FINAL
ENVIRONMENTAL IMPACT REPORT

State Clearinghouse No. 2000051026

SDSU CAMPUS MASTER PLAN 2000

Volume I of II
FINAL ENVIRONMENTAL IMPACT REPORT

Prepared for:

The Trustees of
California State University
400 Golden Shore
Long Beach, California 90802

Prepared by:

San Diego State University
Office of Facilities Planning and Management
5500 Campanile Drive
San Diego, California 92182-1624

NOVEMBER 2000

PREFACE

Final Environmental Impact Report
SDSU Campus Master Plan 2000

In compliance with Section 15132 of the CEQA Guidelines, this document serves as the Final Environmental Impact Report ("Final EIR") (State Clearinghouse No. 2000051026) for the San Diego State University ("SDSU") Campus Master Plan 2000. The Final EIR was made available for public review and comment for a 45-day period. This 45-day review and comment period began on September 13, 2000, and ended on October 30, 2000.

As required, the Final EIR includes the agency and public comments to the Draft EIR, as well as written responses to those comments. In addition, a list of the persons, organizations and public agencies commenting on the Draft EIR is presented on the following page in the "Table of Contents for Public Comments." The agency and public comments received on the Draft EIR are presented below in the section entitled, "Comments." The University's written responses to the environmental issues raised in the comments on the Draft EIR are presented below in the section entitled, "Responses." The Final EIR also includes revisions to the Draft EIR. These revisions are shown in the Final EIR by striking through text deleted from the Draft EIR and placing text added to the Draft EIR in **bold**. The final version of the Mitigation Monitoring Plan for the project is found in the Final EIR, Section 11.

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THE CITY OF SAN DIEGO

October 26, 2000

VIA FACSIMILE TO (619) 594-4500

Mr. W. Anthony Fulton, Director
Facilities Planning and Management
San Diego State University
5500 Campanile Drive
San Diego, CA 92182-1624

Dear Mr. Fulton:

Subject: Draft Environmental Impact Report,
San Diego State University Campus Master Plan 2000

Thank you for the opportunity to respond to the draft Environmental Impact Report (EIR) for the San Diego State University (SDSU) Campus Master Plan 2000. The review of this draft EIR by the City of San Diego has been coordinated by the Environmental Analysis Section of the Planning and Development Review Department (P&DR). The City of San Diego offers the following comments for your consideration:

Biological Resources

1. On page 3.3-10 of the draft EIR, Section 3.3, it is stated that none of the project component sites are located within or in proximity to the Multiple Species Conservation Program (MSCP) Multi-Habitat Planning Area (MHPA). This is partially incorrect. While no portion of the proposed component sites is located within the MHPA, PGM-4 is located immediately east of the MHPA along Canyon Crest Drive in the northwestern portion of the SDSU Campus Master Plan. PJT-4 is also located immediately adjacent to the MHPA in this same locale. In the northeastern portion of the SDSU Campus Master Plan area, the MHPA is located south of and in proximity to PGM-1N. As such, a discussion of the SDSU Campus Master Plan's consistency with the Land Use Adjacency Guidelines of the City's MSCP Subarea Plan is required, particularly regarding drainage, toxics, lighting, noise, and invasives. 1

Planning and Development Review
1222 First Avenue, MS 501 • San Diego, CA 92101-4155
Tel (619) 446-5460

2. On page 3.3-10 of the draft EIR, the discussion of direct and indirect impacts to the adjacent MHPA is not adequate in relationship to the MHPA Land Use Adjacency Guidelines, including construction noise, dust or runoff. Specifically, there is no discussion of potentially significant construction noise impacts to either the California gnatcatcher or the least Bell's vireo during their respective breeding seasons. 2

3. On page 3.3-11 of the draft EIR, it is recommended that Section 5, Recommended Avoidance Measures, be revised to "Recommended Mitigation Measures." As currently written, the draft EIR does not allow any construction during the breeding season of federally or state-listed species if such species are identified within adjacent habitat. The following sample mitigation measure is recommended to provide flexibility in instances where the breeding season of identified federally or state-listed species may affect construction activities. 3

> BETWEEN (INSERT APPROPRIATE BREEDING SEASON DATES), NO CLEARING, GRUBBING, OR GRADING SHALL OCCUR WITHIN ANY PORTION OF THE SITE THAT WOULD RESULT IN NOISE LEVELS EXCEEDING 60 dBA WITHIN ANY PORTION OF THE MHPA THAT IS OCCUPIED BY (INSERT SPECIES). PRIOR TO THE COMMENCEMENT OF ANY OF THE ABOVE ACTIVITIES DURING THE BREEDING SEASON, AREAS RESTRICTED FROM SUCH ACTIVITIES SHALL BE STAKED OR FENCED UNDER THE SUPERVISION OF A QUALIFIED BIOLOGIST; OR
>
> UNDER THE DIRECTION OF A QUALIFIED ACOUSTICIAN, NOISE ATTENUATION MEASURES (E.G., BERMS, WALLS) SHALL BE IMPLEMENTED TO ENSURE THAT NOISE LEVELS RESULTING FROM CLEARING, GRUBBING, GRADING OR CONSTRUCTION WILL NOT EXCEED 60 dBA WITHIN PORTIONS OF THE MHPA OCCUPIED BY (INSERT SPECIES). IMMEDIATELY FOLLOWING THE COMMENCEMENT OF THE ABOVE ACTIVITIES, THE ACOUSTICIAN SHALL MONITOR THOSE PORTIONS OF THE MHPA OCCUPIED BY (INSERT SPECIES) TO ENSURE THAT NOISE LEVELS DO NOT EXCEED 60 dBA. IF THE TECHNIQUES IMPLEMENTED ARE DETERMINED TO BE INADEQUATE, THEN THE ABOVE ACTIVITIES SHALL CEASE UNTIL EITHER ADEQUATE NOISE ATTENUATION IS ACHIEVED OR THE END OF THE BREEDING SEASON FOR (INSERT SPECIES).

4. In relationship to item #2 discussed above, specify the mitigation measures necessary to alleviate all potentially significant indirect impacts, including post-construction storm water Best Management Practices as appropriate. 4

<u>Water Quality/Hydrology</u>

1. Provide a discussion of any potentially significant impacts to the MHPA resulting from the drainage of urban pollutants and surface runoff, particularly regarding PGM-1N, PGM-4 and PJT-4. 5

2. Provide recommended mitigation measures that address the MHPA Land Use Adjacency Guidelines, as well as specific post-construction storm water Best Management Practices relative to potential impacts described in item #2 above. 6

Transportation/Traffic

The Transportation Development Section of P&DR has reviewed the traffic section of the draft EIR and the associated traffic and parking analysis prepared by Linscott, Law & Greenspan dated September 11, 2000. Since the traffic section of the draft EIR (Section 3.5) and the traffic analysis contain essentially the same information, the following comments address the traffic and parking analysis. Based on these comments, the traffic and parking analysis should be revised and changes to the traffic section of the draft EIR should be made accordingly. If you have any questions regarding the following comments, please contact Bing Luu, Associate Traffic Engineer, at (619)446-5360. 7

1. It is stated on page 1 that the campus FTES figure will not exceed 25,000. This does not appear to be consistent with the analyses provided throughout the traffic analysis, which assumes a net increase in project trip generation based on an FTES figure greater than 25,000 (see page 17, percentage increase in trip generation calculation and Appendix B). Please explain. 8

2. Based on the estimated existing average daily trip (ADT) generation of 72,000 and an enrollment of 23,600 FTES, the ADT per student is approximately 3.05, not 2.15 as noted on page 17. This figure would still remain closer to 3 ADT/student even when the transit/trolley reduction is taken into account. 9

3. The traffic analysis should include text to clarify how trips generated by staff/faculty/ visitors are accounted for. 10

4. The traffic analysis assumes an AM peak-hour percentage of 8% of the ADT, with an inbound/outbound distribution ratio of 8:2. However, according to the City's Trip Generation Manual, the AM peak-hour percentage should be 10%, with a 9:1 inbound/outbound ratio. The analyses should be revised accordingly. 11

5. Mitigation measures must be provided by the project to mitigate direct significant impacts. Therefore, a traffic signal must be installed at the intersection of College Avenue/Street "Z" in conjunction with project development, unless constructed first by the College Community Redevelopment project. Revise the mitigation measures section of the traffic analysis accordingly. 12

6. Ramp meter analyses and discussion should be provided for the College Avenue/I-8 ramps. **13**

7. Please provide a complete buildout (year 2020) analysis (i.e. intersection and roadway segment analyses, build-out with project vs build-out without project comparison, etc.). **14**

8. There is one additional existing signalized intersection on 55th Street between Remington Road and Hardy Avenue. Provide analyses for this intersection and revise the text description for 55th Street on page 11 and all subsequent diagrams accordingly. **15**

9. On page 12, Figure 5, the existing intersection lane configuration is incorrect for the intersection of 55th Street/Hardy Avenue. An updated intersection count should be provided and the intersection analyses and diagrams should be revised accordingly. **16**

10. Bottom of page 17, item 1: According to the first page of Appendix A, the average SDSU daily trip generation is 78,382 ADT, not 72,000. Please explain the discrepancy. **17**

11. Bottom of page 17, item 2: If a maximum FTES of 25,000 is assumed, the percentage increase should be about 5.9% ((25,000-23,600)/23,600), not 8.5%. **18**

12. On page 19, provide a copy of the relevant text and tables/diagrams from the Mission Valley East Transit Improvement Project EIR as well as any written correspondence from MTDB to support the trip reduction assumption due to existing and projected trolley boarding volumes and percentages with SDSU destination. The methodology used to reduce the trip generation to account for existing/future trolley use should be clearly documented. **19**

13. On page 19, Appendix C data shows that the vehicle occupancy ratio was estimated based on a sample of only 150 cars. Please explain how this small sample is adequate to estimate the overall vehicle occupancy ratio for the entire school. **20**

14. Pages 20 through 27, Project Traffic Assignment:

    a) Additional text/diagrams should be included to show the specific parking lots assigned to each parking area shown on Figure 10, including the total number of parking spaces assigned to each area and the percentage of those spaces in relation to the total number of spaces provided by the university. **21**

    b) Page 21, Table 3: See comment #4 above. Based on the 10% (9:1) distribution, the volumes should be 150 AM peak-hour trips, with 120 inbound and 30 outbound trips. **22**

c) Page 22, Figure 9: The percentage distribution for other streets in the project area (e.g. Campanile Drive, Lindo Paseo, Hardy Avenue, etc.) should be shown. 23

d) Page 23, Figure 10: It appears that not all substantial parking lots/areas were covered (e.g. the diagram does not show trip distribution to the staff/faculty parking lots bounded by Hardy Avenue, Lindo Paseo, 55th Street and Campanile Drive, etc.). 24

15. Pages 28 through 41, Cumulative Projects:

a) For your information, the City had provided comments on the draft traffic study for the Aztec Walk Campus Master Plan dated January 1999. Subsequently, we did not receive a revised study addressing our comments, including project traffic distribution which is being used in this study. Therefore, the traffic assignment and distribution for the Aztec Walk project may need to be revised to address our previous comments. 25

b) Include a copy of the relevant text/diagrams/tables from the approved EIR for the College Area Redevelopment Project showing the expected trip generation for this project. 26

c) Provide diagrams showing separate ADT and peak-hour volumes for the three cumulative projects to verify Figures 15 and 16. 27

d) The project's traffic impact and level of significance should be calculated by comparing the Existing + Cumulative + Project scenario to the Existing + Cumulative scenario, not Existing to Existing + Project scenarios as shown on Tables 6, 7 and 9 and as discussed in the text. The analyses and text should be revised accordingly. Also, an additional column should be added to these tables indicating whether or not the change in delay and LOS is significant. 28

e) The unsignalized intersection of Montezuma Road/East Campus Drive should be analyzed. 29

f) Page 37, last sentence of the fourth paragraph: The westbound minor street right-turn movement is calculated to operate at LOS E, not LOS F, during the PM peak-hour according to Table 6. 30

16. Page 42: See comment #7 above. 31

17. Pages 42 through 55, parking analysis and discussion:

    a) Bottom of page 42, last sentence: Parking structure 5 has been built and is currently operational. The parking analysis and discussion should be revised accordingly. 32

    b) Please explain why the parking occupancy study did not include the 12 noon and 1:00 PM hours. 33

    c) According to the parking analysis, by year 2005 there will be a surplus of 3,731 parking spaces. Additional discussion should be included to explain how this substantial amount of surplus parking would not generate additional trips beyond the projected trip generation used in the traffic analysis. 34

18. Pages 56-58, project traffic impact and mitigation measures discussion: 35

    a) See comments #5, 7 and 15d above.

    b) The text should clearly state the project's direct significant impacts and responsibility to mitigate these impacts. Even if other projects/documents state similar mitigation, the project is responsible to implement the improvements in conjunction with project development, and should not defer these responsibilities to other projects. 36

    c) The improvements listed under cumulative mitigation measures should clearly indicate the responsible party and schedule for implementation of the improvements. Pending review of any proposed transportation phasing plan for the improvements, it should be stated that the project is responsible for these improvements if not provided first by other projects, since this project contributes to the cumulative project impacts. 37

    d) Page 57, item 2: The second sentence should read as follows: "This would mitigate the significant impact..." 38

This concludes our comments on the draft EIR. We greatly appreciate the opportunity to provide our input. If you should have any questions regarding the above comments, please contact Jeff Thomas at (619) 446-5320.

Sincerely,

Paul C. Hellman

for Lawrence C. Monserrate, Environmental Review Manager
Planning and Development Review Department

jlt

cc: Ann French Gonsalves, Senior Traffic Engineer, Planning and Development Review
Bing Luu, Associate Traffic Engineer, Planning and Development Review
Paul Hellman, Senior Planner, Planning and Development Review
Tom Romstad, Senior Planner, Planning and Development Review
Ron Smith, City of San Diego Redevelopment Agency
College Area Community Council
City of San Diego Environmental Review and Comment Files

Department of Toxic Substances Control

Edwin F. Lowry, Director
1011 N. Grandview Avenue
Glendale, California 91201

Winston H. Hickox
Agency Secretary
California Environmental
Protection Agency

Gray Davis
Governor

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AND MANAGEMENT

August 11, 2000

Mr. W. Anthony Fulton
Facilities Planning and Management Business and Financial Affair
San Diego State University
5500 Campanile Drive
San Diego, California 92182-1624

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE SAN DIEGO STATE UNIVERSITY CAMPUS MASTER PLAN 2000 (PROJECT), SCH 2000051026

Dear Mr. Fulton:

The Department of Toxic Substances Control (DTSC) has received your Notice of Preparation (NOP) of a draft Environmental Impact Report (EIR) for the above mentioned Project.

Based on the review of the document, the DTSC comments are as follows:

1) The draft EIR needs to identify and determine whether current or historic uses at the Project site have resulted in any release of hazardous wastes/substances at the Project area. **1**

2) The draft EIR needs to identify any known or potentially contaminated site within the proposed Project area. For all identified sites, the draft EIR needs to evaluate whether conditions at the site pose a threat to human health or the environment. **2**

3) The draft EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may require remediation. **3**

4) If during construction of the project, soil contamination is suspected, construction in the area should stop and appropriate Health and Safety procedures should be implemented. If it is determined that contaminated soil exists, the draft EIR should identify how any required investigation and/or remediation will be conducted, and which agency will provide oversight. **4**

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DTSC provides guidance for Preliminary Endangerment Assessment (PEA) preparation and cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP or to meet/discuss this matter further, please contact Bob Krug, Project Manager, at (818) 551-2866 or me at (818) 551-2877.

Sincerely,

Harlan R. Jeche

Harlan R. Jeche
Unit Chief
Southern California Cleanup Operations Branch B

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief
Planning and Environmental Analysis Section
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse

Gray Davis
GOVERNOR

Steve Nissen
ACTING DIRECTOR

October 30, 2000

W. Anthony Fulton
Trustees of the California State University
P.O. Box 3502
Seal Beach, CA 90740-7502

Subject: San Diego State University Campus Master Plan 2000
SCH#: 2000051026

Dear W. Anthony Fulton:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on October 27, 2000, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. 1

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts

Terry Roberts
Senior Planner, State Clearinghouse

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
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Document Details Report
State Clearinghouse Data Base

SCH#	2000051026
Project Title	San Diego State University Campus Master Plan 2000
Lead Agency	California State University Trustees
Type	EIR Draft EIR
Description	The purpose of the project is to improve, enhance and rehabilitate facilities on the SDSU campus, and to create a template of uniform planning for future development within certain areas of the campus. The primary beneficiaries of the project are the students and faculty of San Diego State University. Other beneficiaries include the community surrounding San Diego State University.

Lead Agency Contact

Name	W. Anthony Fulton		
Agency	Trustees of the California State University		
Phone	619 594-5224	*Fax*	
email			
Address	P.O. Box 3502		
City	Seal Beach	*State* CA	*Zip* 90740-7502

Project Location

County	San Diego			
City	San Diego			
Region				
Cross Streets	Campanile Drive and Montezuma Road (San Diego State University Campus)			
Parcel No.				
Township		*Range*	*Section*	*Base*

Proximity to:

Highways	I-8
Airports	
Railways	
Waterways	
Schools	Hardy Elementary School
Land Use	Parking, academic, faculty offices, campus childcare, open area and campus common area uses/CSU Campus Master Plan Project: SDSU

Project Issues Geologic/Seismic; Noise; Traffic/Circulation; Air Quality; Population/Housing Balance; Water Quality; Aesthetic/Visual; Archaeologic-Historic; Drainage/Absorption; Flood Plain/Flooding; Recreation/Parks; Soil Erosion/Compaction/Grading; Wetland/Riparian; Wildlife; Growth Inducing; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 11; Caltrans, Division of Transportation Planning; Department of Health Services; Regional Water Quality Control Board, Region 9; Department of Toxic Substances Control; Native American Heritage Commission; State Lands Commission

Date Received 09/13/2000 *Start of Review* 09/13/2000 *End of Review* 10/27/2000

Note: Blanks in data fields result from insufficient information provided by lead agency.

CERTIFIED COPY

MASTER PLAN 2000 MEETING

Held at San Diego State University

Aztec Center

Casa Real Room

September 28, 2000

7:10 p.m.

by

Larry Piper

REPORTED BY KATIE B. STEWART, RPR, CSR NO. 10598

PETERSON & ASSOCIATES
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MR. PIPER: I'm Larry Piper in the Facilities Planning Office here at SDSU. I've been project manager for the Master Plan 2000.

I don't know if you personally had a chance to see and read the draft document --

SPEAKER: Pretty thick.

MR. PIPER: It is. I do have a couple of copies I'd be happy to share with you. I didn't bring it with me, but we can do that. And primarily we're here to fill you in as much as you'd like to be on what's in the plan. Then take any comments -- any questions you might have at this point.] 1

The formal process is a 45-day review period that started, I believe, the 13th of September and goes to -- I believe we're going to the 30th of October. So within that period, we would like to get written comments and give you my card. If you would like to write or call, please do. And we'll then respond to the comments.

We hope to have all comments completed and get to a final environmental report by November. The process from there, as it goes to our trustees, they'll consider it at their January meeting, and we hope adopt the EIR. That then begins a process where we can start to fund and construct buildings which they've adopted environmental measures for.

So that being said, I'll give you a brief overview of what's in the plan. If you have any

questions, I suppose, just call out as we go along, and I'll be happy to elaborate.

The master plan incorporates 11 different projects or sub project areas within it. And on the diagram we have here, we've shown in green our previous master plan. The latest one we've adopted was the Aztec Walk Master Plan. You see those objects here in green. Several of them are already under construction. You're probably aware of the housing units here as well as parking structure six. Currently under construction is the athletic admin building has also begun work.

The other things you see are either in the planning, design -- actually, parking structure five is completed too. The transit center is a trolley project, the Metropolitan Transit Project. That's in the 95 percent phase right now in planning. They'll actually break ground on the utilities relocation portion of that in about November or December. So that will, essentially be our kick off on the trolley construction. And, as I say, other projects are in design or planned for future budgeting.

One other one I'll mention that's in design is the renovation for the chemistry-geology building. You've probably seen their science lab building is nearing completion. We'll be occupying that building the end of this year. We'll be in service in the spring. That then will allow us to move the existing tenants in the chemistry geology to the science lab,

and we'll start renovating that old chemistry-geology building.

Okay. Then starting what's in the new plan, what's in the master plan 2000 covered by that. If you can read the project names down here. I'll go through them according to the bullets.

The first project we call the faculty office classroom gallery parking structure. Not a very elegant name but explanatory, I guess. And what this would be is a building that replaces what's now the family studies building located here in Aztec circle and Avenue of the Arts.

There is also a child care center currently there. We'll be relocating the child care over to the east campus area. And doing that in advance, the building here as it indicates, would hold faculty offices, classrooms. It would be a garage underneath it, and we're also planning a gallery that would be a new expanded campus art gallery.

SPEAKER: Larry, how many faculty offices will be in that building?] 2

MR. PIPER: The number of faculty offices is the question. Since we haven't totally programmed it yet, I can't tell you exactly. But there is a need for about 150, 200 offices right off the bat. Part of the need is we want to be able to renovate other older buildings, particularly the Storm and Ambassador Halls.

If we make this building large enough, we

can move people from the Storm Hall, for example, into the new building, go back and renovate Storm Hall, then move faculty back in or move other faculty there. It gives us what we call surge space so we have an area to move things around in. So that is part of the plan with this new building is to give us enough room that we can empty out Storm Hall and Ambassador Hall and renovate them as well.

As the campus grows, we found one of our biggest obstacles is to provide enough faculty offices for the expanse of the faculty. And the gallery I mentioned.

The second note here is called the communication addition. What we've got really is we're looking at three separate possible structures that could be built. You'll see them here, here, and here. They're all generally in what we call the four-campus area. We likely would not build more than one of those, possibly two. But their function is similar to with the faculty office building, to provide some surge space so that we can then empty out the communication building, renovate it, then move things back in.

So those are all buildings that are, again, within the campus core area. That means they're very sensitive to the design of that goal, the older campus quad area in terms of what's proposed there. Kind of thinking of it as an infill project.

The third is an addition to the life

sciences building called North Life Sciences. It would occupy where we now have the trailer complex that holds our deans. The deans are going to be moving into the renovated chemistry geology. So that would be a five-story addition that would tack onto the side of the building and would allow us to add more laboratory space that's needed.

The fourth is called science research building, and that's kind of a catchall name for, again, needing more laboratory space. It would replace some older buildings here in the industrial technology area of the campus and would provide essentially generic type laboratories for whatever needs are at the time.

The fifth item noted is called Central Park. And we all know the park. What this would do is allow us to take out of service, decommission the old education building. If you're familiar with that building, it's a one-story building that's not very modern nor very architecturally significant.

As such, it has reached the end of its useful life. We think a higher and better use for that area would be to create more green space in the campus corridor. So that's what's proposed there to essentially demolish the building and make that area into green park space.

The sixth item is east campus development zone. Now, with this, I'll stop for a moment and talk

about the difference between project level and program level proposals. A project level project is something where we have a fairly good idea of what it is that's going to go into it. And the site and the size and all of that. So it can define it well enough in terms of -- we can assess the number of its possible impacts right at the time. Things that, at a program level, are more generic, are more general.

What we're seeing for in the next item here is that within this locus of this area here, within that parking lot D area, we anticipate that there is going to be a need for a number of different possible types of development. Essentially classrooms, offices, probably some more parking to replace the parking that's there.

We don't know enough about it at this point to say beyond the fact of what the concept is, is to move a group of facilities, could be a college, could be something like the whole College of education, moving down there. Or psychology. What we want to do is group together a number of like uses that are currently spread around in a number of different buildings and have offices that are not contiguous.

So what's proposed there is a programmatic area. By saying that we mean, we know generally what the maximum size would be and generally how many people we could fit on there. We don't know specifically which building or which use we're going to have for it

yet. That's something we'll define as we go down the road.

With programmatic areas like that one, you have a better idea what it is. Then you often amend the master plan to come up with additional changes. We kind of look at that in terms of broad brush or wide scope of impacts, and we covered it as such in the environmental report.

The same can be said for area number 7 which we call the east campus development zone south. There again we're sort of saying there's the generic area, you might want to move the entire business college there or one of the other uses that I mentioned. And create a whole little sub campus right there for those specific uses.

Item eight I've mentioned is the campus children center. We've actually looked at several areas within this E line to G line area. If you look in the report, you'll see that. Somewhere in that general facility we'll be locating the campus child care center.

What we intend to do there is take the existing student child care and the faculty staff child care that's currently out on Montezuma's school and combine them into one new facility and make that a nice child care facility.

Item number nine is the performing arts. And what that would be is in addition to I think it was

our arts campus here, our dramatic and musical arts are across from it. This would be a performance stage primarily for educational purposes. So for student theater, experimental theater, that type of thing.

Number ten is the international student center addition. You may know our existing international student center in lot V. This will provide more office space, conference space tacked on to the same building.

Finally, number eleven is a physical plant corporation yard down in parking lot X. What that would do is consolidate a number of our physical plant facilities, our storage, corporate yard, parking for vehicles, that kind of thing in one complex in that area. All of these have the potential for impacts to things such as parking. And what we've said is that where they are in parking lots existing, there's a high likelihood we'd include some additional parking in that design as well to partially compensate for what's lost.

There is a new parking structure, as I mentioned, included in the design of the faculty classroom building as well.

The context of the master plan is that it would develop the campus within its existing 25,000 FTE cap. And by that, we're saying that the campus has been planned for, anticipated terms of regional growth and general plans and so forth as a 25,000 FTE on campus. These designs would bring us up to but not

beyond that growth level.

And, well, maybe that's enough for now. Any specific questions?

SPEAKER: What is the population of new students? 3

MR. PIPER: Population now, census hasn't been completed yet, but we think it's in the 31,000 range for the fall semester. It's always down some in the spring, and, of course, we are looking at increasing our summer occupancy, our summer course listings as a way of balancing out so we don't just keep getting larger and larger fall semesters. Also helps kids to graduate earlier to have more of those classes offered. That's the intent to expand summer school, and I think we'll be in that -- roughly in that 30 -- between 30- and 35,000 in the foreseeable future.

SPEAKER: We keep hearing about sort of a village concept where you're going to move the fraternities and sororities to a certain area. When is that going to happen? 4

MR. PIPER: That's really outside of the campus master plan. What we're talking about is really in terms of redevelopment design. While it's not necessarily pertinent to this, I'll go through it a little bit so you understand. The first phase of that is a fraternity row that's well in design now. And what that would do is capture eight fraternities that would move into that complex. Each of the fraternities

would have their own chapter house, a separate chapter house. Then the central core area would be an apartment type living.

So that, I believe, should be breaking ground.

SPEAKER: January of next year?] 5

MR. PIPER: Probably about a year in construction, 18 months total occupancy, something like that. Really very nice design. We've never had fraternity row per se. It will be something unique for SDSU and quite an enhancement to that whole concept really. Nicely designed.

And that's sort of a phase one idea. The expectation is once that's proven to be popular, it will be a demand for more of that within the redevelopment area.

Other things currently in design in the redevelopment would be the commercial mixed use area south of the campus, Montezuma and Hardy, Linda Paseo, Campanillo. The religious village I guess you'd call it is also pretty well-designed. That would be along the Linda Paseo and Campanillo area as well as the elder hostel which is a 300-bed elder hostel at the corner of Montezuma and Campanillo.

All of those things are in various stages of design and development and are really going to change the whole nature and character of that area.

You've probably seen the Muller property is

also in its second phase. There is a third phase yet to fulfill.

SPEAKER: How many acres will the central park be? 6

MR. PIPER: Did we figure that out in acres, Tom, do you know?

MR. DEAK: I don't think so.

MR. PIPER: I could do a kind of a thumbnail guess. Well, it's at least one acre anyways.

SPEAKER: Or square feet.

MR. PIPER: It's about -- it's about 120 by maybe 200. So to give you an idea. So, yeah, it's about an acre.

MR. DEAK: 3,000 square feet.

SPEAKER: How does that compare to the area around Scripps College? 7

MR. PIPER: It does compare pretty favorably. Here you can see Scripps College, and if you were to take the existing park area plus the building, it's maybe not quite as large but probably about 3/4 of that size, so a pretty decent size area. It will flow into the Campanillo area and really open that whole area and tie together.

SPEAKER: The bottom line is we are losing a lot of the green area or is it better management design so we're not losing as much? 8

MR. PIPER: We're not losing as much.

SPEAKER: It appears there's a lot of 9

buildings.

MR. PIPER: Sure, it is a densification. There is no way to deny that. A good deal of it is in areas that are existing lots, existing parking. Certainly the D lot area, the F lot, the E lot, the X lot are examples.

And what we could anticipate there is really a greening of that whole area. Yes, the buildings would take up a sizable footprint, but there would be significant landscape that would accompany them. If there is parking, it more than likely would be underneath the buildings similar to our student services building. So I think we would see probably a net increase in landscape and greenery.

There is some dislocation. The performing arts would occupy an area that is now partially tennis courts but also a little bit of green area. So there will be some pluses and some minuses. I think this is a good example of liberating a key core area, and what we're looking for is really master planning the landscape area so we make really efficient uses of those smaller quads and courtyards that we have.

I think we've done a pretty good job so far, and we want to do more of that type of thing. You'll see more with the science building. We're sort of beautifying that area so there will be a nice courtyard area.

SPEAKER: Basically you're going higher with

the buildings?

MR. PIPER: Most of them. Which is to say, yeah, we're not going to have long, low one-story buildings. We're going to have probably in the order of two-, three-, four-story buildings. Not super high but make good use of the land area. So it won't just be occupying the whole site. 10

SPEAKER: The number nine structure, will that take care of all the tennis courts? Will they be -- 11

MR. PIPER: Well, to back up a little on that, prior to the performing arts center being built on a section of the tennis courts, we'd be building the previously proposed tennis complex on the far west that would become the center for all the tennis activities. And so once that's in place, we then have this area essentially free to develop.

And that's something else I'll mention. We take out the other tennis courts, and that will be additional green space in there too, that tennis area. So there is an attempt to recapture as much green space as we can.

SPEAKER: And the trolley will move where? 12

MR. PIPER: How does the trolley work? Good question. As you know, right now it comes through the stadium. From the stadium area, it would follow across interstate 8 and come along the south edge. Where it reaches the campus, it will be elevated across a

bridge, across lot X, reaches a portal, starts to tunnel under the campus and comes down underneath here, actually underneath the performing arts building and under the play field.

The station itself would be roughly from where the Adams Manor Building is over to the Aztec Center. That would encompass the station area. The trolley itself would continue underground, underneath College, underneath lots G and F, and come out the east portal being on the lower side of E lot.

It would follow along behind structure one, and then assume another elevated structure over C lot and D lot and on down crossing Alvarado and following along the north side between the highway and Alvarado Road. The next station being down at Reservoir by the hospital.

SPEAKER: First part was good, last part wasn't. Then it goes to East County? **13**

MR. PIPER: Grossmont, yes.

SPEAKER: Are you going to knock out DZ Aikens? **14**

MR. PIPER: No, no. I wouldn't be doing it anyway, but that was part of the criteria. MTB learned you don't touch DZ.

SPEAKER: It's underground until where? **15**

MR. PIPER: You know how the parking lots are over here, they kind of terrace down. Where they reach the lowest level, that's right where they break

out. So it would come out just a little before it goes behind the parking structure. Then it would be down behind the structure and around.

This road East Campus Drive would actually get realigned in that area too.

SPEAKER: So there won't be any major -- you won't have to cross trolley tracks anywhere on College? **16**

MR. PIPER: Absolutely. There's no grade crossings at all on this whole section from Stadium all the way to Grossmont.

SPEAKER: Oh, really?

MR. PIPER: Uh-huh, yeah.

SPEAKER: There are some areas in Santee where you're stopped for the trolley, then you hookup again, stop again for the trolley. Then the trolley goes over, then you drive along Kwiamaka, then you stop again for the trolley. It comes across the road twice. **17**

MR. PIPER: I think they've learned their lesson, that's not the best way to design it. They've made great efforts to avoid any crossings, nor would there be any pedestrian crossings. I think it's a pretty good design. It's going to be an impact building under the campus. There is no way around it. On the plus side, there would be no interference.

SPEAKER: When is that scheduled to be completed? **18**

MR. PIPER: The heavy duty construction of the tunneling will start next summer. Prior to that,

they would have to move all utilities that would be in the way out of the way. That work would start this fall, more likely December.

Okay, anything else I can illuminate? When you combine the redevelopment and campus development, this whole area is going to be under significant amount of construction. But a significant amount of improvement too, I think.

SPEAKER: I was disappointed to see this huge building going up on 55th. I think it's 55th and Montezuma. And turn it into a parking lot now. I understand there's a track on the top. **19**

MR. PIPER: Yes, track and field. You should take a look at that. It's really well-designed. It's worked very well for us. We've made good use of the space, I think. There, again, we haven't really got the landscaping up around it, but when that happens, it will be a little more attractive.

SPEAKER: Across from that on Montezuma? **20**

MR. PIPER: The buildings that are going in? That's the Muller property where they're developing additional apartments.

SPEAKER: Apartments for faculty, students, mixed? **21**

MR. PIPER: Well, it's not controlled by anybody. Primarily students are using them, but it's not targeted. It's not limited in any way.

SPEAKER: It's a private development. **22**

But is all the land owned by the state? Is most of this land here owned by the state? Are you saying that part there is private? 22

MR. PIPER: That is private ownership. That whole Montezuma is private. Where it won't be is where we do the elder hostel. It's all a redevelopment area, but it's a private area being developed to redevelopment standards. Everything else you see, this is all state.

SPEAKER: Would you say, Larry, that the foundation and SDSU own property less together than 50 percent of the area? 23

MR. PIPER: In the redevelopment area? I don't know the percentages.

SPEAKER: A lot of private ownership in that area. That's a surprise to me. I just assumed the state was taking over properties as they needed them. 24

MR. PIPER: We're really pretty limited in terms of buying additional property. I think the other way to look at it is through the redevelopment which is really sort of the development arm, if you will, of the university through its foundation. A lot of the goals are being carried out.

The campus itself hasn't purchased any property in quite a while since structure two was built really. So while I wouldn't rule it out, it's not in the immediate picture, and we're not master planning any at this point.

(Whereupon the meeting adjourned at 8:00 p.m.)

* * *

I, KATIE B. STEWART, Certified Shorthand Reporter For the State of California, do hereby certify:

That the witness in the foregoing deposition was by me first duly sworn to testify to the truth, the whole truth and nothing but the truth in the foregoing cause; that the deposition was taken by me in machine shorthand and later transcribed into typewriting, under my direction, and that the foregoing contains a true record of the testimony of the witness.

Date: This 16th day of November, 2000, at San Diego, California.



KATIE B. STEWART
C.S.R. NO. 10598

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Response 1

Proposed project components PJT-4, International Student Center Addition, PGM-4, Physical Plant, and PGM-1N, Academic/Research Building A, are planned for a location within existing parking areas: Lots V, X and D, respectively. Although the redevelopment of these project component sites would be limited to a change in the type of existing urban land use, the sites are located adjacent to, or in proximity to, existing MHPA areas and analysis of the consistency of the changes to the City's MSCP Subarea Plan is appropriate. In order to reduce the potential for indirect impacts to existing MHPA lands, the following measures shall be implemented during construction and thereafter as necessary. The following summary presents a discussion of the Land Use Adjacency Guidelines outlined in the City of San Diego Subarea Plan, and each guideline discussion is followed by a consistency finding, which includes proposed measures intended to achieve compliance with the City's MSCP Subarea Plan.

(i) Subarea Plan Land Use Adjacency Guideline: Drainage

All new and proposed parking lots and developed areas in and adjacent to the preserve must not drain directly into the MHPA. All developed and paved areas must prevent the release of toxins, chemicals, petroleum products, exotic plant materials, and other elements that might degrade or harm the natural environment or ecosystem processes within the MHPA. This can be accomplished using a variety of methods including natural detention basins, grass swales or mechanical trapping devices. These systems should be maintained approximately once a year, or as often as needed, to ensure proper functioning. Maintenance should include dredging out sediments if needed, removing exotic plant materials, and adding chemical-neutralizing compounds (*e.g.*, clay compounds) when necessary and appropriate.

Consistency Finding

Due to the developed nature of these sites, drainage from each site during both construction and operation would be directed to existing City of San Diego storm drain systems and there would be no change from existing conditions. If construction activities involve storing large amounts of soil above ground during severe storm events, additional measures such as gravel bagging or silt fencing will be applied in order to prevent runoff into MHPA lands.

(ii) **Subarea Plan Land Use Agency Guideline: Toxics**

Land uses, such as recreation and agriculture, that use chemicals or generate by-products such as manure, that are potentially toxic or impactive to wildlife, sensitive species, habitat, or water quality need to incorporate measures to reduce impacts caused by the application and/or drainage of such materials into the MHPA. Non-invasive grasses or wetland-type native vegetation can be used to filter out toxic materials. Regular maintenance should be provided. Where applicable, this requirement should be incorporated into leases on publicly-owned property as leases come up for renewal.

Consistency Finding

Although not directly adjacent to an MHPA area, construction of proposed project component PJT-5, Central Park, would involve the implementation of a passive recreational field. This landscape feature, as well as other project component's landscape elements, may be treated with chemicals or fertilizers. Run-off anticipated to occur from the development of each project component, as well as any associated chemical loads, would be directed to existing City of San Diego storm drain facilities and there would be no change from the existing condition.

The proposed project would involve the use of chemicals in certain areas due to the research nature of several project components. However, the disposal of these chemicals will continue to occur in accordance with OSHA and other hazardous material standards. Such chemical usage would occur indoors and there is considered to be no potential for release of chemicals into MHPA lands as a result of such activities.

(iii) **Subarea Plan Land Use Agency Guideline: 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.

Consistency Finding

Proposed project component PJT-4, International Student Center Addition, is planned for location along the eastern edge of Parking Lot V, which is immediately adjacent to an existing MHPA area. It is anticipated that, due to the orientation of the existing International

Student Center Building, all lighting required for this facility would be located along the north and west edges as these areas would consist of the entrance and/or be located adjacent to parking areas (MHPA is located to the east). The exterior lighting proposed for the building will be of a low wattage model and will incorporate shields which direct the light both downward and westward away from sensitive resources in the MHPA.

Proposed project component PGM-4, Physical Plant, is planned for location within Lot X, located east of an existing MHPA area. This existing parking lot is separated from the MHPA by Canyon Crest Drive as well as a grove of ornamental evergreen trees. Incorporation of a new structure within this area would also involve the use of exterior safety lighting. Similar to lighting proposed for the International Student Center Addition, a low wattage fixture coupled by a shielding device will reduce lighting impacts to adjacent MHPA areas. Further, the existing evergreen trees located between Lot X and Canyon Crest Drive will not be altered as a result of the proposed project component.

Similar to the two examples listed above, PGM-1N, Academic/Research Building A, would incorporate low wattage safety lights which would be shielded downward and north, away from nearby MHPA areas (located to the south).

(iv) **Subarea Plan Land Use Agency Guideline: Noise**

Uses in or adjacent to the MHPA should be designed to minimize noise impacts. Berms or walls should be constructed adjacent to commercial areas, recreational areas, and any other use that may introduce noises that could impact or interfere with wildlife utilization of the MHPA. Excessively noisy uses or activities adjacent to breeding areas must incorporate noise reduction measures and be curtailed during the breeding season of sensitive species. Adequate noise reduction measures should also be incorporated for the remainder of the year.

Consistency Finding

The replacement of an existing parking lot with a campus classroom or extended studies facility (PJT-4, International Student Center Addition and PGM-1N, Academic/Research Building A), would not constitute a significant change in existing noise levels. In effect, it may reduce the amount of noise produced within a focused area. Therefore, it is not anticipated that the MHPA would be subject to an increase in noise levels. Placement of the Physical Plant within Lot X would involve the introduction of a building in place of the

existing parking lot. Operations of the physical plant would include administrative offices and materials storage, which could possibly be more noise generating than the existing parking lot. However, due to the distance to the nearest MHPA area (approximately 100 feet), coupled with the presence of existing vegetation along Canyon Crest Drive, it is assumed that noise associated with the construction and operation of the Physical Plant would be minimized in its effect on adjacent MHPA areas.

As stated in Section 3.3.5 of the Draft EIR, Recommended Avoidance Measures for Biological Resources, a qualified biologist will be retained to monitor construction activities to ensure that impacts to sensitive species are avoided. This paragraph further states that "if construction is conducted in the late winter to summer (between mid-February and mid-August), a breeding bird survey should be conducted in the native habitat areas prior to construction to ensure that any state or federally-listed bird species is not within the vicinity. If a listed bird species is found within 500 feet of the construction area, construction activities should be deferred until the end of the breeding season in mid-August to September." *See*, Draft EIR, p. 3.3-11. It is assumed that this mitigation measure would be consistent with the noise adjacency requirements (*i.e.*, to avoid construction during breeding season if a species is detected) set forth in the City's MSCP Subarea Plan.

(v) **Subarea Plan Land Use Adjacency Guideline: Barriers**

New development adjacent to the MHPA may be required to provide barriers (*e.g.*, non-invasive vegetation, rocks/boulders, fences, walls, and/or signage) along the MHPA boundaries to direct public access to appropriate locations and reduce domestic animal predation.

Consistency Finding

The redevelopment of existing parking areas into campus classroom/extended studies buildings and physical operations facilities would not constitute the introduction of "new" development adjacent to the MHPA. It is unlikely that existing parking lot land uses promulgate human/domestic animal encroachment; therefore, it is not assumed that redevelopment into other campus facilities would constitute a new land use and potential intrusion into the MHPA.

(vi) Subarea Plan Land Use Adjacency Guideline: Invasives

No invasive non-native plant species shall be introduced into areas adjacent to the MHPA.

Consistency Finding

No portion of proposed project components PJT-4, PGM-1N or PGM-4 would involve the planting of non-native vegetation adjacent to, or within close proximity to, existing MHPA areas.

(vii) Subarea Land Use Adjacency Guideline: Brush Management

New residential development located adjacent to and topographically above the MHPA (*e.g.*, along canyon edges) must be set back from slope edges to incorporate Zone 1 brush management areas on the development pad and outside of the MHPA. Zones 2 and 3 will be combined into one zone (Zone 2) and may be located in the MHPA upon granting of an easement to the City (or other acceptable agency) except where narrow wildlife corridors require it to be located outside of the MHPA. Zone 2 will be increased by 30 feet, except in areas with a low fire hazard severity rating where no Zone 2 would be required. Brush management zones will not be greater in size that is currently required by the City's regulations. The amount of woody vegetation clearing shall not exceed 50% of the vegetation existing when the initial clearing is done. Vegetation clearing shall be done consistent with City standards and shall avoid/minimize impacts to covered species to the maximum extent possible. For all new development, regardless of the ownership, the brush management in the Zone 2 area will be the responsibility of a homeowners association or other private party.

Consistency Finding

Although none of the proposed project components would constitute new development, PJT-4 may be subject to brush management considerations due to its location along a ridge line. During final project siting, fire zone considerations in relationship to the adjacent MHPA would be considered. If fire suppression is determined to be necessary, conformance to MHPA brush management guidelines would occur. PGM-1N and PGM-4 would not be subject to brush management considerations as they will be largely surrounded by existing buildings or paved areas; these facilities are not likely to be sited immediately adjacent to a MHPA area.

Response 2

Please see **Response 1**, above. Potential impacts to the California gnatcatcher or least Bell's vireo have been considered in Section 3.3.5 of the Draft EIR, Recommended Avoidance Measures. This section of the Biological Resources Section states that a "qualified biologist should be retained to monitor construction activities to ensure that impacts are avoided. If construction is conducted in the late winter to summer (between mid-February and mid-August), a breeding bird survey should be conducted in the native habitat areas prior to construction to ensure that any state-of-federally-listed endangered species are not in the vicinity (*i.e.*, least Bell's vireo and California gnatcatcher). If a listed bird species is found within 500 feet of the construction area, construction activities should be deferred until the end of the breeding season in mid-August to September." *See*, Draft EIR, p. 3.3-11. This mitigation measure would eliminate the potential for indirect impacts to these sensitive species.

Response 3

This comment is noted. The City's suggestion of a more flexible mitigation measure for potential impacts to state or federally listed endangered or threatened species will be part of the record and made available to the decisionmakers prior to a final decision on the proposed project.

Response 4

Please see **Responses 1** and **2**, above. As stated in **Response 2**, Section 3.3.5 of the Draft EIR, Recommended Avoidance Measures, outlines mitigation measures necessary to reduce levels of significance for indirect effects to federally listed threatened or endangered species. *See*, Draft EIR, p. 3.3-11. As outlined in Section 3.2.7 of the Draft EIR, Recommended Mitigation Measures, indirect impacts to water quality would be mitigated through the use of the design of "surface drainage [being] directed away from structures at a minimum slope of 2 percent to the nearest collection points or paved surfaces." *See*, Draft EIR, p. 3.2-18. This measure further states that "all drainage should be directly discharged into collector pipes whenever possible without discharging into landscaped areas." *Id.* As stated previously, post construction run-off will be directed toward City storm drains. Operation of each new facility will comply with disposal practices for hazardous chemicals necessary for operation. A substantial change in the quality of run-off is not anticipated to occur as the proposed land use changes, with the exception of PJT-5, Central Park, will retain urban/developed characteristics.

Response 5

Please see **Response 1**, above, for MHPA Land Use Adjacency Consistency Findings pertinent to run-off water quality issues. As stated in **Response 1**, construction and operational run-off will flow into the existing City storm drain system. Excess water will not be directed to the MHPA preserve areas.

Response 6

Please see **Response 1**, above, for MHPA Land Use Adjacency Guidelines consistency findings pertinent to post-construction runoff considerations.

Response 7

This comment is noted. The comment will be part of the record and made available to the decision makers prior to a final decision on the proposed project. No further response is required because the comment does not raise an environmental issue.

Response 8

This comment is noted. As shown in Table R-8, below, the campus FTES figure in the year 2005 is projected to minimally exceed 25,000. Based on recent FTES projections received from the SDSU Office of Institutional Research, SDSU is expected to have 25,046 FTES in the year 2005. Based on a 5-year FTES projection, which is subject to adjustment over the years, the University considers a projected exceedence of 46 to be acceptable. Regardless, however, the exceedence does not affect the significance determinations contained in the Draft EIR's traffic impacts discussion. The traffic impacts discussion contained in the Draft EIR assumes an FTES increase of 8.5 percent. The recent figures indicate that SDSU's current FTES (2000) is 23,545. Based on these figures, therefore, SDSU's FTES will actually increase by only 6.4 percent (*i.e.*, 23,545 + 1,501 [6.4% of 23,545] = 2,5046). Consequently, by assuming an FTES increase of 8.5 percent, the Draft EIR's traffic impacts discussion has *overstated* the project's traffic impacts by more than 2 percent.

Table R-8
Projected FTES Figures

Year	2000 Total Calculated	2001 Planning Estimate	2002 Planning Estimate	2003 Planning Estimate	2004 Planning Estimate	2005 Planning Estimate
On Site AY FTES	23,545	23,658	23,949	24,279	24,660	25,046

Source: SDSU Office of Institutional Research

Response 9

The comment incorrectly assumes that the EIR traffic analysis relied upon an ADT-per-student figure of 2.15. In fact, the calculations contained in the traffic analysis result in an ADT-per-student figure of 3.05, as stated in the comment. The Draft EIR states that the 2.15 ADT figure was found in SANDAG publications, but was determined to be *unusable* because it was created in 1970 based on universities with considerably smaller student populations than SDSU. Draft EIR, p. 3.5-7. The Draft EIR provides the 2.15 ADT figure for informational purposes only. Rather than relying on a SANDAG formula to determine SDSU's existing daily trip generation, the University's traffic consultant conducted actual traffic counts in the project area, thus removing the need for an ADT-per-student "conversion" ratio. *See*, Draft EIR, p. 3.5-8.

Response 10

As discussed in **Response 9**, above, the Draft EIR did not rely on an ADT-per-student "conversion" ratio to determine SDSU's existing daily traffic generation. Rather, the University's traffic consultant conducted actual traffic counts. The ADT-per-student conversion approach, which is based solely on student population, may not account for trips attributable to staff, faculty or visitors; however, actual traffic counts do account for *all* campus-related ADT in the project area, including staff, faculty and visitor trips.

Response 11

The comment is correct. However, the application of a 10 percent a.m. peak hour figure to the project's 1,500 ADT trip generation figure would only increase the project's a.m. peak hour trips by

45 ADT (*i.e.*, 150 - 105 = 45). *See*, Draft EIR, p.3.5-13. The distribution of these additional trips throughout the project area results in 15 additional trips at the Montezuma Road/College Avenue intersection, 12 additional trips at the Montezuma Road/55th Street intersection and 22 additional trips at the I-8/College Avenue interchange. *See*, Draft EIR, p.3.5-14. These additional trips are within day-to-day traffic fluctuations and, therefore, the change in a.m. peak hour percentage from 8 percent to 10 percent does not warrant any further re-analysis.

Response 12

The University disagrees with the commentator with regard to the legal requirements for mitigating a project's potential significant impacts. Under CEQA, the requirement to mitigate significant impacts is not absolute. CEQA only requires that a lead agency implement *feasible* mitigation. (*See*, CEQA Guidelines §15091; *and see*, *Concerned Citizens of South Central Los Angeles v. Los Angeles Unified School Dist.* (1994) 24 Cal.App.4th 826, 841.) Under CEQA, feasibility includes *legal* feasibility. (*See*, CEQA Guidelines §15364; *and see*, *Concerned Citizens, supra*, 24 Cal.App.4th at 841-842.) Therefore, even if mitigation measures exist that would reduce a project's impacts to below a level of significance, if the measures are legally infeasible, the lead agency is under no duty to require or implement them. With regard to the Campus Master Plan 2000, it is legally infeasible for SDSU to require or implement the mitigation requested in this comment.

As discussed in the Draft EIR, the authority of the Board of Trustees of the California State University ("CSU") to commit funds for off-site improvements to local streets and roadways which arise from development of a CSU campus is limited by law. *See*, Draft EIR, pp. 2.0-33-35. In mitigating significant environmental effects, public agencies may exercise only those express or implied powers provided by law other than CEQA. (*See, e.g.*, Public Resources Code §21004; CEQA Guidelines §15040(b); *Concerned Citizens, supra,* 24 Cal.App.4th at 842; and *Kenneth Mebane Ranches v. Superior Court* (1992) 10 Cal.App.4th 276, 291.) Because CSU has no powers, independent of CEQA, which permit it to require mitigation of significant traffic impacts which occur outside of its jurisdiction (*i.e.*, off-campus), it is not legally feasible for CSU to provide the "offsite" mitigation requested in this comment (*i.e.*, the installation of a traffic signal at the intersection of College Avenue and "Z" Street). For a more detailed discussion of CSU mitigation limitations, please see the Draft EIR, pages 2.0-33 through 2.0-35.

In addition, as discussed in the Draft EIR, CEQA recognizes the differentiation of responsibility and authority among various public agencies. (*See, e.g., Goleta Union School District v. Regents of University of California* (1995) 37 Cal.App.4th 1025.) Consistent with CEQA Guidelines, the CSU may approve campus projects even with significant environmental effects in circumstances where applicable mitigation measures are "within the responsibility and jurisdiction of another public agency and have been, or should be, adopted by that other agency." (Pub.Res.Code §21081(a)(2); CEQA Guidelines §15091(a)(2).) The Board of Trustees for CSU, as lead agency, must adopt "Overriding Considerations" where project benefits outweigh significant impacts that remain unmitigated due to project implementation. (CEQA Guidelines §15093.) The CSU cannot guarantee implementation of mitigation measures that are under the jurisdiction and responsibility of another agency, but may address them with "Overriding Considerations" supported by substantial evidence in the record of a project approval. *See*, Draft EIR, p.2.0-35.

Response 13

The project is only projected to add 6 a.m. peak hour trips to westbound I-8 and 13 p.m. peak hour trips to eastbound I-8. *See,* Draft EIR, Figure 3.5-7. The standards issued by Caltrans identify a threshold increase of 20 peak hour trips for a ramp meter analysis; therefore, the project-related traffic contributions to the I-8 ramps do not warrant a ramp meter analysis.

Response 14

It is assumed that, by requesting a "complete buildout (year 2020) analysis," the commentator is requesting that the proposed project's traffic impacts be compared to traffic conditions and infrastructure for the project area in the year 2020. However, this analysis is not required by CEQA. Under CEQA, an EIR is required to determine whether a project's environmental impacts are significant as compared to the *existing* environmental setting in the project area. *See*, CEQA Guidelines, §§15125, 15126.2. The Draft EIR fulfills this requirement. *See*, Draft EIR, pp. 3.5-29-32. Regardless, however, the Draft EIR provides an analysis of 2020 traffic conditions in the project area. *See*, Draft EIR, Table 3.5-8, pp. 3.5-32, 3.5-34.

Response 15

The intersection referenced in the comment is Cox Arena Way, which provides access to 14 handicap parking spaces. Cox Arena Way is referenced in the text description of 55th Street and impact analysis is provided on all relevant diagrams. *See*, Draft EIR, pp. 3.5-3, Figures 3.5-1, 3.5-2, 3.5-3, 3.5-7,3.5-8, 3.5-9, 3.5-10, 3.5-11, 3.5-12, 3.5-13, 3.5-14, and Table 3.5-6. The Draft EIR indicates that the 55th Street/Cox Arena Way intersection will not be significantly impacted by project-related traffic. *See*, Draft EIR, Table 3.5-6.

Response 16

The commentator refers to the "Existing Conditions Diagram" in the proposed project's Traffic Analysis. Due to the opening of Parking Structure 5, the lane configuration of the 55th Street/Hardy Avenue intersection has been altered since the preparation of the Draft EIR and related traffic analysis. However, CEQA requires that the significance of a project's impacts be determined as compared to existing conditions in the project area, meaning "the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published[.]" CEQA Guidelines, §15125. The Notice of Preparation/Initial Study for the Campus Master Plan 2000 Draft EIR was published in May 2000. *See*, Draft EIR, Appendix I. In May 2000, Parking Structure 5 was still under construction and was not operational. Therefore, the lane configuration for the 55th Street/Hardy Avenue intersection provided in the "Existing Conditions Diagram" is adequate.

Response 17

The 78,382 ADT figure referenced in the comment was the result of a gross traffic count which included overlapping count locations (*e.g.*, Canyon Crest Drive and East Campus Drive). The location of the count stations and average traffic counts are shown on Figure 3.5-4 of the Draft EIR. An adjustment of the traffic count to account for the overlapping counts resulted in an existing SDSU daily trip generation figure of 72,000 ADT.

Response 18

The 8.5 percent increase in FTES was based on a projected FTES increase from 23,679 (2000/2001) to 25,680 (2005/2006). *See*, Draft EIR, Appendix I, Traffic Analysis, Appendix B. As discussed in

Response 8, above, recent projections indicate a 6.4 percent increase from 23,545 (2000) to 25,046 (2005). Therefore, the use of an 8.5 percent FTES increase resulted in a more conservative traffic impacts analysis.

Response 19

CEQA permits an EIR to incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public, without including the actual document. *See*, CEQA Guidelines §15150(a). In analyzing the proposed project's potential traffic impacts, the Draft EIR incorporates by reference the Final EIR/EIS for the Metropolitan Transit Development Board ("MTDB") Mission Valley East Light Rail project ("Trolley line"). Draft EIR, pp. 2.0-12, 3.5-10. The MTDB Trolley line Final EIR/EIS is available for public review at SDSU, Office of Facilities Planning and Management, Administration Building, Room 130. In its discussion of the proposed project's traffic generation, the Draft EIR states that the 2015 daily trolley-boarding figures are taken from Table 3-13 of the MTDB Trolley line Final EIR/EIS. *See,* Draft EIR, p. 3.5-10. The Draft EIR also states that the percentage of the trolley boardings with an SDSU destination were taken from Chapter 3 of the MTDB Trolley line Final EIR/EIS. *Id.* Finally, the traffic analysis for the Draft EIR indicates that the 2005 percentage of the projected 2015 trolley boarding figures was based on interviews with MTDB staff (Kathy Donnelly and Toni Bates). *See*, Draft EIR, Appendix 3.5, Traffic Analysis, p.19. The Draft EIR incorporates specific portions of the MTDB Trolley line EIR/EIS by reference and that document is available for public review. CEQA does not require any further analysis.

Response 20

The University believes that a sample of 150 vehicles is adequate to determine the vehicle occupancy ratio for vehicles in the SDSU area. The commentator presents no basis for a contrary assumption. In addition, the comment incorrectly assumes that the 1.2 vehicle occupancy ratio was applied to the entire campus. The 1.2 ratio was only utilized to estimate the effect of the Trolley line on the proposed project's traffic impacts.

Response 21

Table R-21, below, sets forth the individual parking lots included within each parking area called out in Figure 3.5-6 of the Draft EIR (Figure 10 of the Traffic Analysis). Furthermore, the Draft EIR provides a complete analysis of the proposed project's potential parking impacts. *See*, Draft EIR, pp. 3.5-36-49. The number of parking spaces assigned to each campus parking area, and the percentage of total campus parking spaces contained in each parking area, can be derived from the data provided in Table 3.5-9 of the parking impacts discussion. *See*, Draft EIR, p.3.5-37.

TABLE R-21
SDSU PARKING LOT SUMMARY

Parking "Area"	Parking Lots Within That Area
1	R, S, T, U
2	X, Y, W, V, M. PS4, L
3	N, PS5, PS2, K, J
4	A
5	C, D
6	PS1, F
7	G, H, I, P, Q
8	E, PS3

NOTE: PS1=Parking Structure 1
Parking Lot letter per SDSU Campus Map

Response 22

Please see **Response 11,** above.

Response 23

As noted in the text of the Draft EIR and the traffic analysis, the figure referenced in the comment (Figure 3.5-5 in Draft EIR; Figure 9 in the Traffic Analysis) is intended to indicate *regional* distribution of project traffic. *See*, Draft EIR, p. 3.5-11; Traffic Analysis p.20. Because the "other streets" referenced in the comment do not provide regional access to the project area, the figure does not provide distribution percentages for those streets. In addition, the Draft EIR provides sufficient analysis of the proposed project's traffic impacts on those streets. *See, e.g.*, Draft EIR, Figure 3.5-7.

Response 24

The streets referenced in the comment do not serve any student parking lots. Given the fact that the campus staff/faculty parking lots served by these streets are already filled to capacity on a daily basis and will not be expanded under the proposed project, those lots are expected to serve such a small amount of project-generated traffic that no parking distribution percentage was provided.

Response 25

The Aztec Walk Campus Master Plan ("Aztec Walk") was approved, and the Final EIR for the project was certified, in January 1999. The time period within which to challenge approval of the Aztec Walk project, or the adequacy of the information contained in the Aztec Walk Final EIR, has passed. The Aztec Walk Final EIR is the most complete and dependable source of information regarding that project's environmental impacts, including traffic impacts, and the University is entitled to rely on that information. So long as the Aztec Walk traffic assignment and distribution figures set forth in the Campus Master Plan 2000 Draft EIR are consistent with those set forth in the Aztec Walk Final EIR, those figures need not be revised.

Response 26

Please see **Response 19**, above, regarding incorporation of another EIR by reference. The Draft EIR for the proposed project incorporates by reference the College Community Redevelopment Project ("CCRP") Final EIR (SCH# 92091036) and that Final EIR is available for public review at SDSU, Office of Facilities Planning and Management, Administration Building, Room 130. In addition, however, the CCRP has been revised considerably since the Final EIR was completed in the early 1990s. Therefore, as stated in the Draft EIR, the CCRP traffic generation figures utilized in the traffic analysis were supplemented with the latest available traffic data for the CCRP provided by Urban Systems & Associates, Inc. (traffic consultants). *See*, Draft EIR, pp. 3.5-20-21.

Response 27

Table 3.5-3 of the Draft EIR provides the separate ADT and peak hour traffic volumes for the three projects analyzed in the Draft EIR's cumulative impacts discussion. Draft EIR, p.3.5-22. More specific information regarding the traffic impacts of those individual projects is available by review

of the following traffic studies: (i) Aztec Walk Campus Master Plan Traffic Study, prepared by Linscott, Law & Greenspan, dated January 29, 1999; (ii) CCRP Final EIR, Table 5-14; and (iii) Salvation Army Traffic Study, prepared by Linscott, Law & Greenspan, dated April 2000. The University's traffic consultant manually assigned the CCRP-generated ADT based on the latest available CCRP traffic data. All of these documents are incorporated by reference in the Draft EIR and available for public review at SDSU, Office of Facilities Planning and Management, Administration Building, Room 130. Please see **Response 19**, above, for a discussion of the CEQA requirements for incorporation of other documents by reference.

Response 28

The University disagrees with the commentator's contention that the significance of the proposed project's traffic impacts should be calculated by adding the project-specific impacts (*i.e.*, those impacts attributable solely to the project) to the existing + cumulative scenario. As discussed in **Response 14**, above, CEQA only requires that the significance of a project's impacts be determined as compared to existing conditions. CEQA does require a determination of whether project-specific impacts, when combined with other planned projects, result in a significant cumulative impact (*i.e.*, whether all of the planned projects cause a *combined* significant impact). *See*, CEQA Guidelines, §15130. However, the Draft EIR fulfills this requirement. *See*, Draft EIR, pp. 3.5-29-32. Moreover, the determination whether a project-specific traffic impact is significant is based on increases in delay. *Id.* Because project-related increases in delay would be the same whether compared to existing conditions or existing + cumulative conditions, the Draft EIR's significance determination would not change under the comparison suggested in the comment.

The addition of a column to Tables 6, 7, and 9 of the Traffic Analysis to indicate whether project-related changes are significant would be duplicative and unnecessary. Those tables clearly indicate significant impacts by shading, as stated in a note at the bottom of each table. *See*, Draft EIR, pp. 3.5-29-32; Traffic Analysis, pp. 36-40.

Response 29

The proposed project's traffic impacts at the intersection of Montezuma Road and East Campus Drive are provided in Table 3.5-6 of the Draft EIR. *See*, Draft EIR, p.3.5-30.

Response 30

This comment is noted. As requested, the Final EIR has been corrected.

Response 31

Please see **Response 14**, above.

Response 32

The comment refers to the existing conditions discussion of the Draft EIR's parking impacts analysis. As discussed in **Response 16,** above, under CEQA, existing conditions are determined at the time the notice of preparation for the Draft EIR is published (CEQA Guidelines §15125), in this case May 2000. *See*, Draft EIR, Appendix I. In May 2000, Parking Structure 5 was still under construction and was not operational. Consequently, the Draft EIR's discussion of existing parking conditions in the project vicinity is adequate.

Response 33

The intent of the parking occupancy study was to analyze peak hours of campus parking occupancy. Based on a review of past parking studies and conversations with SDSU staff, campus parking occupancy decreases during the noon/lunch hour; therefore, the noon/lunch hour is not considered a peak period for campus parking.

Response 34

The analysis requested by the commentator is unnecessary. The traffic analysis for the proposed project was based on projected increases in the SDSU student population, not on the quantity of campus parking spaces.

Response 35

Please see **Responses 12, 14** and **28**, above.

Response 36

The Draft EIR clearly states the project's significant direct traffic impacts and the responsibility for mitigating those impacts. *See*, Draft EIR, pp. 3.5-49-50, 11.0-12-14. The University disagrees with the commentator's statements regarding SDSU's responsibility for implementing traffic improvements to mitigate the project's direct traffic impacts. For a detailed discussion of the limitations on CSU's mitigation authority, please see **Response 12**, above.

Response 37

The Draft EIR clearly states the project's significant cumulative traffic impacts and the responsibility for mitigating those impacts. *See*, Draft EIR, pp. 3.5-49-50, 11.0-12-14. The University disagrees with the commentator's statements regarding SDSU's responsibility for implementing traffic improvements to mitigate the project's cumulative traffic impacts. For a detailed discussion of the limitations on CSU's mitigation authority, please see **Response 12**, above.

Response 38

This comment is noted. The typographical error noted by the commentator in the traffic analysis is corrected in the text of the Draft EIR. *See*, EIR, p. 3.5-51.

2. Letter from Department of Toxic Substances Control, Harlan R. Jeche, dated August 11, 2000

Response 1

No current or historic uses at the project component sites have resulted in any known release of hazardous wastes or substances. (Gee, Terry, SDSU Associate Director of Environmental Health and Safety, pers. comm., November 16, 2000.)

Response 2

There are no known contaminated or potentially contaminated sites within the project area. (Gee, pers. comm., November 16, 2000.)

Response 3

SDSU will conduct a Phase I Environmental Assessment for all project component areas prior to initiation of construction. If historical land use research yields evidence that a project component site may have been occupied by a potential contaminant-producing land use, soil testing would occur. If the soil testing were to reveal contaminants at a component site, the character and extent of any contaminated soil would be assessed. In addition, a risk assessment of the contaminant would be conducted. Considerations of a risk assessment would include flammability, volatility and exposure to air. Once these analyses were completed, a remediation program would be designed as necessary. Appropriate treatment may include onsite soil remediation or removal of soil for offsite remediation. If the latter were to occur, any imported fill material would be subject to testing prior to placement. (Gee, pers. comm., November 16, 2000.)

Response 4

The comment is correct. If contaminated soil were encountered or even suspected during project construction, operations would cease immediately and the project area would be sealed from public access. Once the project was halted, soil or hazardous waste specialists would collect soil samples. Soil contaminants would be determined and an assessment of the contaminants performed. Size of the contamination site, as well as lateral length and depth, would be assessed. Based on these determinations, a contaminant risk assessment would be conducted and necessary treatment and

remediation would occur, as discussed in **Response 3**, above. (Gee, pers. comm., November 16, 2000.)

If soil contamination were detected and a remediation plan set in place, the Department of Toxic Substances Control and the San Diego County Department of Health and Safety would be notified. These agencies would provide oversight to the operation. If groundwater contamination were suspected or proven through initial contamination investigations, the Regional Water Quality Control Board would be notified and would also provide oversight to the operation. (Gee, pers. comm., November 16, 2000.)

3. Letter from State of California, Governor's Office of Planning and Research, State Clearinghouse (Terry Roberts), dated October 30, 2000

Response 1

This comment is noted. The comment will be part of the record and made available to the decision makers prior to a final decision on the proposed project. No further response is required because the comment does not raise an environmental issue.

4. Public Comment Hearing Transcript, dated September 28, 2000

Response 1

This comment is noted. The comment will be part of the record and made available to the decision makers prior to a final decision on the proposed project. No further response is required because the comment does not raise an environmental issue.

Response 2

The number of faculty offices contained within the proposed Faculty Office/Classroom/Gallery/Parking Structure component (PJT-1) is uncertain at this time. However, there is a current need for approximately 150-200 faculty offices. No further response is required given that the comment does not address a specific environmental issue presented in the Draft EIR. Nevertheless, the comment will be part of the record and made available to the decision makers prior to a final decision on the proposed project.

Response 3

SDSU's Fall 2000 student enrollment is 31,609 students.

Response 4

The comment requests information regarding development of the College Community Redevelopment Project. A description of that project is provided in the Draft EIR's Cumulative Impacts discussion. *See*, Draft EIR, pp. 6.0-6-7. No further response is required given that the comment does not address a specific environmental issue presented in the Draft EIR.

Response 5

Please see **Response 4**, above.

Response 6

The area of the Central Park component (PJT-5) of the proposed project is approximately 60,000 square feet, or 1.4 acres. Draft EIR, p.2.0-29.

Response 7

See, **Response 6**, above. The area of Scripps Park is 93,600 square feet, or approximately 2.1 acres.

Response 8

Development of the proposed project will result in net increases in landscaped areas and open green space. The increase is due primarily to the conversion of parking lots and drive lanes to building sites with considerable landscaping, as specified in the SDSU *Physical Master Plan* design guidelines and site-specific mitigation measures.

Response 9

Please see **Response 8,** above.

Response 10

Pursuant to the proposed project, buildings will be designed and constructed as necessary to best achieve project objectives, including the enhancement of academic and research facilities in response to campus needs and the utilization of campus land resources as efficiently as possible. *See*, Draft EIR, p.2.0-3. Many of the needed additional facilities will be provided in taller buildings, thus furthering efficiency in the use of campus land resources. However, efficiency in land use will be balanced by other project objectives, such as the improvement of overall campus design, architectural character, accessibility, image and identity and the enhancement and preservation of significant campus historical resources.

Response 11

Pursuant to the previously-approved Aztec Walk Campus Master Plan, the tennis courts currently located on the Performing Arts Complex component site (PGM-2) will be relocated to the western campus boundary. *See, e.g.*, Draft EIR, Figure 2.0-8. Therefore, the PGM-2 component would actually be constructed in open area. *See*, Draft EIR, p.2.0-17.

Response 12

The Metropolitan Transportation Development Board ("MTDB") Mission Valley East Light Rail project ("Trolley line") is described in the Draft EIR's Cumulative Impacts discussion. *See*, Draft EIR, pp. 6.0-5-6. From the west, the Trolley line will travel along the south side of Interstate 8 and turn southward on a bridge over Parking Lot X. The line will continue through a tunnel under Parking Lot W and between Cox Arena and the West Commons, the current location of the tennis courts and softball field. The subterranean transit station will be located approximately 50 feet beneath Aztec Walk between Adams Humanities and Aztec Center. The Trolley line emerges at street level on the east side of College Avenue. The route would travel behind Parking Structure 1, elevated on a bridge over Parking Lot C and Alvarado Road. The line would then travel parallel to I-8 to connect to the Grossmont Station in La Mesa. The proposed route for the Trolley line depicted in Figure 2.0-8 of the Draft EIR.

Response 13

Please see **Response 12,** above.

Response 14

Please see **Response 12**, above. Development of the MTDB Trolley line will not require removal of the establishment referenced in the comment.

Response 15

Please see **Response 12**, above.

Response 16

The MTDB Trolley line project will not create any vehicle grade trolley track crossings on College Avenue or any other project area roadway.

Response 17

Please see **Response 16**, above.

Response 18

The MTDB Trolley line project is described in the Draft EIR's Cumulative Impacts discussion. *See*, Draft EIR, pp. 6.0-5-6. Work has begun on the campus portions of the Trolley line. The Trolley line extension will link the existing Blue and Orange lines with a loop through the SDSU campus to improve access to campus. When completed in the latter half of 2004, the Trolley line will alleviate parking pressures on campus and provide an alternative to crowded freeways as a way to access the campus. During the first phase of the Trolley line construction, utilities that are currently in the path of the Trolley line tunnel will be relocated. Electricity, gas, potable water, sewer, steam and chilled water lines will be relocated during this phase of construction. The majority of the most disruptive work will occur during winter break and, whenever possible, during off-peak hours. The utility relocation project will include trenching on the walkway from just west of the Open Air Theater to Aztec Circle Drive between Aztec Center and Student Services Building West. Other trenching will occur between Adams Humanities to Parking Structure 4 and on East Campus Drive behind Parking Structure 1. This phase is expected to be complete by April or May 2001. Construction will begin on the Trolley line station near Adams Humanities immediately after commencement exercises in 2001.

Response 19

This comment is noted. The comment will be part of the record and made available to the decision makers prior to a final decision on the proposed project. No further response is required given that the comment does not address a specific environmental issue presented in the Draft EIR.

Response 20

The buildings being constructed across 55th Street from Parking Structure 5 are part of the Mueller Development, within the College Community Redevelopment project. The buildings will house new apartments to be made available to the general public.

Response 21

Please see **Response 20**, above.

Response 22

The College Community Redevelopment project area contains 105 separate properties, of which the SDSU Foundation owns 35.

Response 23

Please see **Response 22**, above.

Response 24

Please see **Response 22**, above.

5. Response to Comments of SDSU Foundation

During the public comment period on the Draft EIR, University representatives met with representatives of the SDSU Foundation. During those discussions, the Foundation commented on project impacts at the College Avenue and "Z" Street intersection. Specifically, the Foundation advised the University that projects within the College Redevelopment area are reviewed on a case-by-case basis and that College Redevelopment traffic volumes may be reduced over time due to lower than originally projected densities and intensities of projects as they are ultimately completed within the College Redevelopment area. Accordingly, the Foundation advised the University that the traffic-related mitigation measures identified in the College Redevelopment EIR ultimately may not be required due to reduced traffic volumes. As a result, the mitigation measures called for by the project specific traffic generated by the College Redevelopment area may ultimately not require widening of College Avenue or installation of a new traffic signal in the vicinity of the College Avenue and "Z" Street intersection. Absent such mitigation, the proposed project's impacts at the College Avenue and "Z" Street intersection would be significant and unmitigated. The information presented below is provided as a response to the comments received from the Foundation.

The proposed project identifies a traffic impact that consists of six new left turn inbound trips from College Avenue onto "Z" Street during the weekday morning peak hour and three new left turn inbound trips during the weekday evening peak hour. This impact is due to the increase in traffic trips by projected FTE students at SDSU between 2000 to 2005.

Traffic mitigation measures approved in the College Redevelopment EIR require the widening of College Avenue to six lanes and the installation of a new traffic signal to permit left turn access to the SDSU parking structure east of College Avenue. The University's traffic consultant has noted that, due to City of San Diego traffic engineering design requirements, it is highly unlikely that a traffic signal could be located at this location because of its proximity to the major intersection of College Avenue and Canyon Crest Drive, and because of the physical constraints on College Avenue which preclude its ability to be widened to permit a turn lane at this location. This leads to the logical conclusion that the signal would be installed at the first intersection that could be widened to permit left turns, the "Z" Street intersection, located approximately 300 feet to the south. Left turns for Parking Structure 1 could also be accommodated at the "Z" Street intersection.

The proposed project thus does not include a traffic signal at College Avenue and "Z" Street to accommodate the new inbound left turn trips during the morning and evening peak hours because the project-related traffic impacts would be mitigated through the widening of College Avenue and the addition of the new traffic signal in the vicinity of "Z" Street under the College Community Redevelopment project EIR mitigation program. Therefore, with implementation of the mitigation in the EIR for the College Community Redevelopment project, the proposed project's traffic impacts would be reduced to less than significant levels. *See also*, Draft EIR, pp. 3.5-50 - 51, for a further discussion of this topic.

However, if the College Redevelopment EIR mitigation is not implemented for whatever reason, or if the proposed project precedes implementation of the mitigation required under the College Redevelopment EIR, then the Draft EIR for the proposed project acknowledges the existence of a significant and unmitigated traffic impact at the College Avenue and "Z" Street intersection. As discussed below and in the Draft EIR for the proposed project, the University is requesting that the Board of Trustees adopt a "Statement of Overriding Considerations" in response to this possible significant and unmitigated impact.

In response to questions about the feasibility of installing a new traffic signal at the College Avenue/"Z" Street intersection as part of the proposed project, the EIR traffic consultant would recommend installing the new traffic signal at the College Avenue/"Z" Street intersection only if College Avenue was widened. This widening is necessary to alleviate the unacceptable northbound through-movement conditions on College Avenue, which would occur with an existing four-lane College Avenue and a new traffic signal. By widening College Avenue, northbound College Avenue would not be significantly impacted by installation of a new traffic signal at that intersection. Because the widening of College Avenue is a regional issue, which is beyond the scope of this project, and because the widening of College Avenue is part of the mitigation required by the College Community Redevelopment project EIR, the University has requested that the Board of Trustees approve a "Statement of Overriding Considerations" for the significant unavoidable traffic impact that would occur at the College Avenue/"Z" Street intersection should the proposed project precede implementation of the College Community Redevelopment project EIR mitigation program.

FINAL
ENVIRONMENTAL IMPACT REPORT

State Clearinghouse No. 2000051026

SDSU CAMPUS MASTER PLAN 2000

Volume I of II
FINAL ENVIRONMENTAL IMPACT REPORT

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1.1 PURPOSE

An Environmental Impact Report ("EIR") must contain a brief summary of the proposed project and its consequences in accordance with the California Environmental Quality Act ("CEQA") and the State CEQA Guidelines ("CEQA Guidelines"). CEQA Guidelines §15123 requires that the summary identify each significant effect, the recommended mitigation measures and the alternatives that would reduce or avoid the project's significant effects on the environment. The summary is also required to identify "areas of controversy," including issues raised by public agencies and the public, and "issues to be resolved," including the choice among alternatives and whether or how to mitigate the significant effects of the proposed project. This Introduction and Executive Summary is intended to provide a clear and simple description of the proposed project and its potential environmental effects pursuant to CEQA and the CEQA Guidelines.

1.2 INTRODUCTION

This EIR (State Clearinghouse No. 2000051026) has been prepared by San Diego State University (SDSU), Office of Facilities Planning and Management, to address the potential significant environmental effects associated with implementation of the proposed SDSU Campus Master Plan 2000 (hereafter, the "Campus Master Plan 2000" or "proposed project"). The proposed project site is located throughout the SDSU campus in the City of San Diego.

The proposed project has been proposed to improve, enhance and rehabilitate facilities on the SDSU campus. The overarching goal of the proposed project is to create a template of uniform planning for future development within certain areas of the campus. The proposed project would result in the redevelopment of several classroom, office, research and student facilities, as well as provide for the development of several new buildings, a physical plant and corporation/maintenance yard, parking structure and central campus park area. For purposes of this environmental analysis, the proposed project is addressed in two groups of "project components." One group will be identified and analyzed on a program level and the other will be analyzed at a project level, as identified in **Table 1.0-1**:

TABLE 1.0-1
PROJECT COMPONENTS

Reference	Proposed Project Component
Program Level Components	
PGM-1	**East Campus Development Zone**
PGM-1 North	Academic/Research Building A
PGM-1 South	Academic/Research Building B
PGM-2	Performing Arts Complex
PGM-3	Science Research Building
PGM-4	Physical Plant
PGM-5	North Life Sciences Addition
Project Level Components	
PJT-1	Faculty Office/Classroom/Gallery/Parking Structure 8
PJT-2	Communication Addition
PJT-3	Campus Childcare Center
PJT-4	International Student Center Addition
PJT-5	Central Park

For a detailed discussion of the proposed project, please see the Draft EIR, **Section 2.0**, Project Description. The lead agency for the proposed project is the Board of Trustees of California State University (CSU). The Board of Trustees is vested with full power and responsibility in respect of the construction and development of any CSU campus, and any buildings or other facilities or improvements connected with the CSU system (*see*, Cal.Educ.Code §66606). The project sponsor is San Diego State University.

