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MEMORANDUM

To:	Laura Shinn, San Diego State University
From:	Samantha Wang, Dudek
Subject:	San Diego State University Mission Valley Campus Master Plan Project, City of San Diego Climate Action Plan Evaluation
Date:	December 20, 2019
cc:	Jennifer Reed, Sean Kilkenny, Dudek
Attachments:	A - Figure 1 Vicinity Map B - City of San Diego Transit Priority Areas per Senate Bill 743 C - City of San Diego Climate Action Plan Consistency Checklist

This memorandum serves to evaluate whether San Diego State University's (SDSU's) Mission Valley Campus Master Plan Project (proposed project) would conflict with the City of San Diego's (City's) Climate Action Plan (CAP), as contemplated by Section VIII, Item b) of Appendix G of the State California Environmental Quality Act (CEQA) Guidelines. The evaluation provided by this memorandum has been prepared because the voter-approved SDSU West Campus Research Center, Stadium and River Park Initiative (also referred to as, Measure G) conditions the sale and development of the project site upon compliance with the City's greenhouse gas (GHG) emission reduction goals. As demonstrated below, the proposed project would not conflict with the City's CAP and would implement multiple design features and strategies that are consistent with those identified by the City for achievement of its GHG reduction goals.

1 Project Description

The proposed project is referenced in San Diego Municipal Code (SDMC) Section 22.0908, Sale of Real Property to SDSU, which was adopted after the SDSU West Campus Research Center, Stadium, and River Park Initiative (Measure G) was approved by the voters of the City of San Diego on November 6, 2018.

The proposed project is located in the northeast portion of the Mission Valley community, which is located in the central portion of the City metropolitan area. See Figure 1, Vicinity Map, provided in Attachment A. Specifically, the project site is situated south of Friars Road, west of Interstate (I-) 15, north of I-8, and east of the existing Fenton Marketplace shopping center. It is approximately 5 miles from downtown San Diego and 2.5 miles from the existing SDSU main campus situated along I-8 within the College Area Community of the City.

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

(a) approximately 86 acres of parks, recreation, and open space, including a River Park, which includes the 34 acres identified pursuant to the framework set forth in SDMC Section 22.0908, which shall be constructed by SDSU/California State University (CSU), with shared SDSU/community active and passive parks and recreation fields and open space, and pedestrian, hiking, and biking trails;[1]

(b) approximately 1.6 million square feet of campus uses for education, research, innovation, entrepreneurial, and technology programs;

(c) construction of a new, multipurpose 35,000-capacity Stadium and the corresponding demolition of the existing San Diego County Credit Union (SDCCU) Stadium (formerly, "Qualcomm Stadium");

(d) approximately 4,600 residential homes including student, faculty, staff, workforce, and affordable housing, within a vibrant, transit-oriented university village setting;

(e) approximately 400 hotel rooms to support campus visitors and stadium-related events, provide additional conference facilities, and serve as an incubator for graduate and undergraduate students in SDSU's hospitality and tourism management program;

(f) approximately 95,000 square feet of community-serving retail space to support campus, stadium, and related facilities;

(g) enhanced use of the Metropolitan Transit System (MTS) Green Line Stadium station, thereby, minimizing vehicular traffic use and accommodating the planned Purple Line on the project site; and

(h) associated on-site and off-site infrastructure, utilities, facilities, and other amenities.

2 Evaluation of the City of San Diego's Climate Action Plan

As described in Section 1 of this memorandum, the proposed project is the establishment of a California State University (CSU) campus for SDSU at the Mission Valley site, as contemplated by Measure G and codified by San Diego Municipal Code Section 22.0908. Section 22.0908 sets forth the conditions under which the City is directed to sell the site to CSU/SDSU.

CSU is a state agency and, therefore, not subject to local ordinances, regulations, policies, and rules, including zoning and land use regulations, development regulations, subdivision regulations, facilities benefit fee assessments, and other regulations, rules, fees, and exactions that might be imposed by a local agency in connection with the regulation of land use and development. However, given the unique circumstances and opportunities presented and to implement the clear desire of the local electorate, the development features and framework set forth in San Diego Municipal Code Section 22.0908 will be included in the Purchase and Sale Agreement transferring ownership of the project site from the City of San Diego to CSU/SDSU. Adherence to the City's CAP Consistency Checklist shows compliance with the City's GHG emission reduction goals as required by

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

SDMC Section 22.0908. The CAP is the primary vehicle by which the City establishes its GHG reduction goals and outlines the emission reduction strategies necessary for attainment of those goals.

As background, the City adopted its CAP in 2015, which was followed by the "CAP Consistency Checklist Questions" on July 12, 2016, a document which was subsequently updated in June 2017. The CAP identifies a comprehensive set of goals, policies, and actions that the City can use to reduce its GHG emissions. The CAP also outlines the actions that City will undertake to achieve its proportional share of statewide GHG emission reductions in accordance with CEQA Guidelines Section 15183.5.

The CAP Consistency Checklist includes three steps. Step 1 consists of an evaluation to determine whether: (a) a project is consistent with the existing General Plan, Community Plan, and zoning designations for the site, and if not, whether the project would (b) include a land use plan and/or zoning designation amendment that would result in an increased density within a Transit Priority Area (TPA) and implement CAP Strategy 3 actions, or (c) include a land use plan and/or zoning designation amendment that would result in an equivalent or less GHG-intensive project when compared to the existing designations. The Step 2 evaluation includes an explanation as to how a project would implement the required measures delineated in the checklist under Step 2. Step 3 evaluates the project's consistency with the CAP's transportation strategy.

2.1 Step 1 – Land Use Consistency

The first step in determining whether a project would conflict with the CAP is to assess the project's consistency with the growth projections used in the development of the CAP. To demonstrate consistency with Step 1, projects must answer in the affirmative (i.e., "yes") to one of the following three options:

A. Is the proposed project consistent with the existing General Plan and Community Plan land use and zoning designations?; OR,
B. If the proposed project is not consistent with the existing land use plan and zoning designations, and includes a land use plan and/or zoning designation amendment, would the proposed amendment result in an increased density within a Transit Priority Area (TPA) and implement CAP Strategy 3 actions, as determined in Step 3 to the satisfaction of the Development Services Department?; OR,
C. If the proposed project is not consistent with the existing land use plan and zoning designations, does the project include a land use plan and/or zoning designation amendment that would result in an equivalent or less GHG-intensive project when compared to the existing designations?

Under Option A, projects that do not require a change in land use or zoning designation are generally considered to be consistent with Step 1 because the CAP's emissions were based on build-out assumptions of the existing land use designations at the time of the CAP's development. Prior to the City of San Diego's adoption of the Mission Valley Community Plan Update (CPU) on September 10, 2019 and at the time of the preparation of the City's CAP, the underlying land uses of the project site were those contemplated by the 1985 Mission Valley Community Plan for commercial/recreation and public/recreation (i.e., the existing stadium use). Therefore, the project's proposed high-density campus village, while consistent with the City of San Diego's General Plan City of Villages Strategy, was inconsistent with the inventory of emissions at the time the City's CAP was prepared. However, under Option B, projects may be found to be in compliance with the CAP if they are located within a designated TPA and implement strategies that would be consistent with the assumptions in the CAP (i.e., though not consistent with the underlying

land use, these projects would be developed in TPAs and generally would be considered to implement strategies that reduce GHG emissions). Under Option C, projects may be found to be in compliance with the CAP if they would result in similar or reduced GHG emissions compared to the assumptions in the CAP (i.e., though not consistent with the underlying land use, these projects would none the less not impair the City's achievement of GHG reduction requirements because they would reduce GHG emissions).

The Mission Valley CPU is the underlying document that informs the existing conditions implemented in the CAP. Relatedly, one objective of the Mission Valley CPU is to "help implement" the City's CAP, and the City has determined that "the land use policies in this plan are consistent with the policy goals identified in the CAP" (City of San Diego 2019a). Subsequent to the release of the proposed Project's Draft EIR and in conjunction with its adoption of the Mission Valley CPU, the City of San Diego certified the Program EIR for the Mission Valley CPU. The Mission Valley CPU Program EIR found that impacts related to GHG emissions would be less than significant because the Mission Valley CPU implemented the City of Villages framework.

This memorandum was initially prepared when the Mission Valley CPU was in draft form; thus, the analysis could not rely on the draft update, including the proposed land uses. Since the initial preparation of the memorandum, the Mission Valley CPU has been adopted and certified (September 2019). The CPU permits a mix of uses including campus, residential, hotel, recreation, and commercial/retail land uses; therefore, the proposed project is consistent with Option A under Step 1. The proposed project also is consistent with the call of Option B under Step 1 of the CAP Consistency Checklist, as described below.

