San Diego State University:
Mission Valley Campus Master Plan Project

Mitigation Monitoring and Reporting Program

(Pursuant to Public Resources Code Section 21081.6,
And State CEQA Guidelines Section 15097)

Final Environmental Impact Report
(State Clearinghouse Number 2019011042)

Project Files May be Reviewed at:

San Diego State University
Offices of Facilities Planning, Design, and Construction
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I. INTRODUCTION

This Mitigation Monitoring and Reporting Program ("MMRP") has been prepared in conformance with the California Environmental Quality Act ("CEQA;" Pub. Resources Code, Section 21000 et seq.), and specifically Public Resources Code section 21081.6 and section 15097 of the State CEQA Guidelines (Cal. Code Regs., tit. 14 Section 15000 et seq.). The MMRP establishes the framework that California State University/San Diego State University ("CSU/SDSU") and others will use to implement the mitigation measures adopted in connection with approval of the SDSU Mission Valley Campus Master Plan Project, and the monitoring/reporting of such implementation. "Monitoring" is generally an ongoing or periodic process of project oversight. "Reporting" generally consists of a written compliance review that is presented to the decision-making body or authorized staff person.

It is the intent of this program to: (1) provide a framework to document implementation of the required mitigation; (2) identify monitoring/reporting responsibility; (3) establish the frequency and duration of monitoring/reporting; (4) provide a record of the monitoring/reporting; and (5) ensure compliance with those mitigation measures that are within the responsibility of CSU/SDSU to implement. The CSU Board of Trustees has adopted those mitigation measures within its responsibility to implement as binding conditions of approval, and implementation of the measures are fully enforceable by the Board.

The following table lists each of the mitigation measures adopted by the CSU Board of Trustees in connection with approval of the SDSU Mission Valley Campus Master Plan Project, the project phase and timing during which the measure is to be implemented, the person/agency responsible for implementing and monitoring implementation of the measure, the frequency of monitoring and reporting, and the status of compliance with the mitigation measure.

Mitigation Measure No.	Mitigation Measures	Project Phase	Person Responsible	Frequency of Monitoring / Reporting	Compliance
	4.2 Air Quality				
MM-AQ-1	**Construction Equipment Emissions Minimization.** The project shall comply with the following standards during the specified phases of construction activity: Engine Requirements. At a minimum, all off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 3 emission standards for non-road diesel engines promulgated by the U.S. Environmental Protection Agency. During the site preparation and grading construction phases, off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 3 with a diesel particulate filter emission standards. Where feasible, off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 4 emission standards. In addition, during the site preparation and grading construction phase, off-road diesel-powered construction equipment that are not Tier 4 shall be outfitted with diesel particulate filter Best Available Control Technology (BACT) devices certified by the California Air Resources Board (CARB), provided those devices are commercially available and: (1) achieve the standards of the California Division of Occupational Safety and Health (Cal/OSHA), (2) are consistent with the construction equipment warranty requirements, (3) are compatible with equipment specifications of the construction equipment manufacturer, and (4) do not otherwise interfere with the proper functioning of the construction equipment. Any BACT devices used shall achieve emissions reductions equal to or greater than a Level 3 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations, provided that the devices are commercially available and satisfy the four requirements enumerated above. Idling Requirements. All diesel engines, whether for on-road or off-road equipment, shall not be left idling for more than 5 minutes, at any location, except as provided in exceptions to the applicable regulations adopted by CARB regarding idling for such equipment. The construction contractor(s) shall post legible and visible signs in English and Spanish, in designated queuing areas and at the construction site, to remind equipment operators of the 5-minute idling limit. Maintenance Instructions. The construction contractor(s) shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment, and shall require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications. Dust Control Plan. Prior to the commencement of construction, a dust control plan shall be prepared to minimize dust from construction-related sources, such as windblown storage	Pre-Construction; Construction	Campus Construction Manager	Ongoing during construction	[To be filled-in as implemented]

Mitigation Measure No.	Mitigation Measures	Project Phase	Person Responsible	Frequency of Monitoring / Reporting	Compliance
	piles, off-site tracking of dust, debris loading, and truck hauling of debris. This plan shall include the following requirements: • Watering of exposed construction areas shall occur three times per day; • After active construction activities, any unpaved areas that will remain unpaved until future phases of the project, shall be stabilized (e.g., nontoxic soil stabilizer, soil weighting agent, or alternative soil stabilizing method) • All haul trucks transporting soil, sand, or other loose material off site shall be covered; • All vehicle speeds on unpaved roads shall be limited to 15 mph; and • A publicly visible sign shall be posted with the telephone number and person to contact regarding dust complaints. This person shall respond to such complaints and take corrective action, as needed, within 48 hours. The San Diego Air Pollution Control District's phone number shall be visible to ensure compliance with applicable regulations. <u>Implosion Execution Plan.</u> A blasting execution plan shall be prepared prior to any implosion event associated with the demolition of the existing Stadium. The plan shall evaluate the feasibility of staged implosion to minimize dust generation and exposure, and shall require that implosion be scheduled during periods of low/no wind speeds. Additionally, an ambient air quality monitoring program shall be implemented as part of the plan, and proximate to the Stadium, over the course of any implosion event to measure actual particulate matter concentrations. Finally, a public notification program shall be instituted, as part of the plan, prior to any implosion event. The public notification program shall include recommendations as to how to minimize exposure to implosion-related airborne dust.				
MM-AQ-2	**Regional Air Quality Plans.** Within 6 months of the certification of the Final Environmental Impact Report, California State University/San Diego State University shall provide the San Diego Association of Governments (SANDAG) with population and employment projections for the project site, which should be used by: (1) SANDAG to update its regional growth projections and (2) the San Diego Air Pollution Control District to update the emission estimates and forecasts presented in its regional air quality plans. Use of the approved site-specific population and employment projections would allow regional planning data to more accurately reflect anticipated growth in the Mission Valley area.	Post-approval; within 6 months	Campus Project Manager	Within 6 months of approval	[To be filled-in as implemented]

4.3 Biological Resources					
MM-BIO-1	**TAKE AUTHORIZATION.** Based on observations of least Bell's vireo (*Vireo bellii pusillus*), riparian habitat on site is considered occupied. Southwestern willow flycatcher (*Empidonax traillii extimus*) is not currently occupying the proposed impact areas; however, there is suitable habitat within the San Diego River. Habitat impacts will be mitigated at a 3:1 mitigation ratio (see MM-BIO-2) or as determined through the consultation process. Take authorization may be obtained through the federal Section 7 Consultation or Section 10 and state 2080.1 incidental take permit requirements. California State University/San Diego State University or its designee shall comply with any and all conditions, including pre-construction surveys that the U.S. Fish and Wildlife Service (USFWS) and/or California Department of Fish and Wildlife (CDFW) may require for take of these species pursuant to the federal Endangered Species Act and/or California Endangered Species Act. If required as a permit condition, pre-construction surveys will be conducted in accordance with USFWS protocols unless the USFWS authorizes a deviation from those protocols.	Pre-construction; Construction	Project Biologist	Implement conditions (Ongoing during construction)	[To be filled-in as implemented]
MM-BIO-2	**HABITAT MITIGATION**. Temporary and permanent impacts to southern willow scrub and southern cottonwood–willow riparian forest will be mitigated at a 3:1 mitigation ratio, as determined during the permitting process (see **MM-BIO-13**). Additionally, temporary and permanent impacts to Baccharis-dominated Diegan coastal sage scrub and restored Diegan coastal sage scrub shall be mitigated at a minimum of 1.5:1 mitigation ratio. Conservation of habitat shall be by on-site preservation, off-site creation and/or enhancement, and/or by purchase of appropriate credits at an approved mitigation bank in San Diego County. If required, any invasive removal shall be completed using hand equipment and removal will be completed outside of the nesting bird season. If invasive removal cannot be completed outside of the nesting bird season, pre-work surveys shall be conducted per the nesting bird survey noted in **MM-BIO-3**. The mitigation habitat shall include appropriate habitat for special-status amphibians, reptiles, mammals, and birds with potential to occur on site.	Pre-construction; Post-construction	Project Biologist	At 30, 60, 90, and 120 days during the 120-Day PEP; quarterly thereafter through year 5. Reporting every January during 5 years.	[To be filled-in as implemented]
MM-BIO-3	**NESTING BIRD SURVEY:** Construction-related ground-disturbing activities (e.g., clearing/grubbing, grading, and other intensive activities) that occur during the breeding season (typically February 1 through September 15) shall require a one-time biological survey for nesting bird species to be conducted within the proposed impact area and a 500-foot buffer within 72 hours prior to construction. This survey is necessary to assure avoidance of impacts to nesting raptors (e.g., Cooper's hawk [*Accipiter cooperii*] and red-tailed hawk [*Buteo jamaicensis*]) and/or birds protected by the federal Migratory Bird Treaty Act and California Fish and Game Code, Sections 3503 and 3513. If any active nests are detected, the area shall be flagged and mapped on the construction plans and the information provided to the construction supervisor and any personnel working near the nest buffer. If occupied nests are found, then limits of construction (e.g., 250 feet for passerines to 500 feet for raptors) to avoid occupied nests shall be established by the project biologist in the field with brightly-colored flagging tape, conspicuous fencing, or other appropriate barriers and signage; and construction personnel shall be instructed on the sensitivity of nest areas. The project biologist shall serve as a construction monitor	Pre-construction; Construction	Project Biologist	Ongoing during construction (February 1 through September 15)	[To be filled-in as implemented]

	during those periods when construction activities occur near active nest areas to avoid inadvertent impacts to these nests. The project biologist may adjust the 250-foot or 500-foot setback at his or her discretion depending on the species and the location of the nest (e.g., if the nest is well protected in an area buffered by dense vegetation). However, if needed, additional qualified monitor(s) shall be provided in order to monitor active nest(s) or other project activities in order to ensure all of the project biologist's duties are completed. Once the nest is no longer occupied for the season, construction may proceed in the setback areas. If construction activities, particularly clearing/grubbing, grading, and other intensive activities, stop for more than 3 days, an additional nesting bird survey shall be conducted within the proposed impact area and a 500-foot buffer.				
MM-BIO-4	**TEMPORARY INSTALLATION OF FENCING.** To prevent inadvertent disturbance to areas outside the limits of grading for each phase, the contractor shall install temporary fencing, or utilize existing fencing, along the limits of grading.	Pre-construction; Construction	Project Biologist	Ongoing until fences installed	[To be filled-in as implemented]
MM-BIO-5	**CONSTRUCTION MONITORING AND REPORTING.** To prevent inadvertent disturbance to areas outside the limits of grading for each phase, all grading of native habitat shall be monitored by one or more biologist (the "project biologist(s)"). The project biologist(s) shall be contracted to monitor all clearing and grubbing activities. The project biologist(s) also shall perform the following duties: a. Attend the pre-construction meeting with the contractor and other key construction personnel prior to clearing and grubbing to reduce conflict between the timing and location of construction activities with other mitigation requirements (e.g., seasonal surveys for nesting birds). b. During clearing and grubbing, meet with the contractor and other key construction personnel each morning prior to commencement of construction activities in order to go over the proposed activities for the day. During such meetings, the project biologist(s) shall explain the importance of restricting work to designated areas and of minimizing harm to or harassment of wildlife prior to clearing and grubbing. c. Review and/or designate the construction area in the field with the contractor in accordance with the final grading plan prior to clearing and grubbing. d. Supervise and monitor vegetation clearing and grubbing weekly to ensure against direct and indirect impacts to biological resources that are intended to be protected and preserved and to document that protective fencing is intact. e. Flush wildlife (i.e., reptiles, mammals, avian, or other mobile species) from occupied habitat areas immediately prior to brush-clearing activities. However, such flushing shall not include disturbance of nesting birds (see MM-BIO-3) or "flushing" of state or federally-listed species (e.g., least Bell's vireo (see MM-BIO-1).	Pre-construction; Construction	Project Biologist	Ongoing during construction	[To be filled-in as implemented]

	f. Periodically monitor the construction site to verify that the project is implementing the following stormwater pollution prevention plan best management practices: dust control, silt fencing, removal of construction debris and a clean work area, covered trash receptacles that are animal-proof and weather-proof, prohibition of pets on the construction site, and a speed limit of 15 miles per hour during the daylight and 10 miles per hour during hours of darkness. g. Periodically monitor the construction site after grading is completed and during the construction phase to see that artificial security light fixtures are directed away from open space and are shielded, and to document that no unauthorized impacts have occurred. h. Keep monitoring notes for the duration of the proposed project for submittal in a final report to substantiate the biological supervision of the vegetation clearing and grading activities and the protection of the biological resources. i. Prepare a monitoring report after the construction activities are completed, which describes the biological monitoring activities, including a monitoring log; photos of the site before, during, and after the grading and clearing activities; and a list of special-status species observed.				
MM-BIO-6	**AIR QUALITY STANDARDS**. The following guidelines shall be adhered to: 1. No person shall engage in construction or demolition activity subject to this rule in a manner that discharges visible dust emissions into the atmosphere beyond the property line (or work area) for a period or periods aggregating more than 3 minutes in any 60-minute period. 2. Visible roadway dust as a result of active operations, spillage from transport trucks, erosion, or track-out/carry-out shall: a. Be minimized by the use of any of the following or equally effective track-out/carry-out and erosion control measures that apply to the project or operation: track-out grates or gravel beds at each egress point, wheel-washing at each egress during muddy conditions, soil binders, chemical soil stabilizers, geotextiles, mulching, or seeding; and for outbound transport trucks: using secured tarps or cargo covering, watering, or treating of transported material; and b. Be removed at the conclusion of each work day when active operations cease, or every 24 hours for continuous operations. If a street sweeper is used to remove any track-out/carry-out, only coarse particulate matter (PM_{10})-efficient street sweepers certified to meet the most current South Coast Air Quality Management District Rule 1186 requirements shall be used. The use of blowers for removal of track-out/carry-out is prohibited under any circumstances.	Construction	Construction Manager	Ongoing during construction	[To be filled-in as implemented]
MM-BIO-7	**SIGNAGE AND BARRIERS**. To prevent long-term inadvertent disturbance to sensitive vegetation and species adjacent to the project site, signage and visual barriers (e.g., berm, fence, rocks, plantings, etc.) shall be installed along the River Park and Shared Parks and	Pre-construction; Construction	Project Biologist	Ongoing until signage and barriers installed	[To be filled-in as implemented]