1.3 PROJECT SETTING

The SDSU campus is located in the central part of the of the City of San Diego, within the College Area Community, along the southern rim of Mission Valley, approximately 10.3 miles northeast of downtown San Diego. The SDSU campus consists of approximately 280 acres, and is

bordered roughly by Interstate 8 (I-8) on the north; College Avenue and East Campus Drive on the east; Montezuma Road on the south; and 55th Street on the west. Regional access to the campus is provided by I-8 from east to west and Interstates 15 (I-15) and 805 (I-805) from north to south.

The proposed Campus Master Plan 2000 would result in development and construction throughout the SDSU campus. The proposed project would result in improved academic and office facilities, as well as several new buildings, a physical plant, parking structure and campus park area. For a detailed discussion of the project setting, please see **Section 2.0**, Project Description of this EIR.

1.4 TOPICS OF KNOWN CONCERN

To determine the number, scope and extent of the environmental topics to be addressed in this EIR, the University prepared a Notice of Preparation (NOP) and an Initial Study, and circulated the NOP/Initial Study to interested public agencies, organizations, community groups and individuals in order to receive input on the proposed project. The University also held a public information meeting on May 18, 2000, to obtain public input on both the proposed project and the scope and content of this EIR. Interested parties attended the public information meeting and provided important input.

Copies of the prior NOP/Initial Study, dated April 10, 2000, along with notice of the public meeting are presented in **Appendix I** of this EIR. Copies of all written responses to the NOP/Initial Study process, and all written comments obtained during the Public Information Meeting are presented in **Appendix II**. A list of those providing written responses to the NOP/Initial Study and the Public Information Meeting is presented in **Table 1.0-2**. Based on the NOP/Initial Study process, this EIR addresses the following topics:

(a) Geotechnical and Soil Resources;

(b) Water Quality/Hydrology;

(c) Biological Resources;

(d) Visual Quality;

(e) Traffic/Access/Parking;

(f) Noise;

(g) Air Quality; and

(h) Cultural Resources.

TABLE 1.0-2
RESPONSES TO NOP/INITIAL STUDY AND MEETING

DESCRIPTION	RESPONSE	DESCRIPTION	RESPONSE
STATE AGENCIES		**COMMUNITY GROUPS/OTHER ORGANIZATIONS/GROUPS/ PERSONS**	
Air Pollution Control District	No	Clark, Mark (Associated Students)	No
Department of Fish & Game	No	College Area Community Council (CACC)	No
Department of Transportation	No	Conley, John	No
Office of Planning and Research	Yes	Cornthwaite, Dan	No
Regional Water Quality Control Board	Yes	Eidemiller, Roberta	No
State Fire Marshall	No	Gonzalez, Ignacio	No
REGIONAL AGENCIES		Graves, Pauline	No
MTDB	No	Hannum, Pat	No
SANDAG	No	Larson, Charlene	No
LOCAL AGENCIES		Levin, Ken	No
City of San Diego	Yes	Millbern, Dorothy	No
County of San Diego	No	Montana, Robert	No
COMMUNITY GROUPS/OTHER ORGANIZATIONS/GROUPS/PERSONS		Navoy, Anthony "Tony"	Yes
Alter, Sandy	No	Nepi, Rosary Grace	Yes
Associated Students of SDSU	No	Phelps, Thomas	No
Bloom, Michael	Yes	Reed, Tracy W., Planning Department	No
Boggus, Jim	No	Rowland, William "Bill"	No
Boninsegni, Massimo	No	Shine, Frank (CACC Vice President)	No
Buehner, Sandra (CACC President)	No	Thomas, Paul (CACC)	No
Case, Doug (Associated Students)	No	Webber, Harold	No

Source: SDSU, Office of Facilities Planning and Management (EIR, Appendix I).

In addition to these sections, other important information is incorporated into this EIR. As required by CEQA, this EIR includes: (a) a description of the proposed project, including a description of the existing regional and local project setting; (b) an alternatives section that describes and analyzes alternative plans that could reduce the proposed project's environmental impact potential; and (c) sections that generally summarize the cumulative, long-term, irreversible and growth-inducing effects associated with the proposed project, as well as those effects found to be either not significant or unavoidably significant after implementation of the recommended mitigation measures identified in this EIR.

Based on the NOP/Initial Study process. the following topics are not considered significant and, therefore, are not discussed in detail in this EIR: (a) agricultural resources; (b) hazards and hazardous materials; (c) land use planning; (d) energy and mineral resources; (e) population and housing; (f) public services; (g) recreation; and (h) utilities and service systems.

1.5 TYPE OF EIR, LEVEL OF ANALYSIS AND STANDARDS FOR EIR ADEQUACY

This EIR is intended as both a "program EIR" and a "project EIR" under CEQA and the CEQA Guidelines. CEQA makes a distinction between an EIR for a program or a plan, and an EIR for a specific construction project. A project EIR is typically prepared for a specific construction-level project. *See*, CEQA Guidelines §15161. Under that section, a project EIR "should focus primarily on the changes in the environment that would result from the development project. . .[and] examine all phases of the project including planning, construction and operation." In contrast, a "program" or "first-tier" EIR is intended to focus environmental review on the environmental issues that are relevant to the approval being considered. *See*, Public Resources Code §§21068.5, 21093; and CEQA Guidelines §§15152, 15168, 15385. SDSU expressly determined that a "project-level" analysis was appropriate for the construction-level components of the Campus Master Plan 2000 project, whereas it determined that a "program-level" analysis was appropriate for those project components that are at the early planning stages only.

This EIR is an informational document to be used as part of the planning process associated with the proposed project. Given the role of the EIR in this planning and decision-making process, it is important that the information presented in the EIR be factual, adequate and complete. The standards for adequacy of an EIR, defined in Section 15151 of the CEQA Guidelines, are as follows:

> "An EIR should be prepared with a sufficient degree of analysis to provide decisionmakers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have

Prior to making a final decision on the proposed project, the Board of Trustees will consider the Final EIR and associated administrative record, and decide whether or not to certify the adequacy of the Final EIR and approve the proposed project.

SDSU encourages public agencies, organizations, community groups and all other interested persons to provide written comments on the EIR prior to the end of the 45-day public review and comment period. If any agency, organization, group or person wishes to make a legal challenge to the Board of Trustee's final decision on the proposed project, that agency or person may be limited to addressing only those environmental issues that they or someone else have raised during the 45-day public review and comment period for this EIR.

1.7 IMPACTS, MITIGATION MEASURES AND UNAVOIDABLE SIGNIFICANT IMPACTS

This EIR has been prepared to assess the potential significant effects on the environment that could result from implementation of the proposed Campus Master Plan 2000. For a detailed discussion regarding potential significant effects, please see **Section 3.0** of this EIR.

As required by CEQA, a summary of the proposed project's impacts is provided in **Table 1.0-3**, *Summary Table of Project Impacts and Mitigation Measures*, which is presented at the end of this section. Also provided in the table is a list of the proposed mitigation measures that are recommended in response to the potential significant impacts identified in the EIR, as well as a determination of the level of significance of the impacts after implementation of the recommended mitigation measures.

1.8 ALTERNATIVES

Because an EIR must identify ways to mitigate or avoid the significant environmental effects of a proposed project, this EIR identifies various alternatives to certain project-level components of the proposed project, including:

(a) **Alternative 1 - The No Project Alternative.** This alternative is required by CEQA, and it compares the present existing condition of the project site

(g) **Alternative 7 - A-PJT-4a Alternative.** This alternative compares the significant effects that would result from constructing the proposed International Student Center Addition component (PJT-4) on the site designated for that building under the proposed project against the construction of the building on the site of campus Parking Lot A.

(h) **Alternative 8 - A-PJT-4b Alternative.** This alternative compares the significant effects that would result from constructing the proposed International Student Center Addition component (PJT-4) on the site designated for that building under the proposed project against the construction of the building on the site of campus Parking Lot W.

For a detailed discussion of the alternatives to the proposed Campus Master Plan 2000, please see **Section 5.0** of this EIR.

1.9 AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

Comments were received in response to the NOP/Initial Study process and the public information meeting for the proposed Campus Master Plan 2000. The comments included statements and concerns regarding the following issues: (a) traffic impacts; (b) land use compatibility;(c) visual impacts; (d) air quality impacts; and (e) water quality impacts. Please see the EIR, **Appendix II**, for copies of written comments raised by public agencies, organizations and individuals in response to the NOP/Initial Study process and the public information meeting.

1.10 INCORPORATION OF STUDIES, COMMENTS, RESPONSES AND OTHER DOCUMENTS

This EIR contains references to studies, reports and other documents which were used as a basis for, or a source of, information summarized in the body of the EIR. These documents are incorporated by reference in this EIR in accordance with Section 15150 of the CEQA Guidelines. Where a study, report or document is briefly cited or referred to for convenience in the body of this EIR, the reader should consult the "References" section of this document for the full citation.

TABLE 1.0-3
SUMMARY TABLE OF PROJECT IMPACTS AND MITIGATION MEASURES

PROJECT IMPACTS	MITIGATION MEASURES	RESIDUAL IMPACT
3.1 GEOTECHNICAL		
Development associated with the project must take into account slope instability.	1. In general, to reduce the potential of slope instability concerns (both deep-seated and surficial), current grading codes typically require that graded slopes not exceed a gradient of 2 to 1 (horizontal to vertical). Slopes steeper than 2 to 1 are generally known to be prone to surficial instability. Typical mitigation measures to reduce the potential impacts of surficial instability will include slope flattening, slope-top setbacks, the installation and maintenance of drainage provisions, and planting of slope-stabilizing vegetation.	Not significant.
Development associated with the project must take into account erosion.	2. Proper grading techniques (with appropriate compaction efforts), revegetation of disturbed areas, and construction of appropriate drainage provisions can reduce the potential for erosion. Maintenance of drainage provisions, such as periodic removal of accumulated eroded soils and debris from surface drains, is also needed. A project designed and constructed in accordance with a properly-engineered grading and drainage plan will not negatively impact the erosion potential of the site and surrounding area. The grading and drainage plan for the proposed project shall be prepared prior to construction, and approved by the project geotechnical consultant as well as the Office of Facilities Planning and Management.	Not significant.
Development associated with the project must take into account unconsolidated soils.	3. The extent and depths of potentially compressible, unconsolidated soils can be assessed by subsurface exploration and laboratory testing during project-specific geotechnical investigations. Mitigation measures for structural/fill areas underlain by unconsolidated soils typically will include removal of the compressible soils and replacement with properly compacted fill or deep foundation systems, such as drilled piers or piles, which extend through the compressible soils and are supported by the underlying, firm natural soils. Prior to construction of any project component, a project-specific geotechnical report shall be prepared by the project geotechnical consultant to address unconsolidated soils. The report shall be approved by the Office of Facilities Planning and Management.	Not significant.

TABLE 1.0-3
SUMMARY TABLE OF PROJECT IMPACTS AND MITIGATION MEASURES

PROJECT IMPACTS	MITIGATION MEASURES	RESIDUAL IMPACT
3.1 GEOTECHNICAL (CONTINUED)		
Development associated with the project must take into account expansive soils.	4. The expansion (shrink-swell) potentials of the onsite soils can be assessed by laboratory testing of representative soil samples obtained during site-specific geotechnical investigation studies. Typical mitigation measures will include grading such that expansive soils are not placed within the upper few feet of finished grade. As an alternative, deepened and/or stiffened foundation systems for proposed structures may be considered. Surface and subsurface drainage provisions may also be implemented to reduce moisture fluctuations in subgrade soils. Prior to construction of any project component, a project-specific geotechnical report shall be prepared by the project geotechnical consultant to address expansive soils. The report shall be approved by the Office of Facilities Planning and Management.	Not significant.
Development associated with the project must take into account excavatability.	5. Well-cemented, concretionary zones (within the Lindavista Formation and Stadium Conglomerate) may be encountered during excavations in the project area. Heavy ripping or jackhammering of the hard concretionary areas may be necessary to facilitate excavation	Not significant.
Development associated with the project must take into account groundwater hazards.	6. Groundwater is not anticipated to be a constraint to site development if project-specific recommendations for groundwater and surface water control are incorporated into the design and construction of the project. Appropriate trench shoring can reduce the potential for trench wall caving due to groundwater seepage.	Not significant.
Development associated with the project must take into account liquefaction.	7. The risk of liquefaction can be removed through appropriate investigation of site geology during the design phase for this project. If soils susceptible to liquefaction (*e.g.*, fill soils, alluvium) are detected on-site, appropriate mitigation measures will be implemented to remove the risk. Such measures may include removal and replacement, or in-place conditioning, of the soil to reduce its potential for consolidation or liquefaction.	Not significant.
Development associated with the project must take into account seismic hazards and seismicity.	8. Evaluations of potential seismic shaking will be performed during site-specific geotechnical studies for the various components of the project. The effects of seismic shaking will be reduced by adhering to design parameters of the Uniform Building Code (UBC).	Not significant.

TABLE 1.0-3
SUMMARY TABLE OF PROJECT IMPACTS AND MITIGATION MEASURES

PROJECT IMPACTS	MITIGATION MEASURES	RESIDUAL IMPACT
3.2 WATER QUALITY - HYDROLOGY		
Project development may result in significant surface water impacts.	1. Demolition and excavated material must be either removed from the project site as soon as possible, or covered to prevent potential contamination of surface and groundwater. 2. Standing water must be eliminated at all times during construction. 3. All hazardous materials stored on site during construction should be stored to minimize potential impacts to surface water and groundwater. After construction, remaining hazardous materials should be disposed of in accordance with local, state, and federal regulations. 4. Contractors must comply with all waste discharge requirements per State Water Resources Control Board No. 92-08-DWQ, National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS00002. 5. Storm runoff must be carried in pipes, lined channels, or paved swales to prevent soil erosion. Rip rap energy dissipaters are required at each discharge point to unlined drainage courses. 6. Storm runoff must be controlled within the SDSU campus during construction. The Contractor should provide temporary diversion measures in order to provide acceptable drainage. 7. All waste materials and rubbish must be properly disposed of at a reasonable interval. Collection of waste materials on site should be kept to a minimum. 8. Surface drainage must be directed away from structures at a minimum slope of 2 percent to the nearest collection points or paved surfaces. All drainage should be directly discharged into collector pipes whenever possible without discharging into landscaped areas. All possible ponding elimination measures shall be implemented.	Not significant.

TABLE 1.0-3
SUMMARY TABLE OF PROJECT IMPACTS AND MITIGATION MEASURES

PROJECT IMPACTS	MITIGATION MEASURES	RESIDUAL IMPACT
3.2 WATER QUALITY - HYDROLOGY (CONTINUED)		
Project development may result in significant surface water impacts.	9. Whenever the existing drainage pattern is modified or an increase in the expected peak runoff quantity occurs, the existing stormdrain system may require modifications to accommodate increased peak runoff quantities. Further hydrologic analysis is suggested upon completion of final designs in order to assess adequacy of the existing stormdrain system. The storm drainage system must be properly coordinated with surrounding properties to ensure that runoff does not cause damage to other properties. Stormdrains and culverts must be sized appropriately. Inlets and outlets should be hydraulically designed to admit design peak runoff quantities.	Not significant.
Project development may result in significant groundwater impacts.	10. If groundwater is encountered during construction, standard dewatering techniques must be employed in compliance with standard industry practices and/or the Uniform Building Code (UBC).	Not significant.
Project development may result in significant floodplain impacts.	11. Construction must be consistent with Uniform Building Code standards which govern construction within a 100-year floodplain. Adherence to Uniform Building Code standards eliminates the potential to adversely impact the existing 100-year floodplain and avoids impacts to downstream land uses and the surrounding natural environment.	Not significant.
3.3 BIOLOGICAL RESOURCES		
Project development may result in significant impacts to wildlife in the riparian habitat adjacent to the PGM-1N site, the coastal sage scrub habitat adjacent to the PGM-4 site and the eucalyptus trees at the PJT-1 site due to construction noise, dust or runoff.	1. If construction is conducted in the late winter to summer (between mid-February and mid-August), a breeding bird survey should be conducted in the native habitat areas prior to construction to ensure that any state- or federally-listed endangered species are not in the vicinity (*i.e.*, least Bell's vireo and California gnatcatcher). If a listed bird species is found within 500 feet of the construction area, construction activities should be deferred until the end of the breeding season in mid-August to September. A pre-construction survey of eucalyptus trees for raptor nesting sites should be performed at the PJT-1 site. If raptors are found to be nesting in any trees, removal of the tree should be deferred until completion of breeding activities as required by the federal Migratory Bird Act (*i.e.*, until the young are independent of the nest).	Not significant.

TABLE 1.0-3
SUMMARY TABLE OF PROJECT IMPACTS AND MITIGATION MEASURES

PROJECT IMPACTS	MITIGATION MEASURES	RESIDUAL IMPACT
3.3 BIOLOGICAL RESOURCES (CONTINUED)		
Project development may result in significant impacts to the riparian habitat adjacent to the PGM-1N site and the coastal sage scrub habitat adjacent to the PGM-4 site due to construction noise, dust or runoff.	2. Potential indirect construction impacts to the riparian habitat adjacent to the PGM-1N site and the coastal sage scrub adjacent to the PGM-4 site can be avoided. The limits of grading in these areas should be staked, orange snow fencing should be erected along the limits of grading and a qualified biologist should be retained to monitor construction activities to ensure that impacts are avoided. BMP's should be implemented to control erosion, runoff, dust, noise and any other potentially harmful indirect impacts during construction.	Not significant.
3.4 VISUAL QUALITY		
Project development of the proposed Academic/Research Building A may result in significant impacts to the existing Alvarado Road viewshed.	**Visual Impacts** 1. For visual impacts associated with the construction of the Academic/Research Building A (PGM-1N), setbacks and landscape treatment shall be implemented during project construction. Inclusion of this mitigation measure as a project condition of approval would minimize visual impacts to sensitive receptors on Alvarado Road.	Not significant.
Implementation of the proposed Academic/Research Building A may result in significant impacts to the visual policies of the SDSU *Physical Master Plan*.	2. Landscape treatment along Alvarado Road should conform to SDSU *Physical Master Plan* guidelines for establishment of campus edges as this area is described as an edge creation opportunity. In addition, although the SDSU *Physical Master Plan* notes a lack of landscaping around Lot D, landscape as well as architectural design should comply with guidelines in the SDSU *Physical Master Plan* relative to landscaping of open space areas.	Not significant.
Implementation of the proposed Academic/Research Building B (PGM-1S) may result in significant impacts to the existing visual conditions of College Avenue (southbound) and the Aztec Pedestrian Bridge.	3. For visual impacts associated with the construction of the Academic/Research Building B (PGM-1S), setbacks and landscape treatment shall be implemented during project construction. Inclusion of this mitigation measure as a project condition of approval would minimize visual impacts to sensitive receptors on College Avenue.	Not significant.

TABLE 1.0-3
SUMMARY TABLE OF PROJECT IMPACTS AND MITIGATION MEASURES

PROJECT IMPACTS	MITIGATION MEASURES	RESIDUAL IMPACT
3.4 VISUAL QUALITY (CONTINUED)		
Implementation of the proposed Academic/Research Building B (PGM-1S) may result in significant impacts to future residence hall users.	4. Visual impacts on the Cuicacalli Residential Complex receptors, associated with the introduction of an academic building within Parking Lot F, would be reduced to a level below significance by a landscape treatment along the hillside north of the residence hall complex. This landscape treatment should be mature in nature and somewhat dense in order to shield the visual presence of the proposed Academic/Research Building B.	Not significant.
Construction of the Physical Plant in Lot X (PGM-4) may result in significant visual impacts to Canyon Crest Drive viewers.	5. For visual impacts associated with the construction of the Physical Plant (PGM-4), setbacks and landscape treatment shall be implemented during project construction. Inclusion of this mitigation measure as a project condition of approval would minimize visual impacts to sensitive receptors on Canyon Crest Drive.	Not significant.
Implementation of the proposed Faculty Office/Classroom/Gallery/ Parking Structure 8 (PJT-1) may result in a significant impact to Adobe Falls viewers and the Del Cerro Community.	6. For visual impacts associated with the proposed Faculty Office/Classroom/Gallery/Parking Structure 8 (PJT-1), incorporation of terracing, shown on **Figure 3.4-3(b)** and similar to that of the existing Art Building, will occur. Landscape treatment similar in size, style and vegetation type depicted in **Figure 3.4-3(b)** and similar to that surrounding the north side of the Art Building, shall also be incorporated into the project. Inclusion of this mitigation measure as a project condition of approval would minimize visual impacts to sensitive receptors in the Adobe Falls/Del Cerro area.	Not significant.
Implementation of the proposed Physical Plant may result in significant impacts to the visual policies of the SDSU *Physical Master Plan.*	7. In order to reduce potential impacts to future north campus views, the design of the Physical Plant (PGM-4) will incorporate architectural features, landscape treatment or bulk and scale elements to minimize potential impacts to this campus viewshed area.	Not significant.
Additions to the existing visual setting of the Communication Building and surrounding Campus Inner Core Area may result in a significant impact.	8. Visual impacts associated with construction of the Communication Building Addition (PJT-2) would be reduced to below a level of significance if architectural style and material types compatible with surrounding historic land uses are used and conformance with surrounding bulk and scale characteristics occurs. **Figures 3.4-3(c)** through **3.4-3(e)** present conceptual ideas for compatibility of style with adjacent Inner Core land uses. Implementation of State Historic Preservation Officer conformance standards would also allow for the reduction of visual impacts within this area.	Not significant.

TABLE 1.0-3
SUMMARY TABLE OF PROJECT IMPACTS AND MITIGATION MEASURES

PROJECT IMPACTS	MITIGATION MEASURES	RESIDUAL IMPACT
3.4 VISUAL QUALITY (CONTINUED)		
Implementation of the proposed Campus Childcare Facility (PJT-3) may result in significant impacts to the existing visual condition of East Campus Drive.	9. For visual impacts associated with the construction of the Childcare Center (PJT-3), setbacks and landscape treatment shall be implemented during project construction. Inclusion of this mitigation measure as a project condition of approval would minimize visual impacts to sensitive receptors on East Campus Drive. Prior to implementation of the Childcare Center, SDSU representatives will meet with area neighbors and obtain input on potential landscape treatment schemes in order to reduce potential visual impacts. Landscape treatment will then be made a part of the design features of the Childcare Center.	Not significant.
Implementation of the proposed Faculty Office/Classroom/Gallery/ Parking Structure 8 (PJT-1) may result in significant lighting impacts to sensitive receptors.	**Lighting Impacts.** 10. For lighting impacts associated with implementation of the Faculty Office/Classroom/Gallery/Parking Structure 8 (PJT-1) component, landscape treatments would be implemented in order to shield residents of the Del Cerro and Adobe Falls neighborhoods from additional lighting impacts. In order to further minimize impacts, all light fixtures would be shielded away from sensitive viewers to the north of campus. Implementation of these mitigation measures would further reduce project impacts to sensitive receptors.	Not significant.
Implementation of the Campus Childcare Center (PJT-3) may result in significant lighting impacts.	11. In order to reduce lighting impacts associated with the Campus Childcare Center, landscape treatments would be implemented in order to shield residents along the west side of West Falls View Drive. In order to further minimize impacts, a landscaping plan would be developed for the east side of the structure in order to further reduce the glare from light fixtures. All light fixtures within, as well as around, the exterior of the building would be shielded away from sensitive viewers to the east of campus. Further, normal Campus Childcare Center hours would be from 7 am to 7 pm and, therefore, would not necessitate the use of a majority of facility lighting after dark. Implementation of these mitigation measures would further reduce the impact imposed by this project component to sensitive receptors.	Not significant.
3.5 TRAFFIC / ACCESS / PARKING		
Development of the project may result in significant traffic-related impacts.	1. A traffic signal should be installed at, or in the vicinity of, the College Avenue/Street "Z" intersection.	Not significant/significant.

TABLE 1.0-3
SUMMARY TABLE OF PROJECT IMPACTS AND MITIGATION MEASURES

PROJECT IMPACTS	MITIGATION MEASURES	RESIDUAL IMPACT
3.5 TRAFFIC / ACCESS / PARKING (CONTINUED)		
Development of the project may result in significant traffic-related impacts.	2. Widen College Avenue from a four-lane Major Arterial to a six-lane Major Arterial between Montezuma Road and I-8. 3. Provide the following lane geometry at the College Avenue/Montezuma Road and College Avenue/El Cajon Boulevard intersections. This would mitigate the significant impact on College Avenue between Montezuma Road and El Cajon Boulevard. *College Avenue / Montezuma Road* Northbound: 2 left-turn lanes, 3 through lanes, 1 right-turn lane Southbound: 2 left-turn lanes, 2 through lanes, 1 shared through/right-turn lane Eastbound: 2 left-turn lanes, 2 through lanes, 1 right-turn lane Westbound: 2 left-turn lanes, 2 through lanes, 1 right-turn lane *College Avenue / El Cajon Boulevard* Northbound: 2 left-turn lanes, 2 through lanes, 1 shared through/right-turn lane Southbound: 2 left-turn lanes, 2 through lanes, 1 shared through/right-turn lane Eastbound: 2 left-turn lanes, 2 through lanes, 1 right-turn lane Westbound: 2 left-turn lanes, 2 through lanes, 1 right-turn lane 4. Widen the westbound approach at the College Avenue/Canyon Crest Drive intersection to provide two right-turn lanes. 5. Provide the following lanes at the College Avenue/Lindo Paseo intersection: Westbound approach: One left-turn lane, one through lane, and one right-turn lane Eastbound approach: Dual left-turn lanes and a shared right/through lane Northbound approach: One left-turn lane, two through lanes, and a shared right/through lane Southbound approach: One left-turn lane, two through lanes, and a shared right/through lane	Not significant/significant.

TABLE 1.0-3
SUMMARY TABLE OF PROJECT IMPACTS AND MITIGATION MEASURES

PROJECT IMPACTS	MITIGATION MEASURES	RESIDUAL IMPACT
3.6 NOISE		
Development of the project may result in short-term construction noise impacts to sensitive receptors.	1. The Contractor will be required to comply with the City's noise ordinance criteria. Thus, construction activity will only be permitted between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday. Construction is prohibited on Sunday and legal holidays. In addition, the Contractor will be required to prepare a Noise Control Plan to demonstrate compliance with the City's noise ordinance criteria. The plan will include a detailed description of the noise control measures that the Contractor will use to mitigate short-term construction noise impacts on existing noise-sensitive land uses. The Contractor will include measures such as: (a) Locate noisy equipment as far as possible from the site boundaries and occupants of buildings; (b) Install stationary equipment in enclosures; (c) All construction equipment, fixed or mobile, will be equipped with properly operating and maintained muffler exhaust systems. (d) Stockpile and vehicle staging areas will be located as far as practical from residences and occupants of buildings; and (e) Use quieter (*i.e.*, typically smaller pieces of equipment) while working immediately adjacent to the residences situated along the western boundary of the site.	Not significant.
3.7 AIR QUALITY		
Project Impacts Although not required, measures should be implemented to reduce construction emission air quality impacts.	To reduce impacts during construction, construction contracts should include the following specifications: (a) Exposed surfaces should be watered twice daily; (b) Stockpiles of excavated materials should be watered, chemically stabilized or covered; (c) An erosion barrier should be erected on the downslope of any project site to prevent silt-laden water from running off site; (d) Trucks carrying excavated materials from the site should be covered or maintain adequate freeboard and should have their tires and undercarriages washed prior to exiting the site;	Not significant.

TABLE 1.0-3
SUMMARY TABLE OF PROJECT IMPACTS AND MITIGATION MEASURES

PROJECT IMPACTS	MITIGATION MEASURES	RESIDUAL IMPACT
3.7 AIR QUALITY (CONTINUED)		
	(e) Paving of exposed dirt surfaces should be done as quickly as possible; (f) Streets affected by fugitive dust should be swept regularly. An on-site manager should be responsible for monitoring dust levels and suggesting appropriate additional control measures, if necessary; (g) Uncovered soil should be bound (by grass or similar groundcover) as soon as is reasonably possible; (h) Excavation should not be conducted when surface winds exceed 25 mph; (i) All construction equipment should be maintained in good tune, and unnecessary idling of construction vehicles and equipment should be avoided; and (j) All construction contractors should have rideshare programs/ incentives for their construction workers if they employ more than 25 workers at any time on campus.	
Cumulative Impacts Development of the proposed project may result in significant cumulative air quality impacts.	1. The San Diego air basin is designated as a non-attainment basin for state and federal air quality standards. Although, from a regional perspective, the emissions contribution of the proposed project to air pollution may be marginal, the cumulative air quality impact of the project in conjunction with related development in the region is considered significant because regional emissions in the San Diego air basin continue to exceed state and federal standards. At this time, there are no available mitigation measures which make attainment of those standards possible.	Significant.
3.8 CULTURAL RESOURCES		
Implementation of the proposed International Student Center Addition (PJT-4) may result in a significant impact to cultural resources.	1. The proposed construction of the International Student Center Addition (PJT-4) on Parking Lot V could potentially impact a prehistoric site, SDI-9899, which is adjacent to the lot. The site boundaries of SDI-9899 have never been defined and, therefore, the site has not been evaluated for significance. Archaeological monitoring is suggested during construction in order to determine whether the site still exists. Should the site be identified, significance testing would be necessary, and a data recovery program should be initiated if the site were determined to be significant.	Not significant.

2.1 PURPOSE

The purpose of the Project Description section is to describe the proposed project for the public, reviewing agencies and decision-makers. For purposes of CEQA, a complete project description must contain the following information: (a) the location and boundaries of the proposed project; (b) a statement of project objectives; (c) a general description of the project's technical, economic and environmental characteristics; and (d) a statement briefly describing the intended uses of the EIR. An adequate project description need not be exhaustive, but should supply the detail necessary for evaluation and review of the project's significant effects on the environment. This section describes the proposed SDSU Campus Master Plan 2000 project, as well as its location and characteristics, and it includes statements describing the project's objectives and the intended uses of this EIR.

2.2 PROJECT TITLE

SDSU Campus Master Plan 2000

2.3 LEAD AGENCY

The Board of Trustees of the California State University
P. O. Box 3502
Seal Beach, California 90740-7502
(213) 986-9495

2.4 PROJECT SPONSOR

San Diego State University
Facilities Planning and Management
Business and Financial Affairs
5500 Campanile Drive
San Diego, California 92182-1624

2.5 CONTACT PERSON

W. Anthony Fulton
Director of Facilities Planning and Management
Business and Financial Affairs
San Diego State University
5500 Campanile Drive
San Diego, California 92182-1624
(619) 594-5224

2.6 PROJECT LOCATION

San Diego State University Campus
San Diego, California

2.7 KNOWN RESPONSIBLE AGENCIES

The City of San Diego (for improvements/modifications to public streets, if any); San Diego County Air Pollution Control District (for permitting due to air emissions from project components, if needed); and Regional Water Quality Control Board, San Diego Region (for water quality permitting, if any).

2.8 GENERAL PLAN/COMMUNITY PLAN DESIGNATION/ZONING

Institutional/University Campus/R1-5000

2.9 PROJECT OBJECTIVES

Section 15124(b) of the CEQA Guidelines requires that an EIR include a statement of the objectives sought by a proposed project. Consistent with the objectives described below, the overall mission of SDSU is to provide well-balanced, high-quality education for undergraduate and graduate students as it contributes to knowledge and problem solving through excellence and distinction in teaching, research and service.

The University provides an environment that encourages the intellectual development of students. The University's undergraduate and graduate programs in the liberal arts and sciences are designed to help students learn about themselves, their cultural and social heritage, and their physical environment. Additionally, students are challenged to understand how advances in these areas may influence their present lives and their futures. Professional programs, while including many of these

broad goals, are designed to meet the needs of the students who seek specific employment in many diverse fields. The University is concerned with developing leaders in cultural, economic, educational, scientific, social and technical fields.

Closely related to the teaching mission of the University is student and faculty research. Involvement in research ensures that students and faculty maintain currency in their disciplines and fosters the advancement of knowledge. Graduate study at SDSU at the master's and doctoral levels emphasizes creative scholarship, original research, and the development and utilization of research techniques. Located in a large and ethnically diverse metropolitan center bordering Mexico and on the Pacific Rim, the University uses the social, cultural, scientific and technical resources of this region to enrich its teaching and research programs.

The specific objectives of the proposed SDSU Campus Master Plan 2000 project are as follows:

(a) Master plan campus academic, research, faculty and recreational resources;

(b) Master plan campus buildings, facilities and other resources in a manner that is generally consistent with the SDSU *Physical Master Plan*, dated November 1997;

(c) Enhance academic and research facilities in response to campus needs;

(d) Enhance campus plant and support facilities;

(e) Utilize campus land resources as efficiently as possible;

(f) Master plan future building, site support and infrastructure requirements for programmatic projects;

(g) Identify appropriate areas within the campus for programmatic projects that will not contribute to the loss of existing functional site conditions;

(h) Improve overall campus design, architectural character, accessibility, image and identity;

(i) Enhance and preserve important historical resources where feasible; and

(j) Enhance campus and pedestrian open areas and incorporate landscape master plan with programmatic projects.

2.10 SUMMARY OF CAMPUS HISTORY AND CURRENT CAMPUS CONDITIONS

SDSU was founded in 1897 for the training of elementary school teachers, and occupied a single building as temporary quarters in downtown San Diego. The University was then relocated to its second home located at Park and El Cajon Boulevard in San Diego until 1931. The curriculum was limited initially to English, history and mathematics, but it broadened rapidly over the years under the leadership of various campus presidents.

In February 1931, the University moved into the seven Spanish Colonial style buildings of the present campus that surrounds what is today still called the "Main Quad." In 1960, the college became a part of the newly created California State College system under a state-wide Board of Trustees and Chancellor. In 1971, recognizing that the institution had achieved the status of a university, the Legislature renamed the system, "The California State University and Colleges," and shortly afterward renamed the institution, "San Diego State University."

SDSU is now a comprehensive, urban public institution, recognized as one of the top five such campuses in the west. In 1994, SDSU became the only campus of the California State University system to be classified as a doctoral institution, which places it among the top six percent of institutions across the nation and one of the leading universities in the California State University system. With over 31,000 students, it is one of the largest universities in the western United States. The student body reflects the demographic mix of the urban area surrounding the campus. SDSU is a teaching university with strong research programs. Research and scholarship strengthen the instruction SDSU students receive in the classroom and laboratory. The University now offers bachelor's degrees in 78 areas, master degrees in 58 areas, and doctorate degrees in 11 areas.

Today, the campus is an eclectic mix of pedestrian experiences, from the broad, refined Centennial Mall to the pathways in the original campus core to the primary pedestrian promenade from Centennial Mall to the West Commons. The SDSU *Physical Master Plan* provides the underlying organizing structure to guide the overall campus development patterns. The overall campus experience, despite on-going construction, is a positive one.

The current student population and campus physical size are reflected in **Table 2.0-1** below. In addition to the students that attend the school, the University currently employs 1,634 staff, 1,433 and 422 teaching associates. The current parking supply is approximately 12,900 spaces.

TABLE 2.0-1
STUDENT POPULATION AND CAMPUS SIZE (2000-2001)

Year	FTE Student Population* (Fall Semester)	Student Total Population (Fall Semester)	Overall Campus Gross Square Footage
2000 / 2001	23,679	31,000	7,175,000

* FTE refers to the full-time equivalent student population.

Source: SDSU Office of Facilities Planning and Management

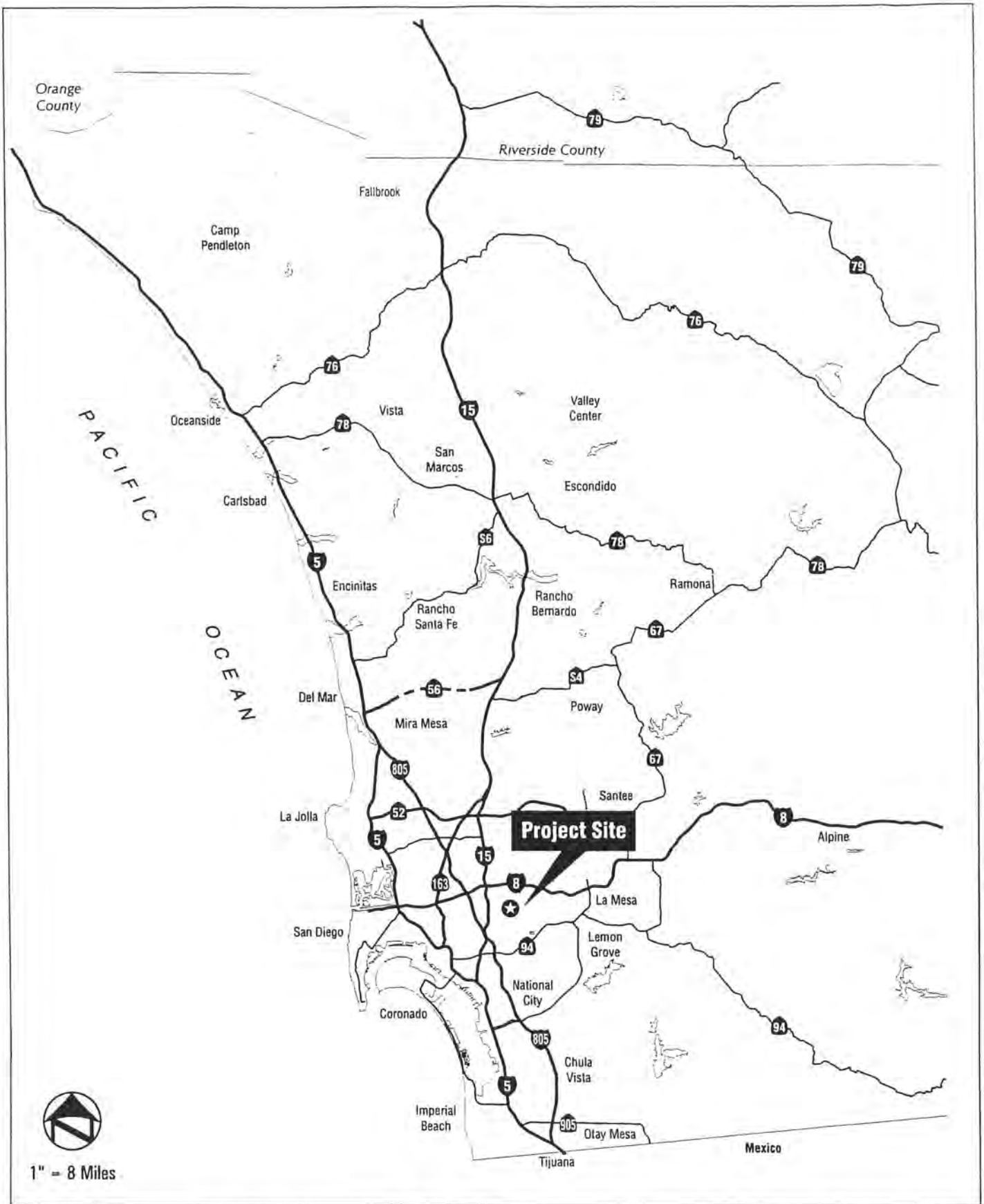
For a more detailed description of the University's history, background, land uses and facilities, please refer to the SDSU *Physical Master Plan*, dated November 1997. This plan is available for public review during normal business hours at SDSU, Office of Facilities Planning and Management, Administration Building, Room 130, 5500 Campanile Drive, San Diego, California 92182-1624, Contact person: Larry Piper (619) 594-5224.

2.11 PROJECT DESCRIPTION

2.11.1 LOCAL AND REGIONAL SETTING

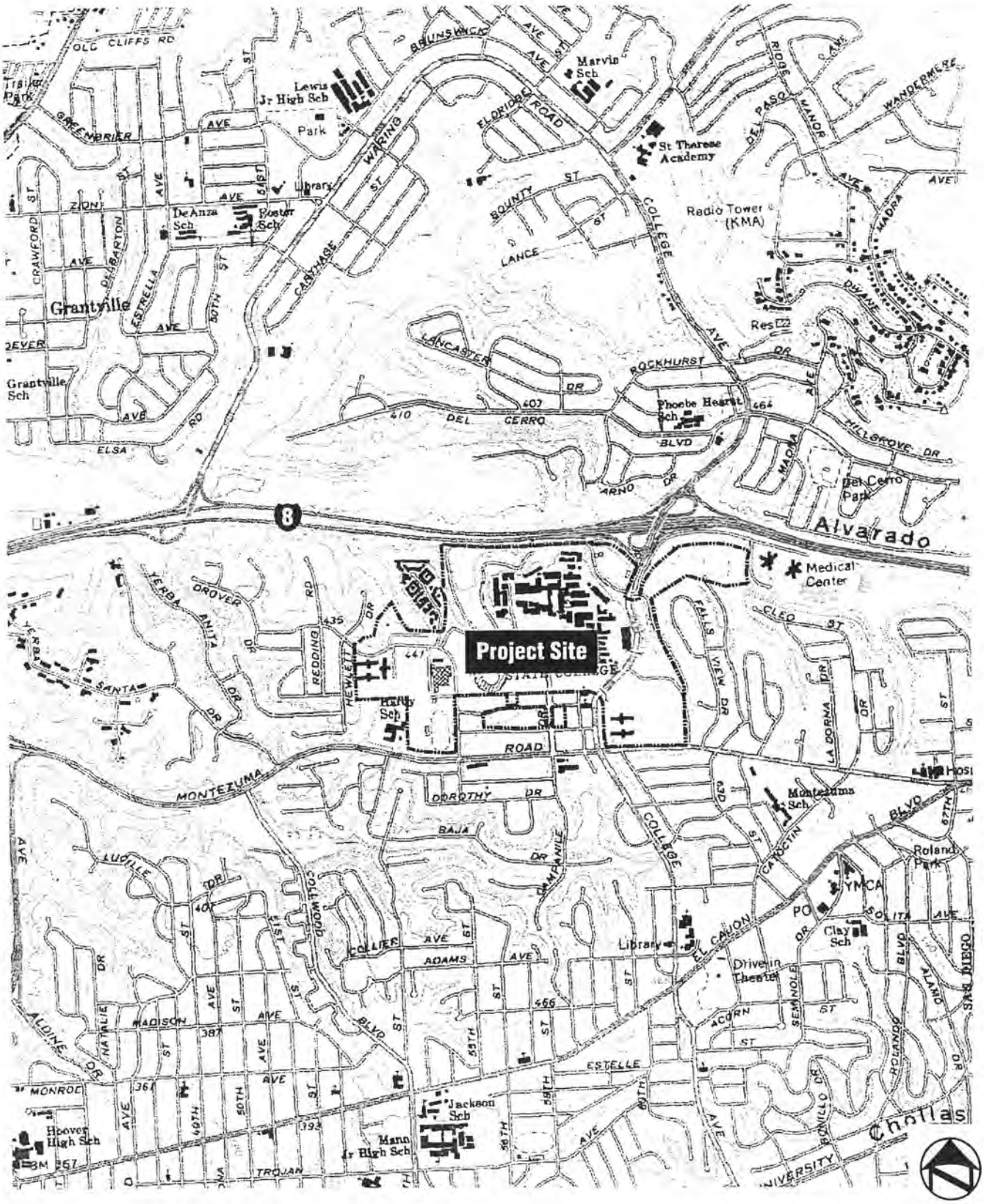
The proposed project site is located on the campus of San Diego State University ("SDSU"), located in the City of San Diego (**Figure 2.0-1**, *Regional Map*). The SDSU campus is approximately 10 miles east of downtown San Diego. As shown on **Figure 2.0-2**, *Vicinity Map*, the general boundaries of the SDSU campus are Interstate 8 ("I-8") to the north and Montezuma Road to the south. The east and west campus boundaries are located near East Campus Drive and 55th Street/Remington Road, respectively.

Regional access to the campus is provided by I-8 from the east and west and I-15 and I-805 from the north and south. I-8 connects with College Avenue, which serves as the primary north-south arterial into the campus and surrounding area. The campus is also accessible from Montezuma Road, which serves as the main western corridor to and from the campus.



SDSU Campus Master Plan 2000
August 2000

Figure 2.0-1
Regional Map



BASE MAP SOURCE: USGS 7.5 Minute Series, La Mesa Quadrangle

1" = 2000'

SDSU Campus Master Plan 2000

August 2000

SDSU

Figure 2.0-2

Vicinity Map

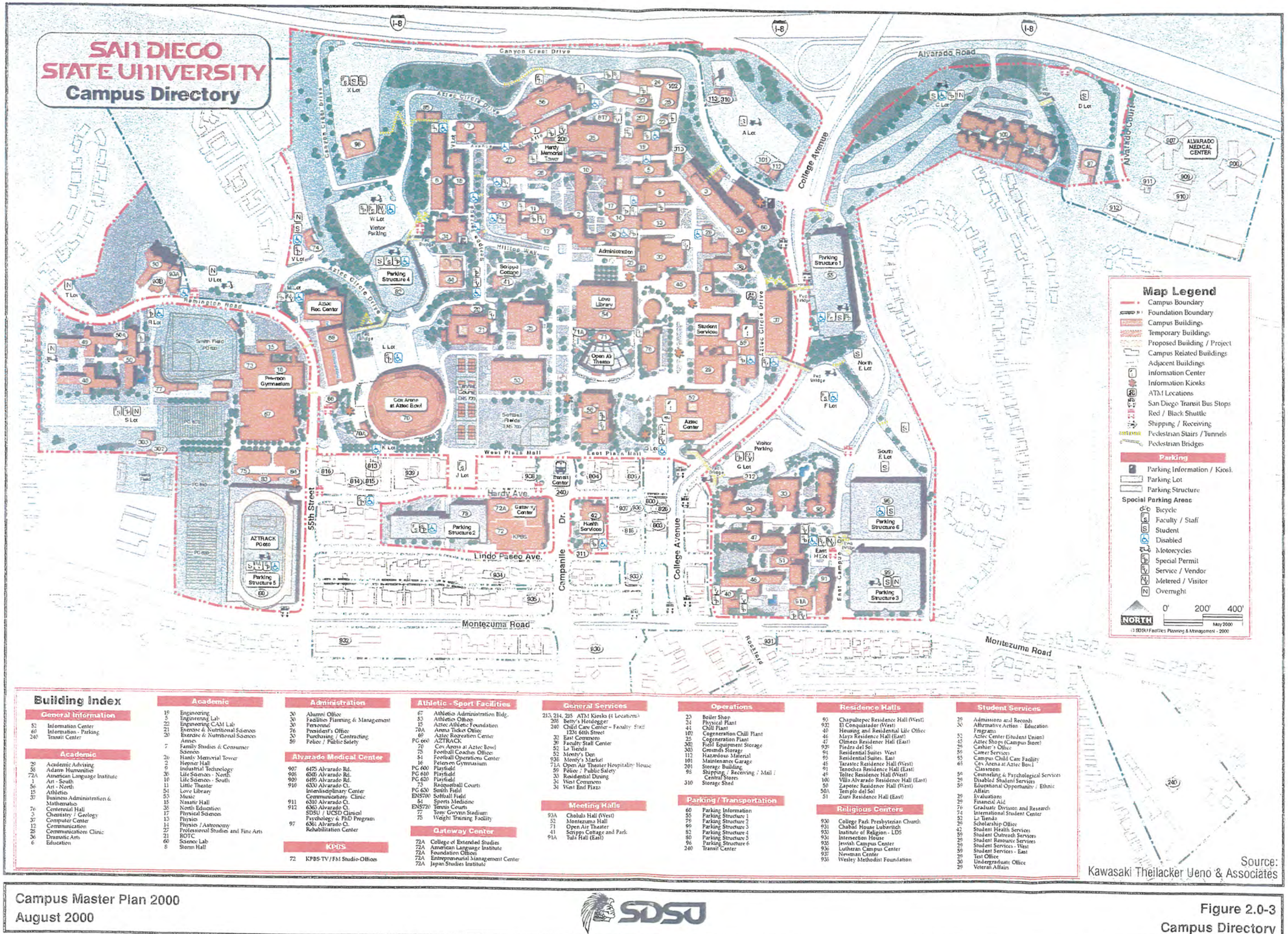
SDSU is comprised of approximately 280 acres on slightly undulating mesas which are intersected by steep drainage canyons. The campus is considered a developed urban setting, largely consisting of various buildings and structures, pedestrian and vehicle corridors, parking areas, open areas, athletic playing fields and other recreational uses. **Figure 2.0-3** depicts the current SDSU Campus Directory and surrounding areas. The Campus Directory includes an index showing all of the existing buildings, parking areas, facilities, general services, operations and student services located on the campus.

The campus is located on state-owned property, which is not subject to planning and zoning laws, zoning ordinances or local general community plans of the City of San Diego, or any other local jurisdiction. Although state-owned property, the SDSU campus is located within the College Area Community Plan of the City of San Diego. **Figure 2.0-4** shows the general boundaries of the College Area Community in relation to the SDSU campus and other San Diego communities.

The College Area Community Plan, which is part of the City of San Diego General Plan, designates the campus as "Institutional/University Campus." The College Area Community Plan consists of approximately 1,950 acres with about 56 percent of the developable land devoted to single-family land uses. The present residential population is approximately 19,000 people; however, the area population constantly changes with the influx of persons associated with the University. A major portion of the area is zoned for single-family housing. However, multi-family housing is located in the vicinity of the University and along major transportation corridors. Commercial development is located along El Cajon Boulevard and a portion of College Avenue adjacent to the University. The Institutional land uses include SDSU and Alvarado Medical Center. The community is served by three elementary schools, one junior high and one senior high school. One of these schools is Hardy Elementary.

On November 30, 1993, the Redevelopment Agency of the City of San Diego adopted the College Community Redevelopment Project for a portion of the property located within the College Area Community. The project area includes five sub-areas, located near the SDSU campus.

SAN DIEGO STATE UNIVERSITY
Campus Directory



Building Index

General Information

52	Information Center
60	Information - Parking
240	Transit Center

Academic

28	Academic Advising
58	Adams Humanities
72A	American Language Institute
1	Art - South
58	Art - North
15	Athletics
37	Business Administration & Mathematics
76	Centennial Hall
3	Chemistry / Geology
37	Computer Center
12	Communication
28	Communications Clinic
26	Dramatic Arts
60	Education

Academic

10	Engineering
5	Engineering Lab
22	Engineering CAM Lab
21	Exercise & Nutritional Sciences
20	Exercise & Nutritional Sciences Annex
7	Family Studies & Consumer Sciences
26	Hardy Memorial Tower
2	Hepner Hall
9	Industrial Technology
36	Life Sciences - North
10	Life Sciences - South
11	Little Theater
54	Love Library
53	Music
35	Nasatir Hall
35	North Education
17	Physical Sciences
13	Physics
14	Physics / Astronomy
27	Professional Studies and Fine Arts
21	ROTC
60	Science Lab
8	Storm Hall

Administration

30	Alumni Office
30	Facilities Planning & Management
30	Personnel
76	President's Office
30	Purchasing / Contracting
59	Police / Public Safety

Alvarado Medical Center

907	6125 Alvarado Rd.
908	6065 Alvarado Rd.
909	6155 Alvarado Rd.
910	6330 Alvarado Ct.
911	Interdisciplinary Center Communications Clinic
912	6310 Alvarado Ct.
97	6363 Alvarado Ct. SDSU / UCSD Clinical Psychology & PhD Program
	6361 Alvarado Ct. Rehabilitation Center

KPBS

72	KPBS-TV/FM Studio-Offices

Athletic - Sport Facilities

67	Athletic Administration Bldg.
53	Athletics Offices
15	Aztec Athletic Foundation
70A	Arena Ticket Office
69	Aztec Recreation Center
PG 660	AZTRACK
70	Cox Arena at Aztec Bowl
73	Football Coaches Offices
84	Football Operations Center
16	Peterson Gymnasium
PG 600	Playfield
PG 610	Playfield
PG 620	Playfield
73	Racquetball Courts
PG 630	Smith Field
ENS700	Softball Field
84	Sports Medicine
ENS720	Tennis Courts
77	Tony Gwynn Stadium
75	Weight Training Facility

Gateway Center

72A	College of Extended Studies
72A	American Language Institute
72A	Foundation Offices
72A	Entrepreneurial Management Center
72A	Japan Studies Institute

General Services

213, 214, 215	ATM Kiosks (4 Locations)
205	Betty's Hotdogger
240	Child Care Center - Faculty/ Staff
	12th & 6th Street
32	East Commons
39	Faculty Staff Center
52	La Tienda
52	Monty's Den
93B	Monty's Market
71A	Open Air Theater Hospitality House
59	Police / Public Safety
33	Storage Building
34	West Commons
34	West End Plaza

Meeting Halls

93A	Cholula Hall (West)
52	Montezuma Hall
71	Open Air Theater
41	Scripps Cottage and Park
91A	Tula Hall (East)

Operations

23	Boiler Shop
24	Physical Plant
44	Chill Plant
102	Cogeneration Chill Plant
25	Cogeneration Plant
302	Field Equipment Storage
303	Grounds Storage
112	Hazardous Material
101	Maintenance Garage
201	Storage Building
98	Shipping / Receiving / Mail / Central Stores
310	Storage Shed

Parking / Transportation

60	Parking Information
55	Parking Structure 1
79	Parking Structure 2
99	Parking Structure 3
82	Parking Structure 4
80	Parking Structure 5
96	Parking Structure 6
240	Transit Center

Residence Halls

93	Chapultepec Residence Hall (West)
92	El Conquistador (West)
40	Housing and Residential Life Office
46	Maya Residence Hall (East)
47	Olmeca Residence Hall (East)
93B	Piedra del Sol
94	Residential Suites West
95	Residential Suites East
48	Tarastec Residence Hall (West)
91	Tenochca Residence Hall (East)
49	Toltec Residence Hall (West)
100	Villa Alvarado Residence Hall (East)
50	Zapotec Residence Hall (West)
50A	Templo del Sol
51	Zuni Residence Hall (East)

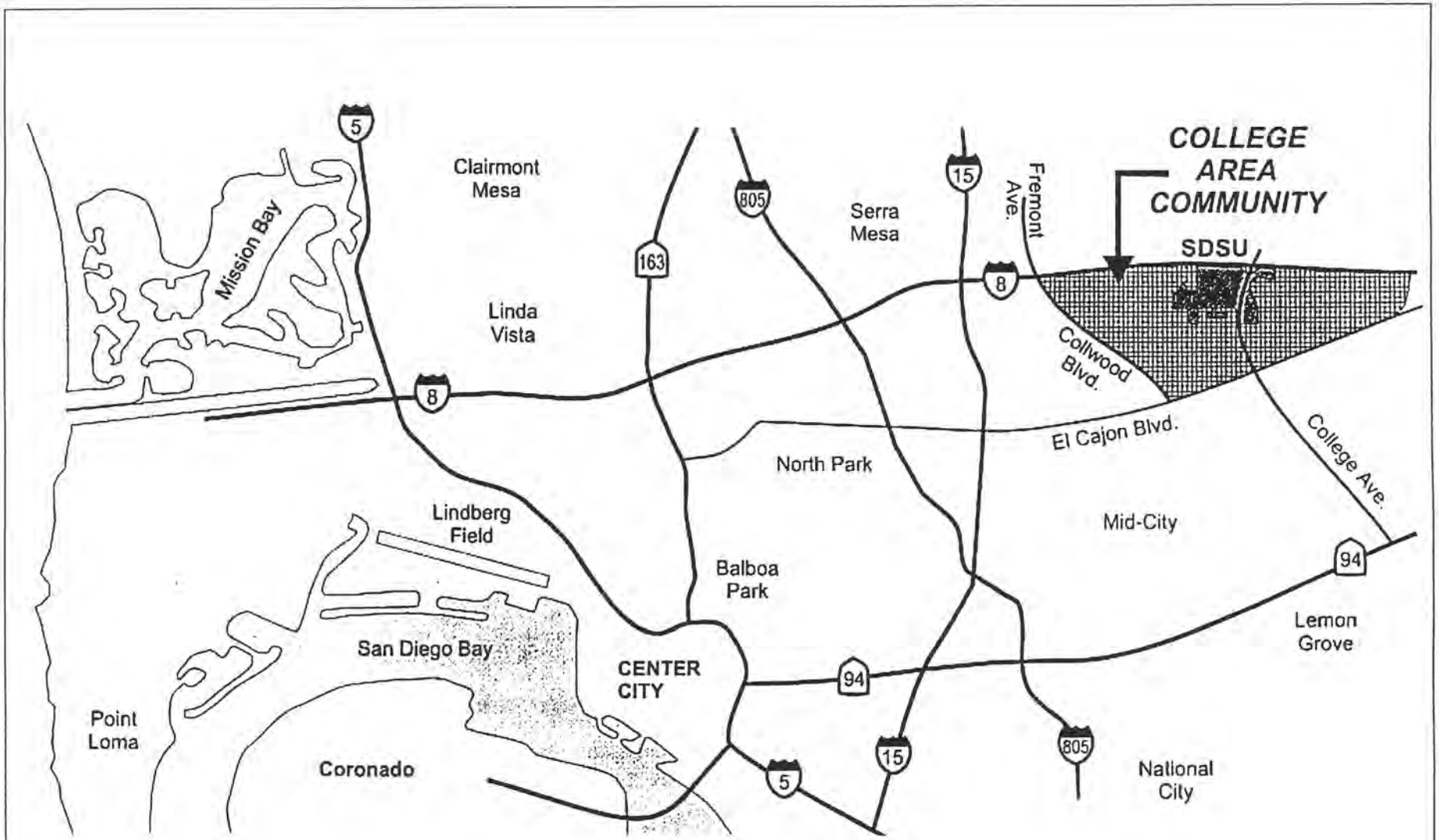
Religious Centers

930	College Park Presbyterian Church
931	Chabad House Lubavitch
933	Institute of Religion - LDS
934	Intersection House
935	Jewish Campus Center
936	Lutheran Campus Center
937	Newman Center
938	Wesley Methodist Foundation

Student Services

26	Admissions and Records
30	Affirmative Action - Education Programs
52	Aztec Center (Student Union)
45	Aztec Shops (Campus Store)
26	Cashier's Office
56	Career Services
55	Campus Child Care Facility
65	Cox Arena at Aztec Bowl Classroom
56	Counseling & Psychological Services
26	Disabled Student Services
59	Educational Opportunity / Ethnic Affairs
26	Evaluations
26	Financial Aid
76	Graduate Division and Research
74	International Student Center
52	La Tienda
26	Scholarship Office
42	Student Health Services
59	Student Outreach Services
26	Student Resource Services
26	Student Services - West
59	Student Services - East
26	Test Office
30	Undergraduate Office
26	Veteran Affairs

Source: Kawasaki Theilacker Ueno & Associates



SDSU Campus Master Plan 2000
August 2000

Figure 2.0-4
College Area Community

The City's Redevelopment Agency recently adopted the Second Implementation Plan (2000-2004) for the College Community Redevelopment Project (adopted July 20, 1999). This Plan sets forth the specific projects planned for the College Area Community over the next five years. The Plan provides for a number of projects, including Mixed Use development, and construction of Fraternity Housing, Religious Centers, the Elder Hostel, Hotel/Conference Center and Residential Housing projects. These projects are anticipated to fund required public improvements in accordance with Owner Participation Agreements and Disposition and Development Agreements. Public improvements, phasing and funding will be implemented for these projects in accordance with the College Area Public Facilities Financing Plan. According to the Plan, the proposed projects will provide for the continued development of affordable student housing which will help to alleviate traffic and parking conditions within the project area and the surrounding community, foster development of the remainder of the project area within the College Area Community, and secure further private and public investment within the community.

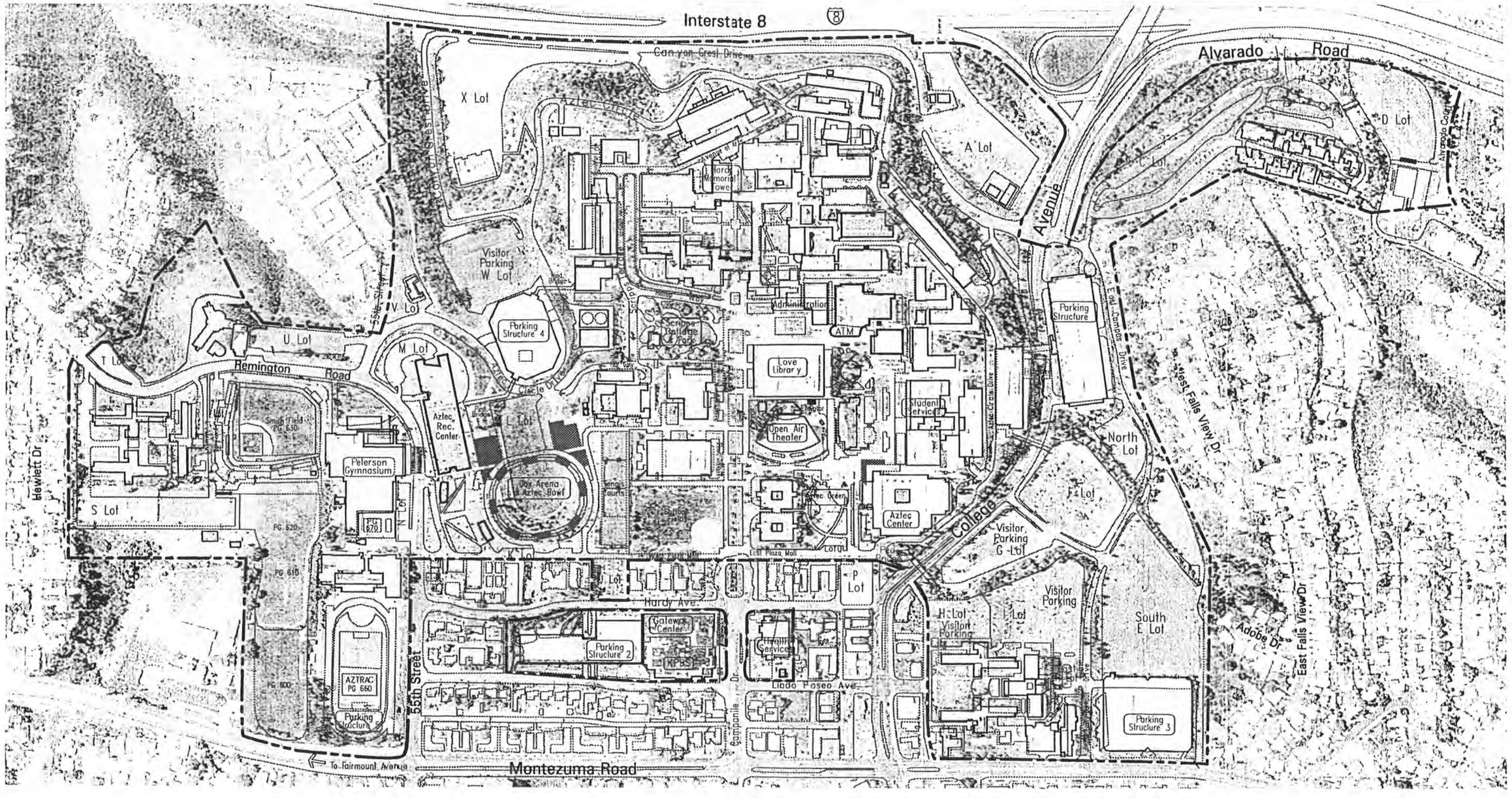
For further information regarding the College Community Redevelopment Project and the Second Implementation Plan, please refer to: (a) the College Area Community Plan, May 1989; (b) the College Community Redevelopment Project Final Program Environmental Impact Report ("EIR") (SCH No. 9209103; July 1993); and (c) the Second Implementation Plan (2000-2004), adopted July 20, 1999. Copies of these documents are available for public review at SDSU, Office of Facilities, Planning and Management, Administration Building, Room 130, 5500 Campanile Drive, San Diego, California 92182-1624, Contact person: Larry Piper (619) 594-5224.

2.11.2 Brief Project Description

The proposed Campus Master Plan 2000 project is intended to improve, enhance and rehabilitate facilities on the SDSU campus. The overarching goal of this plan is to create a template of uniform planning for future development within certain areas of the campus. The project proposes the redevelopment of several classroom, office, research and student facilities, and the development of several new buildings, a physical plant and corporation/maintenance yard, parking structure and central campus park area.

Figure 2.0-5 is an aerial photograph documenting existing land uses on the SDSU campus. **Figure 2.0-6** depicts the existing SDSU Campus Master Plan. **Figure 2.0-7** shows the proposed

Campus Master Plan, including each of the program and project components of the proposed project. **Figures 2.0-6** and **2.0-7** also show the approximate location of the future Metropolitan Transit Development Board (MTDB) Mission Valley East Light Rail (LRT) project ("Trolley line"). The portion of the Trolley line that traverses the campus has been addressed in separate environmental documentation completed by MTDB and is not part of the proposed project. Finally, **Figure 2.0-8** depicts the previously master planned projects located on the SDSU campus (shown in green) and the components of the proposed SDSU Campus Master Plan 2000 project (shown in yellow).



BASE SOURCE: San Diego Aerial Image Database 94/95 and KTU&A

---- Campus Boundary

0 400
Scale in Feet

SDSU Campus Master Plan 2000

August 2000

Figure 2.0-5

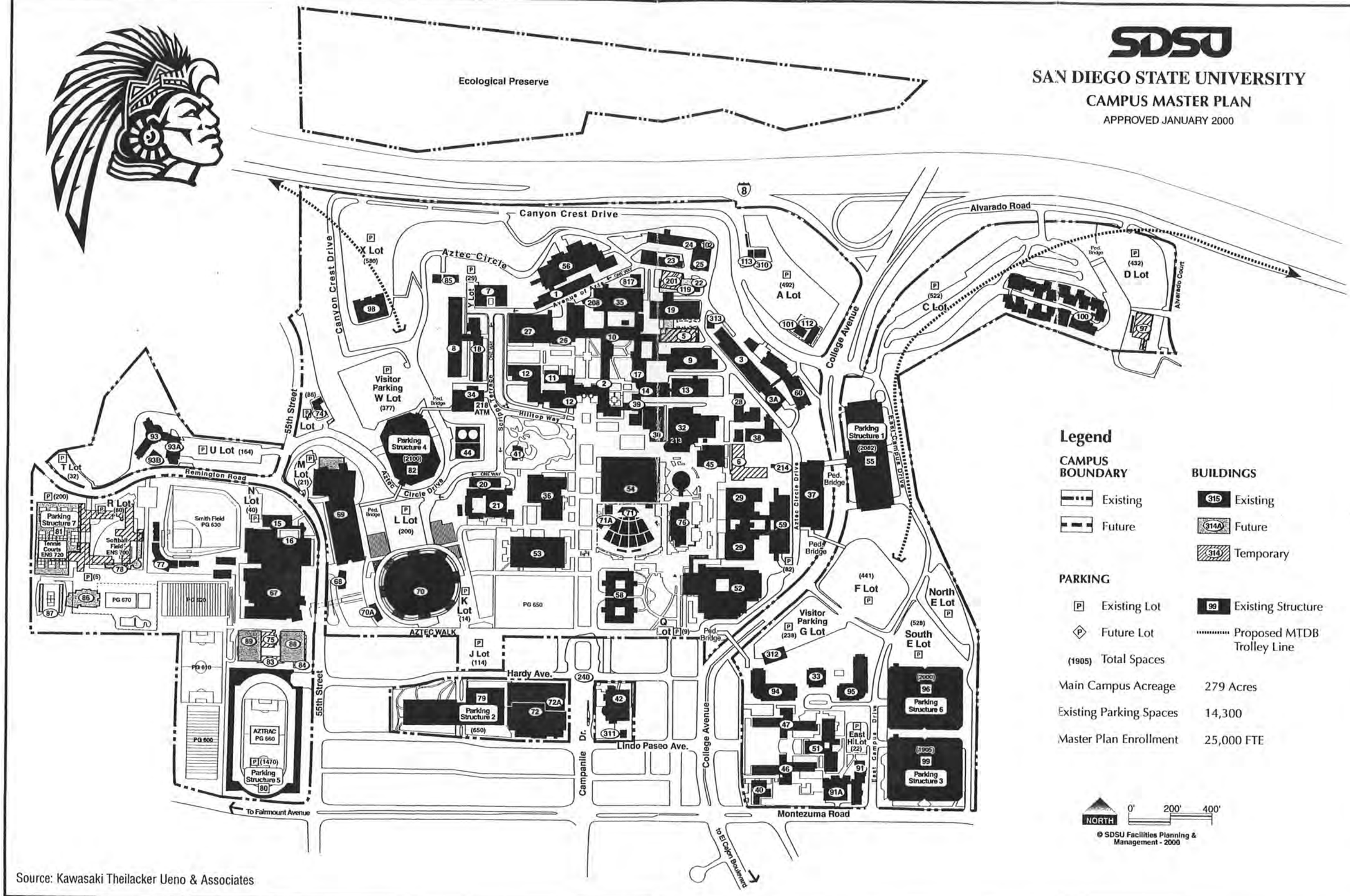
Existing Land Use

SDSU

SAN DIEGO STATE UNIVERSITY

CAMPUS MASTER PLAN

APPROVED JANUARY 2000



Legend

CAMPUS BOUNDARY

- Existing
- Future

BUILDINGS

- 315 Existing
- 314A Future
- 314 Temporary

PARKING

- P Existing Lot
- P Future Lot
- (1905) Total Spaces
- 99 Existing Structure
- Proposed MTDB Trolley Line

Main Campus Acreage	279 Acres
Existing Parking Spaces	14,300
Master Plan Enrollment	25,000 FTE

NORTH 0' 200' 400'

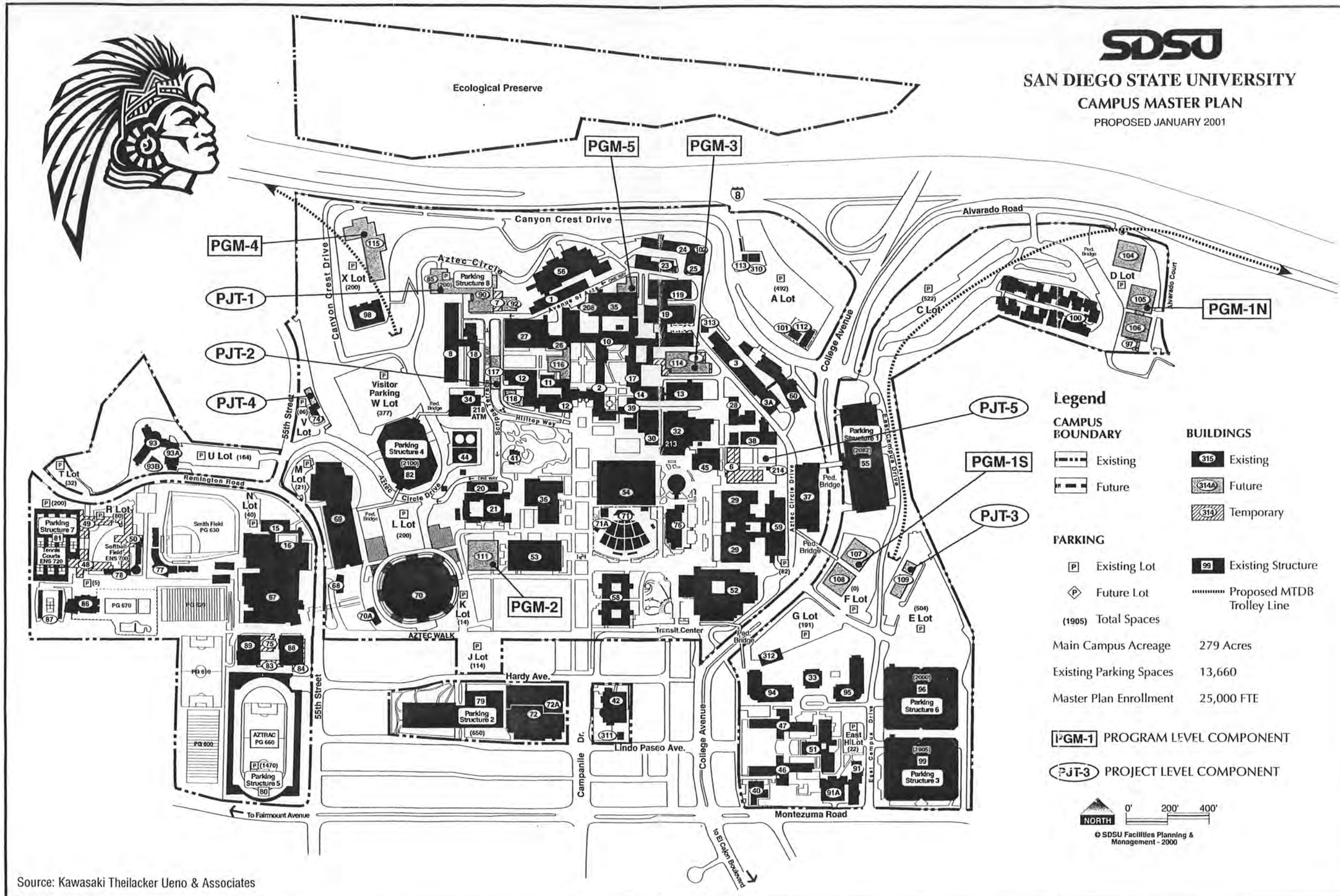
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Source: Kawasaki Theilacker Ueno & Associates

SAN DIEGO STATE UNIVERSITY

CAMPUS MASTER PLAN

PROPOSED JANUARY 2001



Legend

CAMPUS BOUNDARY
- Existing
- Future

BUILDINGS
- 315 Existing
- 314A Future
- 314 Temporary

PARKING
- P Existing Lot
- P Future Lot
- (1905) Total Spaces
- 99 Existing Structure
- Proposed MTDB Trolley Line

Main Campus Acreage	279 Acres
Existing Parking Spaces	13,660
Master Plan Enrollment	25,000 FTE

PGM-1 PROGRAM LEVEL COMPONENT

PJT-3 PROJECT LEVEL COMPONENT

NORTH 0' 200' 400'

© SDSU Facilities Planning & Management - 2000

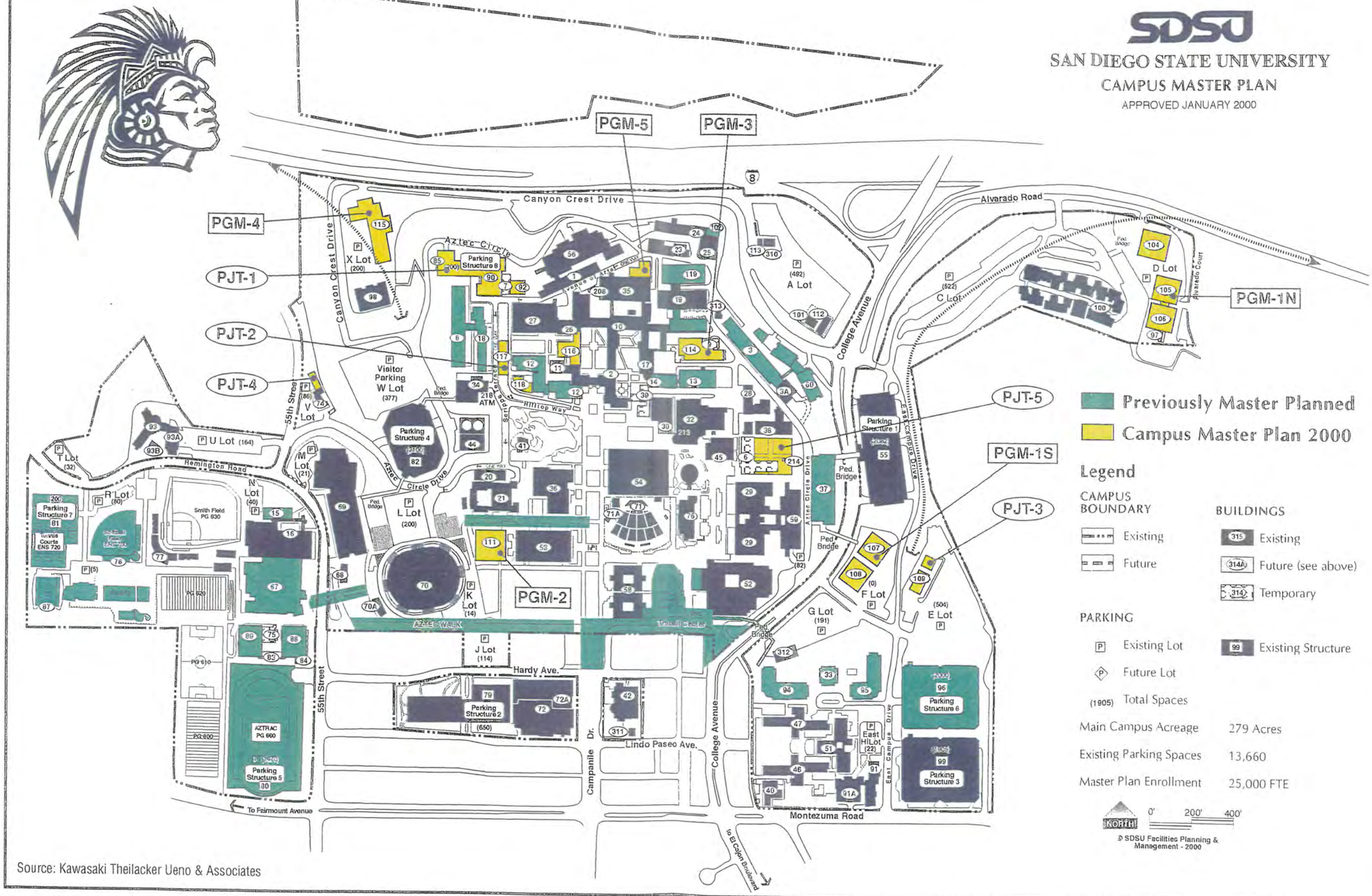
Source: Kawasaki Theilacker Ueno & Associates

SDSU

SAN DIEGO STATE UNIVERSITY

CAMPUS MASTER PLAN

APPROVED JANUARY 2000



Source: Kawasaki Theilacker Ueno & Associates

2.11.3 Individual Project Components And Characteristics

For purposes of this Environmental Impact Report, the proposed project is addressed in two groups of "project components." Several project components are identified and analyzed on a program level and have been delineated as such. Five project components are analyzed at a project level and have been designated as such. **Table 2.0-2** provides a summary of each project component and the existing campus uses.