The City Council adopted the Mission Valley CPU in September 2019 (City of San Diego 2019a). The corresponding Final Program Environmental Impact Report (City of San Diego 2019b) was released on May 31, 2019. In the Final Program EIR, the City states that the Mission Valley CPU serves as a comprehensive long-term plan for the physical development of the Mission Valley CPA and is intended to manage and address future growth through 2050 (City of San Diego 2019b). The Mission Valley CPU is intended to provide orderly growth and redevelopment by placing higher density residential development and mixed-use within and around transit corridors (City of San Diego 2019a). As accounted for in Table 3.4-1 of that Final Program EIR, the City provides and anticipates the following net increases in development levels under the Mission Valley CPU by 2050 (City of San Diego 2019b):

- Housing units: 27,910
- Population: 51,600
- Nonresidential square feet: 7,317,000
- Employment: 19,100

The Mission Valley CPU specifically anticipates that the project site will be subject to future redevelopment under a Specific Plan or Campus Master Plan, consistent with the description of the proposed project provided above. Additionally, the Mission Valley CPU anticipates the following uses on the project site:

- 4,800 dwelling units
- 2,000,000 square feet of office space
- 300,000 square feet of retail space
- 38.1 acres of active park
- 4.9 acres of open space

Table 1 provides a summary of the proposed project and the underlying assumptions in the Mission Valley CPU. Overall, the proposed project includes slightly less intensity and development compared to the uses contained in the Mission Valley CPU, and therefore, overall lower projected growth. As such, the Mission Valley CPU provides a land use framework that is generally consistent with and permits the land use densities and intensities contemplated by the proposed project.

Table 1. Mission Valley CPU versus Proposed Project

Project Component	Unit Count or Square Feet		Difference	% Increase/ (Decrease)
	Mission Valley CPU	Proposed Project		
Residential	4,800 units	4,600 units	(200 units)	(4.17%)
Office	2,000,000 square feet	1,565,000 square feet	(435,000) square feet	(21.8%)
Retail/Hotel	300,000 square feet	310,415[a] square feet	10,415 square feet	3.5%
Parks and Recreation	43 acres	86 acres	43 acres	100%
Stadium	40,000 seats	35,000 seats	(5,000 seats)	(12.5%)
Population	8,880 persons	8,510 persons	(170 persons)	(1.9%)

Note: CPU = Community Plan Update
Values shown in parenthesis represent negative values.
[a] Includes hotel uses.

As shown in Table 1, overall, the proposed project would include slightly less intense development compared to the land uses in the Mission Valley CPU and is consistent with the land use densities and intensities contemplated in the Mission Valley CPU; therefore, the proposed project is consistent with Option A under Step 1. Thus, the project analysis can answer in the affirmative to the call of Option A above.

Although the project is consistent with Option A, the project's consistency with Option B of Step 1 also is discussed herein, The proposed project is located within a TPA, as it is served by the Stadium Trolley Station on the Trolley Green Line as well as the Fenton Parkway Trolley Station; see Attachment B. Therefore, to be consistent with Step 1 and answer in the affirmative the call of Option B above, the proposed project complies with Step 2 and Step 3 of the CAP Consistency Checklist. As described below in Sections 2.2 and 2.3 of this memorandum, the proposed project would implement the measures in Step 2 and Strategy 3 Actions. Because the proposed project would result in increased density within a TPA and would implement CAP Checklist Step 2 and Step 3, Strategy 3 actions, as summarized below and shown in Attachment C, the proposed project is consistent with Option B.

2.2 Step 2 – Climate Action Plan Strategies Consistency

The second step of the CAP consistency review is to review and evaluate a project's consistency with the applicable strategies and actions of the CAP.[2] Step 2 only applies to development projects that involve permits that would require a certificate of occupancy from the Building Official, or projects comprised of one- and two-family dwellings or

[2] A complete CAP Consistency Checklist illustrating compliance with Step 2 is included in this memorandum as Attachment C.

townhouses, and their accessory structures, as defined in the California Residential Code. Development associated with the proposed project likely would not require a certificate of occupancy from the Building Official, but the proposed project would go through an equivalent process and, therefore, the analysis is performed as if the certificate of occupancy from the Building Official would be issued. All other development projects that would not require a certificate of occupancy from the Building Official are required to implement Best Management Practices for construction activities as set forth in the Greenbook for public projects (PWSI 2018). Actions that are not subject to Step 2 would include, for example: 1) discretionary map actions that do not propose specific development 2) permits allowing wireless communication facilities, 3) special event permits, 4) use permits or other permits that do not result in the expansion or enlargement of a building (e.g., decks, garages, etc.), and 5) non-building infrastructure projects such as roads and pipelines. Because such actions would not result in new occupancy buildings from which GHG emissions reductions could be achieved, the items contained in Step 2 would not be applicable.

The proposed project's consistency with the CAP Strategies under Step 2 is included for disclosure purposes and is summarized below:

Strategy 1: Energy & Water Efficient Buildings

1. Cool/Green Roofs
   - Would the project include roofing materials with a minimum 3-year aged solar reflection and thermal emittance or solar reflection index equal to or greater than the values specified in the voluntary measures under the California Green Building Standards Code?; OR
   - Would the project roof construction have a thermal mass over the roof membrane, including areas of vegetated (green) roofs, weighting at least 25 pounds per square foot as specified in the voluntary measures under California Green Building Standards Code; OR
   - Would the project include a combination of the above two options?

   Consistent. The proposed project would be consistent with one, both, or a combination of the roofing options provided in this strategy as contemplated by the SDSU Mission Valley Campus Master Plan Design Guidelines.

2. Plumbing Fixtures and Fittings

   With respect to plumbing fixtures or fixings provided as part of the project, would those low-flow fixtures/appliances be consistent with each of the following:

   Residential buildings:

   - Kitchen faucets: maximum flow rate not to exceed 1.5 gallons per minute at 60 psi;
   - Standard dishwashers: 4.25 gallons per cycle;
   - Compact dishwashers: 3.5 gallons per cycle; and
   - Clothes washers: water factor of 6 gallons per cubic feet of drum capacity?

Nonresidential buildings:

- Plumbing fixtures and fittings that do not exceed the maximum flow rate specified in Table A5.303.2.3.1 (voluntary measures) of the California Green Building Standards Code; and
- Appliances and fixtures for commercial appliances that meet the provisions of Section A5.303.3 (voluntary measures) of the California Green Building Standards Code?

Consistent. The proposed project's residential and nonresidential development would be consistent with the maximum flow rates for plumbing fixtures and appliances provided in this strategy as required by the SDSU Mission Valley Campus Master Plan Design Guidelines.

In response to comments received on the Draft EIR, a project design feature has been included in the Final EIR as follows, which would further encourage reduction of the project's water consumption through water conservation strategies beyond the CBC Title 24, CalGreen and LEED Silver (Version 4.0) requirements:

PDF Selection of Developer/Builders *As part of the scoring system for evaluating responses to Requests for Proposals and through the builder/developer review and selection process for each future building site within the Mission Valley Campus Master Plan Area, CSU/SDSU shall include "Sustainability" as a component of the scoring criteria and weigh each builder/developer's commitment to implementing strategies above and beyond CBC Title 24, CalGreen and LEED Silver (Version 4.0) as at least 10% of the overall scoring.*

Strategy 3: Bicycling, Walking, Transit & Land Use

3. Electric Vehicle Charging

- Multiple-family projects of 17 dwelling units or less: Would 3% of the total parking spaces required, or a minimum of one space, whichever is greater, be provided with a listed cabinet, box, or enclosure connected to a conduit linking the parking spaces with the electrical service, in a manner approved by the building and safety official, to allow for the future installation of electric vehicle supply equipment to provide electric vehicle charging stations at such time as it is needed for use by residents?
- Multiple-family projects of more than 17 dwelling units: Of the total required listed cabinets, boxes, or enclosures, would 50% have the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations ready for use by residents?
- Nonresidential projects: Of the total required listed cabinets, boxes, or enclosures, would 50% have the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations ready for use?

Consistent.

The proposed project includes more than 17 multifamily dwelling units; thus, the first strategy is not applicable.

In response to the comments received on the Draft EIR, and because the CalGreen Building Code update is going into effect on January 1, 2020, the project design feature has been refined as set forth below.

The proposed project would be equipped with 10% of the total residential parking spaces and 6% of total nonresidential parking spaces with appropriate electric supply equipment to allow for the future installation of electric vehicle (EV) chargers (i.e., "EV ready"). Of these "EV ready" spaces, 50% would be equipped with EV charging stations. These EV parameters are required by the SDSU Mission Valley Campus Master Plan Design Guidelines.

Of relevance to this discussion, the proposed project would provide approximately 5,662 parking spaces in aboveground residential parking structures, 5,065 parking spaces in below-building office/campus parking structures, and 485 hotel parking spaces. Of these totals, approximately 901 parking spaces would be designated as "EV ready," and more than 451 of the "EV ready" spaces would be equipped with operable EV charging stations: 284 EV-ready spaces with charging stations in the residential development areas and 167 EV-ready spaces with charging stations in the nonresidential development areas, as show in Table 2 below.

Table 2. Proposed Project Parking Supply

	Parking Spaces	% of Spaces	"EV Ready"	EV Chargers
Residential				
	5,662	10%	568	284
Nonresidential				
Campus/Office	5,065	6%	304	152
Hotel	485	6%	29	15
		Subtotal	*333*	*167*
		TOTAL	**901**	***451***

Note: EV = electric vehicle

4. Bicycle Parking Spaces

Would the project provide more short- and long-term bicycle parking spaces than required in the City's Municipal Code (Chapter 14, Article 2, Division 5)?