	Open Space interface with the San Diego River and Murphy Canyon Creek. The signage shall state that these areas are native habitat areas, and no trespassing is allowed. Barriers shall be installed where appropriate to deter access into the river and creek.				
MM-BIO-8	**INVASIVE SPECIES PROHIBITION**. For areas outside the multi-use playing areas, the final landscape plans shall be reviewed by the project biologist(s) and a qualified botanist to confirm there are no invasive plant species as included on the most recent version of the California Invasive Plant Council California Invasive Plant Inventory for the project region.	Design	Campus Project Manager	Ongoing during design	[To be filled-in as implemented]
MM-BIO-9	**NOISE**. Pre-construction surveys shall be conducted for any work between February 1 and September 15. Between 3 and 7 days prior to start of construction activities, a qualified biologist with experience in identifying least Bell's vireo (*Vireo bellii pusillus*) and southwestern willow flycatcher (*Empidonax traillii extimus*) shall conduct a pre-construction survey for the least Bell's vireo and, if needed, southwestern willow flycatcher to document presence/absence and the extent of habitat being occupied by the species. The pre-construction survey area for these species shall encompass all suitable habitats within the impact area, as well as suitable habitat within a 500-foot buffer of the construction activities. If active nests for any of these species are detected, a qualified biological monitor shall monitor the nest(s) for any signs of disturbance. Any signs of disturbance to the bird shall be documented, and trigger noise reduction techniques if applicable. On-site noise reduction techniques shall be implemented to ensure that construction noise levels do not exceed 60 A-weighted decibels (dBA) hourly equivalent noise level or the ambient noise level, whichever is higher at the nest location. Noise reduction techniques shall be implemented and may include constructing a sound barrier or shifting construction work further from the nest.	Pre-construction; Construction	Project Biologist	Ongoing during construction (February 1 through September 15)	[To be filled-in as implemented]
MM-BIO-10	**INDIRECT EDGE EFFECTS**. The proposed project shall be designed so that any sports or recreational fields and courts shall be set back a minimum of 100 feet from the edge of the San Diego River and Murphy Canyon Creek to reduce noise and lighting impacts.	Design	Campus Project Manager	Ongoing during design	[To be filled-in as implemented]
MM-BIO-11	**LIGHTING PLAN**. Lighting within 100 feet of the MHPA shall be designed to minimize light pollution within native habitat areas, while enhancing safety, security, and functionality. All artificial outdoor light fixtures within 100 feet of the MHPA shall be installed so they are shielded and directed away from sensitive areas. The lighting in the River Park and Shared Parks and Open Space shall be designed so there is very little light spillage into the River Corridor Area. Safety lighting required within 100 feet of the San Diego River and Murphy Canyon Creek should be directed away from sensitive areas to ensure compliance with the Multiple Species Conservation Program's Land Use Adjacency Guidelines and to be in accordance with the Land Development Code Section 142.0740 (Outdoor Lighting Regulations). ***San Diego River Park Master Plan: Section 4.3.3.3 (Lighting of Structures)*** *"Design lights into the architecture of the structure and discourage use of decorative lights. A balance must be achieved between lighting to provide security and the absence of lighting necessary*	Design	Campus Project Manager	Ongoing during design	[To be filled-in as implemented]

	for a functional wildlife habitat. In general, structures should be evenly under-lit rather than over-lit." *A. Utilize shielded lights.* *B. Solar powered lighting should be used as a sustainable alternative.* *C. Lighting should be vandal-proof and easy to maintain.* *D. Lights on structures that are located adjacent or in the MHPA to meet the requirements of the MSCP Land Use Adjacency Guidelines.* *E. Lighting should provide true color rendering and be energy efficient.* ***Section 4.3.4.1 (San Diego River Pathway Lighting):** "Any lighting located within the River Corridor* *Area should meet or exceed the City of San Diego Park and Recreation Consultant's Guide to Park Design and be shielded and directed away from sensitive areas to ensure compliance with the MSCP Subarea Plan, 'Land Use Adjacency Guidelines' and to be in accordance with Land Development Code Section 142.0740, (Outdoor Lighting Regulations)."* ***City of San Diego MSCP Subarea Plan (Section 1.4.3 Land Use Adjacency Guidelines). Lighting: "**Lighting of all developed areas adjacent to the MHPA should be directed away from the MHPA. Where necessary, development should provide adequate shielding with non-invasive plant materials (preferably native), berming, and/or other methods to protect the MHPA and sensitive species from night lighting."*				
MM-BIO-12	**RESTORE TEMPORARY IMPACTS**. Temporary impacts to Diegan coastal sage scrub and southern cottonwood–willow riparian forest (federally and state-regulated wetlands) shall be restored to their original condition. California State University/San Diego State University or its designee shall prepare a conceptual restoration plan outlining the restoration of these communities and implement the restoration plan, including monitoring and maintenance for a period of at least 3 years to ensure 80% coverage.	Design (Conceptual Restoration Plan); Operation (Monitoring and Implementation)	Campus Project Manager	Monitoring: At 30, 60, 90, and 120 days during the 120-Day plant establishment period; quarterly thereafter through year 5. Reporting every January during 5 years.	[To be filled-in as implemented]
MM-BIO-13	**WETLAND MITIGATION/FEDERAL AND STATE AGENCY PERMITS**. The overall ratio of wetland/riparian habitat mitigation shall be 3:1. Impacts shall be mitigated at a 1:1 impact-to-creation ratio by either the creation, or purchase of credits for the creation, of jurisdictional habitat of similar functions and values. An additional 2:1 enhancement-to-impact ratio shall be required to meet the overall 3:1 impact-to-mitigation ratio for impacts to wetlands/riparian habitat. Impacts to unvegetated and ephemeral stream channels shall occur at a 1:1 or 2:1 mitigation ratio, with a 1:1 impact-to-creation ratio. Additional	Prior to receipt of permits and grading any portion of the project which would impact wetlands	Campus Project Manager	Creation: At 30, 60, 90, and 120 days during the 120-Day plant establishment period; quarterly thereafter	[To be filled-in as implemented]

	mitigation for unvegetated channels will occur through preservation. Mitigation may occur as on-site creation, off-site enhancement and restoration (e.g., at the San Diego State University-owned Adobe Falls property), and/or purchase of credits at an approved mitigation bank. If mitigation is proposed outside of an approved mitigation bank, a conceptual wetlands mitigation and monitoring plan shall be prepared. The conceptual wetlands mitigation and monitoring plan shall, at a minimum, prescribe site preparation, planting, irrigation, and a 5-year maintenance and monitoring program with qualitative and quantitative evaluation of the revegetation effort and specific criteria to determine successful revegetation. Prior to impacts occurring to Resource Agency jurisdictional aquatic resources, California State University/San Diego State University or its designee shall obtain the following permits: ACOE 404 permit, RWQCB 401 Water Quality Certification, and CDFW 1600 Streambed Alteration Agreement.			through year 5. Reporting every January during 5 years.	
MM-BIO-14	**BAT SURVEYS AND ROOST AVOIDANCE OR EXCLUSION.** Prior to demolition of structures that could support roosting bats, including the stadium, any stadium lighting fixtures, or trees that will be removed, a biologist with expertise in chiropterology (study of bats) shall survey the existing stadium and any areas that could provide suitable roosting habitat for bats to confirm they contain no potential maternity roosts. If a potential maternity roost is present, the following measures shall be implemented to reduce the potential impact to special-status bat species to a less-than-significant level: 1. Maternity Roosting Season Avoidance. All proposed demolition activities, including bat roost exclusion, should occur outside the general bat maternity roosting season of March through August to reduce any potentially significant impact to maternity roosting bats. If the maternity roosting season cannot be avoided, then roost exclusion can occur outside the maternity roosting season (September through February) to exclude bats from the demolition area prior to the start of demolition during the maternity roosting season. Items 2 and 3 below will be required to ensure no impacts occur to roosting bats during the exclusion process. 2. Replacement Roost Installation If there is a potential or known maternity roost within a structure to be demolished, a replacement roost shall be installed outside the maternity roosting season. At least one month prior to the exclusion of bats from a roost, the consultant will procure and install two bat boxes from a reputable vendor, such as Bat Conservation and Management, to allow bats sufficient time to acclimate to a new potential roost location. The bat boxes shall be installed within close proximity to the trees and/or buildings and in an area that is within close proximity to suitable foraging habitat (i.e. near the San Diego River). Additionally, the bat boxes will be oriented to the south or southwest, and	Design; Construction	Project Biologist	Ongoing during construction	[To be filled-in as implemented]

	the area chosen for the bat boxes must receive sufficient sunlight (at least 6 hours) to allow the bat boxes to reach an optimum internal temperature (approximately 90°F) to mimic the existing bat roost. The bat boxes will be suitable to house crevice-roosting bat species, and large enough to contain a minimum of 50 bats (e.g., Four Chamber Premium Bat House or Bat Bunker Plus). The bat boxes shall be installed on a 20-foot-tall steel pole. 3. Roost Exclusion. Roost exclusion must only occur during the time when bats are most active (early spring or fall) to increase the potential to exclude all bats from roosts and avoid the maternity roosting season, thereby minimizing the potential for a significant impact to occur. Approximately 1 month after bat boxes have been installed, exclusion of the existing roost will occur. The primary exit points for roosting bats will be identified, and all secondary ingress/egress locations will be covered with a tarp or wood planks to prevent bats from leaving from other locations. The primary exit point will remain uncovered to allow exclusion devices to be installed. Exclusion devices will consist of a screen (poly netting, window screen, or fiberglass screening) with mesh 1/6 of an inch or smaller, installed at the top of the roost location and sealed along the sides and passing 2 feet below the bottom of the primary exit point. The exclusion devices will be installed at night to increase the potential that bats have already left the roost and are less likely to return. Exclusion devices will be left in place for a 1-week period to ensure that any remaining bats in the roost are excluded. A passive acoustic monitoring detector will also be deployed during the exclusion period in order to verify excluded species and monitor if bat activity has decreased during the exclusion period. Periodic monitoring during the exclusion period should also be conducted to observe if any bats are still emerging from additional areas on the project site, and an active monitoring survey conducted on the final night of exclusion to ensure that no bats are emerging and determine that exclusion has been successful. Any continued presence of roosting bats will require an adjustment to the exclusion devices and schedule. The exclusion devices may remain in place until the start of demolition activities. If any bats are found roosting in any proposed demolition areas prior to demolition, additional exclusion will be required and follow the same methodology described in this mitigation measure.				
MM-BIO-15	**GLARE REDUCTION**. Measures proposed to reduce the impact of bird strikes to windows at the proposed project's buildings include the following methods: 1. Create visual markers on the building glass surfaces. These markers function to indicate to birds that the surface is solid, thus preventing strikes to the object (City of Toronto 2007; Ocampo-Peñuela et al. 2016). Application to the lower portion of the buildings are most important and should match the average height of the surrounding landscaping or vegetation. These visual markers may include but are not limited to (City of Toronto 2007):	Design; Construction	Campus Project Manager	Ongoing until glare reductions are installed.	[To be filled-in as implemented]

	a. Patterned, fritted glass b. Film that illustrates products or provides advertising c. Patterns provided by decals d. Fenestration patterns that are provided structurally or by application of decals or etching of the glass e. Decorative grilles or louvers f. Artwork Avoid use of reflective glass or application of reflective coatings on any window surface.				
		4.4 Cultural Resources			
MM-CUL-1	**Documentation.** Prior to commencement of construction, the historical resource would be documented according to Historic American Buildings Survey (HABS) standards as detailed by the National Park Service Heritage Documentation Programs. The documentation would include a written report done in the outline format; HABS-quality photography of the exterior, interior, and overview shots of the historical resource; measured drawings; and video documentation. The documentation materials would be prepared by a qualified Architectural Historian(s) and an experienced HABS photographer(s). Copies of the resulting documentation would be submitted to the Library of Congress, the California State Historic Preservation Officer, the San Diego History Center, and the San Diego Public Library. Under this mitigation option, survey work must be conducted prior to any ground disturbance or demolition. The documentation must be completed within 1 year of the initial date of demolition of the structure.	Pre-construction	Campus Project Manager; Qualified Archaeologist	Ongoing during construction	[To be filled-in as implemented]
MM-CUL-2	**Interpretive Display(s).** Interpretive display(s) shall be installed in a publicly visible and accessible location(s) within the project site that describe the history and significance of the historical resource. Documentation prepared under MM-CUL-2 can be utilized in the interpretative display(s). The content, design, and location of such signage may be done in consultation with the. Work on the interpretative display(s) should be conducted in tandem with design and construction of the new facility to determine the appropriate location and size for the display(s). The interpretative display(s) must be in place upon completion of the new facility located at the project site.	Design; Construction	Campus Project Manager	Ongoing until Interpretive Displays are installed.	[To be filled-in as implemented]
MM-CUL-3	**Salvage of Materials.** Prior to demolition, representative architectural features, shall be evaluated and, if feasible, salvaged for use within the future redevelopment (i.e., new stadium, future buildings, or open space areas, etc.). Should use of some or all of the salvaged architectural features within the project site not be feasible, the remaining architectural features may be donated to various historical and/or archival institutions.	Pre-construction; Construction	Qualified Architectural Historian	Ongoing during construction	[To be filled-in as implemented]
MM-CUL-4	In order to mitigate impacts to cultural resources to a level that is less than significant, procedures for proper treatment of unanticipated archaeological finds must comply with the California Environmental Quality Act (CEQA) Guidelines. Adherence to the following requirements during initial earth-disturbing activities will ensure the proper treatment of unanticipated archaeological or Native American cultural material:	Construction	Campus Project Manager; Qualified Archaeologist	Ongoing during construction	[To be filled-in as implemented]

	1. A qualified archaeological monitor and a Qualified Kumeyaay Cultural monitor shall be present full-time during all initial ground-disturbing activities. If proposed project excavation later presents evidence suggesting a decrease in cultural sensitivity, the monitoring schedule can be reduced pending archaeological, Native American, and San Diego State University (SDSU) consultation. 2. In the event that previously unidentified potentially significant cultural resources are discovered, the archaeological monitor, Native American monitor, construction or other personnel shall have the authority to divert or temporarily halt ground disturbance operations in the area of the find. The archaeological monitor shall evaluate and minimally document isolates and clearly insignificant deposits in the field. More significant deposits shall be evaluated by the cultural Primary Investigator in consultation the Native American monitor and SDSU staff. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the qualified archaeologist and approved by SDSU, then carried out using professional archaeological methods. The Research Design and Data Recovery Program shall include (1) reasonable efforts to preserve (avoidance) "unique" cultural resources or Sacred Sites pursuant to CEQA Section 21083.2(g) as the preferred option; (2) the capping of identified Sacred Sites or unique cultural resources and placement of development over the cap, if avoidance is infeasible; and (3) data recovery for non-unique cultural resources, including procedures for the temporary storage, permanent curation, and/or repatriation of cultural resources based on consultation with Native American stakeholders. Construction activities will be allowed to resume in the affected area only after proper evaluation.				
MM-CUL-5	In order to mitigate impacts to human remains to a level that is less than significant, procedures for proper treatment of unanticipated finds must comply with the California Environmental Quality Act (CEQA) Guidelines. In the event of discovery of unanticipated human remains, personnel shall comply with California Public Resources Code Section 5097.98, CEQA Section 15064.5, and Health and Safety Code Section 7050.5 during earth-disturbing activities: a. If any human remains are discovered, the construction personnel or the appropriate representative shall contact the County Coroner and SDSU. Upon identification of human remains, no further disturbance shall occur in the area of the find until the County Coroner has made the necessary findings as to origin. If the remains are determined to be of Native American origin, the most likely descendent, as identified by the Native American Heritage Commission, shall be contacted by the property owner or their representative in order to determine proper treatment and disposition of the remains. The immediate vicinity where the Native American human remains are located is not to be damaged or disturbed by further development activity until consultation with the most likely descendent regarding their	Construction	Campus Project Manager; Construction Manager	Ongoing during construction	[To be filled-in as implemented]

	recommendations as required by California Public Resources Code Section 5097.98 has been conducted. California Public Resources Code Section 5097.98, CEQA Section 15064.5, and Health and Safety Code Section 7050.5 shall be followed.				
		4.6 Geology and Soils			
MM-GEO-1	Prior to the commencement of construction of any of the proposed project's vertical components, California State University (CSU)/San Diego State University or its designee shall retain a qualified geotechnical engineer to prepare a final geotechnical report (or reports) for the portions of the project site proposed for construction, which shall include, at minimum, the following analyses of the project site's soils for the vertical footprint of each development component of the project: 1. Corrosivity of soils, 2. Liquefiable soils, 3. Potentially unstable soils, including compressible, expandable soils, and 4. Suitable of fill materials to be used. The final geotechnical report shall also include recommendations on the types of methods that should be utilized to improve soil quality in the footprint of each vertical development component. The final geotechnical report shall be submitted to, and approved by, the CSU Building Official or its designee prior to the issuance of construction permits for any phase of the project. The final geotechnical report shall conform to all applicable laws, regulations, and requirements. All geotechnical recommendations provided in the final geotechnical report shall be followed during grading and construction at the project site.	Pre-construction; Construction	Campus Construction Manager; Project Engineer	Ongoing during construction	[To be filled-in as implemented]
MM-GEO-2	A geotechnical consultant in the field shall perform geotechnical observation and/or laboratory testing during grading to identify areas of potential liquefaction and unstable soils, and shall develop conclusions and recommendations. All soils in areas of proposed development or future fill subject to potential liquefaction and/or instability shall be treated per the recommendations of the final geotechnical report and field observations. Prior to approval of final inspection of site grading for each phase of the affected areas of the proposed project, the recommendations shall be reviewed and approved by the California State University Building Official or its designee.	Pre-construction; Construction	Geotechnical Consultant	Ongoing during construction	[To be filled-in as implemented]
MM-GEO-3	Prior to the commencement of any grading activity, California State University (CSU)/San Diego State University or its designee shall retain a qualified paleontologist to ensure the implementation of a paleontological monitoring program. The Society of Vertebrate Paleontology defines a qualified paleontologist as having the following: 1. A graduate degree in paleontology or geology, and/or a publication record in peer reviewed journals; and demonstrated competence in field techniques, preparation, identification, curation, and reporting in the state or geologic province in which the project occurs. An advanced degree is less important than demonstrated competence and regional experience.	Pre-construction; Construction	Qualified Paleontologist	Ongoing during construction	[To be filled-in as implemented]