In addition to a project description, this section includes a brief summary of the existing conditions at each project component site. Because some of the project component sites are adjacent, or in close proximity, to components of the recently-approved campus project known as the Aztec Walk Campus Master Plan, the summary of existing conditions is supplemented with descriptions of approved, but not yet constructed, components of the Aztec Walk Campus Master Plan, where appropriate.

Table 2.0-2
Proposed Project Components

Project Component Reference	Proposed Project Component	Existing Campus Master Plan Uses*
Program Level Components		
PGM-1	**East Campus Development Area**	
PGM-1 North	Academic/Research Building A	D Lot, Rehabilitation Center
PGM-1 South	Academic/Research Building B	E and F Lots
PGM-2	Performing Arts Complex	Open Area/Field
PGM-3	Science Research Building	Industrial Technology Building
PGM-4	Physical Plant	X Lot
PGM-5	North Life Sciences Addition	Temporary Dean's Complex
Project Level Components		
PJT-1	Faculty Office/Classroom/Gallery/Parking Structure 8	Campus Childcare Center, Family Studies and Consumer Sciences
PJT-2	School of Communication Addition	Communication Building, existing terrace/lawn/landscaped areas
PJT-3	Campus Childcare Center	E Lot
PJT-4	International Student Center Addition	V Lot
PJT-5	Central Park	Education Building

* Existing Campus Master Plan uses and facilities include amendments to the Campus Master Plan due to approval of the Aztec Walk Campus Master Plan project.

2.11.3.1 PROGRAM-LEVEL COMPONENTS

This EIR analyzes five project components at a program level. As provided for in the CEQA Guidelines, program level components will be analyzed for broad environmental effects with the acknowledgment that further site-specific environmental review may be required for particular aspects or portions of the program when those components are proposed for implementation.

PGM-1N East Campus Development Area - North. This component would involve the addition of three building footprints in D Lot and the Rehabilitation Center, located at the extreme northeast corner of the campus. The proposed buildings would house academic/research facilities for campus uses. The campus uses would be consistent with the densities allowed under the City's Community Redevelopment Plan for this particular area. Facilities would include faculty office space, administrative office space, laboratories, classrooms and clinics, or a combination of these facilities. The precise use for these buildings would be determined in the year 2002-2003 during the design phases of this component of the proposed project.

To offset some of the loss of parking during construction of this project component, replacement parking spaces would be located within either this development area or the proposed Parking Structure 8 (see discussion of PJT-1, below). The existing Rehabilitation Center is a non-State facility that would be relocated by the SDSU Foundation.[1]

This project component is consistent with the SDSU *Physical Master Plan* (November 1997), which acknowledges a need for various new buildings to house campus programs and classrooms to accommodate current and future student population trends (*see,* SDSU *Physical Master Plan*, page 52). D Lot is considered an appropriate location for this project component, as it has "high development potential" (*see*, SDSU *Physical Master Plan*, page 140 and Figure 4-17). Development of D Lot would also provide an opportunity to improve the ill-defined campus edge

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[1] The SDSU Foundation is an auxiliary organization authorized by the State of California. It is a non-profit corporation, self-financed and chartered to provide and augment programs that are an integral part of the education mission of the University. Although separate from the University, the Foundation is responsible for the accomplishment of certain University objectives that require financial support not provided by the state. The Foundation serves the University in numerous major areas, including, for example, development of property adjacent to campus boundaries.

at the Alvarado Court segment of the campus boundary, and to improve the visual impression of the north side of the campus, currently dominated by parking lots, service buildings and storage areas (*see*, SDSU *Physical Master Plan*, pages 71, 86 and Figure 4-2).

D Lot is bordered on the north side by Alvarado Road (which runs parallel to I-8), and on the east side by Alvarado Court (which runs along the east side of the north-eastern campus boundary). Across Alvarado Court from the component project site is the privately owned and operated Alvarado Medical Center. The Rehabilitation Center, which currently consists of a fenced-in parking lot and a one-story corrugated steel building, is located at the south end of D Lot.

Alvarado Creek runs along the west side of D Lot and is approximately 15 to 20 feet lower in elevation than the surface of the existing parking lot. The creek banks are heavily vegetated and steep on both sides. Directly west across from Alvarado Creek is the eastern end of Parking Lot C and the Villa Alvarado Residence Hall. Vehicle access to D Lot is available from both Alvarado Road and Alvarado Court. A pedestrian bridge spans Alvarado Creek, providing pedestrian access from D Lot to C Lot and the rest of the campus.

PGM-1S East Campus Development Area - South. This component would involve the addition of up to three buildings in the existing E and F Lots. The buildings proposed for this component would house academic/research campus uses. The precise determination of the uses for this area would occur in the year 2003-2004 during the design phases of this project component. To offset some of the loss of parking during construction of this project component, replacement parking spaces would be constructed either within this development area or in the proposed Parking Structure 8 (*see* discussion of PJT-1, below).

The proposed location of this project component responds to the current underutilization of the surface parking lot areas north of Parking Structure 3, including E Lot and F Lot (*see,* SDSU *Physical Master Plan*, page 44). This component also addresses the need for new facilities to accommodate student population trends (*see*, SDSU *Physical Master Plan*, page 52). Both E and F Lots are considered to have "high development potential" (*see*, SDSU *Physical Master Plan*, page 140 and Figure 4-17).

E Lot and F Lot are generally at the same elevation and separated by East Campus Drive, with E Lot on the east side and F Lot to the west. The northern section of E lot is lower in

elevation and separated almost completely from the rest of E Lot by a planted slope. The eastern edge of E Lot is the eastern campus boundary line. East of the boundary, a slope of varying gradients and lengths ascends to the rear yard fences of single-family residences. The northern end of E Lot is located where East Campus Drive and the eastern campus boundary line converge. The current southern boundary of E Lot is Parking Structure 3; however, under the approved Aztec Walk Campus Master Plan, much of the existing southern half of the lot will be replaced by a new parking structure, Parking Structure 6.

A short planted slope separates the eastern side of F Lot and East Campus Drive. From the northern side of F Lot, a steep slope descends approximately 80 feet to the base of Parking Structure 1, such that the surface of F Lot is at roughly the same elevation as the uppermost deck of Parking Structure 1. A planted slope descends from the western edge of F Lot to College Avenue and, to the south, F Lot is bordered by an east-west entry road ("Z" Street), which provides vehicle access to E, F and G Lots from College Avenue. G Lot is located directly south across the entry road ("Z" Street) from F Lot (at the same elevation). The former H and I Lots are also located across the entry road (up a 15-foot slope). H and I Lots are no longer in use as parking lots, and are currently fenced off, for the construction of the replacement residence hall housing component of the previously approved Aztec Walk Campus Master Plan.

A pedestrian bridge over College Avenue provides pedestrian access from the northwestern corner of F Lot to the main campus. Another pedestrian bridge over College Avenue is accessible from the southwestern end of G Lot. Vehicle access to E and F Lots is available from College Avenue, East Campus Drive and Montezuma Road.

PGM-2 Performing Arts Complex. This component would be constructed directly west of the Music Building in the central portion of the campus. This component would provide an additional 40,000 square feet of theater support space. This component is anticipated to begin design and construction in the year 2003-2004 or thereafter.

Design and development of this component would provide an opportunity to form new visual and physical connections between the Cox Arena at Aztec Bowl and the Campanile Mall (*see*, SDSU *Physical Master Plan*, page 92). This site is identified as having a high potential for new facilities with only minor constraints (*see*, SDSU *Physical Master Plan*, Figure 4-17).

This site is currently occupied by the northern end of the 8-court campus tennis court complex (2 courts east/west, 4 courts north/south), surrounded by a high chain link fence. Pursuant to the previously approved Aztec Walk Campus Master Plan, the existing tennis courts will be relocated to the west side of the campus and replaced by an open space/field area. The proposed building footprint would occupy the northern section of the planned open space/field area, with the remainder extending south to the Aztec Walk component of the previously approved plan. The area southeast of the component site is currently in use as a campus softball field. Under the approved Aztec Walk Campus Master Plan, the softball field will be relocated to the west side of the campus and replaced by an additional open field area, creating one large open area to the south and southeast of the component site. The entire open field area would be at the same elevation as the proposed Performing Arts Complex.

The Music Building is located east of the component site, with an outdoor seating area in between. Northeast of the component site (north of the Music Building) is a sunken courtyard/lawn area and the Theater Building, slightly lower in elevation than the component site. The component site is bordered on the north by a broad east-west walkway running from the central portion of the campus past Cox Arena to the existing and planned athletic facilities on the west side of the campus. The existing walkway will be redesigned as part of the approved Aztec Walk Campus Master Plan. The Exercise and Nutritional Science Building is located directly north across the walkway from the component site.

The component site is bordered on the west side by an access road and the Cox Arena at Aztec Bowl complex. The access road and the Cox Arena main entry level is 10 to 15 feet lower in elevation than the component site. North of the Cox Arena is the remaining portion of the Aztec Bowl. The remaining Aztec Bowl seating descends to the original field area, approximately 50 to 70 feet below the Cox Arena entry level. The original field area of the Aztec Bowl is now in use as L Lot.

The component site is accessible to pedestrians by walkways from all surrounding areas; however, due to the Aztec Bowl canyon, pedestrian access from areas northwest of the site are limited to the Cox Arena walkway. There is no direct public vehicle access to the component site. However, J Lot is located at the south end of the tennis court complex and is accessible from

Hardy Avenue and 55th Street. There is direct service vehicle access to the component site *via* the walkway/access road along the north side of the component site.

PGM-3 Science Research Building. This component would involve the addition of a Science Research facility to replace the existing Industrial Technology Building. This component would result in construction of an approximately 80,000 square foot research building for office, research and storage/processing facilities. The building would include a variety of technology-related research programs and an information technology demonstration area. This component is anticipated to begin the design and construction phases in the year 2004-2005 or thereafter.

The east side of this component site is bordered by Aztec Circle Drive and, across Aztec Circle Drive, the Chemistry/Geology Building. The site is surrounded by science-oriented campus uses on all other sides. The Engineering Lab is located directly north of the site, with a small alleyway in between. The alleyway runs from Aztec Circle Drive and ends at a courtyard area with benches, bushes and trees. The existing Industrial Technology Building is attached at the west end to the Physical Sciences Building. An alley/entry way runs along the south side of the site, separating it from the Physics and Physics/Astronomy Buildings. The alley/entry way ends at a small parking lot between the buildings. All of the surrounding buildings are at the same general elevation as the component site.

Exterior pedestrian access to the site is provided by walkways and courtyards through the Physical Sciences Building. Vehicle access is available from Aztec Circle Drive.

PGM-4 Physical Plant. This component would involve the construction of new physical plant and maintenance/corporation yard facilities in the existing location of X Lot at the northwest corner of the campus. This component would result in approximately 55,000 square feet of yard and associated facilities, including the construction of shops, a drafting room, offices, a warehouse, storage, shipping and receiving facilities, a groundsmen's workroom and campus security quarters. The design and construction phases of this component are planned for the year 2004-2005 or thereafter. To offset some of the loss of parking in X Lot, replacement parking facilities would be constructed either on-site or in Parking Structure 8 (*see*, discussion of PJT-1, below).

The component site is separated from the rest of the campus by both distance and elevation. The only surrounding building is the campus Business Services building, located at the

south end of X Lot. There are no adjacent student-related uses. X Lot slopes moderately to the north and the entire site is considerably lower in elevation than the campus' nearest academic or athletic facilities.

By consolidating and relocating Physical Plant facilities, which are currently located adjacent to academic uses, this component would implement the SDSU *Physical Master Plan* objective of identifying land use or facility functions that are incompatible with adjacent uses and recommending appropriate changes to reduce the potential incompatibility (*see*, SDSU *Physical Master Plan*, page 2). Through exterior design, this component would also provide an opportunity to reduce the visual liability of "barren parking lots" along the north side of the campus (*see*, SDSU *Physical Master Plan*, page 86).

The site is bordered to the west and north by Canyon Crest Drive, a two-lane road which runs along most of the northern campus boundary. Across Canyon Crest Drive to the west, a steep slope ascends approximately 100 feet to the western campus boundary and the edge of a private apartment complex and parking lot. I-8 is located across Canyon Crest Drive to the north. On the east side of X Lot, a steep slope ascends approximately 80 feet to Aztec Circle Drive.

A long stairway at the southeast corner of the site provides pedestrian access up the eastern slope from X Lot to Aztec Circle Drive and the main campus. Pedestrian access is also available along Canyon Crest Drive. Vehicle access to X Lot is available from Canyon Crest Drive along the north side of the site and indirectly from Aztec Circle Drive at the extreme northeastern end of X Lot.

PGM-5 North Life Sciences Addition. This component would involve the addition of five floors (each with approximately 5,000 square feet of research laboratory facilities) to the north side of the existing Life Sciences North building. Faculty offices could also be added to this facility. This component would also revise the existing function of the basement area to enhance the utility of the building. This project would displace an existing temporary campus office facility, and involve the remodeling of the Life Sciences North building. This component is planned to begin design and construction in the year 2004-2005 or thereafter.

The temporary office facilities that currently occupy this component site extend from the north side of the Life Sciences North building to the junction between Aztec Circle Drive and

Avenue of the Arts. West of the temporary facilities, an open lawn area runs along Avenue of the Arts, inclining up to the main northern entrance of the Life Sciences North building. Across Avenue of the Arts to the northwest, trees partially obscure the Art-South and Art-North buildings from view. The existing Physical Plant/Boiler Room building is located directly north across Aztec Circle Drive. Adjacent to the temporary facilities on the east side is a small (6-space) parking area and a larger permit parking area which slopes up to the Engineering Building.

Pedestrian access to the site is provided by stairs between the Life Sciences North building and the Engineering Building, and along Avenue of the Arts and Aztec Circle Drive. Vehicle access is available only *via* Aztec Circle Drive. Avenue of the Arts begins near the component site, but is a one-way road running west away from the site.

2.11.3.2 PROJECT-LEVEL COMPONENTS

PJT-1 Faculty Office/Classroom/Gallery/Parking Structure 8. This component would involve the construction of a new building, consisting of approximately 175,000 square feet, which would house faculty office, classroom and art gallery facilities. This component would also provide space for the temporary relocation of academic and office uses in the Storm Hall/Nasatir Hall complex during renovation of those facilities. The basement level of the proposed building would be utilized as a parking structure with a capacity of approximately 200 to 300 new parking spaces. The additional parking spaces will help offset the loss of parking facilities in Lots D, E, F, V and X due to implementation of other project components. Design and construction of this project component is anticipated to begin in the year 2002-2003.

Construction of this facility would involve demolition of the existing Family Studies and Consumer Sciences building and the existing Campus Childcare Center which currently occupy the site. The existing Childcare Center occupies the western end of the proposed site, and the existing Family Studies and Consumer Sciences building occupies the eastern end. The center's outdoor playground and Parking Lot Y (south of the playground) are located between the two buildings. The site would require grading as well as site preparation of the adjacent hillside for building construction. The Family Studies and Consumer Sciences would be absorbed into the new building. The existing Childcare Center and playground would be relocated (*see* discussion of PJT-3, below).

Construction of this component would implement several aspects of the SDSU *Physical Master Plan*. The component would address a shortfall in campus faculty office and classroom space (*see*, SDSU *Physical Master Plan*, page 51). It would provide an opportunity to develop regionally significant campus views to their best advantage (*see*, SDSU *Physical Master Plan*, page 171, Summary of Findings, page i). Reconstruction of the Family Studies Building would also provide an opportunity to improve the view terminus at the north end of the Scripps Terrace corridor, and to improve the acoustic barrier from the I-8 freeway (*see*, SDSU *Physical Master Plan*, pages 86, 92). The component site is identified as having a high potential for new facilities with only minor constraints (*see*, SDSU *Physical Master Plan*, Figure 4-17).

The site is bordered on the west and north by Aztec Circle Drive, which is approximately 10 feet below the site elevation. Across Aztec Circle Drive, both to the west and north, a steep slope descends approximately 80 feet to X Lot and, beyond X Lot, to Canyon Vista Drive. The site has an unobstructed view of the hillsides, near and distant, north across Mission Valley.

The component site is adjacent to several buildings to the east and south. To the east, the site is adjacent to the western ends of the Art-South and Art-North buildings. The area between the art buildings and the existing Family Studies and Consumer Sciences building is currently used as a lunch/sitting area.

Scripps Terrace (a southerly one-way road) runs south from the Family Studies and Consumer Sciences building. East of Scripps Terrace, the component site is bordered by Avenue of the Arts (a westerly one-way road) and, across Avenue of the Arts, the Professional Studies & Fine Arts Building. West of Scripps Terrace, the site is bordered by the Storm Hall/Nasatir Hall complex.

Pedestrian access to the component site is available along Avenue of the Arts and Scripps Terrace, and by the stairways on the west side leading down to Aztec Circle Drive and X Lot. Direct public vehicle access to the site is available only from Avenue of the Arts, as Scripps Terrace is a one-way road away from the site.

PJT-2 Communication Addition. This component would involve renovations to the existing Communication Building in addition to the construction of three additional buildings for

purposes of housing communications support space and temporary relocation space during renovation of the Communication Building. The three buildings would be constructed at or near the junction of Hilltop Way and Scripps Terrace. These facilities would be two-story buildings, consisting of approximately 5,000, 1,500 and 8,000 square feet. These facilities would be located on existing terrace/landscaped areas and, therefore, would not involve the removal or demolition of existing structures. The final design and construction phases for this project component are anticipated to begin in the year 2004-2005.

The slope east of the existing Communication Building and directly across Scripps Terrace from Nasatir Hall is considered as the location for one of the three component buildings. The slope is approximately 40-feet wide and covered with ivy and trees. To the north, the slope levels out and terminates at Avenue of the Arts. To the south, the slope steepens and turns to follow Hilltop Way east.

Another of the three component buildings may be located within the southwest "L" of the Communication Building site, atop the slope at the junction of Scripps Terrace and Hilltop Way. The site is currently an open lawn area with a small (4-space) service vehicle parking area. An asphalt service road runs along the western side of the site and turns east along the southern side. At the southwest corner of the building site, a free-standing elevator provides access from the site down to the Scripps Terrace/Hilltop Way junction. Scripps Cottage & Park is visible south of the site across Hilltop Way.

The last, and largest, of the three component buildings would be constructed between the Little Theater and the Hardy Memorial Tower. The site is mostly concrete, but it contains several trees, hedges and numerous benches. Directly east of the building site is a large courtyard area (the "Main Quad" or "Hardy Tower Courtyard", bounded on the south, east and north sides by Hepner Hall and the Life Science-South Building. Construction of the proposed building would close the courtyard's open west side.

The building site is currently open to the west. A lawn and walkways fill the area between the Communication Building and the Professional Studies & Fine Arts Building and extend to the service road and slope above Scripps Terrace.

Pedestrian access to this component site is available from all directions. Exterior walkways through Hepner Hall provide access south and east from the main campus. The elevator at the Scripps Terrace/Hilltop Way junction and a stairway up from Scripps Terrace provide pedestrian access from the west side of the site. Scripps Terrace provides access from the north.

Vehicular access to the site is available *via* Scripps Terrace which, in turn, is accessible from Avenue of the Arts. Service vehicles can directly access the site *via* the access road which runs from Avenue of the Arts along the west side of the Professional Studies & Fine Arts Building. The access road continues around the Communication Building to join the Campanile Mall; however, the access road may be interrupted by construction of the proposed buildings.

PJT-3 Campus Childcare Center. This component would involve the construction of a campus childcare facility in E Lot, consisting of approximately 15,000 square feet. This component would include a main building, administrative offices and an adjacent play yard. Although this component is located in the East Campus area, it has not been included in the East Campus Development Zone due to the project level analysis to be undertaken. The existing on-campus childcare facility and an existing off-campus facility (at Montezuma School) would be combined and relocated once this component has been completed.

This component is anticipated to undergo design and construction in the year 2001-2002. To offset for some of the loss of parking in E Lot, replacement parking spaces would be provided through construction of Parking Structure 8 (see discussion of PJT-1).

The Associated Students operates the Campus Childcare Centers.[2] The goal of the program is to provide quality care for children of students, faculty and staff. The program also provides opportunities for students in a variety of majors to observe and work with children as part of their educational program. According to the SDSU *Physical Master Plan*, page 62, the Associated Students has identified as a priority the construction of a new permanent on-campus facility to house the Campus Childcare Center, contingent upon the availability of funding and

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[2] The Associated Students is a student-directed auxiliary organization of SDSU. The organization offers programs, services and facilities which respond to the broad variety of interests of the students and campus community. As a service, the Associated Students lease and operate the Aztec Center building and its satellite facilities, Scripps Cottage, Mission Bay Aquatic Center, the Open Air Theatre, Cox Arena at Aztec Bowl, and the Aztec Recreation Center.

approval of a design to replace the current temporary structures. The proposed location of this component would also address the issue of underutilization of the surface parking lot areas north of Parking Structure 3 (*see*, SDSU *Physical Master Plan*, page 44). For additional discussion of the existing campus childcare centers, please see the SDSU *Physical Master Plan*, page 62.

This component site is located at the northwest end of South E Lot, east of East Campus Drive. Opposite the campus boundary from the site, a moderate slope ascends approximately 100 feet to the rear yard fences of private homes. To the south, the component site is separated from the rest of South E Lot by a vegetated slope.

As part of the MTDB Trolley line project, through a Memorandum of Understanding between MTDB and SDSU, East Campus Drive will be reconfigured to traverse and replace the existing North E Lot. Pursuant to that reconfiguration, the northern end of South E Lot will be widened to the west and the expanded South E Lot will simply become E Lot. The proposed PJT-3 component would be constructed adjacent to E Lot's newly-expanded northwestern edge. For a graphic depiction of the planned reconfiguration of the East Campus Drive/E Lot area, and the location of the PJT-3 component site within that area, please *see* **Figure 2.0-8**. Throughout the rest of this EIR, discussions of the PJT-3 component site refer simply to "E Lot."

Pedestrian access to this site is available *via* surface streets, such as East Campus Drive, which borders the entire western side of E Lot. Pedestrian access is also currently available by a stairway leading from the west side of E Lot up to East Campus Drive and the residence hall complexes west of East Campus Drive. However, this stairway may be impacted or replaced during construction of Parking Structure 6. Pedestrian access from the main campus is provided by two pedestrian bridges over College Avenue, one at F Lot and one at G Lot. There is no direct pedestrian access east of the site.

Vehicular access to this component site is available from Montezuma Road *via* East Campus Drive and an entry road ("X" Street) along the east side of Parking Structure 3 and planned Parking Structure 6. Vehicle access is also available from College Avenue *via* an entry road ("Z" Street) between F and G Lots and *via* East Campus Drive, which intersects with College Avenue north of Parking Structure 1. From College Avenue, East Campus Drive is a one-way road (south) until it intersects with Street "Z," at which point it becomes a two-way road.

PJT-4 International Student Center Addition. This component would involve the addition of approximately 12,000 square feet of conference room and administration office space to the existing International Student Center. This component would be located in V Lot, adjacent to the north end of the existing International Student Center. The International Student Center offers programs intended to bring together internationally-minded people and foster global perspectives, intercultural awareness and international goodwill. For additional discussion of the International Student Center, please see SDSU *Physical Master Plan*, page 62.

Replacement parking facilities would be provided either on-site or in Parking Structure 8 (*see*, discussion of PJT-1, above). Design and construction of this facility are planned to occur in the year 2001-2002.

The eastern edge of the component site is at the top of a steep, planted slope which descends approximately 100 feet to W Lot and, further north along the slope, to Canyon Crest Drive. Parking Structure 4 is visible approximately 250 yards to the southeast of the component site. V Lot surrounds the proposed building footprint and the existing International Student Center on the north, west and south sides. To the north, V Lot ends at the convergence of its eastern edge and the western campus boundary. The western border of V Lot is 55th Street and the western campus boundary. To the south, V Lot is bordered by the western end of Aztec Circle Drive. Across Aztec Circle Drive, the northern end of the Aztec Recreation Center is visible at the top of a 15 to 20 foot slope.

The component site is accessible to vehicles from 55th Street. Pedestrian access is available along Aztec Circle Drive and 55th Street, but no exclusively pedestrian access is provided.

PJT-5 Central Park. This component would involve the construction of a 50,000 square foot park in place of the existing Education Building. Construction of the park would involve demolition of the existing Education Building. The park would be vegetated with grass and landscaped with ornamental vegetation, benches and walkways. The proposed park area is anticipated to be maintained for the duration of the master plan period, and there are no plans for additional site development at this time. Construction of this component is anticipated to begin in the year 2003-2004. The existing uses in the Education Building would be relocated to a replacement facility (*see*, discussion PGM-1S, above).

This project component is consistent with both specific and general aspects of the SDSU *Physical Master Plan.* Specifically, the SDSU *Physical Master Plan* identifies a need for a broader range of seating and definition near the component site (*e.g.*, south of the bookstore) and recommends that the plaza area west of the component site be upgraded with more benches and tree plantings (*see*, SDSU *Physical Master Plan*, page 80). In addition, the Plan contemplates demolishing the existing Education Building to provide for a potential pedestrian gateway from east (*see*, SDSU *Physical Master Plan*, page 92).

Generally, this project component is consistent with, and would implement, many applicable planning and design elements contained in the SDSU *Physical Master Plan.* These planning and design elements are found in: (a) Section 4.1 Campus Entries; (b) Section 4.4 Campus Nodes; (c) Section 4.5 Campus Views; (d) Section 4.6 Campus Site Forms; (e) Section 4.10 Formal Campus Urban Space; (f) Section 4.11 Campus Landscape Resources; (g) Section 4.12 Campus Wayfinding; and (h) Section 4.15 Pedestrian and Bicycle Circulation.

This component site is surrounded by a variety of uses and buildings. The existing Education Building is an "L"-shaped building located on the east side of the main campus. The proposed site is an appropriate location for this component, as much of the site already consists of open area. Much of the area northeast of the Education Building is composed of walkways, lawn areas and trees. On its east side, the site drops approximately 5 feet in elevation to meet Aztec Circle Drive, which runs along its eastern boundary. Steps lead down from the site's central walkway to Aztec Circle Drive. Across Aztec Circle Drive is the Business Administration and Mathematics Building.

Along the south side, the site is bounded by a broad walkway and the Career Services and Student Services buildings. The southwest corner of the site opens onto the Centennial Mall, a broad, open plaza running from the Aztec Shops/Bookstore Building on the north end to Montezuma Hall on the south end. The Centennial Mall is at the same elevation as the proposed park site.

A walkway runs along the western border of the site, between the site and the rear of the Aztec Shops/Bookstore Building. The walkway descends to the north approximately 5 feet in elevation and passes under a raised east-west walkway at the northwest corner of the site. The raised

walkway then runs east along the site's northern boundary. The two North Education Buildings (one small, one large) border the full length of the site's north side. A set of stairs runs due north from the site, separating the two North Education Buildings.

Pedestrian access to this component site is available from every direction. The site is accessible from the Centennial Mall to the west and the walkway along the western edge provides access north to the main campus. Across Aztec Circle Drive, a walkway north of the Business Administration & Mathematics Building leads to a pedestrian bridge across College Avenue to Parking Structure 1. Another pedestrian bridge south of the Business Administration & Mathematics Building leads to F Lot (*see* discussion of PGM-1-South for planned uses of F Lot). Pedestrian access is also available south of the site through the courtyard between the Career Services Building and the Student Services Building. Direct vehicle access is available from Aztec Circle Drive, although service vehicles can access the site through the Centennial Mall and other pathways.

2.12 SDSU Campus Master Plan And CSU Requirements

2.12.1 Campus Master Plan Process

The existing SDSU Campus Master Plan consists of a map adopted by the Board of Trustees of California State University in September 1991, and recently reapproved in January 2000 (*see*, **Figure 2.0-6**, *Existing Campus Master Plan*). The focus of the Campus Master Plan is on campus boundaries, parking facilities, buildings and structures. The Campus Master Plan also depicts the SDSU Master Plan enrollment of 25,000 full-time equivalent ("FTE") students.[3] The Board of Trustees adopted the SDSU Master Plan enrollment level of 25,000 FTE students in November 1972. At the SDSU main campus, the current enrollment for calendar year 2000-2001 is 23,679, based on projected FTE student figures. The SDSU main campus is anticipated to reach its Master Plan enrollment of 25,000 FTE by calendar year 2004-2005. The improvements called for by the

[3] FTE figures represent enrollment in terms of full-time equivalents, the number of units attempted by all students, divided by 15. FTE is not a head count of all full-time students.

proposed Campus Master Plan 2000 would not exceed its Master Plan enrollment of 25,000 FTE for the main campus.[4]

As part of this project, the University will request that the Board of Trustees amend the current SDSU Campus Master Plan to reflect the program and project components comprising the Campus Master Plan 2000 project. **Figure 2.0-7**, *Proposed Campus Master Plan*, depicts the new campus buildings and facilities proposed by the Campus Master Plan 2000. As shown in **Figure 2.0-7**, the proposed Campus Master Plan 2000 program and project components include the following:

PROGRAM COMPONENTS

(1) Academic/Research Building A (Program Component 1N)
(2) Academic/Research Building B (Program Component 1S)
(3) Performing Arts Complex (Program Component 2)
(4) Science Research Building (Program Component 3)
(5) Physical Plant (Program Component 4)
(6) North Life Sciences Addition (Program Component 5)

PROJECT COMPONENTS

(7) Faculty Office/Classroom/Gallery/Parking Structure 8 (Project Component 1)
(8) School of Communication Addition (Project Component 2)
(9) Campus Childcare Center (Project Component 3)
(10) International Student Center Addition (Project Component 4)
(11) Central Park (Project Component 5).

The proposed project incorporates the academic vision and educational goals of SDSU into physical components located within the campus site. The proposed project's layout and physical improvements are designed to create a strong and clear sense of identity and place, as well as gathering areas for student and University-sponsored activities. The strengthening of the identity

[4] Under guidelines adopted by the Board of Trustees in 1976, off-campus centers and instruction (*e.g.*, off-site lecture/lab courses) are not counted as part of a campus Master Plan's FTE figures.

and collegiate atmosphere on the SDSU campus is anticipated to reinforce the academic environment. In addition, the proposed project would construct new buildings and facilities which would consolidate campus uses and provide students with opportunities not currently available within existing campus buildings and facilities. The proposed project would also accomplish the objectives of maximizing the use of existing campus facilities and resources while providing for the orderly master planning of the campus to meet the needs of the University, and to maintain a high quality of education.

2.12.2 CSU MITIGATION LIMITATIONS

The Board of Trustees of CSU is vested with full power and responsibility in the construction and development of any state university campus, and any buildings or other facilities or improvements connected with the California State University. *See*, Education Code §66606. However, there are certain legal limitations applicable to the California State University regarding the commitment of funds for off-site improvements to local streets and roadways which arise from the proposed construction and development of "projects" on a state university campus within the CSU system. These limitations are discussed in further detail below.

In mitigating significant environmental effects, public agencies may exercise only those express or implied powers provided by law other than CEQA. *See, e.g.*, Pub.Res.Code §21004; CEQA Guidelines §15040(b); *Concerned Citizens of South Central Los Angeles v. Los Angeles Unified School District* (1994) 24 Cal.App.4th 826, 842; and *Kenneth Mebane Ranches v. Superior Court* (1992) 10 Cal.App.4th 276, 291. CEQA, by itself, does not confer independent authority on public agencies, nor does it expand the authority granted by other laws to those agencies. When public agencies adopt measures to mitigate significant environmental effects, agencies may exercise only those express or implied powers provided by law other than CEQA, and the actions of those agencies must be consistent with express or implied limitations on the agencies' authority found in other laws. Thus, for example, if the California Constitution, a statute or some other law generally confers upon a public agency the authority to levy a fee, or to impose some other type of exaction for public health and welfare purposes, that public agency may, to the extent expressly or impliedly permitted by such other law, choose to impose that fee or exaction for the purpose of mitigating or avoiding a significant effect on the environment which has been identified pursuant to CEQA.

However, CEQA makes it clear that it cannot be an independent basis for allowing the public agency to mitigate for significant environmental effects beyond the express or implied powers conferred by other laws or regulations.

The California State University has specific powers to mitigate significant environmental effects that occur within its jurisdiction, namely the various campus sites, but limited powers for those effects that occur outside of the various campus sites. Because of these legal limitations, it is not feasible for the CSU to mitigate "offsite" impacts. In addition, the State of California has a clear constitutional and statutory assignment of responsibilities for various public works and methods for allocating revenues to pay for such facilities. This assignment also places legal limitations upon the CSU to adopt mitigation to avoid or otherwise minimize "off-site" impacts.

Given these limitations, the CSU system recognizes that a campus presence may impose certain burdens upon surrounding communities. At the same time, however, the CSU system, and the individual campus locations, provide innumerable benefits, such as educational opportunities, jobs, technical assistance and support for economic development, provision of highly trained students for employment in a growing public and private sector, cultural activities, entertainment, sports and other related activities, and libraries, to name a few. The CSU system believes that the framers of the California Constitution took these benefits and burdens into account, and sorted out the equities long ago.

Consequently, California law provides that, in the absence of express legislative authority, State property is exempt from property taxation and special assessments for street and other local improvements. *See, e.g., Cal.Const., Art. XIII,* §3(d); *San Marcos Water Dist. v. San Marcos Unified School Dist.* (1986) 42 Cal.3d 154, 161. According to the California Supreme Court in the *San Marcos* decision, the rationale behind this exemption is "to prevent one tax-supported entity from siphoning tax money from another such entity; the end result of such a process could be unnecessary administrative costs and no actual gain in tax revenues." *Id.*

The only express legislative authority for assessments against State property is found in Government Code §§54999, *et seq.* However, this authority is limited to specific purposes, and street and other related off-site improvements are not among them. In keeping with the CSU's statutory and constitutional mission of public education, and consistent with the principles

articulated in the *San Marcos* decision and other cases, the CSU has a long history of dedicating its limited State and non-State capital outlay resources to the development and maintenance of educational facilities, and not to local and regional infrastructure.

Moreover, the CSU's educational mission does not include responsibility for, nor jurisdiction over, the construction of off-site improvements. A university's revenue is basically derived from the State general fund appropriation (including appropriation of student fee income). The CSU does not receive funding from the Legislature for off-site improvements. For example, unlike cities and counties, the CSU does not directly receive income from sales, transient occupancy, real estate or gasoline taxes. Nor is it allocated federal highway funds. Since gasoline and sales taxes are important sources of road and highway funding, the CSU believes it is appropriate that off-site street and road improvements be funded by local government. In addition to local funding for street improvements, of course, the State separately funds State highways through its State Transportation Commission and Caltrans. However, the CSU has no direct access to such funding.

CEQA recognizes the differentiation of responsibility and authority among various public agencies. (*See, e.g., Goleta Union School District v. Regents of the University of California* (1995) 37 Cal.App.4th 1025.) Consistent with CEQA Guidelines, the CSU may approve campus projects even with significant environmental effects in circumstances where applicable mitigation measures are "within the responsibility and jurisdiction of another public agency and have been, or should be, adopted by that other agency." (Pub.Res.Code §21081(a)(2); CEQA Guidelines §15091(a)(2)). The Board of Trustees for CSU, as lead agency, must adopt "Overriding Considerations" where project benefits outweigh significant impacts that remain unmitigated due to project implementation. (CEQA Guidelines §15093.) The CSU cannot guarantee implementation of mitigation measures that are under the jurisdiction and responsibility of another agency, but may address them with "Overriding Considerations" supported by substantial evidence in the record of a project approval.

2.13 Requested Project Approvals

The following requested approvals are required for implementation of the proposed SDSU Campus Master Plan 2000 project:

(a) Amendment of the SDSU Campus Master Plan, reapproved in January 2000 (*see*, **Figure 2.0-7**, *Proposed Campus Master Plan*), to reflect the new campus buildings and facilities;

(b) Approval of certain schematic design drawings for various project components, as well as construction of various project components; and

(c) Approval of financing plan(s) for various proposed project components.

In addition, National Pollutant Discharge Elimination System (NPDES) permit requirements must be met in order to implement the proposed project components. The Responsible Agency for the NPDES permit requirements is the San Diego Regional Water Quality Control Board. This EIR could be used as the environmental analysis for the NPDES permit.[5]

2.14 Construction Phasing and Schedule

The proposed project components are anticipated to be under construction for approximately eight years from the fall of 2001 through 2009. Construction would begin with the PJT-1 component of the proposed project. The sequence of construction for the other project components has not yet been determined.

Preliminary plans for proposed buildings or facilities identified as part of the SDSU Campus Master Plan 2000 project are in various stages of development. Architectural drawings or conceptual site plans have not yet been prepared. However, details for the uses of the proposed buildings and facilities are identified in this EIR, including the approximate location, size and type of each building and facility.

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[5] This section of the EIR is not intended to provide the complete and final listing of future actions that are needed or may be needed to implement the proposed project. This section is only an attempt to identify those actions which are known at this time to be required in the future.

3.1 PURPOSE

As required by CEQA, this section describes the proposed project's existing conditions and setting, discusses potential significant environmental effects and identifies feasible mitigation measures to avoid, substantially lessen or otherwise mitigate the project's impact potential. The technical topics addressed in Sections 3.1 through 3.8 of the EIR were identified by SDSU, Office of Facilities Planning and Management, through the NOP/Initial Study process. Technical studies supporting some or all the information presented in this section are found in the EIR, Volume II, Appendices.

Each environmental topic addressed in this section is addressed by using the following organizational format, where appropriate:

(a) **Existing Conditions and Setting**: This subsection discusses the proposed project's existing conditions and setting;

(b) **Potential Impacts**: This subsection discusses the impacts of the proposed project, including, where appropriate, a description of the significance criteria utilized in assessing impacts;

(c) **Mitigation Measures**: This subsection identifies the mitigation measures recommended in the EIR to avoid, substantially lessen or otherwise mitigate the identified potential significant effects of the proposed project; and

(d) **Unavoidable Significant Impacts**: This subsection discusses the significant project impacts which would occur after mitigation measures have been applied.

The environmental topics discussed in this section are as follows: 3.1 Geotechnical; 3.2 Water Quality/Hydrology; 3.3 Biological Resources; 3.4 Visual Quality; 3.5 Traffic/Access/Parking; 3.6 Noise; 3.7 Air Quality; and 3.8 Cultural Resources.

1. INTRODUCTION

This section is based on a series of reports prepared to analyze geotechnical/soils and seismic conditions at the SDSU campus, including, but not limited to: (i) Southland Geotechnical Consultants, 1998, Geotechnical Input For Environmental Impact Report, Aztec Walk Campus Master Plan, SDSU; (ii) Law/Crandall, 1997, Report of Geotechnical Investigation, Proposed Parking Structure and Classroom Building, SDSU; (iii) Law/Crandall, 1998, Final Report of Supplemental Subsurface Investigation and Geotechnical Update, Proposed Parking Structure and Classroom Building, SDSU; (iv) Woodward-Clyde, 1997, SDSU Tunnel and Station, Mission Valley East LRT, Phase II: Preliminary Evaluation of Ground Conditions and Surface Settlement; (v) Dames and Moore, 1993, Report, Geotechnical Investigation, Proposed Seismic Upgrade, Parking Structures I, II, and III, SDSU; and (vi) San Diego Geotechnical Consultants, 1988, Compaction Test Results, Parking Lot "E" Repair, SDSU. This section is also based on numerous reports which assess the geotechnical/soils and seismic conditions of the San Diego County region. All of the reports relied upon in this section are listed in **Section 13.0** of this EIR.

This section focuses on components of the proposed project with a potential to impact existing geotechnical conditions at the project site upon implementation. The geotechnical conditions evaluated include geologic hazards, soil engineering properties and onsite pedologic characteristics. The proposed project components would not create any significant geotechnical impacts because they are proposed to be constructed on relatively level areas that are currently developed with campus facilities.

2. EXISTING CONDITIONS AND SETTING

2.1 GENERAL GEOLOGIC SETTING

The Campus Master Plan 2000 project area and the City of San Diego are located in the coastal section of the Peninsular Ranges geomorphic province. This province encompasses an area that extends approximately 900 miles from the Transverse Ranges and the Los Angeles Basin south to the southern tip of Baja California. The province varies in width from approximately 30 to 100 miles. The northwesterly-trending mountain ranges of this province are generally underlain by

basement rocks consisting of Jurassic metamorphic rocks intruded by Cretaceous igneous rocks of the southern California batholith. The westernmost portion of the province in San Diego County consists generally of a dissected coastal plain underlain by upper Cretaceous, Tertiary, and Quaternary-age sediments.

The Peninsular Ranges Province is traversed by a group of approximately parallel faults and fault zones trending roughly northwest. Several of these faults, the Whittier-Elsinore, San Jacinto and San Andreas faults, are major active fault systems and are located northeast of the proposed project area. The Agua Blanca-Coronado Bank, San Clemente and Rose Canyon faults are active faults located to the west and southwest.

During the past 54 million years, the western coastal flank of this mountainous area has experienced several episodes of marine inundation and subsequent regression. This resulted in deposition of a thick sequence of marine and nonmarine sediments (claystones, siltstones, sandstones and conglomerates) on the basement rocks. Lower base levels, a result of post-Pleistocene sea-level lowering, allowed stream erosion to create the steep, deeply-incised canyons present in the area.

2.2 GEOLOGIC/SOIL UNITS

The geologic and soil units underlying the Campus Master Plan 2000 project area have been mapped and investigated by various geologists and geotechnical consultants. Detailed descriptions of the geologic/soils units encountered by these consultants are provided in various geologic/geotechnical documents for the campus area. A summary description (in order of increasing age) of the geologic/soil units that underlie the project area is provided below.

2.2.1 EXISTING FILL SOILS

Fill is a deposit of earth materials placed by artificial means. Fills may consist of loose; unconsolidated materials, or may be placed as engineered soil masses suitable for the support of structural loads. Development of the SDSU campus has included placement of fill in various locations and has included the infilling of previously existing canyons in the area. Parking Lot E and Parking Structure 1 in the eastern portion of the study area occupy an infilled canyon area. Fill soils encountered on site generally appear to be comprised of locally-derived materials. The fill soils range in composition from sandy clays to silty and clayey sands, commonly with abundant gravel

and cobbles. Some fill areas include boulder-sized rock fragments, concrete/asphalt chunks and debris.

2.2.2 Topsoil

Topsoil is developed on and is typically gradational with the underlying geologic formations. Topsoil mantles natural ground surfaces and has been encountered underlying fill soils at various locations in the project area. The topsoil generally consists of silty and sandy clay with gravel and cobbles and, as encountered, typically attained a maximum thickness on the order of 3 to 6 feet.

2.2.3 Lindavista Formation

The Quaternary-aged Lindavista Formation is the youngest sedimentary formation in the project area and underlies the majority of the mesa-top portions of the project area. The Lindavista Formation typically consists of a red-brown gravel and cobble conglomerate with a clayey to silty sand matrix. Well-cemented zones are locally encountered in the Lindavista Formation.

2.2.4 Mission Valley Formation

In the project area west of College Avenue, the Eocene-aged Mission Valley Formation is mapped as underlying the Lindavista Formation. The Mission Valley Formation generally consists of gray silty fine sandstone and conglomerate.

2.2.5 Stadium Conglomerate

The Eocene-aged Stadium Conglomerate underlies the entire project area and, as mapped, underlies the Mission Valley Formation west of College Avenue and the Lindavista Formation in the eastern project area. The Stadium Conglomerate generally consists of yellow-brown to orange-brown gravel and cobble conglomerate with a silty to clayey sand matrix. Occasional sandstone interbeds occur and the Stadium Conglomerate is locally well cemented.

2.3 Geologic Structure

The sedimentary formations exposed in the project area are generally flat-lying. No major folding of the onsite geologic units has been previously reported and is not anticipated at the site or in the general vicinity. No indications of ancient deep-seated landslides have been reported and ancient landslides are not anticipated in the project area.

2.4 FAULTING

There are no known "active" faults on or in the immediate vicinity of the project area. The project area is not located within a State-delineated "Alquist-Priolo Earthquake Fault Zone." An "active" fault is defined by the California Division of Mines and Geology as a fault which has had surface displacement within the last 11,000 years (during the Holocene age).

Evidence of active faulting at the SDSU campus was not identified or reported during the previous geotechnical investigations performed on and near the project area. The nearest known active faults are the Rose Canyon fault located approximately 6 miles west of the site, the Coronado Bank fault located offshore approximately 20 miles west of the site and the Elsinore fault located approximately 35 miles northeast of the site. The San Andreas fault is located approximately 82 miles east-northeast of SDSU.

The project area and SDSU campus are located approximately 0.3 mile east-northeast of a strand of the La Nacion fault zone. This fault displaces Quaternary deposits; however, Holocene deposits (less than 11,000 years old) are not known to be displaced. The La Nacion fault is classified as "potentially active" based on criteria established by the California Division of Mines and Geology. Based on this classification, the La Nacion fault is not considered as significant a seismic risk as some of the known active faults in the region.

2.5 GROUNDWATER

The regional groundwater table is anticipated to be several hundred feet deep at most of the project component sites. However, the PGM-1N component site may be in the vicinity of a near-surface groundwater table due to its proximity to Alvarado Creek.

2.6 USDA SOIL SURVEY

The United States Department of Agriculture Soil Survey has mapped the project area as being underlain by the following soil types:

> *Diablo-Urban land complex* - This soil generally occurs on 5 to 15 percent slopes and has a high shrink-swell behavior;
>
> *Olivenhain-Urban land complex* - This soil occurs on 2 to 30 percent slopes and has a moderate shrink-swell behavior;

Redding cobbly loam - This soil occurs on 9 to 30 percent slopes and has a high shrink-swell behavior; and

Redding-Urban land complex - This soil occurs on 2 to 9 percent slopes and has a high shrink-swell behavior.

2.7 AGGREGATE/MINERAL RESOURCES

The California Division of Mines and Geology's Special Report 153 classifies land in western San Diego County according to the presence or absence of construction aggregate resources. The purpose of Special Report 153 was to transmit data on the type, quantity, location and distribution of aggregate resources, as well as projections of future regional need, to the State Mining and Geology board and to local governmental planners. The classification was completed in accordance with guidelines established by the State Mining and Geology Board, in compliance with the Surface Mining and Reclamation Act of 1975.

The SDSU campus is mapped within zones "MRZ-2" and "MRZ-3" with respect to construction aggregate resources. Areas mapped as MRZ-2 are "areas where adequate information indicates that significant mineral deposits are present or where it is judged that there is high likelihood for their presence." Areas mapped as MRZ-3 are "areas containing mineral deposits, the significance of which cannot be evaluated from available data."

Considering the current land uses at the project site and the land uses of the surrounding areas, development of the project area as a commercial source of construction-grade sand and aggregate is neither likely nor feasible.

3. POTENTIAL GEOTECHNICAL IMPACTS

The following is a summary of the potential geotechnical impacts evaluated for the Campus Master Plan 2000 project area.

3.1 LANDSLIDES

There are no known or suspected landslides in the project area.

3.2 SURFICIAL SLOPE INSTABILITY

Surficial sloughing of slope faces results when there is rapid downhill movement of saturated near-surface soils off of moderate to steep slopes. Accumulated debris may fill drainage canyons

or damage improvements. Improvements at the top of a slope during construction may become undermined by surficial sloughing.

3.3 EROSION

Disturbance of the ground surface during construction of proposed facilities may increase or decrease the erosion potential of a site.

3.4 UNCONSOLIDATED SOILS

Unconsolidated soils in the Campus Master Plan 2000 project area consist of topsoil and existing fill soils. These soils are typically considered potentially compressible and may possess unacceptable settlement characteristics under structural and fill loads. If not mitigated, improvements built on potentially compressible, unconsolidated soils may crack as a result of soil settlement. Excavations exposing unconsolidated soils may be subject to sloughing.

3.5 EXPANSIVE SOILS

Expansive soils primarily consist of clayey soils that have a potential for significant volume changes (shrinking and swelling) with moisture fluctuations. Expansive soils at the proposed project site include clayey topsoil, clayey existing fill soils, and the clayey portions of the onsite geologic formations. If not mitigated, near-surface expansive soils may cause uplift and cracking of slabs, pavements and other improvements. Other expansive soil-related problems include poor drainage and poor establishment of vegetation.

3.6 EXCAVATABILITY

The Lindavista Formation and Stadium Conglomerate may have locally well-cemented concretionary horizons which may present excavation difficulties during grading and construction activities.

3.7 GROUNDWATER/SEEPAGE

Near-surface groundwater is typically encountered in low-lying areas such as river valleys and estuaries. For most of the proposed project component sites, no near-surface groundwater table is anticipated; however, there is some potential for groundwater impacts at the East Campus Development Zone (PGM-1N) component site. This issue is addressed in **Section 3.2** of this EIR.

3.8 LIQUEFACTION

Liquefaction is caused by strong vibratory motion (due to earthquakes) and may occur in areas underlain by loose granular soils and a near-surface groundwater table. Soils that liquefy may settle. Improvements underlain by soils that liquefy may also settle and sustain damage. At most of the project component sites, the potential for seismically-induced liquefaction is considered very low due to the lack of a static near-surface groundwater table and the density characteristics of the formational materials in the project area. However, the PGM-1N component site may be subject to risk of liquefaction due to its proximity to Alvarado Creek and a potentially high groundwater table.

3.9 FAULT RUPTURE

Ground rupture is typically associated with moderate to large earthquakes occurring on active faults. The hazard associated with ground rupture is potential damage to structures situated across a ruptured fault trace. Since no mapped active fault traces cross the project area or immediate vicinity, the potential for surface rupture (ground breakage along fault traces) is considered very low.

3.10 SEISMIC SHAKING

Southern California is a seismically active region. Ground shaking due to earthquakes on active regional faults should be expected at the site and may impact the proposed improvements.

3.11 TSUNAMI

Tsunami are sea waves generated by submarine earthquakes, landslides, or volcanic action. Due to the distance from the coastline, the possibility of inundation of the site by a tsunami is considered very low.

3.12 SEICHE

Seiche are periodic oscillations of a body of water. The possibility of inundation of the project site from a seiche is very low.

4. RECOMMENDED MITIGATION MEASURES

All components of the proposed Campus Master Plan 2000 project will have site-specific geotechnical studies completed during the design phases of each project. These studies will include appropriate site-specific mitigation measures that are anticipated to reduce potential geotechnical

impacts to less than significant levels. In addition to those measures, the following measures are intended to mitigate the potential geotechnical impacts discussed above.

LANDSLIDES

There are no known or suspected deep-seated landslides impacting the project area. Therefore, mitigation of deep-seated landslides does not appear to be necessary.

SURFICIAL SLOPE INSTABILITY

In general, to reduce the potential for slope instability(both deep-seated and surficial), current grading codes typically require that graded slopes not exceed a gradient of 2 to 1 (horizontal to vertical). Slopes steeper than 2 to 1 are generally known to be prone to surficial instability. Typical mitigation measures to reduce the potential impacts of surficial instability will include slope flattening, slope-top setbacks, the installation and maintenance of drainage provisions, and planting of slope-stabilizing vegetation.

EROSION

Proper grading techniques (with appropriate compaction efforts), revegetation of disturbed areas, and construction of appropriate drainage provisions can reduce the potential for erosion. Maintenance of drainage provisions, such as periodic removal of accumulated eroded soils and debris from surface drains, is also needed. A project designed and constructed in accordance with a properly-engineered grading and drainage plan will not negatively impact the erosion potential of the site and surrounding area. The grading and drainage plan for the proposed project shall be prepared prior to construction, and approved by the project geotechnical consultant as well as the Office of Facilities Planning and Management.

UNCONSOLIDATED SOILS

The extent and depths of potentially compressible, unconsolidated soils can be assessed by subsurface exploration and laboratory testing during project-specific geotechnical investigations. Mitigation measures for structural/fill areas underlain by unconsolidated soils typically will include removal of the compressible soils and replacement with properly compacted fill or deep foundation systems, such as drilled piers or piles, which extend through the compressible soils and are supported by the underlying, firm natural soils. Prior to construction of any project component, a project-specific geotechnical report shall be prepared by the project geotechnical consultant to address

unconsolidated soils. The report shall be approved by the Office of Facilities Planning and Management.

EXPANSIVE SOILS

The expansion (shrink-swell) potentials of the onsite soils can be assessed by laboratory testing of representative soil samples obtained during site-specific geotechnical investigation studies. Typical mitigation measures will include grading such that expansive soils are not placed within the upper few feet of finished grade. As an alternative, deepened and/or stiffened foundation systems for proposed structures may be considered. Surface and subsurface drainage provisions may also be implemented to reduce moisture fluctuations in subgrade soils. Prior to construction of nay project component, a project-specific geotechnical report shall be prepared by the project geotechnical consultant to address expansive soils. The report shall be approved by the Office of Facilities Planning and Management.

EXCAVATABILITY

Well-cemented, concretionary zones (within the Lindavista Formation and Stadium Conglomerate) may be encountered during excavations in the project area. Heavy ripping or jackhammering of the hard concretionary areas may be necessary to facilitate excavation.

GROUNDWATER/SEEPAGE

Groundwater is not anticipated to be a constraint to site development if project-specific recommendations for groundwater and surface water control are incorporated into the design and construction of the project. Appropriate trench shoring can reduce the potential for trench wall caving due to groundwater seepage.

FAULT RUPTURE

Potential for surface rupture due to active faulting at the site is considered very low and mitigation measures with regard to ground rupture along active faults are not needed at the Campus Master Plan 2000 project area.

SEISMIC SHAKING

Evaluations of potential seismic shaking will be performed during site-specific geotechnical studies for the various components of the project. The effects of seismic shaking will be reduced by adhering to current design parameters of the current Uniform Building Code.

LIQUEFACTION

The potential for liquefaction at most of the project component sites is considered very low. However, some potential for liquefaction exists at the PGM-1N component site. The risk of liquefaction at the PGM-1N component site can be removed through appropriate investigation of site geology during the design phase for this project component. If soils susceptible to liquefaction (*e.g.*, fill soils, alluvium) are detected on-site, appropriate mitigation measures will be implemented to remove the risk. Such measures may include removal and replacement, or in-place conditioning, of the soil to reduce its potential for consolidation or liquefaction.

TSUNAMI

The potential for inundation by tsunami at the site is considered very low and mitigation measures with regard to tsunami are not needed.

SEICHE

The potential for inundation by seiche at the site is considered very low and mitigation measures with regard to seiche are not needed.

5. UNAVOIDABLE SIGNIFICANT IMPACTS

Upon implementation of the mitigation measures identified in this section, and after implementation of the mitigation measures identified in the required site-specific geotechnical studies, to be approved by the SDSU Office of Facilities Planning and Management, construction of the proposed project would not result in any unavoidable significant geotechnical or soils-related impacts.

1. INTRODUCTION

This section is based on a water resources report for the proposed project prepared by Dudek & Associates, Inc. (August 2000). The report is presented in its entirety in **Appendix 3.2** of this EIR.

This section focuses on the components of the proposed project that propose construction of the East Campus Development Zone North (PGM-1N), the North Life Sciences Addition (PGM-5), the Faculty Office/Classroom/Gallery/Parking Structure 8 (PJT-1) and the Communication Addition (PJT-2). These are the project components with the potential for impacting water, water resources and water quality upon implementation. The remaining project component areas would not result in any adverse water-related impacts.

2. SETTING

2.1 ENVIRONMENTAL SETTING

The project site is located in the southwestern portion of San Diego County. The San Diego Metropolitan Area is located on the coastal plain which is composed of a network of large canyon drainages feeding into the San Diego River system. The coastal plain is surrounded by foothills and mountains. The project site is located atop a mesa terrace which is partially intersected by north-south canyon drainages on its east and west sides.

The climate of San Diego County is characterized by warm, dry summers and mild, wet winters. Weather patterns are dominated by a semi-permanent high pressure cell located over the Pacific Ocean. This high-pressure cell maintains clear skies for much of the year. The average rainfall is about 10-13 inches per year, most of which falls between November and February. The average mean temperature for the area is approximately 65 degrees in the coastal zone and 57 degrees in the surrounding foothills (*Regional Water Quality Control Board, Water Quality Control Plan for the San Diego Basin, 1994 with updates in 1998*).

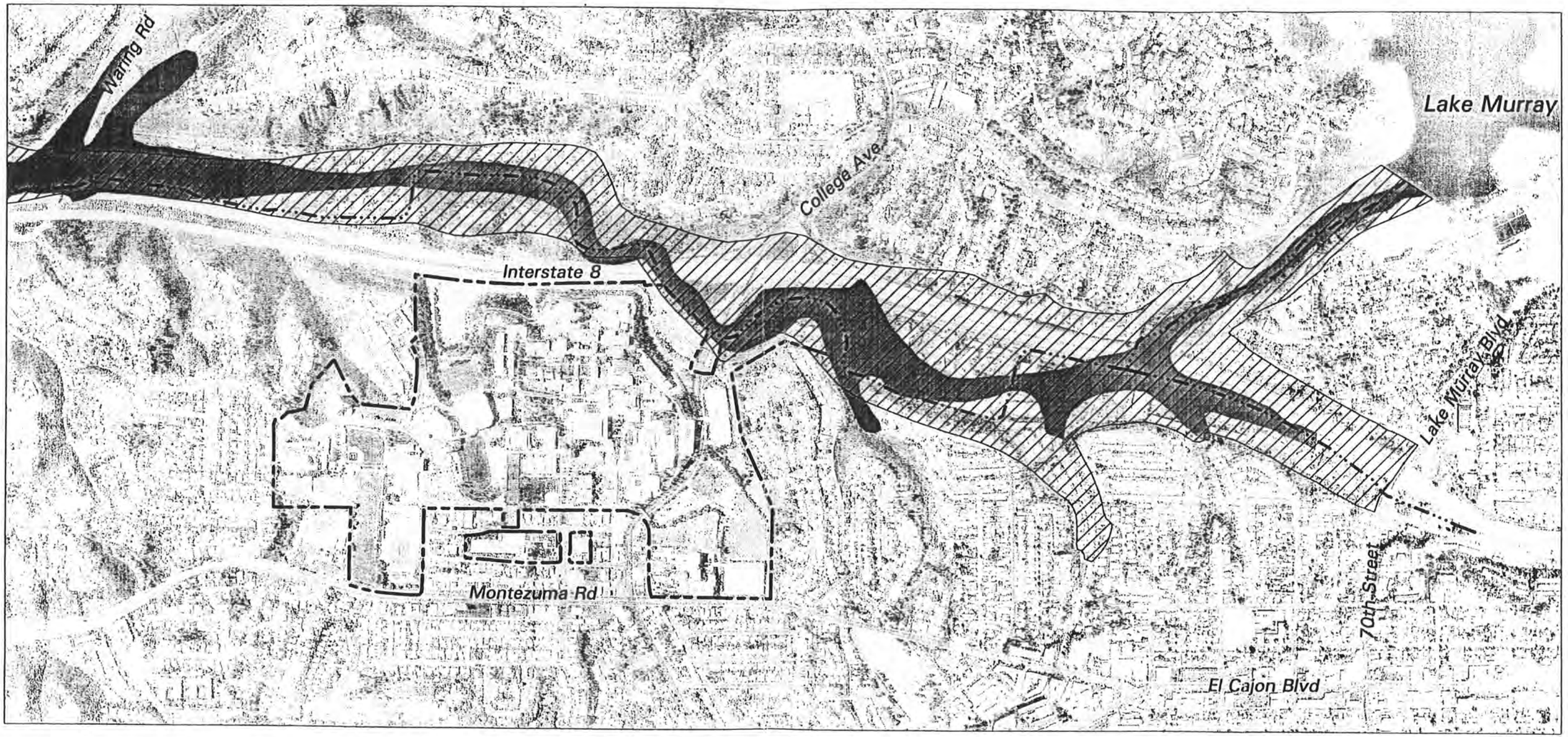
The project site is located within the College Area Community of the City of San Diego. The SDSU campus is located approximately 10 miles east of the Pacific Ocean and ranges from approximately 360 to 460 feet above mean sea level (*www.mapquest.com, June 19, 2000*). The

specific project component sites, located throughout the campus, also range from 360 to 460 feet above mean sea level. Alvarado Creek is located along the northern edge of campus within the vicinity of project component PGM-1N.

2.2 HYDROLOGIC SETTING

Figure 3.2-1, *Existing Hydrologic Conditions*, depicts the existing hydrologic setting of the proposed project area. The project site is located in the Mission San Diego Hydrologic Sub-Area of the Lower San Diego Hydrologic Area. The Lower San Diego Hydrologic Area is one of the four drainage systems which comprises the San Diego Hydrologic Unit. The San Diego Hydrologic Unit is a long, triangular-shaped area of about 440 square miles drained by the San Diego River (*Regional Water Quality Control Board, Water Quality Control Plan for the San Diego Basin, 1994 with updates in 1998*).

A total of nine reservoirs store water carried by the San Diego River system. Water from this river system mainly consists of Colorado River water as well as a small amount of local runoff. The Murray Reservoir is the only reservoir within the project vicinity. Because this reservoir is located east of SDSU, none of the canyon drainages adjacent to SDSU influence Murray Reservoir water. Any runoff water from SDSU inadvertently drains into the San Diego River via Alvarado Creek or other unnamed tributaries. San Diego River water enters the Pacific Ocean approximately 10 miles west of the site (*California Regional Water Quality Control Board-San Diego Region 1994 with revisions in 1995 and 1998*).



Campus Boundary

Blueline Stream

Reservoir Inundation Limits

100 Year Flood Plain

0 1000

Scale in Feet

PHOTO SOURCE: San Diego Aerial Image Database 94/95

3. EXISTING CONDITIONS

3.1 SURFACE WATER

The nearest surface body of water is Alvarado Creek located along the northern edge of the campus within the vicinity of project component PGM-1N. This water body serves as the natural drainage way for the east side of campus and adjacent neighborhoods. However, this channel is considered a dry creek bed for a majority of the year, flowing only during the rainy season between November and February.

The current water quality of Murray Reservoir is satisfactory to City of San Diego Water Department specifications (Chaffin, pers. comm., June 19, 2000). Most of the water in the reservoir is from the Colorado River, Northern California, San Vicente Reservoir or El Capitan Reservoir. Natural runoff is prevented from entering the lake by a diversion ditch system surrounding the lake. This ditch collects natural runoff and deposits it downstream from the reservoir. This is the City's preferred method of ensuring, to the extent possible, accurate water quality testing. The Murray Reservoir has occasional algae blooms; however, they are most often bottom dwelling and therefore do not cause color or taste problems for the City (Chaffin, pers. comm., June 19, 2000).

The beneficial uses established by the Regional Water Quality Control Board (RWQCB) for surface waters throughout the Lower San Diego Hydrologic Area include: agricultural supply, industrial service supply, recreational uses involving body contact with water and recreational uses near or around water, but not directly within water, warm freshwater habitat, cold freshwater habitat, wildlife habitat, and habitat for rare, threatened or endangered species. Alvarado Creek is also classified as having the same beneficial uses as the San Diego River; however, the creek's beneficial uses do not include habitat for rare, threatened or endangered species (*California Regional Water Quality Control Board-San Diego Region, 1994 with revisions in 1995 and 1998*).

3.2 GROUNDWATER

Groundwater is defined as subsurface water that occurs beneath the water table in fully saturated soils and geologic formations. Groundwater bearing formations sufficiently permeable to transmit and yield significant quantities of water are called aquifers. However, there are groundwater bearing geologic formations within the area which do not meet the definition of an

aquifer. As stated in the Water Quality Control Plan for the San Diego Basin, principal groundwater basins in the San Diego Region are small and shallow. Most of the area is underlain with marine sediments of low permeability near the coast, and granitic rock further inland (City of San Diego, 1995). Only a small portion of the region is underlain by permeable geologic formations that can accept, transmit and yield appreciable quantities of groundwater. In the San Diego Area, subsurface waters are considered groundwater even if the waters do not occur in an aquifer or an identified groundwater basin (*California Regional Water Quality Control Board-San Diego Region 1994 with revisions in 1995 and 1998*).

The City of San Diego does not use groundwater resources to supplement its domestic water supply. During the 1930s and 1940s, a portion of the municipal water supply was obtained from groundwater basins, even though much of this water was used for irrigation. However, due to the drought which followed the mid 1940s, groundwater resources were drawn down until no further use was possible. Poor quality irrigation runoff water, with high Total Dissolved Solids (TDS), has since filled the groundwater basins. Local groundwater supplies have been further degraded by salt water intrusion along the coast as well as sewage discharges into streambeds from inland treatment plants. The mineral content of groundwater basins along the coast is characteristically high (City of San Diego, 1995).

The beneficial uses for groundwater, as established in the Water Quality Control Plan for the San Diego Basin, include agricultural supply, industrial process supply, and industrial service supply. Potential beneficial uses of groundwater include conversion of resources for municipal supply purposes (*Regional Water Quality Control Board, Water Quality Control Plan for the San Diego Basin, 1994 with revisions in 1998*). However, determining the cost-effectiveness and overall feasibility of groundwater projects would require further study. The San Pasqual Valley and Santee/El Monte Groundwater Basins are the areas of greatest interest although they are currently plagued by poor groundwater quality (City of San Diego, 1995).

3.3 FLOOD RATING

The flood way nearest to the project site is the 100-year floodplain of Alvarado Creek. As stated above, Alvarado Creek is located along the northern edge of the campus. Project component

PGM-1N is planned for location within Lot D and the current location of the Rehabilitation Center. These areas are located within the 100-year floodplain of Alvarado Creek. PGM-1N is also located within the Dam Innundation Zone of Lake Murray Reservoir (County of San Diego Flood Inundation Maps).

3.4 Applicable Plans and Policies

3.4.1 Environmental Policies

The primary federal law regulating surface water quality control in the United States is the federal Clean Water Act. The main objective of the Clean Water Act is to "restore and maintain the chemical, physical and biological integrity of the Nation's waters and to make all waters fishable and swimmable." The Clean Water Act established seven goals and guidelines for water quality, including the elimination of pollutants to navigable waters by 1985, provision of quality water to allow for propagation of fish and other marine life, prohibition of pollutants in toxic amounts, provision of financial assistance to construct publicly owned treatment systems, development and implementation of area-wide waste treatment management plans, development of technology necessary to carry out goals, and development and implementation of programs for control of non-point source pollution. Clean Water Act provisions have been written in conjunction with applicable plans and policies of the Federal Endangered Species Act and the National Environmental Policy Act. Provisions set forth in the Clean Water Act are to be enforced by the Environmental Protection Agency (*California Regional Water Quality Control Board-San Diego Region 1994 with revisions in 1995 and 1998*).

The Clean Water Act, in part, establishes requirements for state water quality planning, management, and implementation with regard to surface waters. These requirements call for the restoration and maintenance of chemical, physical and biological integrity of state waters, attainment of a level of water quality that provides for the protection and propagation of fish, shellfish, and wildlife and recreation in and on the water, and consideration of water resources for state water supplies and other beneficial uses. The Clean Water Act requires that the goals and guidelines established by varying state agencies be reviewed on a triennial basis. This process involves public hearings at least once every three years for the purpose of review and/or revisions

(*California Regional Water Quality Control Board-San Diego Region 1994 with revisions in 1995 and 1998*).

The California Water Code is the principal legal authority governing the use of water resources within the State of California. The Water Code governs water rights, policies for the construction and management of dams and reservoirs, flood control, conservation, development and utilization of state water resources, water quality protection and management, and management of water-oriented agencies. The water quality provisions of the Water Code were written to supplement certain provisions of the Health and Safety Code, Public Resources Code, Fish and Game Code, Food and Agriculture Code, Government Code, Harbors and Navigation Code, California Environmental Quality Act and the California Endangered Species Act (*California Regional Water Quality Control Board-San Diego Region 1994 with revisions in 1995 and 1998*).

The Porter-Cologne Act is the principal mechanism for water quality control within California. This Act established a regulatory program to protect water quality and beneficial uses of all state waters. The Act also established the State Water Resources Control Board and Regional Water Quality Control Board ("RWQCB") as the principal state agencies responsible for water quality control. Water quality of the San Diego Basin is controlled by the Regional Water Quality Control Board, Region 9 of the State Water Resources Control Board (*California Regional Water Quality Control Board-San Diego Region 1994 with revisions in 1995 and 1998*).

The City of San Diego's General Plan outlines guidelines for development within "Environmentally Sensitive Lands" within its jurisdiction. Floodplains are considered Environmentally Sensitive Lands within the City of San Diego. Environmentally Sensitive Lands also include, but are not limited to, shoreline, hillsides, canyons, wetlands, riparian habitat, endangered species and habitats and prehistoric and historic sites. The General Plan Development Program goals state that preservation and protection of Environmentally Sensitive Lands shall occur. Protection of these resources is provided through the City's Environmentally Sensitive Lands Ordinance, Section 126.0500 of the City of San Diego Zoning Code. A site development permit is required from the City to develop land within Environmentally Sensitive Lands.

3.4.2 WATER RESOURCE PLANS, GUIDELINES, AND ENFORCEMENT MECHANISMS

The National Pollution Discharge Elimination System (NPDES), established under the Clean Water Act, regulates the discharge of pollutants from point sources into regional water resources. The NPDES permit regulates discharges of wastes for the purpose of limiting the quantity of pollutants and volume of waste discharged to surface waters. NPDES permits contain prerequisite conditions which must be met by dischargers to ensure protection of the receiving water. Any agency or private party proposing to discharge pollutants into surface waters must submit a report of waste discharge at least 180 days in advance of the planned date of release. Compliance with pollution elimination levels and approval of the report of waste discharge culminates in the granting of an NPDES permit. Responsibility for enforcement of NPDES guidelines and permits falls within the jurisdiction of the Regional Water Quality Control Board (Region 9 for the San Diego Basin), and is subject to review by the EPA Regional Administrator (EPA Region IX, San Francisco Office).

The 1987 amendments to the Clean Water Act acknowledged the importance of non-point source pollutants and their impact on local water quality. As stated in the Water Quality Control Plan for the San Diego Basin, non-point source pollutants represent the greatest threat to water quality. Non-point source pollutants are often chemicals from lawns or gardens, automobile residues, urban runoff or household cleaning agents or compounds. Most non-point source pollutants enter the water supply in large quantities and sudden surges, largely due to storm events. Control of this type of pollution source has proven to be difficult. Because the release of a non-point source pollutant is exempt from NPDES regulations, the RWQCB has resorted to non-regulatory approaches, such as public education and outreach, to respond to non-point source pollution issues. The RWQCB has encouraged all community members to use Best Management Practices (BMPs) to eliminate or reduce non-point source pollution within the San Diego Basin.

In order to control water quality, the State Water Resources Control Board has organized basin plans for all drainage systems within California. Goals and plans set forth in the Water Quality Control Plan for the San Diego Basin are carried out through the use of the NPDES permitting and monitoring system.

The Federal Emergency Management Agency (FEMA) provides all flood plain information through the publication of Flood Insurance Rate Maps (FIRMs). All FIRMs delineate the location of 100- and 500-year floodplains. Local jurisdictions such as the City of San Diego and the County of San Diego have outlined specific engineering and building codes for development within the floodplains within their jurisdictions.

The City of San Diego Water Resources Department is responsible for maintaining drinking water quality. The Urban Water Management and Conservation Program sets forth water quality control plans and policies to be followed in all Citywide planning, service and maintenance duties.

4. SIGNIFICANCE THRESHOLD

A project is considered to cause a significant impact on hydrology and/or water quality if it results in any of the following conditions:

(a) The project will substantially degrade water quality;

(b) The project will contaminate a public water supply;

(c) The project will substantially degrade or deplete groundwater resources;

(d) The project will encourage activities which would result in the use of a large amount of water;

(e) The project would require the use of water resources in a wasteful manner; or

(f) The project would create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people, animal or plant populations within the project vicinity.

5. POTENTIAL IMPACTS

5.1 PROGRAM-LEVEL COMPONENTS

5.1.1 SURFACE WATER

This section discusses potential impacts from the expected peak runoff from each program-level component site due to construction of the proposed project. **Table 3.2-1** shows the calculations for the expected peak runoff from the proposed program-level components compared with the existing drainage. The expected peak runoff was calculated based on the rational method outlined in the County of San Diego Hydrology Manual. A ten-year and a fifty-year storm event were used to evaluate peak runoff in the proposed project sites.

TABLE 3.2-1
RUNOFF QUANTITIES FOR PROGRAM-LEVEL COMPONENTS

Formula: Q = C x I x A
Q = runoff quantity (in cubic feet per second [cfs])
C = runoff coefficient (how fast the water runs off; varies with type of surface)
I = intensity (in inches/hour; varies with size of storm)
A = area (in acres)

Project Component #	Existing (cfs)	With Proposed Project (cfs)
PGM-1N	10-year storm event = 1.5 50-year storm event = 2.0	10-year storm event = 1.5 50-year storm event = 2.0
PGM-1S	10-year storm event = 0.7 50-year storm event =0.9	10-year storm event = 0.7 50-year storm event = 0.9
PGM-2	10-year storm event = 0.6 50-year storm event = 0.9	10-year storm event = 0.6 50-year storm event = 0.9
PGM-3	10-year storm event = 0.5 50-year storm event = 0.7	10-year storm event = 0.5 50-year storm event = 0.7
PGM-4	10-year storm event = 1.3 50-year storm event = 1.7	10-year storm event = 1.3 50-year storm event = 1.7
PGM-5	10-year storm event = 0.1 50-year storm event = 0.2	10-year storm event = 0.2 50-year storm event = 0.2

PGM-1N. The proposed Academic/Research Building A would replace the existing Parking Lot D and the Rehabilitation Center. The project site is expected to occupy approximately 50,000 square feet. The overall site is comprised of three smaller sites each of varying area. The site is

currently impervious and drains to Alvarado Creek. The construction of the Academic/Research Building A would not significantly alter the drainage pattern of the site. The calculated expected peak runoff for both a ten-year and fifty-year storm is similar to the existing drainage. Therefore, the improvement on this site is not expected to exceed the discharge limitations to Alvarado Creek.

Due to the generally impervious condition of the existing site and the consistency of the proposed project with the existing site conditions, no net increase in stormwater runoff is expected. However, erosion during construction activities is anticipated. It is recommended that eroded material not be allowed to drain from the project site to Alvarado Creek. Mitigation measures should be incorporated to minimize or prevent erosion from adversely affecting the creek, adjacent property, and the City's existing storm drain system.

PGM-1S. The proposed Academic/Research Building B would replace the existing Parking Lots E and F. The project site is expected to occupy approximately 23,200 square feet. The overall site is comprised of two smaller sites each of varying area. The site is currently impervious. The drainage pattern of the site is not expected to be significantly altered. The calculated expected peak runoff for both a ten-year and fifty-year storm is similar to the existing drainage. Therefore, the improvement on this site is not expected to exceed the capacity of the existing storm drain system.

Though the existing site is relatively impervious and the proposed land use will not significantly change the percent of impervious cover, erosion during construction activities is anticipated. It is recommended that eroded material not be allowed to drain from the project site to the existing stormdrain system. Mitigation measures should be incorporated to minimize or prevent erosion from adversely affecting adjacent property, as well as the City's existing stormdrain system.

PGM-2. This project component would include the construction of a Performing Arts Complex on the site of the existing Tennis Courts. The project site is expected to occupy 22,000 square feet. The site is currently impervious. The drainage system of the project site is not expected to be altered and would utilize the existing stormdrain system. The calculated expected peak runoff for both a ten-year and fifty-year storm is similar to the existing drainage. Therefore, the improvement on this site is not expected to exceed the capacity of the existing storm drain system.

Due to the generally impervious condition of the existing site and the consistency of the proposed project with the existing site condition, no net increase in stormwater runoff is expected.

However, erosion during construction activities is anticipated. It is recommended that eroded material not be allowed to drain from the project site to the existing stormdrain system. Mitigation measures should be incorporated to minimize or prevent erosion from adversely affecting adjacent property, as well as the City's existing stormdrain system.

PGM-3. The proposed Science Research Building would occupy the site of the existing Industrial Technology Building and cover approximately 17,500 square feet. The existing area is mostly impervious with some minor landscaped areas. The proposed construction of the Science Research Building would not significantly alter the drainage pattern of the site. The calculated expected peak runoff for both a ten-year and fifty-year storm is similar to the existing drainage condition. Therefore, the improvement on this site is not expected to exceed the capacity of the existing storm drain system.

Though the percentage of impervious cover will not significantly change between the existing land use and the proposed project, erosion during construction activities is anticipated. It is recommended that eroded material not be allowed to drain from the project site to the existing stormdrain system. Mitigation measures should be incorporated to minimize or prevent erosion from adversely affecting adjacent property, as well as the City's existing stormdrain system.

PGM-4. This project component would include the construction of a Physical Plant on the site of the existing Parking Lot X and is expected to occupy 43,100 square feet. The drainage system of the project site is not expected to be altered and would utilize the existing stormdrain system. The calculated expected peak runoff for both a ten-year and fifty-year storm is similar to the existing drainage. Therefore, the improvement on this site is not expected to exceed the capacity of the existing storm drain system.