Consistent. Residential units would include secure bicycle parking per City of San Diego standards (up to 0.6 spaces per dwelling unit anticipated based on units containing up to three bedrooms) as required by the SDSU Mission Valley Campus Master Plan Design Guidelines. Similarly, short-term (racks) and long-term spaces (rooms, enclosures, or lockers) would also be provided for nonresidential uses per City of San Diego standards (0.1 short-term spaces per 1,000 square feet and 5% of nonresidential automobile parking provided in long-term spaces) as required by the SDSU Mission Valley Campus Master Plan Design Guidelines.

The proposed project would also include a network of bicycle lanes on key north–south streets (e.g., Murphy Canyon Trail), a network of multi-use trails through the River Park, dedicated lanes in the campus plaza area, a campus loop multi-use path that encircles the project site, and connections to existing off-site facilities. Multi-use trails and paths comprise a total of nearly 2 miles within the site. A total of nearly 1 lane-mile of on-street bike lanes within the site is proposed.

5. Shower Facilities

If the project includes nonresidential development that would accommodate over 10 tenant occupants (employees), would the project include charging/shower facilities in accordance with the voluntary measures under the California Green Building Standards Code in accordance with the table below?

Number of Tenant Occupants (Employees)	Shower/Changing Facilities Required	Two-Tier (12" X 15" X 72") Personal Effects Lockers Required
0–10	0	0
11–50	1 shower stall	2
51–100	2 shower stall	3
101–200	3 shower stall	4
Over 200	1 shower stall plus 1 additional shower stall for each 200 additional tenant-occupants	1 two-tier locker plus 1 two-tier locker for each 50 additional

Consistent. The proposed project's nonresidential development areas would provide changing/shower facilities as required by the referenced California Green Building Standards Code provision as required by the SDSU Mission Valley Campus Master Plan Design Guidelines.

6. Designated Parking Spaces

If the project includes a nonresidential use in a TPA, would the project provide designated parking for a combination of low-emitting, fuel-efficient, and carpool-vanpool vehicles in accordance with the table below?

Number of Required Parking Spaces	Number of Designated Parking Spaces
0–9	0
10–25	2
26–50	4
51–75	6
76–100	9
101–150	11
151–200	18
201 and over	At least 10% of total

Consistent. The proposed project's nonresidential development areas would provide designated parking for a combination of specified vehicles, as a condition of building permit issuance as required by the SDSU Mission Valley Campus Master Plan Design Guidelines.

7. Transportation Demand Management Program

If the project would accommodate over 50 tenant-occupants (employees), would it include a transportation demand management program that would be applicable to existing tenants and future tenants that includes:

At least one of the following components:

- Parking cash out program
- Parking management plan that includes charging employees market-rate for single-occupancy vehicle parking and providing reserved, discounted, or free spaces for registered carpools or vanpools
- Unbundled parking whereby parking spaces would be leased or sold separately from the rental or purchase fees for the development for the life of the development

And at least three of the following components:

- Commitment to maintaining an employer network in the SANDAG iCommute program and promoting its RideMatcher service to tenants/employees
- Onsite carsharing vehicle(s) or bikesharing
- Flexible or alternative work hours
- Telework program
- Transit, carpool, and vanpool subsidies
- Pre-tax deduction for transit or vanpool fares and bicycle commute costs
- Access to services that reduce the need to drive, such as cafes, commercial stores, banks, post offices, restaurants, gyms, or childcare, either onsite or within 1,320 feet (1/4 mile) of the structure/use?

Consistent. See below under Section 3, subsection 5 for a complete description of the proposed project's Transportation Demand Management (TDM) Program. The TDM Program, summarized below, incentivizes alternative transportation besides single-occupant commuter trips. Furthermore, the proposed project's TDM Monitoring Plan summarizes the performance metrics and targets to be monitored from the TDM Program. For further information on implementation strategy, please see the Fehr & Peers SDSU Mission Valley Campus TDM Program – Proposed Monitoring Plan Memorandum in the Final EIR (F&P 2019). The TDM Program, which applies to the proposed project's campus/office, residential and retail uses, consists of the following strategies:

- *Land Use Diversity*
- *Neighborhood Site Enhancement*
  - *New Bicycle Facilities*
  - *Dedicated Land for Bicycle/Multi-Use Trails*
  - *Bicycle Parking*
  - *Showers and Lockers in Employment Areas*
  - *Increased Intersection Density*

  - *Traffic Calming*
  - *Car Share Service Accommodations*
  - *Enhanced Pedestrian Network*
- *Parking Policy and Pricing*
  - *Unbundled Residential Parking*
  - *Parking Cash-Out Program for Office Use*
  - *Metered On-Street Parking*
  - *Reduced Parking Supply*
- *Commute Trip Reduction Services*
  - *TDM Program Coordinator and Marketing*
  - *Electric Bike-Share Accommodations*
  - *Ridesharing Support*
  - *School Pool*
  - *Hotel Shuttle Service*
  - *Transit Pass Programs*

To determine the effectiveness of the TDM and the amount of vehicle miles traveled and trip reduction that would be attributable to the SDSU Mission Valley Campus TDM Program, the proposed program elements were compared to California Air Pollution Control Office Association (CAPCOA) standards. CAPCOA developed the Quantifying Greenhouse Gas Mitigation Measures (August 2010), hereinafter, referred to as the CAPCOA Report, as a set of guidelines for quantifying the environmental benefits of mitigation measures. The CAPCOA Report includes the most comprehensive and up-to-date set of calculations for calculating TDM effectiveness. For those TDM strategies not addressed by the CAPCOA standards, case studies were utilized to estimate vehicle trip and vehicle miles traveled reduction.

The detailed calculations for each TDM strategy are described in Appendix G of the Traffic Impact Analysis. For each strategy that is based on the CAPCOA Report, the related CAPCOA strategy code (for example, CAPCOA TRT-6 or SDT-3) is provided. It is important to note that the resulting vehicle miles traveled and trip reductions are not simply additive. Combinations of strategies in the major categories are multiplicative in that there is a dampening effect based on a variety of studies.

The summary of the non-Stadium TDM vehicle trip reductions are included in Table 3.

Table 3. Proposed Non-Stadium TDM Trip Reductions

CAPCOA Category	TDM Measure	Initial Reduction	Final Reduction[1]
Land Use Diversity[2]	Mix of land uses, including residential, commercial, education, and parks/recreation	–[2]	–[2]
Neighborhood Site Enhancements	Improve Site Design including: • New Bicycle Facilities • Dedicated Land for Bicycle/Multi-Use Trails • Bicycle Parking • Increased Intersection Density	11.08%	5.00%
	Traffic Calming	0.25%	
	Car Share	0.37%	
	Pedestrian Network	2.00%	
Parking Policy/ Pricing	Unbundle Parking	0.95%	4.07%
	Metered On-Street Parking	3.15%	
Commute Trip Reduction	TDM Marketing with Transportation Coordinator including:		6.09%
	Shower and Locker Facilities	2.21%	
	Carpool Matching/Guaranteed Ride Home	2.80%	
	Bicycle Share	0.50%	
	School Pool	0.70%	
	Hotel Shuttle Service	0.04%	
		Combined Total Reduction	**14.41%**

Note:
1 Combinations of strategies in the major categories are multiplicative in that there is a dampening effect based on a variety of studies.
2 The TDM Program's land use diversity benefits are incorporated into the trip generation rates developed for the proposed project; in order to ensure that their benefits are not double-counted, land use diversity is not considered here.
Sources: Quantifying Greenhouse Gas Emissions (CAPCOA 2010) and Fehr & Peers 2019.

Additionally, TDM Program strategies have been developed exclusively for the proposed project's Stadium land use. Those strategies include the following:

- *Stadium TDM 1 – Encourage Alternative Modes of Transportation*
- *Stadium TDM 2 – Encourage Carpools and Zero-Emission Vehicles*
- *Stadium TDM 3 – Encourage Active Transportation*
- *Stadium TDM 4 – Encourage Off-Site Parking at Main Campus*
- *Stadium TDM 5 – Provide Mobility and Parking Information Services*
- *Stadium TDM 6 – Online Parking Reservation System*

Unlike the TDM strategies for non-Stadium uses, very little information is available regarding the effectiveness of individual or combined Stadium TDM strategies. Many event venues implement TDM strategies to reduce vehicle trips and parking demand, which also serves to reduce congestion, improve the visitor experience and enhance project sustainability. However, operators of these facilities,

jurisdictions, or other third parties do not conduct surveys or collect data to reasonably quantify the actual reduction in trips. In addition, the effectiveness of TDM strategies (individually or in combination) can vary depending on the site context, including the presence of parking in the surrounding area, transit quality and service frequency, congestion on adjacent freeways/surface streets, etc.

However, events at the proposed project's multipurpose stadium would benefit from the implementation of TDM Program strategies specifically developed for application to stadium-related events. These strategies focus on the use of alternative modes of transportation, including transit, to reduce single-occupancy vehicle usage and parking demand on event days.

With implementation of formalized Stadium TDM Program strategies, the anticipated reduction in vehicle trips is estimated to be an additional 5% to 10% beyond what is already assumed for the Stadium. This estimate is based on engineering judgment and the site context, which does not include substantial public parking areas in close proximity to the site, but does include the presence of two high-quality transit stops (i.e., the Trolley) within a 5-minute walk of the stadium and a limited parking supply for sold-out events.