	2. At least two full years professional experience as assistant to a Project Paleontologist with administration and project management experience; supported by a list of projects and referral contacts. 3. Proficiency in recognizing fossils in the field and determining significance. 4. Expertise in local geology, stratigraphy, and biostratigraphy. 5. Experience collecting vertebrate fossils in the field. The qualified paleontologist shall attend any preconstruction meetings, present a worker environmental training to construction personnel, and manage the paleontological monitor(s) if he or she is not doing the monitoring. A paleontological monitor shall be on site during all excavations below the depth of previously disturbed sediments. The Society of Vertebrate Paleontology defines a qualified paleontological monitor as having the following: 1. BS [bachelor of science] or BA [bachelor of arts] degree in geology or paleontology and one year experience monitoring in the state or geologic province of the specific project. An associate degree and/or demonstrated experience showing ability to recognize fossils in a biostratigraphic context and recover vertebrate fossils in the field may be substituted for a degree. An undergraduate degree in geology or paleontology is preferable, but is less important than documented experience performing paleontological monitoring, or 2. AS [associate of science] or AA [associate of arts] in geology, paleontology, or biology and demonstrated two years experience collecting and salvaging fossil materials in the state or geologic province of the specific project, or 3. Enrollment in upper division classes pursuing a degree in the fields of geology or paleontology and two years of monitoring experience in the state or geologic province of the specific project. 4. Monitors must demonstrate proficiency in recognizing various types of fossils, in collection methods, and in other paleontological field techniques. The paleontological monitor shall be equipped with necessary tools for the collection of fossils and associated geological and paleontological data. The monitor shall complete daily logs detailing the day's excavation activities and pertinent geological and paleontological data. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontological monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 50-foot-radius buffer. Once documentation and collection of the find is completed, the monitor will remove the rope and allow grading to recommence in the area of the find. Following the paleontological monitoring program, a final monitoring report shall be submitted to CSU for approval. The report shall summarize the monitoring program and				

	include geological observations and any paleontological resources recovered during paleontological monitoring for the proposed project.				
4.8 Hazards and Hazardous Materials					
MM-HAZ-1	**Pre-Demolition Hazardous Materials Abatement**. Demolition or renovation plans and contract specifications shall incorporate abatement procedures for the removal of materials containing asbestos, lead, polychlorinated biphenyls, hazardous material, hazardous wastes, and universal waste items, including decommissioning and removal of aboveground storage tanks and drums. All abatement work shall be done in accordance with federal, state, and local regulations, including those of the U.S. Environmental Protection Agency (which regulates disposal), Occupational Safety and Health Administration, U.S. Department of Housing and Urban Development, California Occupational Safety and Health Administration (which regulates employee exposure), and the South Coast Air Quality Management District.	Pre-construction; Construction	Campus Project Manager	Ongoing during construction	[To be filled-in as implemented]
MM-HAZ-2	**Demolition and Implosion Plan.** Prior to demolition of the existing San Diego County Credit Union Stadium, a Demolition (and Implosion) Plan shall be prepared and submitted to the State Fire Marshall for review. The plan shall include the following, at a minimum: • Project-specific demolition methods and explosives. • Dust mitigation and monitoring. • Noise mitigation. Enforcement of a human safety standoff distance of approximately 1,000 feet during the implosion.	Pre-construction; Construction	Campus Project Manager	Ongoing during construction	[To be filled-in as implemented]
MM-HAZ-3	**Hazardous Materials Contingency Plan**. Prior to commencement of any demolition or construction activities, a Hazardous Materials Contingency Plan (HMCP) shall be developed that addresses potential impacts in soil, soil vapor, and groundwater from releases on or near the project site, as well as the potential for existing hazardous materials on site (e.g., drums, tanks, and pipelines). The HMCP shall include training procedures for identification of contamination and hazardous materials/substances. The HMCP shall describe procedures for assessment, characterization, management, and disposal of hazardous constituents, materials, and wastes, and notification and decommissioning procedures for tanks, in accordance with all applicable state and local regulations. Contaminated soils and/or groundwater shall be managed and disposed of in accordance with local and state regulations. The HMCP shall include health and safety measures, which may include but are not limited to periodic work breathing zone monitoring and monitoring for volatile organic compounds using a handheld organic vapor analyzer in the event impacted soils are encountered during excavation activities. California State University/San Diego State University or its designee shall implement the HMCP during construction activities for the proposed project. The HMCP shall be submitted to the County of San Diego Department of Environmental Health for review	Pre-construction; Construction	Campus Project Manager	Ongoing during construction	[To be filled-in as implemented]

MM-HAZ-4	**Sentinel Well Decommissioning/Protection**. The four sentinel wells on the project site ordered to remain under Addendum No. 8 of CAO 92-01 may require removal, protection, or replacement. A well decommissioning and destruction plan shall be prepared for the management of the monitoring wells. The decommissioning and destruction plan, which may also include protection and/or replacement, would be written in accordance with applicable state and local laws and submitted to the Regional Water Quality Control Board for approval. The approved plan shall be followed and on-site wells would be removed or protection measures emplaced prior to construction in accordance with applicable laws and regulations.	Pre-construction; Construction	Campus Project Manager	Ongoing during construction	[To be filled-in as implemented]
MM-HAZ-5	**Well Decommissioning, Other Wells**. Other wells identified on the project site related to the former Mission Valley Terminal contamination plume are assumed approved for removal or transfer by the Regional Water Quality Control Board under Addendum No. 8 of CAO 92-01. A well decommissioning and destruction plan shall be prepared for the removal or abandonment of on-site environmental wells, groundwater monitoring wells, remediation wells, and associated piping. The decommissioning and destruction plan shall be written in accordance with applicable regulations and submitted to the Regional Water Quality Control Board for approval. The approved plan shall be followed and on-site wells would be removed, transferred, or abandoned prior to construction in accordance with applicable laws and regulations.	Pre-construction; Construction	Campus Project Manager	Ongoing during construction	[To be filled-in as implemented]
MM-HAZ-6	**Safety of Fuel Pipeline**. Kinder Morgan Energy Partners shall be consulted prior to commencement of construction, demolition, and implosion activities to ensure safety and to avoid damage of the 10-inch-diameter fuel pipeline. San Diego State University and Kinder Morgan Energy Partners shall determine appropriate setbacks, safety measures, and procedures that will be put in place to avoid conflict with the fuel pipeline in accordance with all applicable state and local regulations.	Pre-construction; Construction	Campus Project Manager	Ongoing during construction	[To be filled-in as implemented]
MM-HAZ-7	**Vapor Mitigation**. Prior to commencement of vertical construction of each residential, educational, and commercial building at the project site, San Diego State University or its designee shall conduct a soil vapor investigation within the proposed building footprint. If soil vapor is detected within the footprint of a proposed building or enclosed structure, vapor mitigation measures shall be implemented in accordance with the Department of Toxic Substances Control Vapor Intrusion Mitigation Advisory for all such future buildings and enclosed structures. The construction contractor shall develop vapor mitigation measures that adequately mitigate potential vapor intrusion in buildings and enclosed structures on the project site.	Pre-construction; Construction	Campus Project Manager	Ongoing during construction	[To be filled-in as implemented]
MM-HAZ-8	**Obtain FAA Determination of No Hazard to Air Navigation**. Upon finalization of the proposed project design and site and grading plans, Notices of Proposed Construction or Alteration with the FAA (FAA Form 7460-1) shall be filed due to the proposed project's proximity to Montgomery Field Airport, the policies of the Montgomery Field Airport Land Use Compatibility Plan, and the anticipated maximum heights of the proposed stadium	Post-approval; Pre-construction	Campus Project Manager	Ongoing during construction	[To be filled-in as implemented]

	and construction equipment. Proposed Project development shall not proceed until a Determination of No Hazard to Air Navigation is made by the FAA.				
MM-HAZ-9	**Emergency Response and Evacuation Planning**. Plans and policies pertaining to emergency response and evacuation procedures shall be updated to reflect the location and design of the new stadium, new buildings, and other proposed project features. San Diego State University or its designee shall submit plans to the City of San Diego Fire-Rescue Department Fire Prevention Bureau and Unified San Diego County Emergency Services Organization for review. Plans shall include, but not be limited to, maps of evacuation routes for both pedestrians and vehicle traffic; locations of hospitals, fire stations, and police stations; locations of fire extinguishers; and designation of responsible personnel and agencies. To the extent feasible, California State University/San Diego State University or its designee shall consult the U.S. Department of Homeland Security's Evacuation Planning Guide for Stadiums and implement measures recommended therein, as necessary.	Design; Operation	Campus Project Manager	Ongoing during long term development and operation	[To be filled-in as implemented]
		4.12 Noise			
MM-NOI-1	The project (via construction contractor) shall established a telephone hot-line for use by the public to report any significant adverse noise conditions associated with the construction and operation of the project. If the telephone is not staffed 24 hours per day, the contractor shall be required to include an automatic answering feature, with date and time stamp recording, to answer calls when the phone is unattended. This hot-line telephone number shall be posted at the project site during construction in a manner visible to passersby and on the project website missionvalley.sdsu.edu. This telephone number shall be maintained until the project has been considered commissioned and ready for operation. Throughout the construction of the project, the contractor shall be required to document, investigate, evaluate, and attempt to resolve all project-related noise complaints. The contractor or its authorized agent shall have the following requirements: • A publicly visible sign shall be posted with the telephone number and person to contact regarding noise complaints. This person shall respond to such complaints and take corrective action, as needed, within 48 hours. Conduct an investigation to attempt to determine the source of noise related to the complaint. • Take all reasonable measures to reduce the noise at its source.	Construction; Operation	Campus Project Manager; Construction Contractor	Ongoing during construction and operation	[To be filled-in as implemented]
MM-NOI-2	The project shall implement project design features **PDF-N-1** through **PDF-N-9**.	Various, see below	Various, see below	Various, see below	[To be filled-in as implemented]

MM-NOI-3	**Implement Sound Amplification Controls.** Incorporate electronic controls or limits into the final design of the new Stadium's audio/visual sound system, as well as tie-ins from hosted performers to control amplified speech and music noise at the source, and thus offer some degree of expected sound-level reduction at the potentially affected noise-sensitive receiver positions.	Design	Campus Project Manager	Ongoing during design	[To be filled-in as implemented]
MM-NOI-4	Prior to blasting, California State University/San Diego State University (CSU/SDSU) or its designee shall prepare, or cause to be prepared, a blasting/drilling monitoring plan. The plan shall include estimates of the drill noise levels, maximum noise levels (L_{max}), air-blast overpressure levels, and groundborne vibration levels at each residence within 1,000 feet of the blasting location. Where potential exceedances of the City of San Diego's Noise Ordinance are identified, the blasting/drilling monitoring plan shall identify mitigation measures shown to effectively reduce noise and vibration levels (e.g., altering orientation of blast progression, increased delay between charge detonations, pre-splitting) to be implemented in order to comply with the noise level limits of the City's Noise Ordinance, and a vibration-velocity limit of 0.5 inches per second (ips) peak particle velocity (PPV). The identified mitigation measures shall be implemented by CSU/SDSU, or its designee, prior to breaking ground. Additionally, all project phases involving blasting shall conform to the following requirements: • All blasting shall be performed by a blast contractor and blasting personnel licensed to operate per appropriate regulatory agencies. • Each blast shall be monitored and recorded with an air-blast overpressure monitor and groundborne vibration accelerometer that is located outside the closest residence to the blast. This data shall be recorded, and a post-blast summary report shall be prepared and be available for public review or distribution as necessary. • Blasting shall not exceed 0.5 ips PPV at the nearest occupied residence, in accordance with the California Department of Transportation's *Transportation and Construction Vibration Guidance Manual* guidance.	Pre-construction	Campus Project Manager	Ongoing during construction	[To be filled-in as implemented]
MM-NOI-5	Prior to beginning construction of any project component within 200 feet of an occupied residence, California State University/San Diego State University (CSU/SDSU), or its designee, shall require preparation of a vibration monitoring plan. At a minimum, the vibration monitoring plan shall require data be sent to a University noise control officer or designee on a weekly basis or more frequently as determined by the noise control officer. The data shall include vibration level measurements taken during the previous work period. In the event that there is reasonable probability that future measured vibration levels would exceed allowable limits, CSU/SDSU shall take the steps necessary to ensure that future vibration levels do not exceed such limits, including suspending further construction activities that would result in excessive vibration levels until either alternative equipment or alternative construction procedures can be used that generate vibration levels that do not exceed 0.2 inches per second (ips) peak particle velocity (PPV) at the	Pre-construction	Campus Project Manager	Ongoing during construction	[To be filled-in as implemented]

	nearest residential structure. Construction activities not associated with vibration generation could continue. The vibration monitoring plan shall be prepared and administered by a state-approved (or approval delegated to appropriate county or municipal jurisdiction or agency) noise/vibration consultant. In addition to the data described previously, the vibration monitoring plan shall also include the location of vibration monitors, the vibration instrumentation used, a data acquisition and retention plan, and exceedance notification and reporting procedures. A description of these plan components is provided in the following text. The vibration monitoring plan shall include a scaled plan indicating monitoring locations, including the location of measurements to be taken at construction site boundaries and at nearby residential properties. Vibration monitors shall be capable of measuring maximum unweighted root-mean square and PPV levels triaxially (in three directions) over a frequency range of 1 to 100 Hertz. The vibration monitor shall be set to automatically record daily events during working hours and to record peak triaxial PPV values in 5-minute interval histogram plots. The method of coupling the geophones to the ground shall be described and included in the report. The vibration monitors shall be calibrated within 1 year of the measurement, and a certified laboratory conformance report shall be included in the report. The information to be provided in the data reports shall include, at a minimum, daily histogram plots of PPV versus time of day for three triaxial directions, and maximum peak vector sum PPV and maximum frequency for each direction. The reports shall also identify the construction equipment operation during the monitoring period and their locations and distances to all vibration measurement locations. A description of the notification of exceedance and reporting procedures shall be included, and the follow-up procedures taken to reduce vibration levels to below the allowable limits.				