Due to the generally impervious condition of the existing site and the consistency of the proposed project with the existing site condition, no net increase in stormwater runoff is expected. However, erosion during construction activities is anticipated. It is recommended that eroded material not be allowed to drain from the project site to the existing stormdrain system. Mitigation measures should be incorporated to minimize or prevent erosion from adversely affecting adjacent property, as well as the City's existing stormdrain system.

PGM-5. The proposed North Life Sciences Addition would replace the existing Temporary Dean's Complex and is expected to occupy approximately 6,000 square feet. The site is mostly impervious except for small landscaped areas in proximity to the existing building. It is expected that the drainage pattern of the site will be altered due to the loss of the landscaped areas. Therefore, the calculated expected peak runoff for both a ten-year and fifty-year storm is expected to increase by 38 percent and 40 percent respectively. The existing stormdrain system is expected to be adequate to handle such events. However, further hydrologic analysis should be conducted upon completion of final designs to ensure adequacy of the existing stormdrain system.

Erosion during construction activities is anticipated. It is recommended that eroded material not be allowed to drain from the project site to the existing stormdrain system. Mitigation measures should be incorporated to minimize or prevent erosion from adversely affecting adjacent property, as well as the City's existing stormdrain system.

5.1.2 GROUNDWATER

The only program-level project component that would potentially have an effect on the groundwater would be PGM-1N due to its proximity to Alvarado Creek. The existing drainage pattern directs flow to the vegetated perimeter of Parking Lot D and into concrete drainage channels which in turn discharge to Alvarado Creek. Assuming that the proposed project will not alter the existing drainage pattern and will not increase the volume of stormwater entering Alvarado Creek, the groundwater should not be affected by the proposed project. However, due to construction activities such as excavation, footing implementation and shoring, groundwater may be encountered. In order to prevent impacts to groundwater quality or exposure to contaminants, mitigation measures have been suggested.

Construction of the other program-level project components is not expected to alter the groundwater quality or expose groundwater to contamination. However, if isolated groundwater lenses are encountered during construction, mitigation measures should be incorporated.

5.1.3 FLOODING

Project component PGM-1N is proposed to be located within the 100-year floodplain of Alvarado Creek and will encroach upon the flood zone. The other proposed program-level sites

are located outside the defined flood zone and, therefore, would not encroach into, or impact, the 100-year floodplain.

5.2 PROJECT-LEVEL COMPONENTS

5.2.1 SURFACE WATER

This section discusses potential impacts from the expected peak run off at each project-level component site due to the construction of the proposed project. **Table 3.2-2** shows the calculations for the expected peak runoff from the proposed project-level components compared with the existing drainage. The expected peak runoff was calculated based on the rational method outlined in the County of San Diego Hydrology Manual. A ten-year and a fifty-year storm event were used to evaluated peak runoff in the proposed project sites.

TABLE 3.2-2
RUNOFF QUANTITIES FOR PROJECT-LEVEL COMPONENTS

Formula: Q = C x I x A
Q = runoff quantity (in cubic feet per second [cfs])
C = runoff coefficient (how fast the water runs off; varies with type of surface)
I = intensity (in inches/hour; varies with size of storm)
A = area (in acres)

Project Component #	Existing	With Proposed Project
PJT-1	10-year storm event = 1.0 50-year storm event = 1.4	10-year storm event = 1.4 50-year storm event = 1.9
PJT-2	10-year storm event = 0.4 50-year storm event = 0.5	10-year storm event = 0.8 50-year storm event = 1.0
PJT-3	10-year storm event = 0.1 50-year storm event = 0.2	10-year storm event = 0.1 50-year storm event = 0.2
PJT-4	10-year storm event = 0.1 50-year storm event = 0.2	10-year storm event = 0.1 50-year storm event = 0.2
PJT-5	10-year storm event = 0.7 50-year storm event = 0.8	10-year storm event = 0.4 50-year storm event = 0.6

PJT-1. The proposed Faculty Office/Classroom/Gallery/Parking Structure 8 would replace the existing Campus Child Care Center, Family Studies and Consumer Sciences Buildings. The component site is expected to occupy approximately 48,900 square feet. The overall site for

component PJT-1 is actually comprised of two sites, one much larger than the other. Though there are some small, landscaped areas along the perimeter of the site, the site would generally be considered impervious. The site is situated at the top of a steep change in elevation. This must be considered in the design of the proposed facilities. Based on area alone, however, the volume of stormwater is expected to increase by 40 percent for a 10-year storm and 38 percent for a 50-year storm. The existing stormdrain should be adequate for such storm events, however, further hydrologic analysis should be conducted upon the completion of final designs to ensure adequacy of the existing stormdrain system or the design of a new stormdrain system.

Erosion during construction activities is anticipated. It is recommended that eroded material not be allowed to drain from the project site to the existing stormdrain system. Mitigation measures should be incorporated to minimize or prevent erosion from adversely affecting adjacent property, as well as the City's existing stormdrain system.

PJT-2. The proposed School of Communication addition would be constructed at or near the junction of Hilltop Way and Scripps Terrace. The project site is expected to occupy approximately 25,800 square feet. The overall component site is comprised of three sites, each of varying area. The site is partially impervious. One portion of the site is a steep bank covered in vegetation and trees. It is expected that the drainage pattern of the site will be altered due to the loss of the landscaped areas. Therefore, the calculated expected peak runoff for both a ten-year and fifty-year storm is expected to increase by 111 percent for a 10-year storm and 117 percent for a 50-year storm. The existing stormdrain system may be adequate to handle such events. However, due to the significant theoretical increase in stormwater runoff, further hydrologic analysis must be conducted upon completion of final designs to ensure adequacy of the existing stormdrain system or the design of a new stormdrain system.

Erosion during construction activities is anticipated. It is recommended that eroded material not be allowed to drain from the project site to the existing stormdrain system. Mitigation measures should be incorporated to minimize or prevent erosion from adversely affecting adjacent property, as well as the City's existing stormdrain system.

PJT-3. This project component would include the construction of a Campus Childcare Center on the site of the existing Parking Lot E. The component site is expected to occupy 9,700

square feet. This project component is not expected to cause a loss of vegetated areas or alter the drainage pattern of the site; therefore, the calculated expected peak runoff for both a ten-year and fifty-year storm is expected to remain the same. The existing stormdrain system should be adequate to handle such events. However, further hydrologic analysis must be conducted upon completion of final designs to ensure adequacy of the existing stormdrain system or the design of a new stormdrain system.

Erosion during construction activities is anticipated. It is recommended that eroded material not be allowed to drain from the project site to the existing stormdrain system. Mitigation measures should be incorporated to minimize or prevent erosion from adversely affecting adjacent property, as well as the City's existing stormdrain system.

PJT-4. The proposed International Student Center Addition would occupy approximately 3,500 square feet on the site of the existing Parking Lot V. The existing area is impervious. The proposed construction of the International Student Center Addition would not significantly alter the drainage pattern of the site. The calculated expected peak runoff for both a ten-year and fifty-year storm is similar to the existing drainage and no net increase in stormwater runoff is expected. Therefore, the improvement on this site is not expected to exceed the capacity of the existing storm drain system.

Erosion during construction activities is anticipated. It is recommended that eroded material not be allowed to drain from the project site to the existing stormdrain system. Mitigation measures should be incorporated to minimize or prevent erosion from adversely affecting adjacent property, as well as the City's existing stormdrain system.

PJT-5. This project component would include the removal of the Education Building for the creation of a Central Park. The project site is expected to occupy 50,500 square feet. It is expected that the drainage system of the project site will reduce the demand on the existing stormdrain system. The calculated expected peak runoff for both a ten-year and fifty-year storm will decrease by 36 percent and 39 percent respectively due to the increase in vegetated surfaces and a net decrease in impervious cover.

Erosion during construction activities is anticipated. It is recommended that eroded material not be allowed to drain from the project site to the existing stormdrain system. Mitigation measures

should be incorporated to minimize or prevent erosion from adversely affecting adjacent property, as well as the City's existing stormdrain system.

5.2.2 GROUNDWATER

The proposed project's project-level components are located well above the groundwater table. Therefore, construction of those components is not expected to alter the groundwater quality or expose groundwater to contamination. If isolated groundwater lenses are encountered during construction, standard dewatering techniques, in compliance with standard construction practices, should be applied.

5.2.3 FLOODING

All of the proposed project component sites being analyzed at a project level are located outside the defined flood zone and would therefore not encroach into, or impact the Alvarado Creek floodplain.

6. SIGNIFICANCE OF IMPACT

6.1 SURFACE WATER

Implementation of the proposed project may alter existing drainage patterns and increase the expected peak runoff quantities at component sites PGM-5, PJT-1 and PJT-2. In addition, erosion may occur as the result of construction activities for all project components. Due to the anticipated increase in runoff and erosion, implementation of the specified project components is expected to cause a significant water quality impact.

6.2 GROUND WATER

Due to its proximity to Alvarado Creek, PGM-1N construction activities could potentially have a significant groundwater impact.

6.3 FLOODING

The PGM-1N component site is located within the 100-year floodplain and would encroach upon the flood zone. Therefore, the PGM-1N component would result in a significant hydrology/flood-related impact.

7. RECOMMENDED MITIGATION MEASURES

7.1 SURFACE WATER

Based on the analysis and calculations described above, the following mitigation measures are recommended during construction of all project components:

1. Demolition and excavated material must be either removed from the project site as soon as possible, or covered to prevent potential contamination of surface and groundwater.

2. Standing water must be eliminated at all times during construction.

3. All hazardous materials stored on site during construction should be stored to minimize potential impacts to surface water and groundwater. After construction, remaining hazardous materials should be disposed of in accordance with local, state, and federal regulations.

4. Contractors must comply with all waste discharge requirements per State Water Resources Control Board No. 92-08-DWQ, National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS00002.

5. Storm runoff must be carried in pipes, lined channels, or paved swales to prevent soil erosion. Rip rap energy dissipaters are required at each discharge point to unlined drainage courses.

6. Storm runoff must be controlled within the SDSU campus during construction. The Contractor should provide temporary diversion measures in order to provide acceptable drainage.

7. All waste materials and rubbish must be properly disposed of at a reasonable interval. Collection of waste materials on site should be kept to a minimum.

8. Surface drainage must be directed away from structures at a minimum slope of 2 percent to the nearest collection points or paved surfaces. All drainage should be directly discharged into collector pipes whenever possible without discharging into landscaped areas. All possible ponding elimination measures shall be implemented.

The following mitigation measure is suggested during design of project components PGM-5, PJT-1 and PJT-2:

1. Whenever the existing drainage pattern is modified or an increase in the expected peak runoff quantity occurs, the existing stormdrain system may require modifications to accommodate increased peak runoff quantities. Further hydrologic analysis is suggested upon completion of final designs in order to assess adequacy of the existing stormdrain system. The storm drainage system must be properly coordinated with surrounding properties to ensure that

runoff does not cause damage to other properties. Stormdrains and culverts must be sized appropriately. Inlets and outlets should be hydraulically designed to admit design peak runoff quantities.

7.2 GROUNDWATER

The following mitigation measure is suggested during the development of PGM-1N due to its proximity to Alvarado Creek:

1. If groundwater is encountered during construction, standard dewatering techniques must be employed in compliance with standard industry practices and/or the Uniform Building Code (UBC).

7.3 FLOODING

The following mitigation measure is suggested during site plan development for project component PGM-1N:

1. Construction must be consistent with Uniform Building Code standards which govern construction within a 100-year floodplain. Adherence to Uniform Building Code standards eliminates the potential to adversely impact the existing 100-year floodplain and avoids impacts to downstream land uses and the surrounding natural environment.

8. UNAVOIDABLE SIGNIFICANT IMPACTS

Upon implementation of the mitigation measures identified in this section, development of the PGM-1N, PGM-5, PJT-1 and PJT-2 components of the proposed project would not result in any unavoidable significant water-related impacts. In addition, no unavoidable significant water-related impacts are anticipated with implementation of the remaining components of the proposed project.

1. INTRODUCTION

This section is based on a biological report for the proposed project prepared by Dudek & Associates, Inc. (August 2000). The report is presented in its entirety in **Appendix 3.3** of this EIR.

This section focuses on the components of the project that propose construction of the East Campus Development Zone, North (PGM-1N), Physical Plant (PGM-4) and Faculty Office/Classroom/Gallery/Parking Structure 8 (PJT-1). These are the project components with the potential for impacting sensitive biological resources upon implementation. The remaining project component areas currently support existing development and ornamental plantings, and contain no native biological resources.

2. EXISTING CONDITIONS AND SETTING

2.1 SITE DESCRIPTION

2.1.1 VEGETATION COMMUNITIES/LAND COVER TYPES

Most of the project component sites are comprised of existing development, including buildings, asphalt parking lots, concrete and asphalt sidewalks, paved roads, lawns, and athletic facilities. These areas support ornamental plantings with a wide variety of species. Some of the more common ornamentals on the campus include eucalyptus (*Eucalyptus* sp.), western sycamore (*Plantanus racemosa*), oleander (*Nerium oleander*), Chinese elm (*Ulmus parviflora*), pines (*Pinus* spp.), prostrate acacia (*Acacia redolans*), ash (*Fraxinus* sp.), myoporum (*Myoporum laetum*), European olive (*Olea europaea*), Brazilian pepper-tree (*Schinus terebinthifolius*) and pyracantha (*Pyracantha angustifolia*). Areas adjacent to project component sites were found to contain upland and wetland habitats, including a southern cottonwood-willow riparian forest adjacent to the PGM-1N component, coastal sage scrub adjacent to the PGM-4 component and eucalyptus woodland within and adjacent to the PJT-1 component.

2.1.2 ZOOLOGICAL RESOURCES

Because almost all of the component sites currently support only development and ornamental plantings, wildlife species detected during the survey are all common to developed urban

areas. Common urban bird species detected included: house finch (*Carpodacus mexicanus*), house sparrow (*Passer domesticus*), European starling (*Sturnis vulgaris*), mourning dove (*Zenaida macroura*), common raven (*Corvus corax*), northern mockingbird (*Mimus polyglottos*), rock dove (*Columba livia*), scrub jay (*Aphelocoma coerulescens*) and Anna's hummingbird (*Calypte anna*). Two reptile species were detected at the proposed PGM-1N component site: western fence lizard (*Sceloporus occidentalis*) and orange-throated whiptail (*Cnemidophorus hyperythrus*). Four common butterfly species were detected at the PGM-1N and PGM-4 sites: southern blue butterfly (*Glaucopsyche lygdamus australis*), cabbage white butterfly (*Pieris rapae*), monarch butterfly (*Danaus plexippus*) and common white butterfly (*Pontia protodice*). Two mammalian species were also detected at different locations within the project component sites: Botta's pocket gopher (*Thomomys bottae*) and California ground squirrel (*Spermophilus beecheyi*).

Eucalyptus trees or Fremont's cottonwood (*Populus fremontii*) found at different locations within and surrounding the project component sites may be used for nesting or roosting by locally common raptors including red-tailed hawk (*Buteo jamaicensis*), red-shouldered hawk (*Buteo lineatus*) and perhaps barn owl (*Tyto alba*). However, no raptor nests were detected within the project component areas. The federally-listed threatened California gnatcatcher *(Polioptila californica californica)* may potentially occur adjacent to the PGM-4 site within coastal sage scrub. Mammals expected to occur in the project component areas include house mouse (*Mus musculus*), black or Norway rats (*Rattus* spp.), deer mouse *(Poromyscus maniculatus),* Virginia opossum (*Didelphis virginiana)*, striped skunk (*Mephitis mephitis*), coyote *(Canis latrans)* and raccoon *(Procyon lotor)*.

2.1.3 PROGRAM-LEVEL COMPONENTS

This subsection describes the existing biological conditions at each of the program-level components of the proposed project.

PGM-1N - East Campus Development Zone North - The East Campus Development Zone North site currently supports development and ornamental plantings, including a parking lot, temporary storage units and a greenhouse. The north and east edges of the parking lot are planted

with eucalyptus. West of the site, Alvarado Creek flows from south to north within a defined channel containing southern cottonwood-willow riparian forest and a small amount of coastal sage scrub. Wetland vegetation within the creek includes Fremont's cottonwood, arroyo willow *(Salix lasiolepis)*, Hooker's evening primrose *(Oenothera elata)*, Canary Island date palm *(Phoenix canariensis)*, California fan palm *(Washingtonia filifera)*, western sycamore, Mexican elderberry *(Sambucus mexicanus)*, Pacific coast bulrush *(Scirpus robustus)* and mule fat *(Baccharis salicifolia)*. The coastal sage scrub on the banks of the stream channel contain California sagebrush *(Artemisia californica)*, California buckwheat *(Eriogonum fasciculatum)*, black sage *(Salvia mellifera)* and sacapellote *(Acourtia microcephala)*. Along most of the site's Western edge, the native vegetation begins immediately west of the parking lot pavement. However, further south, near the Rehabilitation Center, a chain-link fence separates the creek from the PGM-1N site.

Wildlife species observed within Alvarado Creek, adjacent to the PGM-1N site, included southern blue butterfly, cabbage white butterfly, monarch butterfly, house finch, house sparrow, mourning dove, lesser goldfinch (*Carduelis psaltria*), wrentit (*Chamaea fasciata*), common yellowthroat (*Geothlypis trichas*), northern mockingbird, California towhee (*Pipilo crissalis*) and western fence lizard. One sensitive species was observed: orange-throated whiptail. The creek's riparian habitat potentially supports the following sensitive species: least Bell's vireo (due to the mosaic of immature and mature patches of willows throughout the drainage), the southwestern willow flycatcher (*Empidonax traillii extimus*) (due to the presence of flowing water and portions of closed canopy), yellow warbler (*Dendroica petechia*), yellow-breasted chat *(Icteria virens)*, orange-crowned warbler (*Vermivora celata*) and raptors including red-tailed hawk, red-shouldered hawk and barn owl. Other potential species include common urban wildlife such as coyote, raccoon, Virginia opossum, California ground squirrel, striped skunk, bullfrog (*Rana catesbeiana*), western toad *(Bufo boreas)*, Pacific treefrog (*Hyla regilla*) and garter snake *(Thamnophis sirtalis)*.

PGM-1S - East Campus Development Zone South - The PGM-1S component site currently supports a parking lot and unvegetated slopes associated with development projects to the southwest. The parking lot contains widely-spaced ornamental trees. Common ravens were observed flying

over the site, but no other species were detected. The site may be used or traversed by common urban wildlife such as coyote, striped skunk, opossum, raccoon, and California ground squirrel.

A hillside located northeast of the component site contains a monotypic stand of pines. Species detected at this location include house sparrow, house finch, common raven and California ground squirrel. Potential species include those commonly found in urban settings such as coyote, striped skunk, Virginia opossum, scrub jay, lesser goldfinch, Anna's hummingbird, mourning dove and rock dove. Overall, the component site and surrounding area do not support native biological resources.

PGM-2 Performing Arts Complex - The PGM-2 component site currently supports development (tennis courts) and ornamental plantings. There are no native biological resources on or around the site.

PGM-3 Science Research Building - The PGM-3 component site currently supports existing buildings and ornamental plantings including lawns with pine and juniper *(Juniperus* sp.*)* trees. Species detected at this site include northern mockingbird, house finch and rock dove. Common urban wildlife such as that discussed above may also use the area around the development footprint. There are no native biological resources on or around the site.

PGM- 4 Physical Plant - The PGM-4 site currently supports a parking lot. The slope at the western edge of the parking lot is lined with oaks *(Quercus* sp.*),* laurel sumac *(Malosoma laurina)* and several non-native ornamental trees. At the base of the slope, a three-foot-wide concrete channel conveys water from south to the north. A west-facing hillside east of the site supports disturbed coastal sage scrub. Species observed on this hillside include California sagebrush, California buckwheat, chaparral broom *(Baccharis sarothroidies)*, San Diego sunflower *(Viguiera laciniata)* and an understory of disturbed non-native species, including several brome grasses *(Bromus* spp.*)* and filaree *(Erodium* sp.*).* Wildlife species detected in the habitat adjacent to the site include mourning dove, northern mockingbird, scrub jay, lesser goldfinch, common raven, house finch, wrentit and common white butterfly. Species that may utilize the adjacent habitat include other birds commonly found in coastal sage scrub/southern mixed chaparral such as Bewick's wren

(*Thryomanes bewickii*), California towhee (*Pipilo crissalis*) and spotted towhee (*Pipilo maculatus*). Common urban wildlife may also use the area around the development footprint. The native sage scrub vegetation community on the hillside east of the site has a low potential to support the federally-listed threatened California gnatcatcher.

PGM - 5 North Life Sciences Addition - The PGM-5 site currently supports development (temporary dean's complex) and ornamental plantings. Species detected at the site include house finch, house sparrow and mourning dove. Common urban wildlife may also use the area around the development footprint. There are no native biological resources on or around the site.

2.1.4 PROJECT-LEVEL COMPONENTS

This subsection describes the existing conditions at each of the project-level components of the proposed project.

PJT-1 Faculty Office/Classroom/Gallery/Parking Structure 8 - The PJT-1 site currently supports development (several buildings, playground and parking areas) and ornamental plantings, including several large eucalyptus trees. Species detected at the site include house sparrow, house finch and common raven. Common urban wildlife may also use the area around the development footprint. North of the site, below Aztec Circle Drive, a steep hillside contains coastal sage scrub with dense shrub vegetation characteristic of a north-facing slope. Species observed on this hillside include lemonadeberry *(Rhus integrifolia)*, chaparral broom, black sage, wild fennel *(Foeniculum vulgare)* and California fan palm. A short hill separates the current childcare center from Aztec Circle Drive and contains ornamental and ruderal plant species, including English ivy *(Hedera helix)* and wild fennel. The eastern portion of the PJT-1 component would impact an area with a canopy of eucalyptus and an understory primarily of planted ornamentals but with some native shrubs such as toyon *(Heteromeles arbutifolia)*. Wildlife species within this eucalyptus woodland area include house finch, common raven and mourning dove. There is a potential for raptor nests in this area, but no nests were observed during the survey.

PJT-2 Communication Addition - The PJT-2 site currently supports development (buildings) and ornamental plantings including lawns. Species detected at the site include northern

mockingbird, house finch, common raven, mourning dove, European starling (*Sturnus vulgaris*), pocket gopher and western fence lizard. Common urban wildlife may also utilize the area around the development footprint. There are no native biological resources on or around the site.

PJT-3 Campus Childcare Center - The PJT-3 site currently contains a parking lot, with associated ornamental trees. Northeast of the project development area is an area containing natural habitat separated from the parking lot by a chain-link fence. This area contains a mixture of disturbed coastal sage scrub and non-native annual grassland. Constituent species in this offsite area include chamise *(Adenostoma fasciculatum)*, California buckwheat, laurel sumac, Mexican elderberry, chaparral broom, several brome grasses, slender wild oat *(Avena barbata)*, fountain grass *(Pennisetum setaceum)*, filaree and Bermuda grass *(Cynodon dactylon)*. Wildlife species detected adjacent to the site include house finch, northern rough-winged swallow (*Stelgidopteryx serripennis*), common raven, house sparrow, scrub jay, California towhee, wrentit, Anna's hummingbird, lesser goldfinch, mourning dove, western fence lizard, Botta's pocket gopher and California ground squirrel. Species potentially present adjacent to the site include coyote, striped skunk, raccoon, Bewick's wren, spotted towhee and rock dove.

PJT-4 International Student Center Addition - The PJT-4 component site consists of an existing parking lot with ornamental landscaping including eucalyptus and palms. An east-facing hillside containing disturbed coastal sage scrub with a sparse eucalyptus canopy descends from the eastern edge of the site. Species typical of this hillside include eucalyptus, lemonadeberry, California buckwheat, black sage, chaparral broom, California sagebrush, slender wild oat, soft chess *(Bromus hordeaceus)*, Australian saltbush *(Atriplex semibaccata)* and fountain grass. Wildlife species detected adjacent to the site include pocket gopher, house finch, mourning dove, European starling, California towhee and wrentit. Other species that may potentially use the adjacent habitat include bird species commonly found in coastal sage scrub/southern mixed chaparral such as Bewick's wren, western scrub jay and lesser goldfinch. Common urban wildlife may also use the area around the development footprint.

PJT-5 Central Park - The PJT-5 site currently supports development (buildings) and ornamental plantings including lawns, pine and sycamore trees and English ivy. There are no native biological resources on or around the site House finch, northern mockingbird and rock dove were observed at the site. Wildlife that may potentially use the area include common urban species such as coyote, striped skunk, racoon, Virginia opossum and California ground squirrel.

2.2 SENSITIVE BIOLOGICAL RESOURCES

This section discusses plant and animal species in the vicinity of the project component sites that are given special recognition by federal, state or local conservation agencies and organizations because of declining, limited or threatened populations, in most cases due to habitat reduction. Sources used for determination of sensitive biological resources are wildlife - U.S. Fish and Wildlife Service (USFWS 1989, 1991), California Natural Diversity Data Base (CNDDB), California Department of Fish and Game (CDFG 1980, 1986), Remsen (1978); plants - USFWS (1990, 1993), CDFG (1987), CNDDB, and Skinner and Pavlik (1994).

2.2.1 SENSITIVE PLANT SPECIES

No habitat for sensitive plant species is present within the direct impact areas of the project component sites and, therefore, no sensitive plant species are expected to occur at the sites. One sensitive species, San Diego sunflower, was identified on a west-facing slope east of PGM-4. San Diego sunflower is a California Native Plant Society (CNPS) List 4 (RED 1-2-1) species. There is potential for other sensitive annual species associated with coastal sage scrub to occur on this hillside, but the hillside would not be directly impacted by implementation of the PGM-4 component.

2.2.2 SENSITIVE WILDLIFE SPECIES

The only sensitive wildlife species potentially inhabiting the project component sites are raptor species (birds of prey). Although none has state or federal status, raptors are considered locally sensitive. The most likely area of raptor nesting or roosting within a project component site is in the eastern portion of the PJT-1 site. The PGM-1N site also has the potential to support raptor nests.

Habitat adjacent to proposed component sites was found to support one sensitive reptile species and have the potential to support other sensitive bird and mammal species. Orange-throated whiptail, a CDFG Special Concern and Protected species, was observed within coastal sage scrub adjacent to the PGM-1N site. This coastal sage scrub habitat may support the Dulzura California pocket mouse *(Chaetodipus californicas fermoalis)* and the northwestern San Diego pocket mouse *(Chaetodipus fallax fallax)*, both CDFG Special Concern species. The only area with the potential to support state- or federally-listed threatened or endangered animal species associated with wetlands *(i.e.,* least Bell's vireo and southwestern willow flycatcher*)* is the Alvarado Creek area adjacent to the PGM-1N site. Native habitat adjacent to the PGM-4 site has minor potential to support California gnatcatcher.

2.2.3 Sensitive and Regulated Habitats

Sensitive habitats are those that are considered rare within the region, support sensitive plant and/or wildlife species, or function as corridors for wildlife movement. Regulated habitats are those that if disturbed may require notification of, or permits from, state or federal resource agencies. Wetlands are an example of a regulated habitat.

The proposed project component sites do not support sensitive or regulated habitats. However, there is offsite riparian habitat adjacent to the PGM-1N site and coastal sage scrub adjacent to the PGM-4 site. The riparian habitat likely would come under the jurisdiction of the U.S. Army Corps of Engineers (Corps) under Section 404 of the federal Clean Water Act and the CDFG under Sections 1600-1603 of the California Fish and Game Code. Disturbance of the riparian habitat would probably require a Section 404 permit, a Section 401 water quality certification and a Section 1601 Streambed Alteration Agreement and attendant mitigation. The coastal sage scrub habitat is a regulated habitat under the City of San Diego's Multiple Species Conservation Plan (MSCP). Disturbance of the coastal sage scrub habitat also could require mitigation.

2.3 Regional Context

The SDSU campus is within the study area for the San Diego MSCP. The MSCP is a subregional multi-species habitat conservation plan designed to replace the current project-by-project

biological resource mitigation system with a regional preserve system. The MSCP is intended to ensure adequate preservation of sensitive species and their habitats while at the same time allowing development proposals to be streamlined through local land use control. As part of the MSCP, certain geographic areas have been collectively designated as a multiple habitat planning area (MHPA). The MHPA represents areas within which MSCP conservation is anticipated to occur. With respect to the SDSU campus, the relevant MSCP planning document is the City of San Diego MSCP Subarea Plan (City of San Diego, March 1997).

3. POTENTIAL IMPACTS

3.1 IMPACTS ON VEGETATION

The proposed project would have no direct impacts to native vegetation communities because the project component sites are limited to developed areas supporting ornamental vegetation. The only potential impact to native vegetation would be indirect, temporary impacts to the riparian habitat adjacent to the PGM-1N site and the coastal sage scrub adjacent to the PGM-4 site. The only potential for impact to a sensitive plant species would be through indirect, temporary impacts to San Diego sunflower individuals located adjacent to the PGM-4 site.

3.2 IMPACTS ON WILDLIFE

The proposed project would have few direct impacts on wildlife species. Within the project component site, the only wildlife species that would be affected are those commonly found in ornamental vegetation, such as house sparrow, house finch and European starling. The other ornamental plantings and open, grassy areas on the campus are more than adequate to support any wildlife displaced by the project. Development of the PJT-1 site would remove potential roosting/nesting sites for raptors (*e.g.*, red-tailed hawk, red-shouldered hawk and barn owl). Construction dust, noise or runoff may also temporarily disrupt wildlife behavior in the riparian habitat adjacent to the PGM-1N site and the coastal sage scrub habitat adjacent to the PGM-4 site.

3.3 IMPACTS TO REGIONAL HABITAT CONSERVATION PLAN

Based on the City of San Diego MSCP Subarea Plan, none of the project component sites are located within, or in proximity to, the MHPA. Therefore, development of the proposed project is not expected to conflict with regional habitat conservation planning efforts.

4. SIGNIFICANCE OF IMPACTS

Species that would be directly affected by implementation of the proposed project are generally very common in developed areas. These impacts are not regarded as significant. The red-tailed hawk, red-shouldered hawk or barn owl could be affected by the loss of a few potential roosting/nesting sites in eucalyptus trees at the PJT-1 site. However, no nests were observed during the survey and the campus and surrounding community provide substantial alternative roosting/nesting sites for these species. This potential impact is not regarded as significant. No other sensitive or rare species would be directly affected by the project.

Wildlife inhabiting the riparian habitat adjacent to the PGM-1N site and the coastal sage scrub habitat adjacent to the PGM-4 site may suffer indirect, temporary disturbance as a result of construction noise, dust or runoff. Similarly, several San Diego sunflower individuals may be temporarily affected by indirect construction impacts associated with the PJT-1 component. With implementation of Best Management Practices (BMP's) in construction of the project, these temporary, indirect impacts are not regarded as significant. For these reasons, the project would not have any significant impact on plant and wildlife species as defined in Appendix G of the CEQA Guidelines.

The only native habitats that potentially could be affected by the project are the riparian habitat adjacent to the PGM-1N site and the coastal sage scrub adjacent to the PGM-4 site. Both habitats are considered sensitive and are regulated by state and federal resource agencies. Direct impacts are not expected to occur, but any impacts would be considered significant. Potential indirect, temporary impacts to these habitats associated with construction of the project components would be avoided through implementation of BMP's.

5. RECOMMENDED AVOIDANCE MEASURES

Potential indirect construction impacts to the riparian habitat adjacent to the PGM-1N site and the coastal sage scrub adjacent to the PGM-4 site can be avoided. The limits of grading in these areas should be staked, orange snow fencing should be erected along the limits of grading and a qualified biologist should be retained to monitor construction activities to ensure that impacts are avoided. If construction is conducted in the late winter to summer (between mid-February and mid-August), a breeding bird survey should be conducted in the native habitat areas prior to construction to ensure that any state- or federally-listed endangered species are not in the vicinity (*i.e.*, least Bell's vireo and California gnatcatcher). If a listed bird species is found within 500 feet of the construction area, construction activities should be deferred until the end of the breeding season in mid-August to September. A pre-construction survey of eucalyptus trees for raptor nesting sites should be performed at the PJT-1 site. If raptors are found to be nesting in any trees, removal of the tree should be deferred until completion of breeding activities as required by the federal Migratory Bird Act (*i.e.*, until the young are independent of the nest). BMP's should be implemented to control erosion, runoff, dust, noise and any other potentially harmful indirect impacts during construction.

6. UNAVOIDABLE SIGNIFICANT IMPACTS

Upon implementation of the avoidance measures identified in this section, the construction of the PGM-1N, PGM-4 and PJT-1 components of the proposed project would not result in any unavoidable impacts to biological resources. The remaining components of the proposed project would not result in unavoidable significant impacts to biological resources on the project site or its vicinity.

1. INTRODUCTION

This section is based on a visual impacts analysis for the proposed project prepared by Dudek & Associates, Inc. (August 2000). The report is presented in its entirety in **Appendix 3.4** of this EIR.

This section considers two types of visual impacts: (a) visual character impacts; and (b) lighting impacts. The visual character analysis focuses on the components of the project that propose construction of the East Campus Development Zone North (PGM-1N), East Campus Development Zone South (PGM-1S), Physical Plant (PGM-4), Faculty Office/Classroom/Gallery/Parking Structure 8 (PJT-1) and Campus Childcare Center (PJT-3). These are the project components with the potential for impacting visual character upon implementation. The remaining components of the proposed project are expected to result in beneficial impacts on visual character.

The lighting analysis focuses on the components of the project that propose construction of the Faculty Office/Classroom/Gallery/Parking Structure 8 (PJT-1) and Campus Childcare Center (PJT-3). These are the project components with the potential for creating lighting impacts upon implementation. The remaining components of the proposed project are not expected to create lighting impacts because they will result in lighting similar to, or less than, that currently present at those locations.

2. SETTING

2.1 REGIONAL SETTING

The project site is located in the southwestern portion of San Diego County. The landscape typical of this area includes a network of large canyon drainages feeding into lower coastal river systems. Canyons in the area include Alvarado Canyon, Mission Gorge, Murray Canyon, Murphy Canyon, Talmadge Canyon and several unnamed canyons. These tributaries are part of the San Diego River system.

A majority of urban development within the San Diego River system is located atop level mesas. Established communities on surrounding mesa tops include the College Area, Talmadge, La Mesa and Rolondo on the south side of Interstate 8 and Del Cerro, Grantville, Navajo and Allied

Gardens north of Interstate 8. Development has also taken place within the San Diego River Valley. Established communities include Mission Valley and the Mission Gorge Area.

2.2 LOCAL SETTING

SDSU is located in the City of San Diego's College Area Community which ranges from 340-453 feet above average mean sea level. The western portion of campus is situated approximately 430 feet above sea level whereas the eastern portion ranges from 457 at the southeast end to 340 at the northeast boundary near the Alvarado Medical Complex Area. The developed portions of the campus are generally located on the flatter, mesa top areas. Adjacent canyon areas have been generally retained in a vacant, undisturbed condition.

The areas immediately surrounding SDSU are made up of a mixture of residential, commercial, and institutional uses. A residential sector of the College Area Community is located to the west of campus. This area is solely composed of a mixture of multi and single family residential units. To the south of campus, along Montezuma Road, there is a mixture of single and multi-family residential units intermixed with fraternities and sororities as well as commercial establishments, including restaurants, gas stations, and student service oriented businesses. Faith Presbyterian School as well as Hardy Elementary School are located adjacent to Montezuma Road south of campus. The community east of campus is primarily made up of single family residential units. The Alvarado Medical Complex is located east of the northeast boundary of campus. Interstate 8 is the primary feature located to the north of campus. The communities of Del Cerro, Navajo, Allied Gardens and Grantville are located across the freeway, north of campus. Adobe Falls, which is vacant land and is owned by SDSU, is located adjacent to the north boundary of Interstate 8. Visual access to SDSU is present from portions of all surrounding areas described above.

Due to its central location within the College Area Community, SDSU is influenced by a number or local transportation routes. College Avenue, Montezuma Road, East Campus Drive, Remington Road, 55th Street, Campanile Drive, Lindo Paseo Drive, Hardy Avenue and Interstate 8 all provide access to the campus. Views of campus are present from stretches of each of these roadways.

2.3 VISUAL CHARACTER

In general, the existing visual environment of the area immediately surrounding the campus is that of an urbanized area. The visual character can be described as vacant canyon slopes with development locate on the canyon floors as well as the mesa tops above. The canyon slope areas are inhabited by low-lying shrub vegetation, including southern mixed chaparral and coastal sage scrub. The areas abutting SDSU have been built out to include single and multi-family residential units. institutional and commercial uses. Details of the existing conditions of the specific project sites are described in detail in the discussion of existing conditions, presented later in this section.

2.4 LANDFORM CHARACTER

As described in previous sections, existing landforms within the project area are characterized by narrow, flatter valley floors, steep canyon slopes and mesa areas above the valleys. Canyon slopes are generally 25% or steeper. The natural landforms have generally stayed intact with the exception of a few manufactured slopes in some canyon areas. Aside from steep canyon slopes and Adobe Falls north of Interstate 8, areas surrounding the site have been developed and are characterized by urban uses.

3. EXISTING CONDITIONS

3.1 EXISTING MASTER PLANS

The assessment of visual impacts must not only consider impacts to existing land uses, but also analyze effects on planned land uses surrounding a potential area of impact. Two Master Plan documents, one developed by SDSU itself and the other a component of the City of San Diego's Community Plan system, document anticipated future uses of the campus and surrounding community. Each of these plans is described below.

The existing Master Plan adopted by SDSU delineates the existence of current land uses within campus boundaries. The Master Plan map identifies each project component proposed for inclusion in the Campus Master Plan 2000 as it currently appears on the ground today. Land uses planned as a part of the Master Plan include master plan revisions documented in the Aztec Walk Campus Master Plan as well as the currently proposed Campus Master Plan 2000. Existing land uses plus alterations proposed by Aztec Walk Master Plan make-up SDSU's template for future

development. All project elements proposed under this master plan effort are consistent with those documented in the existing Master Plan. One exception is the Performing Arts Complex (PGM-2) component, which would occupy an area proposed for development into passive recreational fields as documented in the Aztec Walk Campus Master Plan.

The SDSU *Physical Master Plan* outlines design elements to which future campus development should conform. Guidelines for campus entries, campus edges, campus landmarks, campus nodes, campus views, architectural elements, site form, campus neighborhoods, building character, landscape architecture, informal spaces, formal urban spaces, way finding systems, memorials and public art, circulation elements and transit facilities are included in this planning document. Guidelines applicable to visual quality in the SDSU campus and surrounding campus are particularly relevant to this study.

SDSU is located within the College Area Community the City of San Diego. The College Area Community Plan is the City of San Diego's blueprint for future development or redevelopment within this area. Land uses located along the northwestern portion of the campus at the cul-de-sac of 55th Street are planned for low density residential. Existing land uses within this area of the City consist of multi-family residential complexes. Areas along the northwestern boundary of campus not currently developed are planned to remain as open space due to the canyon topography characteristic of these areas. Existing land uses within the city are consistent with this Community Plan designation. Residential areas abutting the western edge of campus are consistent with the City's Community Plan designation of single family residential. An institutional designation has been included in the Community Plan south of the western recreational field area as the existing land use consists of Hardy Elementary School. Very high density residential land uses are designated along the north side of Hardy Avenue; existing land uses are consistent with this designation. Commercial land uses are located southeast of the Hardy Avenue/College Avenue intersection; this area is consistent with the City's Community Plan designation. Low density residential land use abuts the college along the southwestern border. The entire eastern edge of campus is abutted by single family residential units which conform with the College Area Community Plan designation. Alvarado Hospital and associated facilities are located immediately east of Alvarado Court; these land uses are consistent with the institutional designation documented in the City's Community Plan.

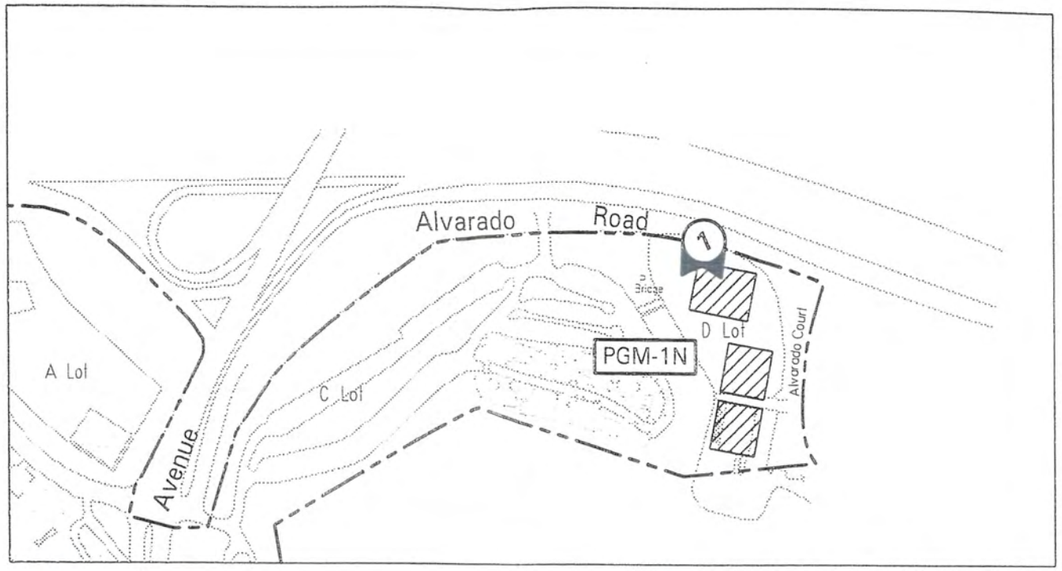
3.2 EXISTING VISUAL CHARACTER

The existing visual character of each project component site is described below and is depicted graphically in **Figures 3.4-1(a)** through **3.4-1(l)**.

3.2.1 PGM-1N ACADEMIC/RESEARCH BUILDING

Existing Visual Conditions. This project component area consists of Lot D, a campus parking area with capacity of 432. The existing Rehabilitation Center is located at the southern edge of the parking area. Alvarado Creek forms the western edge of Lot D. A pedestrian bridge spanning Alvarado Creek links Lots D with Lot C to the west. Due to this component site location at the northeast corner of campus, the facility is confined to parking and Rehabilitation Center use rather than for campus meeting or transportation hub uses. The visual character of this area can be described as a developed campus use adjacent to a mature riparian stream system. Vegetation along Alvarado Road and Alvarado Court consists of low-lying ornamental shrubs intermixed with mature trees. Alvarado Creek is a mature riparian system dominated by willows, sycamores and other low-lying riparian vegetation.

Sensitive Receptor Summary. This project component site is visible from Alvarado Road and Alvarado Court. East- and west-bound travelers on Alvarado Road have a foreground view of Parking Lot D. Travelers also have views of the Rehabilitation Center, although it is in the distance and less prevalent than the parking area. North- and south-bound travelers on Alvarado Court have views of the hillside along the eastern edge of D Lot. The pedestrian bridge linking Lots D and C provides campus users with expansive foreground views of D Lot. Residents of West Falls View Drive have mid-ground views of the project area from their backyards located along the mesa top above the parking/Rehabilitation Center area. The existing parking area is difficult to see from residences along the north side of Interstate 8 as the freeway combined with mature vegetation along the north edge of the parking area shield the component site from view.



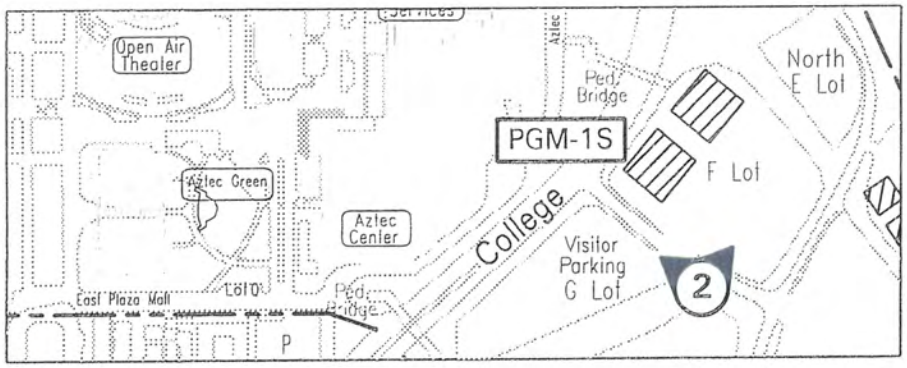
0 400
Scale in Feet

BASE SOURCE: KTU&A

1 Photo Location/Direction



Photo 1: Parking Lot D & Rehabilitation Center (PGM-1N)



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Scale in Feet

BASE SOURCE: KTU&A

1 Photo Location/Direction



Photo 2: Parking Lots E & F (PGM-1S)

SDSU Campus Master Plan 2000

August 2000

SDSU

Figure 3.4-1(b)

Existing Conditions Site Photos

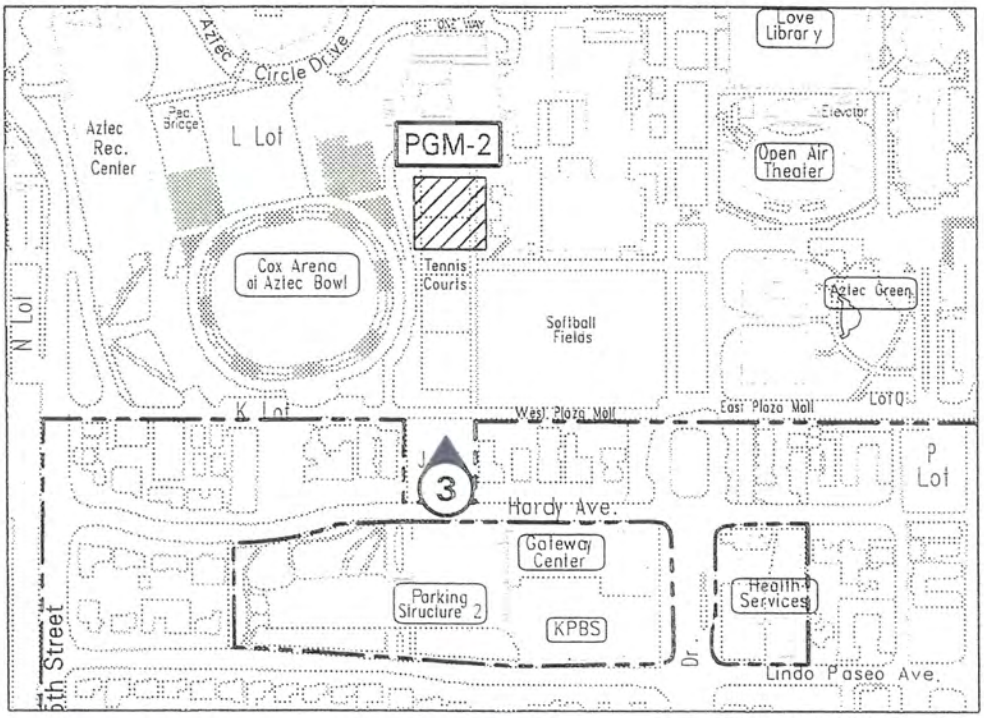
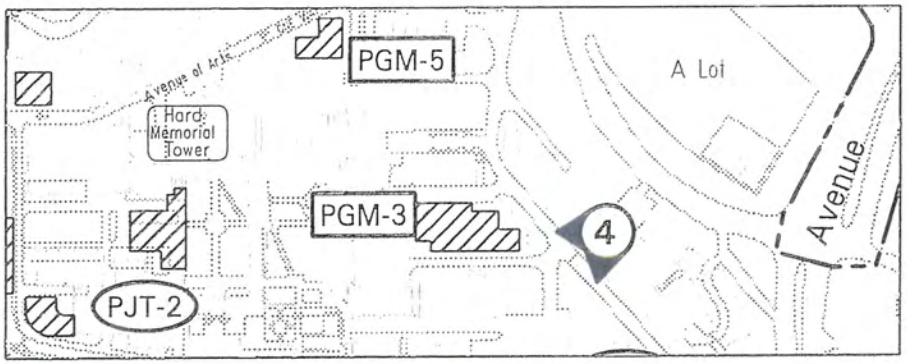




Photo 3: Tennis Courts (PGM-2)



0 400

Scale in Feet

BASE SOURCE: KTU&A

1 Photo Location/Direction



Photo 4: Industrial Technology Building (PGM-3)

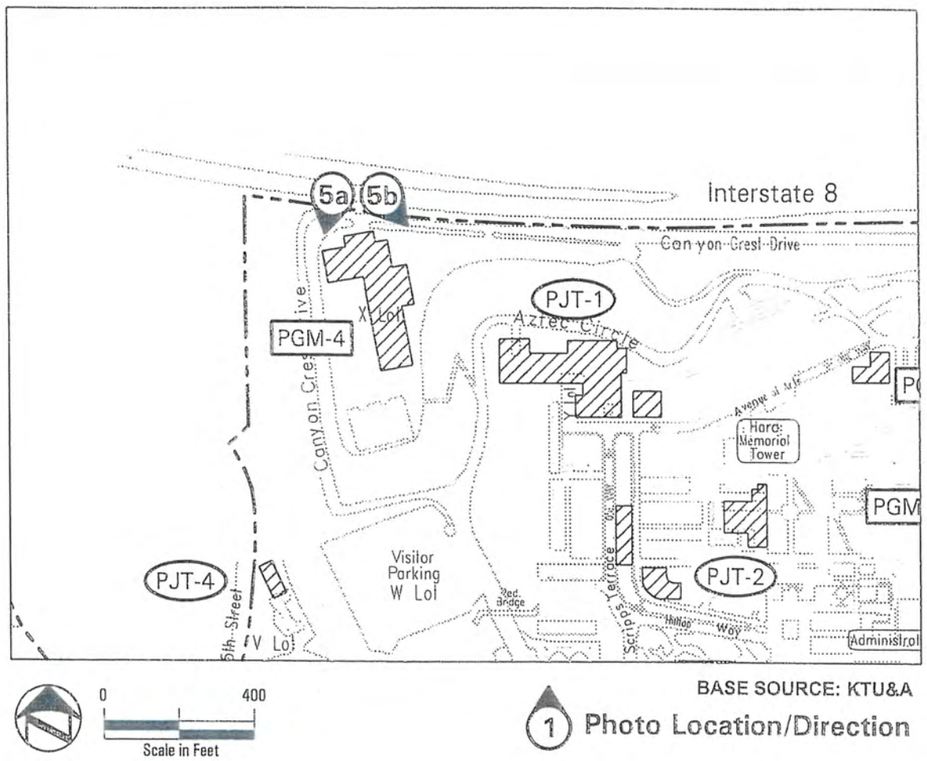




Photo 5a: Parking Lot X & Shipping/Receiving Center (PGM-4)



Photo 5b: Parking Lot X & Shipping/Receiving Center (PGM-4)

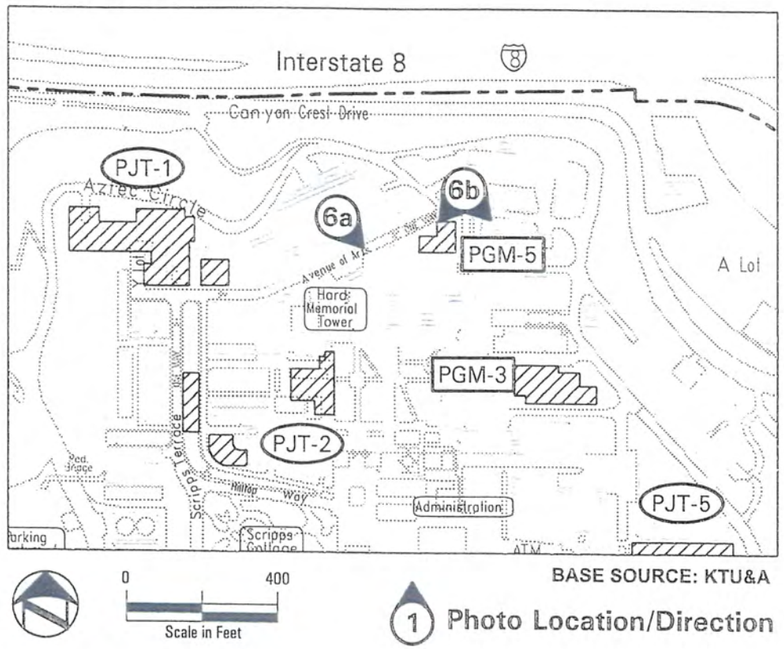
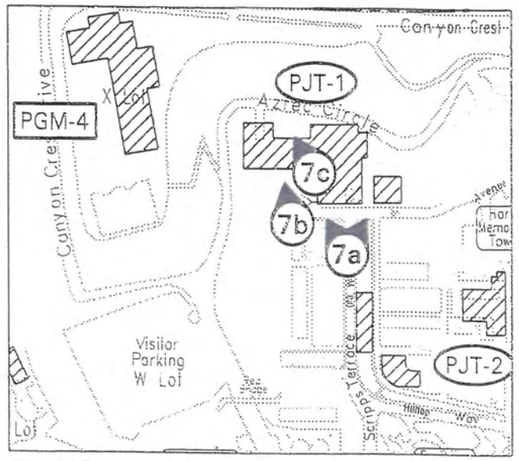




Photo 6a: North Life Sciences Building (PGM-5)



Photo 6b: Temporary Dean's Complex (PGM-5)



BASE SOURCE: KTU&A

0 400
Scale in Feet

1 Photo Location/Direction



Photo 7a: Family Studies & Consumer Sciences Building (PJT-1)



Photo 7b: Parking Lot Y and Family Studies & Consumer Sciences Building (PJT-1)



Photo 7c: Parking Lot Y and Childcare Center (PJT-1)

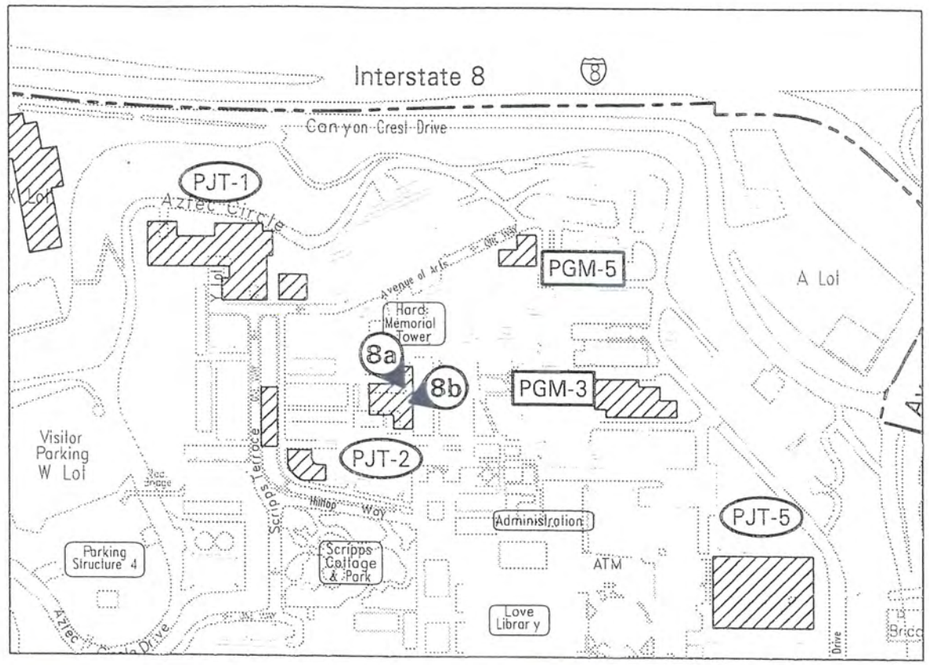




Photo 8a: Hardy Memorial Tower Plaza looking east (PJT-2)



Photo 8b: Hardy Memorial Tower Plaza looking west (PJT-2)

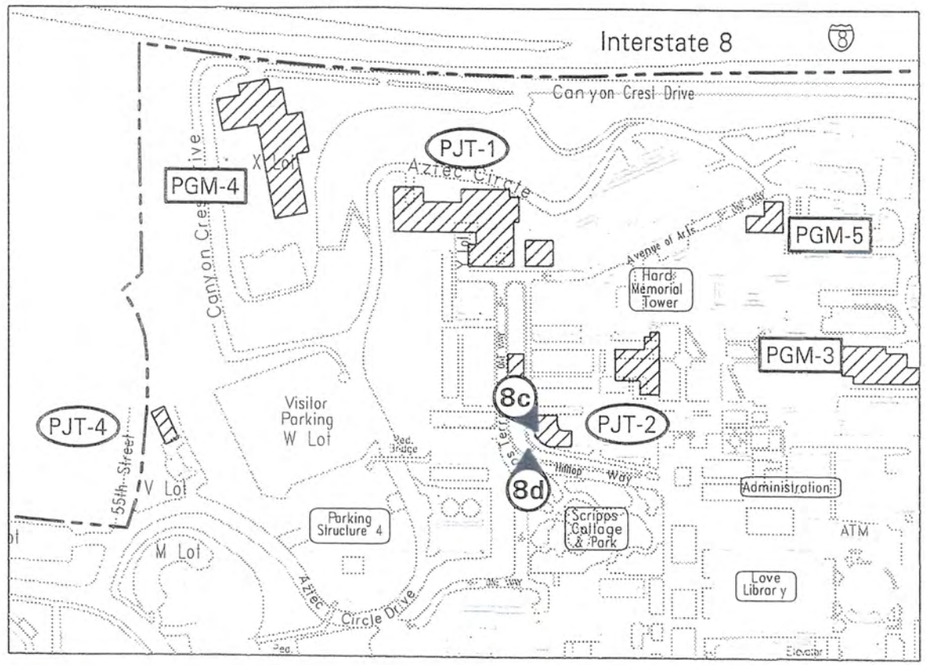




Photo 8c: Communication Building & adjacent parking area (PJT-2)

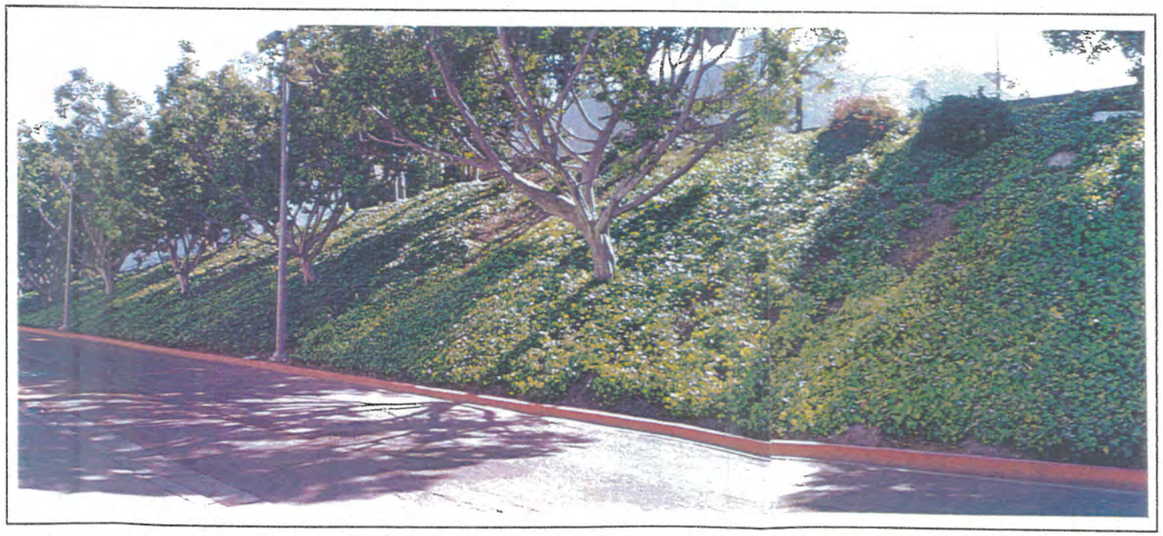


Photo 8d: Landscaped slope east of Scripps Terrace & west of Communication Building (PJT-2)

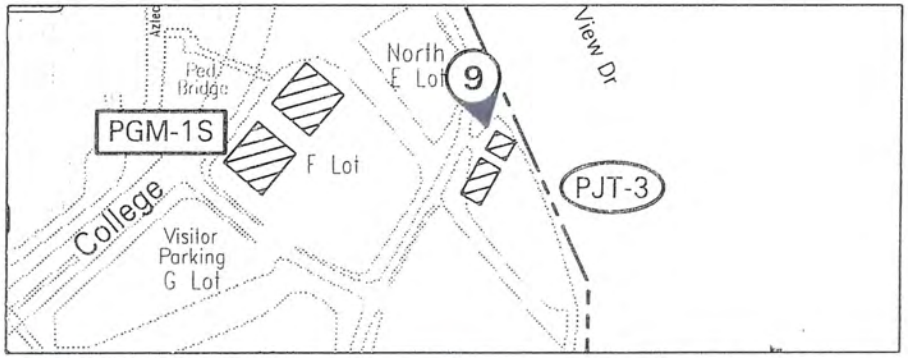




Photo 9: Parking Lot E (PJT-3)

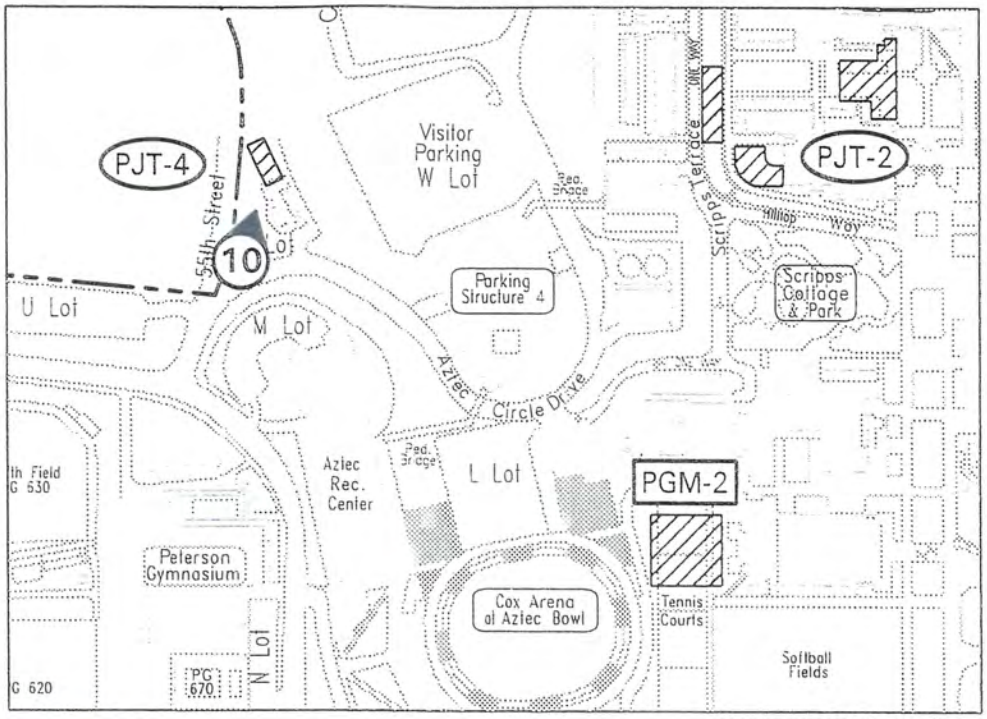
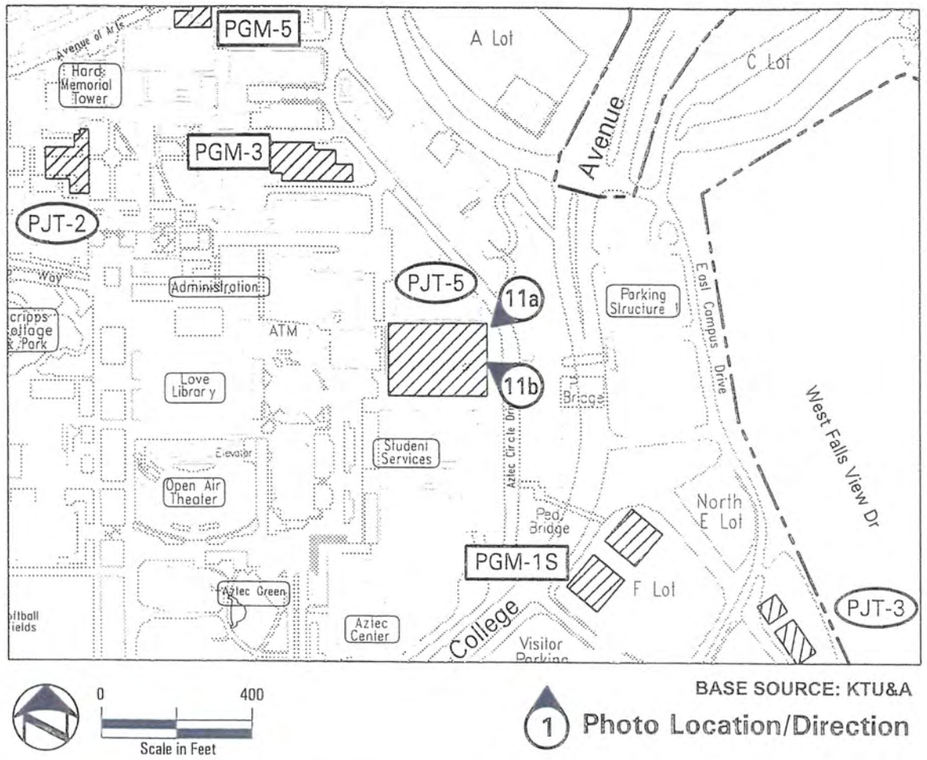




Photo 10: Parking Lot V (PJT-4)



BASE SOURCE: KTU&A

(1) Photo Location/Direction



Photo 11a: Education Building looking west from Aztec Circle Drive (PJT-5)

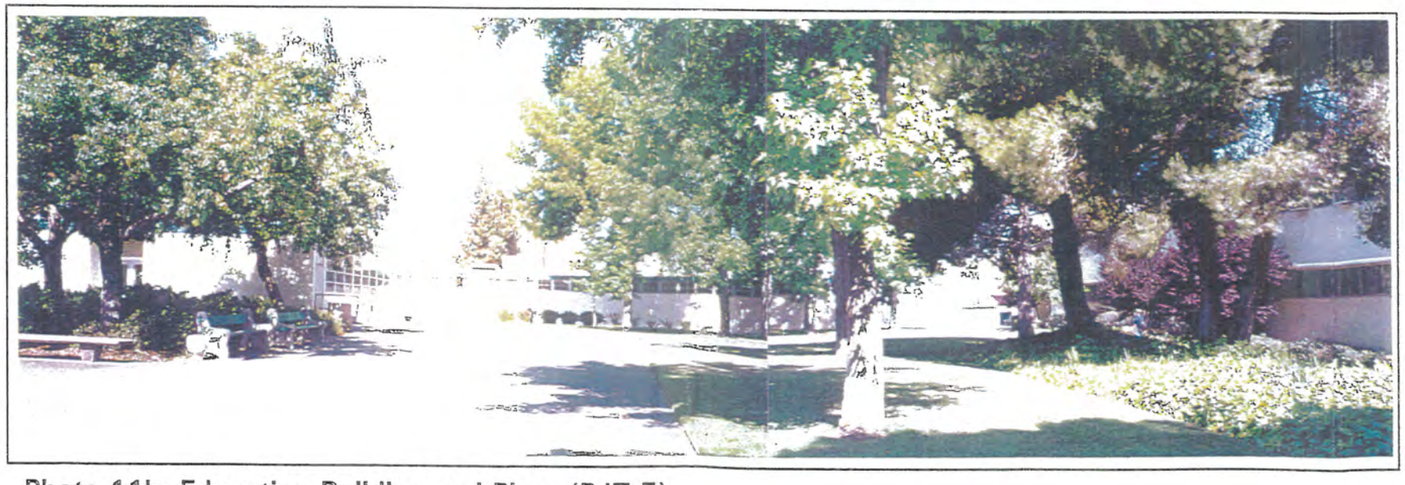


Photo 11b: Education Building and Plaza (PJT-5)

3.2.2 PGM-1S ACADEMIC/RESEARCH BUILDING

Existing Visual Conditions. This project component area consists of Parking Lots E, F and G. This area is currently developed and consists of parking facilities. Two pedestrian bridges crossing College Avenue originate at these parking lots. Adjacent to the south side of Lots F and G, the Eastside Residence Hall complex construction site presents a dominant feature. Each of these parking facilities are surrounded by hillsides covered in ornamental groundcover intermixed with mature evergreen trees. A parking fee collection center is located in both parking lots.

Sensitive Receptor Summary. This project location is visible from College Avenue. North- and south-bound travelers on College Avenue have foreground and mid-ground views of these parking areas. These views last for approximately 3-5 seconds, assuming consistent traffic flow. Although prevalent to motorists, these views are skewed by mature evergreen vegetation. Eastbound travelers on both campus pedestrian overpasses have foreground and mid-ground views of these parking facilities. Similar to the view of College Avenue travelers, while these parking areas are evident, mature vegetation along College Avenue obscures most pedestrian travelers' views.

3.2.3 PGM-2 PERFORMING ARTS COMPLEX

Existing Visual Conditions. The Performing Arts Complex component is planned for construction at the existing Tennis Court complex. This area is currently a developed urban area composed of tennis court and open field uses. The tennis court/open recreation field area is surrounded by ornamental hedging and groundcover as well as 20 foot trees. The recreation fields east/southeast of the tennis complex is covered with lawn and bordered by eucalyptus trees on the southern edge. This area serves as an informal transition zone on campus. Cox Arena at Aztec Bowl and other athletic facilities are located west of this zone, while music and performing arts buildings and other academic buildings beyond are located to the east. The tennis court facility was proposed for redevelopment as an extension of the existing open recreation field in the 1999 Aztec Walk Campus Master Plan.

As described in the SDSU *Physical Master Plan*, Phase 1, Existing Conditions, buildings surrounding this component site encompass a variety of architectural styles. The Master Plan has divided existing campus structures into four styles of architecture: Spanish Colonial Revival

dating from 1929-1939; International Style dating from 1940-1960; Neo-Classicism dating from 1961-the present; and Neo-Spanish Revivalism also dating from 1961-the present. Spanish Colonial Revival Style utilizes plain white stucco walls, arches, towers, red tile roofs and wrought iron decorative elements. This style symbolizes the Spanish-Californian identity of Southern California. International Style utilizes minimalist box-like simplicity, flat roofed, anonymous white or buff colored box-like volumes, clear or tinted strip windows, south and west facing brize-soliel, and austere, undecorated facades. This building form is typical throughout California State University campus and emphasizes anonymity of function and mass production. Neo-Classicism Style is characterized by flat-roofed, white or buff colored cube-like volumes, clear or tinted strip windows, taut, decorative screen walls, and austere delicate colonnaded perimeter elements. This style celebrates ancient classical style by forcing all functions into a single geometric volume. This style borrows some features from Spanish Colonial Revival Style such as material texture and columns. Neo-revivalism Style is described as borrowing elements such as material, colors, tiled roofs, and arched arcades, and incorporating them into modern design strategies.

Cox Arena at Aztec Bowl has been designed and constructed utilizing the Neo-Classic style of architecture. Features of the structure include a low profile silhouette, utilization of a neutral beige color complimented by red accents and gradual arches defining the building entryways. The existing visual and performing arts buildings are designed utilizing Neo-Classic style as evident by the large cube-like volumes accented with high-column outlined breeze-ways. Material texture of these columns as well as the use of modern column architecture further points to this type of architectural style. The Exercise and Nutritional Science buildings, located north of the existing tennis/recreational field facilities utilize the Spanish Colonial Revival style as evident by the low profile, white stucco material, arch work and intimate building character. The SDSU *Physical Master Plan* identifies the Exercise and Nutritional Science buildings as historic structures and architectural assets.

Sensitive Receptor Summary. The tennis court and surrounding athletic/open recreation field uses are visible from Hardy Avenue. Westbound travelers on Hardy Avenue are exposed to mid-ground views of the tennis courts. Although westbound drivers are able to see the

tennis court area from Hardy Avenue, the area of impact is located at a 90 degree angle from the roadway. Hardy Avenue pedestrians would have a more pronounced view of this area.

3.2.4 PGM-3 Science Research Building

Existing Visual Setting. The Science Research Building is planned to replace the existing Industrial Technology Building. The east side of the building abuts Aztec Circle Drive. The Component site is currently a developed campus area composed of industrial technology buildings interspersed with walkways and limited parking spaces. This area is currently surrounded by hedging and mature ornamental trees and shrubs.

The Physics building as well as several surrounding buildings have been designed utilizing the International Style of architecture. The building's white/neutral color, box-like volume and austere, undecorated facades evidences this type of design. The SDSU *Physical Master Plan* identifies this building, as well as several neighboring structures, as architectural liabilities with demolition or renovation opportunities.

Sensitive Receptor Summary. The existing Industrial Technology Building is visible from Aztec Circle Drive. Due to the severe slope located northeast of the building, coupled with the hillside's mature vegetation, this building is not prevalent in the Canyon Crest Drive, College Avenue, Del Cerro or Adobe Falls viewsheds.

3.2.5 PGM-4 Physical Plant

Existing Visual Setting. This project component area consists of Lot X, a campus parking area with capacity of 580. The existing shipping/receiving dock is located at the south end of Lot X. Canyon Crest Drive is located to the north and west of the lot while steep, vegetated hillsides separate the parking area from campus buildings to the east and Canyon Crest Drive to the south. Due to this project area location at the northwest corner of the campus, the facility is confined to parking and shipping/receiving uses rather than any sort of campus meeting or transportation hub uses. The visual character of this area can be described as a developed campus use surrounded by Canyon Crest Drive on the north and west and steep vegetated hillsides to the east and south. Vegetation along the roadway consists of mature evergreen and deciduous ornamental trees. The hillsides to the east and south are vegetated with a mixture of ornamental trees such as eucalyptus and native plant species.

Sensitive Receptor Summary. The existing parking area is visible from Canyon Crest Drive; however, due to the non-vertical nature of the parking lot use, this area is not visible from the Del Cerro or Adobe Falls area.

3.2.6 PGM-5 North Life Sciences Addition

Existing Visual Setting. The North Life Sciences Building is located along the Aztec Circle Drive and Avenue of the Arts. This area is currently a developed campus area composed of classrooms and office buildings. The Art Building is located to the north of Avenue of the Arts while Hardy Tower and several components of the campus Historic District are located to the south of the building. This area is currently surrounded by hedging and mature ornamental trees and shrubs. Several mature eucalyptus and other ornamental trees are located along the Avenue of the Arts, thereby giving this area of campus a historical feel.

The Life Sciences Building utilizes the International Style of architecture. The building's white/neutral color, box-like volume and austere, undecorated facades give evidence to this type of design. The SDSU *Physical Master Plan* identifies this building as a neutral architectural component of campus. The campus Historic District is located immediately south of the Life Sciences Building. The Historic District includes Hepner Hall, Physical Sciences, Life Sciences South and Hardy Memorial Tower. As evident from the white stucco walls, arches, towers, red tile roofs and wrought iron decorative elements, this area was constructed utilizing the Spanish Colonial Revival style of architectural design. Each building is connected by a series of courtyards and arcades. These buildings are historically significant assets to the campus visual setting.

Sensitive Receptor Summary. The Life Science Building is visible from the Avenue of the Arts. The Art Building, existing Physical Plant and mature hillside vegetation shield this building from cross-freeway viewpoints. The building is visible from the Campus Historic District. However, because the Life Science Building Addition component would be constructed north of the existing Life Science Building and would be no higher than the existing building, the addition would not be visible south of the existing building; therefore, interior campus viewpoints would not be affected.

3.2.7 PJT-1 FACULTY OFFICE/CLASSROOM/GALLERY/PARKING STRUCTURE 8

Existing Visual Setting. This project component is planned for construction on the site of the existing Campus Childcare Center, Family Studies and Consumer Sciences Building and Parking Lot Y. These facilities are located in a developed campus area consisting of classroom/research facilities and other student services. The existing Family Studies building is located near the junction of Avenue of the Arts and Scripps Terrace. This building is surrounded by mature ornamental vegetation including ivy ground cover, hedging and deciduous trees. The Childcare Center is located along the south side of Aztec Circle Drive and is surrounded by mature ornamental vegetation including ivy ground cover, hedging, eucalyptus trees and playground facilities.

The Family Studies and Consumer Sciences Building utilizes architectural features from both International and Neo-Classic architectural styles. The building is white, has semi-pitched roofs, and has a low profile when compared to surrounding International Style buildings. A courtyard forms a central building meeting place in front of the Scripps Terrace/Avenue of the Arts building. The Childcare facility consists of a small single-story building.

Sensitive Receptor Summary. This area of campus is visible from the Adobe Falls area. The existing Family Studies and Consumer Sciences Building is surrounded by eucalyptus trees. However, several portions of the building are visible to cross-freeway viewers. The Childcare facility is not visible from the Adobe Falls area due to its low-profile nature compounded by the mature vegetation north of Aztec Circle Drive.

3.2.8 PJT-2 SCHOOL OF COMMUNICATION ADDITION

Existing Visual Setting. The School of Communication is located east of Scripps Terrace and north of Hilltop Way in the campus Historic District. This project component would involve a building extension to complete the enclosure of the Hardy Memorial Tower Courtyard. This extension would be located along the western edge of the existing plaza. The existing plaza consists of lawn, hedging and mature trees intersected by courtyard walkways. The second addition to the communication facilities includes the construction of a detached linear building on the existing slope between Scripps Terrace and the existing Communication Building. This hillside is currently vegetated with an ivy groundcover as well as mature coral trees. The third addition would involve

the construction of a detached building located within the parking lot and lawn area west of the existing building. These project components are located within or adjacent to the campus Historic District.