2.3 Step 3 – Climate Action Plan Conformance Evaluation

The purpose of Step 3 is to determine whether a project is located in a TPA, and includes a land use plan and/or zoning designation amendment that is consistent with the assumptions in the CAP because it would implement CAP Strategy 3 actions. In general, a project that would result in a reduction in density inside a TPA would not be consistent with Strategy 3. As described above, with adoption of the Mission Valley CPU, the proposed project would be consistent with the Community Plan land use and zoning designations (Option A) and would not be required to complete Step 3. Nonetheless, because the proposed project is located within a TPA, and because the proposed project was not consistent with the 1985 Mission Valley Community Plan at the time the Draft EIR was released, the following Step 3 analysis determined the project's location in a TPA is nonetheless consistent with the assumptions in the CAP because it would implement CAP Strategy 3 actions. The following Step 3 questions for the proposed project are answered below:

1. **Would the proposed project implement the General Plan's City of Villages strategy in an identified TPA that will result in an increase in the capacity for transit-supportive residential and/or employment densities?**

   Yes. The proposed project would implement the General Plan's City of Villages strategy, which provides capacity for transit-supportive residential density within TPAs. As shown in Appendix B, the project site is within a TPA. The proposed project incorporates the MTS Trolley Green Line and existing Stadium Trolley Station and reserves adequate right-of-way for the planned future MTS Trolley Purple Line. The Stadium Trolley Station is within 0.5 miles of all future residents and jobs within the project site.

   Consistent with the San Diego Association of Governments' (SANDAG's) San Diego Forward plan, the project co-locates housing and employment on an infill site in an urbanized area that is served by transit. The project also would provide further enhancements to the existing transportation options located on the project site through the multi-faceted TDM Program. Thus, the project would ensure the success of smart growth land use policies, which would assist the State in achieving the Senate Bill 375 GHG emission reduction targets by reducing VMT from light-duty vehicles through the development of more compact,

complete, and efficient communities. Furthermore, the project is consistent with the goals of Senate Bill 743 to balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of GHG emissions.

The proposed project would accommodate a variety of land uses, including academic and administrative buildings and classrooms; commercial, technology, research and development and office space; complementary retail space to serve neighborhood residents, businesses, Stadium games, and events; hotels; faculty and staff housing; undergraduate and graduate student housing; apartment units available for the public; and other market-rate, workforce, and affordable housing. The proposed project would provide recreational opportunities, employment centers, and a concentration of food and shopping opportunities. Specifically, the proposed project would accommodate a village development by providing 4,600 residential units arranged in a mixed-use configuration with up to 95,000 square feet of ground floor commercial/retail uses; up to 1,565,000 square feet of employment-producing office, academic, innovation, and research and development space; up to 400 hotel rooms; and 84.5 acres of parks, recreation, and open space, as well as a 35,000-capacity multi-purpose Stadium within 0.5 miles of existing light rail trolley service. As a result, the estimated proposed project employment growth would be 7,809 estimated annual jobs. An approximate population of 8,510 represents the estimate of new residents as a result of the proposed project's residential component. The proposed project would include 4,600 dwelling units and would provide for 7,809 jobs, each of which is more than the existing commercial recreation and public recreation land uses anticipated in the CAP's underlying land use assumptions. This would increase the capacity for transit-supportive residential and employment intensities within the TPA.

2. Would the proposed project implement the General Plan's Mobility Element in TPAs to increase the use of transit?

Yes. The project site would be accessible via trolley via the MTS Trolley Green Line. The Stadium Trolley Station is located within the project site, and the Fenton Parkway Station is located to the southwestern edge of the project site, near the River Park. The Stadium Trolley Station is within 0.5 miles of all future residents and jobs within the project site. The proposed project would include trolley and public transit improvements, including an enhanced pedestrian connection to the existing Stadium Trolley Station, and accommodating the planned Trolley Purple Line and transit station. In addition, the proposed project anticipates future transit service and provides for bus services to the Stadium Trolley Station.

3. Would the proposed project implement pedestrian improvements in TPAs to increase walking opportunities?

Yes. The dense and extensive network of on-site pedestrian facilities would provide new connections parallel to the high-stress Friars Road environment that will enhance pedestrian accessibility adjacent to and within the site for area residents, employees, and visitors. The proposed project would include walking paths and biking paths connected to active and passive recreation opportunities and open space for use by the public, including enhanced pedestrian connections to the existing light rail transit center at the Stadium Trolley Station. Within the site itself, nearly all roadways will include a sidewalk or path on both sides of the street. For the few segments with a walking facility on only one side that will serve a pedestrian destination, appropriate street crossings treatments will be provided within a reasonable walking distance.

These treatments include traffic signals, raised crosswalks, or stop signs to delineate right-of-way. Therefore, the proposed project would not result in a significant impact to pedestrian facilities.

Additionally, the proposed site connection to Fenton Parkway provides an additional walkable connection to the shops and restaurants at Fenton Marketplace, as well as the low-volume east–west connection provided by Rio San Diego Drive. The proposed connections will provide an improved pedestrian link between the existing neighborhoods along Rancho Mission Road and Fenton Marketplace area. This new connection will be a substantial improvement over the current walking path through the Friars Road/I-15 interchange.

4. **Would the proposed project implement the City of San Diego's Bicycle Master Plan to increase bicycling opportunities?**

Yes. The proposed project would not conflict with any existing or planned bicycle facilities, and it would substantially enhance bicycle travel adjacent to and through the site. The proposed project would include biking paths to facilitate the use of alternative mobility options. A new on-site path system along the northern and eastern edges of the site (connecting to San Diego and Rancho Mission Roads) will provide a safer and lower-stress option for cyclists traveling from west of Stadium Way to east of I-15. The proposed project also would include improvements along the San Diego River Park, which would include 8- to 10-foot-wide linear walking and biking trails. The proposed hike and bike trail would be located throughout the San Diego River Park. The trail would connect to the hike and bike loop, which provides access to the rest of the campus. The trail would complete the bikeway connection from Murphy Canyon to Fenton Parkway and connect to the east side of the campus and throughout the campus. Buffered bike lanes would be constructed between Northside Drive and Friars Road to increase the safety of bicyclists by adding a barrier between the car and bike lanes of travel.

The existing protected bike lanes on the Mission Village Drive overpass over Friars Road would be maintained with the proposed widening of the overpass, and they would connect to bike lanes on Street "D" through the center of the site. A connection to existing bike lanes on Friars Road will also be provided by the signalized intersection at Stadium Way. Additionally, the proposed site connection to Fenton Parkway provides a convenient bike-able connection to the shops and restaurants at Fenton Marketplace, improving the link between the Rio San Diego neighborhood and the Rancho Mission Road neighborhood east of I-15.

Furthermore, to address questions about connectivity between the existing SDSU campus and the project site, a "Campus to Campus bike path" has been added as an off-site improvement as shown in Attachment 4 of the Thematic Response – Project Refinements, which would provide for a continuous bike lane/path between the campuses. This would result in off-site improvements within existing rights-of-way to provide new bike facilities along Rancho Mission Road and Ward Road, east of the project site to connect to existing off-site bike facilities on Mission Gorge Road, Fairmount Drive, and Montezuma Drive.

5. **Would the proposed project incorporate implementation mechanisms that support Transit Oriented Development?**

Yes. The proposed project would establish a transit-oriented campus consisting of a variety of land uses, includes 4,600 residential units; 95,000 square feet of neighborhood-serving commercial/retail; 1.565 million square feet of office, research and development, and innovation space; and 84.5 acres of parks,

recreation, and open space, all within a TPA area that is served by the MTS Trolley Green Line and Stadium Trolley Station. As described above, the proposed project would include transit, bicycle, and pedestrian improvements to encourage alternative modes of transportation

The total trip reduction attributable to transit, bicycle, and pedestrian trips is expected to be 4,599 daily trips. The higher of the inbound or outbound volumes that comprise this reduction are 361 and 407 during the AM and PM peak hours, respectively, which include the transit alightings and boardings at the project site. The trip reduction does not segregate between modes of transportation, but using engineering judgment and considering adjacent developments and facilities, the highest share is expected to be transit trips. Using a transit mode share of 85% (with the remaining 15% constituting bicycle and pedestrian trips), the project would add roughly 4,000 daily transit trips (4,599 x .85 = 3,909) to and from the project site, with the vast majority of those trips expected to be trolley trips, rather than bus trips, due to the nearby convenient location of the Stadium Trolley Station within the project site. Conservatively assuming that all peak-hour transit trips are trolley trips, this would equate to roughly 309 and 346 peak directional trolley trips in the AM and PM peak hours, respectively. Engineering judgment was used to estimate that a conservative 65% of these peak-hour trips would occur in the peak direction (westbound in the morning and eastbound in the evening) consistent with the existing directional split. This would result in roughly 202 and 226 trips in the peak direction during each commute hour. With the current 15-minute headways (or four trains per hour) and assuming an equal number of riders per train, the proposed project is expected to add up to 50 and 56 patrons in the AM and PM peak directional hours, respectively. The estimate of transit riders is presented in Appendix H of the Traffic Impact Analysis.

