SDSU Mission Valley Implementation Plan

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July 2020
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SDSU May 2022

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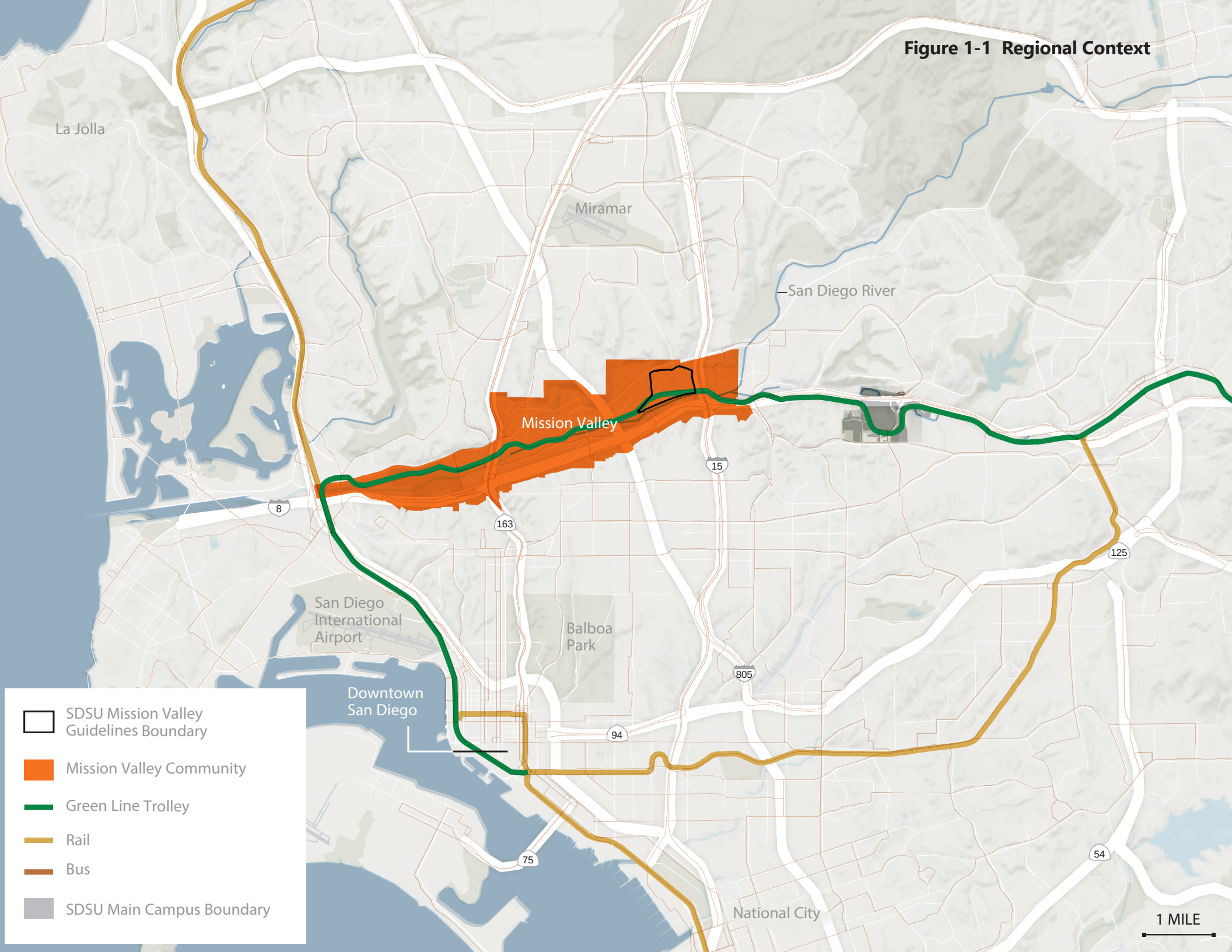
1 Introduction

Since its founding in 1897, San Diego State University (SDSU) has grown from a small teachers' college into a national research university employing 9,000 academic and auxiliary staff and serving approximately 35,000 students enrolled in bachelor's, master's, and doctoral programs. In conjunction with the SDSU Mission Valley Campus Master Plan and Final Environmental Impact Report (Final EIR), the SDSU Mission Valley Implementation Plan (Implementation Plan) provide information regarding the creation of a new 169-acre development through the redevelopment of the San Diego County Credit Union (SDCCU) Stadium site and adjacent San Diego River Park (campus plan area) located in the northeast portion of the Mission Valley community within the City of San Diego (See **Figure 1-1**, Regional Context). The SDSU Mission Valley Campus Master Plan will result in a vibrant, mixed-use development that is transit-oriented, and expands the university's educational, research, entrepreneurial, and technology transfer programs, with 1.6 million square feet of office, innovation and research space, 4,600 multi-family homes, 95,000 square feet of commercial/retail uses, a 35,000-capacity multi-use stadium, and a 34- acre River Park situated within a total of more than 80 acres of recreational and open space.

In addition to meeting SDSU's needs, SDSU Mission Valley will serve the academic, economic, environmental, and equity goals of the Mission Valley community and greater San Diego region. SDSU will develop an amenity-rich development that expands the university's educational and economic impact in the region as an educational, employment, housing, and recreational resource served by high quality transit, and will restore the site to accommodate a more natural floodplain adjacent to the San Diego River. As San Diego continues to grow, the expansion of SDSU will assist the region in creating and preparing a qualified, highly trained and job-ready workforce for the region's industries. SDSU Mission Valley will be a regional asset that ushers in San Diego's next generation of thinkers, leaders, and entrepreneurs.

Figure 1-1 Regional Context



Organization of this Document

This document is organized as follows:

Chapter 1: **INTRODUCTION**

Provides an overview of the purpose, context, site history, and planning process, as well as the vision and guiding principles that establish the foundation for the redevelopment of the SDCCU Stadium site.

Chapter 2: **PLANNING DESCRIPTION**

Details the land use, mobility, open space and capital improvement elements proposed for the development.

Chapter 3: **DEVELOPMENT EXPECTATIONS**

Outlines the Implementation Plans' consistency with the requirements of the Purchase and Sale Agreement and supporting documents which are based on the conditions set forth in Measure G; development expectations to flexibly guide future development on-site consistent with the vision; guiding principles and plan description; and design guidelines to create a welcoming and cohesive site.

Chapter 4: **DESIGN GUIDELINES**

Provides specific design requirements and recommendations to implement the development expectations outlined in in Chapter 3.

Chapter 5: **IMPLEMENTATION MEASURES**

Focuses on providing guidance for the successful implementation of the Guidelines.

Purpose

The purpose of the Implementation Plan is to complement the SDSU Mission Valley Campus Master Plan and Final EIR. The SDSU West Campus Research Center, Stadium, and River Park Initiative (Measure G), which was approved by the voters of the City of San Diego on November 6, 2018 (see Planning Context below) and codified in the City of San Diego Municipal Code Section 22.0908, outlines a process for the sale of the City-owned SDCCU Stadium site to SDSU. This Implementation Plan complements the SDSU Mission Valley Campus Master Plan and Final EIR by establishing guidelines consistent with the content requirements of a specific plan as called for in Measure G, that addresses land use, mobility, open space, and utilities; a set of development expectations and design guidelines by which development will proceed and for the conservation, development and utilization of natural resources; and implementation measures necessary to carry out the provisions of the Implementation Plan. The Implementation Plan is intended to be flexible to encourage new investment and development within the campus and enable SDSU to adapt to its evolving needs over time. The Implementation Plan is not intended to take precedence over the SDSU Mission Valley Campus Master Plan, the Final EIR, the terms and conditions set forth in the Purchase and Sale Agreement, or the recorded covenants, conditions, restrictions, easements and other recorded documents.

Regional and Local Context

SDSU Mission Valley is located in the east portion of the Mission Valley community within the City of San Diego. Mission Valley is home to multifamily housing, regional retail, office parks, hotels, and the existing SDCCU Stadium. The San Diego River, the San Diego Green Line Trolley, and Interstate (I) 8 run through the heart of Mission Valley. As shown in **Figure 1-2**, Local Context, the site is located south of Friars Road and north of the San Diego River, between the Fenton Marketplace on the west and I-15 and Grantville to the east. Single-family residences in Serra Mesa and Normal Heights are located north and south of the site, respectively. Additional neighborhoods located south of the site are Kensington and Talmadge, which are east of Normal Heights, and University Heights just west of Normal Heights. To the south of the site, on either side of I-8, are a variety of businesses on Camino Del Rio North and Camino Del Rio South. The following descriptions provide additional context of the surrounding land uses and communities.

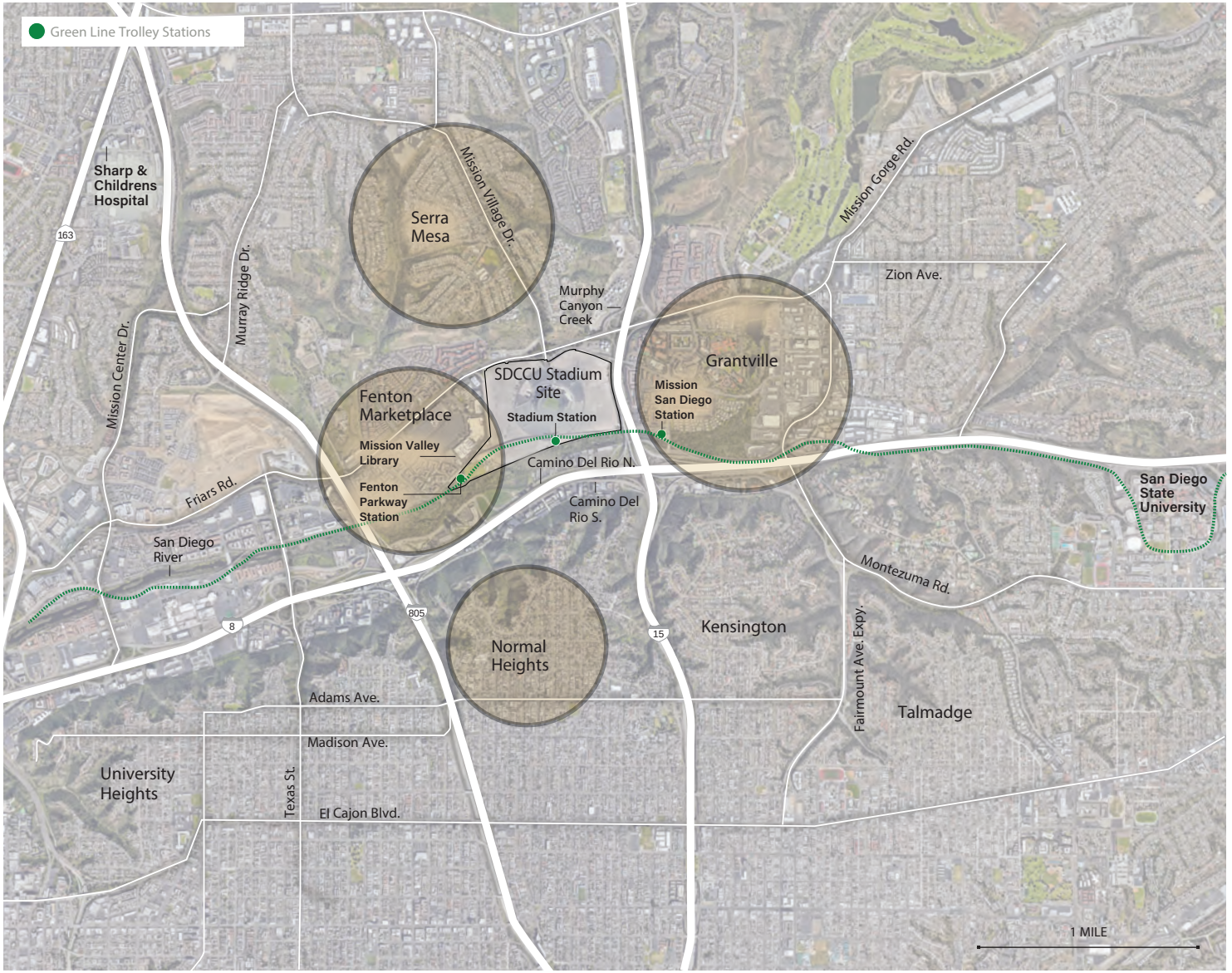


Figure 1-2 Local Context

Fenton Marketplace

Fenton Marketplace is home to large regional retailers including IKEA, Lowes and Costco, as well as office uses, restaurants, and the Mission Valley Library. Multifamily residential communities surround Fenton Marketplace to the north and west. The Fenton Parkway Trolley Station is also adjacent (southwest) of Fenton Marketplace.

Grantville

The community of Grantville is located east of the site and I-15. Grantville is one of San Diego's oldest communities, as it is home to the Mission San Diego de Alcala, which is both the first mission in California and the namesake of Mission Valley. Grantville also includes multifamily housing, regional commercial, and industrial uses. Grantville also includes the Mission San Diego Trolley stop on its south end.

Kensington

Kensington is a neighborhood whose borders are defined by I-15 to the west, I-8 to the north, and Fairmount Avenue to the east. The subdivision dates back to 1910 and was designed based on its geography and the non-standard layout due to its location on a narrow peninsula surrounded on three sides by steep slopes, much of which is dedicated to open space. Kensington offers a miniature "Main Street" along Adams Avenue, complete with coffee shops, restaurants and a branch library (City of San Diego 2019a).

FENTON MARKETPLACE

SAN DIEGO MISSION IN GRANTVILLE

SHARP MEDICAL CENTER IN SERRA MESA

ADAMS AVENUE NORMAL HEIGHTS

Serra Mesa

The community of Serra Mesa was developed after World War II to house returning veterans. The community was first developed with multifamily and military housing, but later developed extensive single-family neighborhoods. Serra Mesa includes a large health and institutional campus, which is anchored by Sharp and Children's hospital (City of San Diego 2019a).

Normal Heights

Normal Heights is one of San Diego's first streetcar suburbs, developed in the early twentieth century. Normal Heights is characterized by single-family homes on the north canyon rim overlooking the site, a thriving commercial district along Adams Avenue that bisects the community, and multifamily housing south of Adams Avenue.

University Heights

University Heights was another early streetcar suburb founded in 1888. The development of the residential area was closely tied to direct access to downtown San Diego's commercial and business center and promises of a plan to build a university in the area. Although construction of the college never advanced beyond the planning stage, today the neighborhood has a broad spectrum of housing options, including craftsman bungalows, single-family homes and apartments (City of San Diego 2019a).

Talmadge

Talmadge is a historic neighborhood of the mid-city region of San Diego. The neighborhood, established in 1925, is located east of Kensington near San Diego State University and is isolated by canyons on the north and west.

Camino Del Rio North and Camino Del Rio South

Camino Del Rio North and Camino Del Rio South are located south of the site on the valley floor below on either side of I-8. Camino Del Rio North and Camino Del Rio South are separated from the site by the San Diego River. Camino Del Rio North and Camino Del Rio South are characterized by office uses and minor retail.

Murphy Canyon Creek

Murphy Canyon Creek, a north-south drainage that is a tributary to the San Diego River, parallels the east side of the site.

San Diego River

The San Diego River is an important regional watercourse, habitat area, and floodplain that parallels the south side of the site.

SAN DIEGO RIVER

SDSU Mission Valley Site

The SDSU Mission Valley Campus Master Plan area is specifically bounded by Friars Road to the north, Fenton Marketplace to the west, the San Diego River to the south, and Murphy Canyon Creek along I-15 to the east, as shown in Figure 1-3, SDSU Mission Valley Site. The SDSU Mission Valley Campus Master Plan area is accessible by car via Friars Road to the north of the site, and accessible by transit via the Metropolitan Transit System's Green Line Trolley Stadium Station on the south end of the site. The site is used for multiple regional events, including SDSU football, concerts, used car sales, soccer games and other events. The site generally drains from north to south into the San Diego River.

Figure 1-3: SDSU Mission Valley Site

Planning Context

The preparation of the Implementation Plan included review of multiple local and regional planning efforts described herein, including both the California State University (CSU) and the City of San Diego.