4.15 Transportation and Traffic					
MM-TRA-1	Intersection 1: SR-163 Southbound Ramps/Ulric Street & Friars Road (Caltrans) – The recommended improvement would be to re-optimize the coordinated signal offset. This action would result in a less than significant impact per the CSU TISM. Signal timing modifications would normally be implemented periodically at an intersection in order to optimize operations and address changing traffic volumes regardless of the addition of project traffic. The Draft EIR discusses mitigation measures relative to Caltrans facilities and demonstrates CSU's recognition of its responsibility to feasibly mitigate its fair share of significant project impacts to these facilities (fair-share is 100% as to Intersection 1). Regarding the recommended signal offset optimization, CSU will assist Caltrans in its effort to obtain the necessary approvals for the recommended improvement. However, because CSU cannot guarantee that Caltrans will approve of and timely implement the recommended improvement, the improvement is considered infeasible.	N/A	SDSU Campus Project Manager	N/A	[To be filled-in as implemented]
MM-TRA-2	Intersection 8: River Run Drive & Friars Road (City of San Diego) – Prior to the issuance of the applicable CSU building permit for, or occupancy of, 5,160 DUEs, CSU/SDSU shall pay the City of San Diego the cost to optimize the traffic signal timing at intersections along the Friars Road corridor extending from River Run Drive to Stadium Way (Street A) in order to accommodate the change in traffic demand over the next 19 years plus the addition of project traffic. Signal timing optimization is expected to include the collection of new peak period intersection count data, calculation of recommended signal timings, and implementation of those timings in the field at each location. While SDSU's project percentage fair-share at this location is less than 100% (47.8%), SDSU has agreed to fully fund the improvements, for the limited purpose of this project only, in light of the substantial benefits that would accrue to the community.	Prior to the DUE (Dwelling Unit Equivalent) identified for each impact trigger, the plans, agreements, and securities shall be approved.	SDSU Campus Project Manager	One-time submittal prior to issuance of building permit for, or occupancy of, DUEs	[To be filled-in as implemented]
MM-TRA-3	Intersection 9: Fenton Pkwy & Friars Road (City of San Diego) – Prior to the issuance of the applicable CSU building permit for, or occupancy of, 4,150 DUEs, CSU/SDSU shall pay the City of San Diego the cost to optimize the traffic signal timing at intersections along the Friars Road corridor extending from River Run Drive to Stadium Way (Street A) to accommodate the change in traffic demand over the next 19 years plus the addition of project traffic. Signal timing optimization is expected to include the collection of new peak period intersection count data, calculation of recommended signal timings, and implementation of those timings in the field at each location.	Prior to the DUE identified for each impact trigger, the plans, agreements, and securities shall be approved.	SDSU Campus Project Manager	One-time submittal prior to issuance of building permit for, or occupancy of, DUEs	[To be filled-in as implemented]
MM-TRA-4	Intersection 10: Northside Drive & Friars Road (City of San Diego) – Prior to the issuance of the applicable CSU building permit for, or occupancy of, 5,270 DUEs, CSU/SDSU shall pay the City of San Diego the cost to optimize the traffic signal timing at the intersections along the Friars Road corridor extending from River Run Drive to Stadium Way (Street A) to accommodate the change in traffic demand over the next 19 years plus the addition of project traffic. Signal timing optimization is expected to include the collection of new peak period intersection count data, calculation of recommended signal timings, and implementation of those timings in the field at each location.	Prior to the DUE identified for each impact trigger, the plans, agreements, and securities shall be approved.	SDSU Campus Project Manager	One-time submittal prior to issuance of building permit for, or occupancy of, DUEs	[To be filled-in as implemented]

MM-TRA-5	Intersection 17: I-15 SB Ramps & Friars Road (Caltrans) – The recommended improvement would be to reconstruct the intersection to add a second eastbound left-turn lane, a second eastbound right-turn lane, and a second westbound right-turn lane. Implementation of these improvements would require widening both on-ramps to allow for two receiving lanes. Additionally, to be consistent with current design practice, it is expected that Caltrans would require the inclusion of pedestrian and bicycle enhancements. Accordingly, the westbound right-turn lane would be squared off to improve pedestrian safety, and the westbound right-turn would be provided with an overlap phase. Caltrans is expected to additionally require that sidewalks and buffered bike lanes are provided as part of this improvement, and that a blank-out No Right Turn sign be installed at the dual eastbound and westbound right turn lanes. Signal re-optimization is assumed, which is standard practice with intersection reconfiguration. The Draft EIR discusses mitigation measures relative to Caltrans facilities and demonstrates CSU's recognition of its responsibility to feasibly mitigate its fair share of significant project impacts to these facilities (fair-share is approximately 66% as to Intersection 17). CSU will assist Caltrans in its effort to obtain the necessary approvals for the recommended improvements. However, because CSU cannot guarantee that Caltrans will be able to obtain the other funds necessary to implement the improvements pursuant to a funding plan or program, the improvements are considered infeasible.	N/A	SDSU Campus Project Manager	N/A	[To be filled-in as implemented]
MM-TRA-6	Intersection 18: I-15 NB Ramps & Friars Road (Caltrans) – The recommended improvement would be to reconstruct the intersection to add a second eastbound left-turn lane. Additionally, to be consistent with current design practice, it is expected that Caltrans would require the inclusion of sidewalks and buffered bike lanes be provided as part of this improvement, which would require widening the Friars Road overpass to I-15. Caltrans is expected to additionally require that the southbound approach be squared off and converted to two right-turn lanes provided with an overlap phase, and that a blank-out No Right Turn sign be installed for the westbound approach to improve pedestrian safety. Signal re-optimization is assumed, which is standard practice with intersection reconfiguration. In the PM peak hour, re-optimization would include coordinating the signal with the adjacent I-15 Southbound Ramps & Friars Road intersection and the adjacent Rancho Mission Road & Friars Road intersection, where coordination is already in place in the AM peak hour. The Draft EIR discusses mitigation measures relative to Caltrans facilities and demonstrates CSU's recognition of its responsibility to feasibly mitigate its fair share of significant project impacts to these facilities (fair-share is 52.5% as to Intersection 18). CSU will assist Caltrans in its effort to obtain the necessary approvals for the recommended improvements. However, because CSU cannot guarantee that Caltrans will be able to obtain the other funds necessary to implement the improvement pursuant to a funding plan or program, the improvement is considered infeasible.	N/A	SDSU Campus Project Manager	N/A	[To be filled-in as implemented]

MM-TRA-7	Intersection 19: Rancho Mission Road & Friars Road (City of San Diego) – The recommended improvement to mitigate the significant impact at the Rancho Mission Road/Friars Road intersection is to optimize the traffic signal timing at the adjacent I-15 Northbound Ramps & Friars Road intersection (Intersection 18).; however, without improving the related ramp meter operations at the I-15 northbound on-ramp at Friars Road, which is infeasible due to design constraints, in conjunction with the recommended signal optimization at Intersection 18, the operations at the Rancho Mission Road/Friars Road intersection (Intersection 18) will remain above the significance threshold..	N/A	SDSU Campus Project Manager	N/A	[To be filled-in as implemented]
MM-TRA-8	Intersection 27: Fairmount Avenue & San Diego Mission Road/Twain Avenue (City of San Diego) – Prior to the issuance of the applicable CSU building permit for, or occupancy of, 8,940 DUEs, CSU/SDSU shall commence and, to the extent feasible, complete to the reasonable satisfaction of the City of San Diego City Engineer, the widening of the eastbound approach to San Diego Mission Road to add a separate eastbound left-turn lane, and the restriping of the westbound approach to add a separate westbound left-turn lane, and the signal modification to provide protected east-west left-turn phasing. To implement the improvements, SDSU shall prepare design plans and submit such plans to the City of San Diego for review and approval. Following City approval, SDSU shall obtain any necessary construction permits and provide bond assurances to the reasonable satisfaction of the City Engineer prior to constructing the subject improvements consistent with the approved City plans. In the event the proposed improvements are not approved and constructed by the above identified trigger, the impact would remain temporarily significant and unavoidable until approval and construction of the improvements, but in no event shall said improvements be delayed beyond the identified trigger without good cause and reasonable coordination with the City of San Diego City Engineer. This widening would result in an 11'-wide right-turn lane and 10' left-turn and through lanes for the eastbound approach. To properly align the east-west approaches, the westbound approach of Twain Avenue should also be re-striped to provide a separate left-turn lane. On this approach, the re-striping would result in a 12' curb lane that is a shared right-turn and through lane, an 11' exclusive through lane, and a 10' left-turn lane. Protected left-turn phasing is assumed to be provided for both eastbound and westbound approaches, which would require a signal modification.	Prior to the DUE identified for each impact trigger, the plans, agreements, and securities shall be approved.	SDSU Campus Project Manager	Ongoing during design and construction	[To be filled-in as implemented]
MM-TRA-9	Intersection 31: Texas Street & Camino del Rio S (City of San Diego) – Prior to the issuance of the applicable CSU building permit for, or occupancy of, 5,130 DUEs, CSU/SDSU shall commence and, to the extent feasible, complete to the reasonable satisfaction of the City of San Diego City Engineer, the restriping of both the eastbound and westbound through lanes at the Texas Street/Camino del Rio South intersection to be shared left-turn and through lanes, and shall pay to the City of San Diego the cost to perform signal re-optimization at the intersection, which is standard practice with intersection reconfiguration.	Prior to the DUE identified for each impact trigger, the plans, agreements, and securities shall be approved.	SDSU Campus Project Manager	Ongoing during design and construction	[To be filled-in as implemented]

	To implement the improvements, CSU/SDSU shall prepare design plans and submit such plans to the City of San Diego for review and approval. Following City approval, CSU/SDSU shall obtain any necessary construction permits and provide bond assurances to the reasonable satisfaction of the City Engineer prior to constructing the subject improvements consistent with the approved City plans. In the event the proposed improvements are not approved and constructed by the above identified trigger, the impact would remain temporarily significant and unavoidable until approval and construction of the improvements, but in no event shall said improvements be delayed beyond the identified trigger without good cause and reasonable coordination with the City of San Diego City Engineer.				
MM-TRA-10	Intersection 32: Ward Road & Rancho Mission Road (City of San Diego) – Prior to the issuance of the applicable CSU building permit for, or occupancy of, 3,950 DUEs, CSU/SDSU shall commence and, to the extent feasible, complete to the reasonable satisfaction of the City of San Diego City Engineer, the installation of a traffic signal at the Ward Road/Rancho Mission Road intersection. While SDSU's percentage fair-share at this location is less than 100% (69.1%), since there is no plan or program in place to provide the necessary remainder funding in combination with the project's fair-share for the recommended improvement, SDSU has agreed to fully fund the improvements, for the limited purpose of this project only, in light of the substantial benefits that would accrue to the community. To implement the improvements, CSU/SDSU shall prepare design plans and submit such plans to the City of San Diego for review and approval. Following City approval, CSU/SDSU shall obtain any necessary construction permits and provide bond assurances to the reasonable satisfaction of the City Engineer prior to constructing the subject improvements consistent with the approved City plans. In the event the proposed improvements are not approved and constructed by the above identified trigger, the impact would remain temporarily significant and unavoidable until approval and construction of the improvements, but in no event shall said improvements be delayed beyond the identified trigger without good cause and reasonable coordination with the City of San Diego City Engineer.	Prior to the DUE identified for each impact trigger, the plans, agreements, and securities shall be approved.	SDSU Campus Project Manager	Ongoing during design; construction	[To be filled-in as implemented]
MM-TRA-11	Intersection 34: Fairmount Avenue & Mission Gorge Road (City of San Diego) – Prior to the issuance of the applicable CSU building permit for, or occupancy of, 10,160 DUEs, CSU/SDSU shall pay the City of San Diego the cost to optimize the traffic signal timing at the Fairmount Avenue/Mission Gorge Road intersection to accommodate the change in traffic demand over the next 19 years plus the addition of project traffic.	Prior to the DUE identified for each impact trigger, the plans, agreements, and securities shall be approved.	SDSU Campus Project Manager	One-time submittal prior to issuance of building permit for, or occupancy of, DUEs	[To be filled-in as implemented]
MM-TRA-12	Intersection 35: Fairmount Avenue & Camino del Rio North (Caltrans) – The required improvement would be to restripe the eastbound approach to provide a second eastbound right-turn lane as an approximately 150-foot pocket lane and increase the traffic signal cycle length from 130 to 150 seconds. Signal re-optimization is standard practice with intersection	N/A	SDSU Campus Project Manager	N/A	[To be filled-in as implemented]

	reconfiguration. Note that this signal is coordinated with the signal at Fairmount Avenue & Mission Gorge Road. To the extent Caltrans seeks to pursue the improvements, the Draft EIR discusses mitigation measures relative to Caltrans facilities and demonstrates CSU's recognition of its responsibility to feasibly mitigate its fair share of significant project impacts to these facilities (fair-share is 100% as to Intersection 35). CSU will assist Caltrans in its effort to obtain the necessary approvals for the recommended improvements. However, because CSU cannot guarantee that Caltrans will approve of and implement the recommended improvements, the recommended improvements are considered infeasible.				
MM-TRA-13	Intersection 41: Ruffin Road & Aero Drive (City of San Diego) – Prior to the issuance of the applicable CSU building permit for, or occupancy of, 9,780 DUEs, CSU/SDSU shall pay the City of San Diego the cost to optimize the traffic signal timing at the Ruffin Road/Aero Drive intersection to accommodate the change in traffic demand over the next 19 years plus the addition of project traffic.	Prior to the DUE identified for each impact trigger, the plans, agreements, and securities shall be approved.	SDSU Campus Project Manager	One-time submittal prior to issuance of building permit for, or occupancy of, DUEs	[To be filled-in as implemented]
MM-TRA-14	I-15 SB Loop On-Ramp at Friars Road – Intersection 17 (Caltrans)- Delays could be reduced to below 15 minutes by the addition of a second mixed flow lane on this ramp. To provide a second lane on this ramp would require widening a bridge structure over both the multi-use path connecting the site to Murphy Canyon Road and a drainage channel. (See related mitigation measure MM-TRA-5.) The Draft EIR discusses mitigation measures relative to Caltrans facilities and demonstrates CSU's recognition of its responsibility to feasibly mitigate its fair share of significant project impacts to these facilities. CSU will assist Caltrans in its effort to obtain the necessary approvals for the recommended improvements. However, because CSU cannot guarantee that Caltrans will be able to obtain the other funds necessary to implement the improvements pursuant to a funding plan or program, the recommended mitigation is considered infeasible.	N/A	SDSU Campus Project Manager	N/A	[To be filled-in as implemented]
MM-TRA-15	I-15 SB On-Ramp at Friars Road – Intersection 17 (Caltrans)- Delays could be reduced to below 15 minutes by the addition of a second mixed flow lane on this ramp. To provide a second lane on this ramp will require widening of a bridge structure over the multi-use path connecting the site to Murphy Canyon Road. The Draft EIR discusses mitigation measures relative to Caltrans facilities and demonstrates CSU's recognition of its responsibility to feasibly mitigate its fair share of significant project impacts to these facilities. CSU will assist Caltrans in its effort to obtain the necessary approvals for the recommended improvements. However, because CSU cannot guarantee that Caltrans will be able to obtain the other funds necessary to implement the improvements pursuant to a funding plan or program, the recommended mitigation is considered infeasible.	N/A	SDSU Campus Project Manager	N/A	[To be filled-in as implemented]