As evident from the white stucco walls, arches, towers, red tile roofs and wrought iron decorative elements, the campus Historic District, largely located immediately northeast of the Communications Building, was constructed utilizing the Spanish Colonial Revival style of architectural design. Each building is connected by a series of courtyards and arcades. The buildings within this area of campus are historically significant assets to the campus visual setting. Due to the location within the campus Historic District, the Communication Building has been identified as an architectural asset.

Sensitive Receptor Summary. Due to this building's location within the interior of campus, public viewsheds outside of campus would not be impacted. However, due to the Communication Building's presence within the campus Historic District, interior campus viewsheds may be impacted. Views from roadways such as Scripps Terrace and Hilltop may be impacted by the proposed project components.

3.2.9 PJT-3 CAMPUS CHILDCARE CENTER

Existing Visual Setting. The proposed Childcare Center would be located within E Lot, a campus parking area with capacity of 116. East Campus Drive is located to the north and west of the lot while steep, vegetated hillsides separate the parking area from single family units within the College Area of San Diego to the east. E Lot continues south of the proposed project site and is largely blocked from view by a vegetated slope between north and south portions of E Lot. Due to the site's location at the southeastern corner of campus, the facility is confined to parking uses rather than any sort of campus meeting or transportation hub uses. The visual character of this area can be described as a developed campus use surrounded by East Campus Drive on the north and west and steep vegetated hillsides to the east and south. Vegetation along the roadway consists of mature evergreen and deciduous ornamental trees. The hillsides to the east and south are vegetated with a mixture of ornamental tress such as eucalyptus and native plant species.

Sensitive Receptor Summary. The proposed project area is visible to southbound East Campus Drive motorists. Although not a public viewpoint, residents east of the campus boundary live in clear view of this existing parking area.

3.2.10 PJT-4 International Student Center Addition

Existing Visual Setting. The existing International Student Center is located along Aztec Circle Drive next to V Lot. This area is located within a developed area of campus and is largely surrounded by graduate student housing to the west and athletic facilities such as the Aztec Recreation Center, to the south. Parking Structure 4 is visible from the building and adjacent parking lot. The building is surrounded with mature ornamental vegetation including hedging, ivy groundcover and deciduous trees. Visual character of this area can be described as developed, but also a transition zone between housing and athletic areas. The hillside to the northeast of the existing building as well as the future site location is extremely steep and consists of coastal sage scrub habitats.

As evident from the white-stucco walls, wrought iron details and red-tiled roofs, the existing International Student Center building utilizes Spanish Colonial Revival architecture. Due to this architecture type, this building has been designated an architectural asset and historical structure in the SDSU *Physical Master Plan*. The surrounding area consists of graduate student housing to the northwest and west of the project site. These buildings are not campus facilities. These facilities borrow themes from the International Style such as box-like volumes, undecorated facades, flat roofs and minimal box-like simplistic shapes. The athletic buildings to the south of the proposed project site consist of Neo-Classic architectural style. Each of these buildings is relatively new to campus. Architecturally, these buildings utilize components of the Spanish Colonial Revival style such as color and material; however, these buildings are not absent modern design characteristics including geometric shapes or color schemes.

Sensitive Receptor Summary. This project component site is visible from the intersection of 55th Street and Remington Road. This area is also barely visible to Adobe Falls viewers. Existing eucalyptus trees hide a majority of the existing International Student Center; however, a portion of the proposed addition may be visible given existing conditions.

3.2.11 PJT-5 CENTRAL PARK

Existing Visual Setting. The proposed Central Park component would replace the existing education building. This building is located east of the Business Administration and Mathematics Building, south of the Physics Building, north of the Student Services building and west of the bookstore. This building is abutted by a courtyard to the east. The existing courtyard is vegetated with lawn, hedging, evergreen trees intersected by walkways and bench areas. An Automatic Teller Machine booth is located in the southeast corner of the courtyard. The eastern sloping hillside abutting Aztec Circle Drive is vegetated with ivy groundcover. The existing visual character can be described as a developed campus area which serves as both a pedestrian thoroughfare as well as congregation point.

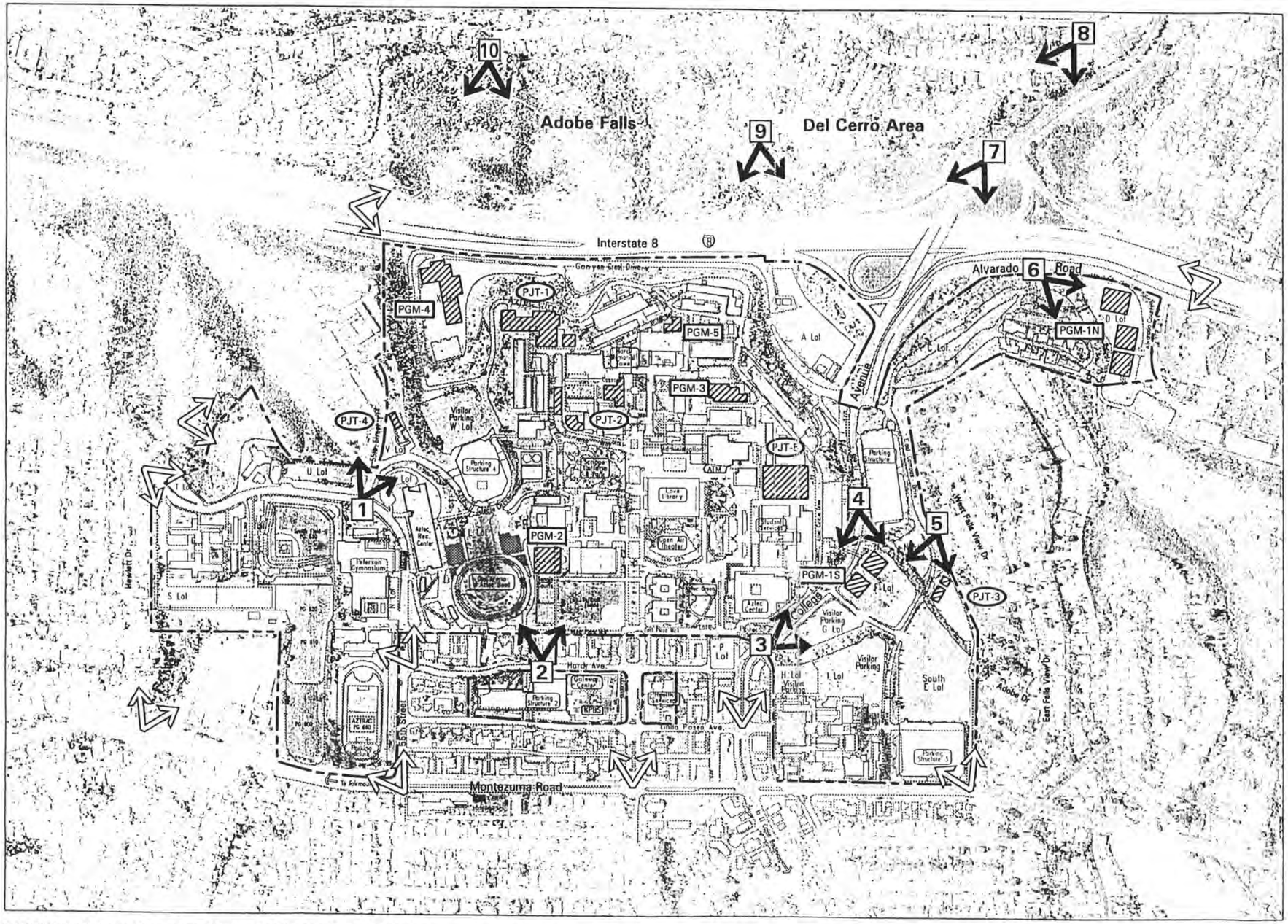
The Education Building is characterized as a one-story L-shaped building. White walls, large windows, relatively flat roofs, strip windows and box-like volume evidence International Style architectural patterns. The SDSU *Physical Master Plan* documents this building as being an architectural liability and a potential demolition or remodeling opportunity. Surrounding building character varies; the Business Administration and Mathematics Building, which can be described as an International Style theme, has also been identified as an architectural liability. The Student Services Building utilizes components of the Spanish Colonial Revival style of architecture. White walls, red-tiled roofs and the use of arches evidence this type of design. The bookstore utilizes International Style architectural components as evidenced by the neutral walls, box-like structure and flat roof. Vegetation varies throughout this area. Palm trees line Aztec Circle Drive in front of the Business Administration Building, ornamental trees surround the Student Services Building and an evergreen tree/lawn theme is prevalent within the courtyard east of the Education Building.

Sensitive Receptor Summary. The hillside adjacent to Aztec Circle Drive is visible from the roadway. This hillside shields a majority of the courtyard and Education Building from motorists. Due to the interior location of this building within the campus core, the site is not visible to Del Cerro, Adobe Falls or College Avenue viewers.

3.3 EXISTING CAMPUS VIEWSHEDS

Figure 3.4-2(a) illustrates the limits of surrounding viewsheds for the campus. Viewsheds encompass all surrounding areas which have any foreground or mid-ground view of SDSU. As

shown in **Figure 3.4-2(a)**, views of SDSU are typically limited to roadways. Residences located adjacent to the east and west boundaries of the campus as well as residences in Del Cerro and visitors to Adobe Falls also have significant views of the campus. Each viewshed depicted in **Figure 3.4-2(a)** is described below. Only viewsheds which have been determined to be project specific have been included in the viewshed photograph exhibits. **Figure 3.4-2(b)** through **Figure 3.4-2(e)** give a visual representation of existing project-specific viewsheds.



BASE SOURCE: San Diego Aerial Image Database 94/95 and KTU&A

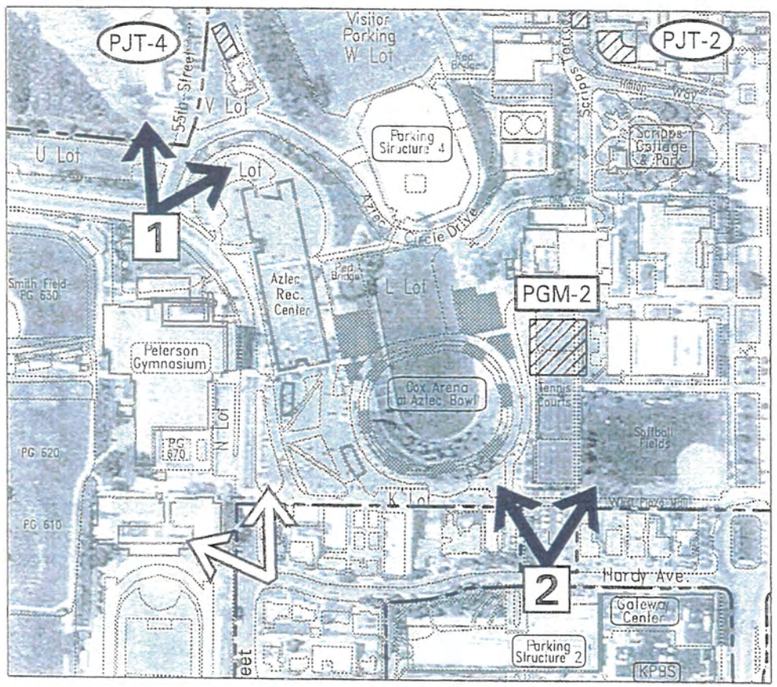
LEGEND

- Project/Program Component Viewshed
- Campus Viewshed
- [1] Viewshed Photo Number

0 400
Scale in Feet

SDSU Campus Master Plan 2000
August 2000

Figure 3.4-2(a)
Campus and Project/Program Component Viewsheds



BASE SOURCE: San Diego Aerial Image Database 94/95 and KTU&A

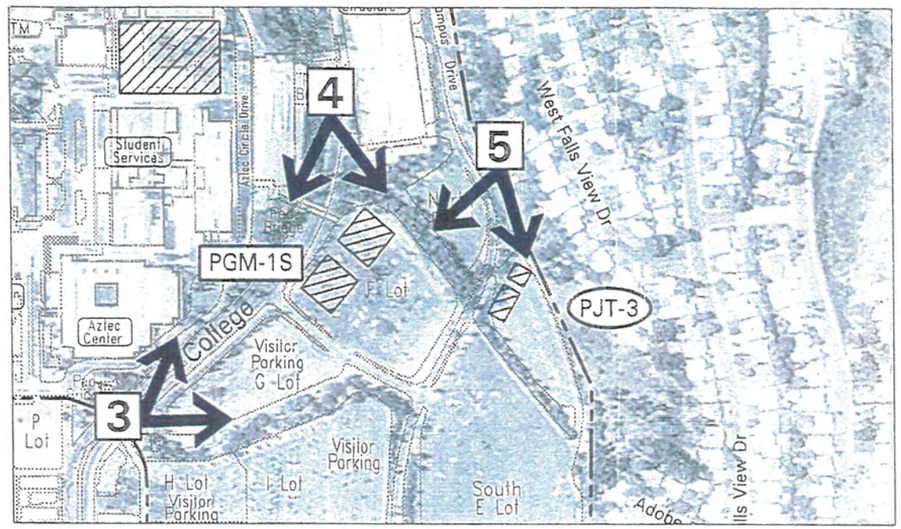


Viewshed 1: View looking north from Remington Rd. & 55th St. intersection.



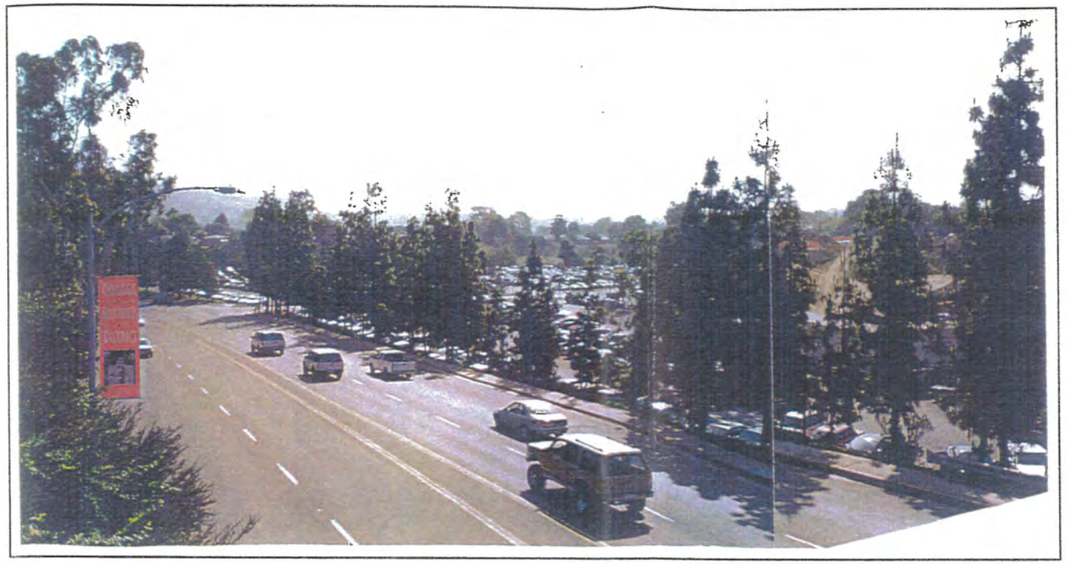
Viewshed 2: View looking north from Hardy Ave. & Parking Lot J.

BASE SOURCE: San Diego Aerial Image Database 94/95 and KTU&A



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Scale in Feet

BASE SOURCE: San Diego Aerial Image Database 94/95 and KTU&A



Viewshed 3: View looking north at College Avenue from pedestrian bridge.



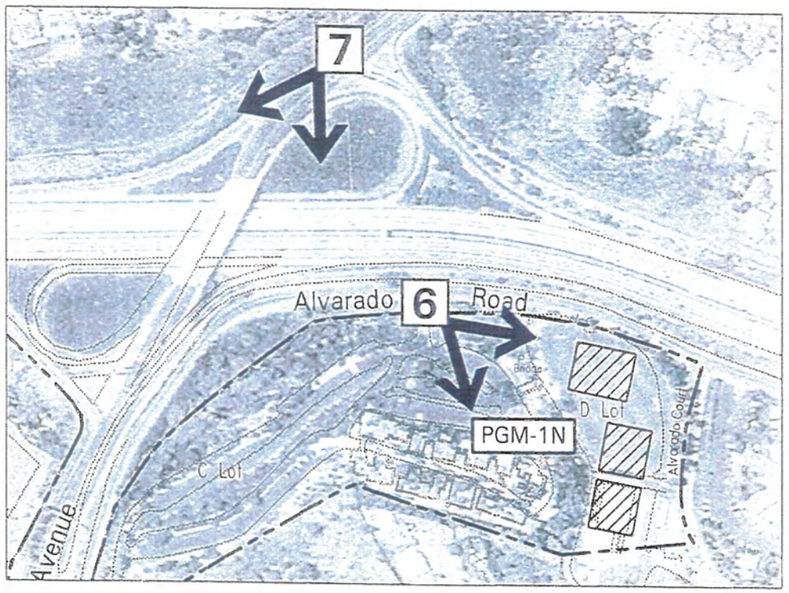
Viewshed 3: View looking north at Parking Lot G from pedestrian bridge.



Viewshed 4: View looking south from College Avenue at Parking Lots F & G.



Viewshed 5: View looking south at East Campus Drive.



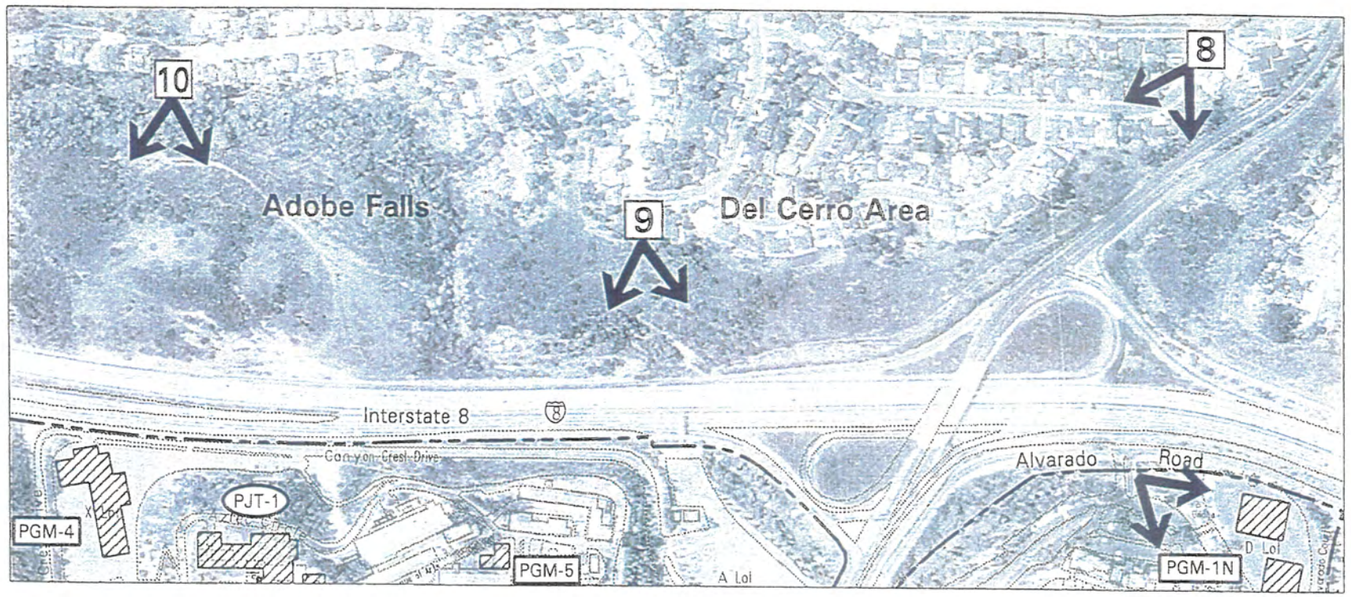
BASE SOURCE: San Diego Aerial Image Database 94/95 and KTU&A



Viewshed 6: View looking east from Alvarado Road at Parking Lot D.



Viewshed 7: View looking south on College Avenue north of Interstate 8.



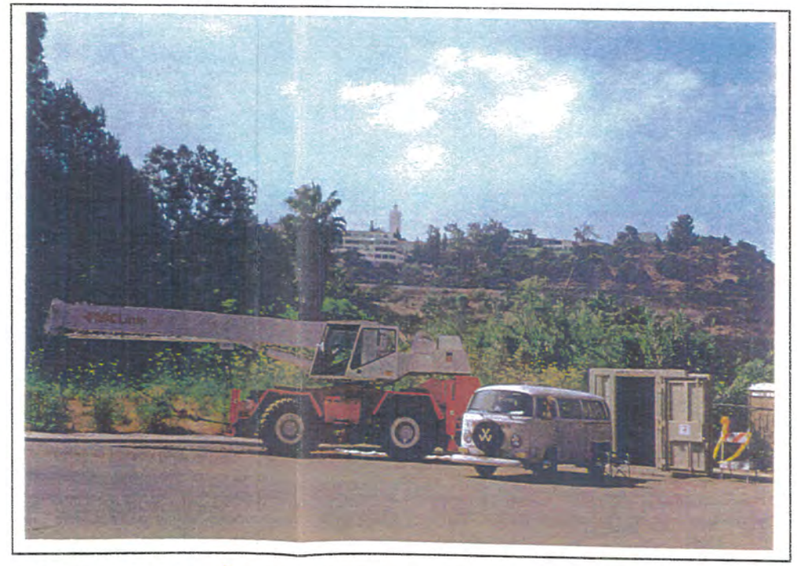
BASE SOURCE: San Diego Aerial Image Database 94/95 and KTU&A



Viewshed 8: View looking south from the intersection of Capri Drive and Del Cerro Boulevard.



Viewshed 9: View looking south from Mill Peak Drive cul-de-sac.



Viewshed 10: View looking south from Adobe Falls Road.

Montezuma Road. Several campus facilities are visible from Montezuma Road due to its proximity to the southern campus boundary. Motorists driving east on Montezuma Road from the Fairmount Avenue area get their first glimpse of campus by looking up the unnamed canyon located adjacent to the southwest boundary of campus. An unobstructed view of the existing west side dormitory complex is available to motorists for approximately 4-5 seconds, assuming they are traveling at 35 miles per hour. At the junction of 55th Street and Montezuma Road, motorists traveling either direction on Montezuma, as well as northbound travelers on 55th Street, are faced with partially obstructed views of the Campus Transit Center and the Gateway Center. The junction of East Campus Drive and Montezuma Road allows motorists traveling either direction on Montezuma Road visual access to the East Residence Hall Complex, Parking Structure 3 and surrounding visitor parking lots.

54th Street. The dominant architectural feature visible to travelers on northbound 54th Street within the vicinity of Collier Avenue is the Chapultepec Residence Hall. An obstructed view of the canyon area south of the Chapultepec Residence Hall complex is also visible in the foreground.

55th Street. Motorists traveling north on 55th Street beginning at the junction of Montezuma Road have partially obstructed views of the Aztrack/Parking Structure 5, Peterson Gymnasium and Aztec Recreation Center. Once further north on 55th Street, full views of Cox Arena at Aztec Bowl, Peterson Gymnasium, Aztec Recreation Center, and the Athletics Administration Offices dominate the surrounding view corridor.

Remington Road. Views of Tony Gwynn Stadium, the West Residence Hall Complexes, and Parking Lots S, T and U are prevalent to motorists on Remington Road. Travelers heading either east or west on Remington Road are surrounded by foreground and mid-ground views of campus.

Hewlett Drive. From portions of the 5400 block of Hewlett Drive, views of the Chapultepec Residence Hall complex (part of the West Residence Hall complex) and Parking Lot U are dominant viewpoints. Based on observations taken on the west campus recreation fields adjacent to Tony Gwynn Stadium/Smith Field, it is evident that several residences on the 5200 and 5300 blocks of Hewlett Drive have dominant backyard views of Parking Lot S, the recreation fields, Tony Gwynn

Stadium and the West Residence Hall complex. Clarity and obstructiveness of these viewpoints differ between each residence.

Hardy Avenue. Hardy Avenue serves as a connector road between Campanile Drive and 55th Street. Therefore, the western terminus affords travelers views of the Aztrack/Parking Structure 5 and the Athletic Administration Buildings. Hardy Avenue intersects Campanile Drive at the south end of the campus transit center. Views from this intersection include those of the KPBS Building, Gateway Center and Campanile Mall. The eastern terminus of Hardy Drive allows travelers views of Parking Lot P.

Campanile Drive. Campanile Drive serves as the main entrance drive to SDSU. Foreground views of the Campanile Mall and mid-ground views of Hardy Tower begin at the intersection of Campanile Drive and Montezuma Road. The foreground views of this corridor consist of the main SDSU entrance sign and transit center and Hardy Tower in the distance. As the traveler moves north, the KPBS Building and Gateway Center come into view. Other campus buildings become clearer as the viewer moves closer to the transit center.

Lindo Paseo Drive. Lindo Paseo serves as another connecting corridor between the east and west sides of campus. Motorists traveling east on Lindo Paseo Drive have views of the East Residence Hall complex and adjacent parking areas as the final terminus. The intersection of Lindo Paseo and Campanile affords travelers views of the KPBS Building and Gateway Center, Campus Transit Center and Health Services Building. Traveling west on Lindo Paseo yields motorists views of the same buildings in the foreground and the landscaping surrounding Aztrack/Parking Structure 5 as the final viewpoint.

College Avenue. Traveling north on College Avenue from the intersection with Montezuma Road yields extensive views of SDSU. As the traveler continues north, views of the Aztec Center, Aztec Green, Parking Lot P and several pedestrian overpasses linking the East Residence Hall complex and parking areas with the west side of campus, Parking Lot A and Parking Structure 1 become the dominant viewpoints. Beginning in the Del Cerro neighborhood area, College Avenue south has expansive views of the north side of campus; dominant structures include the lighted

SDSU event message board adjacent to Interstate 8 and the viewer is surrounded with the same campus facilities described above.

East Campus Drive. Traveling north, beginning at the intersection of East Campus Drive and Montezuma Road, structures and facilities of SDSU become dominant foreground views. Traveling north on East Campus Drive affords motorists or other travelers views of the East Residence Hall complex, Parking Structure 3, Parking Lots E, F, G and Parking Structure 1. Southbound travelers on East Campus Drive have views of Parking Lots E, F and G, as well as Parking Structure 3.

Alvarado Road. Traveling west on Alvarado Road within the vicinity of SDSU, the viewer is confronted with expansive views of the north side of SDSU. Hardy Tower is visible in the distant skyline. Due to the current construction on the north side of campus, coupled with the steeply sloping terrain, much of the view of campus is comprised of buildings with little or no surrounding greenery.

Del Cerro. Travelers on Capri Drive, Genoa Drive, Adobe Falls Road, Mill Peak Road, Marne Avenue and Del Cerro Boulevard are confronted with extensive vistas of the University to the south. Residences on the south side of Capri Drive, Arno Drive, Adobe Falls Road, Glenmont Street and Airoso Avenue have extensive views of the north side of campus adjacent to Interstate 8.

Hardy Elementary School. The north and east boundaries of Hardy Elementary School abut the SDSU campus boundary. Due to the open nature of the back playground and recreation field area, the adjacent SDSU recreation fields, Parking Lot S, West Residence Hall complex, and Tony Gwynn Stadium/Smith Field are the school's dominant mid and foreground viewsheds to the north and east.

Adobe Falls. Adobe Falls, which is vacant land, is located at the base of Adobe Falls Road in Del Cerro. The southern boundary is adjacent to Interstate 8. Southern views from the entrance are comprised of the north side of SDSU. Due to the rise of campus buildings above the natural topography, views of the campus from Adobe Falls are vivid and unobstructed. Adobe Falls was

not accessible at the time of this analysis due to construction and grading work. Therefore, only observations from the entrance located at the base of Adobe Falls Road were documented.

The foregoing descriptions summarize all views of SDSU from surrounding viewsheds. However, as shown in **Figure 3.4-2(a)**, only views from 55th Street, Hardy Avenue, College Avenue, East Campus Drive and the Adobe Falls and Del Cerro areas would be affected by the proposed project. Therefore, the remainder of this analysis focuses only on the potentially affected viewsheds listed above.

3.4 EXISTING LIGHTING CHARACTERISTICS

3.4.1 REGIONAL AND LOCAL SETTING

Due to the project's location within an urbanized area of SDSU and the College Area Community, urban skyglow is a characteristic of the site. SDSU structures and facilities which supply light to the local skyglow effect include Tony Gwynn Stadium/Smith Field, East and West Residence Hall complexes, Cox Arena, Peterson Gymnasium, Aztec Recreation Center, and surrounding parking and pedestrian areas. The above facilities contribute to the existing skyglow of the area due to security or incandescent light fixtures. The amount of light present within the project area varies slightly depending on the level of use and activity within each facility.

3.4.2 SDSU LIGHTING POLICY

SDSU has adopted a lighting policy which is to be incorporated into exterior campus design considerations (SDSU *Physical Master Plan*, Phase I, Existing Conditions, pages 157-160). The primary goal of SDSU's lighting policy is to achieve safety and security on all walkways and parking areas. At the same time, the lighting systems should strengthen the public's impression of the SDSU campus by accentuating unique architectural qualities and enhancing pedestrian activities.

Exterior lighting design for walkways, parking lots and streets on campus will comply with standards published by the Illuminating Engineering Society of North America (IES). For example, IES publishes specific values for recommended light levels expressed in foot candles (FC) and average-to-minimum uniformity ratios. These standards are applied to four distinct classes of walkways/sidewalks to meet IES requisites for pedestrian identification at a distance or special pedestrian security. SDSU also applies IES standards for parking lots based on the classification of

the University as an Educational Facility with a medium activity level, due to the large number of vehicles present at night.

SDSU's lighting policy also voluntarily follows the adopted ordinances of the City of San Diego for any outdoor lighting upgrade. The impetus for establishing this directive lies in the University's interest in reducing light impacts because it affects astronomical research, particularly at the Palomar and Mount Laguna observatories.

3.4.3 EXISTING CONDITIONS

Existing campus lighting conditions were observed on a nighttime visit on June 26, 2000. The visit included documenting all existing exterior light fixtures within the project boundaries. **Figures 3.4-3(a)** and **3.4-3(b)** depict the location of each exterior lighting unit within the project area. As identified in **Figure 3.4-3(b)**, the light fixtures currently located within project boundaries represent a mixture of types and strengths of lighting. The street lights are either high pressure sodium or mercury vapor units. The walkway lights are either high pressure sodium, mercury vapor, or metal halide. The parking lot lighting is either high pressure sodium or metal halide in non-light sensitive areas and low pressure sodium in areas where minimal lighting is required. Lights on buildings generally consist of wall sconce fixtures. For purposes of this analysis, the project- and program-level components' lighting schemes are discussed individually.

3.4.3.1 PGM-1N ACADEMIC/RESEARCH BUILDING A

Parking Lot D. This parking area is well lit with security lighting. Lighting in this parking area is made up of high pressure sodium light fixtures. Two sets of high pressure sodium light fixtures are located in the middle of the parking area while single units line the exterior of the lot. Four metal halide wall sconces are attached to the north and west facing sides of the existing Rehabilitation Center located immediately south of the parking area.

3.4.3.2 PGM-1S ACADEMIC/RESEARCH BUILDING B

Parking Lots F and G. Parking lot F is well lit with security lighting. Lighting in this parking area is made up of high pressure sodium light fixtures. Five sets of high pressure sodium light fixtures are located in the middle of the parking area while single units line the exterior of the lot. A metal halide mast flood light is located near the northeast corner of the lot. The north portion of G Lot is bordered by high pressure sodium light fixtures.



Metal Halide



Emergency Light



Mercury Vapor



High Pressure Sodium



Metal Halide



Metal Halide



Metal Halide



High Pressure Sodium



High Pressure Sodium



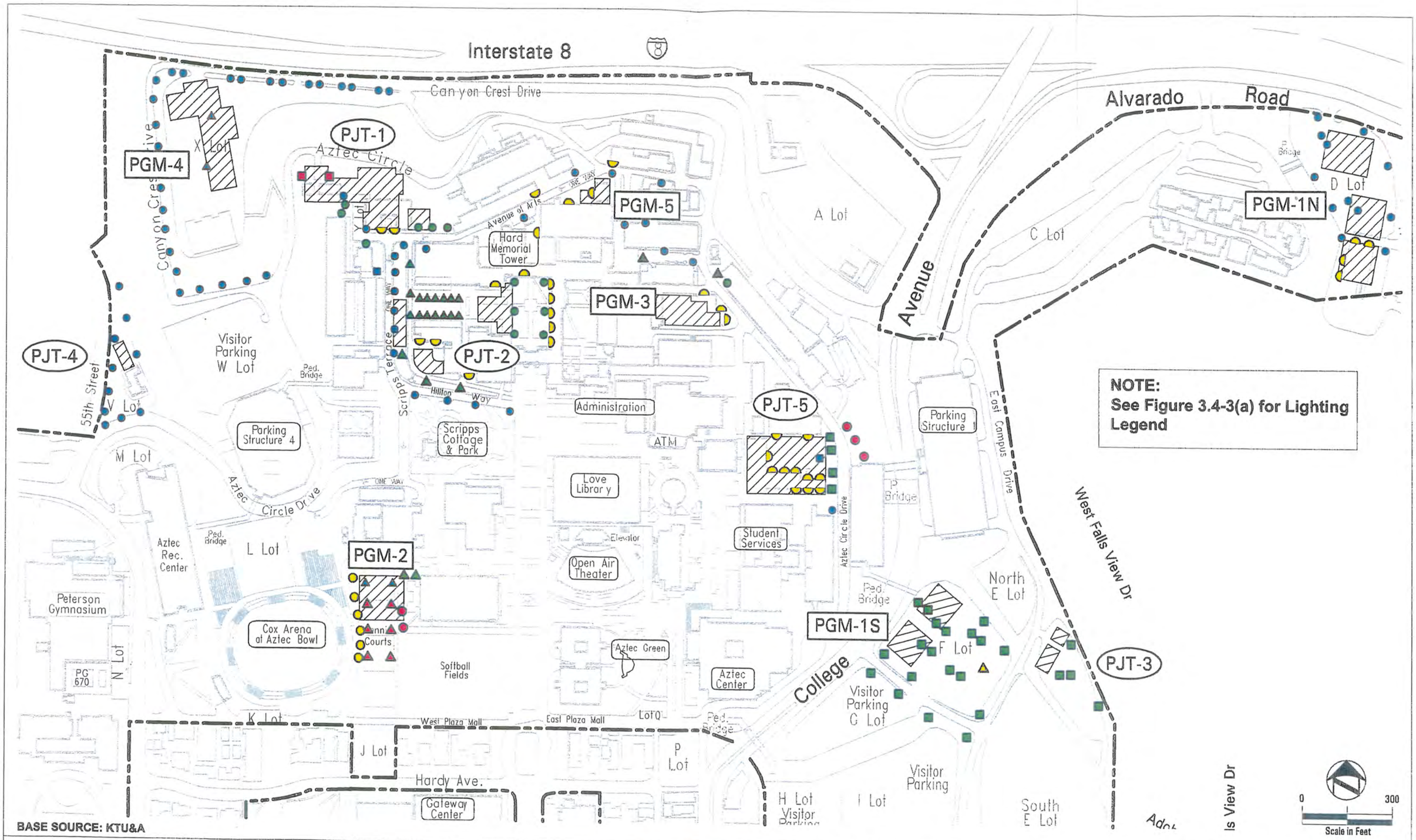
Low Pressure Sodium



Mercury Vapor



Metal Halide



NOTE:
See Figure 3.4-3(a) for Lighting Legend

BASE SOURCE: KTU&A

SDSU Campus Master Plan 2000

August 2000

Figure 3.4-3(b)

Existing Lighting Conditions

3.4.3.3 PGM-2 PERFORMING ARTS COMPLEX

Tennis Courts/Open Space. The tennis court complex is well lit with metal halide fixtures. Two mercury vapor fixtures are located along the eastern edge of the tennis courts. Two high pressure sodium fixtures are located off the northeast corner of the tennis courts, both providing illumination for the existing pedestrian thoroughfare immediately north of the tennis courts. High pressure sodium light fixtures also line the western edge of the existing tennis court complex.

3.4.3.4 PGM-3 SCIENCE RESEARCH BUILDING

Industrial Technology Building. The Industrial Technology Building, although well lit, is not surrounded by an abundance of light fixtures. A combination of high pressure sodium and low pressure sodium fixtures are located along the eastern edges of the building adjacent to Aztec Circle Drive. Wall sconces are located along eastern walls as well.

3.4.3.5 PGM-4 PHYSICAL PLANT

Parking Lot X. Parking Lot X is well lit with security lighting. Lighting is primarily composed of rectangular low pressure sodium fixtures. These fixtures are directly downward and emit a yellowish glow. Low pressure sodium fixtures line boundary between X Lot and Canyon Crest Drive. Two metal halide mast flood lights are located within the interior of the lot for added safety lighting.

3.4.3.6 PGM-5 NORTH LIFE SCIENCES ADDITION

Temporary Dean's Complex. Avenue of the Arts is well lit with low pressure sodium fixtures. Several wall sconces are fixed to buildings surrounding the structure. Two wall sconces are located along the front of the Life Sciences Building.

3.4.3.7 PJT-1 FACULTY OFFICE/CLASSROOM/GALLERY/PARKING STRUCTURE 8

Campus Childcare Center, Family Studies and Consumer Sciences. The existing childcare center is well lit by three mercury vapor light fixtures. Low pressure sodium light fixtures also help illuminate this area and are primarily located within Parking Lot Y. The west edge of Y Lot and Storm/Nasatir Hall are bordered by three metal halide fixtures. Y Lot is well lit with security lighting. Two wall sconces illuminate the entrance/courtyard of the Family Studies and Consumer Sciences Building. Three metal halide fixtures are located immediately east of this

building within a low-lying courtyard area. These three fixtures illuminate the east side of the building, as well as a portion of Avenue of the Arts.

3.4.3.8 PJT-2 School of Communication Addition

Communication Building, existing terrace/lawn/landscaped areas. The courtyard area immediately south of Hardy Memorial Tower is illuminated by six metal halide lights. These fixtures provide for a well lit courtyard/pedestrian thoroughfare. The courtyard and landscaped area immediately north of the Communication Building are lit by 12 high pressure sodium fixtures. The unnamed drive located immediately west of the Communication Building is lit by six high pressure sodium fixtures similar to those located north of the building. Two wall sconces are located along the western portion of the building while one is located along the southwest portion of the building. The hillside west of the Communication Building and east of Scripps Terrace is illuminated by rectangular low pressure sodium fixtures combined with high pressure sodium fixtures along the top of the slope. An emergency light fixture is located across Scripps Terrace and the hillside to provide for extra security within this area.

3.4.3.9 PJT-3 Campus Childcare Center

Parking Lot E. This parking area is well lit with security lighting. Lighting in this parking area is made up of high pressure sodium light fixtures.

3.4.3.10 PJT-4 International Student Center Addition

Parking Lot V. Parking Lot V is well lit with security lighting in the form of high pressure sodium light fixtures. This parking area also benefits from lighting at the surrounding residential complexes located to the north and west.

3.4.3.11 PJT-5 Central Park

Education Building. Although the interior courtyard of the Education Building does not contain free standing light fixtures, this area is well lit. Wall sconces on the south, east and north interior faces of the building illuminate the interior courtyard. Wall sconces are fixed to all four corners of the Automatic Teller Machine located at the southeast corner of the plaza. An emergency beacon is located along the eastern edge of the courtyard which adds extra lighting within this area. High pressure sodium light fixtures line the eastern edge of the courtyard adjacent to Aztec Circle

Drive. Three mercury vapor light fixtures are located immediately east of Aztec Circle Drive and north of the Business Administration and Mathematics Building.

3.4.4 SENSITIVE RECEPTOR SUMMARY

Lighting located within each project component area can be seen by several receptors located within the College Area Community, Navajo, Del Cerro and Grantville areas. Southbound travelers on College Avenue are exposed to lighting from the existing Childcare Center, Family Studies and Consumer Sciences, and portions of V and X Lot. Northbound travelers on College Avenue are exposed to lighting sources within both F and G Lots. Westbound travelers on Hardy Avenue are exposed to light sources from the existing tennis courts and surrounding area. Intensity of lighting from the tennis court area depends on the presence of a nighttime tennis match. Travelers on 55th Street have extensive views of V Lot light fixtures. Remington Road motorists or pedestrians have views of V Lot; however, their exposure to this light source is minimal. Various project components' and surrounding areas lighting is visible from Aztec Circle Drive. The light fixtures currently illuminating D Lot are visible to both east and west bound travelers on Alvarado Road. Southbound travelers on East Campus Drive are afforded views of South E Lot lighting sources.

Lighting from several proposed project areas is visible from private viewpoints as well. Several eastside residents of Falls View Drive are exposed to E Lot light sources. Residents of the Del Cerro, Grantville and Navajo neighborhoods are exposed to SDSU lighting as a whole rather than individual campus or project component areas.

Existing lighting at each project component site discussed above contributes to the local skyglow within the College Area Community. Sensitive receptors include travelers on Interstate 8, residents of the Del Cerro, Grantville and Navajo neighborhoods located near the SDSU campus, as well as viewpoints throughout the College Area Community. These receptors are affected by skyglow which is partially attributable to the lighting of SDSU facilities.

4. SIGNIFICANCE THRESHOLDS

4.1 VISUAL CHARACTER

A project will have a significant impact on visual quality if either or both of the following conditions are met:

(a) The project will have a substantial, demonstrative negative aesthetic effect;

(b) The project will disrupt or divide the physical arrangement of an established community; and/or

(c) The project will conflict with a proposed land use or visual guideline/policy of an adopted planning document.

In this report, it is assumed that an adverse alteration of existing long-duration foreground or middle ground views from public viewing places would be considered a significant impact. It is also assumed that a substantial adverse visual alteration to any onsite natural feature due to grading or construction of structures would be considered a significant impact.

4.2 LIGHTING

Reorganization of a lighting theme is significant if it:

(a) Alters the existing amount of light available to sensitive receptors; or

(b) Provides for the lighting of an area not previously lit.

5. POTENTIAL IMPACTS

5.1 VISUAL CHARACTER

5.1.1 PGM-1N ACADEMIC/RESEARCH BUILDING A

The implementation of an Academic/Research facility would alter the existing parking lot character of the PGM-1N component site. The site would appear as an extension of the existing academic facilities located in the central part of campus rather than a distant parking area as it is currently. The introduction of buildings and associated uses would represent a new visual theme in the area. Viewers in the Del Cerro and Grantville neighborhoods may be exposed to a new building in their mid-ground viewsheds. However, due to the sunken elevation of the proposed buildings as well as the position of Interstate 8 between this area and cross-freeway residents, visual impacts to sensitive receptors are anticipated to be minimal. Existing vegetation along Alvarado

Road would remain, further reducing potential for significant cross-freeway viewshed impacts. Views of Alvarado Road travelers would be impacted by the proposed buildings. The abrupt change in the existing mid-ground viewshed of Alvarado Road travelers would be considered a significant adverse impact.

Implementation of project component PGM-1N would not impact future surrounding land uses documented in the overall SDSU *Physical Master Plan*. Existing parking lots located west of the component site are consistent with the anticipated land use in this area. Alvarado Creek is identified as a sensitive open space element in the SDSU *Physical Master Plan*. Therefore, augmentation of views of this open space area would be considered a significant impact.

Impacts to City of San Diego land uses, outside of those documented above, would not occur, as surrounding land uses, consisting of institutional and single family residential, are consistent with existing College Area Community Plan designations.

5.1.2 PGM-1S Academic/Research Building B

The introduction of two academic/research buildings in Lot F would represent a visual change for College Avenue viewers as well as pedestrians using the southernmost bridgeway across College Avenue. Viewers would be confronted with two structures, which would appear as an extension of the academic buildings located west of College Avenue. The introduction of buildings and associated uses would represent a new visual theme in the area. The abrupt change in the existing mid-ground viewshed of College Avenue and pedestrian bridge travelers would be considered a significant impact.

Implementation of project component PGM-1S would result in visual impacts to future surrounding land uses documented in the overall SDSU *Physical Master Plan*. Existing parking lots located east and south of the proposed area are consistent with the anticipated land use in this area. This area would be visible from the Eastside Residence Complex currently being constructed. This residential facility would therefore be located near an academic building rather than a parking area. The 1997 SDSU *Physical Master Plan* documents the need for noticeable buffers between more intensive uses such as classroom/faculty buildings and less intensive uses such as residential complexes. Parking areas are considered less intensive land uses and are therefore more desirable immediately adjacent to residential areas. Consequently, a significant adverse impact

would result from removal of Parking Lot F, which currently comprises a substantial portion of the buffer between the residential areas under construction and campus facilities west of College Avenue.

Implementation of project component PGM-1S would not result in visual compatibility impacts to future land uses documented in the City of San Diego's College Area Community Plan. Impacts to City of San Diego land uses, outside of those documented above, would not occur, as surrounding land uses, consisting of single family residential, are consistent with existing College Area Community Plan designations.

5.1.3 PGM-2 Performing Arts Complex

Construction of a Performing Arts Complex within the existing tennis courts site would alter the existing Hardy Avenue view from one of an athletic court to an academic building. Although this would alter the type of facility at the site, the existing campus appearance would be unchanged. Due to the proximity of adjacent performing arts facilities, the proposed facility would appear as an extension of the surrounding buildings. The change from a recreational use to an academic one would not cause a significant impact to visual character.

Implementation of the proposed Performing Arts Complex would not result in significant adverse impacts to future surrounding land uses documented in the overall SDSU *Physical Master Plan*. Recreational fields planned for the existing Softball Field and Tennis Court sites would not be visually impacted by the project because users of those future recreational fields are not considered sensitive visual receptors.

Impacts to City of San Diego land uses located along the north side of Hardy Avenue, outside of those documented above, would not occur, as these surrounding land uses consist of very high density residential designations which are consistent with the City's Community Plan.

5.1.4 PGM-3 Science Research Building

Demolition of the existing Industrial Technology Building would not result in a change in existing visual character. The existing facility is an academic oriented building; therefore, replacement with another academic building would not alter the existing visual quality of the area. Due to the presence of surrounding buildings, the proposed PGM-3 component site is not visible to sensitive receptors. Aztec Circle Drive traffic would be afforded views of the facility. However,

the facility would ultimately appear similar to that of its predecessor; therefore, impacts would remain less than significant.

Implementation of the proposed Science Research Building would not result in impacts to future surrounding land uses documented in the overall SDSU *Physical Master Plan*. Existing campus buildings located west of the proposed project area are the land uses planned for the area. The SDSU *Physical Master Plan* notes the existence of a major pedestrian entry portal northwest of the existing Industrial Technology Building. Renovation of the existing Industrial Technology Building would provide opportunities for SDSU to enhance the visual appearance of this campus entry portal.

This campus building is not visible outside of the campus area. Therefore, no impacts to future City of San Diego land uses would occur.

5.1.5 PGM-4 Physical Plant

Construction of the Physical Plant within Parking Lot X would represent the introduction of a building in an area characterized by a parking facility. Visual impacts would occur to sensitive receptors on Canyon Crest Road. Viewers would be confronted with a structure rather than the existing parking facility. The introduction of a building and associated uses would represent a new visual theme in the area. The abrupt change in the existing mid-ground viewshed of Canyon Crest Road would be considered a significant adverse impact.

Implementation of the proposed Physical Plant would not result in impacts to future surrounding land uses documented in the overall SDSU *Physical Master Plan*. Existing campus land uses surrounding the proposed site are reflective of the existing SDSU *Physical Master Plan*. The area currently occupied by the Childcare Center, Y Lot and the Family Studies and Consumer Sciences Building (PJT-1) may be visually exposed to the Physical Plant. The PJT-1 component site is located in an area of the campus with significant views of Mission Valley, Adobe Falls, *etc.* Therefore, encroachment of the proposed Physical Plant on a potential viewshed enhancement area (PJT-1) could result in a significant impact.

It is highly unlikely that existing College Area Community land uses would be visually exposed to the Physical Plant. Therefore, no impacts to City of San Diego land uses would occur.

5.1.6 PGM-5 North Life Sciences Addition

Redevelopment of the existing Temporary Dean's Complex into an addition to the existing Life Sciences North Building would not change existing visual character. The existing facility is a faculty/staff administration oriented building. Replacement with another academic building would not alter the existing visual quality of the area. Due to the presence of surrounding buildings, this proposed addition would not be visible to sensitive viewers. Aztec Circle Drive traffic would be afforded views of this facility; however, the facility's appearance would be similar to that of the existing structure. Therefore, visual impacts would be less than significant.

Implementation of the proposed North Life Sciences Addition would not impact future surrounding land uses documented in the overall SDSU *Physical Master Plan*. Existing campus buildings surrounding the PGM-5 component site are planned land uses. The SDSU *Physical Master Plan* documents the need for renovation of non-historic buildings in the northeast neighborhood of the campus and for replacement with structures which reflect the desirable architectural theme present in the neighborhood. Implementation of the PGM-5 component would allow this to occur because the existing building is temporary and considered a visual enhancement opportunity.

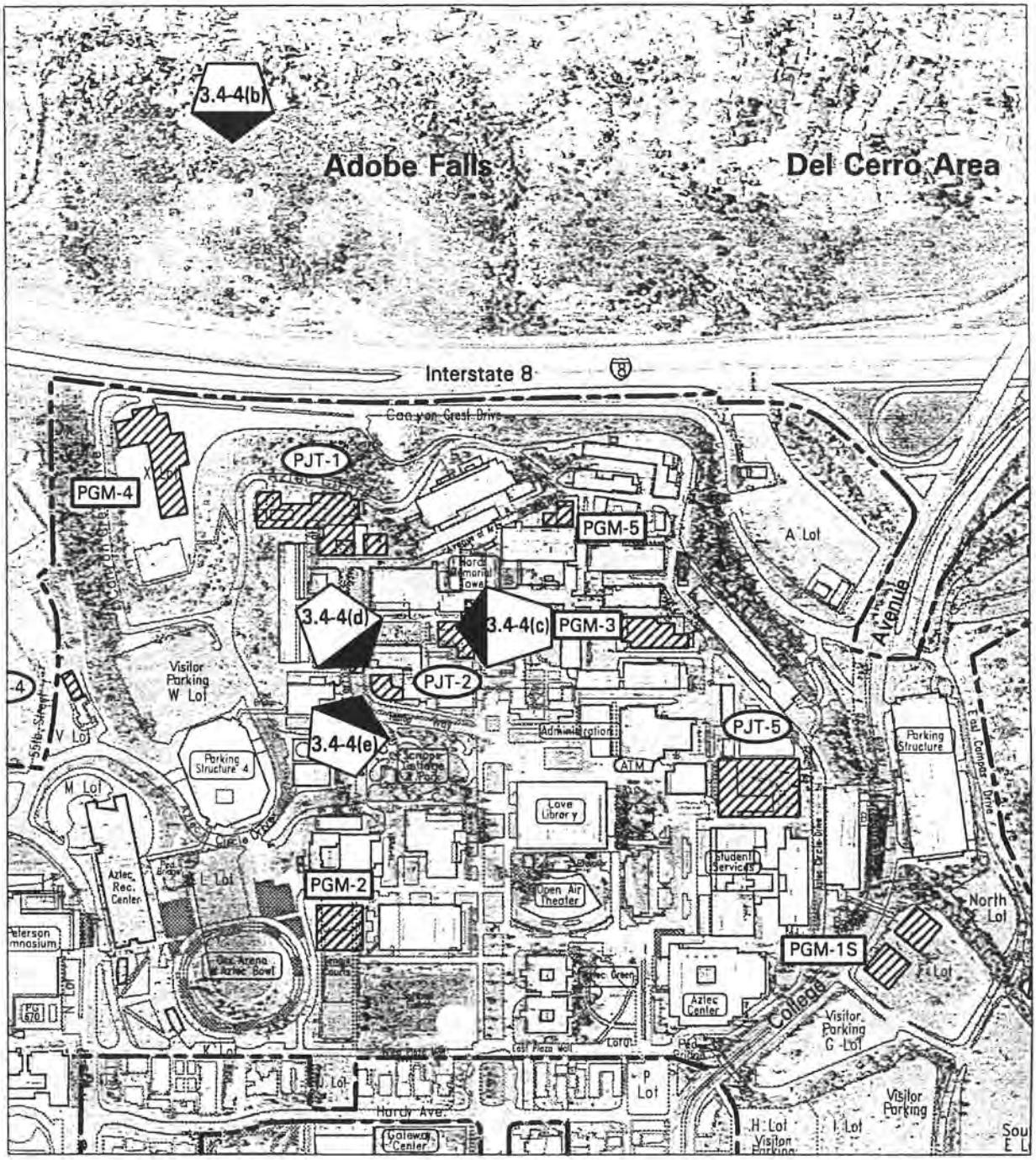
The PGM-5 component site is not visible outside of the campus area. Therefore, no visual impacts to future City of San Diego land uses would occur.

5.1.7 PJT-1 Faculty Office/Classroom/Gallery/Parking Structure 8

The Faculty Office/Classroom/Gallery/Parking Structure 8 component is proposed to be constructed at the site of the existing Campus Childcare Center, Y Lot and Family Studies and Consumer Sciences Building. The proposed 175,000 square-foot building would house faculty office, classroom and art gallery facilities. The basement level of the proposed building would be utilized as a parking structure with a capacity of approximately 200 to 300 new parking spaces. Due to site topography, the proposed building would be visible to some Adobe Falls and Del Cerro viewers.

In order to analyze the visual impacts of the proposed PJT-1 component, a visual simulation was prepared (**Figure 3.4-4(a)** through **3.4-4(b)**). **Figure 3.4-4(b)** is a simulation depicting the existing and anticipated views of the proposed Faculty

Office/Classroom/Gallery/Parking Structure 8 from the Adobe Falls and Del Cerro areas. This viewshed was chosen as the point of view for the visual simulation because it was determined through site visits that Adobe Falls and Del Cerro viewers have the most prominent view of the area for the longest duration. The project component would be located within Adobe Falls and Del Cerro residents' distant and/or panoramic viewsheds; therefore, impacts would not occur to sensitive viewers as a result of the component's presence/absence within an existing viewshed. However, the proposed component is planned for construction along the campus' north facing slope. Construction of the structure is likely to alter the existing hillside or appearance thereof. Alteration of an existing landform is considered a significant impact.



LEGEND

3.4-4(b) **Visual Simulation Location & Figure Number**

0 500

Scale in Feet

BASE SOURCE: San Diego Aerial Image Database 94/95 and KTU&A

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Figure 3.4-4(a)

Visual Simulation Key Map

Visual impacts to planned land uses documented in SDSU's *Physical Master Plan* would not occur. Land uses surrounding the existing Childcare Center, Y Lot and Family Studies and Consumer Sciences Building represent the planned land uses within this area of campus: therefore, impacts beyond those discussed above would not occur. The SDSU *Physical Master Plan* notes the need to upgrade the Scripps Neighborhood through a variety of building and landscape design features. One of these objectives, establishment of a formal northern terminus to Scripps Parkway, would be accomplished through completion of this project component. Construction of a new structure in this area would allow for visually appealing components such as exterior artwork and memorials, Spanish Colonial Revival architectural style and appropriate bulk and scale documented in the SDSU *Physical Master Plan* guidelines. Construction of this terminus would allow for conformance with SDSU *Physical Master Plan* goals for enhancement of off-campus views to the north, west and east.

This project component may be visible from the apartment complexes located immediately west of the northwest corner of campus. Although these apartment complexes do not represent the ultimate land use documented in the City's Community Plan (low density residential with a maximum of 10 dwelling units per acre), residential land uses within this area would remain. Therefore, the eventual change in land use from multi-family residential to low density residential would not result in the introduction of sensitive receptors that could be impacted by the proposed project component.

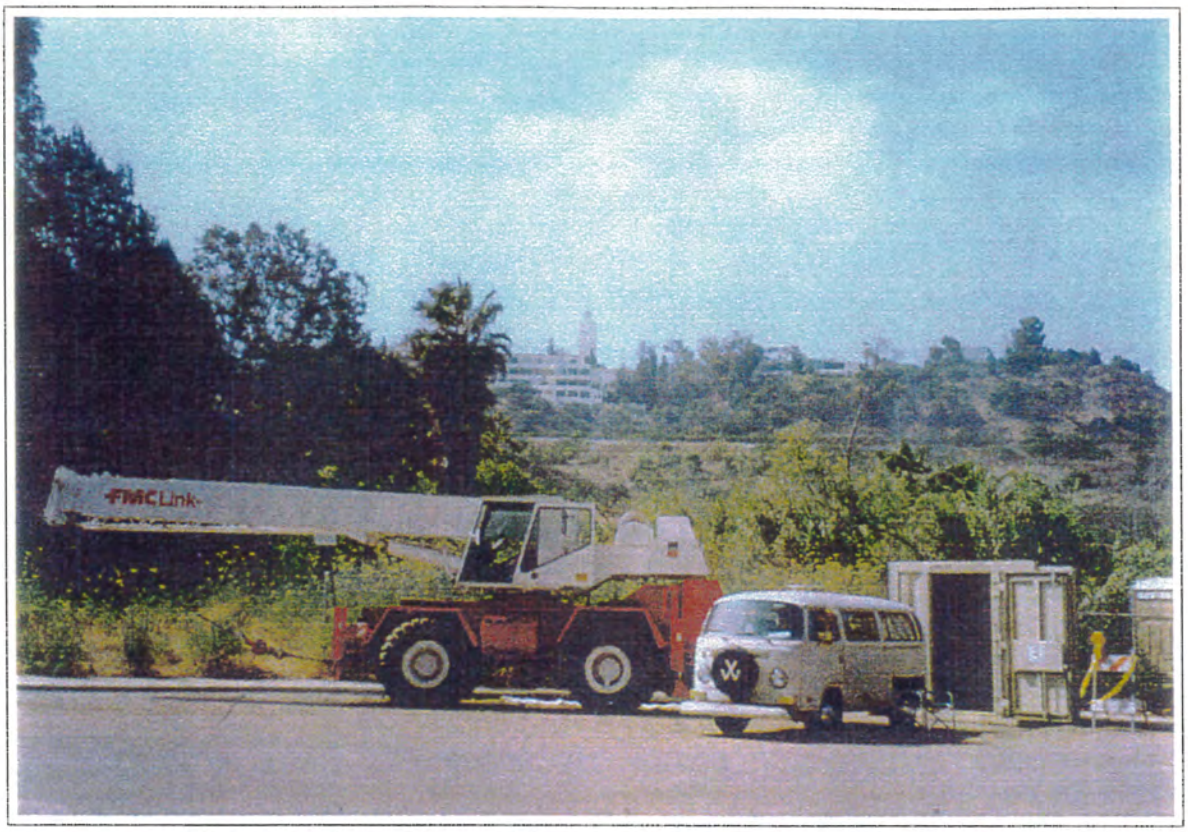
5.1.8 PJT-2 Communication Building Addition

The Communication Building additions are proposed for construction adjacent to three areas of the existing Communication Building. These improvements would consist of a structure adjacent to the southwest corner of the existing building. This structure would be shaped in a crescent, the interior of which would face the existing Communication Building in order to accommodate the 90-degree angle of the building's existing access road. The second addition would consist of a two-level rectangular building located northwest of the existing Communication Building. This structure would be situated within the existing hillside which separates Scripps Terrace from the access road above. This building would be accessible from both the access road and Scripps Terrace below. This building would not be connected to the existing Communication

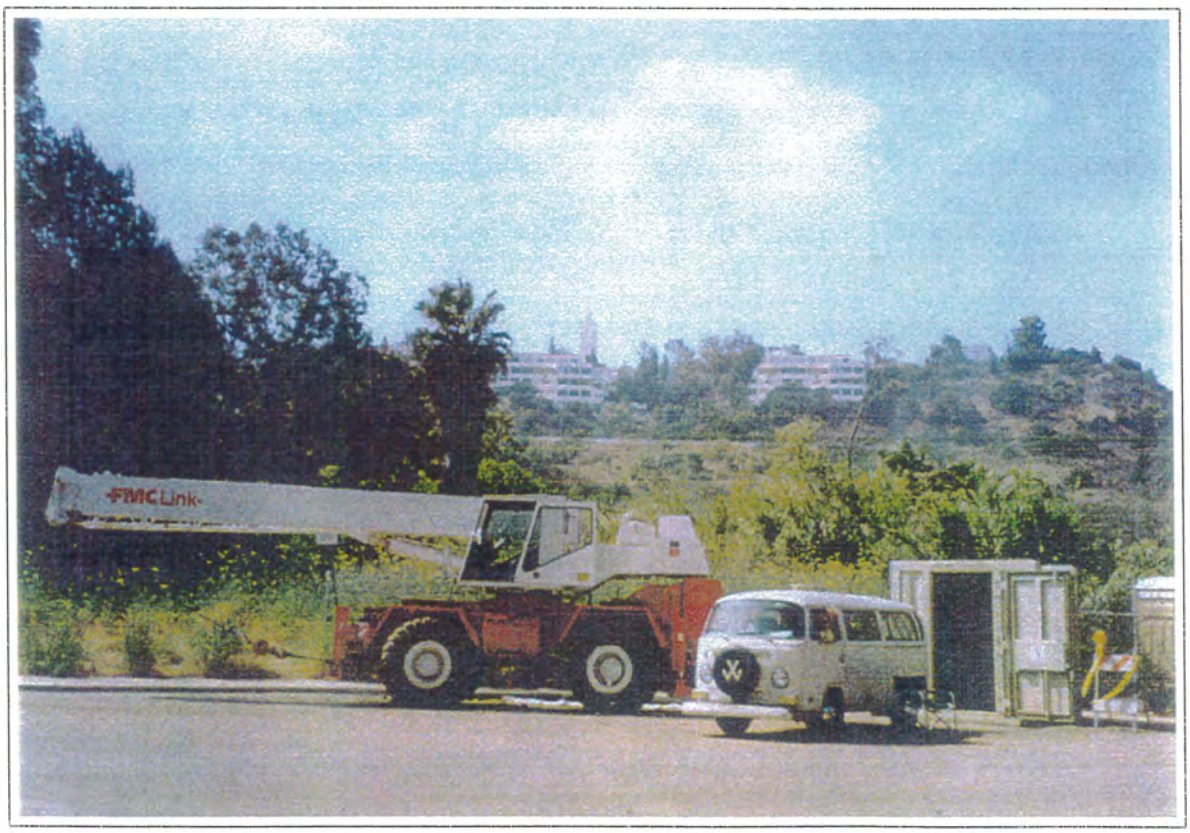
Building. The third addition would be a breeze-way connection between the Hardy Tower structure and the existing Communication Building. This breeze-way would provide the fourth enclosing wall to the Hardy Tower courtyard. The breeze-way would front the courtyard and contain office/classroom/equipment space behind the walkway area.

In order to analyze the visual effects of the proposed improvements, a visual simulation was prepared (**Figures 3.4-4(c) through 3.4.4(e)**). Although these areas are not visible from public viewsheds outside of Scripps Terrace, the existing Communication Building and the proposed site for each addition are within the campus Historic District. This area is documented as historically significant. Visual simulations were prepared in order to depict potential design characteristics which may be incorporated into these structures to assure consistency with existing and desired architectural themes.

Figure 3.4-4(c) is a simulation depicting the existing and anticipated views of the proposed Communication Building addition along the western side of the Hardy Tower courtyard. The simulation is consistent with the architectural themes currently present in this courtyard area (*see*, **Figure 3.4-4(c)**) and how they can be incorporated into the breeze-way/academic facility structure. This structure would mirror the breeze-way/office building along the eastern edge of the plaza. The Spanish Colonial Revival style is apparent, as the building will be located within the campus Historic District. The use of a low building profile, arches, white stucco building materials and a red tile roof would provide compatibility with existing Spanish Colonial Revival style architecture. Construction of the proposed breeze-way and associated facilities would not result in a significant visual impact, assuming the architectural styles and themes discussed above are incorporated into the building's final design.



Existing Conditions: View from Adobe Falls/Del Cerro



Simulation: View from Adobe Falls/Del Cerro (PJT-1)



Existing Conditions: View from Hardy Tower Courtyard



Simulation: View from Hardy Tower Courtyard (PJT-2)



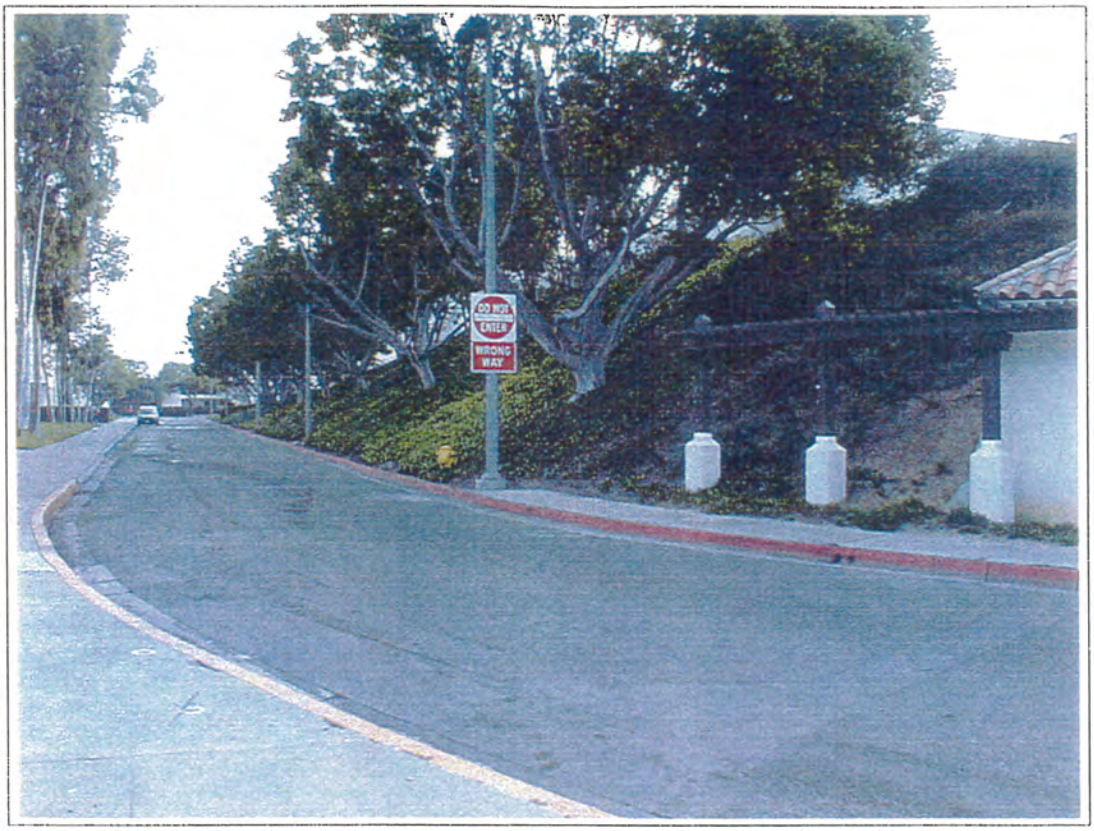
Existing Conditions: View from Communication Building Access Road



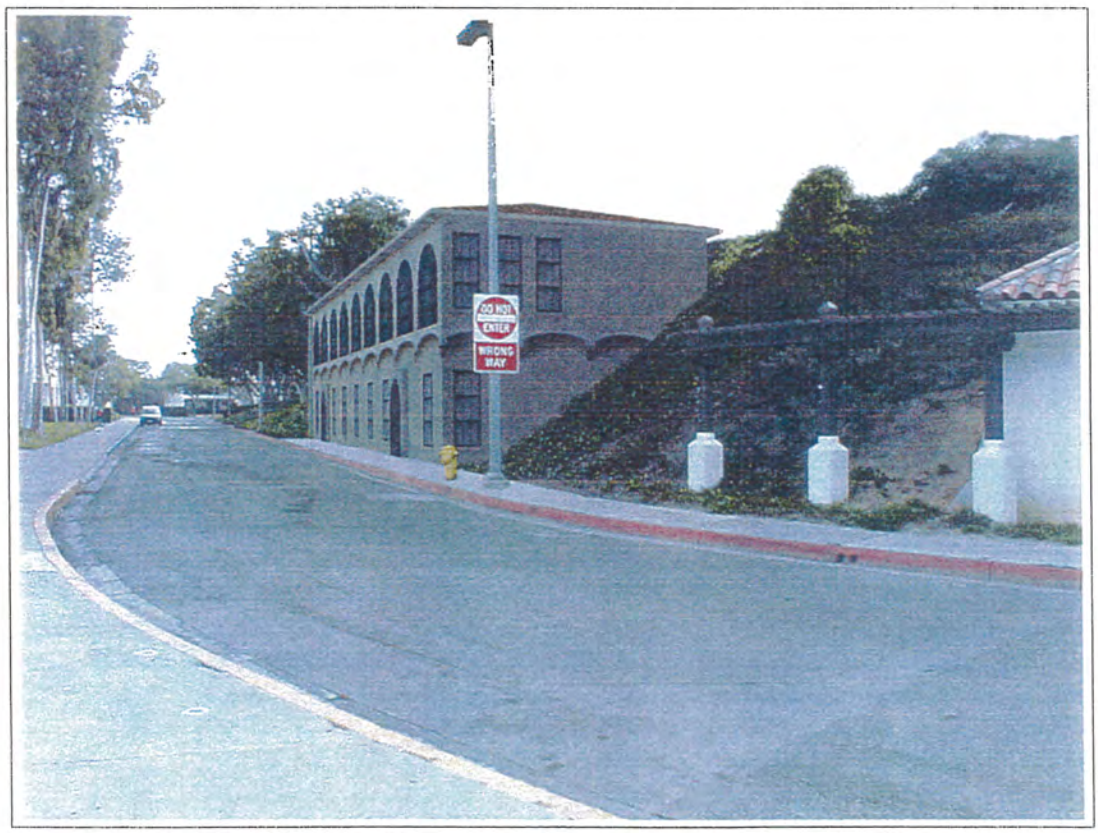
Simulation: View from Communication Building Access Road (PJT-2)

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Figure 3.4-4(d)
Visual Simulation



Existing Conditions: View from Scripps Terrace



Simulation: View from Scripps Terrace (PJT-2)

A visual simulation of the Communication Building Addition located southwest of the existing facility is shown in **Figure 3.4-4(d)**. This simulation is consistent with the architectural theme of the existing Communication Building. The use of design elements similar to the existing Communication Building would provide for continuation of the Spanish Colonial Revival style of architecture prevalent in this sector of campus. Construction of the proposed structure would not result in a significant visual impact, assuming the architectural styles and themes discussed above are incorporated in the building's final design.

Figure 3.4-4(e) is a visual simulation of the third Communication Building Addition. This addition would be located along the existing slope separating the Communication Building access road and Scripps Terrace, northwest of the Communication Building. The simulation is consistent with the architectural theme of the existing Communication Building. The use of similar design elements, including arches, low building profile and white stucco building materials, would provide for continuation of the Spanish Colonial Revival style of architecture present in this sector of campus. Construction of the proposed structure would not result in a significant visual impact, assuming the architectural styles and themes discussed above are incorporated during final design phases.

Implementation of the Communication Building Addition would not result in visual effects, beyond those identified above, to future land uses on campus. Surrounding campus land uses represent the existing SDSU *Physical Master Plan*; therefore, additional impacts would not occur. The SDSU *Physical Master Plan* includes the Historic District as an area where plaza definition opportunities exist. The Communication Building Addition documented in **Figure 3.4-4(c)** would provide for further definition of both the Hardy Plaza as well as the unnamed plaza immediately west. These two plaza areas are also identified as providing opportunities for new landscaping themes which would occur as a result of project implementation.

This area of campus is not visible to land uses located within the City. Therefore, no visual impacts to future City land uses would occur.

5.1.9 PJT-3 Campus Childcare Center

The implementation of a childcare facility would alter the existing parking lot character of the proposed PJT-3 component site. This area would appear as an extension of the

existing student service facilities located in the central part of campus rather than a distant parking area as it does currently. The introduction of buildings and associated uses would represent a new visual theme in the area. Although the buildings would be located at a lower elevation than the homes along the eastern campus boundary, viewers in the neighborhood east of campus may be exposed to a new building in their mid-ground viewshed. Existing vegetation along East Campus Drive would remain, allowing some screening of the childcare center; however, views of East Campus Drive travelers would be impacted by the proposed academic buildings (PGM-1S). The abrupt change in the existing mid-ground viewshed of East Campus Drive travelers would be considered a significant impact.

Implementation of the proposed childcare facility would not visually impact planned land uses on campus or within the surrounding neighborhood. Parking Structure 6, a component of the Aztec Walk Master Plan project, is planned for location within South E Lot. Upper decks of this structure would allow for views of this proposed facility. However, this proposed parking structure is not considered to house sensitive receptors. Therefore, no impacts would occur. The childcare facility may be visible from upper stories of the Cuicacalli Residential Complex currently under construction. Although this land use is not considered to house sensitive receptors, the childcare facility would remain partially hidden due to a lower elevation combined with the mature ornamental vegetation located along the western edge of E Lot. The SDSU *Physical Master Plan* documents the goal of maintaining the visible campus edge currently present along the east side of campus. This existing edge condition is largely due to elevation differences between campus facilities and adjacent residences. Construction of the Campus Childcare Center would consist of a low-profile structure which would not significantly change the existing elevation difference. Therefore, the visible campus edge would remain apparent.

The childcare facility would be visible from several residences located along West Falls View Drive. These residences reflect the future single family residential land use designation in the College Area Community Plan. Therefore, due to consistency with the Community Plan, visual impacts would not occur to future land uses within the City.

5.1.10 PJT-4 International Student Center Addition

The International Student Center Addition would alter the existing parking lot character of the component site. However, because the planned addition would adjoin the existing building, the component building would appear as an extension of the existing International Student Center. Aztec Circle Drive traffic would be afforded views of this facility; however, the view would appear similar to that of the existing structure. Therefore, visual impacts would be less than significant.

Visual impacts to future campus land uses would not occur as a result of this project component. This area is visible from several area locations surrounding the 55th Street/Remington Road intersection. However, all land uses with visibility of this area are reflective of the SDSU *Physical Master Plan*. Therefore, no impacts would occur. The SDSU *Physical Master Plan* documents the need for a defined campus terminus at the corner of Aztec Circle Drive and 55th Street. Augmentation of the International Student Center would provide the university with an opportunity to create a visually noticeable terminus. Construction of this terminus would not conflict with the existing pedestrian portal along Aztec Circle Drive and the Aztec Recreation Center.

This area is visible from the apartment complexes located immediately northwest of the project site. These apartment complexes are located within an area planned to support low density residential land uses (less than 10 dwelling units per acre). Although these multi-family units do not reflect the future land use documented in the City's Community Plan, the presence of residential land uses within this area would remain in the future. Therefore, due to this consistency with receptor types located within sight of the proposed improvements, a less than significant visual impact to future land uses would occur.

5.1.11 PJT-5 Central Park

The construction of a Central Park in the area currently occupied by the Education Building would result in a change in the existing character of the site from an academic building to a campus open space area. Considering the existing Education Building's character as a campus architectural liability, demolition of this structure would result in a positive visual change. Introduction of open space within the heart of the campus would provide a break from the urban

visual character prevalent in this area. Development of this urban open space would be consistent with the SDSU *Physical Master Plan*, which describes the benefits and goals of creating additional planned open space areas throughout the campus.

Construction of a Central Park would not impact proposed campus land uses, as all surrounding land uses are representative of the SDSU *Physical Master Plan*. The Science Research Building (PGM-3) would be afforded views of Central Park. However, any view of this facility would be considered positive. The proposed Central Park is located adjacent to a main campus pedestrian entry way as well as a proposed portal enhancement area. Construction of this Central Park would allow for a visually appealing entrance to the northeast campus village and enhance future entry portal projects. In addition to entry theme enhancement, construction of the Central Park would provide for additional congregation/informal meeting areas adjacent to the campus portal/congregation node immediately east of the project site.

This project component site is not visible from land uses within the City of San Diego. Therefore, no visual impacts to any future land uses planned within the surrounding community would occur as a result of the proposed project.

5.2 LIGHTING

The proposed project would involve alteration of existing lighting themes. **Figures 3.4-5(a)** and **3.4-5(b)**, Lighting Legend and Proposed Lighting Map, which are based on conceptual plans, gives a visual representation of the types and densities of lighting which may occur with project implementation. The following analysis documents the existing lighting schemes using the project component system set forth in Section 1.0, Project Description.

5.2.1 PROGRAM-LEVEL COMPONENTS

PGM-1N Academic/Research Building A. The proposed building will be utilized primarily as an academic facility with limited parking surrounding the site. Walkways and congregation nodes will be lit with high pressure sodium fixtures while open parking areas will be lit with SDSU's standard low pressure sodium parking lot lighting.

PGM-1S Academic/Research Building B. This building will be surrounded by high pressure sodium lighting units. The facility will have parking areas located immediately east, which will be lit with six low pressure sodium parking lot fixtures.