Measure G

On November 6, 2018, City of San Diego voters approved Measure G, which outlined a process for the sale of the SDCCU Stadium site to SDSU. Measure G was codified into the City of San Diego Municipal Code (SDMC) Section 22.0908. Measure G and the SDMC include a list of public benefits to be provided in the development of the campus. These public benefits include:

- A new Joint Use Stadium for SDSU Division 1 collegiate football and other Potential Sports Partners, including but not limited to professional, premier, or Major League Soccer (MLS) and adaptable for the National Football League (NFL);
- A River park, walking and biking paths or trails, and associated open space for use by all members of the public;
- Passive and active recreation space, community and neighborhood parks;
- Practice, intramural, intermural, and recreation fields;
- Facilities for educational, research, entrepreneurial, and technology programs within a vibrant mixed-used campus village and research park that is constructed in phases and comprised of:
- 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;
- 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;
- Trolley and other public transportation uses and improvements to minimize vehicular traffic impacts in the vicinity.
- Compliance with the City's development impact fee requirements, its housing impact fees/affordable housing requirements, and its greenhouse gas (GHG) emission reduction goals

Measure G and the SDMC express the desire that redevelopment of the site focus growth into mixed-use activity areas that are pedestrian-friendly and linked to improved regional transportation systems; draw from the character and strengths of the city's natural environment, neighborhoods, commercial centers, institutions, and employment centers; and sustain the long-term economic, environmental, and social health of the City and its many communities.

City of San Diego General Plan

The City of San Diego General Plan is the comprehensive blueprint for the City of San Diego's growth and development in the coming decades. The City of San Diego comprehensively updated the General Plan in 2008. The General Plan serves as a guidance document that sets a framework for the City of Villages strategies implemented by the City's many Community Plans. The City's Community Plans regulate land use and zoning for the City and are informed by the General Plan goals and policies (City of San Diego 2019b). The City of San Diego General Plan only applies to land subject to the jurisdiction of the City of San Diego. Once CSU/SDSU completes the purchase, all land within the SDSU Mission Valley Campus Master Plan area will only be subject to the jurisdiction of the State of California and the CSU.

Mission Valley Community Plan

The Mission Valley Community Plan provides context-sensitive direction, consistent with the General Plan, to guide future growth and development in Mission Valley. On May 31st, 2019, the City of San Diego released the Final Environmental Impact Report (FEIR) of the Mission Valley Community Plan Update (Community Plan) and on September 10, 2019 the San Diego City Council adopted the updated Community Plan. This Community Plan is the first comprehensive update to the Mission Valley Community Plan since 1984. The mission of the Community Plan is to create a vibrant neighborhood served by multi-modal transportation options, recreational opportunities, employment centers, and a concentration of food and shopping opportunities. I-8, the San Diego River Trail, and Green Line Trolley will all serve as important connectors traversing the valley. The site is not included in the land use section of the Community Plan. Instead, the Community Plan indicates that redevelopment of the Stadium site will be accomplished through a specific plan or campus master plan (City of San Diego 2019b). This Implementation Plan supports the Mission Valley Campus Master Plan, approved by the CSU Board of Trustees in January 2020.

San Diego Climate Action Plan

In 2015, the City of San Diego adopted a Climate Action Plan (CAP) to reduce greenhouse gas emissions consistent with State goals. The CAP encourages denser development in transit priority areas, which are defined as areas within a half mile of a high-quality transit stop, to support development that would allow people to walk, bike, or trolley around San Diego (City of San Diego 2015). The site is considered a transit priority area (TPA) as it is served by the Stadium Stop on the Green Line Trolley.

The SDSU Mission Valley Campus Master Plan has been designed in coordination with the goals, policies, and regional efforts of the City and other local agencies to ensure a coordinated effort in creating a climate-friendly San Diego. In addition, the SDSU Mission Valley Campus Master Plan Final EIR includes a robust CAP consistency analysis that determined consistency with the City's CAP. Various factors support these determinations, such as location on an infill site in Mission Valley that is served by transit; implementation of a TDM Program that reduces VMT at a level that is consistent with the objectives of SB 743; and exceedance of existing regulatory compliance standards for the built environment. Furthermore, the Final Program Environmental Impact Report for the City of San Diego Climate Action Plan (SCH No. 2015021053, certified December 15, 2015) and the Final Program Environmental Impact Report for the Mission Valley Community Plan Update (SCH No. 2017071066, certified September 10, 2019) both analyzed greenhouse gas related impacts of land use development parameters for the Mission Valley Community Planning Area, which are consistent with the project's attributes. Therefore, with regard to greenhouse gas emissions, there is consistency with the City's CAP and the Mission Valley Community Plan Update. For further information, please refer to the SDSU Mission Valley Campus Master Plan EIR, Section 4.7 and Table 4.13-7.

SDSU Climate Action Plan

In 2017, SDSU adopted a CAP for its main campus with the goal of operational carbon neutrality by 2040 and carbon neutrality by 2050. Achieving this goal will include changes in policy, purchasing, retrofitting old structures, as well as setting sustainability standards for new buildings. Consistent with the SDSU main campus CAP, SDSU Mission Valley will implement all applicable policies to reduce greenhouse gas emissions (GHG) during construction and operations. For further responsive information, please refer to the EIR for SDSU Mission Valley.

SDSU Main Campus Master Plan

In 2007, the CSU Board of Trustees approved the SDSU 2007 Campus Master Plan Revisions, which authorized an enrollment increase of 10,000 full-time equivalent (FTE) students over the next 15-20 years from 25,000 to 35,000, and the near-term and future development of six project components. In May of 2018, the CSU Board of Trustees re-certified the 2007 EIR. The re-certified EIR included additional analysis and mitigations related to roadway improvements, transit impacts and Traffic Demand Management, and incorporated a series of minor and other master plan revisions implemented between 2007 and 2018 with appropriate CEQA actions.

The re-certified Campus Master Plan enables SDSU to meet the projected increases in student demand for higher education, and further enhance SDSU's standing as a premier undergraduate, graduate, and research university by providing the needed buildings, facilities, improvements, and services to support campus growth.

The existing SDSU Main Campus Master Plan is for the 288-acre area where the university is located, within the College Area of the City of San Diego, generally bound by I-8 on the north, Zura Road and E. Campus Drive on the east, Montezuma Road on the south, and Hewlett Drive on the west. The existing Campus Master Plan provides for 35,000 full-time equivalent students (FTES).

SDSU's Main Campus Master Plan area will be physically linked to SDSU Mission Valley by both the Trolley's Green Line and I-8. This physical connection will further enable CSU to expand SDSU's education, research, entrepreneurial, innovation technology, and athletic programs to accommodate increasing demand for higher education from students pursuing their upper division, graduate and doctorate studies.

SANDAG Regional Transportation Plan/Sustainable Communities Strategies

The San Diego Association of Governments (SANDAG) adopted the 2050 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) in 2011. The RTP/SCS outlined policies, strategies, and investments to maintain, manage, and improve the region's transportation system and meet greenhouse gas reduction targets. In 2015, SANDAG updated the RTP/SCS and incorporated it into SANDAG's San Diego Forward: The Regional Plan.

San Diego River Park Master Plan

The San Diego River Park Master Plan was adopted in 2013 and provides the vision and guidance to restore the City's relationship with the San Diego River and create a river park that meets human and ecosystem needs. The River Park Master Plan calls for restoring and maintaining a healthy river system, unifying fragmented land, creating a connected continuum, revealing the river valley's history, and reorienting development toward the river (City of San Diego 2013a). While not subject to the River Park Master Plan,

Stadium Wetland Mitigation

A segment of the San Diego River, north of I-8 between I-805 and I-15, directly south of the campus and Fenton Marketplace, was restored as compensatory wetlands for the City of San Diego. Compensatory wetlands are restored lands in important downstream locations, which serve as mitigation for urban projects upstream that cannot provide their own wetlands. As a result of the Stadium Wetland Mitigation Project, the habitat and wetlands around the site are thriving natural wetlands providing flood control and water filtration for the greater watershed.

Prehistory

Cosoy, an ancient Kumeyaay village, was located at the base of Presidio Hill

1774

The original Mission San Diego de Alcala near Cosoy was relocated it to its current site in 1774

1814

Padre Dam was built in 1816 to spur agricultural activities that continued into the 1960s

Site History

Mission Valley has been central to life in the San Diego region since prehistory and remains an important economic and cultural hub to this day.

Prehistory and the Kumeyaay

The San Diego River is a historic major fresh water source, attracting people to the valley since prehistoric times. Cosoy, an ancient Kumeyaay village, was located at the base of Presidio Hill, 5 miles west of the site (City of San Diego 2013b). The routes of the Kumeyaay trail system were followed by wagon routes and later became major thoroughfares (Davis 1961). Interstate 8 is today aptly named the "Kumeyaay Highway" as it follows the likely path of the prehistoric trail connecting coastal and inland Kumeyaay. The site is located along the Kumeyaay Highway and the San Diego River between the prehistoric villages of Kosoi and Nipawai, the location of the now standing Old Town Presidio (4 miles west) and the Mission San Diego de Alcalá (.5 miles east), respectively (Kroeber 1925).

Spanish and Anglo-American Settlement

The Spaniards sited the original Mission San Diego de Alcala near Cosoy, before relocating it to its current site near the SDSU Mission Valley site in 1774. Padre Dam was built in 1816 to spur agricultural activities that continued into the 1960s. In the 1880s, Anglo-American settlements were founded near the site. In addition, sand and gravel extraction began in the early twentieth century near the site and has continued upstream to this day (City of San Diego 2013b).

Urban Development and San Diego Stadium

Major urban development in Mission Valley began in the late 1950s after I-8 was built. In 1965, a $27 million-dollar bond was passed to start construction on San Diego Stadium, which was completed in 1966. San Diego Stadium was designed by renowned San Diego brutalist architect Frank L. Hope Jr., who also designed many famous buildings around San Diego County, including many structures at the University of California San Diego (City of San Diego 2019d).

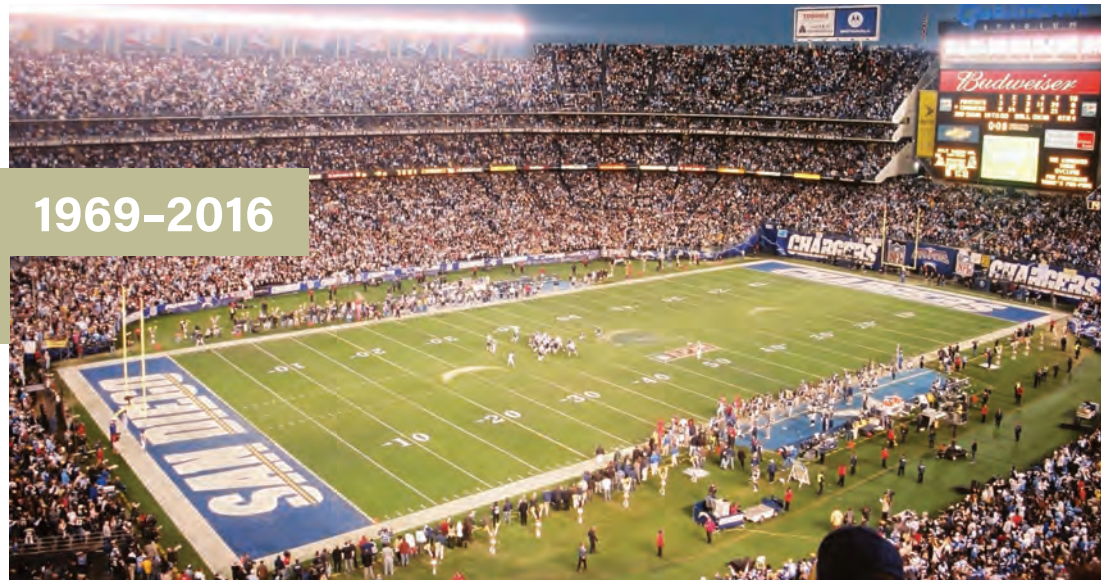
The San Diego Chargers played in the stadium from 1967 to 2016; the San Diego Padres played in the stadium from 1969 to 2003 when the new downtown "Petco" Park baseball stadium was constructed; and the SDSU Aztec football team has played in the stadium since its opening in 1967. The stadium has also hosted major sporting events and concerts throughout its history (City of San Diego 2019d).

1965

In 1965 a $27 million dollar bond was passed to start construction on San Diego Stadium

1967–2003

The San Diego Padres played in the stadium from 1969 to 2003 when the new downtown "Petco" Park baseball stadium was constructed



1969–2016

The San Diego Chargers played in the stadium from 1967 to 2016

Planning Process

The planning process for the Implementation Plan was informed by an inclusive and interactive stakeholder engagement process involving broad representation from the SDSU community, as well as San Diego community constituents. The engagement process involved several strategies, as described below:

SDSU Vision and Outreach

In November 2017, SDSU unveiled its "SDSU Mission Valley" plan, a detailed "vision" for the future reuse of the SDCCU Stadium site. Over the course of 2018, SDSU presented the draft site plan and vision of SDSU Mission Valley to more than 150 university-affiliated organizations, community groups and stakeholders to gather initial feedback on the plan. The feedback received from these outreach events was compiled, synthesized, and used to make further refinements to the site plan and development expectations. SDSU continues to conduct outreach and gather community input regarding the Mission Valley site planning, including a River Park Advisory Group which was heavily involved in the project's park and open space design.

Planning Vision

The planning vision and guiding principles of the Implementation Plan are consistent with the SDSU Mission Valley Campus Master Plan and Final EIR, the objectives of SDMC 22.0908 previously listed, community input, and SDSU's Mission Statement.

SDSU Mission Statement

The mission of San Diego State University is to provide research-oriented, high-quality education for undergraduate and graduate students and to contribute to the solution of problems through excellence and distinction in teaching, research, and service. The university strives to impart an appreciation and broad understanding of the human experience throughout the world and the ages. This education extends to diverse cultural legacies and accomplishments in many areas, such as the arts and technology; the advancement of human thought including philosophy and science; the development of economic, political, and social institutions; and the physical and biological evolution of humans and their environment. San Diego State University pursues its mission through its many diverse departments and interdisciplinary programs in the creative and performing arts, the humanities, the sciences, and the social and behavioral sciences (SDSU 2019).

SDSU Mission Valley Vision

The vision of SDSU Mission Valley is to build a state-of-the-art, transit-oriented, mixed-use development that assists SDSU, the community, and region to fulfill their academic, economic, environmental, and recreational goals. SDSU Mission Valley will fulfill SDSU's academic goals by providing administrative and educational facilities that allow the university to grow and prepare a qualified and job-ready workforce for the region's industries consistent with the SDSU Mission Statement. SDSU Mission Valley will enable CSU to expand SDSU's education, research, entrepreneurial, and innovation technology with an emphasis on upper division, graduate and doctorate level education.

SDSU Mission Valley will strengthen the local and regional economy by providing employment opportunities for a highly trained and educated workforce, together with high-quality market-rate and affordable housing. SDSU envisions the Mission Valley site as a place for the transfer of knowledge, ideas, and technology, and to foster new research, while serving as an incubator for internships and exchange between high-quality technology business uses and SDSU. SDSU Mission Valley will foster a healthy environment and active community through an integrated open space, recreational, and mobility network that includes restoration of the San Diego River Park, a brand new regional multi-use stadium, supporting amenities, expansive open space, and enhanced transit and active transportation. The site will be a place where San Diego's current and future leaders live, learn, play, and thrive.

Economic Impact

The development of SDSU Mission Valley would have a lasting economic impact to the San Diego Region. SDSU Mission Valley is estimated to have the following financial benefits:

Total economic contributions during construction, which could take an approximate 17 years, include $4.6 billion in total economic output, nearly 29,000 one-year jobs supported, and $29.2 million in tax revenue for the City of San Diego.

Once construction is complete, the proposed development would directly support a maximum annual total of approximately 7,809 jobs on site; indirectly result in approximately 4,314 jobs; induce approximately 5,117 jobs for a total of approximately 17,241 jobs; and generate annual labor income of $1.2 billion for California residents, plus nearly $1.9 billion annually of regional gross state product and $3.1 billion of economic output. This includes the most conservative scenario of enrollment growth at the campus (6,000 new students by 2033).