MM-TRA-16	As part of the building construction and occupancy permitting process, emergency access to each building will be reviewed for consistency with and adherence to standards identified in applicable regulatory documents including but not limited to the Uniform Building Code and California Fire Code. In addition, buildings will be inspected by emergency responder entities including the City of San Diego Fire Department, which has a station located on the north side of Friars Road just east of the Stadium Way (Street A) intersection.	N/A	SDSU Campus Project Manager	N/A	[To be filled-in as implemented]
MM-TRA-17	I-15 and I-8 Freeway Segments (Caltrans) – The improvement necessary to mitigate the Project's identified significant cumulative impacts to Interstate 15 (Adams Avenue to Balboa Avenue/Tierrasanta Boulevard) and Interstate 8 (Morena Boulevard to College Avenue) is to provide additional capacity on the affected freeway segments. As there presently are no capacity improvements planned for the affected segments of Interstate 8 and Interstate 15, a potential mitigation is preparation of a Project Study Report-Project Development Support document (Study) that would further identify and assess available alternatives to increase capacity, improve mobility, and relieve congestion on the impacted segments or adjacent interchanges. The Draft EIR discusses mitigation measures relative to Caltrans facilities and demonstrates CSU's recognition of its responsibility to feasibly mitigate its fair share of significant project impacts to these facilities (average fair-share for the identified freeway segments is 2.5%). California State University/SDSU will assist Caltrans in its efforts to obtain the necessary approvals. However, because CSU cannot guarantee that Caltrans will be able to obtain the other funds necessary to prepare the recommended Study pursuant to a funding plan or program, the mitigation is considered infeasible	N/A	SDSU Campus Project Manager	N/A	[To be filled-in as implemented]
	4.16 Tribal Cultural Resources				
MM-TCR-1	In order to mitigate impacts to tribal cultural resources to a level that is less than significant, procedures for proper treatment of unanticipated archaeological finds must comply with the California Environmental Quality Act (CEQA) Guidelines. Adherence to the following requirements during initial earth-disturbing activities will ensure the proper treatment of unanticipated archaeological or Native American cultural material: 1. A qualified archaeological monitor and a Qualified Kumeyaay Cultural monitor shall be present full-time during all initial ground-disturbing activities. If proposed project excavation later presents evidence suggesting a decrease in cultural sensitivity, the monitoring schedule can be reduced pending archaeological, Native American, and San Diego State University (SDSU) consultation. 2. In the event that previously unidentified potentially significant cultural resources are discovered, the archaeological monitor, Native American monitor, construction or other personnel shall have the authority to divert or temporarily halt ground disturbance operations in the area of the find. The archaeological monitor shall evaluate and minimally document isolates and clearly insignificant	Construction	Campus Project Manager; Qualified Archaeologist	Ongoing during construction	[To be filled-in as implemented]

	deposits in the field. More significant deposits shall be evaluated by the cultural Primary Investigator in consultation the Native American monitor and SDSU staff. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the qualified archaeologist and approved by SDSU, then carried out using professional archaeological methods. The Research Design and Data Recovery Program shall include (1) reasonable efforts to preserve (avoidance) "unique" cultural resources or Sacred Sites pursuant to CEQA Section 21083.2(g) as the preferred option; (2) the capping of identified Sacred Sites or unique cultural resources and placement of development over the cap, if avoidance is infeasible; and (3) data recovery for non-unique cultural resources, including procedures for the temporary storage, permanent curation, and/or repatriation of cultural resources based on consultation with Native American stakeholders. Construction activities will be allowed to resume in the affected area only after proper evaluation.				
MM-TCR-2	In order to mitigate impacts to human remains to a level that is less than significant, procedures for proper treatment of unanticipated finds must comply with the California Environmental Quality Act (CEQA) Guidelines. In the event of discovery of unanticipated human remains, personnel shall comply with California Public Resources Code Section 5097.98, CEQA Section 15064.5, and Health and Safety Code Section 7050.5 during earth-disturbing activities: a. If any human remains are discovered, the construction personnel or the appropriate representative shall contact the County Coroner and SDSU. Upon identification of human remains, no further disturbance shall occur in the area of the find until the County Coroner has made the necessary findings as to origin. If the remains are determined to be of Native American origin, the most likely descendent, as identified by the Native American Heritage Commission, shall be contacted by the property owner or their representative in order to determine proper treatment and disposition of the remains. The immediate vicinity where the Native American human remains are located is not to be damaged or disturbed by further development activity until consultation with the most likely descendent regarding their recommendations as required by California Public Resources Code Section 5097.98 has been conducted. California Public Resources Code Section 5097.98, CEQA Section 15064.5, and Health and Safety Code Section 7050.5 shall be followed.	Construction	Campus Project Manager; Construction Manager	Ongoing during construction	[To be filled-in as implemented]
4.17 Utilities and Service Systems					
MM-UTL-1	At or prior to project approval, the San Diego County Water Authority and the City of San Diego can and should include the proposed project's water demand in their required 2020 urban water management plan updates.	Pre-approval; upon approval	Campus Project Manager	Ongoing during pre-approval	[To be filled-in as implemented]

MM-UTL-2	During construction of the proposed project, California State University (CSU)/San Diego State University (SDSU), or its designee, shall reuse demolition waste to the maximum extent feasible. CSU/SDSU, or its designee, shall dispose of recyclable demolition waste products at a construction waste recycling facility. Following occupancy of the proposed project, CSU/SDSU, or its designee, shall maintain an active recycling program to reduce solid waste generated by the proposed project.	Construction	SDSU Project Manager	Ongoing during construction	[To be filled-in as implemented]
	4.18 Wildfire				
MM-WLD-1	Implement **MM-HAZ-9**, identified in Section 4.8, Hazards and Hazardous Materials	Design; Operation	Campus Project Manager	Ongoing during design	[To be filled-in as implemented]
MM-WLD-2	To avoid impeding emergency vehicle and evacuation traffic around construction vehicles and equipment, prior to commencement of construction activities California State University/San Diego State University or its designee shall develop an Emergency Vehicle Access Plan that includes the following: • Evidence of advanced coordination with emergency service providers, including but not necessarily limited to the University Police Department, San Diego Police Department, San Diego Fire-Rescue Department, ambulance services, and paramedic services; • Notification to emergency service providers of the proposed project locations, nature, timing, and duration of any construction activities, and request for advice about any road access restrictions that could impact their response effectiveness; and • Project construction schedules and routes designed to avoid restricting movement of emergency vehicles to the best extent possible. Provisions to be ready at all times to accommodate emergency vehicles. Provisions could include the use of plantings over excavations, short detours, and/or alternate routes.	Pre-construction	Campus Project Manager	Ongoing during construction	[To be filled-in as implemented]
MM-WLD-3	Throughout the duration of construction, the construction contractor shall ensure that adequate access to all buildings on the project site be provided for emergency vehicles during all building construction phases.	Construction	Construction contractor	Ongoing during construction	[To be filled-in as implemented]
MM-WLD-4	Throughout the duration of construction, the construction contractor shall ensure that adequate water is available to service all construction activities during all phases.	Construction	Construction contractor	Ongoing during construction	[To be filled-in as implemented]
MM-WLD-5	The construction contractor shall ensure the implementation of all construction-phase defensible space, landscape, and irrigation plan components prior to combustible building materials being delivered to the project site.	Construction	Construction contractor	Ongoing construction	[To be filled-in as implemented]
MM-WLD-6	Prior to commencement of construction activities, California State University/San Diego State University or its designee shall develop a Construction Fire Prevention Plan that addresses training of construction personnel and provides details of fire-suppression procedures and equipment to be used during construction. Information contained in the	Pre-construction	Campus Project Manager	Ongoing during construction	[To be filled-in as implemented]

	plan shall be included as part of project-related environmental awareness training. At minimum, the plan shall include the following: • Procedures for minimizing potential ignition, including, but not limited to, vegetation clearing, parking requirements/restrictions, idling restrictions, smoking restrictions, proper use of gas-powered equipment, use of spark arrestors, and hot work restrictions; • Work restrictions during Red Flag Warnings and High to Extreme Fire Danger days; • Fire coordinator role and responsibility; • Worker training for fire prevention, initial attack firefighting, and fire reporting; • Emergency communication, response, and reporting procedures; • Coordination with local fire agencies to facilitate agency access through the project site; • Emergency contact information; • Demonstrate compliance with applicable plans and policies established by state agencies.				
MM-WLD-7	California State University/San Diego State University or its designee shall prepare a defensible space plan to address landscape requirements for the perimeter structures along the northern, eastern, and southern edges of development. The defensible space plan shall conform to the standards outlined in California Public Resources Code Section 4291, at a minimum.	Design	Campus Project Manager	Ongoing during design	[To be filled-in as implemented]

Project Design Features

Project Design Feature (PDF) Number	Project Design Feature (PDF)	Project Phase	Person Responsible	Frequency of Monitoring / Reporting	Compliance
4.2 Air Quality/4.5 Energy/4.7 Greenhouse Gas Emissions					

PDF-AQ/GHG-1	**Transportation Demand Management Program.** The proposed project's Transportation Demand Management (TDM) Program incentivizes alternative transportation besides single-occupant commuter trips. Furthermore, the proposed project's TDM Monitoring Plan summarizes the performance metrics and targets to be monitored from the TDM Program. For further information on implementation strategy, please see the Fehr & Peers SDSU Mission Valley Campus TDM Program – Proposed Monitoring Plan Memorandum (F&P 2019). Strategies contained in the TDM Program for the campus office, residential, and retail uses relate to:
	• 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
	  ○ 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
	
	The TDM Program's strategies for non-stadium land uses are expected to reduce vehicle miles traveled by 14.41%. Details of the reductions are included in Fehr &
		Operation	SDSU Campus Project Manager; SDSU TDM Coordinator	Ongoing during operation (see also TDM Monitoring Plan)	[To be filled-in as implemented]

	Peer's Transportation Impact Analysis (2019) for the proposed project, provided in Appendix 4.15-1 of this EIR. (TDM Program strategies also have been developed for the proposed project's Stadium land use, but conservatively have not been assigned a quantitative reduction value for reasons described in Appendix 4.15-1.)				
PDF-AQ/GHG -2	**Residential Hearths.** Residential units in the proposed project shall not have natural gas fireplaces or wood-burning fireplaces.	Pre-construction	SDSU Campus Project Manager	Ongoing during design	[To be filled-in as implemented]
PDF-AQ/GHG -3	**Solar Photovoltic Panels.** The proposed project is incorporating solar photovoltaic (PV) panels on a total of approximately 428,458 square feet of available roof space that is located throughout the project's campus/office, hotel, stadium, and residential development areas; these panels as estimated to have a total generation capacity equivalent to 10,895,660 kilowatt-hour of electricity, or 15.0% of the proposed project's total project electricity demand. In the event that the final stadium design does not accommodate the approximately 3,000 square feet of solar PV coverage called for this PDF, the PV panels shall be installed in other on-site development areas.	Design	SDSU Campus Project Manager	Ongoing during design	[To be filled-in as implemented]
PDF-AQ/GHG -4	**Electric Vehicle-Ready Parking and Electric Vehicle Chargers.** The proposed project is equipping 10% of total residential parking spaces and 6% of total nonresidential parking spaces with appropriate electric supply equipment to allow for the future installation of electric vehicle (EV) chargers (i.e., "EV ready"). Of these EV ready spaces, 50% will be equipped with EV charging stations. Based on these parameters, in total, approximately 901 parking spaces on the project site will be designated as "EV ready," and 451 of the "EV ready" spaces will be equipped with operable EV charging stations.	Design; construction	SDSU Campus Project Manager	Ongoing during design; construction	[To be filled-in as implemented]
PDF-AQ/GHG -5	**Building Heating and Cooling.** As part of the Mechanical, Electrical and Plumbing Plans (MEPs) for all non-stadium buildings, CSU/SDSU shall require all heating, cooling and ventilation systems (HVAC) and water heating systems to be electric.	Design	SDSU Campus Project Manager	Ongoing during design	[To be filled-in as implemented]
PDF-AQ/GHG -6	**Naturally Ventilated Parking Structures.** All structured parking on the project site shall be naturally ventilated.	Design	SDSU Campus Project Manager	Ongoing during design	[To be filled-in as implemented]
PDF-AQ/GHG -7	The layout of the proposed project's development areas has been designed to maximize the unique infill opportunity presented at this Mission Valley location. This includes benefits from the existing MTS Trolley Green Line that runs through the proposed project, as well as the planned Purple Line transit line and trolley station.	Design	SDSU Campus Project Manager	Ongoing during design	[To be filled-in as implemented]
PDF-AQ/GHG -8	The SDSU Mission Valley campus locates buildings in close proximity to one another, which would facilitate the use of common heating/cooling sources, where feasible, as project-level development proceeds. (The use of common heating/cooling sources will be evaluated as the building plans for individual development parcels are developed; relevant factors that will influence the use of such sources include the temporal proximity of development, type of use, and market forces.)	Design	SDSU Campus Project Manager	Ongoing during design	[To be filled-in as implemented]

PDF-AQ/GHG -9	Project development areas would maximize natural ventilation.	Design	SDSU Campus Project Manager	Ongoing during design	[To be filled-in as implemented]
PDF-AQ/GHG -10	The proposed project would include adaptive lighting controls, where appropriate and feasible, in order to maximize energy efficiency and minimize light pollution.	Design	SDSU Campus Project Manager	Ongoing during design	[To be filled-in as implemented]
PDF-AQ/GHG -11	The proposed project would pursue and achieve Leadership in Energy and Environmental Design (LEED) Version 4 Gold certification through the U.S. Green Building Council for the proposed Stadium. The proposed project also would achieve LEED Version 4 at a Silver or better certification level as to all other land uses located on the site, as well as a Neighborhood Development designation for site-wide design. LEED certification is based on standards that encourage the development of energy-efficient and sustainable buildings.	Design	SDSU Campus Project Manager	Ongoing during design	[To be filled-in as implemented]
PDF-AQ/GHG -12	Events at the proposed project's multipurpose Stadium would benefit from implementation of TDM Program strategies specifically developed for application to Stadium-related events. These strategies focus on the use of alternative modes of transportation, including transit, to reduce single-occupancy vehicle usage and parking demand on event days.	Operation	SDSU Campus Project Manager; SDSU TDM Coordinator	Ongoing during operation; see also TDM Monitoring Plan	[To be filled-in as implemented]
PDF-AQ/GHG -13	As part of the scoring system for evaluating responses to Requests for Proposals and through the builder/developer review and selection process for each future building site within the Mission Valley Campus Master Plan Area, CSU/SDSU shall include "Sustainability" as a component of the scoring criteria and weigh each builder/developer's commitment to implementing strategies above and beyond CBC Title 24, CalGreen and LEED Silver (Version 4.0) as at least 10% of the overall scoring.	Design	SDSU Campus Project Manager	Ongoing during design	[To be filled-in as implemented]
PDF-AQ/GHG -14	CSU/SDSU shall require that all electrical conduit for the project site be designed, sized and installed to enable the future electrification of the entire project.	Design	SDSU Campus Project Manager	Ongoing during design	[To be filled-in as implemented]
PDF-AQ/GHG -15	CSU/SDSU shall require that either (1) purple pipe be installed in all streets with landscaping and stubbed to all parks, recreation and open space areas to provide reclaimed water for irrigation purposes or (2) shall otherwise provide for future connections to the City of San Diego's Pure Water Phase 2 program to reduce potable water usage	Design; Construction	SDSU Campus Project Manager	Ongoing during design; construction	[To be filled-in as implemented]
PDF-AQ/GHG -16	CSU/SDU shall utilize pre-consumer organic food composting for the proposed Stadium and University-constructed buildings, and shall encourage the incorporation of composting facilities in the residential units developed through the P3 Process. CSU/SDSU also shall utilize post-consumer organic food composting for the proposed Stadium and University-constructed buildings when feasible (e.g., when the University's solid waste provider operates a facility that is permitted to accept post-consumer compost).	Design; Construction; Operation	SDSU Campus Project Manager	Ongoing during design; construction; operation	[To be filled-in as implemented]

