

Councilmember Scott Sherman Points of Concern with SDSU West Draft EIR

- The proposed traffic mitigation measures do not live up to the voters' expectations as outlined in Measure G and the campaign.
 - A representative from SDSU stated at the September 11, 2019 Land Use & Housing Committee that \$21 million in "traffic improvements" are planned.
 - City staff estimate the offsite improvements proposed in the EIR value approximately \$2 million, inferring that \$19 million will be within the project site itself. When asked at the committee, the SDSU representative did not have the specific breakdown of traffic improvement spending onsite vs. offsite.
 - The traffic mitigation in the EIR consists mostly of traffic signal optimization and turn lanes, and does not mitigate for freeway traffic aside from promoting alternative modes of transportation.

- The draft EIR is inconsistent with the newly passed Mission Valley Community Plan.
 - The Fenton bridge connection was not analyzed in the EIR.
 - This connection was modeled for the Community Plan and found to be essential for circulation, public safety and expanded access to transit.
 - The SDSU Mission Valley Campus Master plan does not provide for a cycle track along Friars Road, which is included in Mission Valley Community Plan, but instead adds another vehicular lane.

- The draft EIR omits improvements or maintenance of Murphy Canyon Creek to prevent flooding.
 - Measure G specifies that SDSU will mitigate drainage impacts.
 - The Measure G boundary map clearly connects to Highway 15.
 - Now SDSU is claiming a new boundary line west of Murphy Canyon Creek.
 - At the Sept. 11 hearing the SDSU representative said that the channel is not part of the project and they do not have to improve or maintain the channel, a condition the city would require of any other developer.