The additional tax revenue for the City of San Diego associated with annual operations would be $21.9 million annually (2018 dollars), including possessory interest, sales, and transit occupancy taxes.

Overall, the proposed development would generate approximately $26.1 million in local taxes to benefit the City of San Diego, County of San Diego, SDUSD, San Diego County schools, San Diego Community College District, and other education and public entities.

Guiding Principles

Four guiding principles accompany the vision to support SDSU's efforts to promote healthy learning, living, working, and playing environments; maximize open space and recreational opportunities; and prioritize non-motorized transportation.

1. A complete and innovative community

SDSU Mission Valley will provide a mix of compatible uses including an Innovation District with office, research, and innovation space to support academic, employment, educational, and recreational goals of SDSU and the community. Flexible development guidelines for the office and academic uses will facilitate the growth and reuse of the site over time in response to the needs of SDSU and demands of the regional economy. A multi-use stadium will be built to provide a location for SDSU's NCAA Division 1 football team to play, and to serve as an important campus and community asset. The multi-use stadium is designed to potentially host other sporting events and provide a venue for local high school sports tournaments, concerts, and other campus and community events. A hotel is planned near the stadium to accommodate visitors, conferences, and support education at SDSU's L. Robert Payne School of Hospitality. Retail and neighborhood-serving commercial uses will create both an exciting game-day atmosphere and create a one-stop location for people working, visiting or living on site.

A range of housing opportunities will anchor the northeast portion of the site. Ten percent of the housing on-site will be affordable, consistent with SDSU's Purchase and Sale Agreement with the City of San Diego. People who live at SDSU Mission Valley will be able to walk and bike to research, retail, and office uses, as well as take the Green Line Trolley to SDSU's main campus, downtown San Diego, and other regional connections.

Innovation District uses will create a synergistic relationship between SDSU's academic and research capabilities and access to markets and job training of the private sector. Large firms and incubators alike will flourish in this space, while benefiting from and contributing to the talent of SDSU students. The site as a whole will 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 park and recreational space.

2. Restoration of the natural environment

A key element of the Site Plan is to restore the natural hydrology of the site. Open spaces will be sited to provide natural drainage systems in key areas, respecting the original topography of the site. The drainage areas will be planted with low water-use plants and native riparian species to provide water quality benefits. Major streets and pathways within the development will include trees and other natural amenities to provide shade, filter the air and water and to create a more inviting pedestrian environment.

3. Creation of recreation opportunities and access to open space

SDSU Mission Valley will include passive and active recreational opportunities throughout the site. Recreational fields will support active recreational play. Passive open space throughout the site will provide gathering spaces and access to nature. The paseos will be lined with trees to provide shade, clean air, and an inviting environment. Additionally, improvements along the river will include a multi-use hike and bike trail. The abundant and thoughtfully designed open space will foster collaboration, innovation, meditation, and activity.

4. Enhanced mobility and wayfinding

SDSU Mission Valley is planned to be consisted with the City of San Diego's greenhouse gas reduction measures. The site will substantially reduce potential vehicular emissions through a transportation demand management program and campus design that promotes all modes of transportation and will be served by the San Diego Green Line Trolley and eventually the planned Purple Line. The site improvements will enhance these transit amenities to make them safe and inviting to all users. Wayfinding and interconnected walking and biking paths will guide people around the site and facilitate the use of alternative mobility options. The San Diego River Park will include accessible trails, safety lighting, and feature cultural and artistic elements that celebrate the Kumeyaay heritage and history of Mission Valley, educating park visitors.


SDSU INNOVATION DISTRICT
SDSU

2 Plan Description

This chapter provides goals and policies together with a plan for the land use, open space, mobility and public utility components that make up the development.

The goals and policies serve to implement the vision and guiding principles established in Chapter 1. They provide direction on the important components of land use, design, mobility, open space and natural hydrology. They also draw attention to the finer details of site planning that are desired by the community to create a strong sense of place, a learning environment, a model for sustainability and a place that can be enjoyed by all members of the community.

The goals and policies also serve as a foundation for the plan components described in this chapter. The land use and open space plan provides a description of each of the major land use categories and open space types anticipated for the development of the site. The mobility plan describes the new street and pathway system to achieve a highly interconnected site that encourages walking, biking and trolley use. Finally, the public utilities and services plan provides for the site's utility needs.

This chapter provides the plan components that will guide the preparation of specific land use and development expectations, design guidelines and implementation measures contained in subsequent chapters, each working together to fulfill the overarching vision, goals and policies for SDSU Mission Valley.

1. Provide a Regional Sports and Events Hub

- Provide a multi-use stadium that provides a location for SDSU's NCAA Division 1 football team to play and serves as an important campus and community asset. The multi-use stadium is designed to potentially host other sporting events and provide a venue for local high school sports tournaments, intramural, intermural, and recreational play, concerts, and other university and community events.
- Provide appropriate retail and restaurant uses near the stadium to enhance the game-day and campus community experience while supporting campus and residents' daily needs.
- Provide hospitality spaces and services that support major events, conferences, and other sporting events to activate the stadium and surrounding public spaces.
- Support large regional events at the stadium.

2. Support Partnership Opportunities

- Seek partnership opportunities to develop facilities that serve research and development, science and technology, businesses, SDSU, and the local community.
- Provide flexible development with facilities that support companies at a variety of sizes and promote synergist partnership opportunities for incubating and growing new start-ups, enhancing faculty research, and drive economic growth.
- Support synergy between the academic and business community.

3. Create a Pedestrian Friendly, Multi-modal Development

- Create a multi-modal, mobility focused site where residents and visitors have diverse transportation options to access daily needs.
- Create a mixed-use development that provides a range of housing, retail, recreation, and entertainment options.

4. Provide a Range of Housing Options

- Provide a range of housing options for community.

5. Restore the Sites' Natural Hydrology

- Design a stormwater management system that works with the natural environment.
- Embrace the San Diego River through River Park revitalization efforts.

6. Create a Strong Sense of Place

- Intentionally create places, linkages, and opportunities for interaction between people and the natural environment.
- Incorporate public art throughout the public realm that adds interest and depth to the development.
- Incorporate wayfinding to easily guide people around the site.

7. Accommodate Future Growth at SDSU

- Accommodate future growth at SDSU as analyzed in the Final EIR by providing for a flexible, expandable site located along existing transit lines that provide connections to the Main Campus on Campanile Dr.
- Design the land use plan to accommodate the phased increase of 15,000 full time equivalent (FTE) students over time and approximately 1,900 faculty and staff to support the full enrollment increase.
- Provide for flexibility in phasing to expand uses and provide opportunities for collaboration between the University and private partners.

8. Integrate Learning Into Open Spaces

- Use open spaces as learning laboratories that contribute to the learning environment and develop educational opportunities that expand the knowledge of local habitats, culture, and people.

9. Create an Environment Welcoming to All People

- Provide spaces for organized sports, casual play, walking, and exercise. Provide facilities for a range of ages and users.

10. Encourage Residents and Visitors to Utilize the Trolley

- Implement the Transportation Demand Management (TDM) Program around the existing and future Trolley stations.
- Orient development toward the existing and future Trolley stations.
- Create a system of wayfinding to and from the Trolley stations.

11. Create an Internal Network of Multi-modal Transportation

- Create an internal network of multi-modal transportation that prioritizes safety and encourages walking and biking.
- Build an internal pedestrian and bicycle network that minimizes conflicts with automobiles.
- Design streets and paseos with appropriate safety lighting.
- Design streets to include a canopy of trees and other natural amenities to provide shade, filter toxins from the air, and invite pedestrian activity.

12. Provide Transportation Amenities that Support Car-less Residents and Visitors

- Implement the proposed TDM Program to support people who walk, bike, or take transit as their primary modes of transportation.

13. Reduce Energy Demand Through Design

- Strategically use landscaping to reduce energy demand. Use passive design, which takes advantage of the climate to maintain comfortable indoor temperatures without the need for auxiliary heating or cooling.
- Prioritize energy efficiency in design and purchasing of lighting and appliances.

14. Produce and Store Renewable Energy on Site

- Design buildings to maximize daylighting.
- Maximize solar energy systems.

15. Avoid Peak-hour Energy Use

- Meter energy usage and incentivize reduced peak-hour use.

16. Design Outdoor Spaces to Be Water Smart

- Design water-efficient landscaping. Utilize a “smart” irrigation system.

17. Reduce Indoor Water Use

- Prioritize water conservation in design and purchasing of appliances and fixtures.

18. Increase Waste Diversion

- Facilitate opportunities for recycling and composting.

Land Use and Open Space

The site will support a variety of uses creating a mixed-use destination, which serves the daily needs of campus students, employees, residents, tenants, and visitors. The site will take advantage of its proximity to the San Diego River and local climate by providing a range of connections to the natural environment and open space. The outdoor spaces on site will provide a variety of facilities, amenities, and experiences for people to play, connect, learn, and relax.

Figure 2-1, Land Use and Open Space Plan**,** illustrates the land use and open space plan by major use. **Table 2-1**, Land Use and Open Space Plan, describes the approximate total acres for each use, as well as the number of buildings, residential units, and hotel rooms which are anticipated.

Table 2-1 Land Use and Open Space Plan

Land Use	Footprint (acres)	Number of Buildings	Units	
			Homes	***Hotel Rooms***
Multi-Use Stadium	14.8	1	—	—
Residential	31.4	18	4,600	—
Academic/Innovation	12.7	15	—	—
Hotel and Conference Center	4.0	1	70	400
Community Active Parks	29.0	—	—	—
Community Passive Parks	39.0	—	—	—
Hike and Bike Loop and Trail	9.7	—	—	—
Circulation	26.4			
Open Space	5.6			
Total	**172.6**	**35**	**4,670**	**400**

Note: * Development of the site will include a developable 0.85-acre pad for the City to construct a community recreation center.

Figure 2-1 Land Use and Open Space Plan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Multi-Use Stadium

The Multi-Use Stadium land use will support a multipurpose stadium and ancillary game-day uses to create an exciting visitor-serving experience within the development. The area will be centered on a 35,000-person capacity stadium. The Multi-Use Stadium area will provide for a seamless transition to retail uses (to the east) and conference space in adjacent hospitality uses (to the north).

The Multi-Use Stadium land use will also provide a 7.1-acre "Tailgate Park" area, which will be programmed as an active park with Multi-use Recreation Fields for residents and visitors, and which can be converted to approximately 1,140 temporary parking spaces during major stadium events.

The Multi-Use Stadium and adjacent fields will be located in the northwestern portion of the plan area due to the close proximity of major circulation roadways (Friars Road and Street A), to facilitate access into and out of game-day events and minimize traffic through the remainder of the plan area. Additionally, mobility connections from the Trolley Stadium Station will connect transit users to the Multi-Use Stadium area. The Multi-Use Stadium will also provide for an open concourse space on the northern edge adjacent to the Hotel and Conference use, which will provide additional outdoor activity space supporting stadium, conference and everyday activities.

The development expectations and guidelines for the Multi-Use Stadium area are designed to provide a flexible space that accommodates parking for visitors on game day, and services and recreation space for residential, office, academic, and hotel and conference center uses when the Stadium is not at maximum use. Additionally, uses in this area will be designed to minimize the impacts of light, glare, and noise on the surrounding uses and neighboring residential communities.

Residential

The Residential land use will provide for up to 4,600 homes in a variety of housing opportunities. This area would allow for part of the 95,000 square feet of supporting retail such as a grocery store, restaurants, and other neighborhood-scale commercial uses, creating a diverse community that does not require a car for daily uses. This area may be composed of mid- and high-rise residential buildings with neighborhood-serving retail permitted on the ground floor of development in locations close to stadium, office, and academic uses.

Residential land use includes privately developed housing; apartment-style homes and townhomes, and affordable housing.

Apartments will likely range in size from studio to four-bedroom units to serve a range of renters. Townhomes will be the largest available units, ranging from two to four bedrooms. Of the units available to the general public, 10% of the housing units will be used as affordable housing for families and individuals consistent with the City's affordable housing requirements.

The Residential land uses will be connected to the rest of the site by a network of walking and biking paths that connect to open space, stadium, Innovation District uses, the stadium, and regional transit.

Development expectations and guidelines are intended to achieve high-quality structures with appropriate mass, bulk, and scale, which serve the needs of diverse campus users and the general public. See Chapter 3, Development Expectations, for additional information regarding Residential land uses.

Innovation District

The Academic/Innovation land use will include up to 1.6 million square feet of office/campus/innovation and research and development facilities. This area will support a mix of instructional, research, and office uses, which over time are anticipated to support up to 15,000 FTE students, as well as part of the 95,000 square feet of community-serving retail space. The Academic/Innovation land uses will also include a series of open space courtyards, and green spaces designed to encourage interactions between the academic and professional spheres.

Development expectations and guidelines are designed to achieve flexible mid-rise structures that can provide instructional, office, or research uses. Spaces will not be designated between academic or private uses to allow for expansion of uses based on economic demands and SDSU's academic space needs. Laboratory and research facilities will be designed to limit potential impacts on neighboring uses with respect to noise, hazardous materials, odors, and dust. Retail uses that serve students, faculty, staff, researchers and office employees may also be allowed on the ground floor of the Academic/Innovation land use area. See Chapter 3, Development Expectations, for additional information regarding Academic/Innovation land uses and the Retail and Commercial Overlay.

Hotel and Conference Center

Hotel and Conference Center land use will support the stadium and academic/innovation space with visitor-serving uses including hotel rooms, restaurants, and conference/meeting spaces. It will also provide academic opportunities for SDSU's L. Robert Payne School of Hospitality and Tourism Management. See Chapter 3, Development Expectations, for additional information regarding Hotel and Conference Center land uses.

Community Parks, Recreation and Open Space

The Community Parks, Recreation and Open Space land use will provide a combination of active parks, passive parks, hike and bike trails, natural resource preservation areas and other recreational and open space opportunities. This area will include the approximate 34-acre San Diego River Park, walking paths and trails, and associated open space for the shared use of the site and community. The community active parks will include multi-use fields open to the public and surrounding green space. The multi-use fields will provide a place for organized games or provide for pick-up play during the daytime. It is envisioned that these multi-use fields be used for scheduled events for routine league games and possibly concert activities. Recreational facilities in these include various sports fields and potential City-operated recreation center. The multi-use fields will be available for programming of University-related sports and recreation activities, such as intramural games and club athletics, and they will be managed to balance SDSU and community use.

Community passive parks will provide areas for residents, visitors, and employees on the site to take physical and psychological relief from the urban environment. Benches and pathways will be placed throughout the passive parks to promote walking through and resting in a natural setting. Passive park space may include plazas, courtyards, and outdoor dining areas.

The recreational opportunities within the plan area will extend beyond the park and open space uses discussed above and continue via sidewalks through the corridors of streets. The site will include shady green streets to encourage recreational uses include walking and running along activated pedestrian corridors. Paseos will provide comfortable spaces for retail, residential, and office establishments to encourage and activate recreational opportunities along the street. The passive areas will be landscaped to provide riparian wildlife habitat.

Figure 2-2 Mobility

An approximately 2-mile hike and bike trail will be located throughout the parks and recreation portions of the River park. The hike and bike trail will connect at multiple points to the 2.4-mile hike and bike loop circling the plan area. The meandering trails will reflect the natural braiding of the riverbed, while completing the bikeway connection from Murphy Canyon to Fenton Parkway. The multi-modal hike and bike trail, intended for shared use by a variety of non-motorized users, will include opportunities for skaters, roller bladders, and casual bike riders. The hike and bike trails will also accommodate hikers, runners, and casual walkers. Where appropriate, the hike and bike trail is elevated over the flood plain to create and highlight the riparian habitat.

Nodes along the edge of the hike and bike trail will provide informational signage, reflect on the dynamics of the water, identify flora and fauna, and provide a sense of the history of the valley's riparian setting. The open space areas will provide for a natural setting for the filtration of stormwater through landscaped areas that dissipate and filter pollutants using select planting material in bioswales. These areas enhance and reinforce the natural system of the riparian corridor.