PDF-AQ/GHG -17	CSU/SDSU shall comply with the City of San Diego Climate Action Plan (CAP) Checklist, as approved by its City Council on July 12, 2016 and revised in June 2017.	Design; Construction	SDSU Campus Project Manager	Ongoing during design; construction; see Attachment B, CAP Checklist	[To be filled-in as implemented]
		4.12 Noise			
PDF-N-1	California State University/San Diego State University, or its designee, will take steps necessary to ensure that all construction equipment is properly maintained and equipped with noise-reducing air intakes, exhaust mufflers, and engine shrouds in accordance with manufacturers' recommendations. Equipment engine shrouds will be closed during equipment operation.	Construction	Campus Project Manager; Construction Manager	Ongoing during construction	[To be filled-in as implemented]
PDF-N-2	Where feasible, electrical power will be used to run air compressors and similar power tools; otherwise, gas-powered air compressors shall feature manufacturer-recommended noise control means comparable to those listed in PDF-N-1.	Construction	Campus Project Manager; Construction Manager	Ongoing during construction	[To be filled-in as implemented]
PDF-N-3	All equipment staging areas will be located as far as feasible from occupied residences or schools.	Construction	Campus Project Manager; Construction Manager	Ongoing during construction	[To be filled-in as implemented]
PDF-N-4	Noise attenuation techniques will be employed as practical for all construction activity on and off the project site. Such techniques to achieve received noise levels below 75 A-weighted decibels (dBA) 12-hour noise equivalent level (L_{eq12h}) at potentially affected land uses will include, but are not limited to, the use of sound blankets on noise-generating equipment and the insertion of field-erected temporary sound barriers to occlude source-to-receiver sound paths.	Construction	Campus Project Manager; Construction Manager	Ongoing during construction	[To be filled-in as implemented]
PDF-N-5	On-site crushing facilities will be located a minimum of 600 feet from existing residences, future on-site residences, and other non-residential noise-sensitive receivers (e.g., seasonal avian nesting areas as identified by appropriate biological surveys).	Construction	Campus Project Manager; Construction Manager	Ongoing during construction	[To be filled-in as implemented]
PDF-N-6	When facility design details are sufficiently complete, California State University/San Diego State University, or its designee will prepare an acoustical study(s) of sound emission from proposed stationary noise sources. Best engineering practices will be implemented as feasible in the design and selection of these systems and their noise-producing components, as well as means for noise control or sound abatement that would be expected to help noise from such stationary sources comply with applicable standards at project property lines or sensitive receptor locations, as appropriate.	Design	Campus Project Manager; P3 Liason	Ongoing during operation	[To be filled-in as implemented]
PDF-N-7	To help minimize occurrence of annoying impulse noise and ground vibration, California State University/San Diego State University, or its designee will	Construction	Campus Project Manager;	Ongoing during construction	[To be filled-in as implemented]

	consider usage of pavement saws and other equipment in lieu of impact-generating devices such as jackhammers, pavement breakers, and hoe rams for tasks such as concrete or asphalt demolition and removal.		Construction Manager		
PDF-N-8	Where impact-type equipment are anticipated on site, California State University/San Diego State University, or its designee will consider application of noise-attenuating shields, shrouds, or portable barriers or enclosures, to reduce the magnitudes of impulse noise.	Construction	Campus Project Manager; Construction Manager	Ongoing during construction	[To be filled-in as implemented]
PDF-N-9	California State University/San Diego State University, or its designee will consider lining the interior surfaces of hoppers, storage bins, and chutes with sound-deadening material (i. e., apply wood or rubber sheet liners to metal bin surfaces and thus help reduce impact-type noise due to dropped hard materials on these otherwise hard surfaces).	Construction	Campus Project Manager; Construction Manager	Ongoing during construction	[To be filled-in as implemented]
4.15 Transportation					

PDF-TRA-1	Non-Stadium TDM Program. TDM strategies have been used for over 30 years to reduce single-occupant vehicle (SOV) trips. The SDSU Mission Valley Campus TDM Program will work to reduce the project's impacts on the surrounding roadway network through four (4) primary categories of strategies: land use diversity, neighborhood site enhancement, commute/travel services, and parking policies and pricing; each category contains multiple individual strategies specific to the proposed project. The basis of all TDM elements is to create an environment that promotes mode choices alternative to SOV trips.
	The following is an overview of the Non-Stadium TDM Program strategies; a detailed description of the Program strategies, and their effectiveness at reducing VMT, are presented thereafter:
	• Non-Stadium TDM 1 – Land Use Diversity
	• Non-Stadium TDM 2 – Neighborhood Site Enhancements
	  ○ 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
	• Non-Stadium TDM 3 – Parking Policy and Pricing
	  ○ Unbundled residential parking
	  ○ Metered on-street parking
	  ○ Reduced parking supply
	• Non-Stadium TDM 4 – Commute Trip Reduction Services
	  ○ TDM Program Coordinator and marketing
		Design; Construction; Project Occupancy	Campus Project Manager; SDSU TDM Coordinator	Ongoing during design; construction; occupancy; see also Attachment A, TDM Monitoring Plan.	[To be filled-in as implemented]

	○ Electric bike-share accommodations ○ Ridesharing support ○ School pool (K-12) ○ Hotel shuttle services ○ Transit Pass strategies Non-Stadium TDM Program Elements Each of the four main program elements, and their individual strategies, are further described as follows: **Non-Stadium TDM 1 – Land Use Diversity** Land use diversity strategies include mixed land uses and proximity of such uses to home that encourages residents/employees to walk, bike, or take transit within the project area: • The proposed project would provide a mix of land uses, including residential, commercial, educational, and parks, so that residents of the proposed project have access to basic shopping, employment, and recreation opportunities without having to travel outside of the project site. This proximity would lower vehicle miles traveled because residents can use non-automobile transportation modes to reach the various uses available within the site, and if they do need to drive, the trip is very short. The VMT and trip reduction benefits of this strategy (i.e., trip internalization) is accounted for in the trip generation estimate for the proposed project (see Section 4.15.7.1). **Non-Stadium TDM 2 – Neighborhood Site Enhancements** Neighborhood site enhancement strategies support the ability of project residents, employees, customers and visitors to be able to walk, bike/scooter, or access transit within the project area without having to drive, and support the ability of residents (and potentially some employees) to not own a car: • New bicycle facilities – The proposed project includes a network of bicycle lanes on key north-south streets, and connections to existing off-site facilities (e.g., Murphy Canyon Trail) as part of the proposed campus site plan. A total of nearly one lane-mile of on-street bike lanes within the site is proposed. • Dedicated land for bicycle/multi-use trails – The site plan also includes a network of multi-use trails through the River Park, dedicated lanes throughout the office plaza area, plus a campus loop multi-use path that encircles the site. Multi-use trails and paths comprise a total of nearly two miles within the site. • Bicycle parking – Residential units will include secure bicycle parking per City of San Diego standards (up to 0.6 spaces per dwelling unit				

	anticipated based on units containing up to three bedrooms) unless otherwise noted. Similarly, short-term (racks) and long-term spaces (rooms, enclosures or lockers) will also be provided for non-residential uses per City of San Diego standards (0.1 short-term spaces per one (1) thousand square feet (ksf) and 5% of non-residential automobile parking provided in long-term spaces) unless otherwise noted. • Showers and lockers – Changing facilities will be provided in at least one of the following locations to support bicycling and walking as commute modes for employees: the campus office or retail building areas. • Increased intersection density – The on-site roadway network includes a relatively high intersection density of more than 69 spaces per square mile, which results in short block lengths and travel distances between complementary land uses. This intersection density strongly encourages walking, bicycling, or other micromobility modes to travel within the site and to adjacent neighborhoods. • Traffic calming – Nearly all on-site intersections will include curb extensions and bulbouts, several on-site roadways will include raised crosswalks, and two roundabouts will help to manage travel speeds and enhance pedestrian safety. • Car share service accommodations – Dedicated parking spaces for car sharing companies will be established in on-street spaces and/or within the campus and/or office parking structures. • Enhanced pedestrian network – All streets within the project site either will include sidewalks on both sides of the street, or will include a multi-use path on one side of the street with enhanced pedestrian crossings. Separate pedestrian phases at signalized intersections to enhance safety and raise driver awareness will also be included. As noted above, the campus loop and other paths will provide in excess of two miles of pedestrian paths in addition to sidewalks. **Non-Stadium TDM 3 – Parking Policy/Pricing** Managing parking is a key element in discouraging use of SOVs as it provides flexibility for residents to choose a car-free lifestyle, especially those residing in transit priority areas with high quality transit and extensive active transportation options and connections. Parking management for the SDSU Mission Valley Campus will be implemented, and include strategies such as: • 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 Parking Standards Transit Priority Areas (TPAs) to be unbundled from units. • Paid On-Street Parking – All on-street spaces within the campus core will be time limited and require payment of an hourly charge during typical daytime hours (e.g., between 8am and 6pm). The parking spaces on the southwest and southeast edges of the site nearest the park/recreation facilities may also be monitored, 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 maximum parking supply of 1.23 spaces per dwelling unit. This rate is lower in comparison to the parking provided at similar developments in the Mission Valley region.1 The recently adopted City of San Diego ordinance regarding unbundled parking referenced above also allows for no parking to be provided for multi-family residential units in Parking Standards TPAs. In the event residential buildings are built with lower parking ratios that further reduce the overall parking supply, additional trip reductions and TDM benefits are expected. **Non-Stadium TDM 4 – Commute/Travel Services** Commute/Travel services strategies would provide residents with travel options other than private auto for trips to destinations inside and outside of the project area: • TDM Program Coordinator and marketing - To ensure the TDM Program strategies are implemented and effective, a Campus TDM Program Coordinator will be identified to monitor the program. As part of overall campus management, a staff member or outside consultant will be designated to serve as the on-site Coordinator for employees and residents. Coordinators are responsible for developing, marketing, implementing, and evaluating TDM programs; dedicated personnel in this role make 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 TDM Program Coordinator would have various duties, such as the following: o Conduct transportation/mobility options orientation for new employees and new residents				

[1] City of San Diego Parking Policy, TIA Appendix D (2018).

	○ Assist with rideshare matching for employees commuting to the proposed project and residents commuting from their homes ○ Provide information on transit, bicycling, and walking to and from the project ○ Act as a 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 strategies, such as transit discount or vanpool programs through existing programs such as MTS Ecopass or SANDAG's iCommute. • Electric bike-share accommodations –The proposed project site plan will provide areas for the temporary storage of e-bikes available for rental, and also identify specific locations for bike drop off, which would facilitate the use of e-bikes within the project site. Private vendors currently supply electric bicycles (e-bikes) for short-term rental in the San Diego area. • Ridesharing support – As noted under the TDM Program Coordinator element above, rideshare support will be provided as part of the TDM Program. This support includes making connections with the SANDAG iCommute program for carpool, vanpool, and rideshare programs that are specific to the project's residents and employees. • K-12 school pool – As K-12 school facilities are not provided on the site, students will either need to be bused or driven by parents to off-site schools. A K-12 school pool strategy, which would be administered by the TDM Program Coordinator, would pair students traveling to the same school or area to limit the amount of small group school trips made from the project site. • Hotel Shuttle Service – Shuttle service will be provided to and from the hotel on site. This shuttle service will be available to hotel guests and will service the airport and various other tourist locations. • Transit Pass Strategies – At the Mission Valley campus, CSU will maintain the existing transit pass program for students in place at the				

	College Area campus (passes are discounted by the Metropolitan Transit System (MTS) and subsidized by CSU/SDSU), and enable purchases by credit card. In addition, 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, employers with a minimum of 20 employees will be required to provide up to 5 percent of their employees with a 100 percent MTS transit pass subsidy.				
PDF-TRA-2	**Stadium TDM Program Elements**. In light of the different trip generation characteristics associated with Stadium events, as compared to non-Stadium events, a separate TDM Program was designed for implementation during Stadium events. The TDM Program proposed for the Stadium (PDF-TRA-2) component of the proposed project consists of the following six (6) primary categories to reduce the number of vehicle trips, as well as air emissions, generated during events. As you will note, many of these categories and associated strategies are similar to those proposed for the other project land uses (i.e., non-Stadium event program), however the strategies discussed below are specifically directed towards the attendees and employees present during Stadium events. The six categories are listed immediately below; further detailed description of the individual strategies within each category follows thereafter. • 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 College Area Campus • Stadium TDM 5 – Provide Mobility and Parking Information Services • Stadium TDM 6 – Online Parking Reservation System ***Stadium TDM 1 – Encourage Alternative Modes of Transportation (Light Rail and Vanpool)*** The use of the trolley or bus/shuttle transit to and from Stadium events would be encouraged through incentives, such as but not limited to: • Potential discounted or free use of MTS transit services for attendees on the event date with proof of purchase of an event ticket • Potential Tchotchkes/giveaways for transit users (goods for attendees, free MTS tickets as raffle prizes for employees, etc.) • Rewards/gaming opportunities for attendees and/or employees to compete for prizes or points based on their transportation choices	Stadium Occupancy	Campus Project Manager; SDSU TDM Coordinator	Ongoing during stadium occupancy; see also TDM Monitoring Plan	[To be filled-in as implemented]

	• Vanpool subsidy and administration via pre-tax commuter benefits for employees and administrative assistance with the coordination of third-party vanpool programs • Marketing and outreach campaign for transit ***Stadium TDM 2 – Encourage Carpools and Zero-Emission Vehicles (ZEVs)*** The use of carpools and zero-emission vehicles by event attendees would be encouraged by implementing strategies such as but not limited to: • Provide preferential parking for carpools and 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*** Bicycling and walking would be encouraged by implementing strategies, such as but not limited to: • 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 showers and/or lockers for employees on the site • Provide a bicycle fix-it station near the Stadium bicycle parking • Coordinate bicycle and walk pools for employees • Capitalize upon the 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 College Area Campus*** The highest parking demand on the project site will occur during high-attendance events (e.g., events with attendance exceeding 25,000), most of which events are expected to occur on a weekend day though some will occur on a weekday. Conditions will be exacerbated on a weekday, when some level of parking demand from non-Stadium uses will occupy spaces in the parking garage and reduce the available event supply. For larger weekday events and for high-attendance weekend events, parking at the main SDSU College Area campus could be encouraged through a variety of initiatives including, but not limited to, a marketing program, reduced rates for event attendees and employees (compared to Stadium garage parking rates), and possibly free or discounted MTS fare with proof of event ticket/parking payment or employee badge. This would allow Stadium patrons to access the Stadium site via the trolley, thereby resulting in reduced parking and traffic demand near the site.				

