for the project, or included in the Board of Trustees non-privileged retained files for the EIR or project; and
- The Notice of Determination.

The Board of Trustees intends that only those documents relating to the project and its compliance with CEQA and prepared, owned, used, or retained by the Board of Trustees and listed above shall comprise the administrative record for the project. Only that evidence was presented to, considered by, and ultimately before the Board of Trustees prior to reviewing and reaching its decision on the EIR and the proposed project.

## 4.6 Custodian of Records

The custodian of the documents or other material that constitute the record of proceedings upon which the Board of Trustees' decision is based is identified as follows:

Laura Shinn, Director Facilities Planning, Design, and Construction San Diego State University 5500 Campanile Drive San Diego, California 92182-1624

## 4.7 Recirculation Not Required

CEQA Guidelines Section 15088.5 provides the criteria that a lead agency is to consider when deciding whether it is required to recirculate an EIR. Recirculation is required when "significant new information" is added to the EIR after public notice of the availability of the Draft EIR is given, but before certification. (CEQA Guidelines, §15088.5(a).) "Significant new information," as defined in CEQA Guidelines Section 15088.5(a), means information added to an EIR that changes the EIR so as to deprive the public of a meaningful opportunity to comment on a "substantial adverse environmental effect" or a "feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement."

An example of significant new information provided by the CEQA Guidelines is a disclosure showing that a "new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented;" that a "substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted to reduce the impact to a level of insignificance;" or that a "feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it." (CEQA Guidelines, §15088.5(a)(1)-(3).)

Recirculation is not required where "the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR." (CEQA Guidelines, §15088.5(b).) Recirculation also is not required simply because new information is added to the EIR — indeed, new information is oftentimes added given CEQA's public/agency comment and response process and CEQA's post-Draft EIR circulation requirement of proposed responses to comments submitted by public agencies. In short, recirculation is "intended to be an exception rather than the general rule." (*Laurel Heights Improvement Assn. v. Regents of University of California* (1993) 6 Cal.4th 1112, 1132.)

In this legal context, the Board of Trustees finds that recirculation of the Draft EIR prior to certification is not required. In addition to providing responses to comments, the Final EIR includes revisions to expand upon information presented in the Draft EIR; explain or enhance the evidentiary basis for the Draft EIR's findings; update information; and to make clarifications, amplifications, updates, or helpful revisions to the Draft EIR. The Final EIR's revisions, clarifications and/or updates do not result in any new significant impacts or increase the severity of a previously identified significant impact.

In sum, the Final EIR demonstrates that the project will not result in any new significant impacts or increase the severity of a significant impact, as compared to the analysis presented in the Draft EIR. The changes reflected in the Final EIR also do not indicate that meaningful public review of the Draft EIR was precluded in the first instance. Accordingly, recirculation of the EIR is not required as revisions to the EIR are not significant as defined in Section 15088.5 of the CEQA Guidelines.

# 5.0 Certification of the FinalEnvironmental Impact ReportCEQA Guidelines § 15090

The Board of Trustees certifies that the Final EIR, dated January 2020, has been completed in compliance with CEQA and the CEQA Guidelines, that the EIR was presented to the Board of Trustees, and that the Board reviewed and considered the information contained therein before approving the project, and that the EIR reflects the independent judgment and analysis of the Board. (CEQA Guidelines § 15090.)

# 6.0 Statement of Overriding Considerations

Pursuant to Public Resources Code Section 21081(b) and CEQA Guidelines Section 15093(a) and (b), the Board of Trustees is required to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological or other benefits of the project, including region-wide or statewide environmental benefits, outweigh the unavoidable adverse environmental effects, those effects may be considered "acceptable" (CEQA Guidelines, §15093 (a)). CEQA requires the agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are not avoided or substantially lessened. Those reasons must be based on substantial evidence in the Final EIR or elsewhere in the administrative record (CEQA Guidelines, §15093(b)).

Courts have upheld overriding considerations that were based on a variety of policy considerations including, but not limited to, new jobs, stronger tax base, and implementation of an agency's economic development goals, growth management policies, redevelopment plans, the need for housing and employment, conformity to community plan, and provision of construction jobs, see *Towards Responsibility in Planning v. City Council* (1988) 200 Cal App. 3d 671; *Dusek v. Redevelopment Agency* (1985) 173 Cal App. 3d 1029; *City of Poway v City of San Diego* (1984) 155 Cal App. 3d 1037; *Markley v. City Council* (1982) 131 Cal App.3d 656. In accordance with the requirements of CEQA and the CEQA Guidelines, the Board of Trustees finds that the mitigation measures identified in the Final EIR and the Mitigation Monitoring and Reporting Program, when implemented, will avoid or substantially lessen many of the significant effects identified in the Final EIR for the San Diego State University Mission Valley Campus Master Plan (hereinafter, Campus Master Plan or Project). However, certain significant impacts of the Campus Master Plan are unavoidable even after incorporation of all feasible mitigation measures. These significant unavoidable impacts are to air quality, cultural resources, noise, population and housing, public services and recreation, and transportation. The Final EIR provides detailed information regarding these impacts (see also, Findings, Section 2.4 Potentially Significant Impacts that Cannot Be Mitigated Below A Level of Significance).