See Chapter 3, Development Expectations, for additional information regarding Community Parks, Recreation and Open Space land uses.

Mobility

The street system design includes enhancing overall mobility on site using all modes of transportation, centered on enhancing access to the under-utilized on-site Trolley Stadium Station.

New Streets and Pathways

The proposed street classifications are broken up into categories including: collectors (two to four lanes) and multi-modal hike and bike paths. See **Figure 2-2**, Street Cross Section, for examples of proposed new streets. There is also an internal network of bike lanes on streets shared with vehicles. **Figure 2-3**, Mobility, shows both the existing streets and the proposed new streets within the site and **Figure 2-3A**, Bike and Pedestrian Paths, shows proposed bike and pedestrian paths and buffered bike panes within the site.

The street network will provide a highly connected pedestrian and bike-friendly environment consistent with Leadership in Energy and Environmental Design for Neighborhood Development (LEED ND). Traffic calming, bike lanes, sidewalks, street trees, and street furniture will create a welcoming environment for multiple modes of travel. Internal streets will further connect the site internally, increase access between uses, and provide resting and gathering areas, bicycle repair stations, and outdoor dining spaces.

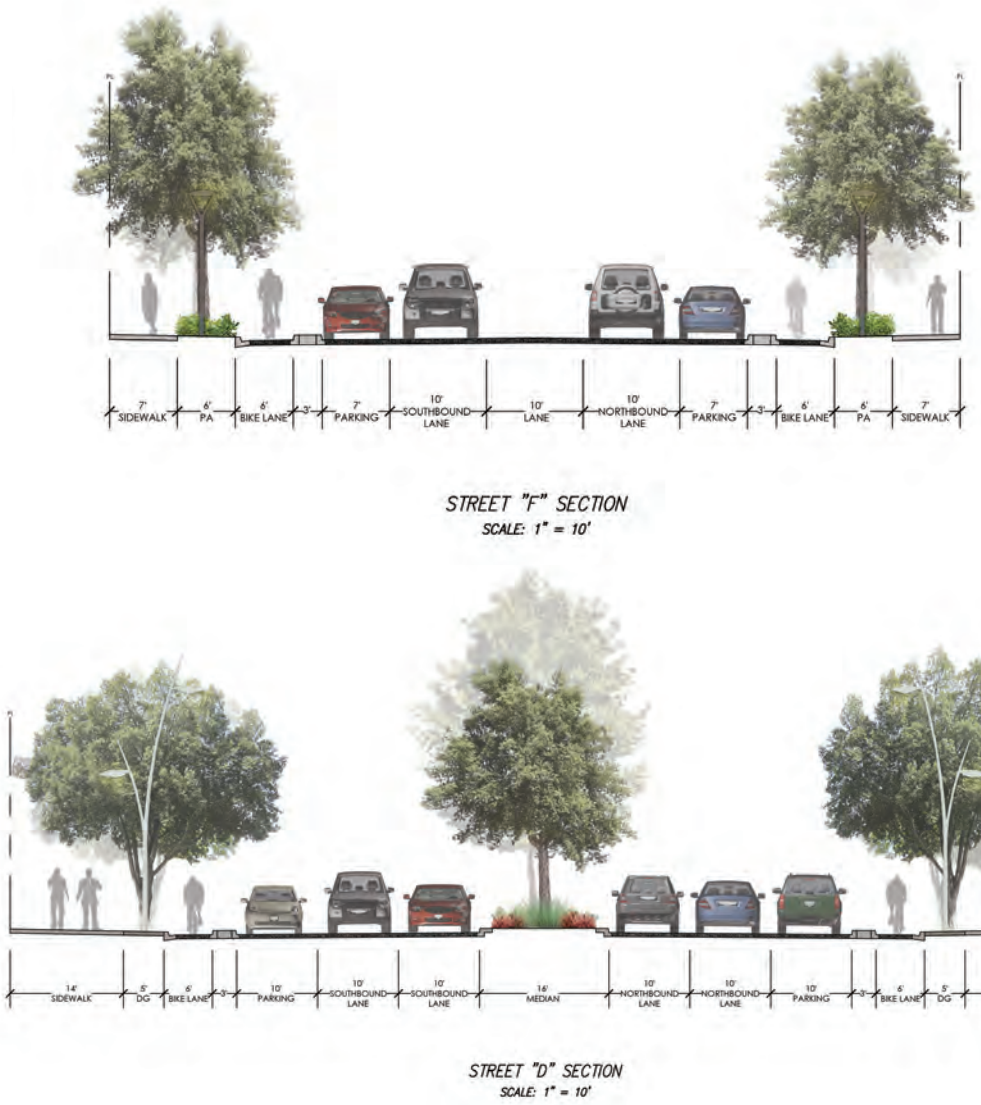


Figure 2-2 Street Cross Section

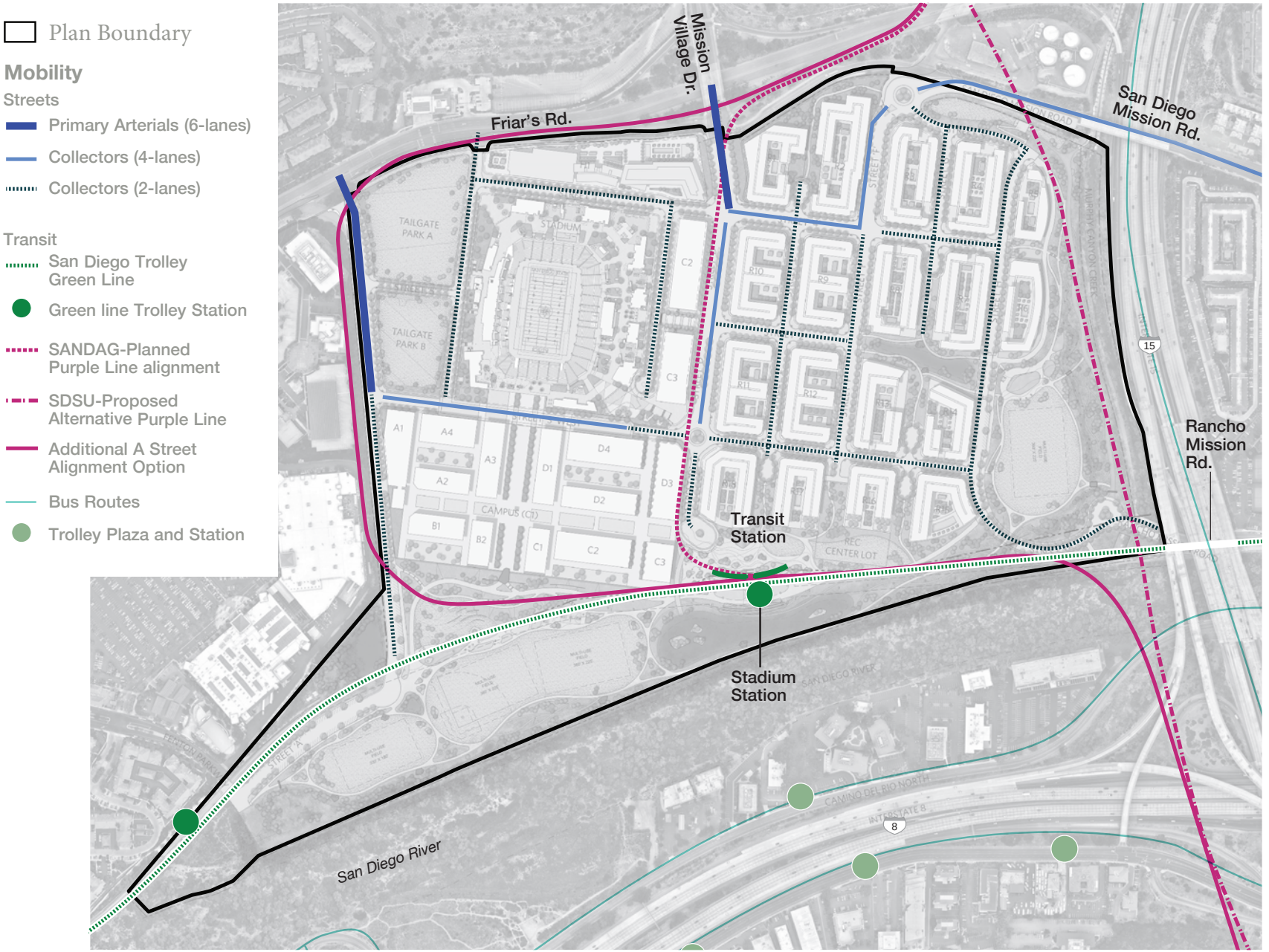


Figure 2-3 Mobility

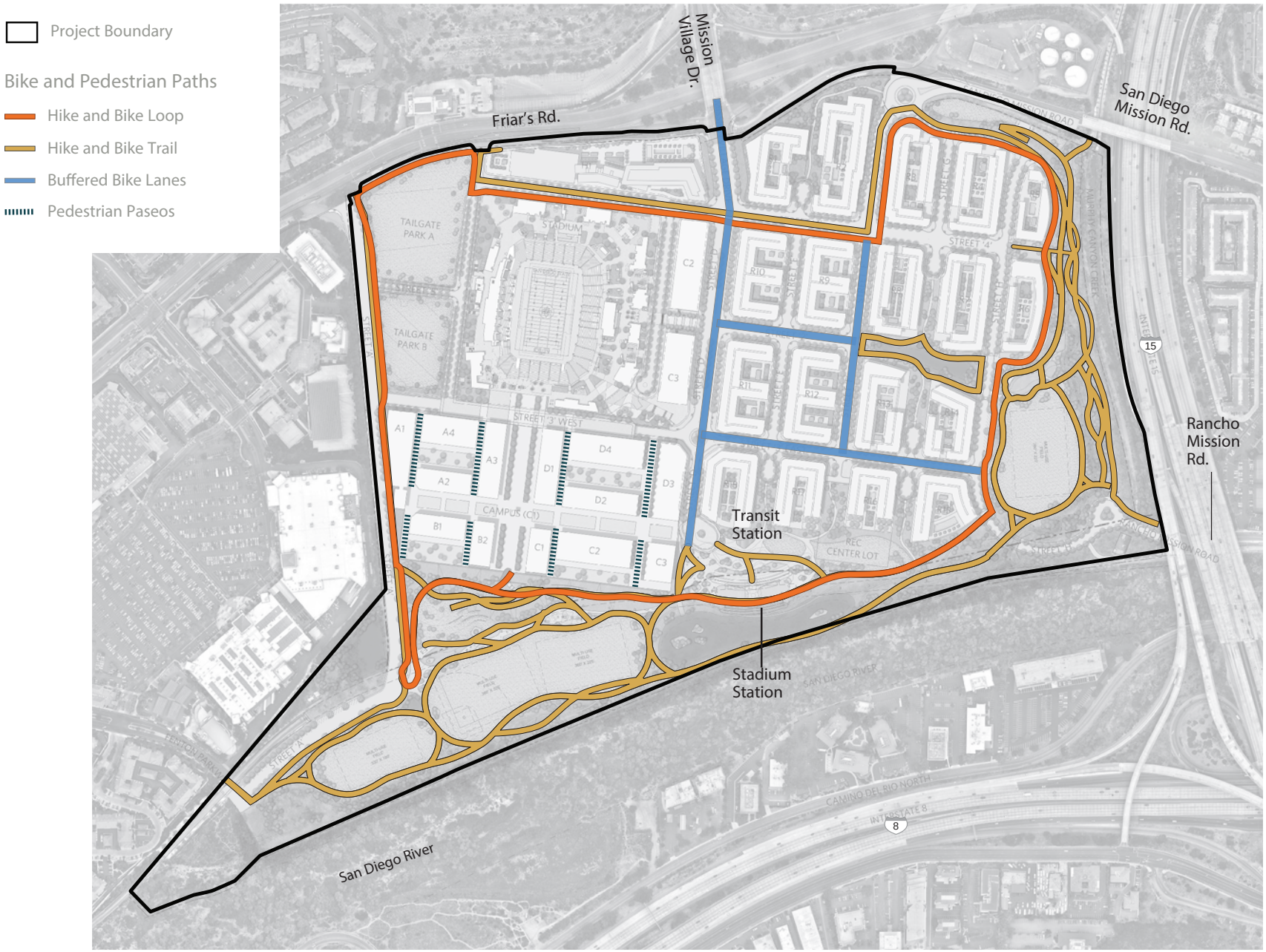


Figure 2-3A Bike and Pedestrian Paths

Sidewalks

Sidewalks will be sized to comfortably accommodate special event crowds associated with the multi-use stadium. The pedestrian route between the MTS Trolley Stadium Station and the stadium will include sidewalks to handle the large pedestrian loads.

Standard crosswalks will be provided at all internal intersections and will be constructed per standards (10 feet wide). Crosswalks on the route between the Trolley Stadium Station and the multi-use stadium will also handle heavy pedestrian traffic. Raised crosswalks and intersections will also be considered at appropriate locations.

Bicycle Facilities

The Mobility Plan accommodates bicycle travel in both the north–south and east–west directions. Bikeways are classified into four general categories based on how they are separated from motor vehicles:

- **Bicycle Path.** A completely separate right-of-way for the exclusive use of bicycles, pedestrians, and other forms of non-car travel (e.g., skateboarding, electric scooters) (Class I).
- **Bicycle Lane.** A defined space located on the road demarked by a separated, painted lane (Class II).
- **Bicycle Route.** A shared right-of-way designated by signs only, with bicycle travel sharing the roadway with motor vehicles (Class III).
- **Separated Bikeways.** A restricted right-of-way with physical separation designated for the use of bicycles with a raised barrier such as curbs or bollards (Class IV).

The site is currently connected to the regional bikeways by the Murphy Canyon path, a separated bike path, east of the site. The San Diego Association of Governments (SANDAG) has also proposed extending the San Diego River Pathway that runs north of the San Diego River through the south edge of the site which will connect to the site.

Bike paths will run through the River Park and the east side of the site, and they will connect to bike lanes through the site. Buffered bike lanes will be constructed between Northside and Friars Road to increase the safety of bicyclists by adding a barrier between the car and bike lanes of travel.

Bus Service

There is currently no direct bus service to the plan area. Trolley users can connect to the regional bus service via the Green Line Trolley at the Old Town Transit Center to the west and SDSU Transit Center to the east. The on-site trolley plaza has been designed to accommodate future bus service to the site.

Trolley Service

The Mobility Plan promotes the use of the City's Trolley system for residents and visitors to get to and from the site. The Green Line Trolley runs east–west and connects to SDSU's main campus (which is three trolley stops away), downtown San Diego, and regional transit connections. The trolley service headways are approximately every 15 minutes.

The site would also be served by the planned Purple Line, which would provide an additional north–south connection. The existing Green Line Trolley Stadium Station will be improved with increased wayfinding and new landscaping to make the stop more comfortable and inviting.

Public Utilities and Services

Water and Sewer

The City currently provides water and sewer service to the campus site. SDSU will construct internal utilities as shown on **Figure 2-4,** Conceptual Utilities, to connect to the larger City systems discussed below.

Potable Water

The City's Water Utilities Department currently provides water to the site as part of its metropolitan system. The site is entirely within the University Heights 390 Pressure Zone operated by the City. The site is fed by the 48-inch 536 Zone Alvarado 2nd Pipeline and 16-inch water main, which enters the site at the northwest corner. The 16-inch water main runs north–south on the east side of the site with a 12-inch branch line feeding a 10-inch loop around the existing stadium. During development of the site, the existing 48-inch transmission main will be relocated to ensure the pipeline remains in the public right-of-way for access purposes.

Sanitary Sewer

Based on estimated capacity, the site will generate approximately 693,343 gallons per day of wastewater. Sewer service will be provided by the City. The existing sewer collection system for the site consists of 8-inch gravity sewers around the existing stadium connecting to a single 18-inch gravity sewer that flows south and connects to the existing

North Mission Valley Interceptor. There is also an existing 36-inch gravity sewer adjacent to the eastern property line that connects to the North Mission Valley Interceptor. The North Mission Valley Interceptor varies from 78 inches in diameter east of Interstate (I) 15, increasing to 96 inches west of I-15, decreasing to 84 inches roughly halfway through the site, and then back to 78 inches west of Fenton Parkway, all the way to its terminus at the North Metro Interceptor.