	Stadium TDM 5 – Provide Mobility and Parking Information Services Providing a number of information services at the site would help to educate event attendees about TDM activities and travel/parking options at the Stadium, such as: but not limited to:: • 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 (VMS) at key site entrances (e.g., Stadium Way (Street A) and Street D, and social media posts) • Welcome packets and on-going 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 employee ***Stadium TDM 6 – Online Parking Reservation System*** Providing an online parking reservation system could allow event attendees to choose and reserve parking spaces prior to the event. This system would allow attendees to make a decision on their preferred parking location – on-site or on the SDSU College Area campus as appropriate – and could provide varying parking costs for on-site and off-site parking locations. Attendees that choose to park at the SDSU College Area campus would be able to utilize transit to travel to and from the Stadium site. This would help to reduce trips at the site and encourage the use of transit.				
PDF-TRA-3	**Construction Traffic Manage Plan.** As the proposed project builds out over time, there will be temporary construction related traffic on the study roadway network that may result in potential temporary impacts. To minimize these temporary impacts, CSU/SDSU, or their designee, will prepare a Construction Traffic Management Plan (CTMP) (PDF-TRA-3), in consultation with the City of San Diego and Caltrans and affected adjacent property owners as appropriate, prior to initiating any construction activities. The CTMP will specifically address project construction traffic and parking, and will address, among other subjects, truck haul routes, truck turning movements at the proposed project driveways, traffic control signage, accommodation of bicycle and pedestrian traffic, restriction of hauling activities to specific time periods, on-site circulation and staging areas, traffic control plans indicating temporary lane closures, and monitoring of traffic control to implement revisions, if necessary. The Plan also would require that CSU/SDSU, or its designee, obtain all necessary encroachment and transportation permits prior to construction.	Pre-construction; Construction	Campus Project Manager/P3 Liaison and General Contractors	Ongoing during construction	[To be filled-in as implemented]

	Beyond site development and construction of the proposed Stadium, the timing of vertical construction of the residential, campus office/retail, and hotel buildings is not known at this time. Buildings may be constructed individually or in multiples and will involve varying levels of construction traffic. Accordingly, specific CTMPs will be developed for each specific phase of construction as site and building development progress, based on the proposed construction activities and then-current traffic conditions and transportation network.				
PDF-TRA-4	**Transportation and Parking Management Plan.** The proposed Stadium will be integrated with the other land uses within the overall project site as development progresses. As such, selected roadways such as Street D will be a "shared" facility where traffic generated by Stadium events will occur at the same time as residents and campus office users will travel to and from the site. Other roadways, such as Stadium Way (Street A) will primarily be used by Stadium patrons only. In addition, Stadium traffic will typically be concentrated during the one to two hours prior to an event, as well as during the hour immediately following an event. To ensure that traffic capacity is maximized during these periods and potential negative effects to non-Stadium uses within the campus and roadways adjacent to the site are minimized, the proposed project will include a transportation and parking management plan (TPMP) (PDF-TRA-4). The anticipated activity level at the Stadium is presented below followed by a description of the TPMP elements and their potential effectiveness relative to the "with Stadium event" analyses presented in this document. ***Anticipated Stadium Activity Level*** The existing SDCCU Stadium, which has a capacity of up to 70,561, hosts a variety of events over the course of the year with varying attendance levels. For very low attendance events such as a recycling event or regularly scheduled "swap meets", no special traffic management has been required or provided. With higher attendance events (such as SDSU football games and concerts with 20,000 to 40,000 or more attendees), more formalized traffic control has been implemented using personnel to manage traffic flow, as well as signage to inform drivers of appropriate travel paths. In 2018, the highest attendance events included a concert with nearly 41,000 attendees, and a special in-season college football game between Navy and Notre Dame with nearly 57,000 attendees. Overall, a total of 13 events in 2018 included average attendance levels of 20,000 or more attendees (referred to as high attendance events for purposes of this analysis). The proposed Stadium will have a capacity of 35,000, which will result in lower maximum attendance levels as compared to the existing Stadium with its 70,000-plus capacity. According to SDSU representatives, a total of 21 annual high	Pre-construction Stadium Occupancy	Campus Project Manager	Ongoing during pre-construction; occupancy	[To be filled-in as implemented]

	attendance events (i.e., events with average patronage estimates of 20,000 or more) are anticipated. If a professional soccer team is approved for San Diego and uses the proposed Stadium, then an additional 17 high attendance events could occur, for a total of potentially 38 high attendance events. ***Proposed TPMP Elements*** The purpose of the TPMP (PDF-TRA-4) is to identify strategies to provide safe, convenient, and efficient access for all modes of travel to and from the proposed Stadium. The identified strategies are intended to minimize conflicts between vehicles, pedestrians, bicycles, and transit before, during, and after events. As a Project Design Feature, the strategies herein will be in place by opening day of the Stadium. The proposed TPMP will include numerous elements related to managing vehicle traffic into and out of the Stadium area, minimizing vehicle demand, accommodating bicycle and pedestrian modes, and enhancing safety for all users during events. General descriptions of each program element and likely application locations are as follows: • Variable TPMP Levels – Preliminary plans for various attendance levels will be prepared and modified based on actual event experience. Plans will address various attendance levels, time of day, and day of week. • Roles and Responsibilities – The TPMP will delineate the roles and responsibilities for various public agencies • Traffic Control Personnel – Key intersections will be controlled by trained traffic control personnel to delineate right-of-way as needed to expedite the flow of vehicles. Control may involve overriding traffic signal operations temporarily and/or instructing drivers to disregard stop sign control. These activities will help to reduce congestion, minimizing driver frustration, and enhancing safety overall. Locations where traffic control is likely to be implemented are illustrated on TIA Figure 13 and are subject to change as conditions warrant. • Dynamic Message Signs – Signs will be located on major approaches to the Stadium site to communicate with vehicle drivers in real time on issues related to congestion, parking availability, optimal travel paths, upcoming events, etc. Signs will be both permanent and temporary. Preliminary sign locations are illustrated on TIA Figure 13 and are subject to change as conditions warrant. • Transportation and Parking Wayfinding – Signs and other visual cue treatments will be installed to direct patrons to Stadium parking, passenger loading areas, and the trolley station (currently named Qualcomm). Signs will include directions for standard parking, VIP lots,				

	bus/shuttle parking, and designated passenger loading areas (for private vehicles and transportation network companies (TNCs) such as Uber and Lyft). Initially, the passenger loading area is expected to occupy one or both sides of Promenade 2, the street north of the Stadium and south of the proposed hotel, which will allow for access to the proposed hotel property on the north side of the street. The TPMP will also include identification of appropriate pedestrian paths to and from the trolley station, plus bicycle paths leading to on-site bike parking areas. • Neighborhood Intrusion Prevention – For moderate to high attendance events (i.e., 50-75% of capacity and greater), and possibly for lower attendance events dependent upon actual conditions, measures will be implemented to minimize traffic and parking intrusion into the residential areas in the vicinity of the project site. Selected streets will be closed to through or non-resident traffic and proof of residency may be required depending on compliance with signage and traffic control personnel. Preliminary locations for street closures are shown in TIA Figure 13 and subject to change as conditions warrant. • Designated Loading Zones and Activities – Given the need for event-generated truck trips to use the same roadways as event patrons, the TPMP will identify specific loading areas and times for freight delivery and pick up activities. Smaller-scale activities may use one or both of the streets located along the west and east sides of the Stadium as conditions warrant. • Special Trolley Service – SDSU will coordinate with MTS to determine when special train service will be needed to meet demand for high attendance events. • Communication and Public Information Strategies – Communication strategies included in the TPMP will encompass internal communication among the Stadium management team related to event operations, as well as external communication to disseminate information to event attendees and the general public. SDSU will maintain a Transportation Management plan to monitor conditions in and around the stadium related to transportation and parking and will coordinate with other agency representatives (such as the City of San Diego, MTS and Caltrans) and public safety officials as appropriate. Communication strategies shall include notification to MTS in advance of event day parking management plans for the trolley and location bus routes serving the project site, and SDSU shall identify off site lots near trolley stations that may be used as parking during events.				

		Project Phase	Person Responsible	Frequency of Monitoring / Reporting	Compliance
	Project Road Improvements				
	Intersection 11. Friars Road & Stadium Way (Street A) – Install a new traffic signal, replace the existing free eastbound right-turn lane with a single right-turn lane (squared up at the signal), install an eastbound protected bike lane, and construct and two westbound left-turn lanes. Reconstruct Stadium Way (Street A) at Friars Road to accommodate two southbound departure lanes, and modify the northbound approach to include two left-turn lanes and two-right turn lanes. Lanes can be temporarily reconfigured during major stadium events as part of the TPMP noted above. See Appendix 4.15-1, TIA Figure 11.	w/development of first office building or completion of the shared use campus loop path	SDSU Campus Project Manager	Ongoing during construction	[To be filled-in as implemented]
	Street A to Fenton Parkway - Connect Stadium Way (Street A) to Fenton Parkway via an east-west roadway aligned south of the trolley line and configured as a two-lane collector with a center-left-turn-lane. Construct an at-grade crossing of Fenton Parkway across the trolley and an intersection of Street A with Fenton Parkway that can accommodate a future Fenton Parkway extension.	w/first office building (commercial, medical, or research and development)	SDSU Campus Project Manager	Ongoing during construction	[To be filled-in as implemented]
	Realign San Diego Mission Road to Mission Village Drive - Realign San Diego Mission Road through the project site to connect with Mission Village Drive from south of the Friars Road Eastbound Ramps. The realignment will consist of portions of Street D, Street 4, and Street F and include new intersections.	w/occupancy of first residential units	SDSU Campus Project Manager	Ongoing during construction	[To be filled-in as implemented]
	Intersection 13. Mission Village Drive/Street D & Friars Road EB Ramps – Widen the eastbound off-ramp approach to include a shared left-turn/through lane and dual right turn lanes at Mission Village Drive. Widen the northbound approach to provide dual right-turn lanes, and widen the EB-on ramp from Mission Village Road to Friars Road to two lanes along the entire length and extend a new lane to the I-15 S Ramps intersection. This includes widening of the Friars Road bridge over tank farm access road. See Appendix 4.15-1, TIA Figure 11.	4,270 DUEs	SDSU Campus Project Manager	Ongoing during construction	[To be filled-in as implemented]
	Intersection 12. Mission Village Drive & Friars Road WB Ramps – Widen the Friars Road WB Off-Ramp to add a separate westbound left-turn pocket (maintaining the existing shared through/left-turn lane). Widen the Mission Village Drive overpass to Friars Road in both directions to provide a second northbound left-turn lane at this intersection (and a second southbound left-turn lane at (Intersection 13). Buffered bike lanes and sidewalks will be maintained. See Appendix 4.15-1, TIA Figure 11.	7,840 DUEs	SDSU Campus Project Manager	Ongoing during construction	[To be filled-in as implemented]
	Community Benefit Improvements				
	Campus-to-Campus Bicycle Connection – Install/construct new buffered bike lanes (with a short segment of standard bike lanes) on Rancho Mission Road from the SDSU Mission Valley site to Ward Road. With the cycle track improvements on	Issuance of applicable CSU building permit for,	SDSU Campus Project Manager	Ongoing during construction	[To be filled-in as implemented]

	Ward Road to be provided as part of the Rancho Mission Road/Ward Road improvements described below, there will be continuous bicycle facilities between SDSU's College Area and Mission Valley campuses.	or occupancy of, 250 DUEs			
	Friars Road Corridor Improvements - Implement adaptive signal equipment, new detection cameras, and supporting communications technology along Friars Road at the following six intersections: River Run Drive/Friars Road; Fenton Parkway/Friars Road; Northside Drive/Friars Road; Santo Road/Friars Road; Riverdale Street/Friars Road; and Mission Gorge Road/Friars Road.	Issuance of applicable CSU building permit for, or occupancy of, 4,510 DUEs	SDSU Campus Project Manager	Ongoing during construction	[To be filled-in as implemented]
	Ruffin Road/Aero Drive Intersection - Upgrade detection camera systems and supporting communications technology at this intersection to enhance traffic flow operations.	Issuance of applicable CSU building permit for, or occupancy of, 5,000 DUEs	SDSU Campus Project Manager	Ongoing during construction	[To be filled-in as implemented]
	Rio San Diego Drive – Re-stripe Rio San Diego Drive (Qualcomm Way to Fenton Parkway) to convert two existing vehicle lanes to provide buffered bike lanes. Note that the existing striping would be maintained at the Rio San Diego Drive/River Run Drive intersection such that the buffered bike lane would shift to use the parking lane where there currently is red curb striping. This improvement is a planned improvement identified in the recently adopted Mission Valley Community Plan update (adopted September 10, 2019).	Issuance of applicable CSU building permit for, or occupancy of, 750 DUEs	SDSU Campus Project Manager	Ongoing during construction	[To be filled-in as implemented]
	Rancho Mission Road/Ward Road - Modify Rancho Mission Road/Ward Road from Camino del Rio North to Friars Road to provide a 2-Lane Collector roadway with a Two-Way Left-Turn Lane (TWLTL), and a one-way cycle track on each side of the road. As planned, the improvements would all be located within the existing curb-to-curb roadway section and would be designed and constructed in accordance with City of San Diego public road standards.	Issuance of applicable CSU building permit for, or occupancy of, 3,950 DUEs	SDSU Campus Project Manager	Ongoing during construction	[To be filled-in as implemented]
	Additional Transportation Projects – Pay the City of San Diego an amount equal to the difference between the actual cost of the preceding Community Benefit Improvements, listed above, and Five Million Dollars ($5,000,000), which amounts shall be placed into a capital improvement fund used by the City of San Diego to fund capital improvement projects in the Mission Valley, Serra Mesa and Navajo communities. It is anticipated that the difference will be approximately Two-Million Four-Hundred and Thirty-Four Thousand Dollars ($2,434,000).	Upon completion of all preceding Community Benefit Improvements, at or around issuance of the applicable CSU building permit for, or occupancy of, 5,000 DUEs.	SDSU Campus Project Manager	Ongoing during construction	[To be filled-in as implemented]

Appendix A – Transportation Demand Management (TDM) Program Monitoring Plan

FEHR PEERS

MEMORANDUM

Date: January 13, 2020

To: Sean Kilkenny, Dudek

From: Katy Cole, Cecily Taylor, and Sohrab Rashid

Subject: San Diego State University (SDSU) Mission Valley Campus TDM Program – Proposed Monitoring Plan

SD18-0276

This memorandum evaluates the performance metrics and targets to be monitored from the SDSU Mission Valley Transportation Demand Management (TDM) Program.

PROJECT DESCRIPTION

Land Uses and Transportation Setting

The project area includes a total of approximately 169 acres bound by Friars Road to the north, Interstate 8 (I-8) to the south, Stadium Way (Street A) to the west, and Interstate 15 (I-15) to the east. The proposed uses within the project area consist of:

- Approximately 84 acres of conserved or new open space,
- 4,600 multi-family and townhouse residential units,
- 1.466 million square feet (s.f.) of expanded campus office and lab space,
- 100,000 s.f. of medical office space,
- 95,000 s.f. of retail/restaurant space (including a 12,000-sf grocery store),
- a 35,000- person capacity stadium, and
- 400 hotel rooms.

The site is currently occupied by the SDCCU Stadium, which will be demolished and replaced by the new development. A total of 13,192 parking spaces will be provided on-site. This includes 1,980 surface lot and on-street spaces and 11,212 spaces included in various individual parking structures and those integrated with buildings.

Site access will be provided via existing driveways and/or street connections located at Stadium Way (Street A) & Friars Road, Mission Village Drive/Street D & Friars Road Eastbound Ramps, San Diego Mission Road, and Rancho Mission Road. The San Diego Mission Road & Mission Village Drive connection will be reconfigured to provide more standard four-legged intersections with increased intersection spacing. In addition, a new roadway in the southwest corner of the site will connect to the existing southern terminus of Fenton Parkway at the San Diego trolley tracks. Mission Village Drive will be extended through the site and is referred to as Street D in this report. Additional street connections to Rancho Mission Road and realigned San Diego Mission Road are labeled as Street I/Street 6 and Street F, respectively, for identification purposes.

