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.