The site will connect to the Mission Valley Interceptor utilizing the existing 18-inch gravity sewer and two proposed new connections north of the Mission Valley Interceptor. No modifications to the external sewer system will be required, and design and construction of the sewer system on site will be performed by CSU/SDSU in coordination with the City of San Diego and the City's sewer facilities design manual.

Stormwater and Water Quality

Development of the site will include alterations to the existing stormwater drainage system in order to better filter and convey the site's runoff to the San Diego River. Best management practices (BMPs) to address water quality include a variety of Low Impact Development (LID) site design, source control, and stormwater treatment features. More specifically, examples include but are not limited to, bioswales, infiltration basins, and/or bioretention basins, which are designed to infiltrate, filter, and treat stormwater runoff. Potential overflow of bioretention basins, which may be generated during larger storms, would be directed to catchment basins near the southern edge of the site and would eventually flow into the existing storm drain outlets connected to San Diego River.

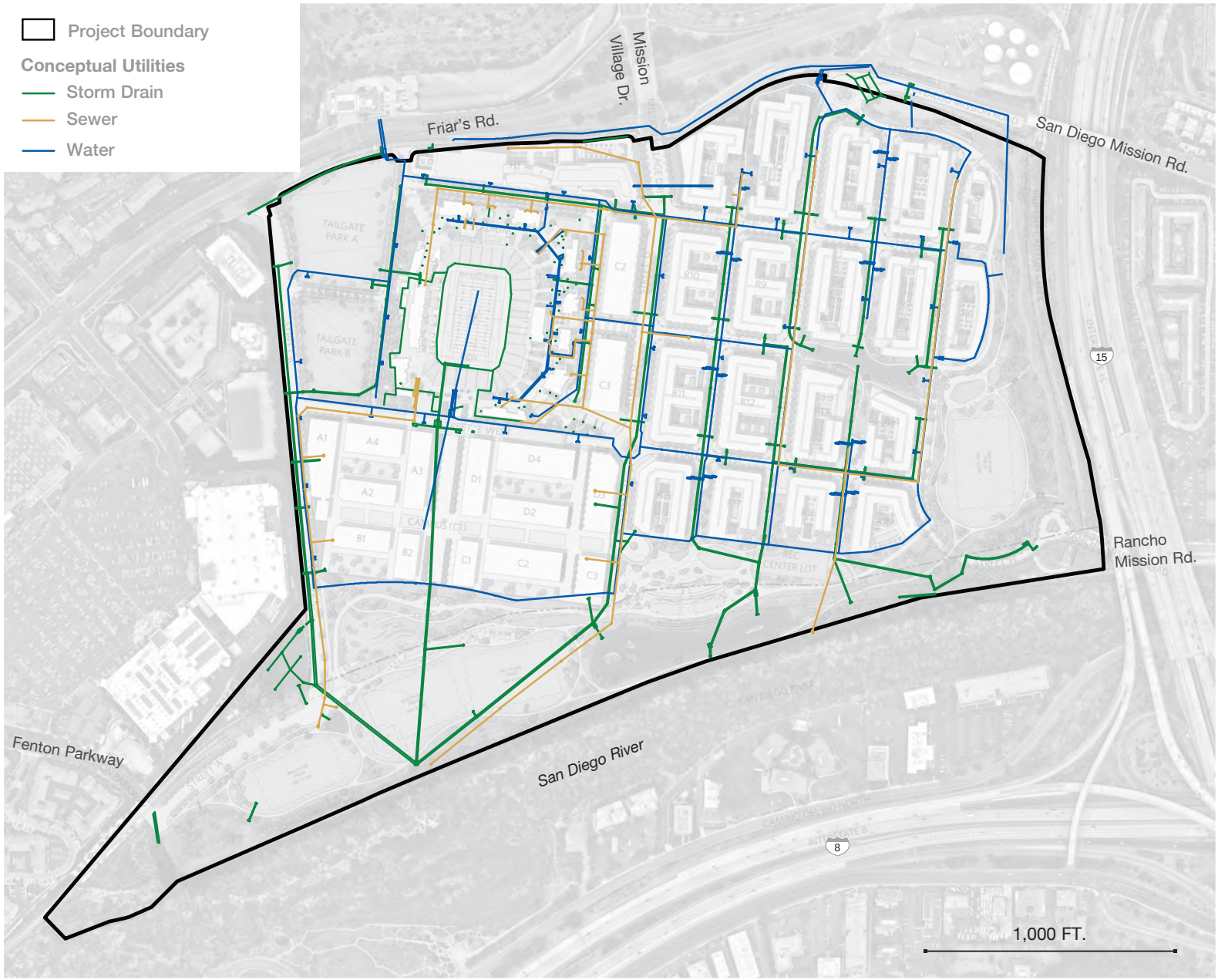


Figure 2-4 Conceptual Utilities

Electricity and Natural Gas

There are two existing 12 kilovolt (kV) transformers that feed the existing site, one from the south and one from the north. The main electrical transformer feeding the site will come from the electrical lines within Friars Road and traverse the site in a southward direction. The southern line was installed in the early 2000s as a redundant/ back-up power source for the existing stadium. The southern line will be disconnected as it will no longer be needed once the existing stadium is demolished. The northern line has enough capacity to accommodate the 62 million kWh/ year needed to power the site, the existing northern line is sufficient and would not need to be modified. Additionally, approximately 11 million kWh will be generated on site through rooftop photovoltaics. Batteries on site will increase the use of electricity being generated on site by storing excess energy generated during the day for use during evening peak hours if economically feasible.

The site is currently served by an existing natural gas pipeline located Friars Road. This line will need to be modified to accommodate the 102 million therms needed to power the site.

Solid Waste

Solid wastes generated within the site would be transported to the Miramar Landfill, which is owned and operated by the City of San Diego. The Miramar Landfill leases approximately 802 acres from the federal government, of which approximately 476 acres comprises the waste disposal area. The permitted remaining capacity as of 2014 is 15.5 million cubic yards. The Miramar Landfill is an environmentally secure, lined landfill, which is covered on a daily basis in conformance with regulatory and environmental requirements. Miramar Landfill accepts more than 1.4 million tons of waste on an annual basis. After the Miramar Landfill has reached capacity (expected in 2030), the City of San Diego has arranged for preferred pricing for tipping fees at the Republic Waste Sycamore Landfill located at 8514 Mast Boulevard in Santee.

All construction and demolition (C&D) would be consistent with the Construction and Demolition Waste Materials Diversion Requirements outlined in Senate Bill 1374, requiring for the diversion of 50 to 75 percent of all C&D waste from landfills.

3 Development Expectations

A. Purpose and Intent

This chapter establishes land use designations and development expectations to direct the use and development of SDSU Mission Valley. Overall, the purpose and intent of this chapter is to implement the vision and goals of the Implementation Plan, and by so doing, carry out the framework for the SDSU Mission Valley Campus Master Plan and Final EIR.

Specifically, the land use designations and development expectations, combined with the design guidelines provided in Chapter 4, work together to facilitate the development of an innovative, regional employment and entertainment hub, and recreational resource that harmonizes with the natural environment and serves as a model for sustainability.

B. Applicability

The provisions of this chapter apply within the area shown in **Figure 3-1**, Site Plan Area. This chapter applies to all new development, future modifications, and additions to structures on site.

C. Land Uses

The following provides a list of the expected land uses for development of the site plan area. SDSU has the authority to interpret, in cases of uncertainty, the intent of the Implementation Plan as to whether an unlisted land use may be developed based on its consistency with the vision and goals of the design guidelines and development expectations.

Figure 3-1, Plan Area

1. Multi-Use Stadium

a. A Multi-Use Stadium to accommodate NCAA football and other professional, collegiate and high school sports, concerts, SDSU and community events with supporting retail and restaurant establishments.

This land use is expected within the area shown in **Figure 3-1A**, Multi-Use Stadium.

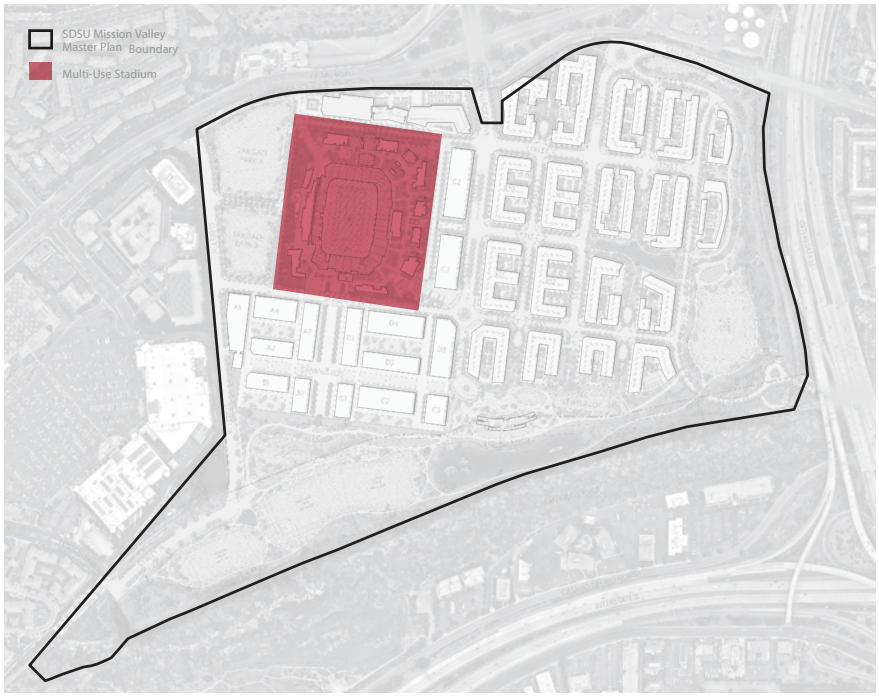


Figure 3-1A, Multi-Use Stadium

2. Residential

a. *Multiple dwelling units* on a single lot, either attached or detached, including apartments or condominiums of five or more units per building.

b. *Micro-units* where three or more rooms, excluding kitchens and bathrooms, are rented to three or more individuals under three or more separate rental agreements or leases.

This land use is expected within the area shown in **Figure 3-1B**, Residential.

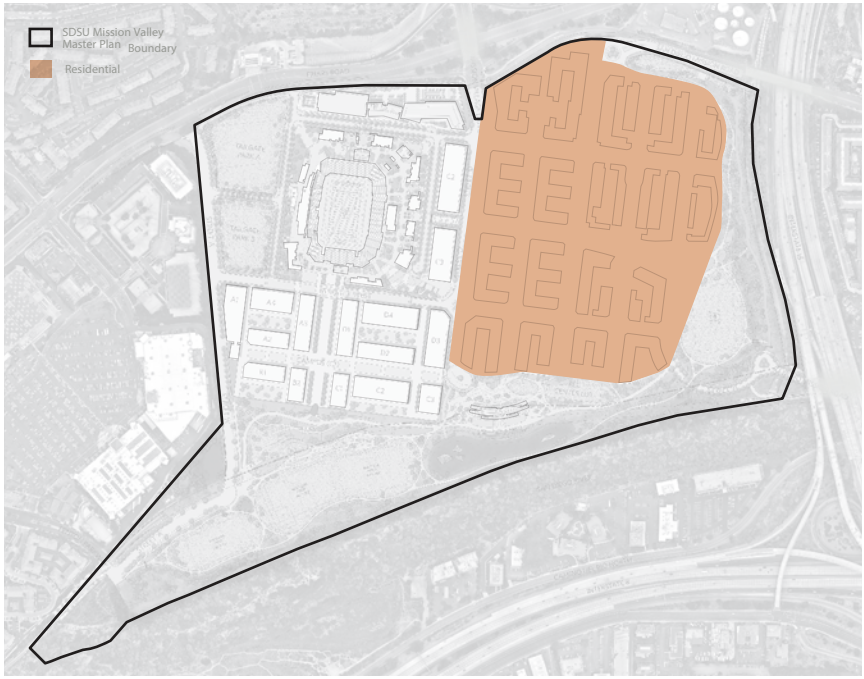


Figure 3-1B, Residential

3. Academic/Innovation

a. College/University facilities that provide post-secondary education.

b. Facilities consisting of one or more structures accommodating multiple assembly, meeting, and/or exhibit rooms, and related support facilities.

c. Interpretive centers designed to inform and educate the public about the surrounding environment.

d. Exhibit spaces that are public or quasi-public, including aquariums, arboretums, art exhibitions, botanical gardens, historic sites and exhibits, libraries, museums, and planetariums, which are generally noncommercial in nature.

e. Business incubators designed to facilitate the growth and success of entrepreneurial companies through a variety of business support resources and services that could include physical space, capital, coaching, common services, and networking connections.

f. Business and professional uses in a traditional office setting.

g. Medical and dental office uses, not exceeding a cumulative total of 100,000 square feet.

h. Artisan food and beverage producer in which the primary use is in the commercial on-site production of food or beverage products, such as coffee products, ice cream, baked goods, confections, alcoholic and non-alcoholic beverages, and other foodstuffs.

i. Light manufacturing uses that process, fabricate, assemble, treat, or package finished parts or products without the use of explosives or unrefined petroleum. Such uses must demonstrate sufficient screening of potential nuisances to on- and off-site uses by including control devices such as air filters or hours of operation reduction. Such uses may not include loading docks that abut the internal roadway network.

j. Production and research uses engaged in scientific research and testing leading to the development of new products and processes. Such uses must demonstrate sufficient screening of potential nuisances to on- and off-site uses by including control devices such as air filters or hours of operation reduction. Such uses may not include loading docks that abut the internal roadway network.

This land use is expected within the area shown in **Figure 3-1C**, Academic/Innovation

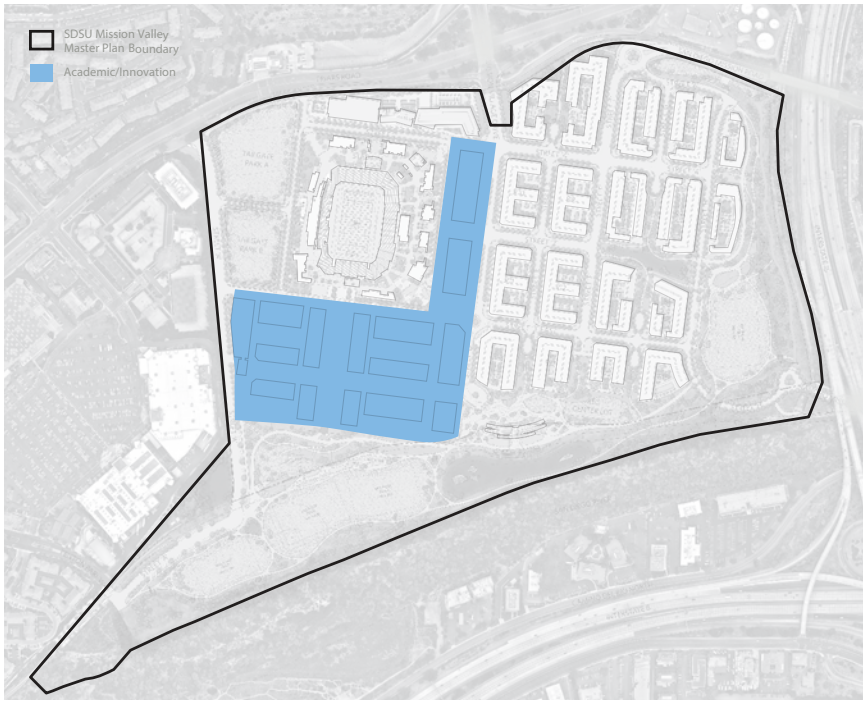


Figure 3-1C, Academic/Innovation

4. Hotel and Conference Center

a. Conference center that provides large rooms for meetings, lounge areas, and ancillary back-of-house uses for food preparation.

b. Hotel containing six or more guest rooms that are rented for less than 30 days and used or designed to be used for sleeping purposes.