Overview of TDM Program

TDM strategies have been used for over 30 years to reduce single-occupant vehicle (SOV) trips. The SDSU Mission Valley Campus TDM Program will work to reduce the project's impacts on the surrounding roadway network through four (4) strategies: land use diversity, neighborhood site enhancement, commute/travel services, and parking policies and pricing. All these TDM elements will create an environment that promotes non-automobile mode choice. Two separate TDM programs are proposed as part of the project: one to address the campus office, residential and retail uses that will generate traffic on primarily a weekday basis, and a second program designed to reduce vehicle trips to the proposed Stadium, which will occur primarily on weekends though intermittently on weekdays as well during the year.

A detailed description of each TDM Program and its effectiveness are presented in subsequent sections below, but the program will include the following specific strategies:

- Non-Stadium TDM 1 – Land Use Diversity
- Non-Stadium TDM 2 – Neighborhood Site Enhancements
    - 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

- Non-Stadium TDM 3 – Parking Policy and Pricing
    - Unbundled residential parking
    - Metered on-street parking
    - Reduced parking supply
- Non-Stadium TDM 4 – Commute Trip Reduction Services
    - TDM Program coordinator and marketing
    - Electric bike-share accommodations
    - Ridesharing support
    - School pool
    - Hotel shuttle services
    - Transit Pass Programs
- 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 College Area Campus
- Stadium TDM 5 – Provide Mobility and Parking Information Services
- Stadium TDM 6 – Online Parking Reservation System

The TDM Programs are described in more detail in the SDSU Mission Valley Campus Master Plan Environmental Impact Report.

Transportation Coordinator

To ensure the TDM Program strategies are implemented and effective, a Campus TDM Program Coordinator will be identified to monitor the Program. As part of overall campus management, a staff member or outside consultant will be designated to serve as the on-site Coordinator for employees and residents. Coordinators are responsible for developing, marketing, implementing, and evaluating TDM Programs, 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 measures, which would allow them to easily stay informed of various TDM functions and eligibility.

The TDM Program Coordinator's duties would include, but not be limited to, the following:

- 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 a 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.

Monitoring

Monitoring is necessary to ensure that the Project is implementing the TDM Program measures consistent with the analysis included in the corresponding EIR, as well as the information presented in this memorandum. Monitoring of both categories would rely on the collection of data for many of the TDM measures as presented in **Table 1: Non-Stadium TDM Program Performance Metrics and Targets** and **Table 2: Stadium TDM Program Performance Metrics and Targets.** Monitoring of non-stadium measures would start one year after the first development is complete and occupied, with status updates provided every two years after that. Monitoring of stadium measures would be conducted three months prior to the first event in the new stadium to ensure programs are in place in advance, and then be reviewed every two years after that time. Adjustments would be made to the TDM measures to strive to achieve the estimated effectiveness documented in the EIR and to respond to user demand. The Transportation Coordinator would submit monitoring reports for each program to the SDSU Planning Director to document implementation of the TDM Program. The details of the monitoring/reporting and any survey results on effectiveness and participation levels would be available for review by public agencies and other interested parties.

Tables 1 and 2 set forth the applicable performance metrics and targets for each strategy identified for implementation herein. The purpose of the performance metrics is to ensure implementation of the VMT reduction strategies consistent with the analysis presented in this evaluation.

TDM PROGRAM PERFORMANCE METRICS AND TARGETS

TABLE 1—NON-STADIUM TDM PROGRAM PERFORMANCE METRICS AND TARGETS

TDM Strategy	Description	Metric/ Performance Measure	Target	Collection Method	Collection Frequency	When Target Should Be Met
LAND USE AND DESIGN STRATEGIES						
Land-Use Diversity	Provide a mix of land uses, including residential, commercial, educational, and parks, so that residents of the project have access to basic shopping, employment, and recreation opportunities without having to travel outside of the Project site. This would lower vehicle miles traveled because residents can use non-automobile transportation modes to reach the various uses available within the site, and if they do need to drive, the trip is very short.	Development quantities of residential, retail, and park/open space land use	• Approximately 84 acres of conserved or new open space, • 4,600 multi-family and townhouse residential units, • 1.466 million square feet (s.f.) of expanded campus office and lab space, • 100,000 s.f. of medical office space, • 95,000 s.f. of retail/restaurant space (including a 12,000-sf grocery store), • a 35,000-capacity stadium, and • 400 hotel rooms.	Field verification and status report	One year after first non-stadium development is complete and occupied and every subsequent two years	Full build-out of all development
COMMUTE/TRAVEL SERVICES						
New bicycle facilities	A network of bicycle lanes on key north-south streets and connections to existing offsite facilities (e.g., Murphy Canyon Trail) is part of the proposed campus site plan. A total of nearly one lane-mile of on-street bike lanes within the site is proposed.	On-street bicycle lane network as shown in the proposed development plan that connects to existing and future off-site bikeways	Full build-out of planned on-street bike network that provides internal and external bike connections.	Field verification and status report	After completion of initial roadway network and every subsequent two years	Full build-out of all development
Dedicated land for bicycle/multi-use trails	Develop a multi-use trails network through the River Park, dedicated lanes the office plaza area, plus a campus loop multi-use path that encircles the site. Multi-use trails and paths comprise a total of nearly two miles within the site.	Bike and multi-use trails network build-out that provides internal pedestrian and bike facilities that connect off-site	Full build-out of planned trails network that provides internal and external pedestrian and bike connections.	Field verification and status report	After completion of River Park network and campus loop and every subsequent two years	Full build-out of all development
Bicycle parking	Residential units will include secure bicycle parking per City of San Diego standards (up to 0.6 spaces per dwelling unit anticipated based on units containing up to three bedrooms) unless otherwise noted; similarly, short-term (racks) and long-term spaces (rooms, enclosures or lockers) will also be provided for non-residential uses per City of San Diego standards (0.1 short-term spaces per one (1) thousand square feet (ksf) and 5% of non-residential automobile parking provided in long-term spaces) unless otherwise noted.	Long- and short-term bicycle parking	City of San Diego standard of up to 0.6 spaces per dwelling unit anticipated based on units containing up to three bedrooms and 0.1 short-term spaces per one (1) thousand square feet (ksf) non-residential and 5% of non-residential automobile parking provided in long-term spaces	Field verification and status report	One year after first development is complete and occupied and every subsequent two years	Full build-out of all development

TABLE 1—NON-STADIUM TDM PROGRAM PERFORMANCE METRICS AND TARGETS

TDM Strategy	Description	Metric/ Performance Measure	Target	Collection Method	Collection Frequency	When Target Should Be Met
Showers and lockers	Changing facilities will be provided to support bicycling and walking as commute modes for campus office and retail employees.	Showers and lockers for commuting by bicycle or walking	At least one location among the following: the campus office, research, or retail building areas.	Field verification and status report	One year after first non-residential development is complete and occupied and every subsequent two years	Full build-out of all development
Increased intersection density	On-site roadway network includes a relatively high intersection density of more than 69 intersections 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.	Roadway network build-out that provides high intersection density	Full build-out of planned intersection density of more than 69 intersections per square mile	Field verification and status report	After completion of initial roadway network and every subsequent five years	Full build-out of all development
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.	Roadway network that manages travel speeds consistent with measures included in the proposed development plan	Full build-out of planned roadway network that provides curb extensions, raised crosswalks, roundabouts, and other traffic calming treatments.	Field verification and status report	After completion of initial roadway network and every subsequent two years	Full build-out of all development
Car-share Program	Dedicated parking spaces for car sharing companies will be established in on-street spaces and/or within the campus and/or office parking structures.	Establishment of car share parking spaces	Designated parking spaces for car sharing at full build-out.	Field verification and status report	One year after first non-stadium development is complete and occupied and every subsequent two years	Full build-out of all development
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 two miles of pedestrian paths in addition to sidewalks.	Pedestrian network build-out that provides internal pedestrian facilities that connect off-site	Full build-out of planned pedestrian network that provides internal and external pedestrian connections.	Field verification and status report	After completion of initial roadway network and every subsequent five years	Full build-out of all development
Parking Policy/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 Parking Standards Transit Priority Areas (TPAs) to be unbundled from units. *Unbundled parking will continue to apply when residential buildings are converted to student and faculty/staff housing.*	Residential parking unbundled from the units.	All residential parking will be unbundled.	Transportation Coordinator Reports	One year after first residential development is complete and occupied and every subsequent two years	Full build-out of all development
Meter On-Street Parking	All on-street spaces within the campus core will be metered and require payment of an hourly charge during typical daytime hours	Metered parking.	All on-street spaces within the campus core will be metered.	Transportation Coordinator Reports	One year after first residential development is	Full build-out of all development

TABLE 1—NON-STADIUM TDM PROGRAM PERFORMANCE METRICS AND TARGETS

TDM Strategy	Description	Metric/ Performance Measure	Target	Collection Method	Collection Frequency	When Target Should Be Met
	(e.g., between 8am and 6pm). The parking spaces on the southwest and southeast edges of the site nearest the park/ recreation facilities may also be metered, but at a minimum will include time limits to ensure parking turnover and prevent extended storage of resident vehicles. *Metered and time-restricted on-street parking will continue to apply when residential buildings are converted to student and faculty/staff housing.*				complete and occupied and every subsequent two years	
Limit parking supply	The project will provide a maximum parking supply of 1.23 spaces per dwelling unit. The parking rate is lower 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 Parking Standards TPAs.	Parking Supply per Dwelling Unit	Maximum supply of 1.23 spaces per dwelling unit for each residential building	Field verification	After construction of first residential building and every subsequent two years	Full build-out of all development
COMMUTE/TRAVEL SERVICES						
TDM Program Coordinator and marketing	As part of overall campus management, a staff member or outside consultant will be designated to serve as the on-site Coordinator for employees and residents. Coordinators are responsible for developing, marketing, implementing, and evaluating TDM Programs, 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 measures, which would allow them to easily stay informed of various TDM functions and eligibility. *TDM Program Coordinator will continue to serve campus population after full transition to university operations.*	Dedicated webpage that provides commute trip reduction program information for residents and employees.	Materials created and maintained.	Transportation Coordinator Reports	Prior to occupancy of first non-stadium building and annually thereafter	Prior to occupancy of first non-stadium building
Electric Bike-Share Program	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 and pick up. *Electric Bike-Share Program will continue after full transition to university operations.*	Establishment of electric bike share areas	Designated areas for temporary e-bike storage and drop-off at full build-out.	Field verification	Prior to occupancy of first non-stadium building and every subsequent two years	Full build-out of all development

TABLE 1—NON-STADIUM TDM PROGRAM PERFORMANCE METRICS AND TARGETS

TDM Strategy	Description	Metric/ Performance Measure	Target	Collection Method	Collection Frequency	When Target Should Be Met
Ridesharing support	As noted under the TDM Program 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. *Ridesharing support will continue after full transition to university operations.*	Dedicated webpage that provides rideshare information for residents and employees.	Materials created and maintained.	Transportation Coordinator Reports	Prior to occupancy of first non-stadium building and annually thereafter	Full build-out of all development
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 offsite schools. Administered by the TDM Program 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. *School pool will continue after full transition to university operations.*	Dedicated webpage that provides school pool information for residents and employees.	Materials created and maintained.	Transportation Coordinator Reports	Prior to occupancy of first residential building and annually thereafter	Full build-out of all development
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. *Hotel shuttle service will continue after full transition to university operations.*	Development and deployment of hotel shuttle service	Shuttle service connects to the airport and at least two other major tourist locations such as Balboa Park and SeaWorld	Transportation Coordinator Reports	Annually after occupancy of hotel	Full build-out of all development
Transit Pass Programs	Employers at the Mission Valley campus with a minimum of 20 employees will be required to provide up to five percent (5%) of their employees with a 100% MTS transit pass subsidy. Please note that the additional reductions to project-generated vehicle trips and VMT that would occur with the transit pass program were not included in the traffic analysis here; therefore all project trips, traffic operations and project impacts are slightly overstated. *Regarding the university population, CSU will maintain the existing transit pass program for students in place at the College Area campus (passes are discounted by the Metropolitan Transit System (MTS) and subsidized by CSU/SDSU), and enable purchases by credit card. In addition, 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.*	Percentage of employees offered a transit subsidy *Offer existing or expanded transit pass program to SDSU students, faculty, and staff*	Employers at the Mission Valley campus with a minimum of 20 employees will be required to provide up to five percent (5%) of their employees with a 100% MTS transit pass subsidy *CSU/SDSU will provide reduced cost transit passes for all students, faculty, and staff, provided SDSU meets the MTS required minimum participation level*	Transportation Coordinator Reports	Annually after occupancy of first campus office, R&D, or academic building	Full build-out of all development

Source: Fehr & Peers.

TABLE 2—STADIUM TDM PROGRAM PERFORMANCE METRICS AND TARGETS

TDM Strategy	Description	Metric/ Performance Measure	Target	Collection Method	Collection Frequency	When Target Should Be Met
Encourage Alternative Modes of Transportation (Light Rail and Vanpool)	The use of the trolley or bus/shuttle transit to and from stadium events would be encouraged through the following suite of incentives: • Discounted or free use of MTS transit 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	Establishment of incentive measures	Provide at least two incentive measures by the first event, and provide all programs, or equivalent, at buildout	Transportation Coordinator Reports	Three months prior to first event and every two years after that	By the first event and at buildout, as applicable
Encourage Carpools and Zero-Emission Vehicles (ZEVs)	The use of carpools and zero-emission vehicles by event attendees would be encouraged by implementing the following measures: • Provide preferential parking for carpools and 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	Establishment of indicated measures	Provide at least two measures by the first event, and provide all measures, or equivalent, at buildout	Transportation Coordinator Reports	Three months prior to first event and every two years after that	By the first event and at buildout, as applicable
Encourage Active Transportation	Bicycling and walking would be encouraged by implementing the following measures: • 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 multi-use trails and connections proposed on the site with clear wayfinding to the stadium entrance and bicycle parking	Establishment of indicated measures	Provide at least two measures by the first event, and provide all measures, or equivalent, at buildout	Transportation Coordinator Reports	Three months prior to first event and every two years after that	By the first event and at buildout, as applicable

TABLE 2—STADIUM TDM PROGRAM PERFORMANCE METRICS AND TARGETS

TDM Strategy	Description	Metric/ Performance Measure	Target	Collection Method	Collection Frequency	When Target Should Be Met
Encourage Off-Site Parking at College Area 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 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 College Area campus would 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.	Off-site parking program	Incentive program to park at SDSU College Area or identifying alternative off-site parking	Transportation Coordinator Reports	Each event with anticipated attendance over 25,000 (to be adjusted based on observed parking demand) reported every two years	By the first event with anticipated attendance over 25,000
Provide Mobility and Parking Information Services	Providing a number of information services at the site would help to educate event attendees about TDM activities and travel/ parking options at the stadium. These services would include: • Multi-modal 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 (VMS) at key site entrances (e.g., Stadium Way (Street A) and Street D), and social media posts • Welcome packets and on-going 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 employee	Implementation of indicated services	Provide at least two services by the first event, and provide all services, or equivalent, at buildout	Field verification and Transportation Coordinator Reports	Three months prior to first event and every two years after that	By the first event and at buildout, as applicable
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 College Area campus as appropriate – and could provide varying parking costs for on-site and off-site parking locations. Attendees that choose to park at the SDSU College Area campus 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.	Establishment of online parking reservations	System created and maintained	Transportation Coordinator Reports	Three months prior to first event and every two years after that	By the first event

Source: Fehr & Peers.

Appendix B – City of San Diego Climate Action Plan (CAP) Checklist

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)