As previously discussed, the proposed project also would include a TDM Program that incentivizes alternative transportation besides single-occupant commuter trips. The TDM Program, which applies to the proposed project's campus office and residential and retail uses, consists of the following strategies:

- *Land Use Diversity*
- *Neighborhood Site Enhancement*
    - *New Bicycle Facilities—A network of bicycle lanes on key north–south streets and connections to existing off-site facilities (e.g., Murphy Canyon Trail) is part of the proposed campus site plan. A total of nearly 1 lane-mile of on-street bike lanes within the site is proposed.*
    - *Dedicated Land for Bicycle/Multi-Use Trails—The site plan also includes a network of multi-use trails through the River Park, dedicated lanes in the office plaza area, plus a campus loop multi-use path that encircles the site. Multi-use trails and paths comprise a total of nearly 2 miles within the site.*
    - *Bicycle Parking—Residential units will include secure bicycle parking per City of San Diego standards (up to 0.6 spaces per dwelling unit anticipated based on units containing up to three bedrooms); similarly, short-term (racks) and long-term spaces (rooms, enclosures, or lockers) will also be provided for nonresidential uses per City of San Diego standards (0.1 short-term spaces per 1,000 square feet and 5% of nonresidential automobile parking provided in long-term spaces).*

- *Showers and Lockers—Changing facilities will be provided in at least one of the following locations to support bicycling and walking as commute modes for employees: the campus office, research and innovation, or retail building areas.*
- *Increased Intersection Density—On-site roadway network includes a relatively high intersection density of more than 69 spaces per square mile, which results in short block lengths and travel distances between complementary land uses. This intersection density strongly encourages walking, bicycling, or other micromobility modes to travel within the site and to adjacent neighborhoods.*
- *Traffic Calming—Nearly all on-site intersections will include curb extensions and bulbouts; several on-site roadways will include raised crosswalks; and two roundabouts will help to manage travel speeds and enhance pedestrian safety.*
- *Car Share Service Accommodations—Dedicated parking spaces for car sharing companies will be established in on-street spaces and/or within the campus and/or office parking structures.*
- *Enhanced Pedestrian Network—All streets within the project site will include sidewalks on both sides of the street, or will include a multi-use path on one side of the street with enhanced pedestrian crossings. Separate pedestrian phases at signalized intersections to enhance safety and raise driver awareness will also be included. As noted above, the campus loop and other paths will provide in excess of 2 miles of pedestrian paths in addition to sidewalks.*

- *Parking Policy and Pricing*
  - *Unbundled Parking—Parking in all residential buildings will be "unbundled" from units such that residents will have to request a parking space separate from their apartment/condominium unit and pay for that parking space separately. This approach is consistent with the recently adopted City of San Diego ordinance that requires all multi-family residential parking in TPAs to be unbundled from units.*
  - *Parking Cash-Out Program for Office Use—The proposed project's office use employers will provide employees with monetary incentives for not driving to work.*
  - *Metered On-Street Parking—All on-street spaces within the campus core will be metered and require payment of an hourly charge during typical daytime hours (e.g., between 8:00 a.m. and 6:00 p.m.). The parking spaces on the southwest and southeast edges of the site nearest the park/recreation facilities may also be metered, but at a minimum will include time limits to ensure parking turnover and prevent extended storage of resident vehicles.*
  - *Limit Parking Supply—The proposed project will provide a limited parking supply of 1.23 spaces per dwelling unit. The parking rate is limited in comparison to the parking provided at similar developments in the Mission Valley region. It should be noted that although the parking is lower in comparison to surrounding developments, the proposed parking supply does not qualify for VMT reductions per the CAPCOA Report. The recently adopted City of San Diego ordinance referencing unbundled parking above also allows for no parking to be provided for multi-family residential units in TPAs. Should residential buildings be built with lower parking ratios that reduce the overall parking supply, additional trip reductions and TDM benefits are expected.*
- *Commute Trip Reduction Services*
  - *TDM Program Coordinator and Marketing—To ensure the TDM Program strategies are implemented and effective, a Campus Transportation Coordinator will be identified to monitor*

the TDM Program. As part of overall campus management, a staff member or outside consultant will be designated to serve as the on-site Campus Transportation Coordinator for employees and residents. Coordinators are responsible for developing, marketing, implementing, and evaluating TDM Programs, where dedicated personnel in this role make TDM Programs more robust, consistent, and effective. Additionally, residents and employees would have a designated point of contact for questions about the various TDM strategies, which would allow them to easily stay informed of various TDM functions and eligibility.

- *The Campus Transportation Coordinator's duties would include, but not be limited to, the following:*
  - *Conduct transportation/mobility options orientation for new employees and new residents.*
  - *Assist with rideshare matching for employees commuting to the project and residents commuting from their homes.*
  - *Provide information on transit, bicycling, and walking to and from the project.*
  - *Act as source of information regarding the TDM Program, including compliance with regulatory requirements and new potential TDM benefits.*
  - *Coordinate TDM Program monitoring (administer surveys and coordinate data collection).*
  - *Promote available websites providing transportation options for residents, employees, customers, and guests.*
  - *Create and distribute a "new resident" and "new employee" information packet addressing non-automobile modes of transportation.*
  - *Promote a transportation options app for use on mobile devices (tech-enabled mobility app).*
  - *Assist employees and residents in accessing existing or establishing future TDM programs, such as transit discount or vanpool programs through existing programs such as MTS Ecopass or SANDAG's iCommute.*
- *Electric Bike-Share Accommodations—Private vendors currently supply electric bicycles (e-bikes) for short-term rental in the San Diego area. To facilitate the use of e-bikes within the site, the SDSU Mission Valley Campus site plan will provide areas for the temporary storage of e-bikes available for rental and identify specific locations for bike drop off.*
- *Ridesharing Support—As noted under the Campus Transportation Coordinator element above, rideshare support will be provided as part of this program. This includes making connections with the SANDAG iCommute program for carpool, vanpool, and rideshare programs that are specific to the project's residents and employees.*
- *School Pool—As lower-level school facilities are not provided on the site, students will either need to be bused or driven by parents to off-site K-12 schools. Administered by the Campus Transportation Coordinator, a school pool program would pair students traveling to the same school or area to limit the amount of small group school trips made from the project site; thus, reducing the vehicle trips generated by parents driving the students to off-site K-12 school facilities.*
- *Hotel Shuttle Service—Shuttle service will be provided to and from the hotel on site. This shuttle service will be available to hotel guests and will service the airport and various other tourist locations.*
- *Transit Pass Programs—CSU will maintain at the Mission Valley campus the existing transit pass program for students in place at the College Area campus (passes are discounted by the*

MTS and subsidized by CSU/SDSU), and enable purchases by credit card. In addition, CSU/SDSU will establish a pre-tax payroll deduction program for faculty and staff purchase of MTS transit passes, vanpooling, and pooled on-demand rideshare services (e.g., uberPOOL and Lyft Line), provided SDSU meets the state/CSU required minimum participation level. Relatedly, CSU/SDSU will provide reduced cost transit passes for faculty and staff, provided SDSU meets the MTS required minimum participation level. The cost reduction will be between 10% and 25%, depending on participation level. Additionally, the employers with a minimum of 20 employees will be required to provide up to 5% of their employees with a 100% MTS transit pass subsidy.

The TDM Program strategies that have been developed exclusively for the proposed project's Stadium land use include the following:

- Stadium *TDM 1 – Encourage Alternative Modes of Transportation*
  - *Discounted or free use of MTS services for attendees on the event date with proof of purchase of an event ticket.*
  - *Tchotchkes/giveaways for transit users (goods for attendees, free MTS tickets as raffle prizes for employees, etc.).*
  - *Rewards/gamification opportunities for attendees and/or employees to compete for prizes or points based on their transportation choices.*
  - *Vanpool subsidy and administration: Provide pre-tax commuter benefits for employees and provide administration assistance with the coordination of third-party vanpool programs.*
  - *Marketing and outreach campaign for transit.*
- *Stadium TDM 2 – Encourage Carpools and Zero-Emission Vehicles*
  - *Provide preferential parking for carpools and zero-emission vehicles (ZEVs).*
  - *Provide variable parking price based on car occupancy (e.g., charge lower rates for vehicles with four or more occupants).*
  - *Provide vehicle charging spaces in stadium parking in excess of the typical requirement.*
  - *Charge reduced parking rates for ZEVs.*
- *Stadium TDM 3 – Encourage Active Transportation*
  - *Provide free access to secure bicycle parking spaces (these could be the same supply provided to campus office/retail/restaurant employees, ideally located in buildings immediately adjacent to the Stadium).*
  - *Provide a bike valet to assist with bicycle drop-off and retrieval before and after events.*
  - *Provide showers and lockers for employees on the site (primarily for employees but available to attendees).*
  - *Provide a bicycle fix-it station near the Stadium bicycle parking.*
  - *Coordinate bicycle and walk pools for employees.*
  - *Capitalize upon the robust multi-use trails and connections proposed on the site with clear wayfinding to the Stadium entrance and bicycle parking.*