This land use is expected within the area shown in **Figure 3-1D**, Hotel and Conference Center.

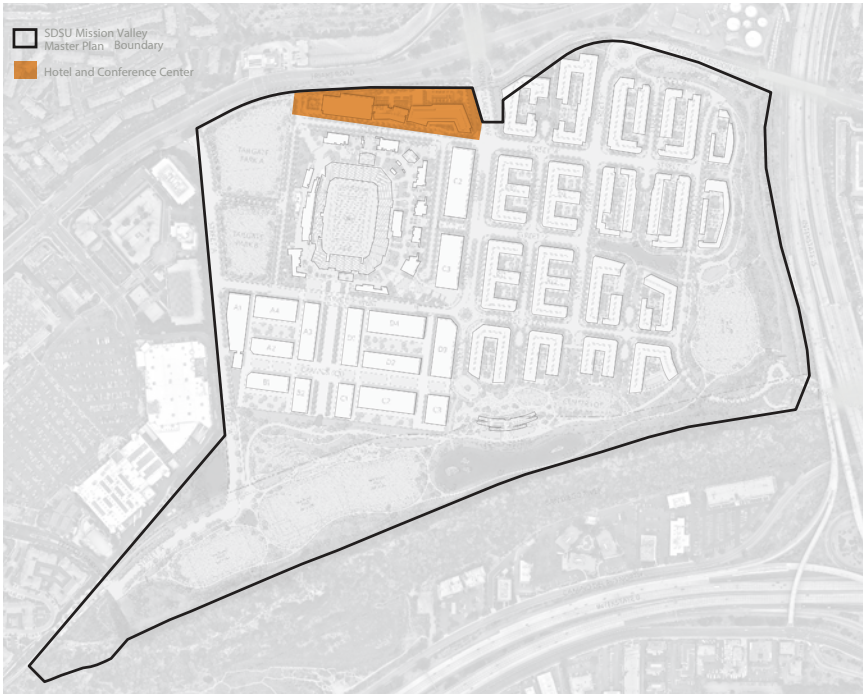


Figure 3-1D, Hotel and Conference Center

5. Community Parks, Recreation and Open Space

a. Active recreation uses, areas, and activities oriented toward potential competition and involving special equipment. Playgrounds, sports fields and courts, and children's playgrounds are examples of active recreation uses.

b. Farmers markets and open-air markets for sale of prepared food products, agriculture-related products or flowers with approval of a temporary event permit by SDSU.

c. Greenhouse structures with transparent or translucent roof and/or wall panels intended for the raising of plants.

d. Natural resource preservation areas without development or restored areas for the purpose of protecting environmentally sensitive areas.

e. Parks maintenance facilities structures for the sole purpose of maintaining natural space, including storage of maintenance equipment such as lawn mowers, irrigation controls, or other such uses.

f. Passive recreation uses, areas, or activities oriented to noncompetitive activities that either require no special equipment or are natural areas. Bicycle riding, hiking, and bird watching are examples of passive recreation activities.

g. Special events such as tailgating, festivals and concerts in designated areas with approval of a temporary event permit by SDSU.

This land use is expected within the area shown in **Figure 3-1E,** Community Parks, Recreation and Open Space.

Figure 3-1E, Community Parks, Recreation and Open Space

6. Retail and Commercial Overlay

a. Bicycle, including rental and service.

b. Business support services that include computer or cell phone service and repair, printing, mail or shipping, and stationary and office supplies.

c. Grocery uses that provide food for consumption off premises. Such uses may include the sale of food and beverage for on-site consumption as a secondary use. Such uses may be permitted to sell alcoholic beverages for on- or off-site consumption if approved by SDSU and the California Department of Alcoholic Beverage Control.

d. Neighborhood-serving commercial that serve daily needs such as financial institutions, health and beauty services, workout studios, and child care facilities.

e. Retail sales that include consumer goods, pet supplies, pharmacies, bookstores, convenience sales, and personal apparel and accessories.

f. Swap meets where two or more persons offer merchandise for sale, with approval of a temporary event permit by SDSU.

g. Establishments that prepare or serve food and/or beverages for consumption on or off the premises, including outdoor dining. Such uses may be permitted to sell alcoholic beverages for on- or off-site consumption if approved by SDSU and the California Department of Alcoholic Beverage Control.

This land use is expected within the area shown in **Figure 3-1F** Retail and Commercial Overlay.

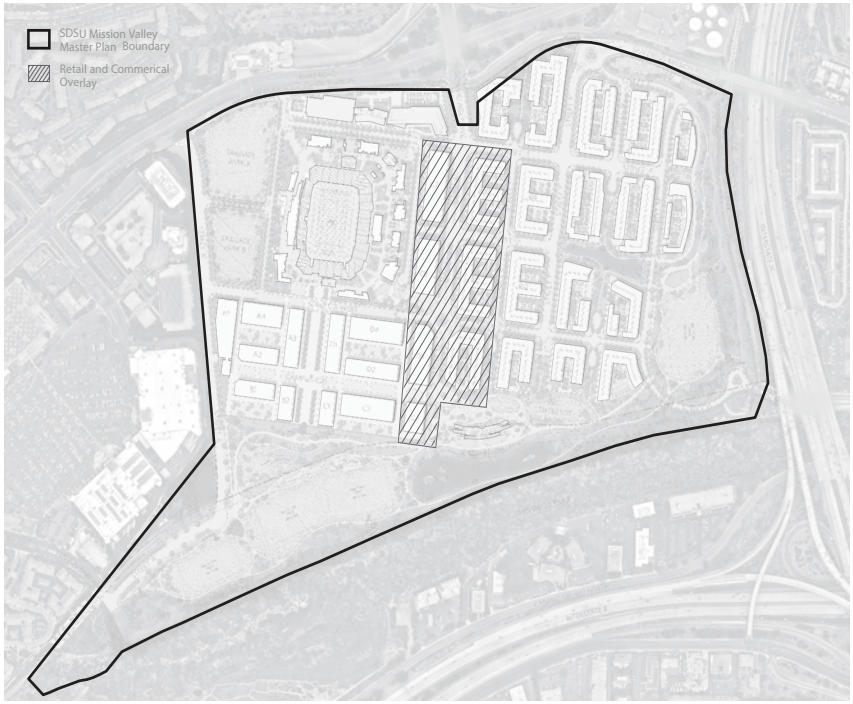


Figure 3-1F, Retail and Commercial Overlay

D. Definitions

The purpose of this section is to provide clear and concise definitions of words and phrases that have meanings specifically related to the Design Guidelines. Terms not defined herein shall be interpreted by their definition in the California Building Code.

1. ***Bicycle station*** is an area to use tools and repair bicycles, with a securely fastened air pump and hand tools, including screwdrivers, wrenches, and a tire lever.
2. ***Building height*** is the vertical distance measured from grade, as described herein, to the corresponding uppermost point of the roof.
3. ***Building setback*** is the required separation between a lot line (and/or right-of-way line) and a building or structure.
4. ***Environmentally Sensitive Areas*** are lands containing steep hillsides, sensitive biological resources, Special Flood Hazard Areas, or other environmental resources with intrinsic natural value.
5. ***Off-peak hours*** are hours of the day that have low energy demand as determined by San Diego Gas & Electric or other power provider to the site. In general, off-peak hours are all hours outside of 4:00 p.m. to 9:00 p.m.
6. ***Open Space, Residential Private*** is exterior space attached to individual residential units, such as a secure yard space.
7. ***Open Space, Residential Common*** is secure space available to all residents of a specific residential development project, such as a courtyard, roof deck, or garden above the base of the building.
8. ***Open Space (Non-Residential)*** is publicly-accessible space available for passive or active recreational use by the public.
9. ***Peak visitors*** are the highest anticipated number of visitors to a site in a typical 24-hour period, excluding holidays or major events. The number of peak visitors is to be determined by a registered architect or LEED accredited professional.
10. ***Right-of-Way*** is a type of easement granted or reserved over the land for transportation purposes and includes any public or private right-of-way.
11. ***Super off-peak hours*** are hours of the day that have lowest energy demand as determined by San Diego Gas & Electric or other power provider to the site. In general, super off-peak hours are between 12:00 a.m. and 6:00 a.m.

E. Development Expectations

1. Street Infrastructure

a. Block Size. Where new blocks are greater than 900 feet in length, mid-block pedestrian crossings shall be provided that utilize alternative paving materials, striping, and/or signage and lighting.

b. Curb ramps and "continental" pedestrian crosswalk markings shall be provided at any resulting new street intersection.

c. All new streets shall provide a minimum of Class III bike lane.

d. New streets shall be open to the public at all times.

e. A typical street cross-section shall include the following:

i. Travel lane widths shall be a minimum of 10 feet.

ii. Parking lanes (if allowed) shall be a minimum of 7 feet.

iii. Class II bike lanes should be provided with a minimum width of 5 feet, otherwise, Class III bike lanes shall be provided.

iv. Street sections may be narrowed to increase pedestrian safety, reduce vehicle speeds, enhance the site character, minimize travel lane width, and reduce pavement, impervious surface, and stormwater runoff.

f. Pedestrian Pathways and Trails

a. Pedestrian pathways shall generally be located such that the street block is proportionately subdivided with no one street block subdivision greater than twice the area of any other portion.+

b. A pedestrian pathway shall include at least one 24-inch box trees for every 30 feet of length.

c. A pedestrian/bike multi-use trail shall be incorporated to loop around the entirety of the site.

d. To the maximum extent practical, trails through the detention basins and habitat areas shall be elevated.

3. Pedestrian and Bicycle Safety Infrastructure

The mobility plan prioritizes the safety of all people biking or walking around the site. To minimize conflicts with automobiles and enhance security, the following standards shall be implemented:

a. Access plans shall clearly identify ingress and egress for bicycles, with minimum interaction with vehicles.

b. Safety signage shall be included at bicycle racks.

c. Sufficient lighting and security shall be provided at Trolley stations.

4. Stormwater Management

A major design and sustainability goal of the campus is to restore the natural hydrology of the site and control the flow of water into the San Diego River. To meet this goal, stormwater management features shall achieve the following:

a. Bio-retention basins shall be designed to treat and direct storm water.

b. A native or climate-appropriate planting palette shall be utilized. The upper slopes of the bio-retention basins shall be planted with appropriate native shrubs and trees to encourage biological habitat and the lower basins shall be planted with plant materials that support habitat while maximizing and maintaining bio-filtration. Invasive species, as included on the most recent version of the California Invasive Plant Council California Invasive Plant Inventory for the region, shall not be utilized.

c. Permeable pathway materials may be used at some locations to percolate water without hindering accessibility or emergency vehicle access.

Table 3-1 Setbacks

Land Use	Minimum Setbacks (feet) [1]			Minimum Distance Between Structures [2]
	Front	Side	Rear	
Residential	5 [3]	0	0	0
Institutional	5	0	0	10
Retail and Commercial	0	0	0	10
Office	0	0	0	10
Industrial/ Production and Research	15	0	0	10
Street 'D' [4]	0-6	0	0	0
Stadium	TBD			

Notes:

1 All setbacks are measured from the property line and/or the edge of the nearest public right-of-way.

2 If California Building Code mandates a larger setback between buildings in a site specific review, the California Building Code shall supersede the minimum setbacks herein.

3 Residential setbacks only apply when residential is the ground floor use. Buildings with residential uses at the ground level may have up to 10 feet setback if a front porch, garden or court is provided.

4 Setbacks will vary to accommodate outdoor dining along retail areas.

5. Building Setbacks

Table 3-1, Setbacks, establishes the minimum setback parameters for each use from the property line and/or the edge of the nearest public right-of-way.

a. Setback standards do not apply to new pedestrian pathways and trails.

b. The setback areas shall be clear of all structures from the ground to the sky (except as otherwise permitted in [c] below) and shall be landscaped and maintained in a neat and healthy condition according to the landscaping provisions of this chapter.

c. Wayfinding signs, interpretive signs, outdoor dining, patios, public art, and awnings are permitted in setback areas.

6. Building Height

a. The maximum building height across the campus shall be 265 feet. A maximum building height does not mean that all buildings may be built to the maximum height. The maximum height established for land uses in **Figure 3-2** and **Table 3-2**, Building Heights, will result in buildings developed at varied heights across the site.

b. Additional development parameters for building height are as follows:

i. Buildings shall not cast a shadow over more than 33% of a designated park or paseo at any time other than the first hour after sunrise and/or the last hour before sunset.

ii. Exceptions to the maximum structural heights may be permitted, including architectural appurtenances (e.g., ventilation pipes, elevator overrides), as well as measures and equipment designed and installed solely for energy conservation. Such uses should be screened from view.

Figure 3-2 and Table 3-2 Building Heights

Land Use	Maximum Height (feet)	Notes
Residential	99	Up to a maximum of five residential buildings may exceed the maximum 99-foot height, up to 265 feet.
Academic/Innovation	95	Exceptions to the maximum structural heights may be permitted for architectural projections (e.g. towers, cupolas).
Retail and Commercial/ Eating and Drinking Establishments	N/A	To be integral to other uses and not permitted as stand-alone use.
Stadium	N/A	Part of Stadium Site Plan

Notes:
All heights are measured from the finished ground floor elevation, not from the finished grade (i.e., parking garages are below the finished ground floor elevation).

7. Signage

Permitted signage within the Site to be developed as part of a future signage program.

8. Parking

a. Vehicle Parking and Loading

A key goal for the site is to provide parking and transportation amenities that support a range of transportation modes and users. There are to be no parking minimums; however, in lieu of parking, transportation amenities shall be required. The required parking and transportation amenities are as follows:

i. Minimum Parking. There is no minimum parking requirement.

ii. Maximum Parking. Automobile parking totals across the site shall not exceed the rates provided in **Table 3-3**, Automobile Parking Maximums.

iii. Unbundled Parking. Each parking space shall be unbundled from development and shall be sold and leased separately from the associated innovation district, retail, or residential space. Each space will be leased to the innovation district or residential tenants.

iv. Preferential Parking Spaces. Preferential parking spaces shall be provided for carpools, vanpools, or low-emitting vehicles in accordance with **Table 3-4**, Preferential Parking Requirements.

v. Electric Vehicle Charging Stations. Electric vehicle (EV) charging stations shall be provided at a minimum of 5% of all residential parking spaces, and 3% of all non-residential garaged spaces.

vi. EV Ready Spaces. EV capable spaces shall be provided at 10%of all residential parking spaces, and 6% of all non-residential garaged spaces.

vii. Parking meters. A charge parking system shall be provided for all on-street parking areas.

viii. Car-Share. Parking areas shall be designated for car-share programs to assist car-free residents and employees that require the use of a car.

ix. Temporary Surface Parking. Temporary Surface Parking shall be allowed across all three phases of campus buildout. Refer to Section 5, **Table 5-1**, for Implementation Measures.

b. Bicycle Storage and Amenities

i. Bicycle Storage. Bicycle storage (racks) shall be provided for a minimum of 2.5% of all peak visitors, but no fewer than four storage spaces per building; similarly, enclosed spaces (rooms, enclosures or lockers) will also be provided as outlined in the proposed TDM Program.

ii. Bike-Share. Areas shall be designated on campus for a bike-share program.

iii. Bicycle Station. When development includes more than 10 long-term bicycle storage spaces, a bicycle station shall be provided.

iv. Shower and Changing Facility. At least one on-site shower with changing facility shall be provided for the first 100 regular building occupants, and one additional shower for every 150 regular building occupants thereafter.[1]

1 hotel guests are not considered regular building occupants.

Table 3-3 Automobile Parking Maximums

Land Use	Maximum Parking Ratio	Maximum Number of Parking Spaces
Residential	1.25 spaces per unit	5,662
Conference Center	10 per 1,000 square feet of conference space	300
Hotel	0.4 spaces per room	160
Academic/ Innovation	3.25 spaces per 1,000 square feet	5,065
Retail and Commercial/ Eating and Drinking Establishments*	N/A	N/A
Stadium "Tailgate Park"	N/A	Approximately 1,140 temporary parking spaces

Note:
*No additional parking is permitted for these uses if they are considered ancillary to residential or hotel and conference center uses. These uses shall be considered ancillary if they are included in the same building.