Metal Halide



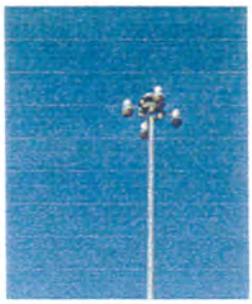
Emergency Light



Mercury Vapor



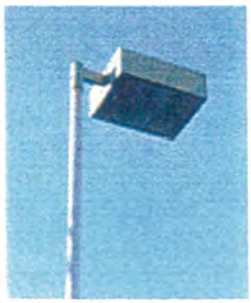
High Pressure Sodium



Metal Halide



Metal Halide



Metal Halide



High Pressure Sodium



High Pressure Sodium



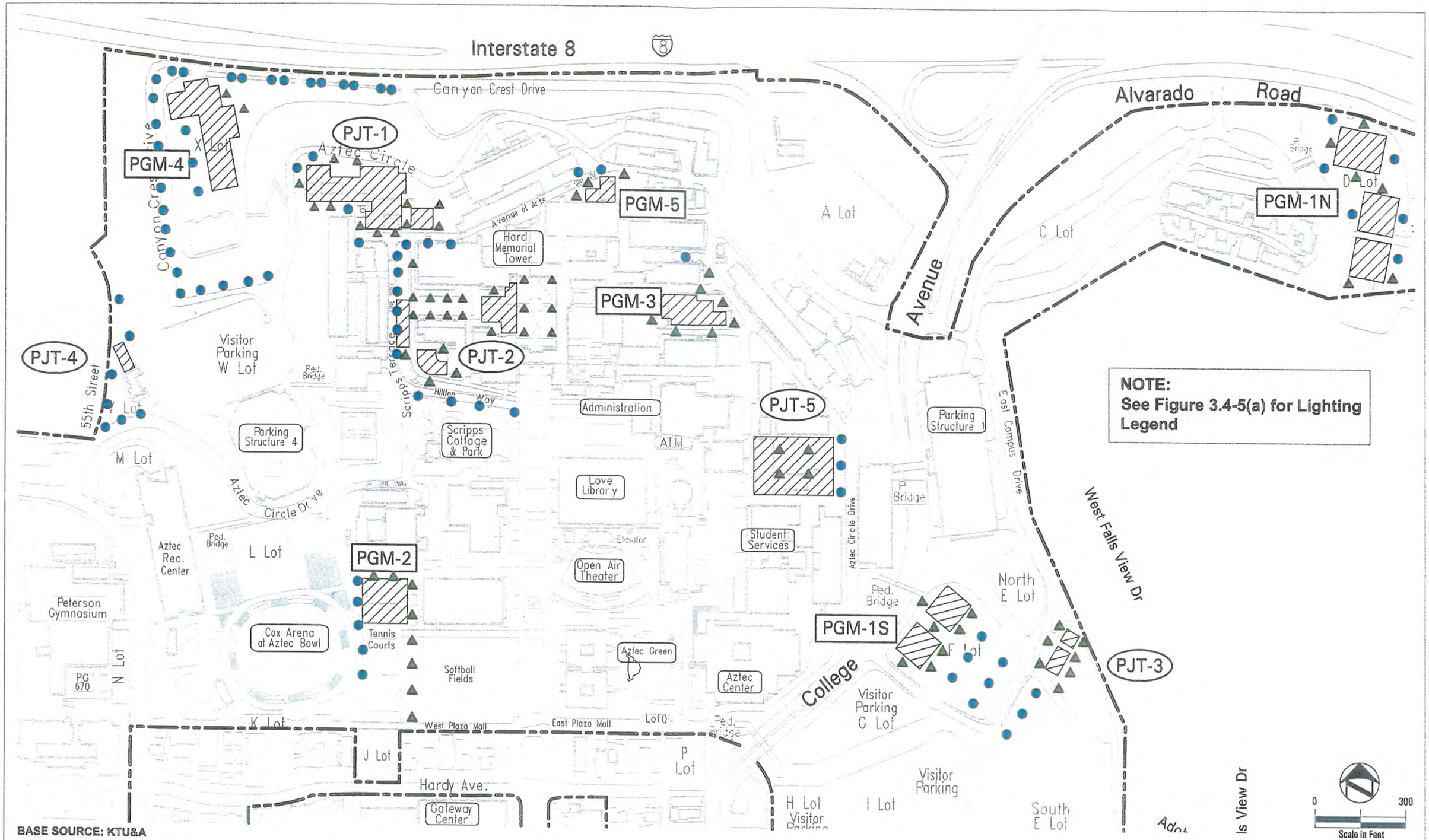
Low Pressure Sodium



Mercury Vapor



Metal Halide



NOTE:
See Figure 3.4-5(a) for Lighting Legend

BASE SOURCE: KTU&A

SDSU Campus Master Plan 2000

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Figure 3.4-5(b)

Proposed Lighting Conditions

PGM-2 Performing Arts Complex. The Performing Arts Complex will be lined with high pressure sodium light fixtures along the northern and eastern edges of the facility. Walkway areas on the western side of the facility will be lined with low pressure sodium fixtures.

PGM-3 Science Research Building. The Science Research Building will be surrounded with SDSU's standard high pressure sodium light fixtures. This building is largely surrounded by walkways and congregation nodes outside of this and adjoining buildings.

PGM-4 Physical Plant. Due to the shipping/receiving and parking lot nature of the Physical Plant, low pressure sodium parking lot fixtures will be located along the exterior of the existing X Lot. Two high pressure sodium fixtures will be located alongside of the northwest corner of the building as this area will likely house administration and office uses and therefore serve as the entrance/exit for the area.

PGM-5 North Life Sciences Addition. The North Life Sciences Addition will be lit by high pressure sodium fixtures placed along the building edges. Avenue of the Arts, the street in front of the building, will be lined with low pressure sodium fixtures.

5.2.2 PROJECT-LEVEL COMPONENTS

PJT-1 Faculty Office/Classroom/Gallery/Parking Structure 8. The proposed buildings associated with this project component will be lit by high pressure sodium fixtures placed around the entire set of structures. Low pressure sodium fixtures will be located at the corner of Aztec Circle Drive adjacent to the northwest corner of the proposed structure, south of the structure between Storm/Nasatir Halls and along the south side of Avenue of the Arts. These exterior parking lot style features will allow for extra illumination along main pedestrian and roadway routes.

PJT-2 School of Communication Addition. The building proposed for location along the western edge of the Hardy Memorial Tower plaza will be lined with high pressure sodium fixtures. The plaza area to the east of this building will also be illuminated with six high pressure fixtures. The walkway between this building component and the second building planned for location along the hillside east of Scripps Terrace will be lined with high pressure sodium lighting units. The building planned for implementation within the Scripps Terrace hillside will be illuminated by high pressure sodium fixtures on the eastside and low pressure sodium fixtures along the west, adjacent to Scripps Terrace. The third project component would be lit through four high pressure sodium

fixtures along each side of the building. Hilltop Way, located immediately south of this proposed building will be lined with low pressure sodium fixtures similar to the lights proposed along Scripps Terrace.

PJT-3 Campus Childcare Center. The Campus Childcare Center would be illuminated with high pressure sodium lighting fixtures placed along the east and west sides of the building as well as in the front entry way. Three low pressure sodium fixtures would be located along the western side of the building adjacent to the existing hillside separating Parking Lot E from East Campus Drive.

PJT-4 International Student Center Addition. The existing low pressure sodium lighting fixtures currently located in Parking Lot V will be preserved in their current position. Aside from lights within the parking lot areas, no pathway or other light fixtures will be located within this area.

PJT-5 Central Park. The Central Park will be lit with four high pressure sodium light fixtures placed toward the center of the facility. These lights will aid in illumination of this campus gathering and congregation node. Low pressure sodium lighting fixtures will be located along the west side of Aztec Circle Drive, immediately east of the proposed Central Park.

6. SIGNIFICANCE OF IMPACTS

Significant visual impacts would occur with project implementation. These impacts would be directly linked to a change in land use and, therefore, a change in existing visual appearance, which would affect sensitive receptors. The significance of each type of visual impact is discussed below. Lighting impacts would also occur as a result of the proposed project. The significance of each lighting impact is discussed below.

6.1 VISUAL IMPACTS

Significant impacts would occur to the existing visual conditions of Alvarado Road and the associated viewshed due to implementation of the Academic/Research Building A component in Parking Lot D (PGM-1N). The abrupt change from a parking lot area next to Alvarado Creek to a building complex would result in significant adverse impacts to roadway users.

Significant impacts would occur to Alvarado Road and the campus visual setting, as identified in the SDSU *Physical Master Plan*, due to placement of a building next to Alvarado Creek, a sensitive visual open space area. Potential conflict with the visual policies of an adopted planning document is considered a significant impact.

Significant impacts would occur to the existing visual conditions of College Avenue (southbound) and the Aztec Pedestrian Bridge connecting the Cuicacalli Residential Complex with the main campus due to the implementation of the Academic/Research Building B in Parking Lot F (PGM-1S). The abrupt change from a parking lot facility to that of a building complex would result in a significant adverse impact to sensitive receptors.

Significant visual impacts would occur to future residence hall users as a result of PGM-1S. Parking areas are considered less intensive land uses and, therefore, are more desirable immediately adjacent to residential areas. Therefore, a significant adverse impact would occur as a result of removal of Parking Lot F, which serves as a substantial portion of the buffer between the residential areas under construction and campus facilities west of College Avenue.

Construction of the Physical Plant in Lot X (PGM-4) would result in significant visual impacts to Canyon Crest Drive viewers. The abrupt change from a parking lot area to a building would result in a significant adverse impact to roadway users.

A significant impact to Adobe Falls viewers and the Del Cerro Community would occur if the proposed Faculty Office/Classroom/Gallery/Parking Structure 8 component (PJT-1) were implemented. This building would substantially alter the hillside along the north edge of campus, a visual landform. This alteration of a visual landform would be a significant adverse visual impact.

Implementation of the Physical Plant could potentially result in a significant impact to anticipated view enhancement opportunities along the north side of campus, as documented in the SDSU *Physical Master Plan*. Potential conflict with the visual policies of an adopted planning document is considered a significant impact.

Additions to the existing visual setting of the Communication Building and surrounding Campus Inner Core Area is considered a significant impact. Although this impact is not associated

with a public vantage point, the Campus Core area is a sensitive visual setting; therefore, impacts to this existing setting are considered significant and adverse.

Implementation of the proposed Campus Childcare Facility (PJT-3) would result in significant impacts to the existing visual condition of East Campus Drive. The abrupt change from a parking lot area to a childcare center would result in significant adverse impacts to roadway users.

6.2 LIGHTING IMPACTS

Introduction of the proposed lighting to the International Student Center Addition (PJT-4) and Physical Plant (PGM-4) component sites would not cause significant lighting impacts because existing lighting at those sites is similar or identical to that proposed. The International Student Center Addition would not involve the removal or introduction of exterior lighting fixtures. The Physical Plant would not involve removal of any light fixtures surrounding the existing X Lot and Canyon Crest Drive. Three new low pressure sodium lights would be located along the southwest end of the building and two high pressure sodium fixtures will be located along the northeastern section. These lights will replace metal halide flood light fixtures currently located in Lot X. This change in lighting components would represent a minimal change from the existing setting.

PGM-1N Academic/Research Building A. The proposed combination of low pressure sodium and high pressure sodium light fixtures would replace the existing low pressure sodium parking lot lights. The existing Rehabilitation Center is lit by metal halide wall sconces. The introduction of high pressure sodium fixtures and the elimination of a portion of the existing low pressure sodium fixtures would likely represent a decrease in amount of light from the existing condition. Therefore, due to the potential for a reduction in area lighting, a less than significant impact would occur.

PGM-1S Academic/Research Building B. The existing light setting in Parking Lot F is comprised of high pressure sodium light fixtures. This project component would alter the existing setting through the installation of six low pressure sodium fixtures as well as high pressure sodium walkway lighting around the proposed academic/research facility. The high mast metal halide fixture located at the northeastern edge of the parking lot would be removed. The elimination of a majority of the high mast high pressure sodium parking lot fixtures, in addition to their replacement

with low pressure sodium parking lot fixtures and high pressure sodium walkway/building fixtures, would reduce the amount of light pollution at this specific site. Therefore, a less than significant impact would occur.

PGM-2 Performing Arts Complex. The lighting proposed around the Performing Arts Complex component site would replace a combination of high pressure sodium, mercury vapor and metal halide stadium lights associated with the existing Tennis Courts. The elimination of metal halide stadium lighting and replacement with high pressure walkway and building light fixtures would reduce the amount of lighting currently at the project site. The replacement of high pressure sodium walkway lights with low pressure sodium fixtures would not represent a significant change as these fixtures are located entirely within the interior of campus. This potential increase in lighting would not be visible from outside sensitive receptors.

PGM-3 Science Research Building. Replacement of wall sconces with high pressure sodium walkway lighting may allow for the Science Research Building to become better lit. This increase in lighting would not be visible from exterior receptors as it is located within the interior of campus. This increase in lighting may add to the overall glow produced by SDSU; however, the impacts of these few lighting fixtures are anticipated to be minimal and insignificant.

PGM-5 North Life Sciences Addition. The North Life Sciences Addition would involve the replacement of existing wall sconces with high pressure sodium fixtures. The existing low pressure sodium street lights would remain unchanged. Replacement of the existing wall sconces with high pressure sodium fixtures would result in an increase in existing light pollution. However, similar to the condition expressed for PGM-3, this would not constitute a significant increase in light pollution due to the inability for sensitive receptors to view the newly installed light fixtures.

PJT-1 Faculty Office/Classroom/Gallery/Parking Structure 8. The current buildings within this footprint are lit through a mixture of mercury vapor, metal halide, low pressure sodium and metal halide wall sconces. The north face of this building is not well lit. The proposed building would follow suit as the majority of lighting would be located along the southern sides of the building. However, additional high pressure sodium walkway lights and low pressure parking/streetscape lights would be introduced along the west, north and east sides of the building. The lighting along the western and eastern edges of the building would largely be shielded from

sensitive viewers by existing vegetation. The proposed lighting on the north side of the building would impact cross-freeway viewers (Del Cerro and Adobe Falls neighborhoods) with additional light sources. Thus, a significant lighting impact would occur.

PJT-2 Communication Building Addition. The proposed lighting along the Hardy Memorial Tower Plaza would change from metal halide to high pressure sodium fixtures. This change would not likely result in a significant lighting change; however, the change from metal halide to high pressure sodium could be significant because alteration of an existing sensitive historic district is significant. The second building, located along the hillside east of Scripps Terrace would not result in significant lighting changes because a majority of existing structures would stay through development of the new project building. The elimination of wall sconces from the existing Communication Building and replacement with high pressure sodium fixtures may represent an increased amount of light pollution. However, due to the proposed project's exclusion from surrounding sensitive viewers, the inclusion of high pressure sodium units to the existing lighting features within this area would not be significant.

PJT-3 Campus Childcare Center. There are three high pressure sodium fixtures in Parking Lot E. Pursuant to the PJT-3 component, these fixtures would be removed and replaced with high pressure sodium walkway lights. Three low pressure sodium parking lights would be installed along the western edge of the site. Although the introduction of high pressure sodium lighting would reduce the amount of light in the area, the introduction of low pressure sodium parking lights along the western edge of the site would likely result in a net increase from existing lighting levels. Given the close proximity of eastside residents, the proposed lighting for the Campus Childcare Center would result in a significant impact.

PJT-5 Central Park. Under this component, the existing wall sconces lining the Education Building courtyard would be removed and replaced with four high pressure sodium walkway lights. These lights would provide sufficient lighting for the entire proposed Central Park site. The alteration of lighting types at this site would not result in lighting impacts due to the absence of sensitive receptors.

7. RECOMMENDED MITIGATION MEASURES

In order to reduce identified visual and lighting impacts to below a level of significance, the following mitigation measures are recommended.

7.1 VISUAL IMPACTS

Implementation of the following mitigation measures would reduce all visual impacts to levels below significance.

1. For visual impacts associated with the construction of the two eastside Academic/Research Buildings (PGM-1N and PGM-1S), Physical Plant (PGM-4) and Childcare Center (PJT-3), setbacks and landscape treatment shall be implemented during project construction. Inclusion of this mitigation measure as a project condition of approval would minimize visual impacts to sensitive receptors on Alvarado Road, College Avenue, East Campus Drive and Canyon Crest Drive. Landscape treatment along Alvarado Road should conform to SDSU *Physical Master Plan* guidelines for establishment of campus edges as this area is described as an edge creation opportunity. In addition, although the SDSU *Physical Master Plan* notes a lack of landscaping around Lot D, landscape as well as architectural design should comply with guidelines in the SDSU *Physical Master Plan* relative to landscaping of open space areas. ~~Prior to implementation of the Childcare Center, SDSU representatives will meet with area neighbors and obtain input on potential landscape treatment schemes in order to reduce potential visual impacts. Landscape~~ **Appropriate landscape** treatment, **similar to that incorporated at Parking Structure 6,** will then be made a part of the design features of the Childcare Center.

2. In order to reduce potential impacts to future north campus views, the design of the Physical Plant (PGM-4) design will incorporate architectural features, landscape treatment or bulk and scale elements to minimize potential impacts to this campus viewshed area .

3. Visual impacts on Eastside Residential Complex receptors, associated with the introduction of an academic building within Parking Lot F, would be reduced to a level below significance by a landscape treatment along the hillside north of the residence hall complex.

This landscape treatment should be mature in nature and somewhat dense in order to shield the visual presence of the proposed Academic/Research Building B.

4. For visual impacts associated with the Faculty Office/Classroom/Gallery/Parking Structure 8 component (PJT-1), incorporation of terracing, shown on **Figure 3.4-3(b)** and similar to that of the existing Art Building, will occur. Landscape treatment similar in size, style and vegetation type depicted in **Figure 3.4-3(b)** and similar to that surrounding the north side of the Art Building, shall also be incorporated into the project. Inclusion of this mitigation measure as a project condition of approval would minimize visual impacts to sensitive receptors in the Adobe Falls/Del Cerro area.

5. Visual impacts associated with construction of the Communication Building Addition (PJT-2) would be reduced to below a level of significance if architectural style and material types compatible with surrounding historic land uses are used and conformance with surrounding bulk and scale characteristics occurs. **Figures 3.4-3(c)** through **3.4-3(e)** present conceptual ideas for compatibility of style with adjacent Inner Core land uses. Implementation of State Historic Preservation Officer conformance standards would also allow for the reduction of visual impacts within this area.

7.2 LIGHTING IMPACTS

1. For lighting impacts associated with implementation of the Faculty Office/Classroom/Gallery/Parking Structure 8 (PJT-1) component, landscape treatments would be implemented in order to shield residents of the Del Cerro and Adobe Falls neighborhoods from additional lighting impacts. In order to further minimize impacts, all light fixtures would be shielded away from sensitive viewers to the north of campus. Implementation of these mitigation measures would further reduce project impacts to sensitive receptors.

2. In order to reduce lighting impacts associated with the Campus Childcare Center, landscape treatments would be implemented in order to shield residents along the west side of West Falls View Drive. In order to further minimize impacts, a landscaping plan would be developed for the east side of the structure in order to further reduce the glare from light fixtures. All light fixtures within, as well as around, the exterior of the building would be shielded away from sensitive viewers to the east of campus. Further, normal Campus Childcare Center hours would be from 7 am to 7 pm and, therefore, would not necessitate the use of a majority of facility lighting after dark. Implementation of these mitigation measures would further reduce the impact imposed by this project component to sensitive receptors.

8. UNAVOIDABLE SIGNIFICANT IMPACTS

Upon implementation of the mitigation measures identified in this section, construction of the proposed project components would not result in significant visual or lighting impacts.

1. INTRODUCTION

This section is based on a traffic impact report for the proposed project prepared by Linscott Law & Greenspan Engineers (August 2000). The report is presented in its entirety in **Appendix 3.5** of this EIR.

This section focuses on the potential for implementation of the proposed project to impact project area traffic. The impacts of the proposed project are analyzed in terms of the effects of project-generated traffic on several key roadway segments and intersections in the project area. This section also considers access-related and parking impacts.

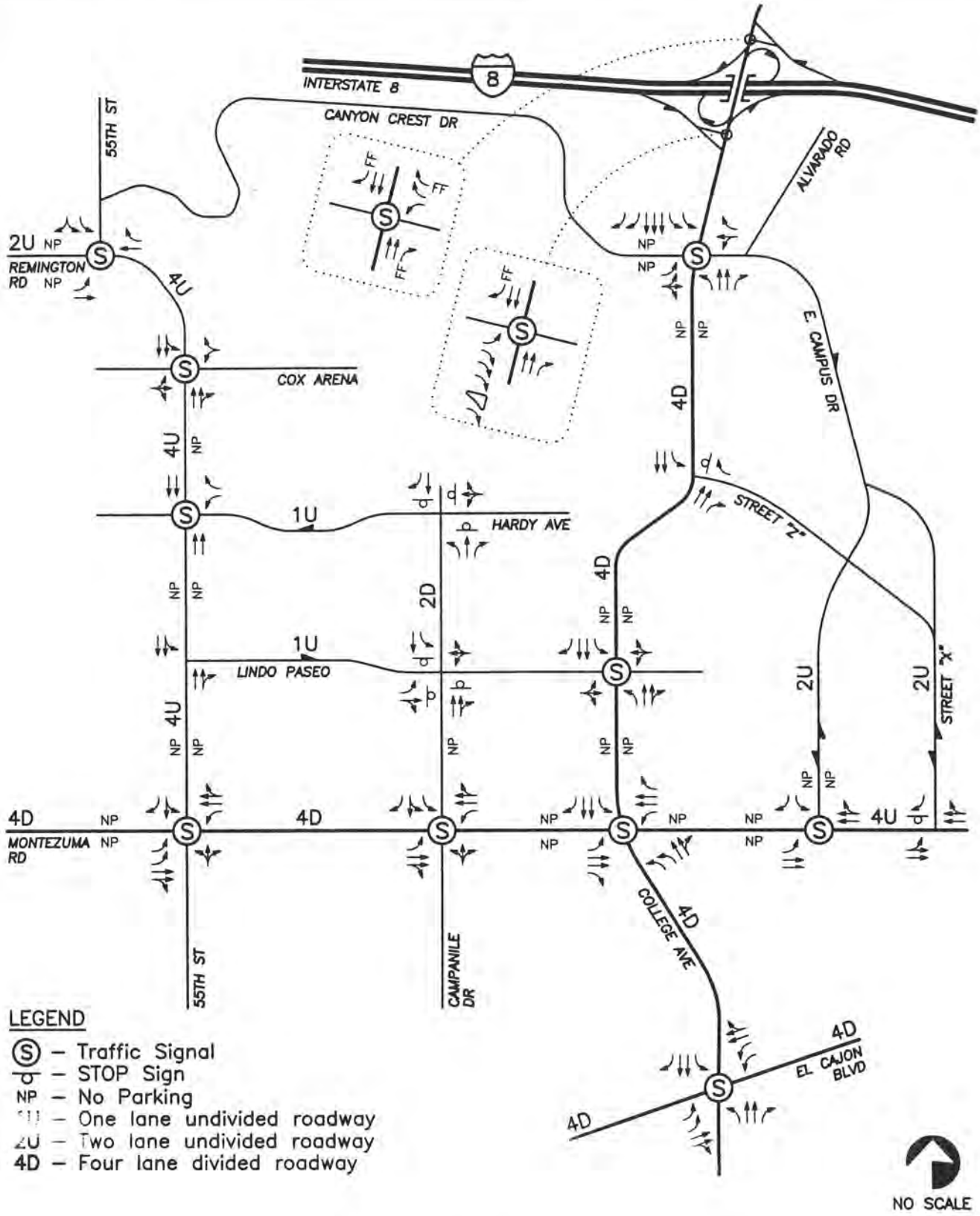
2. EXISTING CONDITIONS AND SETTING

2.1 EXISTING STREET SYSTEM

The data used to describe the existing street system in San Diego is based on the City's Street Design Manual. This manual describes the applicable design standards for various types of "streets" in San Diego, including prime arterials, major roads, collector streets and light collector streets. According to that manual, Prime Arterials should be 102 feet wide in 122 feet of Right-of-Way (R/W), providing six thru lanes, a raised median and curbside parking. Major Roads should be 78 feet wide in 98 feet of R/W, providing four thru lanes, a raised median and curbside parking. Collectors should be 64 feet wide in 84 feet of R/W providing four thru lanes with curbside parking or four thru lanes with a left-turn lane. Light Collectors should be 40 feet wide in 60 feet of R/W, providing two thru lanes with a left-turn lane. Bike lanes add 10 feet to both the road width and the R/W.

The following provides a brief synopsis of the existing street system within the project area. **Figure 3.5-1** shows an existing conditions diagram.

College Avenue is classified as a Major Arterial. In the project vicinity, College Avenue is a four-lane roadway. The speed limit is generally 35 miles per hour. Left-turn lanes are provided at major signalized intersections. Bus stops are provided at frequent locations and curbside parking is limited.



SDSU Campus Master Plan 2000
August 2000

Figure 3.5-1

Existing Conditions Diagram

Campanile Drive is classified as a Two-Lane Collector and connects Montezuma Road and Hardy Avenue.

55th Street is classified as a Collector. It currently provides two lanes in each direction north of Montezuma Road in the project vicinity. It is signalized at Remington Road, Hardy Avenue, Cox Arena, and Montezuma Road. The speed limit is posted at 25 miles per hour. Curbside parking is not permitted between Montezuma Road and Cox Arena.

Montezuma Road is classified as a Major Arterial. In the project vicinity, Montezuma Road provides two lanes in each direction. Traffic signals are located at 55th Street, Campanile Drive, College Avenue and East Campus Drive. Bus stops are provided at frequent locations. Curbside parking is permitted.

Hardy Avenue is a one-way (westbound) unclassified local roadway, which runs between 55th Street and Campanile Drive. One traffic lane is provided, with parking on both sides.

Lindo Paseo is an unclassified local roadway, which runs between 55th Street to just east of College Avenue. A one-way (eastbound) portion of Lindo Paseo exists between 55th Street and Campanile Drive. Lindo Paseo consists of two lanes east of Campanile.

Remington Road is classified as a Collector. It currently provides one lane in each direction between 55th Street and Hewlett Drive with no curbside parking allowed.

Canyon Crest Drive is an unclassified local roadway located west of College Avenue. Canyon Crest Drive provides access to campus parking and has one lane in each direction, plus a reversible center lane. It is signalized at College Avenue.

East Campus Drive is an unclassified local roadway providing one lane in each direction from Montezuma Road to the south side of Parking Structure 1. East Campus Drive is signalized at Montezuma Road. East Campus Drive is currently one-way (southbound) in the vicinity of Parking Structure 1.

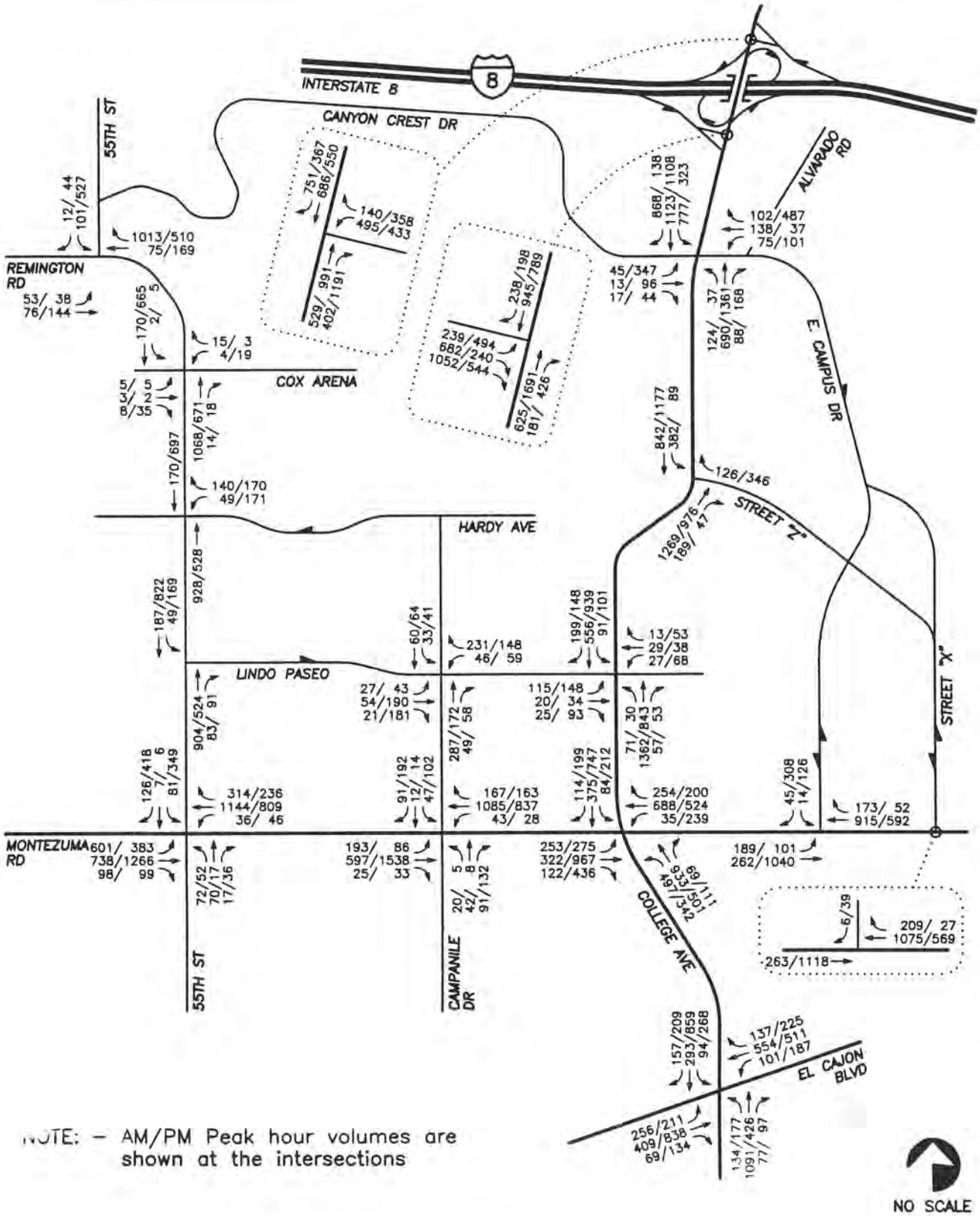
Street "X" is a north/south roadway located just east of East Campus Drive and Parking Structure 3 and currently connects Montezuma Road and South Parking Lot E. It is unsignalized at Montezuma Road. The outbound left-turn from Street "X" onto Montezuma Road is prohibited.

Street "Z" is located between Lots F and G and connects College Avenue and East Campus Drive. This roadway is the main driveway entrance for the several surface lots located on the east side of College Avenue. The intersection of College Avenue and Street "Z" is an unsignalized "T" intersection with left-turns prohibited onto College Avenue. Future reconfiguration of Lots F and G as a result of construction of the MTDB Trolley line may require the Street "Z" intersection with College Avenue to be relocated; however, the function of Street "Z" as the main entrance to the east side parking facilities would be unchanged.

2.2 Existing Traffic Volumes

Figure 3.5-2 shows the existing AM/PM peak hour turning movement counts at the key intersections in the study area listed below. The AM/PM peak hour counts were conducted by Southland Car Counters in the first week of March, 2000. **Figure 3.5-3** shows the existing average daily traffic volumes (ADTs) and **Table 3.5-1** is a tabular summary of the ADTs counted by Southland Car Counters. All street segments were counted in April 2000. The following is a list of the sixteen key intersections:

- College Avenue/I-8 WB Ramps
- College Avenue/I-8 EB Ramps
- College Avenue/Canyon Crest Drive
- College Avenue/Street "Z"
- College Avenue/Lindo Paseo
- College Avenue/Montezuma Road
- College Avenue/El Cajon Boulevard
- 55th Street/Remington Road
- 55th Street/Aztec Walk
- 55th Street/Hardy Avenue
- 55th Street/Lindo Paseo
- 55th Street/Montezuma Road
- Montezuma Road/Campanile Road
- Montezuma Road/East Campus Drive
- Montezuma Road/Street "X"
- Lindo Paseo/Campanile Drive

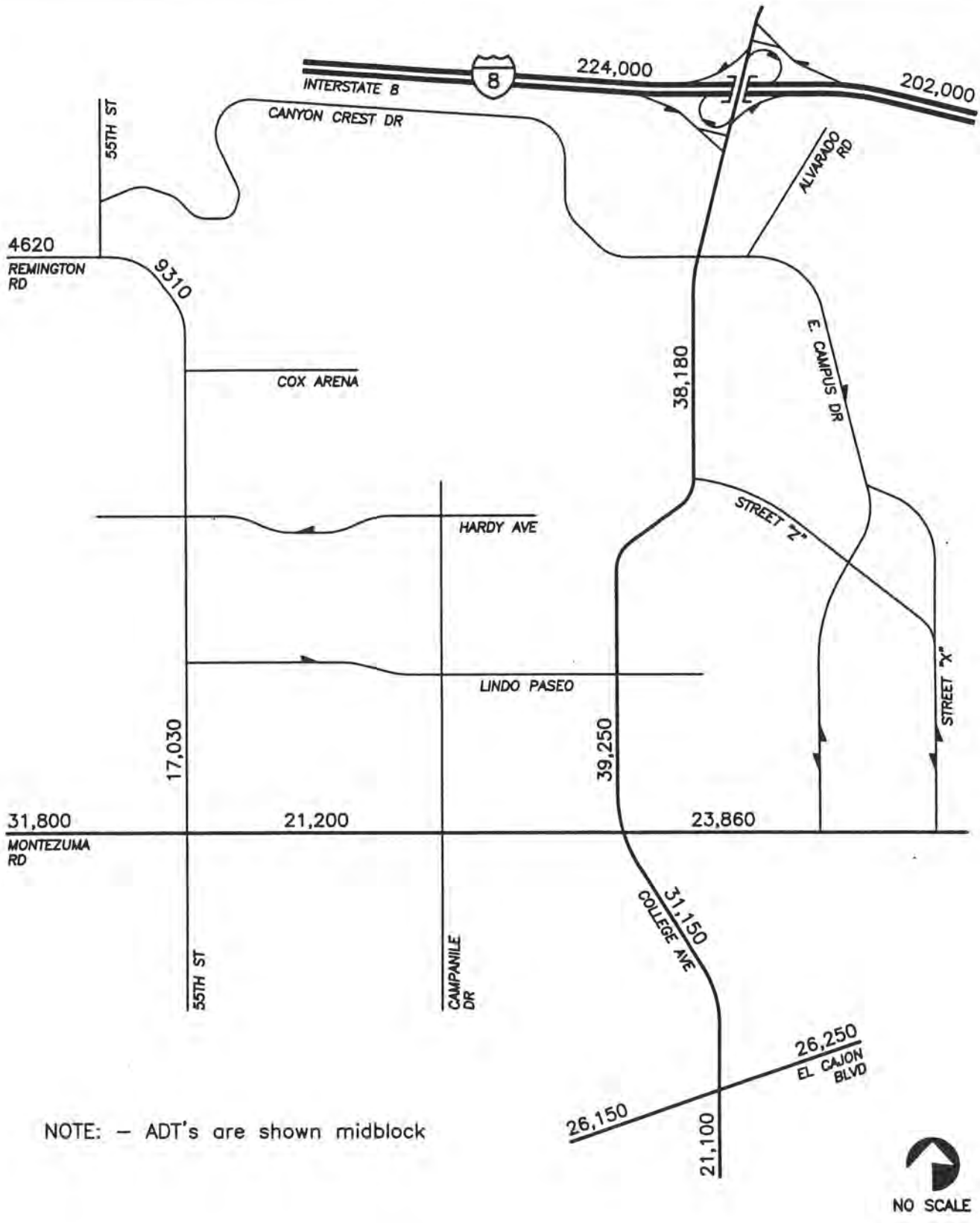


SDSU Campus Master Plan 2000
August 2000

SDSU

Figure 3.5-2

Existing Traffic Volumes AM/PM Peak Hours



SDSU Campus Master Plan 2000
August 2000

Figure 3.5-3

Existing Traffic Volumes ADT's

TABLE 3.5-1
EXISTING DAILY TRAFFIC VOLUMES

Street Segment	Date	24-Hour Volume (ADT)
College Avenue		
Canyon Crest Drive to "Z" Street	2000	38,180
"Z" Street to Montezuma Road	2000	39,250
Montezuma Road to El Cajon Boulevard	2000	31,150
El Cajon Boulevard to University Avenue	2000	21,100
Remington Road		
w/o 55th Street	2000	4,620
e/o 55th Street	2000	9,310
n/o Montezuma Road	2000	17,030
Montezuma Road		
e/o 55th Street	2000	21,200
w/o 55th Street	2000	31,800
e/o College Avenue	2000	23,860
El Cajon Boulevard		
w/o College Boulevard	2000	26,150
e/o College Boulevard	2000	26,250

Source: Southland Car Counters
w/o = west of, *etc.*

2.3 POTENTIAL IMPACTS

2.3.1 PROJECT TRAFFIC GENERATION

Research of SANDAG and ITE publications was conducted to determine an appropriate trip rate to utilize for the proposed project. The SANDAG and ITE rates were deemed unusable because the data was from 1970, the rates are based on some Universities with student populations of only 2,000 - 8,000, and because they would not necessarily apply to an *existing* University.

However, it should be noted that the 1970 SANDAG SDSU rate of 2.15 ADT per student is consistent with the trip generation data explained below.

It was determined that the best source of trip generation for SDSU would be SDSU itself. Therefore, existing SDSU traffic counts were conducted and the trip generation associated with the proposed project was determined based on the anticipated percentage increase in FTE students. It is assumed that campus generated traffic would be directly proportional to the increase in FTE students. Allowance was also made for the extension of the MTDB Mission Valley East Trolley line, which will serve to reduce vehicular traffic oriented to and from SDSU.

The following is a step-by-step description of the methodology used to determine the amount of net additional traffic generated by the project (additional SDSU traffic minus Trolley Induced Traffic Reduction).

ADDITIONAL SDSU GENERATED TRAFFIC

(1) Year 2000 SDSU Daily Trip Generation = 72,000 ADT

Figure 3.5-4 shows the location of road tubes which were placed to determine the existing SDSU trip generation. SDSU is calculated to currently generate 72,000 ADT.

(2) Year 2000/2001 to 2005/2006 Percentage Increase in FTE Students (and Headcount) = 8.5 Percent

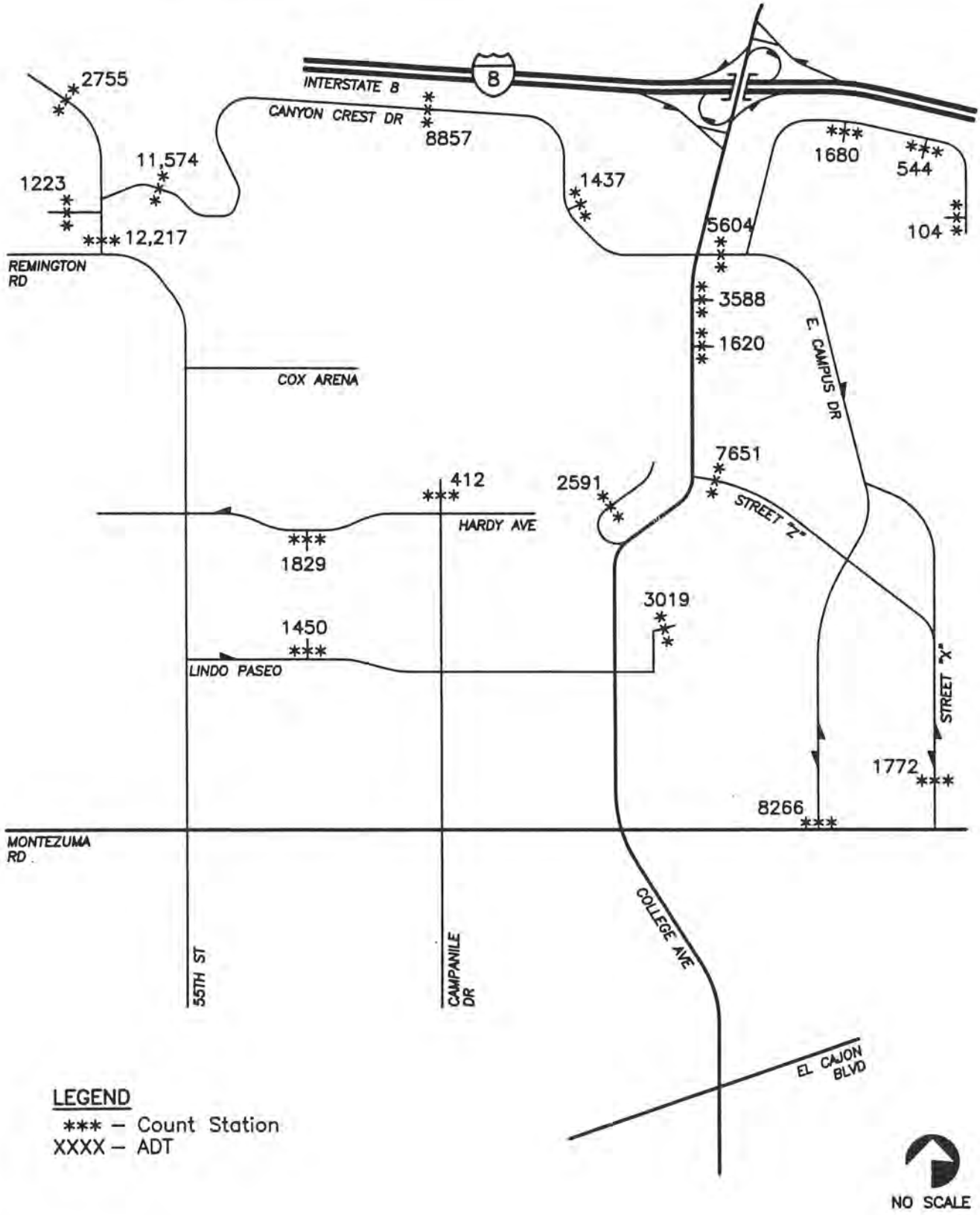
From 2000/2001 to 2005/2006, the percentage increase in FTE students (and headcount) is anticipated to be 8.5 percent.

(3) Traffic Increase Due to Campus Master Plan 2000 = 6,120 ADT (72,000 X .085)

The additional traffic generated by the proposed project is 6,120 ADT based on the existing daily trip generation of 72,000 ADT multiplied by the 8.5 percent increase in FTE students by 2005/2006.

TROLLEY INDUCED TRAFFIC REDUCTION

The MTDB Trolley line is planned to be extended to SDSU by 2004. The following are calculations regarding the amount of traffic that will be reduced from project area roadways due to the trolley extension.



SDSU Campus Master Plan 2000
August 2000

SDSU

Figure 3.5-4

Count Station Locations and Results

(4) SDSU Trolley Daily Boarding in 2015 = 4,347 (MTDB EIR, Table 3-13)

According to the Final EIR/EIS for the Mission Valley East Transit Improvement Project, Table 3-13, the calendar year 2015 daily boarding at SDSU is forecasted to be 4,347.

(5a-c) Percentage of Trolley Boarding With SDSU Destination = 79%. Percentage of 2015 Trolley Daily Boarding in 2005 = 85%. Year 2005 SDSU Trolley Boarding (4,347 x .79 x .85) = 2,920

Of the people boarding the trolley, 79 percent are destined for SDSU as opposed to a remote destination as indicated by a transfer to a transit bus at the SDSU station, based on Chapter 3 of the Final MTDB EIR/EIS. In 2005, the total number of people boarding the trolley is estimated to be 85 percent of the total number boarding in 2015 (4,347). Therefore, the calendar year 2005 trolley boardings destined for SDSU is 2,920.

(6) Vehicle Occupancy Ratio = 1.2

The traffic counts at SDSU revealed a vehicle occupancy rate of 1.2.

(7) Traffic (One-Way) Which Instead Will Use the Trolley (2,920/1.2, Conversion from People to Vehicles) = 2,430

The above calculation converts the 2,920 SDSU trolley boardings into 2,430 one-way vehicle trips, based on the 1.2 percent vehicle occupancy ratio.

(8) ADT Which Instead Will Use Trolley (2,430 X 2) = 4,860

The above calculation converts the one-way vehicle trips to two-way average daily trips (ADT), which yields a total of 4,860 ADT.

(9) Percent Diverted From Bus, Not Vehicles = 5%

However, some of these two-way vehicle trips were diverted from buses, rather than vehicles, therefore, a 5 percent reduction factor was then applied.

(10) Total ADT Diverted From Roadway To Trolley(4,860 x 0.95) = 4,620

After applying the 5 percent reduction factor, the total ADT diverted from roadways to the trolley is estimated to be a total of 4,620 ADT.

(11) Net Traffic Increase = 1,500 ADT

The net traffic increase attributable to the proposed project is 1,500 ADT, based on the gross additional traffic generated by the proposed project (6,120) less the ADT diverted by the trolley (4,620). (6,120 - 4,620 = 1,500 ADT).

Therefore, the proposed project is expected to generate 1,500 additional ADTs (6,120 - 4,620), with 85 inbound / 20 outbound trips during the AM peak hour and 35 inbound /85 outbound trips during the PM peak hour. **Table 3.5-2** shows a summary trip generation table. The peak hour percentages were obtained from the SANDAG Trip Generation Brief Guide.

2.3.2 PROJECT TRAFFIC DISTRIBUTION

Figure 3.5-5 shows the regional traffic distribution. This distribution was determined based on a Select Zone Assignment (SZA) prepared by SANDAG. This SZA was slightly modified to eliminate some of the local capture, and to obtain the most accurate possible distribution.

2.3.3 PROJECT TRAFFIC ASSIGNMENT

A detailed procedure was conducted to assign project traffic to the local street system. There are several parking "areas" (with several parking lots/structures within each area) to which project traffic can be destined. **Figure 3.5-6** shows eight distinct parking "area" destinations and the percentage of traffic estimated to be destined for each "area." These percentages were established based on the amount of available parking, including future parking structures. Individual assignments were completed for each parking area, taking into account that traffic originating in a certain location (*e.g.*, Montezuma to the west) would be more likely to use parking areas on the west side of campus. The eight individual assignments were added to determine the total peak hour project assignment. **Figure 3.5-7** shows the AM/PM peak hour assignment of project trips. **Figure**

3.5-8 shows the project trips on an ADT basis. **Figure 3.5-9** shows the AM/PM peak hour existing, plus project traffic volumes. **Figure 3.5-10** shows the ADTs for the existing, plus project scenario.

2.4 CUMULATIVE PROJECTS

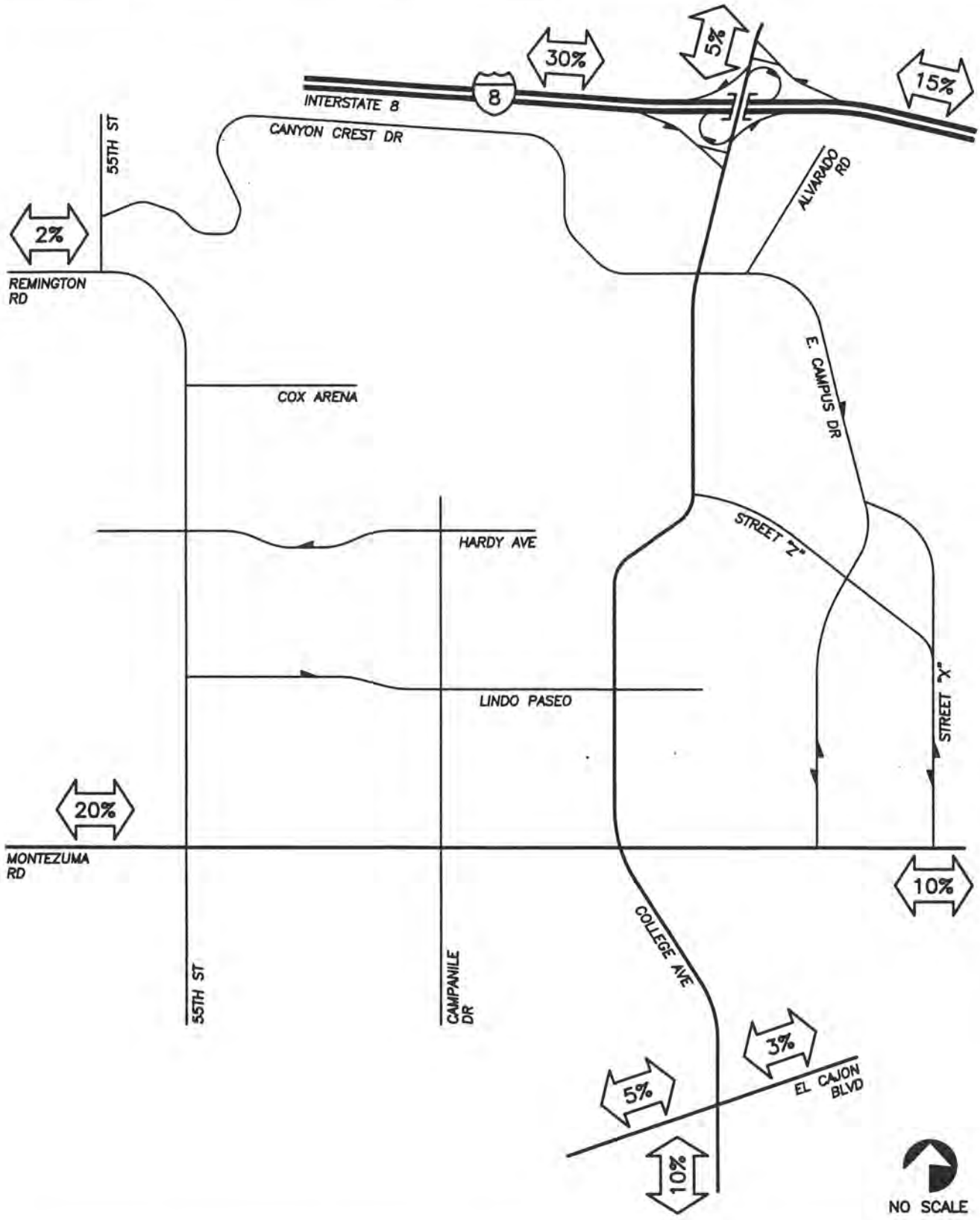
Based on a review of the project area, three cumulative projects were identified for inclusion in the near-term analysis in addition to the proposed project. The following is a brief description of those projects.

TABLE 3.5-2
PROJECT TRAFFIC GENERATION

Land Use	Daily Trip Ends (ADT) Volume	AM Peak Hour				PM Peak Hour			
		% of ADT	In:out Split	Volume In	Volume Out	% of ADT	In:out Split	Volume In	Volume Out
University Growth	1,500 [1]	8%	8:2	85	20	9%	3:7	35	85

Note: AM and PM peak hour data obtained from the SANDAG Trip Generation Brief Guide, July 1998.
ADT = Average Daily Traffic.
Trip-ends are one-way movements, entering or leaving.
ADTs are rounded to the nearest 10 and peak hour trips to the nearest 5.

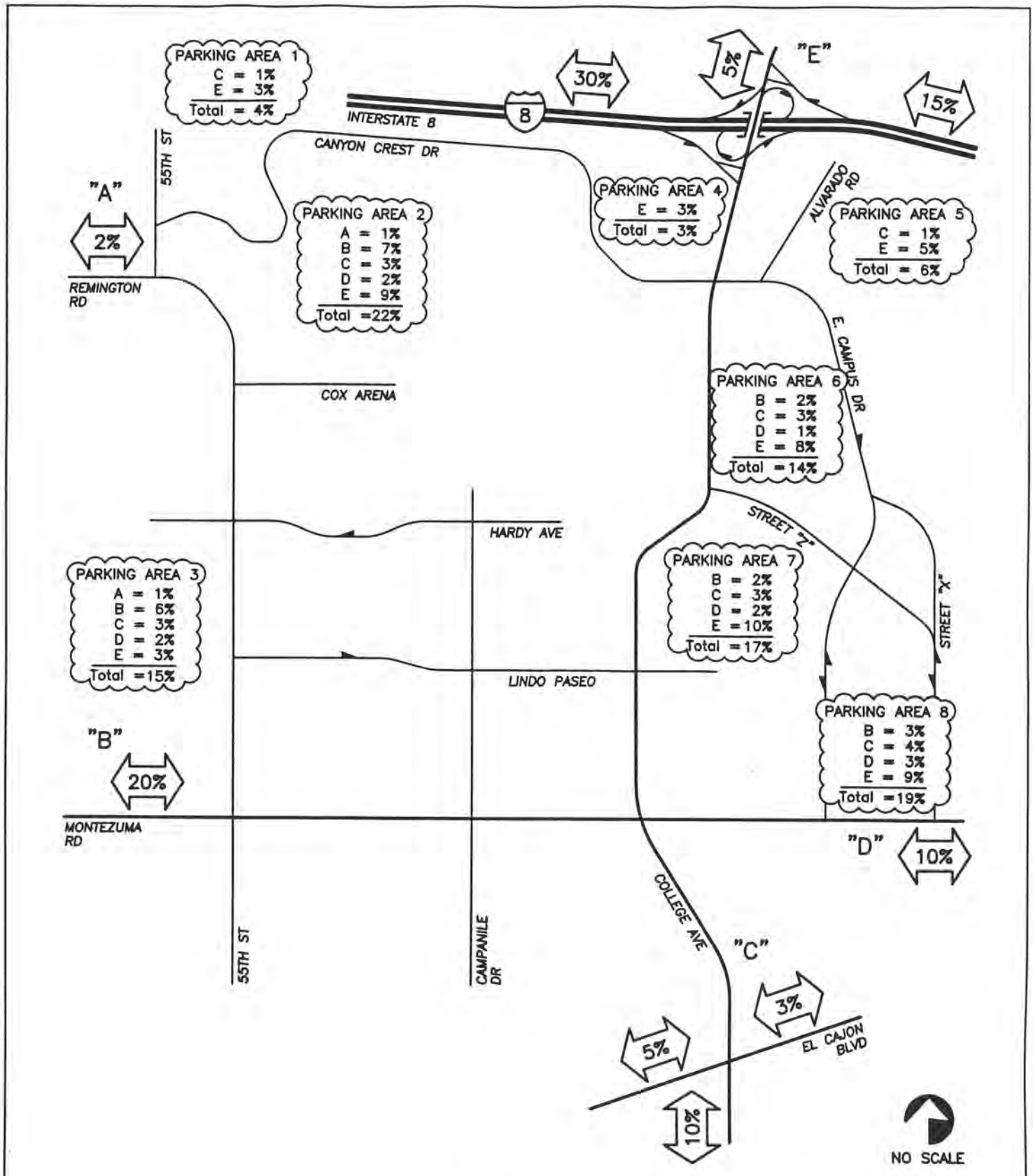
[1] See text for calculation of project generation.



SDSU Campus Master Plan 2000
August 2000

Figure 3.5-5

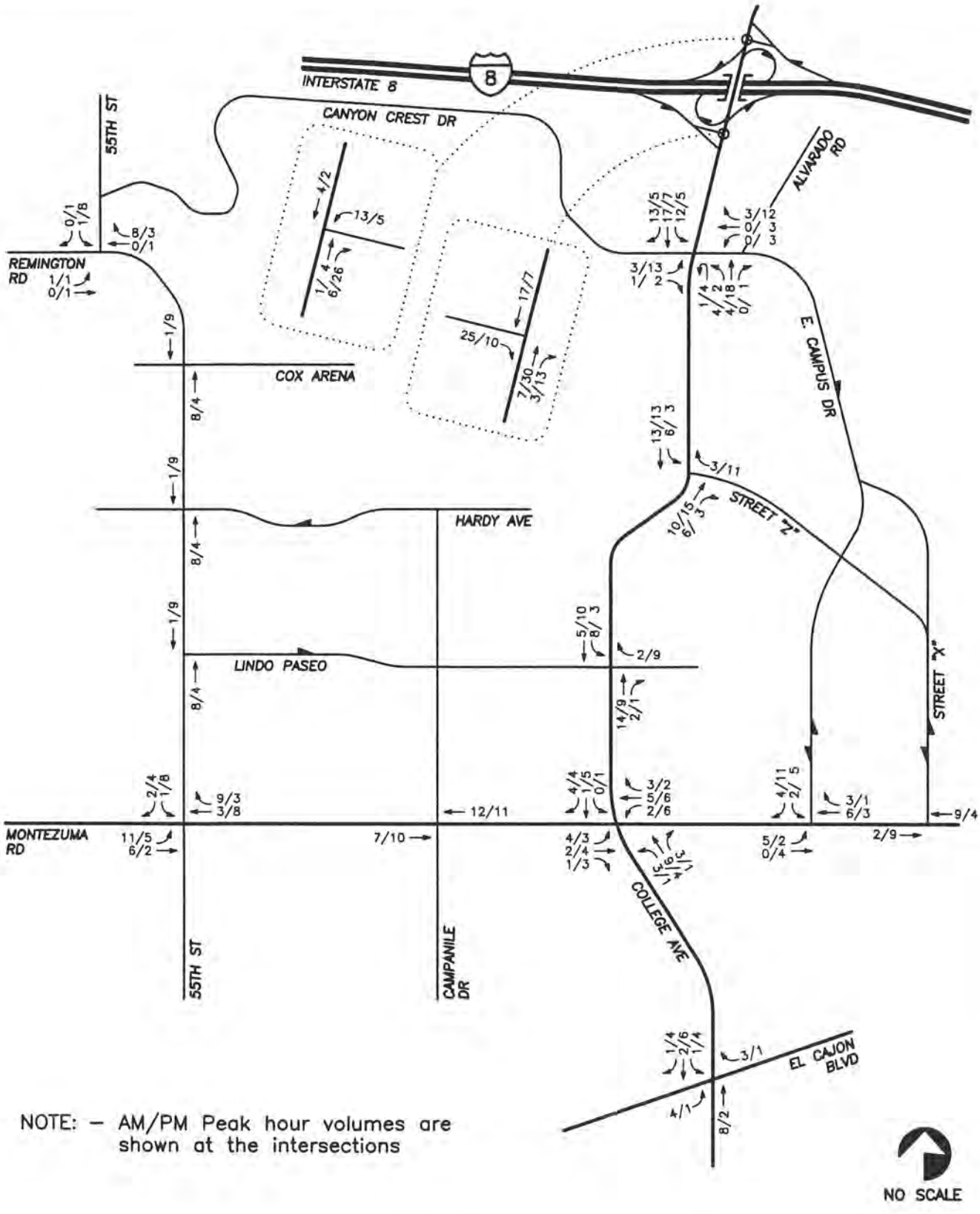
Project Traffic Distribution



SDSU Campus Master Plan 2000
August 2000

Figure 3.5-6

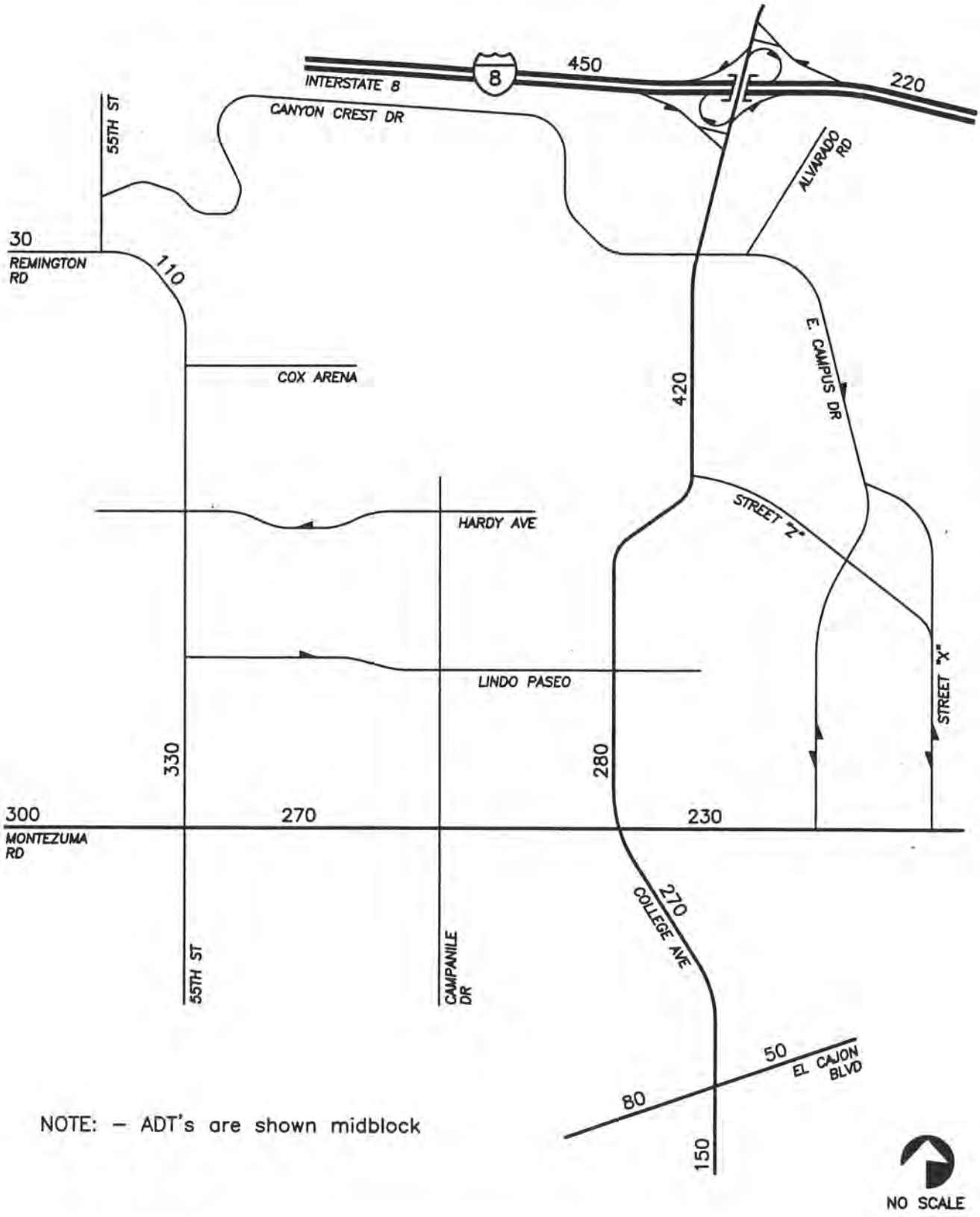
Parking Area Distribution



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Figure 3.5-7

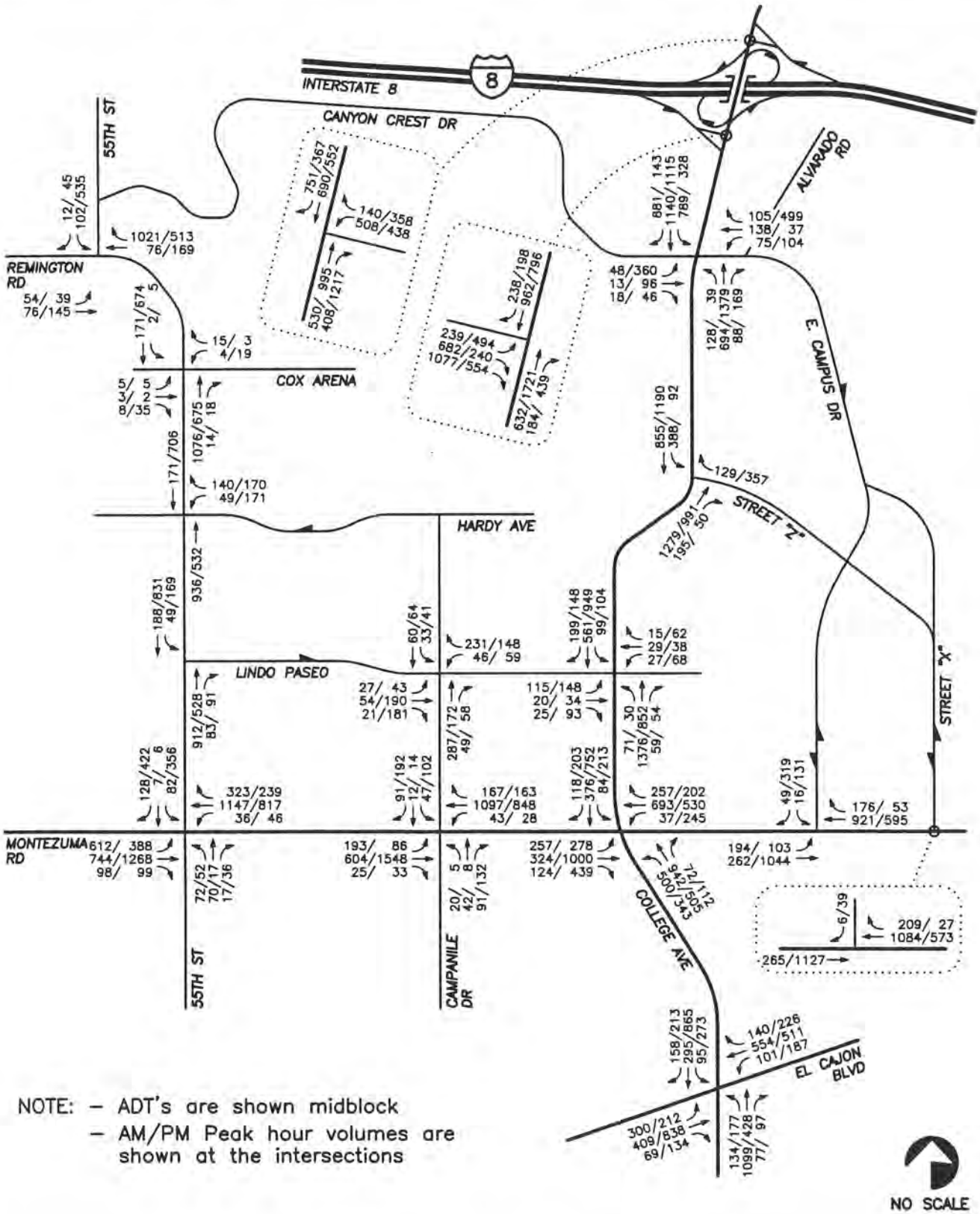
Project Traffic Volumes AM/PM Peak Hours



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Figure 3.5-8

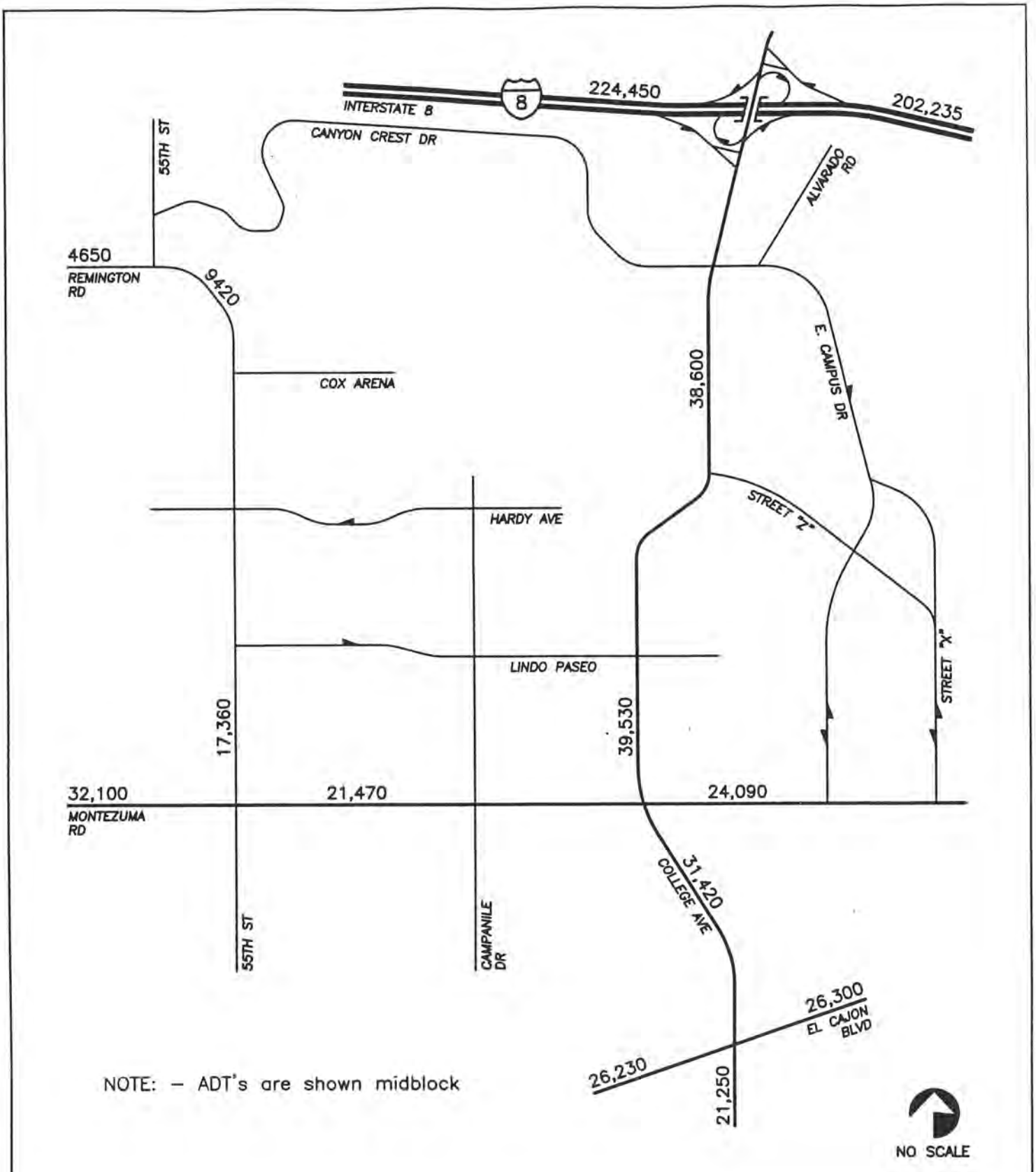
Project Traffic Volumes ADT's



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Figure 3.5-9

Existing + Project Traffic Volumes AM/PM Peak Hours & ADT's



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Figure 3.5-10

Existing + Project Traffic Volumes ADT's

The previously approved **Aztec Walk Campus Master Plan** will involve development and construction on both the west and east sides of the campus. The development on the west side of the campus is intended to coordinate recreational and athletic uses (*e.g.*, Aquaplex, Tennis Courts, Athletics Administration/Hall of Fame, Softball Field). The development on the east side of the campus is intended to coordinate on-campus student residential housing (*e.g.*, Replacement Residence Hall Housing). The project is intended to link the campus together through improved pedestrian campus mall areas, landscaping, lighting and increased open areas. The development consists of the project components listed below, eight on the west side of the campus and three on the east side of the campus:

W-1) Aquaplex;

W-2) Tennis Courts/Parking Structure 7;

W-3) Athletics Administration/Hall of Fame;

W-4) Softball Field/Parking Lot;

W-5) Replacement Racquetball Courts;

W-6) Open Area/Improvements;

W-7) Lighting of Aztrack;

W-8) Campus Mall and Street Improvements;

E-1) Replacement Residence Hall Housing;

E-2) Cogeneration Facility and Chill Plant; and

E-3) Parking Structure 6.

Based on a traffic study completed for the Aztec Walk project by Linscott, Law & Greenspan, Engineers (LLG) on January 29, 1999, the project is estimated to generate approximately 1,090 ADT with 170 trips occurring in the AM peak hour and 109 PM peak hour trips.

The **College Community Redevelopment Project** is a mixed use development which includes a 275 residential unit development, 300 hotel rooms, 295,000 square feet of Commercial/Retail development and 100,000 square feet of office development, which is to occur within the 35-acre Core Sub-Area. The project is estimated to generate approximately 12,750 ADT with 770 AM peak hour trips and 1,355 PM peak hour trips. The traffic generation was based on

land use information received by Urban Systems & Associates (traffic consultant), and approved traffic generation rates used in the College Community Redevelopment EIR, dated July 1993.

The Salvation Army is a proposed 165,440 square foot Community Center, which includes a Performing Arts Center, Corps Education Center, Gymnastics, Ice-Skating, Family Enhancement/Administration, Aquatic Facility and an Outdoor Sports Fields. The site is located at the southeast corner of the University Avenue/Aragon Drive intersection. The project is estimated to generate 5,470 average daily trips with 220 trips occurring in the AM peak hour and 315 PM peak hour trips.

Table 3.5-3 shows the cumulative project traffic generation calculations. **Figure 3.5-11** shows the assignment of the AM/PM peak hour cumulative project traffic volumes. **Figure 3.5-12** shows the ADTs. **Figure 3.5-13** shows the AM/PM peak hour volumes for the existing, plus project, plus cumulative projects scenario. **Figure 3.5-14** shows the ADTs for the existing, plus project, plus cumulative projects scenario.

3.0 TRAFFIC ANALYSIS METHODOLOGY

The following is a discussion of the significance criteria, analysis methodology and street system operations with and without the project traffic. There were no Congestion Management Program (CMP) analyses conducted since the proposed project would not add more than 50 peak hour trips to any CMP principal arterial, nor would it add more than 150 peak hour trips to any freeways.

3.1 SIGNIFICANCE CRITERIA

The significance of project impacts was determined based on the significance threshold table contained in the City of San Diego Traffic Impact Study Manual, July 1998, as shown in **Table 3.5-4**. However, if LOS D or better is calculated, an impact is not considered significant regardless of the delay or v/c increase, since LOS D is considered acceptable.

3.2 METHODOLOGY

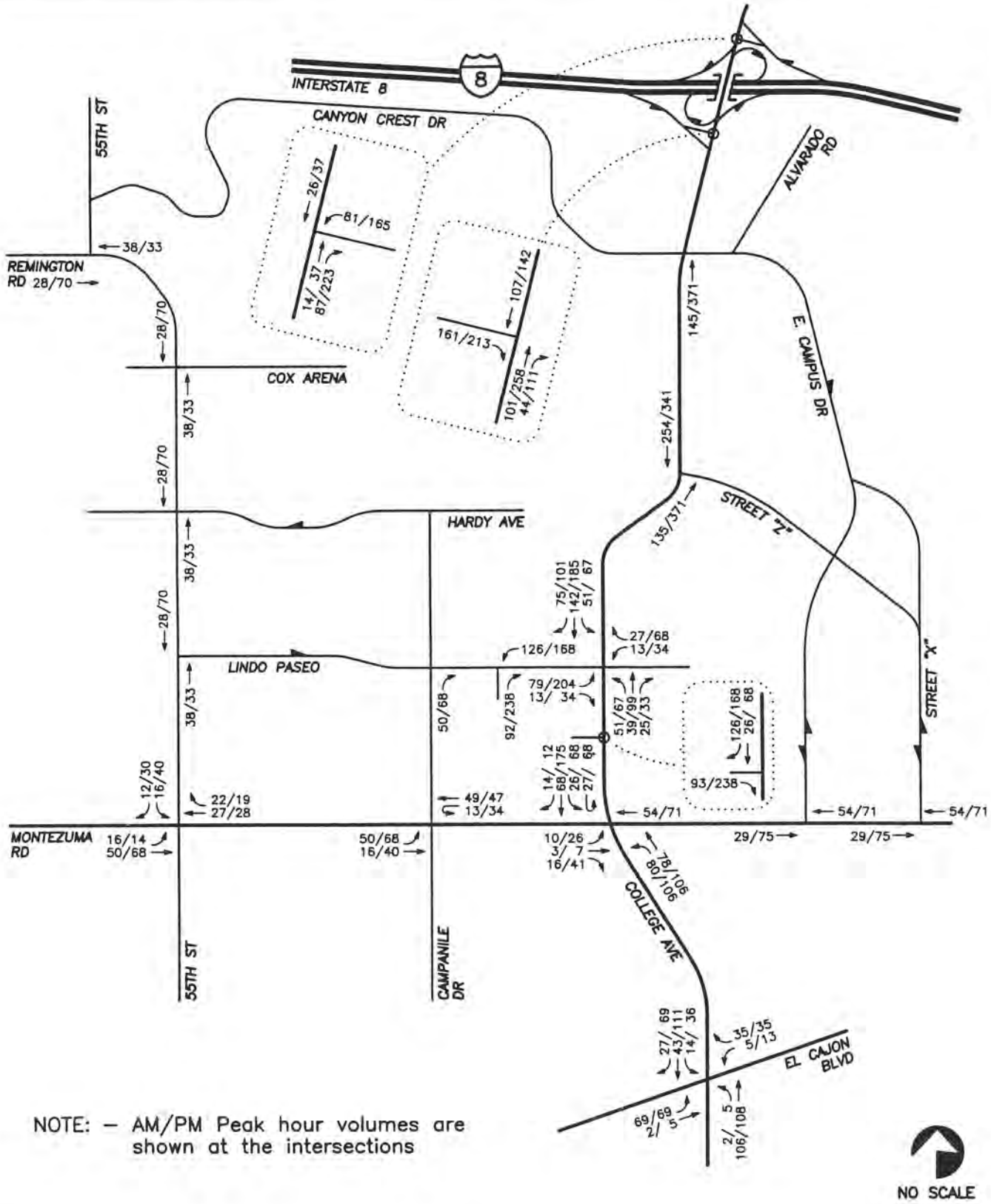
Several intersections and street segments are analyzed in this traffic study. Different methodologies are used to analyze unsignalized intersections, signalized intersections and street segments, as outlined below.

TABLE 3.5-3
CUMULATIVE PROJECT TRAFFIC GENERATION

Land Use	Size	Daily Trip Ends (ADT)		AM Peak Hour			PM Peak Hour		
		Rate	Volume	% of ADT	In:Out Split	Volume In Out	% of ADT	In:Out Split	Volume In Out
1) Aztec Walk									
Expanded Aquaplex	-	-	300	10%	6:4	1510	10%	5:5	1515
Expanded Tennis Facility	-	-	230	10%	5:5	55	10%	2:8	518
Expanded Athletics Admin Building	-	-	50	10%	10:0	50	10%	0:10	05
Expanded Women's Softball Facility	-	-	310	10%	5:5	55	10%	2:8	526
Residence Hall Relocation	-	-	200	10%	5:5	1010	10%	5:5	1010
SUBTOTAL			1,090			4030			3574
2) Core Development									
Mixed-use: Commercial/Retail	295,000	31.4	9,260	4%	6:3	220150	11%	5:5	510510
Residential	275	3.1	850	8%	2:8	1555	10%	7:3	6025
Hotel	300	6.7	2,010	6%	6:4	7050	8%	6:4	9565
Office/Redevelopment	100,000	6.3	630	16%	9:1	10010	14%	1:9	1080
SUBTOTAL			12,750			505265			675680
3) Salvation Army									
Recreational Community Center	182,288	30	5,470	4%	6:4	13090	9%	6:4	29520

Source: 1. Traffic study prepared by LLG, dated January 29, 1999.
2. Table 5-14 trip generation from the Final EIR for the College Community Redevelopment Project, dated July 1993.
3. Traffic study prepared by LLG, dated April 2000.