- *Stadium TDM 4 – Encourage Off-Site Parking at Main Campus*

  The greatest parking demand at the site will occur during high-attendance events (e.g., greater than 25,000), many of which are expected to occur on a weekend day. Conditions will be exacerbated for sold-out events on a weekday, when some level of parking demand from non-Stadium uses will occupy spaces in the parking garage and reduce the available event supply. For larger weekday events and for high-attendance weekend events, parking at the main SDSU main campus should be encouraged through a marketing program, reduced rates for event attendees and employees (compared to Stadium garage parking rates), and possibly free MTS fare with proof of event ticket/parking payment or employee badge. This would allow all Stadium patrons to access the Stadium site via the Trolley, resulting in reduced parking and traffic demand near the site.
- *Stadium TDM 5 – Provide Mobility and Parking Information Services*
  - *Multimodal signage and wayfinding to the Trolley station, bicycle parking, and passenger drop-off and pick up areas.*
  - *Real-time travel/parking availability information, variable message signs at key site entrances (e.g., Stadium Way and Street 'D'), and social media posts.*
  - *Welcome packets and ongoing marketing for new employees.*
  - *External marketing campaign including advertisements on television, website, social media, radio, email blasts to season ticket holders, etc.*
  - *Information kiosks or bulletin boards/TV monitors at multiple locations providing information about the TDM Program and transit options for Stadium employees.*
- *Stadium TDM 6 – Online Parking Reservation System*

  Provision of an online parking reservation system will allow event attendees to choose and reserve parking spaces prior to the event. This system would allow attendees to make a decision on their preferred parking location—on site or on the SDSU main campus as appropriate—and could provide varying parking costs for on-site and off-site parking locations. Attendees who choose to park at the SDSU main campus parking would be able to utilize transit to travel to and from the Stadium site. This would help to reduce trips at the site and encourage the use of transit.

6. **Would the proposed project implement the Urban Forest Management Plan to increase urban tree canopy coverage?**

   Yes. The proposed project would plant trees throughout the paseos to provide shade and to contribute to the City's 20% urban canopy tree coverage goal. Major streets and pathways within the project site would include trees and other natural amenities to provide shade and create a more inviting pedestrian environment. The landscape plans include multiple tree types throughout the project site. The proposed project would plant a net of 616 new trees.

3 References

City of San Diego. 2013. *Mission Valley Community Plan.* Adopted June 1985; amended May 2013. Accessed May 24, 2019. https://www.sandiego.gov/sites/default/files/mission_valley_cp_060613_0.pdf.

City of San Diego. 2019a. *Mission Valley Community Plan Update.* September 2019. https://www.sandiego.gov/sites/default/files/missionvalley_cpu_8.5x11_printversion_adopted.pdf.

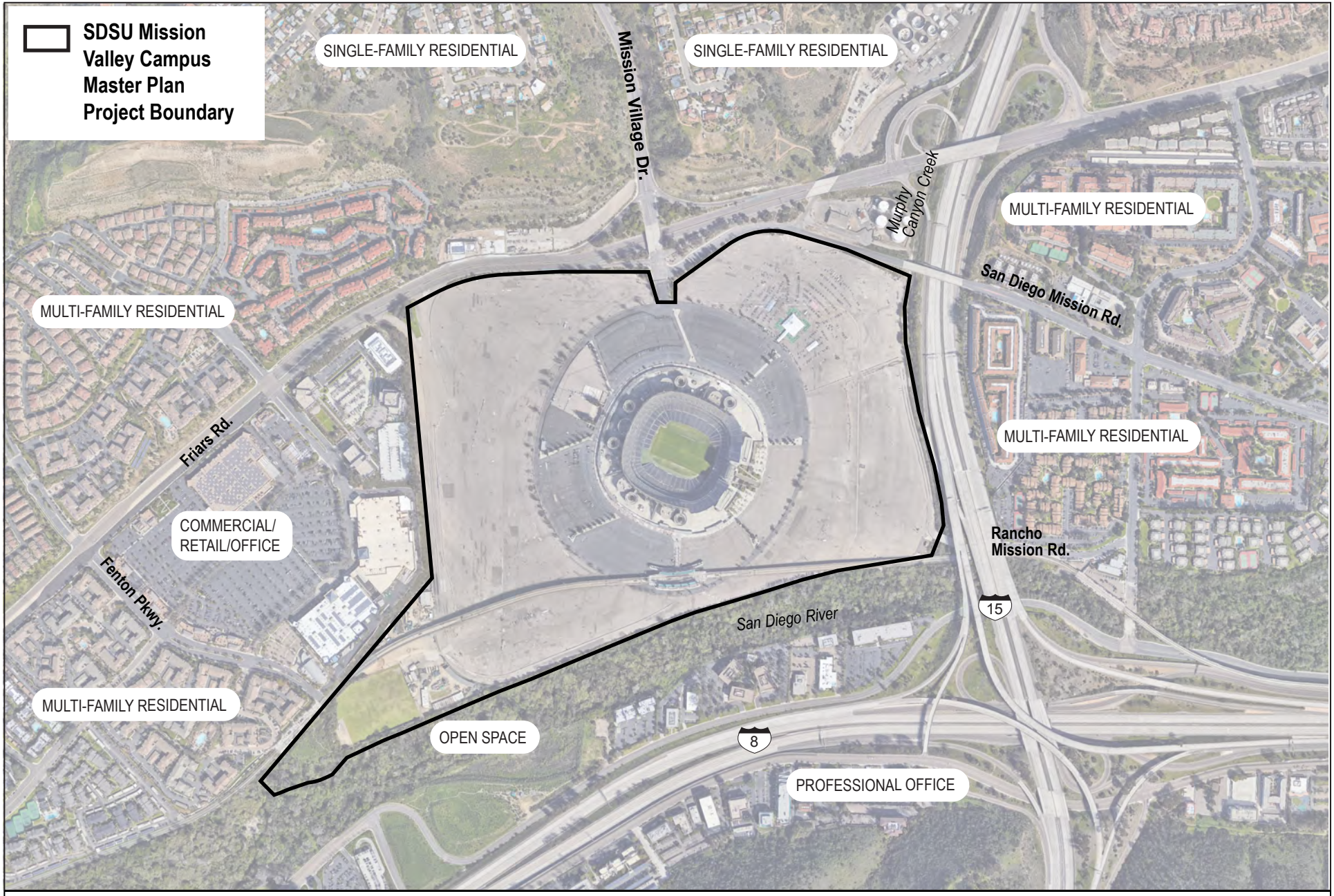
City of San Diego. 2019b. *Mission Valley Community Plan Update Final Program EIR.* SCH No. 2017071066. May 31, 2019. Accessed June 18, 2019. https://www.sandiego.gov/sites/default/files/mvcpu_feir_compiled_compressed.pdf.

F&P (Fehr & Peers). 2019. *San Diego State University (SDSU) Mission Valley Campus TDM Program – Proposed Monitoring Plan Memorandum.* November 26, 2019.

PWSI (Public Works Standards, Inc,). 2018. *Standard Specifications for Public Works Construction: The "Greenbook."* Accessed June 6, 2019. http://www.greenbookspecs.org/.

Attachment A

Figure 1 – Vicinity Map



SDSU Mission Valley Campus Master Plan
CAP Evaluation

San Diego State University

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Figure 1
Vicinity Map

Attachment B

City of San Diego Transit Priority Area per Senate Bill 743

The Transit Priority Areas map is based on the adopted SANDAG San Diego Forward Regional Plan.

In accordance with SB 743, "Transit priority area" means "an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations."

• Section 450.216 addresses development and content of the statewide transportation improvement program. STIPs cover a period of no less than four years.

• Section 450.322 refers to development and content of the metropolitan transportation plan. The RTP has at least a 20-year planning horizon.

• Major Transit Stop, as defined in Section 21064.3, means: "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service of 15 minutes or less during the morning and afternoon peak commute periods."

Long Term through 2035

Legend

- Major Transit Stops
- Trolley Stations
- Coaster Station
- Project Boundary
- High Frequency Routes
- Trolley Lines
- Coaster Line
- Transit Priority Areas
- Planning Areas
- Municipal Boundaries

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SDSU Mission Valley Campus Master Plan EIR

San Diego State University

Attachment B

Transit Area Priority Map

Attachment C

City of San Diego Climate Action Plan Consistency Checklist

CLIMATE ACTION PLAN CONSISTENCY CHECKLIST INTRODUCTION

In December 2015, the City adopted a Climate Action Plan (CAP) that outlines the actions that City will undertake to achieve its proportional share of State greenhouse gas (GHG) emission reductions. The purpose of the Climate Action Plan Consistency Checklist (Checklist) is to, in conjunction with the CAP, provide a streamlined review process for proposed new development projects that are subject to discretionary review and trigger environmental review pursuant to the California Environmental Quality Act (CEQA).[1]

Analysis of GHG emissions and potential climate change impacts from new development is required under CEQA. The CAP is a plan for the reduction of GHG emissions in accordance with CEQA Guidelines Section 15183.5. Pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b), a project's incremental contribution to a cumulative GHG emissions effect may be determined not to be cumulatively considerable if it complies with the requirements of the CAP.

This Checklist is part of the CAP and contains measures that are required to be implemented on a project-by-project basis to ensure that the specified emissions targets identified in the CAP are achieved. Implementation of these measures would ensure that new development is consistent with the CAP's assumptions for relevant CAP strategies toward achieving the identified GHG reduction targets. Projects that are consistent with the CAP as determined through the use of this Checklist may rely on the CAP for the cumulative impacts analysis of GHG emissions. Projects that are not consistent with the CAP must prepare a comprehensive project-specific analysis of GHG emissions, including quantification of existing and projected GHG emissions and incorporation of the measures in this Checklist to the extent feasible. Cumulative GHG impacts would be significant for any project that is not consistent with the CAP.