Table 3-4 Preferential Parking Requirements

Number of Total Parking Spaces	Number of Designated Parking Spaces
0-9	0
10-25	2
26-50	4
51-75	6
76-100	9
100-150	11
151-200	18
201 and over	At least 10% of original

9. Open Space

The proposed site includes an approximate 83 acres of land dedicated to Parks, Recreational, and Open Space. As shown in **Table 2-1**, this will include the River Park, walking paths and trails, and associated open space. The outdoor spaces on site will provide a variety of facilities, amenities, and experiences for people to play, connect, learn and relax.

a. Residential Open Space

i. Private open space and common open space shall be provided for residential projects and may be divided between private areas and common areas (e.g., courtyards, playgrounds, recreation facilities, multi-purpose rooms) designed for the common use of residents.

ii. Where common open space is provided, it shall include active recreation elements for residents in common areas (outdoor, indoor, or both). Where multifamily units are located within 660 feet of a public park or public recreation facility, the common area open space requirement shall be reduced.

b. Campus (Non-Residential) Open Space

i. The minimum amount of on-campus public open space, excluding residential and other private open space, at buildout, shall be approximately 56 acres. This reflects the approximate 34-acre San Diego River Park and the additional minimum 22 acres that shall be reserved and improved as publicly-accessible active recreation space identified in Measure G.

ii. In order to foster a learning environment on site, interpretive signage shall be incorporated into the open space areas educating visitors about the history and heritage of SDSU, the site and region, from pre-history on topics such as the San Diego River and Watershed, San Diego River flora and fauna, site history, evolution of the land and Kumeyaay history.

c. Accessibility

i. All ground-floor public open spaces shall be accessible to the public during daylight hours and in the evening when businesses are open, and shall be designed to connect with public rights-of-way and pedestrian pathways and trails.

ii. All paths shall be Americans with Disabilities Act (ADA) accessible.

iii. Active open space areas shall be programmed to provide play equipment for children of all ages.

10. Sustainability

A primary goal for SDSU is to be a regional leader in sustainability and exemplify excellence in sustainable design and operations. SDSU has committed to meeting carbon neutrality by 2050. To help further these goals at SDSU Mission Valley, the following standards shall be implemented.

a. Roofing and Paving Materials

i. All roofing materials shall meet the solar reflectance indices (SRIs) listed in **Table 3-5**, Required Roofing SRI Values, or install a vegetated roof which meets the voluntary standards in the California Green Building Code to reduce the urban heat island effect (i.e., areas that are significantly warmer than their surroundings due to human activities).

Table 3-5 Required Roofing SRI Values

Roof slope	Initial SRI	3-year aged SRI
Low-sloped roof (< 2:12)	82	64
Steep-sloped roof (> 2:12)	39	32

ii. All paving materials shall have a 3-year aged SRI value of at least 0.15. If the 3-year aged value information is not available, materials shall be used with an initial SRI lower than 0.05 at installation.

b. Energy Reduction through Design

i. Adequate access to light and air shall be provided so that daylight is able to reach all living spaces for part of the day, and adequate ventilation is provided when windows are open.

ii. To the maximum extent practical, the campus shall not inhibit the solar access of neighboring buildings.

c. Solar Energy Systems

i. Photovoltaics shall be installed on residential, innovation district and hotel buildings to meet the following ratio of energy demand:

a. Residential – 30%

b. Innovation District – 50%

c. Hotel – 50%

ii. Battery technology shall be installed where practical in parking garages and buildings.

d. Peak Energy Demand Reductions

i. Energy Star Portfolio Manager and Target Finder or similar software shall be used to benchmark the proposed buildings' energy performance versus national averages of similar properties.

ii. Large energy loads that can be scheduled, such as automated computer processes, shall be scheduled during off-peak or super off-peak hours.

e. Indoor Water Use Reduction

i. Appliances and fixtures shall meet California Green Building Code Tier 1 standards.

f. Water Re-Use Opportunities

i. All streets with landscaping and stubbed to all parks, recreation, and open space areas shall have non-potable equipment installed to provide reclaimed water for irrigation purposes, when it becomes available at the site;

ii. Otherwise, future connections to the City of San Diego's Pure Water Phase 2 program to reduce potable water usage shall be provided.

g. Minimizing Natural Gas in Building Design

i. Residential units shall not have wood-burning or natural gas fireplaces or woodstoves

ii. All heating, ventilation and cooling systems (HVAC) and water heating systems shall be electric as part of the Mechanical, Electrical and Plumbing Plans (MEPs) for all non-stadium buildings.

iii. All electrical conduit for the plan area shall be designed, sized and installed to enable the future electrification of the projects on site.

iv. All structured parking on the plan area shall be naturally ventilated.

h. Solid Waste Management Strategies

i. The proposed multi-use stadium and University-constructed buildings shall utilize pre-consumer organic food composting and shall utilize post-consumer organic food composting when practical.

ii. The incorporation of composting facilities in the residential units developed through the public-private partnerships (the P3 process) shall be encouraged.

i. Developers/Builders Sustainability Component

i. A "Sustainability" component and the weight of each builder/developer's commitment to implementing strategies above and beyond CBC Title 24, CalGreen and LEED Silver (Version 4.0) shall make up at least 10% of the overall scoring as part of the scoring system through the builder/developer review and selection process for each future building site.


THE HUB
SDSU

4 Design Guidelines

A. Purpose and Intent

The purpose of this chapter is to summarize design guidelines to foster high-quality and sustainable design and architecture within SDSU Mission Valley.

Overall, the intent of this chapter is to implement the vision and goals of the Implementation Plan and build upon the development expectations established in Chapter 3. Specifically, the design guidelines contained in this chapter emphasize the relationship of buildings to each other, to the street, and to open space areas in order to help create a thriving and pedestrian-serving environment connecting students, workers, and the community to entertainment, recreation, office, and residential uses.

B. Applicability

The provisions of this chapter apply within the area shown in **Figure 3-1**. This chapter provides guidelines for all new development, future modifications, and additions to existing structures on site.


SDSU INNOVATION DISTRICT

C. Building Placement, Orientation, and Design

The building guidelines included here aim to promote a pedestrian environment on the ground floor which is visually interesting and supports a variety of uses throughout the day.

1. Placement and Orientation

a. Align buildings along street frontages and active open space areas. Buildings should be oriented to attract pedestrian activity from both the street and internal areas of the site to create a lively pedestrian environment.

b. Near trolley stations, orient buildings so that they have sightlines to and place active uses facing the station to create a safe, convenient, and inviting station environment.

2. Massing

a. Site buildings so that plazas and other public spaces will have access to light during parts of the day and will not experience excessive wind conditions.

3. Ground-Level Activity

a. Locate active pedestrian-oriented uses on the ground level (e.g., retail, restaurants, buildings lobbies, convenience services).

4. Entry Design and Wayfinding

a. Provide clear entries to the site to achieve a sense of arrival to the site.

b. Provide monument signage and special landscaping at entries that evoke the SDSU identity.

c. Design entrances to be legible from a distance and to contribute to the high-quality public face and distinct identity of the site. A distinct tree type should be used for the entry/gateway windrows, with a repeated palette of paving and signage to allow variable but recognizable vocabulary at each entry.

d. Provide clearly marked wayfinding signage to guide visitors to the Trolley, Stadium, and River Park areas.

D. Building Materials

Building materials should meet the following standards as applicable.

1. Building materials should utilize building materials identified in Leadership in Energy and Environmental Design (LEED) version 4 prerequisites at a Silver or better certification (see Other Programs, Chapter 5.

2. Building code officials should have control over building materials to ensure that all buildings are constructed in accordance with the provisions of the governing building and construction code.

E. Open Space and Landscaping

SDSU Mission Valley will be a regional destination that will provide spaces, linkages, and opportunities for interaction between people and the natural environment. To meet this goal, open space areas should achieve the following:

1. Design open spaces to accommodate large gatherings and/or small group interaction.
2. Design seating areas to accommodate groups of varying sizes and different program needs. Adequate seating and tables, trash receptacles, and bicycle racks should be provided.
3. Include the planting of street trees to minimize heat gain as well as accent trees, shade trees, large canopy specimen trees and river park trees.
4. Incorporate a variety of native and transitional plantings, shown in **Figure 4-1**, Landscape Planting Character, to soften the space, add shade, screen and block wind. The conceptual landscape planting is further defined in the Landscape Planting and Irrigation Narrative included in **Figure 4-1**.
5. Utilize climate appropriate plants which require low or no water after being established.
6. Utilize a non-invasive, climate appropriate plant palette for all trees, shrubs, groundcover and vines with the exception of turf in recreational areas.
7. Install lighting and urban design features, such as signage, overhangs, entrances, benches, etc., at a pedestrian scale.
8. Incorporate references to the history and heritage of SDSU, the site and the San Diego River environs. References to Kumeyaay Culture and Heritage shall be included through a consultation process with Kumeyaay representatives.

F. Walls and Fencing

The wall and fence design guidelines intend to foster a visually interesting pedestrian environment.

Walls and fences should meet the following standards:

1. Design walls to guide pedestrians. Walls should have breaks, recesses, and offsets, especially at entries and important intersections.
2. Design walls to be visually interesting at the pedestrian scale. Long walls should be made more attractive and visually interesting through the incorporation of surface articulation, pilasters, and view fencing, where appropriate. Murals, trellises, or vines and espaliers may be placed on large expanses of walls at the rear or sides of buildings to soften the wall with approval of the University Architect.

G. Parking

The parking design guidelines intend to support commuters and residents using multiple modes of transportation. Additionally, these guidelines create safe and accessible parking areas.

1. Provide parking for residents and guests in common shared parking structure(s) to minimize the number of parking facilities required on site.
2. Design parking structures that blend into the built environment. When possible, it is preferable to use the roofs of parking garages as outdoor building amenity spaces such as courtyards, pools and barbeque areas.
3. Design stair towers to be visible and well-lit for safety. Lighting for stair/elevator towers should allow those elements of the structure to serve as a beacon to pedestrians at night.
4. Design and locate vehicular entrances to minimize conflicts with pedestrians and bicycles.

GREENBELT TREE EXAMPLES


COAST LIVE OAK
Quercus agrifolia


HOLLY OAK
Quercus ilex


CALIFORNIA SYCAMORE
Platanus racemosa


WESTERN REDBUD
Cercis occidentalis

URBAN TREE EXAMPLES


CHINESE PISTACHE
Pistacia chinensis


JACARANDA
Jacaranda mimosifolia


FERN PINE
Podocarpus gracilior


GOLDEN RAIN TREE
Koelreuteria bipinnata

NATIVE & TRANSITIONAL EXAMPLES


MONKEY FLOWER
Mimulus aurantiacus


CALIFORNIA DEERGRASS
Muhlenbergia rigens


MULEFAT
Baccharis salicifolia


DOUGLAS IRIS
Iris douglasiana


TOYON
Heteromeles arbutifolia


CALIFORNIA POPPY
Eschscholzia californica


COAST SUNFLOWER
Encelia californica


CATALINA IRONWOOD
Lyonothamnus floribundus


BLUE CHALKSTICKS
Senecio mandraliscae


FOXTAIL AGAVE
Agave attenuata


ORCHID ROCKROSE
Cistus x purpureus


PURPLE SAGE
Salvia leucophylla 'Point Sal Spreader'

WATER QUALITY BASIN EXAMPLES


CALIFORNIA MEADOW SEDGE
Carex pansa


CALIFORNIA FIELD SEDGE
Carex praegracilis


SOFT RUSH
Juncus effusus


CREEPING WILD RYE
Leymus triticoides

WETLAND EXAMPLES


RUSSIAN TARRAGON
Artemisia dracunculus


SPINY RUSH
Juncus acutus


SAN DIEGO MARSH ELDER
Iva hayesiana


BLACK WILLOW
Salix exigua

FOOD FOREST EXAMPLES


POMEGRANATE
Punica granatum


STRAWBERRY TREE
Arbutus unedo


LOQUAT
Eriobotrya japonica


THYME
Thymus vulgaris


NAGAMI KUMQUAT
Fortunella margarita 'Nagami'


LEMONADE BERRY
Rhus integrifolia


ROSEMARY
Rosmarinus spp.


AVOCADO
Persea americana

LANDSCAPE PLANTING & IRRIGATION NARRATIVE

The landscape character of the River Park will be predominantly native, especially along the southern and eastern edges of the park that are adjacent to the San Diego River, and Murphy Canyon Creek. The native planting will transition to a blend of native and Mediterranean plantings as the park abuts the campus and residential areas. At the most northern and western edges of the park, along the development edges, a more edible theme within the landscape will be incorporated. This "Food Forest" is anticipated to include evergreen edible plants mixed within the native and Mediterranean plant palette. Approximately 1 acre of wetlands will be constructed utilizing a plant palette created by the project biologist. The bioretention basins will be created with both function and aesthetics in mind. With a meadow like plant palette, the basins will capture the character of the adjacent wetlands and riparian areas.

Water use for the River Park will comply with all City of San Diego and state of California AB-1881 standards for water budgeting. The irrigation system will utilize state of the art equipment that is highly efficient applying supplemental water to the various landscape zones. Sprinkler and emitter equipment anticipated will be as follows: Turf areas: predominantly large diameter rotors; Large native areas: large and medium diameter rotors and rotator heads; Small planting beds and islands of native, Mediterranean, and edible plantings: a combination of efficient rotator heads and in-line drip irrigation. Irrigation controllers will be state-of-the-art weather-based with flow-management and rain shut off technology. Booster pumps will be provided for areas utilizing rotor systems if required. Fertigation systems will be utilized for all drip irrigation areas for the efficient application of fertilizers.

Figure 4-1 Landscape Planting Character

H. Screening

Parking and loading areas as well as heating, ventilation, and air conditioning (HVAC) equipment should be screened from view based on the following guidelines:

1. Parking and Loading Areas

a. Screen on-site parking and loading areas from view of the public through proper placement, landscaping, or otherwise decoratively screened facades.

2. Mechanical Equipment (HVAC)

a. When mechanical equipment is placed on a rooftop, locate it below the highest vertical element of the building wherever possible to avoid the use of penthouse structures or other special screening devices. Penthouses or screening structures will not be required if the structures are designed to be consistent with the architecture of the building.

b. When mechanical equipment is added to an existing building, screen it in such a way as to match the architectural style and materials of the existing building without giving the appearance of being added on.

c. Above grade utility connections must be concealed or consolidated along streets as designated by the University Architect

I. Sustainability

The sustainability guidelines support an environment that responsibly uses natural resources and promotes a culture of environmental stewardship. These policies should be regularly reviewed to be consistent with the CSU sustainability policies as they evolve.

1. Lighting

a. Design interior lighting systems to conserve energy. All interior lighting should be high-efficiency lighting and/or include lighting controls.

b. Install adaptive lighting controls where appropriate and practical, in order to maximize energy efficiency and minimize light pollution

2. Energy Reduction

a. Plant shade trees near windows to shade buildings and reduce demand for cooling.

b. Design balconies to block high summer sun and allow the lower winter sun.

c. Prioritize south-facing windows.

d. Utilize elements, such as arcades, colonnades, trellises, passages, overhangs, balconies, small roofs and other shading devices that are integral to the architecture to shade facades and reduce energy use.