ADT = Average Daily Traffic.
Trip-ends are one-way movements, entering or leaving.
ADTs are rounded to the nearest 10 and peak hour trips to the nearest 5.

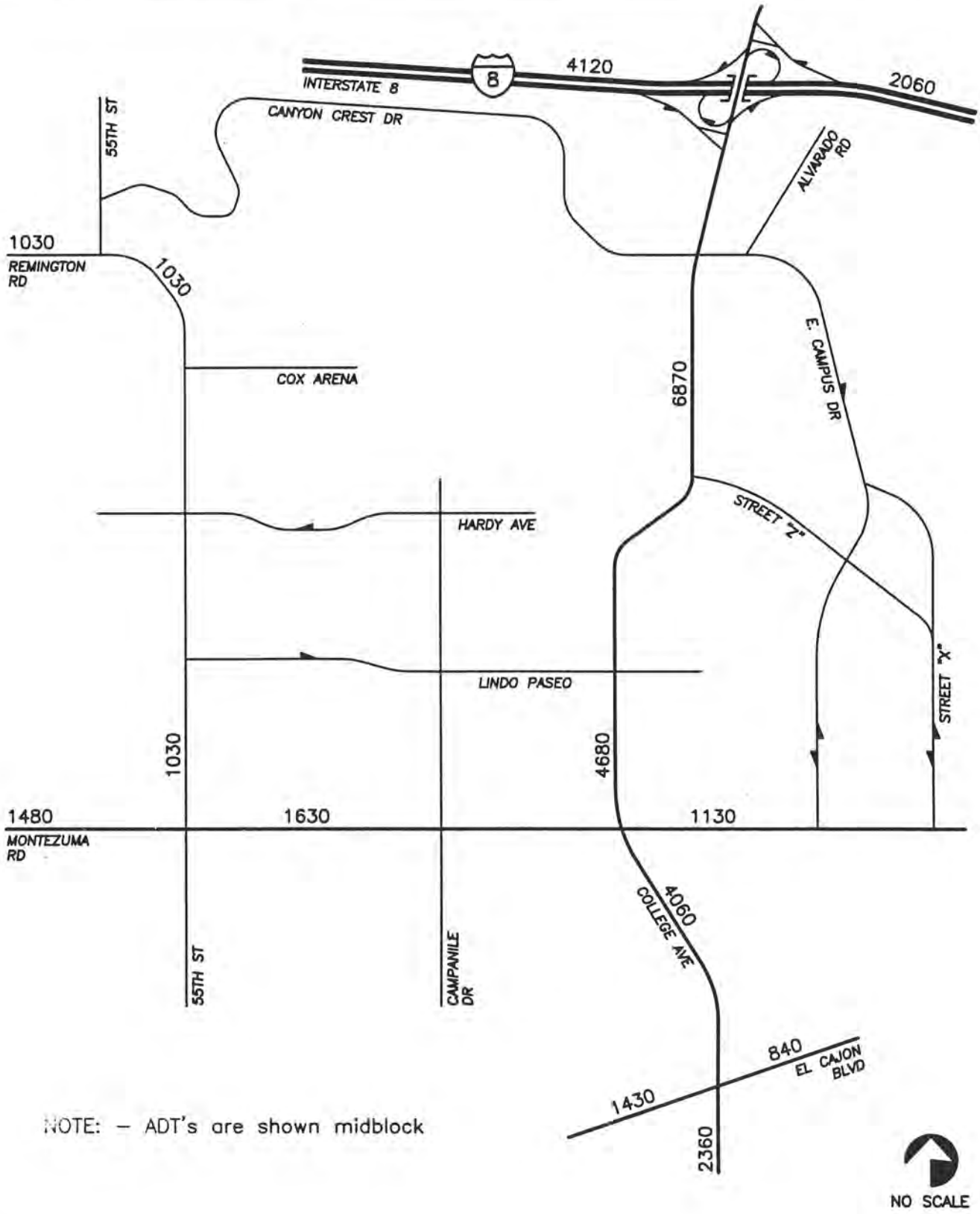


NOTE: – AM/PM Peak hour volumes are shown at the intersections

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Figure 3.5-11

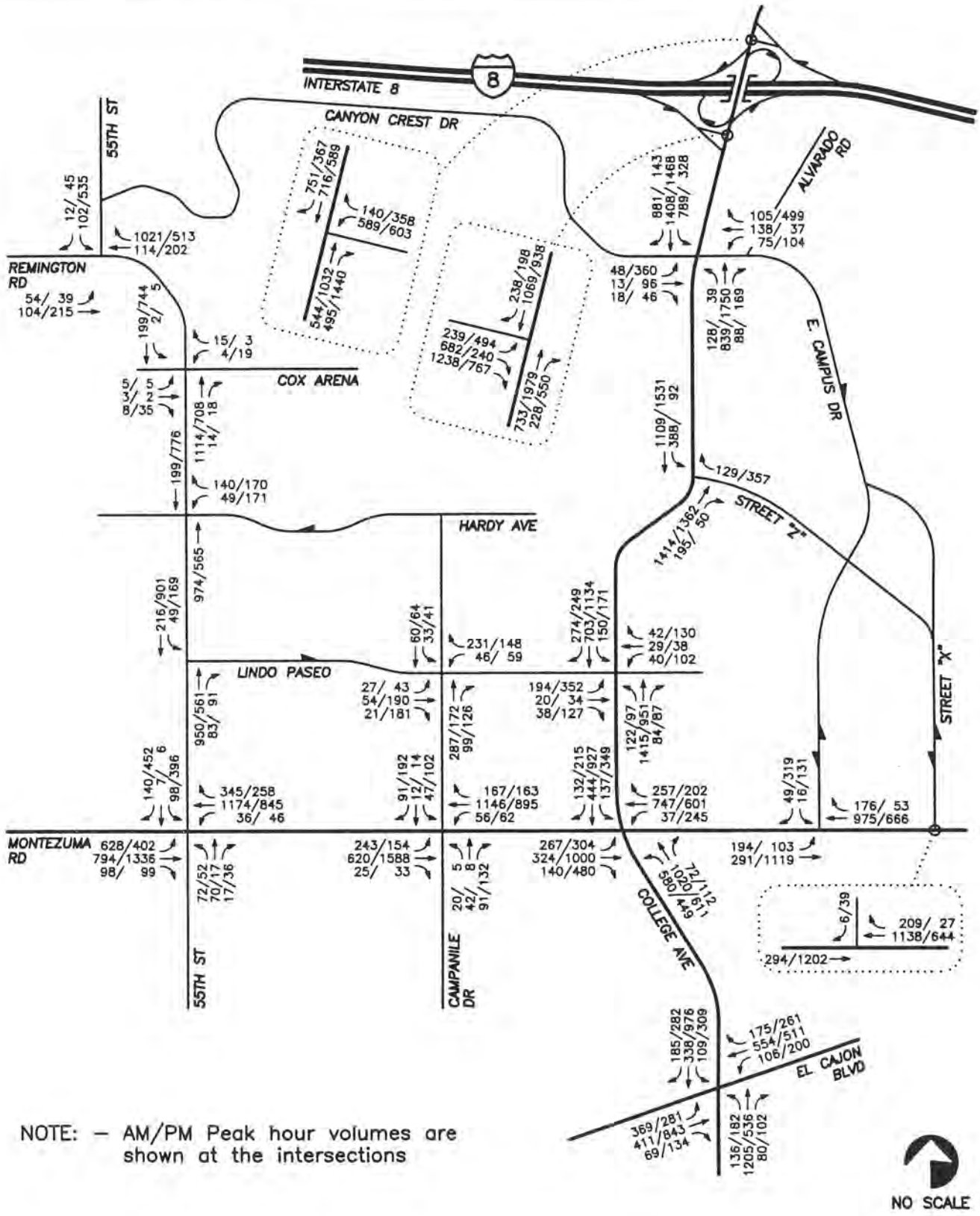
Cumulative Project Traffic Volumes AM/PM Peak Hours



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Figure 3.5-12

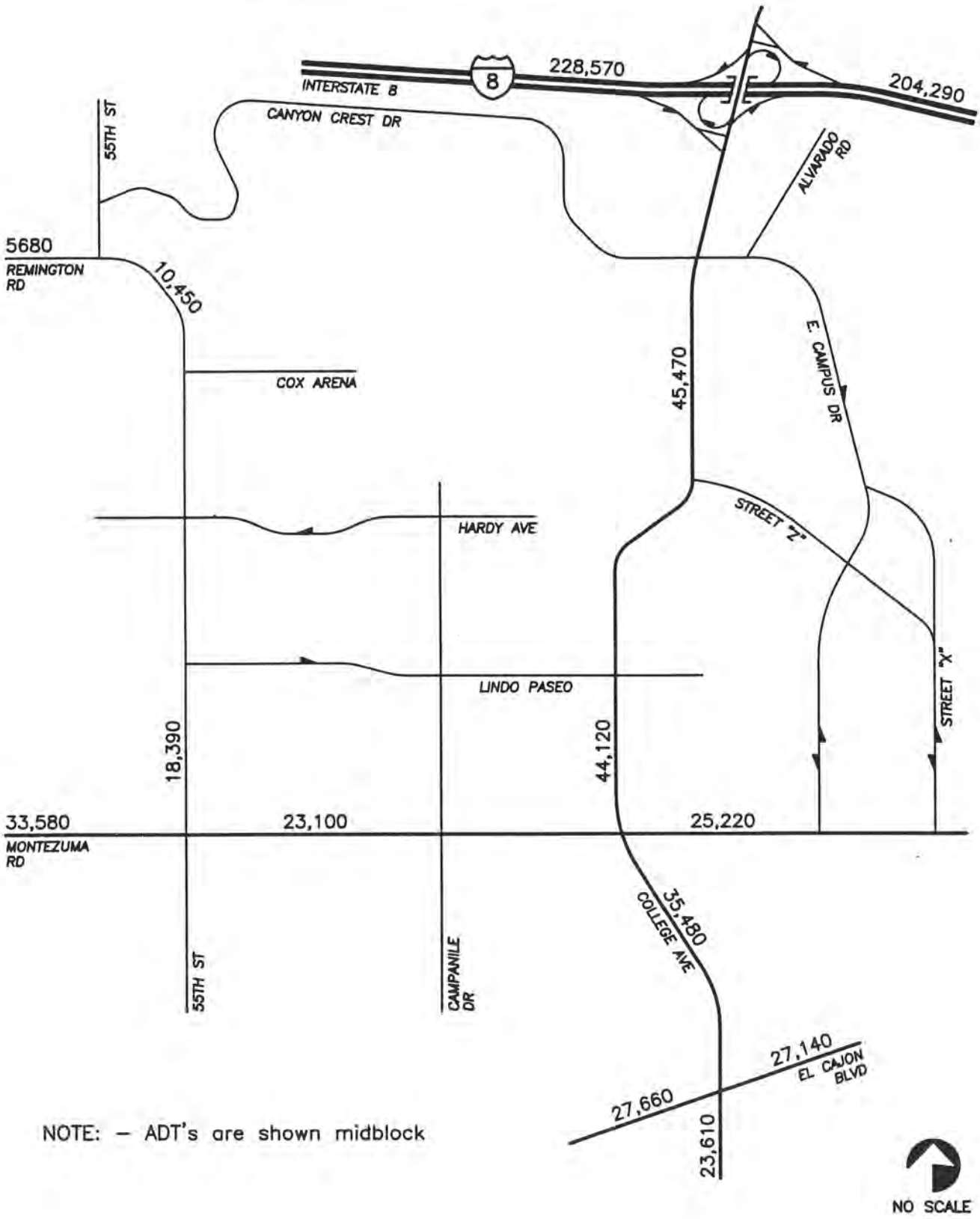
Cumulative Project Traffic Volumes ADT's



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Figure 3.5-13

Existing + Project + Cumulative Traffic Volumes AM/PM Peak Hours



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Figure 3.5-14

Existing + Project + Cumulative Traffic Volumes ADT's

TABLE 3.5-4
SIGNIFICANT TRANSPORTATION IMPACT MEASURES

Level of Service With Project	Allowable Increase Due to Project Impacts*		
	Intersections	Roadway Sections	
	Delay (SEC)	V/C	Speed (MPH)
A	N/A	0.10	5
B	6	0.06	3
C	4	0.04	2
D**	2	0.02	1
E**	2	0.02	1
F**	2	0.02	1

Source: City of San Diego Traffic Impact Manual, July 1998.

Notes:

* If a proposed project's traffic impacts exceed the values shown in the table, then the impacts are deemed "significant."

** The acceptable Level of Service (LOS) standard for roadways and intersections in San Diego is LOS D. However, for undeveloped locations, the goal is to achieve a LOS C.

KEY:DELAY = Average stopped delay per vehicle measured in seconds
V/C = Volume to Capacity Ratio (capacity at LOS E should be used)
SPEED = Arterial speed measured in miles per hour
N/A = Not Applicable

The *unsignalized intersections* were analyzed by determining the delay and Levels of Service based on Chapter 10 of the 1997 HCM. At All-Way Stop Controlled (AWSC) intersections, the delay and Level of Service is reported for the entire intersection. At one-way stop controlled intersections, the delay and LOS outputted represents the individual minor-street left-turn movements for the intersection. **Table 3.5-5** shows a summary of the unsignalized intersection operations during the AM and PM peak hours.

The twelve *signalized intersections* were analyzed during the AM and PM peak hours by determining the average delay per vehicle entering the intersection. The delay was determined using a computer program which utilizes the methodology found in Chapter 9 of the 1997 Highway Capacity Manual (HCM). The delay values (seconds) were qualified by giving a Level of Service (LOS) or "Grade" to the corresponding delay values for the intersection as a whole. Levels of Service for signalized intersections vary from A (free flow, little delay) to F (jammed conditions). **Table 3.5-6** shows a summary of the AM and PM peak hour signalized intersection operations.

The *street segments* were assessed on a daily basis by comparing the daily street segment volume (ADT) to the theoretical capacity of the roadway. Roadway capacities were based on City of San Diego standards (*see*, **Table 3.5-7**). **Table 3.5-8** shows a summary of the daily street segment operations. Provided below is a discussion of the following street system operations scenarios:

1. Existing
   a. Existing + Project
   b. Existing + Project + Cumulative Projects
   c. Year 2020

3.2.1 EXISTING STREET SYSTEM OPERATIONS

Table 3.5-5 shows that all of the key unsignalized intersections in the project area are calculated to currently operate at LOS C or better, with the exception of the College Avenue/Street "Z" intersection. The southbound major street left-turn movement is calculated to currently operate at LOS F during the AM peak hour and the westbound minor street right-turn movement is calculated to operate at LOS ~~F~~**E** during the PM peak hour.

TABLE 3.5-5
UNSIGNALIZED INTERSECTION OPERATIONS

Intersection	Peak Hour	Movement		Existing		Existing + Project		Existing + Project + Cumulative	
				DELAY	LOS	DELAY	LOS	DELAY	LOS
College Avenue/Street "Z"	AM	SB	L	88.3	F	98.9	F	157.6	F
		WB	R	18.6	C	18.9	C	21.4	C
	PM	SB	L	11.9	B	12.1	B	16.1	C
		WB	R	34.3	E	38.2	E	118.0	F
55th Street/Lindo Paseo	AM	SB	L	10.6	B	10.6	B	10.8	B
	PM	SB	L	8.9	A	8.9	A	9.1	B
Lindo Paseo/Campanile Drive	AM	ALL-WAY		11.7	B	11.7	B	11.7	B
	PM	ALL-WAY		13.7	B	13.7	B	14.2	B
Montezuma Road/Street "X"	AM	SB	R	13.7	B	14.7	B	14.7	B
	PM	SB	R	10.4	B	10.8	B	10.8	B

DELAY is measured in seconds.

LOS = Level of Service
SB = Southbound, *etc.*
L = Left-turn, *etc.*
Shading indicates significant impact.

DELAY			LOS
0.0	<	5.0	A
5.1	to	10.0	B
10.1	to	20.0	C
20.1	to	30.0	D
30.1	to	45.0	E
	>	45.0	F

TABLE 3.5-6
SIGNALIZED INTERSECTION

Intersection	Peak Hour	Existing		Existing + Project		Existing + Project + Cumulative	
		Delay	LOS	Delay	LOS	Delay	LOS
College Avenue/I-8 Westbound Ramp	AM	16.7	B	16.9	B	17.9	B
	PM	14.2	B	14.2	B	17.1	B
College Avenue/I-8 Eastbound Ramp	AM	24.9	C	25.5	C	31.0	C
	PM	21.3	C	21.7	C	32.8	C
College Avenue/Canyon Crest Drive	AM	37.1	D	37.6	D	41.8	D
	PM	64.5	E	65.9	E	94.1	F
College Avenue/Lindo Paseo	AM	18.9	B	19.4	B	34.3	C
	PM	27.3	C	27.9	C	104.0	F
College Avenue/Montezuma Road	AM	40.2	D	40.6	D	48.0	D
	PM	49.6	D	51.3	D	69.7	E
College Avenue/El Cajon Boulevard	AM	35.5	C	36.6	C	42.7	D
	PM	41.3	D	41.5	D	44.9	D
55th Street/Remington Road	AM	15.0	B	15.3	B	15.4	B
	PM	15.4	B	22.0	C	22.5	C
55th Street/Cox Arena Entrance	AM	5.5	A	5.5	A	5.5	A
	PM	5.3	A	5.3	A	5.3	A
55th Street/Hardy Avenue	AM	13.3	B	13.5	B	13.7	B
	PM	17.2	B	17.1	B	17.2	B
55th Street/Montezuma Road	AM	38.5	D	40.4	D	45.4	D
	PM	39.3	D	40.6	D	52.2	D
Montezuma Road/Campanile Drive	AM	39.6	D	40.2	D	52.6	D
	PM	39.3	D	40.0	D	45.1	D
Montezuma Road/East Campus Drive	AM	17.4	B	17.7	B	17.7	B
	PM	19.8	B	20.4	B	20.6	B

DELAY is measured in seconds.

LOS = Level of Service

Shading indicates significant impact.

Delay			LOS
0.0	≤	10.0	A
10.1	to	20.0	B
20.1	to	35.0	C
35.1	to	55.0	D
55.1	to	80.0	E
	>	80.0	F

TABLE 3.5-7
ROADWAY CLASSIFICATIONS, LEVELS OF SERVICE (LOS) AND AVERAGE DAILY TRAFFIC (ADT)

Street Classification	Lanes	Cross Sections	Level of Service A (.50)	B (.70)	C (1.00)	D (1.1-1.3)	E (1.2-1.6)
Freeway	8 lanes		60,000	84,000	120,000	140,000	150,000
Freeway	6 lanes		45, 000	63,000	90,000	110,000	120,000
Freeway	4 lanes		30,000	42,000	60,000	70,000	80,000
Expressway	6 lanes	102/122	30,000	42,000	60,000	70,000	80,000
Prime Arterial	6 lanes	102/122	25,000	35,000	50,000	55,000	60,000
Major Arterial	6 lanes	102/122	20,000	28,000	40,000	45,000	50,000
Major Arterial	4 lanes	78/98	15,000	21,000	30,000	35,000	40,000
Collector	4 lanes	72/92	7,500	10,500	20,000	25,000	30,000
Collector (no center lane) (continuous left-turn lane)	4 lanes 2 lanes	64/84 52/72	5,000	7,000	10,000	13,000	15,000
Collector (no fronting property)	2 lanes	40/60	4,000	5,500	7,500	9,000	10,000
Collector (commercial - industrial fronting)	2 lanes	50/70	2,500	3,500	5,000	6,500	8,000
Collector (multi-family)	2 lanes	40/60	2,500	3,500	5,000	6,500	8,000
Collector (single-family)	2 lanes	40/60	--	--	2,200	--	--

Legend:

XXX/XXX = Curb-to-curb width (feet)/right-of-way width (feet): based on the City of San Diego Street Design Manual.

XX,XXX = Approximate recommended ADT based on the City of San Diego Street Design Manual

Notes:

1. The volumes and the average daily levels of service listed above are only intended as a general planning guideline.

2. Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.

TABLE 3.5-8
STREET SEGMENT OPERATIONS

Street Segment	Capacity (LOS E)	Existing			Existing + Project			Existing + Project + Cumulative			Horizon Year 2020			
		VOL	LOS	V/C	VOL	LOS	V/C	VOL	LOS	V/C	Capacity[1]	VOL	LOS	V/C
College Avenue														
Canyon Crest Dr to "Z" St	40,000	38,180	E	0.95	38,600	E	0.97	45,470	F	1.13	50,000	55,000	F	1.10
"Z" St to Montezuma Road	40,000	39,250	E	0.98	39,530	E	0.99	44,120	F	1.10	50,000	53,000	F	1.06
Montezuma Rd to El Cajon Blvd	40,000	31,150	D	0.78	31,420	D	0.79	35,480	E	0.89	40,000	43,000	F	1.08
El Cajon Blvd to University Ave	40,000	21,100	C	0.53	21,250	C	0.53	23,610	C	0.59	40,000	28,000	C	0.70
Remington Road														
w/o 55th Street	15,000	4,620	A	0.31	4,650	A	0.31	5,680	B	0.38	15,000	7,000	B	0.47
e/o 55th Street	30,000	9,310	A	0.31	9,420	A	0.31	10,450	A	0.35	30,000	13,000	A	0.43
n/o Montezuma Rd	30,000	17,030	C	0.57	17,360	C	0.58	18,390	C	0.61	30,000	22,000	D	0.73
Montezuma Road														
w/o 55th Street	40,000	31,800	D	0.80	32,100	D	0.80	33,580	D	0.84	40,000	40,000	F	1.00
e/o 55th Street	40,000	21,200	C	0.53	21,470	C	0.54	23,100	C	0.58	40,000	28,000	C	0.70
e/o College Avenue	40,000	23,860	C	0.60	24,090	C	0.60	25,220	C	0.63	40,000	30,000	D	0.75
El Cajon Boulevard														
w/o College Boulevard	40,000	26,150	C	0.65	26,230	C	0.66	27,660	C	0.69	40,000	33,000	D	0.83
e/o College Boulevard	40,000	26,250	C	0.66	26,300	C	0.66	27,140	C	0.68	40,000	33,000	D	0.83

VOL = Volumes (ADTs)
LOS = Level of Service
V/C = Volume over Capacity
w/o = west of, etc.
- = Street segment does not exist.
1. Capacity reflects future street classification represented on the College Area Community Plan 1989.
Shading indicates significant impact.

Table 3.5-6 shows that all of the key signalized intersections in the project area are calculated to currently operate at LOS D or better, with the exception of College Avenue/Canyon Crest Drive, which is calculated to currently operate at LOS E during the PM peak hour.

Table 3.5-8 shows that with existing traffic volumes, all of the street segments in the project area are shown to operate at LOS D or better, with the exception of College Avenue between Canyon Crest Drive and Montezuma Road, which currently operates at LOS E.

3.2.2 EXISTING + PROJECT OPERATIONS

Table 3.5-5 shows that, with the addition of project traffic volumes, no LOS decreases are calculated. However, at the College Avenue/Street "Z" intersection, the southbound major street left-turn movement is calculated to continue to operate at LOS F during the AM peak hour and the westbound minor street right-turn movement is calculated to continue to operate at LOS E during the PM peak hour. The delay increase of more than two seconds at this intersection indicates a significant impact.

Table 3.5-6 shows that, with addition of project traffic volumes, all of the key signalized intersections in the project area are calculated to continue to operate at LOS C or better, with the exception of College Avenue/Canyon Crest Drive, which is calculated to continue to operate at LOS E during the PM peak hour. A delay increase of less than two seconds is calculated due to the project. Therefore, the project will not have a significant impact at this intersection.

Table 3.5-8 shows that, with addition of project traffic volumes, all of the street segments in the project area are shown to continue to operate at LOS D or better, with the exception of College Avenue from Canyon Crest Drive to Montezuma Road, which continues to operate at LOS E. A .02 or less increase in V/C is calculated due to the proposed project. Therefore, the proposed project will not have a significant impact on this segment.

3.2.3 EXISTING + PROJECT + CUMULATIVE PROJECT OPERATIONS

Table 3.5-5 shows that, with the addition of cumulative project traffic at the College Avenue/"Z" Street Intersection, the southbound major street left-turn movement is calculated to continue to operate at LOS F during the AM peak hour and the westbound minor street right-turn movement is calculated to degrade from LOS E to LOS F during the PM peak hour. These changes

indicate a significant impact at that intersection. All other intersections continue to operate at LOS B and, therefore, do not indicate a significant impact.

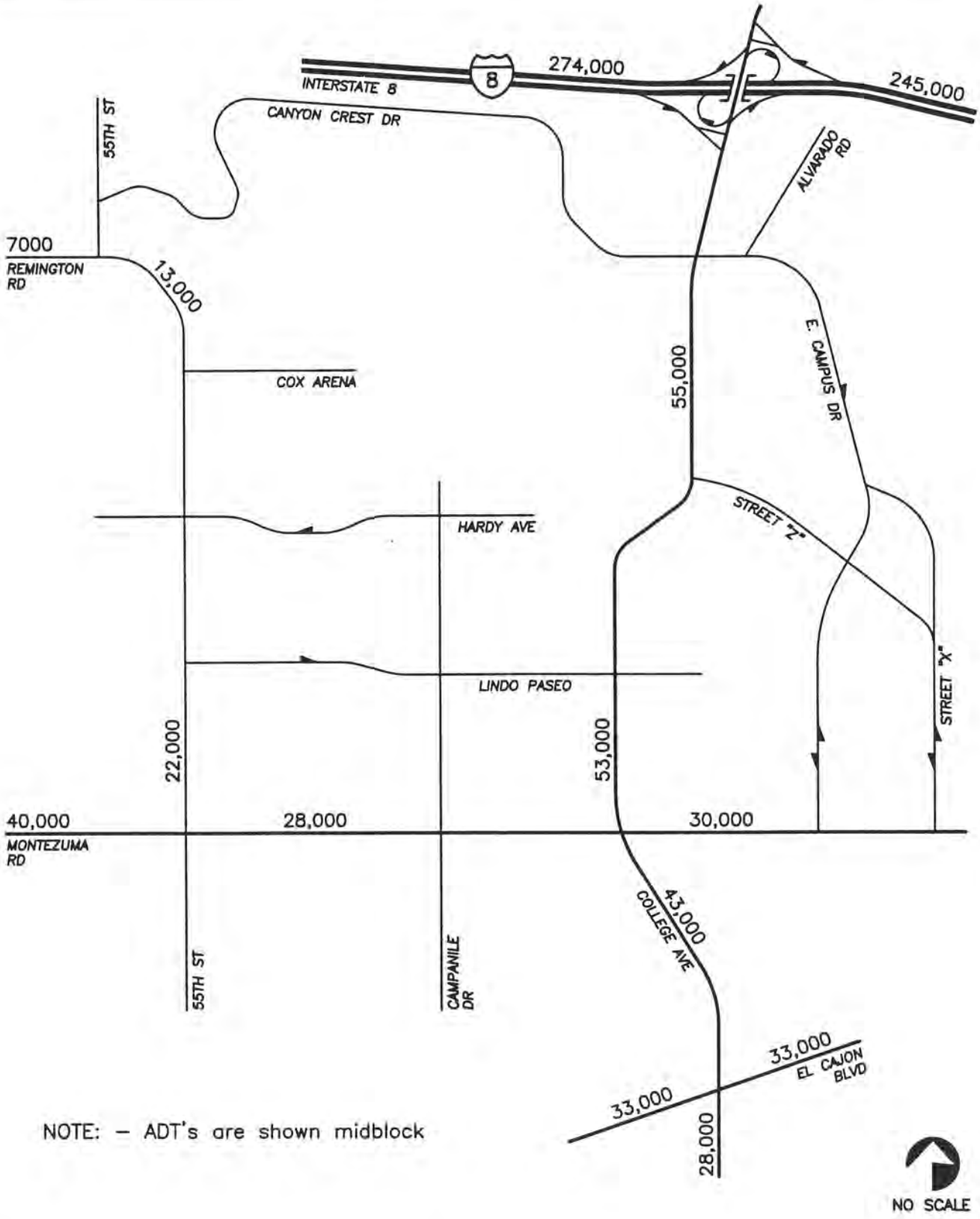
Table 3.5-6 shows that, with the addition of cumulative project traffic, all signalized intersections are calculated to continue to operate at LOS D or better with the following exceptions. College Avenue/Canyon Crest Drive degrades from LOS E to LOS F during the PM peak hour, the intersection of College Avenue/Lindo Paseo is calculated to operate at LOS F during the PM peak hour and the intersection of College Avenue/Montezuma Road is calculated to operate at LOS E during the PM peak hour. Therefore, cumulative significant impacts are calculated at those intersections.

Table 3.5-8 shows that, with the addition of cumulative project traffic, all street segments continue to operate at LOS D or better, with the exception of College Avenue from Canyon Crest Drive to Montezuma Road, which is calculated to operate at LOS F and College Avenue from Montezuma Road to El Cajon Boulevard, which is calculated to operate at LOS E. Therefore, cumulative significant impacts are calculated at those segments.

3.2.4 Year 2020 Traffic Analysis

Year 2020 average daily traffic volumes (ADTs) were obtained from the SANDAG Series 9 Year 2020 model for street segments in the project area. The Year 2020 ADTs were compared to the existing ADTs. If the Year 2020 volume was lower, the existing + project + cumulative ADTs were increased by 20% (assuming 1% growth per year for 20 years) to reflect a more accurate Year 2020 ADT. A relatively low 1% growth rate was assumed since cumulative projects had already been added and since the 2020 forecast was actually lower than existing volumes. **Figure 3.5-15** shows the Year 2020 ADTs.

The capacities shown in **Table 3.5-7** reflect the community roadway classification. **Table 3.5-8** shows that, with Year 2020 traffic volumes, all street segments are calculated to operate at LOS D or better, with the following exceptions: College Avenue from Canyon Crest Drive to El Cajon Boulevard and the segment of Montezuma Road west of 55th street, which are both calculated to operate at LOS F.



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Figure 3.5-15

Year 2020 Traffic Volumes ADT's

4.0 PARKING ANALYSIS

This section provides an analysis of the parking impacts associated with the Campus Master Plan 2000 project. In general, implementation of the proposed project would result in a loss of parking supply as existing parking lot sites are used for new facilities. However, the loss of parking will be more than offset by the construction of new parking structures and by the decrease in parking demand due to completion of the MTDB Trolley line.

4.1 EXISTING PARKING SUPPLY

Table 3.5-9 shows a breakdown of the existing total campus parking supply by lot. This table shows that there are currently approximately 11,970 total campus parking spaces based on counts conducted by Linscott, Law & Greenspan (LLG). This total does not include Parking Structure 5, which is currently under construction.

4.2 EXISTING PARKING DEMAND

LLG conducted parking demand counts on Thursday, April 6, 2000 and Tuesday, April 11, 2000, in order to ascertain the existing percent occupancy of the various campus parking lots. Some of the parking lots were counted on April 6, and some on April 11. **Table 3.5-10** shows the results of those parking demand counts. The table shows that campus parking demand peaks at 11:00 a.m. when 86% of the available parking spaces are occupied. Lots C, E, F, J, S, T, U, V, W and X were all more than 90% occupied. All four parking structures were 89% occupied or more.

4.3 IMPACTS OF CAMPUS MASTER PLAN 2000

Implementation of the Campus Master Plan 2000 project will result in the loss of parking as outlined in **Table 3.5-11.** The table shows the various proposed project components along with their respective parking impacts. **Table 3.5-11** shows that implementation of the proposed project would result in the net loss of 1,394 parking spaces.

4.4 PARKING SUMMARY

Over the next 5 years, a large amount of existing parking will be lost due to construction of the Campus Master Plan 2000 project, the Aztec Walk Campus Master Plan project and the MTDB Trolley line. However, this loss will be more than offset by planned Parking Structures 5, 6, 7 and 8. As shown in **Table 3.5-12,** these parking structures will add approximately 4,298 spaces to the campus parking supply by 2004. **Table 3.5-12** shows that a peak of 2,649 spaces will be gained in

TABLE 3.5-9
SDSU PARKING SUPPLY
APRIL, 2000

LOT	A	C	D	E	F	G	H	I	J	K	L	M	N	P	Q	R	S	T	U	V	W	X	Y	PS 1	PS 2	PS 3	PS 4	TOTAL SUPPLY
Students	212	512	432	951													288		139	80		404		1137		1871	1607	7,633
Faculty/Staff					342	39		211		111							50				77	101		806	461		282	2,480
Hourly Staff																6												6
Handicapped		3			5		9	5	14		2	5	13	8	8	2	2		3	2	6	1		31	13		25	157
Service/Vendor		3					2						5		4		5		3	1		5	1	55				84
Metered						104	88	121				48		42							270						.	673
Motorcycle	9	6			23											4		3	8					4		8	121	186
Special Permit	8	4					20	85			104		18	2	2	4	16		7	15	14		23		124		51	497
Van Pool					2																			3	2		5	12
Garage	4																											4
Spaces Closed	120					87																						207
Residential Hall																		31										31
Total	**353**	**528**	**432**	**951**	**372**	**230**	**119**	**422**	**14**	**111**	**106**	**53**	**36**	**52**	**14**	**16**	**361**	**34**	**160**	**98**	**367**	**511**	**24**	**2,036**	**600**	**1,879**	**2,091**	**11,970**

TABLE 3.5-10
SDSU PARKING OCCUPANCY
APRIL, 2000

	LOT A	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
	Supply											
Students	212	37	116	172	212	210	196	178	124	90	101	61
Special Permit	8	2	3	2	2	4	6	6	6	3	3	3
Garage	4	1	1	1	1	0	1	3	2	2	2	2
Spaces Closed	120	0	0	0	0	0	0	0	0	0	0	0
Motorcycle	9	1	5	4	4	4	3	3	5	1	0	0
Total	**353**	**41**	**125**	**179**	**219**	**218**	**206**	**190**	**137**	**96**	**106**	**66**
		9%	27%	40%	49%	49%	45%	41%	29%	21%	23%	14%
	LOT C	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
	Supply											
Students	512	310	318	443	503	494	453	390	364	325	287	207
Handicapped	3	0	1	1	0	1	0	3	1	2	2	2
Special Permit	4	0	0	0	0	0	2	2	2	1	0	0
Motorcycle	6	0	0	0	0	0	0	0	0	0	0	0
Service/Vendor	3	3	4	3	2	1	2	0	0	1	2	2
Total	**528**	**313**	**323**	**447**	**505**	**496**	**457**	**395**	**367**	**329**	**291**	**211**
		59%	61%	85%	96%	94%	87%	75%	70%	62%	55%	40%
	LOT D	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
	Supply											
Students	432	0	3	32	66	190	148	104	62	43	28	11
Total	**432**	**0%**	**1%**	**7%**	**15%**	**44%**	**34%**	**24%**	**14%**	**10%**	**6%**	**3%**
	LOT E	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
	Supply											
Students	951	37	620	951	951	951	891	806	751	635	617	488
Total	**951**	**4%**	**65%**	**100%**	**100%**	**100%**	**94%**	**85%**	**79%**	**67%**	**65%**	**51%**

TABLE 3.5-10
SDSU PARKING OCCUPANCY
APRIL, 2000

	LOT F	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
	Supply											
Faculty/Staff	342	64	248	341	342	342	342	332	320	207	125	108
Handicapped	5	0	1	3	4	4	0	2	4	4	2	5
Van Pool	2	0	0	0	0	0	0	0	0	0	0	1
Motorcycle	23	1	2	4	10	13	12	11	14	10	8	5
Total	**372**	**65**	**251**	**348**	**356**	**359**	**354**	**345**	**338**	**221**	**135**	**119**
		17%	67%	94%	96%	97%	95%	93%	91%	59%	36%	32%
	LOT G	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
	Supply											
Meter	104	6	30	63	104	103	97	99	104	101	99	97
Faculty/Staff	39	2	27	39	39	39	38	37	34	22	14	14
Spaces Closed	87											
Total	**230**	**8**	**57**	**102**	**143**	**142**	**135**	**136**	**138**	**123**	**113**	**111**
		3%	25%	44%	62%	62%	59%	59%	60%	53%	49%	48%
	LOT H	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
	Supply											
Special Permit	20											
Handicapped	9											
Vendors	2											
Metered	88											
Total	**119**											
	LOT I	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
	Supply											
Vendor	5											
Special Permit	85											
Faculty/Staff	211											
Metered	121											
Total	**422**											

TABLE 3.5-10
SDSU PARKING OCCUPANCY
APRIL, 2000

	LOT J	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
	Supply											
Faculty/Staff	111	71	91	111	111	111	111	111	111	104	89	88
Total	**111**	**71**	**91**	**111**	**111**	**111**	**111**	**111**	**111**	**104**	**89**	**88**
		64%	82%	100%	100%	100%	100%	100%	100%	94%	80%	79%
	LOT K											
	Supply											
Handicapped	14	0	0	0	0	0	1	1	3	6	4	1
Total	**14**	**0%**	**0%**	**0%**	**0%**	**0%**	**7%**	**7%**	**21%**	**43%**	**29%**	**7%**
	LOT L	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
	Supply											
Special Permit	104	14	15	23	29	29	25	24	26	16	15	9
Handicapped	2	1	1	1	1	1	1	1	1	1	1	1
Total	**106**	**15**	**16**	**24**	**30**	**30**	**26**	**25**	**27**	**17**	**16**	**10**
		14%	15%	23%	28%	28%	25%	24%	25%	16%	15%	9%
	LOT M	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
	Supply											
Metered	48	6	19	28	37	46	36	30	36	46	45	43
Handicapped	5	0	0	0	0	0	0	0	0	1	1	1
Total	**53**	**6**	**19**	**28**	**37**	**46**	**36**	**30**	**36**	**47**	**46**	**44**
		11%	36%	53%	70%	87%	68%	57%	68%	89%	87%	83%
	LOT N	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
	Supply											
Vendor	5	2	0	0	0	3	0	0	0	2	1	2
Special Permit	18	4	8	13	14	16	6	13	5	17	11	15
Handicapped	13	6	6	6	8	9	9	7	6	6	8	5
Total	**36**	**12**	**14**	**19**	**22**	**28**	**15**	**20**	**11**	**25**	**20**	**22**
		33%	39%	53%	61%	78%	42%	56%	31%	69%	56%	61%

TABLE 3.5-10
SDSU PARKING OCCUPANCY
APRIL, 2000

	LOT P	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
	Supply											
Metered	42	3	4	8	14	19	15	9	10	9	10	5
Special Permit	2	0	2	1	2	1	2	1	1	1	1	1
Handicapped	8	1	3	5	8	7	6	7	7	8	7	6
Total	**52**	**4**	**9**	**14**	**24**	**27**	**23**	**17**	**18**	**18**	**18**	**12**
		8%	17%	27%	46%	52%	44%	33%	35%	35%	35%	23%
	LOT Q	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
	Supply											
Special Permit	2	1	2	2	2	2	2	2	2	2	0	0
Vendor	4	0	4	4	4	4	4	3	4	3	3	4
Handicapped	8	1	2	5	7	7	5	6	8	6	5	4
Total	**14**	**2**	**8**	**11**	**13**	**13**	**11**	**11**	**14**	**11**	**8**	**8**
		14%	57%	79%	93%	93%	79%	79%	100%	79%	57%	57%
	LOT R	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
	Supply											
Hourly Staff	6	5	5	4	6	6	3	2	1	2	1	2
Special Permit	4	0	0	1	0	0	0	0	0	1	1	1
Motorcycle	4	0	0	0	0	0	0	0	0	0	0	0
Handicapped	2	0	0	0	0	0	0	0	0	0	0	0
Total	**16**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**1**
		0%	0%	6%	0%	0%	0%	0%	0%	6%	6%	6%

TABLE 3.5-10
SDSU PARKING OCCUPANCY
APRIL, 2000

	LOT S	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
	Supply											
Handicapped	2	0	0	0	0	0	0	0	0	0	0	0
Special Permit	16	12	12	14	15	16	15	12	11	8	8	6
Students	288	285	286	288	286	285	278	257	257	261	251	260
Faculty/Staff	50	49	47	48	50	48	42	41	39	42	36	31
Service/Vendor	5	0	1	1	1	2	1	1	1	1	1	1
Motorcycle	0	0	0	0	0	0	0	0	0	0	0	0
Total	**361**	**346**	**346**	**351**	**352**	**351**	**336**	**311**	**308**	**312**	**296**	**298**
		96%	96%	97%	98%	97%	93%	86%	85%	86%	82%	83%
	LOT T	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
	Supply											
Residence Hall	31	30	30	31	31	31	30	30	31	30	31	31
Motorcycle	3	0	0	0	0	0	0	0	0	0	0	0
Total	**34**	**30**	**30**	**31**	**31**	**31**	**30**	**30**	**31**	**30**	**31**	**31**
		88%	88%	91%	91%	91%	88%	88%	91%	88%	91%	91%
	LOT U	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
	Supply											
Handicapped	3	3	3	3	3	3	3	3	3	3	3	3
Special Permit	7	7	7	7	6	7	4	3	2	2	1	3
Students	139	139	138	139	139	139	139	136	139	137	139	139
Service/Vendor	3	0	0	0	0	0	0	0	0	0	0	0
Motorcycle	8	0	0	0	0	0	0	0	0	0	0	0
Total	**160**	**149**	**148**	**149**	**148**	**149**	**146**	**142**	**144**	**142**	**143**	**145**
		93%	93%	93%	93%	93%	91%	89%	90%	89%	89%	91%

TABLE 3.5-10
SDSU PARKING OCCUPANCY
APRIL, 2000

	LOT V	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
	Supply											
Students	80	77	78	80	80	80	80	75	78	80	80	80
Handicapped	2	0	0	0	0	0	0	0	0	0	0	0
Special Permit	15	2	3	4	9	15	7	5	7	4	1	3
Vendor	1	0	0	0	9	0	0	0	0	0	1	1
Total	**98**	**79**	**81**	**84**	**98**	**95**	**87**	**80**	**85**	**84**	**82**	**84**
		81%	83%	86%	100%	97%	89%	82%	87%	86%	84%	86%
	LOT W	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
	Supply											
Faculty/Staff	77	3	22	55	77	77	72	72	60	41	33	23
Handicapped	6	0	0	1	3	3	4	3	2	4	3	1
Metered	270	46	255	270	270	270	263	234	268	252	233	212
Special Permit	14	0	1	3	14	14	10	10	11	8	3	4
Total	**367**	**49**	**278**	**329**	**364**	**364**	**349**	**319**	**341**	**305**	**272**	**240**
		13%	76%	90%	99%	99%	95%	87%	93%	83%	74%	65%
	LOT X	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
	Supply											
Students	404	21	180	230	351	403	345	329	193	142	100	54
Faculty/Staff	101	28	66	78	62	101	97	87	65	42	26	22
Handicapped	1	0	0	0	0	0	0	0	0	0	0	0
Service/Vendor	5	5	3	3	3	3	4	4	4	4	4	4
Total	511	**54**	**249**	**311**	**416**	**507**	**446**	**420**	**262**	**188**	**130**	**80**
		11%	49%	61%	81%	99%	87%	82%	51%	37%	25%	16%
	LOT Y	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
	Supply											
Vendor	1	0	1	1	1	0	0	0	0	1	1	1
Special Permit	23	7	4	9	9	14	9	11	8	8	7	7
Total	**24**	7	**5**	**10**	**10**	**14**	**9**	**11**	**8**	**9**	**8**	**8**

TABLE 3.5-10
SDSU PARKING OCCUPANCY
APRIL, 2000

		29%	21%	42%	42%	58%	38%	46%	33%	38%	33%	33%
	PS 1	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
	Supply											
Faculty/Staff	806	66	435	620	630	694	696	647	600	697	335	238
Students	1137	320	1062	1072	1083	1104	1089	1054	936	1071	957	853
Handicapped	31	0	5	6	10	11	12	9	8	3	0	4
Special/Vendor	55	0	0	0	0	0	0	0	0	0	0	0
Van Pool	3	0	0	0	0	0	0	0	0	0	0	0
Motorcycle	4	0	1	2	3	2	4	3	4	4	3	3
Total	**2036**	**386**	**1503**	**1700**	**1726**	**1811**	**1801**	**1713**	**1548**	**1775**	**1295**	**1098**
		19%	74%	83%	85%	89%	88%	84%	76%	87%	64%	54%
	PS 2	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
	Supply											
Faculty/Staff	461	48	177	383	461	458	456	445	416	280	278	254
Handicapped	13	0	0	0	1	2	1	2	2	0	2	1
Special Permit	124	12	35	73	82	87	80	86	73	56	38	31
Van Pool	2	0	0	0	0	1	1	1	1	1	0	0
Total	**600**	**60**	**212**	**456**	**544**	**548**	**538**	**534**	**492**	**337**	**318**	**286**
		10%	35%	76%	91%	91%	90%	89%	82%	56%	53%	48%
	PS 3	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
	Supply											
Students	1871	729	880	1330	1866	1867	1778	1481	1244	1057	974	820
Motorcycle	8	0	0	1	3	2	2	2	2	2	2	2
Total	**1879**	**729**	**880**	**1331**	**1869**	**1869**	**1780**	**1483**	**1246**	**1059**	**976**	**822**
		39%	47%	71%	99%	99%	95%	79%	66%	56%	52%	44%

TABLE 3.5-10
SDSU PARKING OCCUPANCY
APRIL, 2000

	PS 4	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
	Supply											
Students	1607	731	1479	1607	1607	1607	1573	1462	1497	1406	1273	1053
Faculty/Staff	282	42	177	270	282	282	277	262	220	156	71	90
Special Permit	51	0	32	43	51	51	50	51	48	49	47	34
Handicapped	25	4	5	4	16	19	18	16	13	9	9	4
Van Pool	5	3	5	5	5	5	4	2	1	2	0	0
Motorcycle	121	4	25	30	64	30	20	19	10	1	15	14
Total	**2091**	**784**	**1723**	**1959**	**2025**	**1994**	**1942**	**1812**	**1789**	**1623**	**1415**	**1195**
		37%	82%	94%	97%	95%	93%	87%	86%	78%	68%	57%
SUMMARY												
	Supply	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
Students	7,633	2,686	5,160	6,344	7,144	7,330	6,970	6,272	5,645	5,247	4,807	4,026
Faculty/Staff	2,480	373	1,290	1,945	2,054	2,152	2,131	2,034	1,865	1,591	1,007	868
Hourly Staff	6	5	5	4	6	6	3	2	1	2	1	2
Handicapped	152	16	27	35	61	67	60	60	58	53	47	38
Service/Vendor	88	10	13	12	11	13	11	8	9	12	12	14
Metered	673	61	308	369	425	438	411	372	418	408	387	357
Motorcycle	186	6	33	41	84	51	41	38	35	18	28	24
Special Permit	497	61	124	195	235	256	218	226	202	176	136	117
Van Pool	12	3	5	5	5	6	5	3	2	3	-	1
Garage	4	1	1	1	1	-	1	3	2	2	2	2
Spaces Closed	207	-	-	-	-	-	-	-	-	-	-	-
Residential Hall	31	30	30	31	31	31	30	30	31	30	31	31
Grand Total	**11,969**	**3,252**	**6,996**	**8,982**	**10,057**	**10,350**	**9,881**	**9,048**	**8,268**	**7,542**	**6,458**	**5,480**
% Occupied		**27%**	**58%**	**75%**	**84%**	**86%**	**83%**	**76%**	**69%**	**63%**	**54%**	**46%**

TABLE 3.5-11
CAMPUS MASTER PLAN 2000 PARKING IMPACT

	Project Component	Parking Loss
PGM-1N	Academic/Research Building A	432 Spaces
PGM-2S	Academic/Research Building B	500 Spaces
PGM-2	Performing Arts Complex	0 Spaces
PGM-3	Science Research Building	0 Spaces
PGM-4	Physical Plant	300 Spaces
PGM-5	North Life Science Addition	7 Spaces
PJT-1	Faculty Office/Classroom/Gallery/Parking Structure 8	24 Spaces
PJT-2	School of Communication Addition	0 Spaces
PJT-3	Campus Childcare Center	116 Spaces
PJT-4	International Student Center Addition	15 Spaces
PJT-5	Central Park	0 Spaces
TOTAL		1,394 Spaces Lost

TABLE 3.5-12
SDSU PARKING SUMMARY

Campus Parking Spaces Lost Due To Construction Projects											
	2000		**2001**		**2002**		**2003**		**2004**		**2005**
Campus Master Plan 2000 Construction						24	24	39	39	665	1394
Other Construction	1001	1663	1678	2056	2214	2089	2091	1610	1610	1462	723
Total Spaces Lost	**1,001**	**1,663**	**1,678**	**2,056**	**2,214**	**2,113**	**2,115**	**1,649**	**1,649**	**2,117**	**2,117**
Parking Spaces Added											
Temp/Trolley			68	68	68	68					
PS 5	1,440	1,440	1,440	1,440	1,440	1,440	1,440	1,440	1,440	1,440	1,440
PS 6				2,458	2,458	2,458	2,458	2,458	2,458	2,458	2,458
PS 7									200	200	200
PS 8								200	200	200	200
Total Additional	**1,440**	**1,440**	**1,508**	**3,966**	**3,966**	**3,966**	**3,898**	**4,098**	**4,298**	**4,298**	**4,298**
Total Inventory	**12,921**	**12,259**	**12,312**	**14,392**	**14,234**	**14,335**	**14,265**	**14,931**	**15,131**	**14,663**	**14,663**
Net from 12/99	439	(223)	(170)	1,910	1,725	1,853	1,783	2,449	2,649	2,181	2,181

NOTE: Inventory as of December, 1999 = 12,482 spaces
SOURCE: SDSU Facilities Planning and Management

2004, with an overall net gain (as compared to the existing campus parking supply) of 2,181 spaces in 2005. This net gain would offset the 1,394 spaces lost due to implementation of the Campus Master Plan 2000 project. The 2005 campus parking supply would be further increased by a substantial reduction in parking demand due to completion of the MTDB Trolley line.

After implementation of the Campus Master Plan 2000 project, and accounting for the trolley-induced reduction in parking demand, the SDSU campus in 2005 would have a surplus parking supply of 3,371 spaces. The following is a step-by-step synopsis of the 3,371-space parking surplus figure calculation:

(a) Project-induced parking demand is 2,274 spaces in 2005.

This figure is derived by adding the project-induced increase in parking demand (880 spaces) to the increase in parking demand due to parking capacity lost during project construction (1,394 spaces; *see*, **Table 3.5-11**) (*i.e.*, 880 + 1,394 = 2,274). The 880-space project-induced demand increase is based on the 1999 maximum parking lot occupancy figure (10,350 spaces; *see*, **Table 3.5-10**) multiplied by the project-related percentage increase in FTE students (8.5%; *see*, Additional SDSU Generated Traffic discussion in Section 2.3.1, above) (*i.e.*, 10,350 X 8.5% = 880).

(b) Campus parking supply increases by 3,575 spaces in 2005.

The 3,575-space figure is derived from the number of parking spaces added by construction of new parking facilities, including Parking Structure 8 (4,298 spaces; *see*, **Table 3.5-12**), less the parking spaces lost due to non-Campus Master Plan 2000 construction projects (723 spaces; *see*, **Table 3.5-12**) (*i.e.*, 4,298 - 723 = 3,575).

(c) Net new parking capacity with the Campus Master Plan 2000 project is 1,301 spaces in 2005.

The 1,301-space figure is derived by subtracting the project-induced parking demand figure (2,274 spaces) from the new campus parking supply figure (3,575 spaces) (*i.e.*, 3,575 - 2,274 = 1,301).

(d) Year 2005 net parking supply surplus, after trolley-induced demand reduction, is 3,731 spaces.

The 3,731-space figure is derived by adding the reduction in parking space demand due to completion of the MTDB Trolley line (2,430 spaces; *see*, Trolley-Induced Traffic Reduction discussion in Section 2.3.1, above) to the net new parking capacity figure (1,301 spaces) (*i.e.*, 2,430 + 1,301 = 3,731).

As shown above, the surplus in parking capacity due to new parking facilities, combined with the decrease in parking demand due to construction of the MTDB Trolley line, will more than offset the increase in parking demand due to implementation of the proposed Campus Master Plan 2000 project. Therefore, no significant project-related parking impacts are anticipated.

5.0 SIGNIFICANCE OF IMPACTS

Based on the established significance criteria, the following project-specific and cumulative significant impacts were identified.

5.1 PROJECT-SPECIFIC IMPACTS

1. College Avenue/Street "Z".

5.2 CUMULATIVE IMPACTS

1. College Avenue between I-8 and Montezuma Road.
2. College Avenue between Montezuma Road and El Cajon Boulevard.
3. College Avenue/Canyon Crest Drive intersection.

4. College Avenue/Lindo Paseo intersection.
5. College Avenue/Montezuma Road intersection.

6. RECOMMENDED MITIGATION MEASURES

The project and cumulative mitigation measures listed below are required for the region with or without the proposed Campus Master Plan 2000 project. In addition, each of these measures is already required by the College Community Redevelopment Project EIR ("CCRP EIR").

6.1 PROJECT MITIGATION MEASURES

A traffic signal should be installed at, or in the vicinity of, the College Avenue/Street "Z" intersection. This type of mitigation measure is already reflected in the traffic mitigation measures required by the CCRP EIR.

The CCRP EIR recommends a traffic signal on College Avenue at the entrance to Parking Structure 1 ("PS 1"). The PS 1 entrance is "in the vicinity of " the College Avenue/Street "Z" intersection, which is consistent with the mitigation recommended in this EIR.

In addition, College Avenue is currently only four lanes wide at the entrance to PS 1, and is constrained from further widening by a pedestrian bridge abutment on the west and by the existing Parking Structure ramp on the east. For these reasons, there is presently no left turn lane for the PS 1 entrance, and left turns are physically prohibited at this location by an existing median divider installed by the City of San Diego. Southbound campus traffic which is destined to enter PS 1 currently proceeds southerly an additional 300 feet to the existing left turn lane at Street "Z," and makes a U-turn to enter PS 1 heading northbound.

Assuming that the physical constraints to widening College Avenue to six lanes could be overcome, and that the left turn lanes and traffic signal could be installed at the entrance to PS 1, as called for in the CCRP EIR mitigation, then traffic which now turns left at Street "Z" could instead enter the campus at PS 1 as well. Traffic with destinations other than PS 1 could enter PS 1 then exit to East Campus Drive and travel south to reach the areas currently accessed from College Avenue *via* Street "Z." By using this route, inbound campus traffic, including the additional peak hour trips projected for the Campus Master Plan 2000 project, could make the required left turn on College Avenue using the traffic signal mitigation required by the CCRP EIR. Therefore, the impact of the

additional project-related left turn traffic on College Avenue would be mitigated by the proposed CCRP EIR mitigation measure.

While the measures required by the CCRP EIR would reduce the proposed project's impacts to below a level of significance, a significant impact would occur if a significant portion of the Campus Master Plan 2000 project were completed prior to installation of the recommended traffic signal.

6.2 Cumulative Mitigation Measures

The following measures are recommended to mitigate the five cumulative significant impacts listed above.

1. Widen College Avenue from a four-lane Major Arterial to a six-lane Major Arterial between Montezuma Road and I-8.

2. Provide the following lane geometry at the College Avenue/Montezuma Road and College Avenue/El Cajon Boulevard intersections. This would mitigate the significant impact on College Avenue between Montezuma Road and El Cajon Boulevard.

College Avenue / Montezuma Road

Northbound:	2 left-turn lanes 3 through lanes 1 right-turn lane
Southbound:	2 left-turn lanes 2 through lanes 1 shared through/right-turn lane
Eastbound:	2 left-turn lanes 2 through lanes 1 right-turn lane
Westbound:	2 left-turn lanes 2 through lanes 1 right-turn lane.

College Avenue / El Cajon Boulevard

Northbound:	2 left-turn lanes 2 through lanes 1 shared through/right-turn lane
Southbound:	2 left-turn lanes 2 through lanes 1 shared through/right-turn lane
Eastbound:	2 left-turn lanes 2 through lanes 1 right-turn lane
Westbound:	2 left-turn lanes 2 through lanes 1 right-turn lane.

3. Widen the westbound approach at the College Avenue/Canyon Crest Drive intersection to provide two right-turn lanes.

4. Provide the following lanes at the College Avenue/Lindo Paseo intersection:

Westbound approach:	One left-turn lane, one through lane, and one right-turn lane
Eastbound approach:	Dual left-turn lanes and a shared right/through lane
Northbound approach:	One left-turn lane, two through lanes, and a shared right/through lane
Southbound approach:	One left-turn lane, two through lanes, and a shared right/through lane.

5. Please see Mitigation Measure No. 2, above, regarding lane geometry recommended for the College Avenue/Montezuma Road intersection.

6.3 College Community Redevelopment Project Mitigation Measures

Table 3.5-13 summarizes the traffic mitigation measures required in the College Community Redevelopment Project EIR (July 1993; SCH No. 92091036) that overlap the traffic mitigation measures recommended for the Campus Master Plan 2000 project.

TABLE 3.5-13
COLLEGE COMMUNITY REDEVELOPMENT PLAN EIR
TRAFFIC MITIGATION MEASURES*

MITIGATION MEASURE NO.	DESCRIPTION
1	A transportation phasing plan shall be prepared and implemented to address traffic, access and parking issues associated with proposed phases of development within the Project Area.
2	College Avenue shall be widened to six lanes between Montezuma Road and Interstate 8. As part of the College Avenue widening project, a signal should be installed to accommodate left turn access into SDSU Parking Structure 1 and the existing three pedestrian bridges to the campus shall be maintained and/or lengthened as necessary.
3	Alvarado Road shall be widened to two through lanes plus a two-way left turn lane between College Avenue and 70th Street with the widening to occur to the south of existing Alvarado Road. The road shall be realigned to eliminate existing substandard curves in the area east of College Avenue.
4	College Avenue/Montezuma Road Intersection and Vicinity (mitigation to achieve level of service D): (i) College Avenue shall be widened to six through lanes; (ii) Double left turn lanes shall be provided for southbound, eastbound and westbound movements; (iii) A separate right-turn lane northbound shall be provided; and (iv) Median breaks at College Avenue/College Place and Montezuma Road/Rockford Road shall be closed and only right turns in and out will be allowed at these locations.
5	El Cajon Boulevard/College Avenue Intersection and Vicinity (mitigation to achieve level of service D): (i) College Avenue shall be widened to six through lanes in the vicinity of El Cajon Boulevard with transition to four through lanes outside the intersection area; (ii) Eastbound and westbound separate right-turn lanes shall be provided; and (iii) Double left-turn lanes northbound and southbound shall be provided.
6	College Avenue/Lindo Paseo Intersection: (i) College Avenue shall be widened to six through lanes; (ii) Double left-turn lanes, a through lane, and a right-turn lane eastbound shall be provided; (iii) A left-turn lane, through lane, and a right-turn lane westbound shall be provided; and (iv) A separate right-turn lane northbound shall be provided.
7	College Avenue/Canyon Crest Drive Intersection (mitigation to achieve level of service D): (i) College Avenue shall be widened to six through lanes; (ii) A left-turn lane, a left/through, and a right-turn lane eastbound shall be provided; and (iii) A left-turn lane, a left/through, and double right-turn lanes westbound shall be provided. As an alternative to widening Canyon Crest Drive/Alvarado Road along its present alignment, consider re-routing Alvarado Road directly through the SDSU parking lot C during the preliminary design of the Alvarado Road widening and the College Avenue/Canyon Crest Drive intersection improvement, subject to discussions with SDSU.
8	A system to interconnect all existing and future traffic signals in the study area shall be implemented. This may be accomplished through integration with the City's central traffic signal system or implementation of one or more local signal systems.
9	Travel demand management strategies will be implemented to meet or exceed city-wide and regional requirements.

* The mitigation measures listed above are only those relating to the traffic mitigation noted in the traffic report for the SDSU Campus Master Plan 2000 project.

Source: College Community Redevelopment Plan EIR, pages 5.10-35 through 5.10-40.

7. UNAVOIDABLE SIGNIFICANT IMPACTS

Significant project-specific traffic impacts were identified for the intersection of College Avenue and Street "Z." Significant cumulative impacts were also identified at two segments of College Avenue and three College Avenue intersections. These impacts would be reduced to below a level of significance with implementation of mitigation measures already required by the College Community Redevelopment Project EIR. However, significant unmitigated traffic impacts would occur at the College Avenue/Street "Z" intersection, at two segments of College Avenue and at three College Avenue intersections, if the Campus Master Plan 2000 project were completed prior to implementation of the recommended mitigation measures.

1. INTRODUCTION

This section is based on an acoustical report for the proposed project prepared by Dudek & Associates, Inc. (August 2000). The report is presented in its entirety in **Appendix 3.6** of this EIR.

This section focuses on the components of the project that propose construction of a new Physical Plant (PGM-4), Campus Childcare Center (PJT-3) and International Student Center Addition (PJT-4). These are the project components with the potential for causing noise impacts. The remaining project components would not result in any adverse noise-related impacts.

2. BACKGROUND

2.1 NOISE CONCEPTS

Community sound levels are measured in terms of the A-weighted sound scale. The A-weighted scale measures sound levels corresponding to the human frequency response. All sound levels discussed in this report are A-weighted. In community noise, it is necessary to use a noise scale that averages varying noise exposure over time and quantifies the results using a single number descriptor. Units of measure used to evaluate the long-term characteristics of sound that are applicable to this analysis are the time-average sound level (TAV) and the Community Noise Equivalent Level (CNEL). TAV is a single-number representing the fluctuating sound level in decibels (dB) over a specified period of time. It is a sound energy average of the fluctuating level and is equal to a constant unchanging sound level of that dB level. CNEL is a 24-hour average A-weighted sound level with ten decibels (dB) added to noise during the nighttime hours from 10:00 p.m. to 7:00 a.m., and five dB added to the noise during the evening hours from 7:00 p.m. to 10:00 p.m. The five and ten dB penalties are applied to account for increased noise sensitivity during the evening and nighttime hours. **Attachment 1** contains definitions of acoustical terms used in this report. Typical sound levels generated by various activities are listed in **Table 3.6-1**.

TABLE 3.6-1
TYPICAL SOUND LEVELS MEASURED IN THE ENVIRONMENT AND INDUSTRY

Noise Source	A-Weighted Sound Level in Decibels	Noise Environment	Subjective Impression
Civil Defense Siren (100 ft.)	130		
	120		Threshold of pain
	110	Rock Music Concert	
Pile Driver (50 ft.)	100		Very loud
Power Lawn Mower (3 ft.)			
Motorcycle (25 ft.)	90	Boiler Room	
Diesel Truck (50 ft.)		Printing Press Plant	
Garbage Disposal (3 ft.)	80		
Vacuum Cleaner (3 ft.)	70		Moderately loud
Normal Conversation (3 ft.)			
	60		
		Department Store	
Light Traffic (100 ft.)	50	Private Business Office	
Bird Calls (distant)	40		Quiet
Soft Whisper	30	Quiet Bedroom	
	20	Recording Studio	
	10		Threshold of hearing
	0		

2.2 NOISE CRITERIA

In general, a project may be deemed to have a significant impact on the environment if it will substantially increase the ambient noise level for adjoining areas. However, this criterion does not define the phrase "substantial increase in ambient noise," and it does not provide an impact threshold for potential on-site noise impacts.

The project site is adjacent to property located within the City of San Diego. The City has established noise criteria both in its General Plan and Municipal Code as summarized in **Section 2.2.3** below. San Diego State University (SDSU) is not required to comply with local standards; however, this report will consider local noise standards as they relate to overall compatibility with the proposed project.

2.2.1 CITY OF SAN DIEGO NOISE CRITERIA

The noise criteria established in the City's General Plan and its Municipal Code are summarized below.

City of San Diego General Plan Noise Guidelines: The City's General Plan identifies compatible exterior noise levels for various land use types. The maximum allowable noise exposure varies depending on the land use. The maximum acceptable exterior noise level for residential uses and other noise-sensitive uses including schools, libraries, hospitals, day care facilities, hotels, motels and parks is a CNEL of 65 dB for exterior usable areas. New single and multi-family residences are also required to meet an interior noise level of 45 dB within the habitable interior areas.

City of San Diego Municipal Code Noise Standards: The City's noise ordinance contains quantitative noise standards to reduce excessive noise within the City. The noise level limits are defined in terms of a one-hour average sound level. The allowable noise level limits depend upon the City's zoning district and time of day. Single family residences are located adjacent to the western and eastern boundaries of the proposed project. The noise ordinance limits for low density residential development require that the one-hour average noise level will not exceed 50 dB between the hours of 7:00 a.m. to 7:00 p.m.; 45 dB between 7:00 p.m. and 10:00 p.m.; and 40 dB between 10:00 p.m. and 7:00 a.m. The City's noise ordinance limits are summarized in **Table 3.6-2** below.

TABLE 3.6-2
CITY OF SAN DIEGO MUNICIPAL CODE NOISE LIMITS

Land Use Zone		Time of Day	One-Hour Average Sound Level (decibels)
1)	Residential: All R-1	7 a.m. to 7 p.m. 7 p.m. to 10 p.m. 10 p.m. to 7 a.m.	50 45 40
2)	All R-2	7 a.m. to 7 p.m. 7 p.m. to 10 p.m. 10 p.m. to 7 a.m.	55 50 45
3)	R-3, R-4 and all other Residential	7 a.m. to 7 p.m. 7 p.m. to 10 p.m. 10 p.m. to 7 a.m.	60 55 50
4)	All Commercial	7 a.m. to 7 p.m. 7 p.m. to 10 p.m. 10 p.m. to 7 a.m.	65 60 60
5)	Manufacturing all other Industrial, including Agricultural and Extractive Industry	any time	75

The City's noise ordinance criteria are applicable to stationary equipment such as mechanical equipment. The noise ordinance criteria may not be applicable to outdoor activities such as tennis, swimming, softball, baseball and playgrounds, as the City's Code Enforcement Department does not apply the noise ordinance limits to those types of outdoor activities.

The City's noise ordinance also regulates construction activity. Construction activity is allowed Monday through Saturdays from 7:00 a.m. to 7:00 p.m. Construction activities are not to exceed an average sound level greater than 75 dB during the 12-hour time period from 7:00 a.m. to 7:00 p.m.

2.3 SIGNIFICANCE THRESHOLDS

The following thresholds of significance were developed for this analysis based on the noise criteria identified in Section 2.2, above.

Traffic and Outdoor Activities: A project's noise impacts are considered significant if they would exceed the City's General Plan 65 dB CNEL noise criteria at adjacent residences; or if project

traffic noise would increase the existing noise level by 3 dB or more as compared to the future no-build traffic noise level; or if project noise would increase the existing noise level by 3 dB or more at locations where the existing noise levels exceed the City of San Diego noise criteria.

Stationary Uses: A significant noise impact would result if project-related stationary equipment would generate noise levels which exceed the City's noise ordinance criteria.

Temporary Construction Noise: A significant noise impact would result if temporary construction noise levels at residences exceed 75 dB for 12 hours within a 24-hour period.

3. EXISTING CONDITIONS AND SETTING

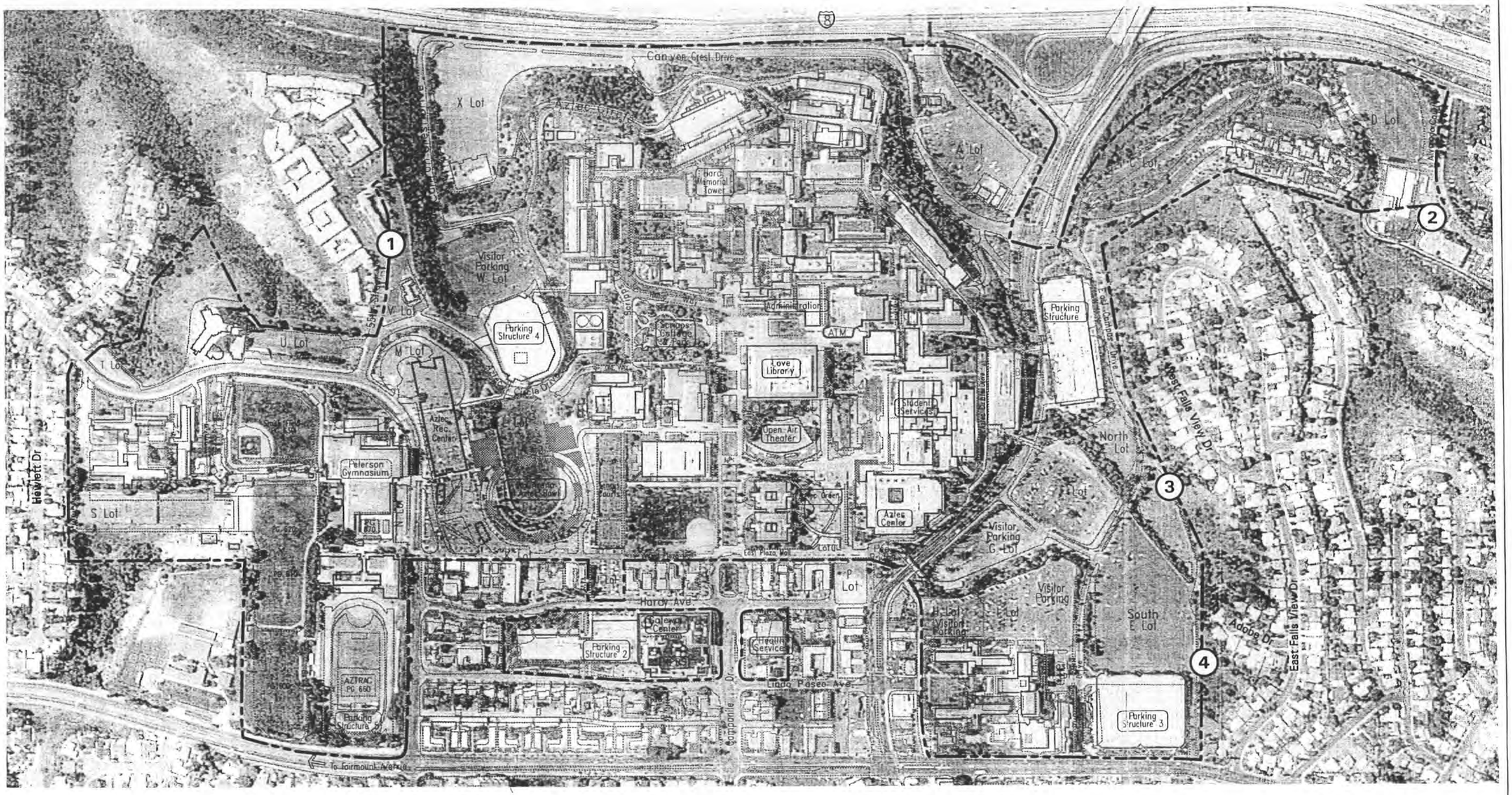
The primary noise source adjacent to the project site is vehicular traffic along Montezuma Road, College Avenue, 55th Street and Interstate 8 (I-8). Noise is also generated by students and activities on campus, as well as students at Hardy Elementary School. Noise sensitive receivers in the area consist of residences located along Remington Road, 55th Street, West Falls View Drive, East Falls View Drive, Adobe Drive and Montezuma Road, as well as classrooms and student housing located on campus or immediately adjacent to the campus and Hardy Elementary School.

3.1 AMBIENT NOISE MEASUREMENTS

Noise measurements were conducted at two sites on July 17, 2000, between the hours of 10:00 a.m. and 11:00 a.m. for a period of 15 minutes at each location. The noise measurements were made using a calibrated Larson-Davis Laboratories Model 700 (S.N. 2132) digital integrating sound level meter. The sound level meter was equipped with a Bruel & Kjaer Type 4176 ½-inch pre-polarized condenser microphone with a pre-amplifier. When equipped with this microphone, the sound level meter meets the current American National Standards Institute (ANSI) standard for a Type 1 precision sound level meter.

The noise measurement locations were adjacent to residences located along 55th Street (Site 1) and an office complex located along Alvarado Court (Site 2). The noise measurement locations are depicted in **Figure 3.6-1**. The measurement locations were selected because of the proximity of proposed project component sites to these adjacent receivers, and to determine the typical daytime ambient noise level at the adjacent residential and office areas. The ambient noise at the noise

measurement locations resulted from various sources, including vehicles along adjacent roads and in parking lots, aircraft and traffic along I-8. The measured average noise level was 53 dB at Site 1 and 56 dB at Site 2. Currently, construction activities are occurring along the eastern portion of the site. However, based on noise measurements conducted in February 1999, the daytime ambient noise level without construction activity is approximately 53 to 54 dB near the southeastern portion of the site.



Campus Boundary

(1) Location Number

0 400

Scale in Feet

BASE SOURCE: San Diego Aerial Image Database 94/95 and KTU&A

SDSU Campus Master Plan 2000

August 2000

Figure 3.6-1

Noise Measurement Locations

4. POTENTIAL IMPACTS

Noise associated with the proposed project would include short-term construction noise, project-generated traffic and children playing at the campus childcare center, as well as activities associated with the physical plant.

4.1 CONSTRUCTION ACTIVITIES

Noise generated by construction equipment on this project would occur with varying intensities and durations during the different phases of construction, including demolition of the existing buildings, grading, paving and construction of the buildings and parking facility.

Equipment expected to be used during construction includes excavators, loaders, tractors, backhoes, trucks, pneumatic equipment, pile drivers, concrete pumps, drilling rigs and cranes. Construction noise is difficult to quantify because of the many variables involved, including the size of equipment used and the percentage of time and number of pieces of equipment which will actually operate on the site. However, maximum construction noise levels at 50 feet would range from approximately 75 to 100 dB for the type of equipment expected to be used for this project. The hourly average noise levels would vary, but construction average noise levels of approximately 70 to 80 dB at 50 feet are typical. Construction noise is attenuated at a rate of approximately 6 dB per doubling of distance. Thus, at a distance of 100 feet, the construction average noise level would be approximately 64 to 74 dB. The maximum noise levels associated with various pieces of construction equipment are set forth in **Figure 3.6-2**.

Construction activities adjacent to the residences along the eastern and northwestern portion of the campus would most likely generate the greatest noise level during the initial grading activities. The closest residences to construction activities on the west side of the campus are located approximately 60 feet from the proposed International Student Center Addition site (PJT-3). At this distance, the construction average noise level would be up to approximately 77 dB. This assumes that construction activities would occur for a period of eight-hours per day. The construction noise would result in a significant short-term noise impact.

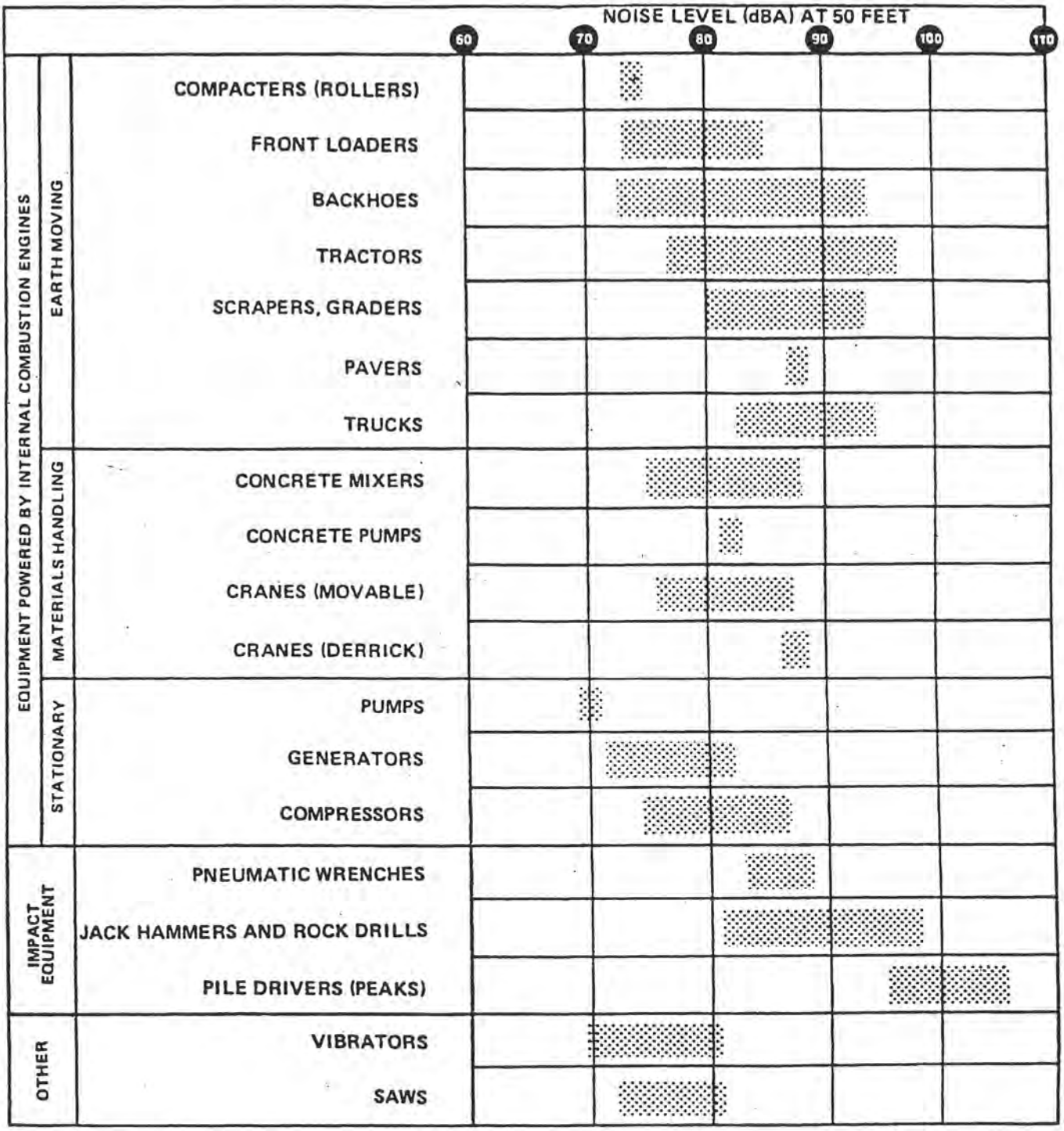


Figure 3.6-2
Typical Construction Noise Generation Levels

The closest residences to construction activities on the east side of the campus are located approximately 160 feet from the proposed Campus Childcare Center site (PJT-4). At this distance, the construction eight-hour average noise level would be up to approximately 68 dB. This noise level would comply with the City's construction noise criteria. Therefore, the construction noise impact would be less than significant.