The Checklist may be updated to incorporate new GHG reduction techniques or to comply with later amendments to the CAP or local, State, or federal law.

[1] Certain projects seeking ministerial approval may be required to complete the Checklist. For example, projects in a Community Plan Implementation Overlay Zone may be required to use the Checklist to qualify for ministerial level review. See Supplemental Development Regulations in the project's community plan to determine applicability.

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CAP CONSISTENCY CHECKLIST SUBMITTAL APPLICATION

- The Checklist is required only for projects subject to CEQA review.[2]
- If required, the Checklist must be included in the project submittal package. Application submittal procedures can be found in Chapter 11: Land Development Procedures of the City's Municipal Code.
- The requirements in the Checklist will be included in the project's conditions of approval.
- The applicant must provide an explanation of how the proposed project will implement the requirements described herein to the satisfaction of the Planning Department.

Application Information

Contact Information

Project No./Name: San Diego State University Mission Valley Campus Master Plan Project

Property Address: 9449 Friars Road, San Diego, California 92108

Applicant Name/Co.: San Diego State University

Contact Phone: 619-594-5224 Contact Email: lshinn@sdsu.edu

Was a consultant retained to complete this checklist? ■ Yes ☐ No If Yes, complete the following

Consultant Name: Dudek Contact Phone: 760-479-4876

Company Name: Contact Email:

Project Information

1. What is the size of the project (acres)? 169
2. Identify all applicable proposed land uses:
   - ☐ Residential (indicate # of single-family units):
   - ☐ Residential (indicate # of multi-family units):
   - ☐ Commercial (total square footage):
   - ☐ Industrial (total square footage):
   - ■ Other (describe): See project description attached.
3. Is the project or a portion of the project located in a Transit Priority Area? ■ Yes ☐ No
4. Provide a brief description of the project proposed:

See project description attached.

[2] Certain projects seeking ministerial approval may be required to complete the Checklist. For example, projects in a Community Plan Implementation Overlay Zone may be required to use the Checklist to qualify for ministerial level review. See Supplemental Development Regulations in the project's community plan to determine applicability.

CAP CONSISTENCY CHECKLIST QUESTIONS

Step 1: Land Use Consistency

The first step in determining CAP consistency for discretionary development projects is to assess the project's consistency with the growth projections used in the development of the CAP. This section allows the City to determine a project's consistency with the land use assumptions used in the CAP.

Step 1: Land Use Consistency		
Checklist Item (Check the appropriate box and provide explanation and supporting documentation for your answer)	Yes	No
A. Is the proposed project consistent with the existing General Plan and Community Plan land use and zoning designations?;[3] OR, B. If the proposed project is not consistent with the existing land use plan and zoning designations, and includes a land use plan and/or zoning designation amendment, would the proposed amendment result in an increased density within a Transit Priority Area (TPA)[4] and implement CAP Strategy 3 actions, as determined in Step 3 to the satisfaction of the Development Services Department?; OR, C. If the proposed project is not consistent with the existing land use plan and zoning designations, does the project include a land use plan and/or zoning designation amendment that would result in an equivalent or less GHG-intensive project when compared to the existing designations?	☑	☐

If "***Yes***," proceed to Step 2 of the Checklist. For question B above, complete Step 3. For question C above, provide estimated project emissions under both existing and proposed designation(s) for comparison. Compare the maximum buildout of the existing designation and the maximum buildout of the proposed designation.

If "***No***," in accordance with the City's Significance Determination Thresholds, the project's GHG impact is significant. The project must nonetheless incorporate each of the measures identified in Step 2 to mitigate cumulative GHG emissions impacts unless the decision maker finds that a measure is infeasible in accordance with CEQA Guidelines Section 15091. Proceed and complete Step 2 of the Checklist.

[3] This question may also be answered in the affirmative if the project is consistent with SANDAG Series 12 growth projections, which were used to determine the CAP projections, as determined by the Planning Department.

[4] This category applies to all projects that answered in the affirmative to question 3 on the previous page: Is the project or a portion of the project located in a transit priority area.

Step 2: CAP Strategies Consistency

The second step of the CAP consistency review is to review and evaluate a project's consistency with the applicable strategies and actions of the CAP. Step 2 only applies to development projects that involve permits that would require a certificate of occupancy from the Building Official or projects comprised of one and two family dwellings or townhouses as defined in the California Residential Code and their accessory structures.[5] All other development projects that would not require a certificate of occupancy from the Building Official shall implement Best Management Practices for construction activities as set forth in the Greenbook (for public projects).

Step 2: CAP Strategies Consistency			
Checklist Item (Check the appropriate box and provide explanation for your answer)	Yes	No	N/A
Strategy 1: Energy & Water Efficient Buildings			
1. *Cool/Green Roofs*. • Would the project include roofing materials with a minimum 3-year aged solar reflection and thermal emittance or solar reflection index equal to or greater than the values specified in the voluntary measures under California Green Building Standards Code (Attachment A)?; OR • Would the project roof construction have a thermal mass over the roof membrane, including areas of vegetated (green) roofs, weighing at least 25 pounds per square foot as specified in the voluntary measures under California Green Building Standards Code?; OR • Would the project include a combination of the above two options? Check "N/A" only if the project does not include a roof component.	☑	☐	☐

[5] Actions that are not subject to Step 2 would include, for example: 1) discretionary map actions that do not propose specific development, 2) permits allowing wireless communication facilities, 3) special events permits, 4) use permits or other permits that do not result in the expansion or enlargement of a building (e.g., decks, garages, etc.), and 5) non-building infrastructure projects such as roads and pipelines. Because such actions would not result in new occupancy buildings from which GHG emissions reductions could be achieved, the items contained in Step 2 would not be applicable.

2. *Plumbing fixtures and fittings* With respect to plumbing fixtures or fittings provided as part of the project, would those low-flow fixtures/appliances be consistent with each of the following: Residential buildings: • Kitchen faucets: maximum flow rate not to exceed 1.5 gallons per minute at 60 psi; • Standard dishwashers: 4.25 gallons per cycle; • Compact dishwashers: 3.5 gallons per cycle; and • Clothes washers: water factor of 6 gallons per cubic feet of drum capacity? Nonresidential buildings: • Plumbing fixtures and fittings that do not exceed the maximum flow rate specified in Table A5.303.2.3.1 (voluntary measures) of the California Green Building Standards Code (See Attachment A); and • Appliances and fixtures for commercial applications that meet the provisions of Section A5.303.3 (voluntary measures) of the California Green Building Standards Code (See Attachment A)? Check "N/A" only if the project does not include any plumbing fixtures or fittings.	☑	☐	☐

Strategy 3: Bicycling, Walking, Transit & Land Use			
3. *Electric Vehicle Charging* • Multiple-family projects of 17 dwelling units or less: Would 3% of the total parking spaces required, or a minimum of one space, whichever is greater, be provided with a listed cabinet, box or enclosure connected to a conduit linking the parking spaces with the electrical service, in a manner approved by the building and safety official, to allow for the future installation of electric vehicle supply equipment to provide electric vehicle charging stations at such time as it is needed for use by residents? • Multiple-family projects of more than 17 dwelling units: Of the total required listed cabinets, boxes or enclosures, would 50% have the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations ready for use by residents? • Non-residential projects: Of the total required listed cabinets, boxes or enclosures, would 50% have the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations ready for use? Check "N/A" only if the project is a single-family project or would not require the provision of listed cabinets, boxes, or enclosures connected to a conduit linking the parking spaces with electrical service, e.g., projects requiring fewer than 10 parking spaces.	☑	☐	☐

Strategy 3: Bicycling, Walking, Transit & Land Use (Complete this section if project includes non-residential or mixed uses)			
4. *Bicycle Parking Spaces* Would the project provide more short- and long-term bicycle parking spaces than required in the City's Municipal Code (Chapter 14, Article 2, Division 5)?[6] Check "N/A" only if the project is a residential project.	☑	☐	☐

[6] Non-portable bicycle corrals within 600 feet of project frontage can be counted towards the project's bicycle parking requirements.

5. *Shower facilities*

If the project includes nonresidential development that would accommodate over 10 tenant occupants (employees), would the project include changing/shower facilities in accordance with the voluntary measures under the California Green Building Standards Code as shown in the table below?

Number of Tenant Occupants (Employees)	Shower/Changing Facilities Required	Two-Tier (12" X 15" X 72") Personal Effects Lockers Required
0-10	0	0
11-50	1 shower stall	2
51-100	1 shower stall	3
101-200	1 shower stall	4
Over 200	1 shower stall plus 1 additional shower stall for each 200 additional tenant-occupants	1 two-tier locker plus 1 two-tier locker for each 50 additional tenant-occupants

Check "N/A" only if the project is a residential project, or if it does not include nonresidential development that would accommodate over 10 tenant occupants (employees).

☑	☐	☐

6. *Designated Parking Spaces*

If the project includes a nonresidential use in a TPA, would the project provide designated parking for a combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles in accordance with the following table?