The Board of Trustees finds that all feasible mitigation measures identified in the Final EIR within the purview of the California State University will be implemented with the Campus Master Plan. Based on substantial evidence in the whole of the administrative record for the Project, the Board of Trustees hereby determines that the remaining significant unavoidable effects are outweighed and are found to be acceptable due to the following specific overriding economic, legal, social, technological, or other benefits. Each Project benefit described below constitutes a separate overriding consideration warranting adoption of the Campus Master Plan, independent of the other benefits, and outweighs each and every potentially significant unavoidable impact.

- a. The Project will 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.
- b. The Project will foster economic growth, create jobs, and attract new private businesses to the surrounding area, thereby enhancing the existing relationship between CSU and the local community.

- c. The Project will encourage on-campus learning, research, and internship opportunities for students, faculty, and staff through public-private partnerships.
- d. The Project will provide potential employment opportunities in close proximity to the campus and transit.
- e. The Project will replace an existing oversized stadium, parking lot, and underutilized trolley station, which are currently in various states of disrepair and blight, to address capacity needs and design goals for the campus.
- f. The Project will provide a dense, infill development that furthers smart growth principles by avoiding sprawl, connecting to existing infrastructure, and locating compatible uses in close proximity to one another, which furthers air quality benefits, and greenhouse gas emission and vehicle miles traveled reductions as compared to development in outlying areas.
- g. The Project will 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.
- h. The Project will 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.
- i. The Project will 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.
- j. The Project implements the vision of the San Diego River Park Master Plan by developing a 34-acre River Park.
- k. The Project provides additional parks, recreation, and shared open space uses to benefit both the campus and larger community by providing active and passive opportunities.
- I. The Project design avoids indirect impacts to sensitive, adjacent biological habitat by maintaining sufficient setbacks to the San Diego River and Murphy Canyon Creek.
- m. The Project provides for the long term sustainability of SDSU athletics through the construction of a new, 35,000-capacity multi-purpose stadium.
- n. The Project will 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.
- o. The Project provides for 15% on-site energy generation through solar photovoltaic panels installed on building rooftops.
- p. The Project would provide total economic contributions during construction, which could take up to 15 years, resulting in approximately \$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.

- q. The Project would directly support a maximum annual total of approximately 7,800 jobs onsite, indirectly result in approximately 4,320 jobs and induce approximately 5,120 jobs for a total of approximately 17,240 jobs.
- r. The Project would 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, based upon the most conservative scenario of enrollment growth at the campus (6,000 new students by 2033).
- s. The Project would generate additional tax revenue for the City of San Diego associated with annual operations in the amount of approximately \$21.9 million annually (2018 dollars), including property (on possessory interest), sales and transit occupancy taxes.
- t. The Project would generate approximately \$26.1 million in local property taxes on possessory interest to benefit the City of San Diego, County of San Diego, San Diego Unified School District, County schools, San Diego Community College District and other education and public entities.
- u. In accordance with the will of the people of the City of San Diego, the Project would provide:
  - Academic and administrative buildings and classrooms;
  - Commercial, technology, and office space, compatible and synergistic with SDSU's needs, to be developed through SDSU- private partnerships, and with such uses contributing to sales tax and possessory interest tax, as applicable, to the City;
  - Complementary retail uses to serve neighborhood residents and businesses and create an exciting game-day experience for SDSU football fans and other Potential Sports Partners, and with such retail uses contributing to sales tax and possessory interest tax, as applicable, to the City;
  - Hotel(s) to support visitors to campus and stadium-related events, provide additional meeting and conference facilities, and serve as an incubator for graduate and undergraduate students in SDSU's L. Robert Payne School of Hospitality and Tourism Management; and with such uses contributing to sales taxes, possessory interest taxes, and transient occupancy taxes, as applicable, to the City;
  - Faculty and staff housing to assist in the recruitment of nationally recognized talent; and with such uses contributing to possessory interest taxes, as applicable, to the City;
  - Graduate and undergraduate student housing to assist athlete and student recruitment; and with such uses contributing to possessory interest taxes, as applicable, to the City;
  - Apartment-style homes for the local community interested in residing in proximity to a vibrant university village atmosphere; and with such uses contributing to possessory interest taxes, as applicable, to the City;
  - Other market-rate, workforce and affordable homes in proximity to a vibrant university village atmosphere; and with such uses contributing to possessory interest taxes, as applicable, to the City; and

• Trolley and other public transportation uses and improvements to minimize vehicular traffic impacts in the vicinity.

Considering all the factors, the Board of Trustees finds that there are specific economic, legal, social, technological, and other considerations associated with the project that serve to override and outweigh the project's significant unavoidable effects and, thus, the adverse effects are considered acceptable. Therefore, the Board of Trustees hereby adopts this Statement of Overriding Considerations.