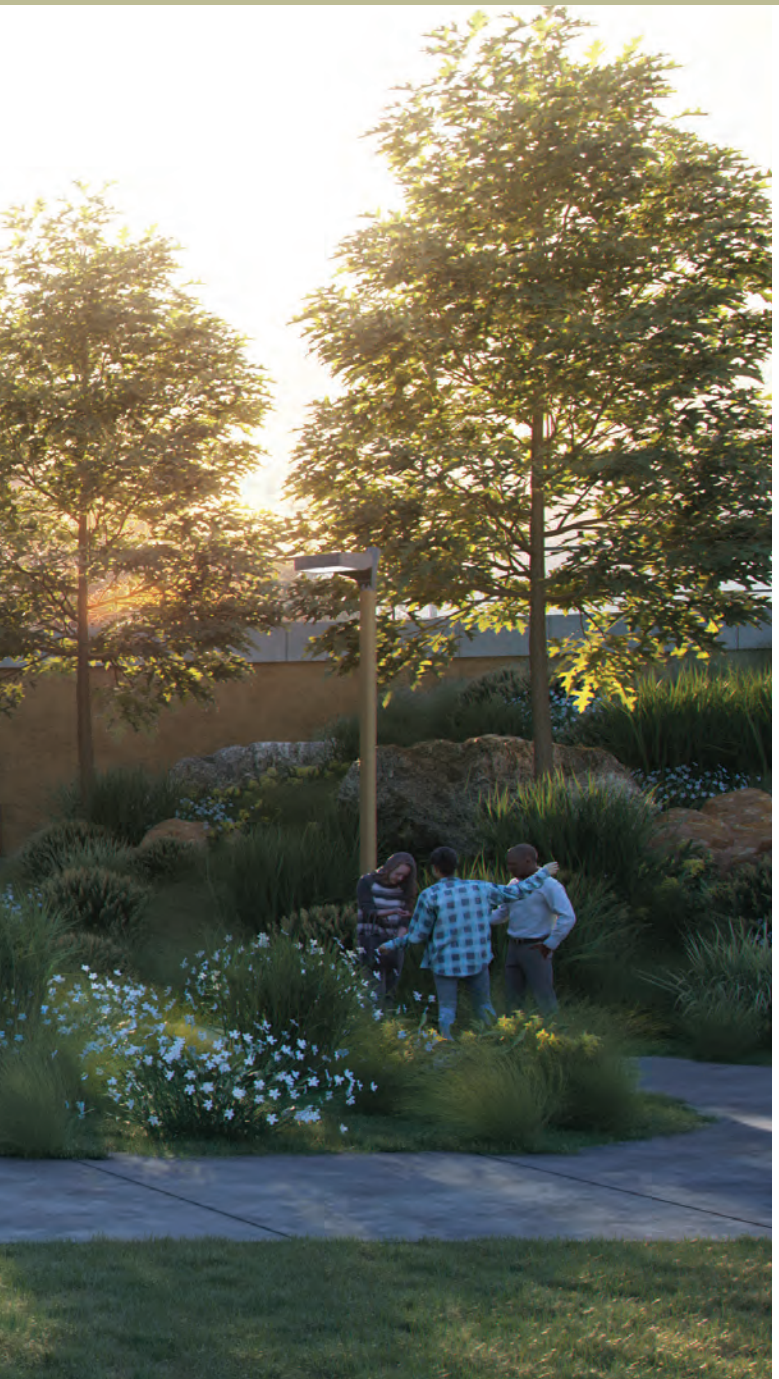
e. Use of outdoor, unconditioned but covered, all-weather, elements such as those mentioned above for building circulation is encouraged as these spaces can also reduce the amount of space that is conditioned. As applicable, provide operable windows that allow natural ventilation and potentially eliminate the need for mechanical ventilation. If mechanical systems are necessary, use energy-efficient and low-emission HVAC systems.

3. Waste Diversion

The following facilities should be provided in common gathering spaces throughout the site:

a. Co-located recycling and trash bins with detailed signage indicating where to place materials.

5 Implementation Measures



Overview

The purpose of this chapter is to summarize the implementation measures of the SDSU Mission Valley Implementation Plan and to describe phasing, maintenance, subsequent development approvals, and programmatic implementation measures.

Phasing

Build-out of the site is anticipated to begin construction in 2020 and would be phased over approximately 17 years through build-out. Build-out would occur in three phases, beginning with construction of the new 35,000-capacity stadium and the River Park. Mass-graded areas south, north, and east of the new stadium area will act as interim surface parking lots prior to their development. The remaining development will follow in a logical order subject to market/economic forces, average daily traffic thresholds and traffic improvements. Factors influencing the rate and sequence of development include: market demand, the economy, interest rates, availability of capital, demographics, occupancy, construction scheduling, competitive projects, traffic, and infrastructure conditions and needs. The initial phasing plans are shown in **Figures 5-1**, Initial Site Development Completion, and **5-2**, Phasing Exhibit.

Table 5-1, Phasing, shows the anticipated Phasing Schedule.

Initial Site Development Completion

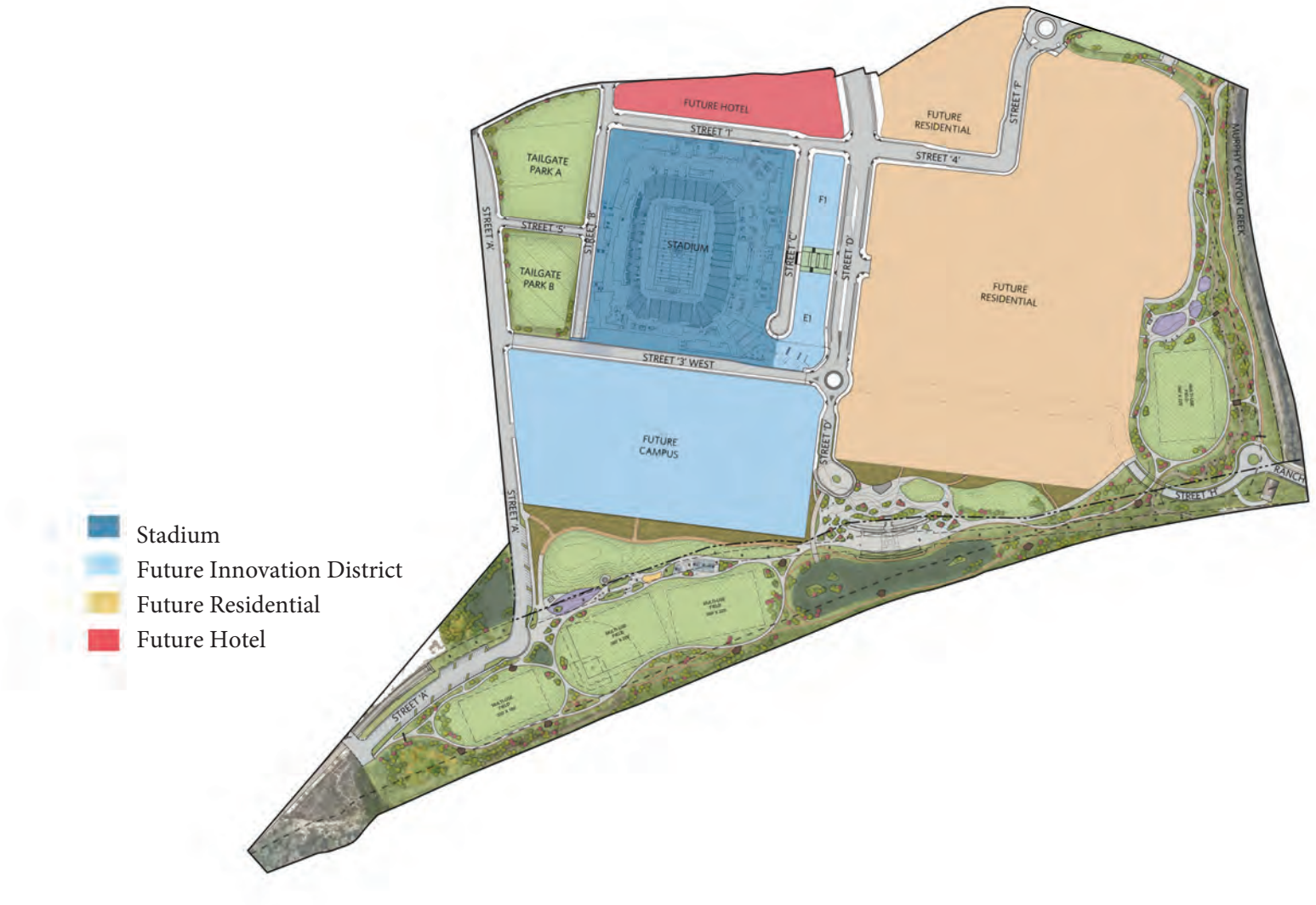


Figure 5-1 Initial Site Development Completion

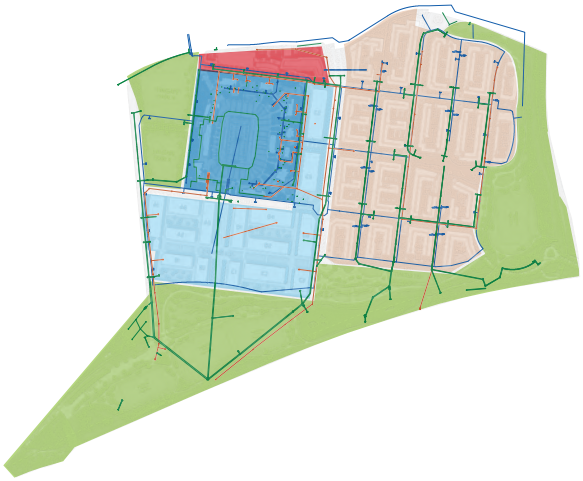
1 Initial Site Development Completion

- Stadium
- Future Innovation District
- Future Residential
- Future Hotel

2 River Park and Residential Sheet Grading

- Sheet Graded

3 Vertical construction complete 2037



- Future Innovation District
- Parks, Recreation and Open Space
- Residential
- Hotel
- Stadium
- Water
- Sewer
- Storm drain

Figure 5-2 Phasing Exhibit

Table 5-1: Phasing

Phase	Date	Planning Use(s)	Units/Rooms/Capacity
1	Aug. 2020-Sept. 2022	Stadium	35,000 capacity (approx. 14.8 acres)
		Surface Parking (Temporary during all three phases)	6,050 temporary surface parking spaces
2	April. 2022-Sept. 2023	River Park	34 acres (approx.) along San Diego River
3	Aug. 2022-Sept. 2037	Residential	4,600 units
		Innovation District	1,565,000 square feet
		Hotel	400 rooms + 40,000 square feet conference space
		Retail	95,000 square feet
		Parks and open space	23 acres

Subsequent Development Approvals

The fundamental phasing mechanisms to facilitate development include preparing final engineering plan and maps, conducting site plan design review, and issuing California State University (CSU) Building Permits.

Parcel Map

Prior to development of individual components, the SDSU University Architect will establish initial sites for land use and infrastructure development. Modifications can be made to the sites in accordance with the minor and major modification standards set forth later in this chapter.

Schematic Plans

Public-private development partners will submit schematic plans to SDSU for any site improvements. The SDSU University Architect will review these designs for consistency with the development expectations and design guidelines set forth in Chapters 3 and 4 of these Campus Guidelines. This review shall occur prior to submittal and review by the CSU Building Official. Once approved, SDSU shall submit the building designs to the CSU Building Official, which is the enforcing entity for CSU projects. Approval of the schematic plans will be consistent with the CSU Board of Trustee Standing Orders and any applicable requirements of CEQA.

CSU Building Permit Issuance

Once the CSU Building Official has deemed that plan application documents meet the requirements of the development expectations, design guidelines, and all applicable State laws, including the California Building Code, the CSU Building Official will issue CSU Building Permits.

Other Regulatory Actions

Other regulatory actions required include the following:

1. Endangered Species Take Authorization through one of the following processes or approvals:
    a. Individual Take Permit through Section 7 of the Federal Endangered Species Act;
    b. Take authorization issued by the U.S. Fish & Wildlife Service via a Habitat Conservation Plan (confer Federal Endangered Species Act Section 10(a)(1)(b)); or
    c. Section 2080.1 authorization from California Department of Fish and Wildlife.
2. Federal and state permits for impacts to waters of the U.S., including the following:
    a. Section 404 Permit issued by the U.S. Army Corps of Engineers
3. Section 1602 Streambed Alteration Agreement required from the California Department of Fish and Wildlife for any channel modifications
4. Section 401 Water Quality Certification or a waiver thereof from the Regional Water Quality Control Board, pursuant to the federal Clean Water Act
5. National Pollutant Discharge Elimination System General Construction Permit from the State Water Resources Control Board
6. National Pollutant Discharge Elimination System Municipal Storm Water Permit Compliance

Other permits, approvals, and agreements with government agencies or districts (e.g., City of San Diego, San Diego Gas and Electric, California Department of Transportation) are outside the framework and control of the Implementation Plan.

Modifications to this Plan

It is anticipated that certain changes or modifications to the Implementation Plan text and exhibits may be necessary during development of the site. Changes to the Implementation Plan will be consistent with the CSU's major and minor Master Plan modification process. Revisions to the Implementation Plan will require approval from the University Architect.

Other Programs

Within the Implementation Plan, there are aspects of other CSU planning efforts. The following describes efforts related to other programs which apply to SDSU Mission Valley.

Leadership in Energy and Environmental Design

Leadership in Energy and Environmental Design (LEED) certification provides third-party verification that a building or community was designed and built using strategies aimed at improving performance in energy use, water use, carbon dioxide (CO2) emissions, indoor environmental quality, and stewardship of resources. The university shall coordinate with an accredited LEED professional and pursue at a minimum LEED Version 4 Silver or equivalent in Neighborhood Development for the entire site. Additionally, each individual public-private partner, including SDSU, shall coordinate with an accredited LEED professional and pursue LEED Version 4 at a Silver or better certification level in Building Construction and Design for each building on site. Through these efforts, SDSU Mission Valley will comply with the requirements set forth by the 2014 CSU Sustainability Policy.

Transportation Demand Management

Transportation Demand Management (TDM) measures shall be implemented through the Transportation Demand Management (TDM) Program proposed in the Final EIR. TDM is a concept meant to lower the demand for automobile infrastructure and ultimately result in lower automobile emissions and congestion. TDM is performed by promoting active transportation, transit and vehicle-sharing, while disincentivizing personal automobile use.

Regulatory TDM measures, such as bicycle parking standards, are included in Chapter 3 Development Expectations. Programmatic Non-Stadium and Stadium TDM measures are described in the SDSU Mission Valley Campus TDM Program. Through TDM implementation, the Guidelines are consistent with the 2014 CSU Sustainability Policy, the Climate Action Plan for San Diego State University, the 2050 Regional Transportation Plan, and the City of San Diego Climate Action Plan.

Public Facilities

SDSU will revitalize and restore the River Park contemplated by San Diego Municipal Code Section 22.0908 as envisioned by past community planning efforts.

Public facilities and services required to support the site will be available and financed as needed using various sources and methods of public and private financing. **Table 5-2**, Public Facilities Financing Mechanisms and Responsible Parties, summarizes on-site and off-site facilities and services required to be available at the time of need, as well as a description of the recommended financing option(s) for their implementation. The recommended financing mechanisms are provided as guidelines and should not be considered as final recommendations.

Table 5-2: Public Facilities Financing Mechanisms and Responsible Parties

Public Facility or Service	Financing/Construction Mechanism(s)	Responsible Party
Drainage/Stormwater Management	Direct Improvements	CSU/SDSU/Public-Private Partners
Fire Service	DIF	San Diego Fire and Rescue
Internal Open Space, Slopes, and Landscaping	Direct Improvements	CSU/SDSU/Public-Private Partners
Parks, Recreational Facilities, and Trails	Direct Improvements	CSU/SDSU
Parkways, Medians, and Pathways	Direct Improvements	CSU/SDSU
Police Service	Direct Improvements	University Police Department and San Diego Police Department
Private Roads (On Site)	Direct Improvements	CSU/SDSU/Public-Private Partners
Public Roads (Off-site)	Fair Share, Developer Impact Fee (DIF) or Direct Improvements	CSU/SDSU/City of San Diego
Schools	Property, Sales and Other Use Taxes, As Applicable	SDUSD
Stadium and Concourse Area	Direct Improvements	CSU/SDSU
Storm Drain and Water Quality/Detention Basin Improvements	Direct Improvements	CSU/SDSU/Public-Private Partners
Wastewater Facilities	Direct Improvements and/or Capacity Fees, As Applicable	CSU/SDSU/City of San Diego
Water Facilities	Direct Improvements and/or Capacity Fees, As Applicable	CSU/SDSU/City of San Diego

*All pro-rata costs related to any site improvements that benefit the Public-Private partners will be reimbursed to CSU by the public-private partner/developer as part of the ground lease consideration.

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