Number of Required Parking Spaces	Number of Designated Parking Spaces
0-9	0
10-25	2
26-50	4
51-75	6
76-100	9
101-150	11
151-200	18
201 and over	At least 10% of total

This measure does not cover electric vehicles. See Question 4 for electric vehicle parking requirements.

Note: Vehicles bearing Clean Air Vehicle stickers from expired HOV lane programs may be considered eligible for designated parking spaces. The required designated parking spaces are to be provided within the overall minimum parking requirement, not in addition to it.

Check "N/A" only if the project is a residential project, or if it does not include nonresidential use in a TPA.

☑	☐	☐

7. *Transportation Demand Management Program* If the project would accommodate over 50 tenant-occupants (employees), would it include a transportation demand management program that would be applicable to existing tenants and future tenants that includes: At least one of the following components: • Parking cash out program • Parking management plan that includes charging employees market-rate for single-occupancy vehicle parking and providing reserved, discounted, or free spaces for registered carpools or vanpools • Unbundled parking whereby parking spaces would be leased or sold separately from the rental or purchase fees for the development for the life of the development And at least three of the following components: • Commitment to maintaining an employer network in the SANDAG iCommute program and promoting its RideMatcher service to tenants/employees • On-site carsharing vehicle(s) or bikesharing • Flexible or alternative work hours • Telework program • Transit, carpool, and vanpool subsidies • Pre-tax deduction for transit or vanpool fares and bicycle commute costs • Access to services that reduce the need to drive, such as cafes, commercial stores, banks, post offices, restaurants, gyms, or childcare, either onsite or within 1,320 feet (1/4 mile) of the structure/use? Check "N/A" only if the project is a residential project or if it would not accommodate over 50 tenant-occupants (employees). [ ]	☑	☐	☐

Step 3: Project CAP Conformance Evaluation (if applicable)

The third step of the CAP consistency review only applies if Step 1 is answered in the affirmative under option B. The purpose of this step is to determine whether a project that is located in a TPA but that includes a land use plan and/or zoning designation amendment is nevertheless consistent with the assumptions in the CAP because it would implement CAP Strategy 3 actions. In general, a project that would result in a reduction in density inside a TPA would not be consistent with Strategy 3.The following questions must each be answered in the affirmative and fully explained.

1. **Would the proposed project implement the General Plan's City of Villages strategy in an identified Transit Priority Area (TPA) that will result in an increase in the capacity for transit-supportive residential and/or employment densities?**
   Considerations for this question:
   - Does the proposed land use and zoning designation associated with the project provide capacity for transit-supportive residential densities within the TPA?
   - Is the project site suitable to accommodate mixed-use village development, as defined in the General Plan, within the TPA?
   - Does the land use and zoning associated with the project increase the capacity for transit-supportive employment intensities within the TPA?

2. **Would the proposed project implement the General Plan's Mobility Element in Transit Priority Areas to increase the use of transit?**
   Considerations for this question:
   - Does the proposed project support/incorporate identified transit routes and stops/stations?
   - Does the project include transit priority measures?

3. **Would the proposed project implement pedestrian improvements in Transit Priority Areas to increase walking opportunities?**
   Considerations for this question:
   - Does the proposed project circulation system provide multiple and direct pedestrian connections and accessibility to local activity centers (such as transit stations, schools, shopping centers, and libraries)?
   - Does the proposed project urban design include features for walkability to promote a transit supportive environment?

4. **Would the proposed project implement the City of San Diego's Bicycle Master Plan to increase bicycling opportunities?**
   Considerations for this question:
   - Does the proposed project circulation system include bicycle improvements consistent with the Bicycle Master Plan?
   - Does the overall project circulation system provide a balanced, multimodal, "complete streets" approach to accommodate mobility needs of all users?

5. **Would the proposed project incorporate implementation mechanisms that support Transit Oriented Development?**
   Considerations for this question:
   - Does the proposed project include new or expanded urban public spaces such as plazas, pocket parks, or urban greens in the TPA?
   - Does the land use and zoning associated with the proposed project increase the potential for jobs within the TPA?
   - Do the zoning/implementing regulations associated with the proposed project support the efficient use of parking through mechanisms such as: shared parking, parking districts, unbundled parking, reduced parking, paid or time-limited parking, etc.?

6. **Would the proposed project implement the Urban Forest Management Plan to increase urban tree canopy coverage?**
   Considerations for this question:
   - Does the proposed project provide at least three different species for the primary, secondary and accent trees in order to accommodate varying parkway widths?
   - Does the proposed project include policies or strategies for preserving existing trees?
   - Does the proposed project incorporate tree planting that will contribute to the City's 20% urban canopy tree coverage goal?

CLIMATE ACTION PLAN CONSISTENCY CHECKLIST
ATTACHMENT A

This attachment provides performance standards for applicable Climate Action Pan (CAP) Consistency Checklist measures.

Table 1 Roof Design Values for Question 1: Cool/Green Roofs supporting Strategy 1: Energy & Water Efficient Buildings of the Climate Action Plan

Land Use Type	Roof Slope	Minimum 3-Year Aged Solar Reflectance	Thermal Emittance	Solar Reflective Index
Low-Rise Residential	≤ 2:12	0.55	0.75	64
	> 2:12	0.20	0.75	16
High-Rise Residential Buildings, Hotels and Motels	≤ 2:12	0.55	0.75	64
	> 2:12	0.20	0.75	16
Non-Residential	≤ 2:12	0.55	0.75	64
	> 2:12	0.20	0.75	16

Source: Adapted from the California Green Building Standards Code (CALGreen) Tier 1 residential and non-residential voluntary measures shown in Tables A4.106.5.1 and A5.106.11.2.2, respectively. Roof installation and verification shall occur in accordance with the CALGreen Code.

CALGreen does not include recommended values for low-rise residential buildings with roof slopes of ≤ 2:12 for San Diego's climate zones (7 and 10). Therefore, the values for climate zone 15 that covers Imperial County are adapted here.

Solar Reflectance Index (SRI) equal to or greater than the values specified in this table may be used as an alternative to compliance with the aged solar reflectance values and thermal emittance.

Table 2	Fixture Flow Rates for Non-Residential Buildings related to Question 2: Plumbing Fixtures and Fittings supporting Strategy 1: Energy & Water Efficient Buildings of the Climate Action Plan
Fixture Type	**Maximum Flow Rate**
Showerheads	1.8 gpm @ 80 psi
Lavatory Faucets	0.35 gpm @60 psi
Kitchen Faucets	1.6 gpm @ 60 psi
Wash Fountains	1.6 [rim space(in.)/20 gpm @ 60 psi]
Metering Faucets	0.18 gallons/cycle
Metering Faucets for Wash Fountains	0.18 [rim space(in.)/20 gpm @ 60 psi]
Gravity Tank-type Water Closets	1.12 gallons/flush
Flushometer Tank Water Closets	1.12 gallons/flush
Flushometer Valve Water Closets	1.12 gallons/flush
Electromechanical Hydraulic Water Closets	1.12 gallons/flush
Urinals	0.5 gallons/flush

Source: Adapted from the California Green Building Standards Code (CALGreen) Tier 1 non-residential voluntary measures shown in Tables A5.303.2.3.1 and A5.106.11.2.2, respectively. See the California Plumbing Code for definitions of each fixture type.

Where complying faucets are unavailable, aerators rated at 0.35 gpm or other means may be used to achieve reduction.

Acronyms:
gpm = gallons per minute
psi = pounds per square inch (unit of pressure)
in. = inch

Table 3	**Standards for Appliances and Fixtures for Commercial Application related to Question 2: Plumbing Fixtures and Fittings supporting Strategy 1: Energy & Water Efficient Buildings of the Climate Action Plan**	
Appliance/Fixture Type	**Standard**	
Clothes Washers	Maximum Water Factor (WF) that will reduce the use of water by 10 percent below the California Energy Commissions' WF standards for commercial clothes washers located in Title 20 of the *California Code of Regulations*.	
Conveyor-type Dishwashers	0.70 maximum gallons per rack (2.6 L) (High-Temperature)	0.62 maximum gallons per rack (4.4 L) (Chemical)
Door-type Dishwashers	0.95 maximum gallons per rack (3.6 L) (High-Temperature)	1.16 maximum gallons per rack (2.6 L) (Chemical)
Undercounter-type Dishwashers	0.90 maximum gallons per rack (3.4 L) (High-Temperature)	0.98 maximum gallons per rack (3.7 L) (Chemical)
Combination Ovens	Consume no more than 10 gallons per hour (38 L/h) in the full operational mode.	
Commercial Pre-rinse Spray Valves (manufactured on or after January 1, 2006)	Function at equal to or less than 1.6 gallons per minute (0.10 L/s) at 60 psi (414 kPa) and • Be capable of cleaning 60 plates in an average time of not more than 30 seconds per plate. • Be equipped with an integral automatic shutoff. • Operate at static pressure of at least 30 psi (207 kPa) when designed for a flow rate of 1.3 gallons per minute (0.08 L/s) or less.	

Source: Adapted from the California Green Building Standards Code (CALGreen) Tier 1 non-residential voluntary measures shown in Section A5.303.3. See the California Plumbing Code for definitions of each appliance/fixture type.

Acronyms:
L = liter
L/h = liters per hour
L/s = liters per second
psi = pounds per square inch (unit of pressure)
kPa = kilopascal (unit of pressure)