4.2 TRAFFIC NOISE IMPACTS

The proposed project would generate approximately 1,500 ADT (LLG 2000). To calculate the increase in noise due to project traffic, existing traffic noise levels were calculated for traffic along Montezuma Road, College Avenue, 55th Street and Remington Road using Caltrans' SOUND32 traffic noise prediction model (Caltrans 1983) with California Noise Emission Factors (Caltrans 1987). Existing and project-related peak hour traffic volumes are based on information contained in the project's traffic study (LLG 2000). The results of the "existing" and "existing plus project" analysis for various roadway segments, at a distance of 50 feet from the centerline of the road, are depicted in **Table 3.6-3**.

TABLE 3.6-3
PROJECT-RELATED TRAFFIC NOISE IMPACTS

Roadway Segment	Existing PM Peak Hour Traffic Volume	Noise Level At 50'	Existing plus Project PM Peak Hour Traffic Volume	Noise Level at 50'	Noise Level Increase
Montezuma Rd. (w/o 55th St.)	3,027	71	3,046	71	< 1dB
Montezuma Rd. (55th St. to Campanile Dr.)	2,748	69	2,769	69	< 1dB
Montezuma Rd (Campanile Dr. to College Ave.)	2,706	70	2,756	70	< 1dB
Montezuma Rd. (e/o College Ave.)	2,104	69	2,124	69	< 1dB
College Ave. (n/o Montezuma Rd.)	2,084	69	2,104	69	< 1dB
College Ave (s/o Montezuma Rd.)	2,290	69	2,396	69	< 1dB
55th Street (n/o Montezuma Rd.)	1,388	69	1,403	69	< 1dB
55th Street (s/o Montezuma Rd.)	256	64	256	64	< 1dB
Remington Rd. (w/o 55th St.)	395	58	398	59	< 1dB
Remington Rd. (e/o 55th St.)	1,350	63	1,362	63	< 1dB

Notes: Level is one-hour average sound level
Calculated using Caltrans SOUND 32 Traffic Noise Prediction Model

Several roadways adjacent to the project component sites have traffic volumes which produce noise levels that may be in excess of the City of San Diego's allowable noise limits for certain residential properties. These road segments include Montezuma Road (w/o 55th Street), Montezuma Road (55th Street to Campanile Drive), Montezuma Road, (Campanille Drive to College Avenue), Montezuma Road (e/o College Avenue), College Avenue (n/o Montezuma Road), College Avenue (s/o Montezuma Road) and 55th Street (n/o Montezuma Road). Traffic volumes on each of these roadway segments currently produce noise levels that, depending on the distance and on-site noise

attenuation features (sound walls, another house blocking the roadway, severe topography, *etc.*), may exceed the City's 65 dB noise limit at a specific residential property.

The proposed project would increase the noise levels along Montezuma Road, College Avenue, Remington Road and 55th Street by less than one dB. This increase of less than one dB may represent a cumulative noise level increase for residential lots if they are indeed subject to a 65 dB or greater ambient noise level. However, a change of plus-or-minus one dB is within the tolerance limit of traffic noise prediction models. Furthermore, in community noise assessments, a one dB increase is not noticeable to the human ear. Therefore, because residential receptors cannot detect a noise level increase of one dB, the proposed project's cumulative noise impacts are not anticipated to be significant.

4.3 On-site Noise Impacts

4.3.1 Program-Level Components

PGM-1N East Campus Development Zone - North. The activities associated with the PGM-1N component are not expected to generate substantial noise levels at adjacent noise sensitive receivers; therefore, the noise impact of that component would not be significant.

PGM-1S East Campus Development Zone - South. The activities associated with the PGM-1S component are not expected to generate substantial noise levels at adjacent noise sensitive receivers; therefore, the noise impact of that component would not be significant.

PGM-2 Performing Arts Complex. The activities associated with the PGM-2 component are not expected to generate substantial noise levels at adjacent noise sensitive receivers; therefore, the noise impact of that component would not be significant.

PGM-3 Science Research Building. The activities associated with the PGM-3 component are not expected to generate substantial noise levels at adjacent noise sensitive receivers; therefore, the noise impact of that component would not be significant.

PGM-4 Physical Plant. The PGM-4 component is proposed to be constructed on the north side of Parking Lot X. The applicant has not yet developed a building design plan for PGM-4; however, it is anticipated that the facility would include outdoor uses such as a shipping and

receiving area and storage. Based on noise measurements conducted at loading dock areas, the one-hour average noise level varies from approximately 50 to 60 dB at a distance of 50 feet.

The closest residences to the PGM-4 site are multi-family units located along the east side of 55th Street. The property line of the closest residence is approximately 200 feet west from the component site. The noise level at the residences would be approximately 48 dB. This noise level would result in a less than significant noise impact.

PGM-5 North Life Sciences Addition. The activities associated with the PGM-5 component are not expected to generate substantial noise levels at adjacent noise sensitive receivers; therefore, the noise impact of that component would not be significant.

4.3.2 PROJECT-LEVEL COMPONENTS

PJT-1 Faculty Office/Classroom/Gallery/Parking Structure 8. The activities associated with the PJT-1 component are not expected to generate substantial noise levels at adjacent noise sensitive receivers; therefore, the noise impact of that component would not be significant. The proposed 200 to 300 space parking structure proposed as part of the PJT-1 component, would be located in the basement of the building. Therefore, the building would attenuate noise associated with parking activities.

PJT-2 Communication Addition. The activities associated with the PJT-2 component are not expected to generate substantial noise levels at adjacent noise sensitive receivers; therefore, the noise impact of that component would not be significant.

PJT-3 Campus Childcare Center. A site plan has not been prepared for the childcare center. However, the center would include an outdoor play area. Noise associated with the childcare center would primarily result from children playing outside. Based on noise measurements conducted at several childcare centers, groups of preschool children playing outside generated maximum noise levels of approximately 45 to 65 dB at a distance of 50 feet. The children's shouting/talking is intermittent resulting in an hourly average sound level of approximately 50 to 55 dB at a distance of 50 feet. The property line of the residences located immediately east of the PJT-3 site would be approximately 60 feet from the edge of the childcare center. The children playing outside would generate a one-hour average sound level of up to approximately 55 dB at the residential property

line. The noise would comply with the City's 65 dB CNEL noise criteria and, therefore, the impact would not be significant.

Although the childcare center noise impacts will not be significant, the noise could be annoying to adjacent residences; therefore, noise reduction measures are recommended. When building plans are prepared for the childcare center, they will be evaluated to ensure that adequate noise abatement measures are incorporated into the building design. These design measures will be consistent with the City's noise ordinance criteria, (*i.e.*, one hour average noise levels of 40 dB during nighttime hours, 45 dB during evening hours and 50 dB during daytime hours). Noise abatement measures could include locating the outdoor play area on the west side of the building, thereby using the building to shield the residents from play area noise.

PJT-4 International Student Center Addition. The activities associated with the PJT-4 component are not expected to generate substantial noise levels at adjacent noise sensitive receivers; therefore, the noise impact of that component would not be significant.

PJT-5 Central Park. The activities associated with the PJT-5 component are not expected to generate substantial noise levels at adjacent noise sensitive receivers; therefore, the noise impact of that component would not be significant.

5. SIGNIFICANCE OF IMPACTS

A short-term significant noise impact would result during grading activities associated with the International Student Center Addition (PJT-4) on the western portion of the SDSU campus. The remaining project-related activities would result in a less than significant noise impact.

6. RECOMMENDED MITIGATION MEASURES

The following measures have been identified to mitigate the proposed project's noise impacts.

6.1 SHORT-TERM CONSTRUCTION NOISE

Mitigation of short-term construction noise impacts on residences could be achieved through implementation of the following measures:

The Contractor will be required to comply with the City's noise ordinance criteria. Thus, construction activity will only be permitted between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday. Construction is prohibited on Sunday and legal holidays. In addition, the Contractor will be required to prepare a Noise Control Plan to demonstrate compliance with the City's noise ordinance criteria. The plan will include a detailed description of the noise control measures that the Contractor will use to mitigate short-term construction noise impacts on existing noise-sensitive land uses. The Contractor will include measures such as:

(a) Locate noisy equipment as far as possible from the site boundaries and occupants of buildings.

(b) Install stationary equipment in enclosures.

(c) All construction equipment, fixed or mobile, will be equipped with properly operating and maintained muffler exhaust systems.

(d) Stockpile and vehicle staging areas will be located as far as practical from residences and occupants of buildings.

(e) Use quieter (*i.e.*, typically smaller pieces of equipment) while working immediately adjacent to the residences situated along the western boundary of the site.

6.2 SIGNIFICANCE AFTER MITIGATION

With implementation of the recommended mitigation measures, the noise impacts of the proposed project would be less than significant.

7. UNAVOIDABLE SIGNIFICANT IMPACTS

Upon implementation of the mitigation measures identified in this section, the construction of the International Student Center Addition (PJT-4) would not result in any unavoidable significant noise impacts. The remaining components of the proposed project would not result in any unavoidable significant noise impacts.

1. INTRODUCTION

This section is based on an air quality impact analysis for the proposed project prepared by Giroux & Associates (August 2000). The report is presented in its entirety in **Appendix 3.7** of this EIR.

The primary project-specific air quality concern stems from the increase in automobile trips that would be generated by implementation of the Campus Master Plan 2000 project. The project's traffic study estimates that the proposed project would result in 1,500 additional daily trips. The project-specific air quality impacts of these additional trips are considered *de minimus* and, therefore, not significant.

2. EXISTING CONDITIONS/SETTING

2.1 CLIMATE

The climate of San Diego is characterized by a repetitive pattern of frequent early morning cloudiness, hazy afternoon sunshine, clean daytime onshore breezes and little temperature change throughout the year. The average daily maximum in summer in downtown San Diego is in the upper 70s with an average daily maximum of 65° F in winter. The thermostat action of the nearby oceanic heat reservoir keeps the daily oscillation of temperature close to 15 degrees. Summer nights in the project area are around 65° F, while early winter mornings drop to the upper 40s.

Limited rainfall occurs in winter while summers are often completely dry. An average of 10 inches of rain falls each year from November to early April. Year to year variations in rainfall amounts are the rule rather than the exception. Rainfall amounts of one-half or twice the annual average are not uncommon. Rain falls on only 20 days per year with only 6 days of moderate (0.5 inches in 24-hours) rainfall per year.

Unfortunately, the same atmospheric conditions that create a desirable living climate combine to limit the ability of the atmosphere to disperse the air pollution generated by the large population attracted in part by the climate. The onshore winds across the coastline diminish quickly when they reach the foothill communities east of San Diego, and the sinking air within the offshore high pressure system forms a massive temperature inversion that traps all air pollutants near the

ground. The resulting horizontal and vertical stagnation, in conjunction with ample sunshine, cause a number of reactive pollutants to undergo photochemical reactions and form smog that degrades visibility and irritates tear ducts and nasal membranes. Occasionally high smog levels in coastal communities often occur when polluted air from the South Coast (Los Angeles) Air Basin drifts seaward and southward at night, and then blows onshore the next day. Such weather patterns are particularly frustrating because no matter what San Diego County does to achieve clean air, such interbasin transport will cause occasionally unhealthy air over much of the County despite its best air pollution control efforts.

2.2 METEOROLOGICAL SETTING

Local meteorological conditions around the SDSU campus typically conform well to the regional pattern of strong onshore winds by day, especially in summer, and weak offshore winds at night, especially in winter. These local wind patterns are driven by the temperature difference between the normally cool ocean and the warm interior. In summer, moderate breezes of 8-12 mph blow onshore by day, and may continue all night as a light onshore breeze because the land remains warmer than the ocean. In winter, the onshore flow is weaker, and reverses in the evening as the land becomes cooler than the ocean.

Whereas winds affect mainly horizontal pollution dispersion, the onshore flow by day and the nocturnal land breeze are both accompanied by characteristic temperature inversions that control the vertical depth through which pollutants can be mixed. The strong onshore flow undercuts a deep layer of warm sinking air within the Pacific Ocean high pressure cell. The interface between the cool layer near the ground and the warm layer aloft is a boundary where the normal decrease of temperature with height is reversed (an inversion). It acts like a giant lid over the coastal airshed where pollutants are continually added from below, but without any vertical dilution because of the impermeability of the inversion boundary. As the polluted layer moves inland where the surface topography rises while the inversion remains at about the same height, the same amount of pollution can be thought of as being squeezed into a progressively shallower layer with correspondingly higher and higher concentrations.

In winter at night, the air near the ground cools by contact with the radiating ground surface while the air aloft remains warm. The radiation inversions thus formed are very shallow and occur in conjunction with nearly calm winds. The shallow vertical barrier and light horizontal transport lead to a marked stagnation of emissions from localized sources such as freeways or large parking lots. Such microscale "hot spots" associated with these cool-season radiation inversions are, however, less pervasive, less severe, and more amenable to mitigation than the regional photochemical air pollution that occurs in conjunction with the regional, warm-season marine/subsidence inversions. With continued improvement in vehicular emissions faster than the rate of growth of automobiles, "hot spots" have almost ceased to exist in the San Diego area.

2.3 Air Quality Standards and Setting

2.3.1 Ambient Air Quality Standards (AAQS)

In order to gauge the significance of the air quality impacts of the proposed project and any associated changes in area traffic patterns, those impacts, together with existing background air quality levels, must be compared to the applicable ambient air quality standards. These standards are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those people most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise, called "sensitive receptors." Recent research has shown, however, that chronic exposure to ozone at levels which just marginally meet clean air standards may nevertheless have adverse health effects. Simply meeting standards may therefore not be sufficient to protect public health unless an additional margin of safety is created.

National AAQS were established in 1971 for six pollution species. States have the option to add other pollutants, require more stringent compliance, or to include different exposure periods. Because California had established state AAQS before the federal action and because of unique air quality problems introduced by the restrictive dispersion meteorology, there is considerable difference between state and national clean air standards. Those standards currently in effect in California are shown in **Table 3.7-1**.

TABLE 3.7-1
AMBIENT AIR QUALITY STANDARDS

		California Standards		Federal Standards		
Pollutant	**Averaging Time**	**Concentration**	**Method**	**Primary**	**Secondary**	**Method**
Ozone (O_3)	1 Hour	0.09 ppm (180 µg/m3)	Ultraviolet Photometry	0.12 ppm (235 µg/m3)	Same as Primary Standard	Ethylene Chemiluminescence
	8 Hour	–		0.08 ppm (157 µg/m3)		
Respirable Particulate Matter (PM_{10})	Annual Geometric Mean	30 µg/m3	Size Selective Inlet Sampler ARB Method P (8/22/85)	–	Same as Primary Standard	Inertial Separation and Gravimetic Analysis
	24 Hour	50 µg/m3		150 µg/m3		
	Annual Arithmetic Mean	–		50 µg/m3		
Fine Particulate Matter ($PM_{2.5}$)	24 Hour	No separate State Standard		65 µg/m3	Same as Primary Standard	Inertial Separation and Gravimetic Analysis
	Annual Arithmetic Mean					
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m3)	Non-dispersive Infrared Photometry (NDIR)	9 ppm (10 mg/m3)	None	Non-dispersive Infrared Photometry (NDIR)
	1 Hour	20 ppm (23 mg/m3)		35 ppm (40 mg/m3)		
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m3)		–		
Nitrogen Dioxide (NO2)	Annual Arithmetic Mean	–	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m3)	Same as Primary Standard	Gas Phase Chemiluminescence
	1 Hour	0.25 ppm (470 µg/m3)		–		
Lead	30 days average	1.5 µg/m3	AIHL Method 54 (12/74) Atomic Absorption	–	–	High Volume Sampler and Atomic Absorption
	Calendar Quarter	–		1.5 µg/m3	Same as Primary Standard	
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	–	Fluorescence	0.030 ppm (80 µg/m3)	–	Pararosoaniline
	24 Hour	0.04 ppm (105 µg/m3)		0.14 ppm (365 µg/m3)	–	
	3 Hour	–		–	0.5 ppm (1300 µg/m3)	
	1 Hour	0.25 ppm (655 µg/m3)		–	–	
Visibility Reducing Particles	8 Hour (10 am to 6 pm PST)	In sufficient amount to produce an extinction coefficient of 0.23 per kilometer - visibility of ten miles or more (0.07 - 30 miles or more for Lake Tahoe) due to particles when the relative humidity is less than 70 percent. Method: ARB Method V (8/18/89).		**No Federal Standards**		
Sulfates	24 Hour	25 µg/m3	Turbidimetric Barium Sulfate-AIHL Method 61 (2/76)			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m3)	Cadmium Hydroxide STRactan			

The entries in **Table 3.7-1** include the recently (1997) adopted federal standards for chronic (8-hour) ozone exposure or for ultra-small diameter particulate matter of 2.5 microns or less in diameter (called "PM-2.5"). EPA's authority to promulgate national standards has been challenged as a constitutional "states' rights" issue. Implementation of these standards has been put on hold through an order issued by the U.S. Circuit Court of Appeals. The U.S. Supreme Court has agreed to hear the appeal filed by the U.S. Dept. of Justice on behalf of EPA. The case will be heard later this year, and a decision is expected in early 2001. Until then, data collection is continuing, but no attainment planning actions can occur until the legal issues are resolved.

2.3.2 Baseline Air Quality

Project area air quality can be readily determined from ambient measurements made by the San Diego County Air Pollution Control District (APCD), the agency responsible for air quality planning, monitoring and enforcement in the San Diego Air Basin (SDAB). The APCD monitors a fairly complete spectrum of air pollutants at its downtown air monitoring station at 330A 12th Street and at its station on Redwood Avenue in El Cajon. The SDSU campus is located between those two locations. Because of prevailing west to east onshore flow, the downtown air monitoring data are slightly more representative of the campus environment than the El Cajon data. **Table 3.7-2** summarizes the last seven years of monitoring data from the downtown station.

TABLE 3.7-2
DOWNTOWN SAN DIEGO AIR QUALITY MONITORING SUMMARY
(NUMBER OF DAYS STANDARDS WERE EXCEEDED AND MAXIMUM LEVELS DURING SUCH VIOLATIONS)

Pollutant/Standard	1992	1993	1994	1995	1996	1997	1998
Ozone:							
1-Hour > 0.09 ppm	8	5	0	3	1	5	1
1-Hour > 0.12 ppm	1	0	0	1	0	0	0
Max. 1-Hour Conc. (ppm)	0.13	0.11	0.09	0.13	0.11	0.12	0.10
Carbon Monoxide:							
1-Hour > 20. ppm	0	0	0	0	0	0	0
8-Hour > 9. ppm	0	0	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	11	9	10	8	8	8	8
Max. 8-Hour Conc. (ppm)	7.0	6.5	7.3	5.9	5.5	5.5	4.8
Nitrogen Dioxide:							
1-Hour > 0.25 ppm	0	0	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.14	0.13	0.13	0.14	0.11	0.11	0.09
Sulfur Dioxide:							
1-Hour > 0.25 ppm	0	0	0	0	0	0	0
24-Hour > 0.045 ppm	0	0	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.09	0.05	0.07	0.06	0.05	0.05	0.04
Max. 24-Hour Conc. (ppm)	0.020	0.019	0.013	0.017	0.013	0.014	0.011
Respirable Particulates:							
24-Hour > 50 $\mu g/m^3$	----	6/30	5/61	9/59	1/59	3/60	0/60
24-Hour > 150 $\mu g/m^3$	----	0/30	0/61	0/59	0/59	0/60	0/60
Max. Daily Conc. ($\mu g/m^3$)	----	73	76	115	92	74	48

Source: California Air Resources Board, Summary of Air Quality Data, Volumes XXIV-XXIX, 1992-97.

CARB, CD NO. PTSD-99-011-CD, 1998.

---- = no data.

Healthful air quality is seen in almost every pollution category. The only national standard that was exceeded within the last seven years (one violation per year is allowed under federal guidelines) was an occasional violation of the national ozone standard. The more stringent state standards for ozone and for particulates were also exceeded. Encouraging improvement trends are seen for almost all pollutants. The following air pollution "bests" in downtown San Diego, considered representative of the SDSU campus, have been noted in the last ten+ years:

Fewest violations of state ozone standard (0.10 ppm)	- 1994
Continuously meeting the fed. ozone std. (0.12 ppm)	- 1996-8
Lowest hourly maximum ozone level (0.09 ppm)	- 1994
Last year that CO standard was violated	- 1990
Lowest hourly maximum CO level (8 ppm)	- 1996-8
Lowest 8-hour maximum CO level (4.8 ppm)	- 1998
Last year that NO_2 standard was violated	- 1989
Lowest hourly maximum NO_2 level (0.09 ppm)	- 1998
Last year that SO_4 standard was violated	- 1987
Lowest 24-hour maximum SO_2 level (0.013 ppm)	- 1998
Lowest 1-hour maximum SO_2 level (0.04 ppm)	- 1998
First year not exceeding PM_{10} standard ($50\mu g/m^3$)	- 1998

Sources of Pollution: Nitrogen oxides (NO_x) and reactive organic gases (ROG) are the two precursors to photochemical smog formation. In San Diego County, 68% of the 310 tons per day of ROG emitted come from mobile (cars, ships, planes, heavy equipment, etc.) sources. For NO_x, 88% of the 240 tons emitted daily are from mobile sources. Computer modeling of smog formation has shown that a reduction of around 25% each of NO_x and ROG would allow the San Diego Air Basin to meet the federal ozone standard on days when there is no substantial transport of pollution from the South Coast Air Basin or other airshed.

2.3.3 AIR QUALITY MANAGEMENT PLANNING:

The continued violations of national AAQS in the SDAB, particularly those for ozone in inland foothill areas, requires that a plan be developed outlining the pollution controls that will be undertaken to improve air quality. In San Diego County, this attainment planning process is embodied in a regional air quality management plan developed jointly by the APCD and SANDAG. Several plans had been adopted in the late 1970s and early 1980s under the title Regional Air Quality Strategies (RAQS). Until recently, the 1982 RAQS was the last federally-approved (EPA) air quality plan for attainment of the federal ozone standard. More recent planning efforts have been modifications, improvements and updates of the earlier RAQS efforts.

The California Clean Air Act (AB-2595) required that a state clean air plan be developed to address compliance with state standards as well as the often less stringent federal criteria. A basin plan was therefore developed and adopted in 1991 that predicted attainment of all national standards by the end of 1997 from pollution sources within the air basin, but little can be done about the problem of interbasin transport. Since the South Coast Air Basin is predicted to exceed the national ozone standard beyond the year 2000, the San Diego Air Basin will also not experience completely healthful air for the next several decades.

A plan to meet the federal standards for ozone was developed in 1994 through an update of the 1991 State Plan. This local plan was combined with those from all other California non-attainment areas with serious (or worse) ozone problems to create the California State Implementation Plan (SIP). The SIP was adopted by the Air Resources Board (ARB) after public hearings on November 9-10, 1994, and forwarded to the U.S. EPA for approval. After considerable analysis and debate, particularly regarding airsheds with the worst smog problems, EPA finally approved the SIP in mid-1996.

During the planning process and smog formation modeling, it was discovered that the SDAB can meet the federal ozone standard by the year 1999 without the creation of any new control programs not already in progress. Airsheds demonstrating an ability to meet standards by 1999 (in the absence of transport from one basin to another) are classified as having a "serious" ozone problem instead of being classified as "severe." The SDAPCD requested that EPA reclassify the air basin from severe to serious. This request was subsequently approved.

All progress towards attainment, including offsetting the effects of growth, is expected to derive from existing local, state and federal rules and regulations. Controversial rules previously considered, judged by some as overly intrusive into personal lifestyles (mandatory trip reduction programs or minimum average vehicle occupancy goals), are not needed to predict attainment. Any violations of federal ozone standards in the year 2000 or beyond are forecast to occur only on days when transport from the Los Angeles Basin creates substantially elevated baseline levels upon which any local basin impacts would be superimposed.

Attainment of federal clean air standards is presumed to occur if the standard is exceeded on an average of no more than once per year over a three-year period. Downtown San Diego has had only one minor (0.01 ppm) violation of the federal ozone standard in the last six years (1993-98, inclusive). Downtown San Diego thus meets the criteria for an "attainment" designation for ozone. Because ozone is a regional pollutant, and ozone standards continue to be violated in foothill communities, a basinwide "attainment" designation is still well into the future. The SDSU campus environment, however, is more of a source area for pollutants affecting inland areas than it is a receptor area for pollutants generated elsewhere in the region.

The proposed Campus Master Plan 2000 project relates to the RAQS through the land use and growth assumptions that are incorporated into the air quality planning document. If a proposed project is consistent with the City of San Diego General Plan, then the project presumably has been anticipated within the regional air quality planning process. With implementation of any RAQS-mandated trip/VMT reduction transportation and land use measures, a project will, therefore, not have an adverse regional air quality impact. If the change in vehicular emissions patterns due to the proposed project also does not create any unacceptable microscale impacts immediately adjacent to the proposed project site, then the project will have air quality impacts that should be considered less than significant.

3.0 AIR QUALITY IMPACT ANALYSIS

The construction and occupancy of additional university academic, recreation, and campus support space will generate a limited volume of air pollutant emissions that may impact local and regional air quality. These emissions derive mainly from mobile sources associated with project-related transportation needs. The mobile nature of these emissions is such that no single receptor site is significantly impacted. Rather,

the emissions associated with the proposed project will mix with those from numerous similar developments throughout the San Diego Air Basin. While the incremental impact from any single project is very small, the cumulative impact from many such projects, in conjunction with the poor regional dispersion meteorology and abundant sunlight to drive the smog formation process, ultimately leads to the region's inability to meet photochemical pollution clean air standards in the future.

Secondary concerns surrounding project development include dust generated from site clearing, grading, excavating, and travel on unpaved roadways; combustion emissions from heavy duty construction equipment; increased power plant emissions from SDG&E providing electricity; on-site combustion emissions from natural gas at the physical plant; and from a number of small miscellaneous emissions sources. These sources are either temporary, or they are much smaller in magnitude than the automotive combustion sources.

Some academic research activities use small quantities of organic and inorganic compounds that, despite their small volume of emissions, may be a concern because they could be toxic, carcinogenic, mutagenic or otherwise harmful even in small doses. Campus safety rules govern permissible exposures to staff and students and require special controls on any releases into the atmosphere that could affect the non-building public. For releases through hoods or ventilation systems, the San Diego APCD also may have permit requirements that limit the permissible release rate to less than harmful amounts. In the absence of any specific information on such sources, existing and future rules and regulations are presumed to prevent any potential adverse impacts.

3.1 STANDARDS OF SIGNIFICANCE

Ideally, the significance of air pollutant emissions would be determined by translating these emissions into an ambient level of air quality and then comparing the predicted level to known healthful levels. Predicted levels in excess of standards would be significant.

In the real world, many emissions must undergo numerous chemical transformations during atmospheric transport before simple air pollutants become unhealthful complex compounds. For some pollutants, there is no safe ambient level. Therefore, impacts from a project may be incrementally very small. However, given the serious nature of an existing regional air pollution problem, individually small impacts may nevertheless not be less than significant.

Because many air quality impacts occur miles away from the source after sufficient time has elapsed for chemical reactions to be completed, there is no mechanism by which a project-specific impact can be analyzed on a regional scale. The emissions from mobile sources, in particular, may be released all over the basin at some unspecified location. Therefore, project-specific impact significance is generally determined by the aggregate emissions, without the ability to actually translate these emissions into ambient air quality. Many jurisdictions have published *de minimis* levels of project-related mobile source emissions that can be used as a significance threshold for regional air quality impact potential.

In the City of San Diego "Significance Determination Guidelines" (1991), the following emission thresholds have been developed as a test for regional air quality impact significance:

(a) Emissions increases of 100 pounds per day of reactive hydrocarbons (RHC) are presumed to create a significant cumulative air quality impact because hydrocarbons are photochemically converted to ozone.

(b) In congested urban areas, emissions increases of 550 pounds per day of carbon monoxide (CO) may increase already high areawide CO levels.

(c) Degradation of the level of service along major roads or prime arterials to unacceptable levels may create CO "hot spots" in proximity to such roadways.

The City's CEQA guidelines do not identify a significance threshold for PM_{10}, but the State standard for PM_{10} is frequently exceeded. A substantial worsening of an existing or projected ambient air quality standard is considered a potentially significant impact under CEQA. In the absence of adopted significance thresholds for PM_{10}, an alternative rationale was evaluated.

Under APCD rules for granting air quality permits, daily PM_{10} emissions exceeding 100 pounds per day are considered potentially significant. Although campus master plan implementation activities generally do not require APCD permits, the APCD's air quality impact analysis (AQIA) trigger level for PM_{10} for stationary (permit) sources is a reasonable threshold to apply to any source. The APCD requires that an AQIA be prepared for any new or modified stationary source with PM_{10} emissions exceeding 100 pounds per day. If such levels are a potentially significant threshold for stationary (APCD-permit) sources, they likely would also be potentially significant for non-permit PM_{10} generators. Emissions of 100 pounds per day of PM_{10} would be considered a potentially significant source of impact.

These criteria are the numerical thresholds against which project-related impacts will be evaluated. They are generally applied to future operation of the site and less so to construction activities which occur only once during the life of a given project.

A number of secondary qualitative significance criteria should also be considered, as follows:

(a) Is the project substantially inconsistent with regional growth projections?

(b) Would objectionable odors be created?

(c) Will hazardous materials be on-site that could spill and pose a public health risk?

(d) Would carcinogenic or toxic air contaminants (TACs) be released that create an acute or chronic health risk exceeding a prudent level of public health risk?

In the following impacts discussion, the temporary construction activity impacts are discussed first because they are a "one-time" emissions source. Long-term operational emissions from site access traffic are then related to the City of San Diego thresholds of significance. In addition, the impacts discussion provided below addresses indirect impacts and secondary qualitative criteria.

3.2 Construction Activity Impacts

Construction activities, including soil disturbance dust emissions and combustion pollutants from on-site construction equipment and from off-site trucks hauling dirt, cement or building materials, will create a temporary addition of pollutants to the local airshed. These emissions are quite variable in time and space and differ considerably among various construction projects. Such emission levels can, therefore, only be approximately estimated with a corresponding uncertainty in precise ambient air quality impacts.

The San Diego APCD uses a universal construction dust emission factor of around 110 pounds per acre per day of disturbance. This factor is for total suspended particulates (TSP) and includes no reduction for watering and other dust control procedures required by the APCD. The 10-micron or less diameter fraction of TSP (called PM_{10}) constitutes 50 percent of TSP, or around 55 pounds per acre. Institutional projects typically entail three months of heavy soil disturbance during clearing and excavation, and dust control levels of 50 to 75 percent are normally achieved with standard construction dust abatement practices. The South Coast AQMD, in its CEQA Air Quality Handbook, quantifies fugitive PM_{10} emission rates during construction at 26.4 pounds per day per acre disturbed. This emission rate was applied to the various program and project components for the Campus Master Plan 2000.

The largest individual project would be PJT-1. The disturbance "footprint" for this classroom/office/gallery/parking facility will be approximately 2.5 acres. When the SCAQMD dust emission factor is applied to the proposed project site, daily PM_{10} emissions during clearing or grading of around 66 pounds per day are predicted. Daily PM_{10} emissions of less than 100 pounds per day are considered to have a less than significant impact under APCD permit rules. Although such rules apply to stationary sources and not to fugitive dust emissions, the stationary source criteria are a reasonable significance guideline. The PJT-1 project is sufficiently small as to have a minimal PM_{10} impact from surface disturbance fugitive dust by virtue of emissions of well less than 100 pounds per day.

Several construction projects may proceed simultaneously during master plan implementation. Other projects, however, will typically have a smaller disturbance footprint and will not require extensive excavation or grading. Cumulative construction projects will not necessarily be in their clearing/excavation mode at the same time as the major classroom/office/gallery project (PJT-1). Cumulative PM_{10} emission impacts from master plan implementation will be less than significant.

In addition to the small particulate matter that remains suspended in the air semi-indefinitely, construction activities create a large fraction of larger, heavier soil particulates. Because these large particles are chemically inert and because they are readily filtered out by human breathing passages, they comprise much more of a dust nuisance rather than any adverse health impact. With prevailing daytime winds from the west, locations east of any individual construction site are most susceptible to increased soiling nuisance potential during site grading/excavation. Because such impacts occur in very close proximity to any individual construction site (usually 100 feet or less) any substantial soiling nuisance will be confined to the campus itself. Off-campus soiling nuisance potential is not considered a significant impact.

Because dust lofting increases with stronger winds, dust impacts are a greater concern during Santa Ana winds than during the daily sea breeze. Cessation of grading when winds exceed a given dust lofting threshold (around 25 mph) typically minimizes the regional dust impact from individual construction projects.

In addition to dust emissions, construction activities will cause combustion pollutants to be released from heavy-duty, on-site equipment and from off-site trucks hauling dirt, cement or other building materials. The California ARB estimates that typical institutional construction in California requires the expenditure of 200,000 Brake Horsepower Hours (BHP-HR) of on-site and off-site construction equipment

operations per acre of development. Assuming that all on-site equipment and heavy trucks are diesel-powered, the following emissions (tons) are calculated for a six-month project construction cycle for the PJT-1 earthmoving and initial heavy construction project:

Pollutant	Pounds/Day
Reactive Hydrocarbons (RHC)	3
Carbon Monoxide (CO)	10
Nitrogen Oxides (NO_x)	43
Particulates (PM_{10})	2
Sulfur Dioxide (SO_x)	3

Source: SCAQMD CEQA Air Quality Handbook, 1993, Table A9-3-A.

Given the reasonably low baseline levels of primary construction equipment emissions such as CO and NO_x during the daytime in the project area, the local airshed can generally accommodate the additional temporary project emissions with no measurable degradation in area air quality. Any construction activity impacts perceptible to the staff/student population at large, might be an occasional "whiff" of diesel exhaust odor when walking near the construction site. Such impacts would not, however, cause clean air standards to be locally exceeded.

Construction activity emissions, because of their temporary nature, are normally judged insignificant if adequate dust control measures are implemented. However, the APCD and other agencies are increasingly looking at construction activities as a cumulatively significant source of air quality impact. Enhanced dust control measures for construction are being included in regional PM_{10} attainment plans and new emissions standards for previously unregulated off-road construction equipment are anticipated to be phased in over the next few years.

The two pounds per day of diesel exhaust particulates noted above contain a number of compounds known to be carcinogenic. Diesel exhaust also has a noticeable odor. Carcinogenic and/or odorous emissions were identified as possible secondary impact criteria that could create a significant impact.

Carcinogenic effects derive from a lifetime of exposure ("dose") to toxic compounds. Construction equipment is mobile and operates for only a limited period of time. The accumulated exposure of the public and/or student/staff is small with corresponding *de minimis* health effects. Odor exposure is similarly transitory. Secondary impact considerations from project construction are insignificant.

Construction activity impacts, while having a less-than-significant impact, are considered adverse because of the non-attainment status of the airshed for the state and federal standards for ozone, and the state standard for PM_{10}. The incorporation of reasonably available control measures (RACMs) for PM_{10} (dust) and equipment exhaust is therefore recommended in master plan construction planning and contracting, even if significance thresholds are not exceeded.

Construction activity impact minimization is focused not only on the actual construction site, but also on "spill-over" into the surrounding community. Spill-over controls include ride-share programs for construction workers, restricting truck access to hours of less congestion or prohibiting street closures during peak travel hours. Recommended RACMs, in conjunction with generally good housekeeping procedures and good construction management, will therefore minimize the impact potential from the limited scope of any individual master plan project.

Some of the structures proposed for demolition may have asbestos-containing materials (ACMs) or lead based paint (LBP) within their building shells or utility systems. A pre-demolition survey is required, and hazard remediation must be performed for any materials that could pose a public or contractor worker health risk. Remediation and disposal of ACMs is strictly controlled by rules and regulations of a number of agencies. Compliance with rules designed to control a specific type of impact is a sufficient basis to find that the impact would be less than significant.

3.3 Vehicular Emissions Impacts

The main project-related direct air quality concern stems from the increased automotive trips that the SDSU campus will generate at full master plan implementation. The project traffic study projects that 1,500 additional daily trips will result from master plan projects. The California ARB URB7G computer model was run to calculate the regional exhaust pollution burden associated with implementation of the proposed project. The year 2005 was assumed for buildout of project- and program-level improvements. The results of this analysis are summarized in **Table 3.7-3**.

TABLE 3.7-3
SDSU CAMPUS MASTER PLAN 2000 IMPLEMENTATION
MOBILE SOURCE EMISSIONS

Scenario	Emissions (pounds/day)			
	RHC	CO	NOx	PM_{10}
SDSU Campus Master Plan 2000	41	123	33	13
Significance Threshold	100*	550**	N/A	100
Exceeds Threshold (?)	No	No	No	No

Source: URB7G Computer Model; Output in Appendix

* = in uncongested areas
** = in areas of traffic congestion
N/A = no significance threshold for NOx

While the project-related regional vehicular emissions impact is insignificant on a basin-wide scale, the additional vehicles on the local San Diego area roadway system may add a small localized pollution increment at receptor sites near the campus. Microscale impacts from project implementation at fifteen nearby intersections were calculated using a screening procedure based on the California microscale air quality model CALINE4 to determine CO levels in close proximity to site access roadways. Hourly CO concentrations in ppm were calculated based on a.m. and p.m. peak hour traffic and minimum meteorological dispersion conditions. Project-related microscale impacts along the intersections analyzed are shown in **Table 3.7-4**.

TABLE 3.7-4
MICROSCALE AIR QUALITY IMPACT ANALYSIS
(HOURLY CO CONCENTRATIONS (ppm) ABOVE NON-LOCAL BACKGROUND)*

Intersection	Peak Hour	Existing	Existing + Project	Existing + Project + Cum.	Significant Impact (?)°
College Ave/I-8 WB Ramp	AM	3	3	3	No
	PM	4	4	6	No
College Ave/I-8 EB Ramp	AM	5	5	5	No
	PM	6	6	7	No
College Ave/Canyon Crest Dr.	AM	8	8	9	No
	PM	6	7	7	No
College Ave/Lindo Paseo	AM	3	3	3	No
	PM	3	3	4	No
College Ave/Montezuma Rd.	AM	5	5	6	No
	PM	6	6	7	No
College Ave/El Cajon Blvd.	AM	3	3	4	No
	PM	5	5	6	No
55th St./Remington Road	AM	3	3	3	No
	PM	2	2	2	No
55th St./Cox Arena Entrance	AM	1	1	1	No
	PM	1	1	1	No
55th St./Montezuma Road	AM	5	5	5	No
	PM	6	6	6	No
Montezuma Rd/Campanielle Dr.	AM	4	4	4	No
	PM	5	5	6	No
Montezuma Rd./East Campus Dr.	AM	2	2	2	No
	PM	2	2	3	No
College Ave/Street "Z"	AM	8	8	9	No
	PM	4	4	9	No
55th St./Hardy Avenue	AM	3	3	3	No
	PM	3	3	4	No
55th St./Lindo Paseo	AM	2	2	2	No
	PM	1	1	2	No
Lindo Paseo/Campanile Dr.	AM	1	1	1	No
	PM	1	1	1	No

Source: Screening procedure based on CALINE4 Model
* - at 25 feet from edge of each indicated roadway.
° - a local exposure of >12 ppm, plus the regional 8 ppm background, could cause the one-hour CO standard of 20 ppm to be exceeded, and therefore significant.

As a further worst-case assumption, all master plan and cumulative growth traffic was added to the roadway system in 2000. Buildout of currently envisioned master plan components is not expected until 2005. With the rate of year-to-year vehicular emissions improvements exceeding the rate of local traffic/congestion increases, future microscale CO levels under a realistic buildout scenario would be lower than those that presently exist.

Peak hourly background CO levels in 1998 were 8 ppm. If that level persists into the future, and if the maximum non-local background were to coincide with the peak localized microscale impact, then a local contribution of 12 ppm or more plus the background could cause a local CO "hot spot." Neither existing nor future microscale CO impacts generate a localized impact that approaches the 12 ppm threshold of potential impact significance. Given that total microscale air quality concerns near the project site are insignificant, the master plan implementation impact is *de minimis*. The maximum CO increase attributable to project traffic is +1 ppm at one intersection during one peak period. All other project-related CO impacts are less than 1 ppm (5 percent of the California one-hour CO standard). Therefore, there is no measurable "hot spot" formation associated with the proposed master plan.

3.4 INDIRECT PROJECT IMPACTS

Any institutional development will contribute a variety of additional pollution sources that are small on a total project basis, but which may become significant when considered cumulatively. For example, the proposed project will consume electricity and natural gas to meet on-site energy needs. Other secondary sources of growth-related air emissions that are small on a project basis but which are a non-negligible portion of the total Basin air pollution burden include:

(a) Motor fuel refining, transport, storage and dispensing for school buses and other vehicles;

(b) Surface coatings (paints, thinners, solvents, cleaning compounds) used in construction and maintenance;

(c) Asphalt and roofing tar evaporative emissions;

(d) Building material preparation (sand, gravel, concrete, stucco);

(e) Pesticide and herbicides for landscape maintenance and weed control; and

(f) Landscape utility equipment operation (mowers, edgers, blowers).

Among the miscellaneous sources, only the NOx emissions from off-site power plants and on-site space heating, hot water and air conditioning will measurably increase total project emissions contribution. All other stationary source pollutants are far below their mobile source counterparts. This finding also suggests that, while energy conservation goals have a positive air quality benefit, any substantial reduction of project impact must come from mobile sources because they represent such a proportionately larger share of the project pollution burden.

3.5 SECONDARY THRESHOLD CRITERIA

Due to the nature of the Campus Master Plan 2000 project, the secondary qualitative threshold criteria discussed above are not applicable to this evaluation of the proposed project's air quality impacts. SDSU student populations are not incorporated into applicable regional growth projections because those populations are considered transitory. In addition, the proposed project would not result in the creation of objectionable odors, nor would it result in hazardous, carcinogenic or toxic air contaminants that could pose a public health risk.

4.0 RECOMMENDED MITIGATION MEASURES

Because almost all of the project-related air quality impacts derive from vehicular sources, there is limited potential for substantial impact mitigation. Certain mandatory measures such as dust control during construction to prevent a dust nuisance and compliance with energy conservation standards in Title 24 of the California Code of Regulations will be implemented, but they do not address the basic transportation-related air quality impacts.

Any significant emissions reduction must come from reducing student and staff trips. SDSU is committed to a program of vehicle trip and vehicle mile traveled (VT/VMT) reduction through a variety of discretionary actions to encourage student transportation alternatives to the single occupant vehicle (SOV). Such actions include both incentives to non-SOV access through various subsidies for transit use and provision of a free shuttle for inter-campus transportation, as well as disincentives through pay parking and assignment to least desirable lot locations for the lowest priority SOV users.

Construction activity emissions were identified as having an adverse, but less than significant impact. To reduce impacts during construction, construction contracts should include the following specifications:

(a) Exposed surfaces should be watered twice daily.

(b) Stockpiles of excavated materials should be watered. chemically stabilized or covered.

(c) An erosion barrier should be erected on the downslope of any project site to prevent silt-laden water from running off site.

(d) Trucks carrying excavated materials from the site should be covered or maintain adequate freeboard and should have their tires and undercarriages washed prior to exiting the site.

(e) Paving of exposed dirt surfaces should be done as quickly as possible.

(f) Streets affected by fugitive dust should be swept regularly. An on-site manager should be responsible for monitoring dust levels and suggesting appropriate additional control measures, if necessary.

(g) Uncovered soil should be bound (by grass or similar groundcover) as soon as is reasonably possible.

(h) Excavation should not be conducted when surface winds exceed 25 mph.

(i) All construction equipment should be maintained in good tune, and unnecessary idling of construction vehicles and equipment should be avoided.

(j) All construction contractors should have rideshare programs/ incentives for their construction workers if they employ more than 25 workers at any time on campus.

5.0 UNAVOIDABLE SIGNIFICANT IMPACTS

Implementation of the proposed project would not result in any project-specific unavoidable significant air quality impacts.

1.0 INTRODUCTION

This section is based on two cultural resources impact reports for the proposed project prepared by Brian F. Smith and Associates (August 2000). The reports are presented in their entirety in **Appendix 3.8** of this EIR.

The SDSU campus includes two resource groups listed on the National Register of Historic Places (National Register): (i) the original campus buildings which were registered as a Historic District; and (ii) the Aztec Bowl and ancillary structures. The Historic District contains ten contributing buildings, one site, one structure and two objects. The campus also includes one recorded prehistoric site. This site has not been previously evaluated for significance, but it is located in an area of previous impacts and may no longer exist. In addition to the listed sites, the campus also contains structures that may be considered potentially important.

Structures listed on the National Register are considered important. Changes to listed structures may affect the status of the individual structures or the status of the Historic District as a whole. Most listed structures are cited as important due to the criteria of architecture, designing architect and importance to events that have made a significant contribution to our history. If components of the proposed project require removal of contributing parts of the campus Historic District, this may be an adverse impact. If the changes consist of interior remodeling, the impact could be negligible.

2.0 BACKGROUND INFORMATION

Overcrowding of existing facilities has driven campus development throughout its history. Founded in 1897 as a teacher training school (San Diego State Normal School), the campus was originally located on seventeen acres in the suburbs of University Heights. Ever increasing enrollment led the California legislature to pass a bill providing for the establishment of an expanded San Diego State Teachers College if a new site and adequate compensation for the old site could be found. Over the next three years, potential sites were evaluated until the Bell-Lloyd Investment Company offered 125 acres where the campus is currently situated. After funding for construction was garnered, a ground breaking ceremony was held at the new campus site on October

7, 1929. Between 1930 and the early 1940s, the Spanish Colonial Revival-style campus core was built with funding and labor contributed by the WPA (Works Projects Administration, formerly the Works Progress Administration). Planned building was halted during World War II due to lack of manpower and materials. Following the war, the influx of returning veterans aided by the G.I. Bill strained existing facilities and initiated the building booms of the 1950s.

2.1 Previous Cultural Resources Studies

Prior to construction of the SDSU campus between the 1930s and 1960s, no formal archaeological surveys were conducted on the campus site. In 1984, Site SDI-9899 was recorded by Mark Kidder and Kaye Miller of the Cultural Resource Management (CRM) Center of the SDSU Department of Anthropology. Kidder and Miller noted that the prehistoric site consists of an isolated, portable metate and a shell scatter and that the entire area had been disturbed due to construction. In 1992, an archaeological survey of campus redevelopment areas by Linda Roth (Roth and Associates) found no additional prehistoric sites.

In 1993, research by Kathleen Markham into the history and significance of the Aztec Bowl, registered as SDI-13,717H, led to its nomination for listing on the National Register of Historic Places (Markham 1993). In 1994, the stadium and several ancillary structures were placed on the National Register.

In 1997, Sue Wade, Alexander Bevil, and Lynne Christenson nominated the original core campus of San Diego State College for listing as a Historic District on the National Register of Historic Places (Wade, Bevil and Christenson 1997). The period of significance for their nomination encompasses the original campus buildings, which were designed by Howard Spencer Hazen and reflect the educational philosophies of two past College presidents, Dr. Hardy and Dr. Hepner. Wade, Bevil, and Christenson traced the development of San Diego State College from a two-year teacher education school in University Heights to the construction of the new campus which continued the teacher training tradition. They thoroughly described the history and architecture of each contributing resource and evaluated its significance as a reflection of important patterns in the school's development, its association with the lives of important people and its use of architectural

styles and building materials that shaped the historic identity of the campus. The district was placed on the National Register of Historic Places in 1997.

2.2 Existing Resources

The SDSU campus contains the two National Register components, three potentially important structures and one unevaluated prehistoric site. The locations of these resources are shown on **Figure 3.8-1**. The following descriptions of the existing resources include the criteria used to evaluate the sites. In general, National Register criteria were used to evaluate structures on the campus. Four criteria are used to assess significance of cultural resources for placement on the National Register (36 CFR 60):

(A) Property is associated with events that have made a significant contribution to the broad patterns of our history.

(B) Property is associated with the lives of persons significant in our past.

(C) Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

(D) Property has yielded, or is likely to yield, information important to prehistory or history.

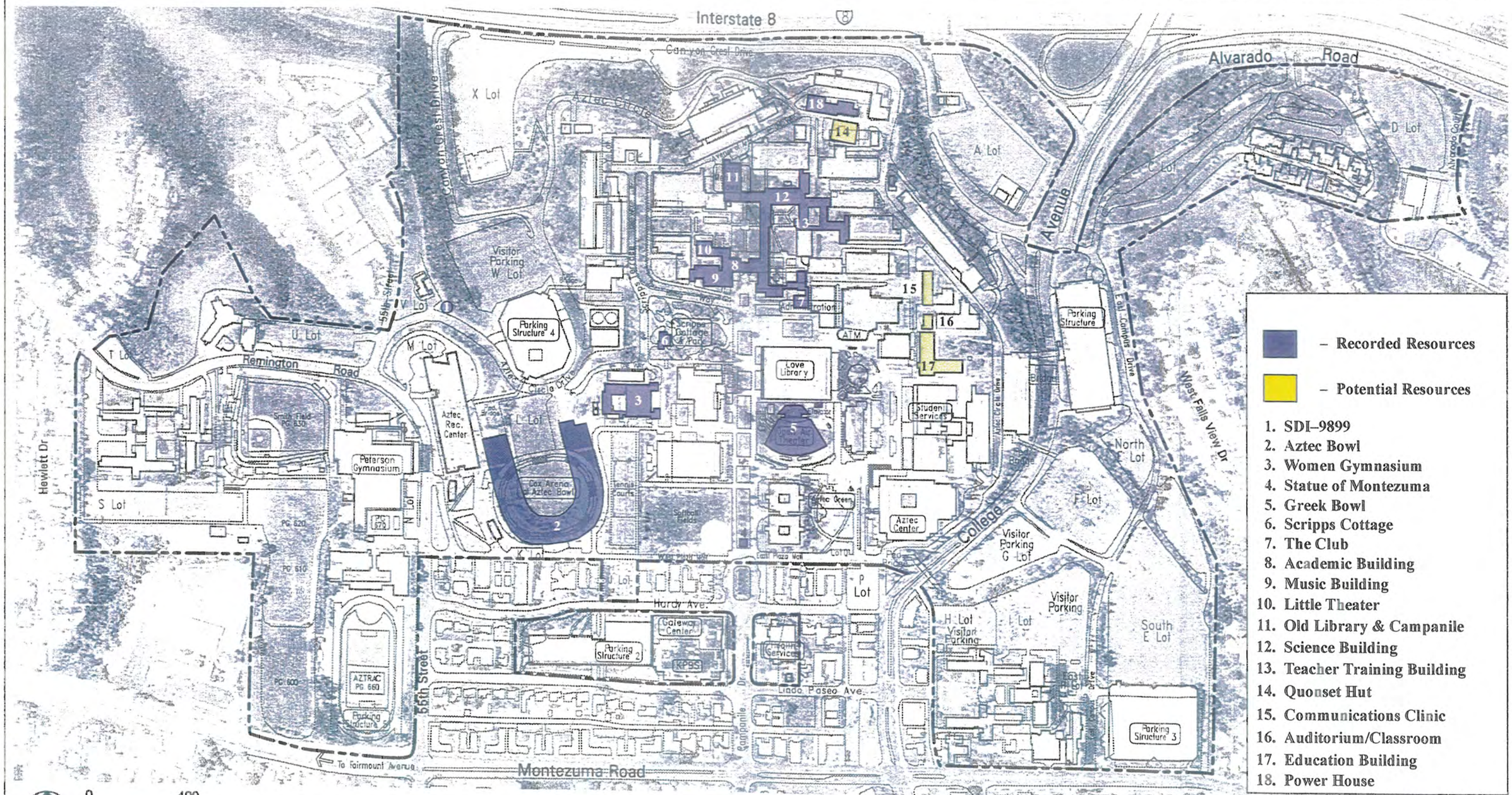
Criteria A, B and C were used to determine the eligibility of the Aztec Bowl and the core campus Historic District. Any resources registered on the National Register are generally accepted as significant under similar criteria provided in CEQA.

2.2.1 The Historic District, Core Campus For SDSU

The San Diego State College Historic District is deemed significant and eligible for the National Register under Criteria A, B, and C. Wade, Bevil, and Christenson (1997) explain the significance of each criterion as follows:

Criterion A

The College is a physical representation of major philosophical changes in education theory, reflecting a national trend during the early twentieth century. The use of Spanish Colonial



BASE SOURCE: San Diego Aerial Image Database 94/95 and KTU&A

Campus Boundary

SDSU Campus Master Plan 2000
August 2000

Figure 3.8-1
Cultural Resource Location Map

Revival architecture for the College symbolizes the cultural implications of the style's use throughout southern California: the paradox between frontier freedom and the need to create a sense of place. Many of the later elements of the College were constructed under the auspices of the WPA, reflecting the craftsmanship and attention to detail that typified this important government historical institution.

Criterion B

The College also physically represents the dream of two men of vision in the development of early twentieth century educational philosophy: Drs. Edward L. Hardy and Walter R. Hepner. The plan and building functions reflect these men's theories of curricula and holistic education.

Criterion C

The College is an important example of the use of Spanish Colonial Revival architecture on a massive scale and in an institutional setting typical of educational and municipal projects throughout southern California.

The buildings of the Historic District are all constructed of the following materials: concrete (foundation and walls), terra cotta (roof), wood frame and stucco (walls) and cast iron and ceramic tile (decorative elements). Although all of the buildings continue to be used for educational purposes, they have all been subject to modifications necessary to accommodate changing functions and building codes. The majority of the modifications consist of the rearrangement of interior walls to create classrooms and offices and to update utilities; however, these modifications do not affect the architectural character of the buildings. Other changes include additions, removals, and two relocations. However, the buildings and objects of the Historic District have retained their historic integrity throughout these changes (Wade, Bevil and Christenson 1997).

The individual components of the Historic District are listed below, summarized from the description and history provided by Wade, Bevil, and Christenson (1997) for the nomination of the San Diego State College Historic District for placement on the National Register, with supporting descriptions of the building or object and contributing characteristics.

(a) Academic Building (Hepner Hall) (NPS-97000924-0001)

- Listed on the National Register 9/04/97 as a contributing building to the Historic District and appears eligible as an individual structure as well (1D, 3B).
- Date: 1930
- Significance: A, B, C
- Architect: Howard Spencer Hazen
- Style: Spanish Colonial Revival

The Academic Building is the formal entry to the San Diego State College Historic District which originally contained offices, a women teachers' lounge and classrooms. A variety of interior and exterior details present a Moorish style throughout the building which is reflected throughout the Historic District (Wade, Bevil and Christenson 1997). The building use/integrity of the Academic Building has not changed since the previous evaluation.

(b) Little Theater (NPS-97000924-0002)

- Listed on the National Register 9/04/97 as a contributing building to the Historic District and appears eligible as an individual structure as well (1D, 3B).
- Date: 1930
- Significance: A, B, C
- Architect: Howard Spencer Hazen
- Style: Spanish Colonial Revival

Attached to the Academic Building, the Little Theater continues in the Spanish style with 7,971 square feet of usable interior space which includes an upstairs balcony in the rear.

The Little Theater continues to serve the campus as a theater, auditorium, and assembly hall. The 1947 addition closely follows the same Spanish Colonial Revival architectural style. In 1975, the structure was rehabilitated and brought up to current building code standards. The theater's original maximum seating capacity was 158 seats: 106 on the main floor and 52 in the balcony. The theater's maximum seating capacity has since been expanded to 170 seats: 114 on the main floor and 56 in the balcony. These improvements were accomplished without any compromise of the Little Theater's original architectural integrity (Wade, Bevil and Christenson 1997). The building use/integrity of the Little Theater has not changed since the previous evaluation.

(c) Old Library and Campanile (Hardy Tower) (NPS-97000924-0003)

- Listed on the National Register 9/04/97 as a contributing building to the Historic District and also appears eligible as an individual structure (1D, 3B).
- Date: 1931
- Significance: A, B, C
- Architect: Howard Spencer Hazen
- Style: Spanish Colonial Revival

The Library was originally constructed as an L-shaped, two-story building with an eleven-story tower, resembling a Spanish church with a Moorish bell-tower (the Campanile). This building sets the tone for Hazen's architectural theme expressed throughout the Historic District (Wade, Bevil and Christenson 1997).

The entrance doors to the Library are original. The interior consists of a single, two-story-high room with marble floors and columns and timbered ceilings. Several exterior additions were constructed in 1941, 1950, and 1959, but the additions do not affect the overall integrity of the building. The Campanile is an Islamic-inspired rectangular tower which is functional as well as decorative, containing a 5,000-gallon water tank on the top floor. The Campanile also contains the Fletcher Chimes (Wade, Bevil and Christenson 1997). The building use/integrity of the Old Library and Campanile has not changed since the previous evaluation.

(d) Science Building (Life Science Building) (NPS-97000924-0005)

- Listed on the National Register 9/04/97 as a contributing building to the Historic District and also appears eligible as an individual structure (1D, 3B).
- Date: 1930
- Significance: A, B, C
- Architect: Howard Spencer Hazen
- Style: Spanish Colonial Revival

The Life Science Building is an L-shaped building consisting of an original two-story block with a basement and two additions, the Life Science Building Extension and the Lecture Hall, which are similar in style to the original.

The Life Science Building represents a fusion of Spanish Renaissance and Moorish design features. The Sunken Lawn and Magnolia Quad adjacent to the Life Science Building are also features indicative of the Spanish styling used throughout the Historic District. The Life Science Building has been altered several times since the 1960s. The alterations include the addition of an entryway in the original structure, the installation of an elevator and stairwell, the addition of a portico and the opening and closing of areas to pedestrian traffic (Wade, Bevil and Christenson 1997).

The Life Science Building is one of the original buildings that made up the historic San Diego State Teachers College campus. Built in three stages, the original east/west wing is one of Howard Spencer Hazen's original designs. Completed in 1930 as the Science Building, the building served as space for classes and lectures in the natural and physical sciences. The building also contained a laboratory and faculty office space (Wade, Bevil and Christenson 1997).

The two additions were constructed in 1940 and 1942 with funding from WPA grants. The benches lining the recessed alcove between the Sunken Lawn and Magnolia Quad, some built as early as the 1930s, were also funded by the WPA (Wade, Bevil and Christenson 1997). The building use/integrity of the Life Science Building has not changed since the previous evaluation.

(e) Teacher Training School Building (Physical Sciences Building)(NPS-97000924-0004)

- Listed on the National Register 9/04/97 as a contributing building to the Historic District and appears eligible as a separate structure as well (1D, 3B).
- Date: 1933
- Significance: A, B, C
- Architect: Howard Spencer Hazen
- Style: Spanish Colonial Revival

The Teacher Training School Building consists of seven interconnected blocks and an open courtyard area known as the "Banana Quad." This quad was the playground for the certified grammar school, where students gained hands-on teaching experience. The Training School

Building also contains architectural features which reflect the Spanish style observed throughout the Historic District (Wade, Bevil and Christenson 1997).

While the Training School Building has remained relatively intact, several additions and modifications have occurred over the years. The most noticeable modification is the addition of a wing southeast of the southwest wing: the Physics/Astronomy Building. However, this wing, erected in the 1950s, continues the Spanish/Moorish style (Wade, Bevil and Christenson 1997).

The design and use of the Training School to train teachers reflected the latest scientific studies in child education, which suggested that children should be closer to nature. When a new training school was built on campus in the late 1950s, the former training school became home to the new Physical Sciences Building and a new wing in the same Spanish Colonial style was added to house a subcritical reactor. The building use/integrity of the Training School Building has not changed since the previous evaluation.

(f) The Club (The Faculty-Staff Center) (NPS-97000924-0008)

- Listed on the National Register 9/04/97 as a contributing building to the Historic District (1D).
- Date: 1932
- Significance: A, B, C
- Architect: Howard Spencer Hazen
- Style: Spanish Colonial Revival

Built in a lodge or cottage style, this non-academic building was constructed to meet the social needs of the campus. The enclosed outdoor dining patio evokes a rustic Spanish Colonial atmosphere. The Club was originally designed to house the campus bookstore, a lounge with a fireplace, and a kitchen, cafeteria and dining room. The building continued to function as the campus cafe and bookstore until the new Commons Building was constructed to assume this function during the 1950s and 1960s. The Club building fell into disuse and was set to be demolished in the 1970s, but was instead rejuvenated for a Faculty-Staff Lounge in 1976. The building use/integrity of the Club has not changed since the previous evaluation.

(g) Music Building (Communication Building) (NPS-97000924-0011)

- Listed on the National Register 9/04/97 as a contributing building to the Historic District (1D).
- Date: 1942
- Significance: A, B
- Architect: Unknown
- Style: Spanish Colonial Revival

The Music Building is a massive Spanish-style building with a three-story stepped campanile in a Romanesque style. The building represents the second phase of buildings in the historic core campus of San Diego State College. Partially funded by grants from the WPA, the Music Building continued the use of Hispano-Moorish architectural design features used in the construction of the earlier buildings. Costing only $130,000, the Music Building was considered one of the finest structures of its type in southern California and "a musician's dream." Subsequent alterations to the Music Building include the addition of two wings during the 1960s (Wade, Bevil and Christenson 1997). The building use/integrity of the Music Building has not changed since the previous evaluation.

(h) The Greek Bowl (The Open Air Theater) (NPS-97000924-0012)

- Listed on the National Register 9/04/97 as a contributing site to the Historic District (1D).
- Date: 1939
- Significance: A, B, C
- Architect: Unknown
- Style: Spanish Colonial Revival

Originally named the "Greek Theater," this outdoor amphitheater utilizes the natural topography to create its shape. The theater is an excavated, semi-bowl shaped depression overlain with concrete to form a central stage area and surrounding terraced audience seating. Although no additions have been made to the Open Air Theater, several improvements have occurred such as bathrooms, handicap access and lighting. The WPA provided the labor force for the one and a half year project, which was funded with federal and state money. It was the first major public

auditorium in the San Diego Metropolitan area (Wade, Bevil and Christenson 1997). The building use/integrity of the Open Air Theater has not changed since the previous evaluation.

(i) Women's Gymnasium (Exercise and Nutritional Sciences) (NPS-97000924-0009)

- Listed on the National Register 9/04/97 as a contributing building to the Historic District, determined eligible for separate listing by a consensus determination, and appears eligible as a separate structure as well as a contributor to a documented district (1D, 2S2, 3B).
- Date: 1933
- Significance: A, C
- Architect: Howard Spencer Hazen
- Style: Spanish Colonial Revival

The construction of the Women's Gymnasium at a distance from the main campus resulted in an imposing Spanish Colonial edifice with a large central gymnasium, spectator facility and additional physical education rooms and activity areas. The gymnasium is actually a complex of many structures. The massive structures were necessary to create the open space needed to accommodate a variety of physical activities. Various interior and exterior design elements, such as multi-level construction, large column windows, heavy wooden doors, and concrete columns, reflect the Spanish Colonial Revival theme which typifies the main campus (Wade, Bevil and Christenson 1977).

During development of the campus, construction of the gymnasium was delayed when the first plans called for a Classical-style building which was completely at odds with Hazen's Spanish-style campus. Hazen redesigned the building and, when the Women's Gymnasium was finally finished, it was one the of the largest and best equipped physical fitness facilities on the Pacific Coast. Larger social functions were also possible with the completion of the facility (Wade, Bevil and Christenson 1997).

Several minor interior modifications were completed in the 1950s and early 1960s, but the majority of the original Women's Gymnasium remains unchanged. After the completion of Peterson Gymnasium in 1961, the Women's Gymnasium still supported physical education but in a diminished capacity. Several changes were made to the original building, including an addition in

1966 and the removal of an extension in 1967. A major rehabilitation of the Women's Gymnasium in the late 1980s created a computer lab, offices, and a dance room which transformed space originally planned for a swimming pool into viable space for physical education (Wade, Bevil and Christenson 1997). The building use/integrity of the Women's Gymnasium has not changed since the previous evaluation.

(j) Ellen B. Scripps Cottage (NPS-97000924-0007)

- Listed on the National Register 9/04/97 as a contributing building to the district and also appears eligible as a separate structure (1D, 3B).
- Date: 1931
- Significance: A, B, C
- Architect: Unknown
- Style: Spanish Colonial Revival

This wood frame and stucco Spanish Colonial Revival-style cottage is surrounded by the lush landscaping on Scripps Terrace. Alterations include the removal of several original windows, the addition of a door and the enclosing of the entire east-facing porch. The cottage was initially built on the crest of the hill south of the present Faculty-Staff Lounge and was moved to its current location to make way for the construction of Love Library. The gardens and lawns surrounding the cottage approximate the Mediterranean landscaping of the original location. The massive brick barbecue on the rear patio was constructed with bricks from the original 1898 Normal School in University Heights. Several time capsules are buried beneath the grassy area between the patio and deck (Wade, Bevil and Christenson 1997).

The Scripps Cottage has provided space for social activities since its dedication on September 27, 1931. The cottage was named in honor of Miss Ellen B. Scripps who donated $6,000 to the Y.W.C.A. for its construction. She was a philanthropist who made monetary gifts to educational and scientific institutions in San Diego and southern California throughout her lifetime. Scripps Cottage served as a women's center from 1931 until 1956, when it became a coeducational student social center. It was moved to its current location in 1968 to make way for the new library. The Scripps Cottage continues to serve the social needs of the campus as an activities, social

services, and information center (Wade, Bevil and Christenson 1997). The building use/integrity of the Scripps Cottage has not changed since the previous evaluation.

(k) Power House (Physical Plant) (NPS-97000924-0006)

- Listed on the National Register 9/04/97 as a contributing building to the Historic District and also appears eligible as an individual structure (1D, 3B).
- Date: 1930
- Significance: A, B, C
- Architect: Howard Spencer Hazen
- Style: Spanish Colonial Revival

This structure was built as the primary power plant and repair shop for the San Diego State Teachers College. While continuing to function as the campus power plant, this structure has undergone several upgrades and additions. The building use/integrity of the Power House has not changed since the previous evaluation.

(l) WPA Benches (NPS-97000924-0013)

- Listed on the National Register 9/04/97 as contributing objects to the Historic District.
- Date: 1930-1940
- Significance: A, B, C
- Artist: Donald Hord
- Style: Spanish Colonial Revival

Nearly one hundred benches of unique design built by WPA craftsmen line the outdoor areas of the campus, helping to create a unifying effect between the historic campus and modern buildings. The wood and concrete benches have remain unchanged except for periodic painting.

(m) Statue of Montezuma (NPS-97000924-0014)

- Listed on the National Register 9/04/97 as a contributing object to the Historic District.
- Date: 1941
- Significance: A, B, C
- Artist: Donald Hord
- Style: Spanish Colonial Revival

The Montezuma Statue is a sculpture depicting San Diego State University's mascot, an Aztec warrior, and is currently located at the south entrance to the campus. After moving to San Diego in 1916 to ease health problems, Donald Hord was inspired by the "lives, cultures, histories, and philosophies of the Native American peoples of San Diego County" (Wade, Bevil and Christenson), and wanted to learn more about art. After attending the Santa Barbara School of Arts and studying in Mexico City, Philadelphia, New York City, and Europe, Hord returned to the San Diego area to teach art. He is recognized as the major originator of the Southwestern Tradition in American fine arts which emphasizes multicultural themes (*i.e.*, Native American, Mexican, and Asian) over the traditional European styles.

In 1941, the WPA commissioned Hord, a sculptor, to create the "Aztec" from locally quarried material. San Diego State College students donated money and raised additional funds for purchasing the stone and sculpting tools. Hord's poor physical condition required him to employ a partner, Homer Dana, to perform the heavy reduction work, while Hord created the design and performed the detail work and finishing touches. After seven months of hard work, the sculpture was installed in the Old Campus Quad. The sculpture was moved to its current location in 1984. The Montezuma Statue represents a significant and historic object as Hord's first stone sculpture and "the first statue commissioned by the Federal Arts Project, a division of the WPA" (Wade, Bevil and Christenson 1997). The use/integrity of the statue has not changed since the previous evaluation.

(n) KPBS Building (NPS-97000924-0015)

- Listed on the National Register as a non-contributing building to the Historic District and determined ineligible for the National Register by the Keeper; not evaluated for potential National Register status; not evaluated for local listing.
- Date: 1960s
- Not currently significant
- Architect: Unknown
- Style: Spanish Colonial Revival (with eclectic modernistic detailing)

This Spanish-style building is located adjacent to the Academic Building and is connected by a walkway to the Music Building. Both of these buildings are discussed above as part of the original campus and are integral to the Historic District. The KPBS building was specifically

designed to compliment the historic main entry of the Academic and Music buildings. Because it was not constructed during the period of significance and does not affect the historic integrity of the campus due to its similar color and style, the KPBS Building was included in the district nomination as a non-contributing building (Wade, Bevil and Christenson 1997).

2.2.2 The Aztec Bowl and Ancillary Structures (NPS-94000402-9999)

- Originally listed on the National Register 5/19/94 as a historic structure; however, partial demolition has led to reclassification as a historic site.
- Date: 1933
- Significance: A, C
- Architect: Unknown
- Style: Spanish Colonial Revival

Records at the South Coastal Information Center at San Diego State University identify the Aztec Bowl as Site SDI-13717H. This concrete and cobblestone football stadium was built in a natural canyon, giving it a horse-shoe shape. This was the main outdoor athletic facility of the campus from 1936 to the 1960s and represents the largest WPA construction effort on the campus (Wade, Bevil and Christenson 1997).

In 1994, four Aztec Bowl structures were listed on the National Register as significant under Criteria A and C: the press building, the scoreboard, the restroom and the actual stadium. In 1995, the National Register status of the Aztec Bowl was revoked, and it was determined ineligible. The subsequent construction of Cox Arena demolished the majority of the old stadium after HAEBS/HAER documentation.

California State Historical Landmark #798 is present on the site to commemorate President John F. Kennedy's speech at the 1963 commencement ceremony. Addressing a crowd of over 30,000, he reflected upon the issues of the time: the fear of the Soviet Union, civil rights and the value of education. The President was awarded an honorary doctorate, the first ever conferred on behalf of the entire California State College system (Markham 1993).

2.3 POTENTIAL HISTORIC RESOURCES

The San Diego State College Historic District is comprised of buildings and objects which were significant to the original construction, distinctive style and educational outlook of the school between the 1930s and early 1940s. However, the onset of World War II halted the completion of the original plans until the end of the war. Enrollment dropped from 2,200 full-time students in 1940 to only 950 during the peak of the war. By 1946, returning veterans funded by the G.I. Bill had fueled the biggest enrollment explosion in the school's history (Morehead 1996). However, due to a widespread shortage of construction materials between 1945 and 1950, only one permanent building, Art South I, was constructed in 1949 (Morehead 1996; Starr 1991). The strain on space was relieved through numerous temporary classrooms placed on the west and north sides of the campus (Starr 1991).

In 1947, San Diego State College instituted a change in its educational program to offer more than teacher education and related subjects (Hepner 1971). The integration of a liberal arts curriculum into the established teacher training program allowed the college to become a regional institution of higher education (Hepner 1971) which was guided by a new educational philosophy emphasizing community leadership and a balance between liberal and occupational courses. The development of this "new-type college" responded to the needs of a post-war society and required changes throughout the campus, including the construction of new buildings to house the expansion of academic programs. Reflecting national trends, "veteran students at SDSC were more apt to forego the college's traditional curricular emphasis on teaching and pursue such majors as engineering, commerce and the sciences" (Morehead 1996). After the war, the maturity and motivation of returning soldiers, as well as the onset of the Cold War, focused greater interest in the sciences and technology. Building priorities reflected this trend. For example, in 1935, engineering courses were limited to one teacher, but by 1952 an entire department had been developed with a new building for four hundred students (Hepner 1971). The pressure of the post-war student population led to several major expansions in the 1950s. The end of the war heralded a building boom on campus; however, the Spanish Colonial Revival style was not maintained for new

structures. Post-war campus structures were built in "the functional Modern or International style which was notably devoid of exterior detailing" (Bevil 1995).

(a) Quonset Hut

Steadily increasing enrollment due to the influx of returning veterans led the administration to acquire a vast number of temporary buildings to house classes until permanent buildings were constructed. In 1947, 50% of the 4,180 students enrolled at San Diego State College were veterans and space was severely limited (Morehead 1996). To ease the congested classroom situation, 46 Army steel Quonset huts were installed at a relatively modest cost (Hepner 1971). Although they were necessary, the metal Quonset huts and temporary buildings were hot in the summer, cold in the winter and noisy during rainstorms (Morehead 1996; Starr 1991).

The Quonset Hut just south of the Physical Plant is the last remaining temporary structure used during the enrollment crush following the end of the World War II. Once used for classrooms, it now houses storage for campus Grounds Maintenance and Irrigation and is still designated as a temporary structure on campus maps. This is an important structure in the history of the development of the campus and it is the only building left which adequately represents the post-war period from 1945-1950. This resource has not been fully investigated and should be evaluated in the event that any of the proposed project components might affect the structure.

(b) Communications Clinic Building and Auditorium/Classroom

The western wing of the Communications Clinic and the adjacent auditorium/classroom to the south were built of concrete, stucco and terra cotta which is suggestive of older construction methods and styles. Although a quick search of records at Special Collections indicates the Communications Clinic dates to 1959, this may refer to the addition of an east wing and a change in function. Older maps indicate that the original wing was initially the health center built in the early 1950s during the first wave of expansion after the war, and a 1963 map labeled it as a physical sciences building. Further research is needed to evaluate the significance of these buildings in the history of the college if they will be impacted by any work associated with the proposed project.

The Quonset Hut and the Communications Clinic have not been completely evaluated for significance. Although these structures are not part of the original campus core, they represent the time period following the war when schools burgeoned with returning soldiers. Evidence of post-World War II changes in demographics and educational philosophies are found in the campus buildings constructed during this time.

(c) Education Building

This building once housed a working school for grades Kindergarten through sixth, in which teaching students learned to teach from hands-on experience. The Education Building quite possibly represents the only instance of a grade school on a college campus in California (Dr. Christenson, personal communication). A portion of the building was previously demolished for construction of the student services center. The Education Building was opened for use in 1957 and represents the continuing tradition of on-campus classroom experience in teacher training.

Training future teachers has been a priority of San Diego State University since its inception in 1922 as the San Diego State Normal School. Overcrowding has continually driven campus development, and rapidly increasing student enrollment following the end of World War II required the construction of new classroom facilities, including the relocation of the teacher training program. The 1949 Master Plan for San Diego State College proposed that a Campus Laboratory School and an Education Building be built. In 1955, construction for the new Master Plan commenced, beginning with the new Engineering Building. Expanded facilities for education, speech, and home economics were slated for construction subsequent to completion of the Engineering Building (*Del Sudoeste* 1955).

In 1952, the Campus Laboratory School was finished at a cost of $610,000. This multi-winged structure housed a working elementary school where 200 pupils were enrolled, and future teachers received hands-on experience in education. The teacher training program also employed a closed circuit television system which allowed college students to watch classes in session. In 1991, the Campus Laboratory School was demolished for the construction of the Student Services building.

In order to accommodate additional education facility requirements, the Education Building was constructed shortly after completion of the Campus Laboratory School building on the east side of the campus. Photographs show Dr. Manfred H. Schrupp, Chairman of the Department of Education, participating in ground breaking ceremonies for the new building on February 26, 1956. The State Division of Architecture designed the building, and Chamco Construction Company was the contractor. The Education Building was finished in July 1957, with a gross square footage of 18,684 square feet. The L-shaped, one-story concrete building cost $424,942 and housed seven new classrooms and twenty-eight offices. This structure was also equipped with the closed circuit television system for observation of classroom activities at the Campus Laboratory School. San Diego State College Publications Office reported that "with only a camera in the room the children are less aware of being watched, several hundred people can observe them at once, and the professor can talk to point things out to his students" (SDSU Special Collections). The traditional hands-on approach was adapted to advancing technology. Other facilities available in the new building included an audio-visual laboratory, a measurement laboratory for the development and use of tests, and a student-teacher workroom. The new Education Building was dedicated on Founder's Day in 1957 (SDSU Special Collections).

However, the teacher shortage and increasing enrollment quickly made the new facility obsolete, and new construction for the Education Division was proposed. "Even though the division moved into a new building last year, it has already outgrown it and a three-story education building is in the planning stages" (*Del Sudoeste* 1958). At this time, education was still one of the largest divisions of the College. By May of 1960, another building for the Education Division was constructed just to the north of the existing one and provided an additional 36,200 square feet of classroom and office space (SDSU Special Collections). Currently, the original Education Building houses faculty offices, the Future Educators Center, a conference room, and administrative offices. The exterior of the Education Building has changed very little since its construction in 1957.

The 43-year-old Education Building is characterized as a single-story structure designed in an "L" shape. The structure was built of wood framing with stucco in a modern style. The structure has no architectural association with the campus Historic District. Windows and doors

within the structure are utilitarian and without ornamentation. Some windows have shade screens set out from the building, which appears to have been an addition to the original design of the structure. The roof is a low-pitch style with composite materials used for roofing. The structure has no distinctive features or architecturally significant components.

2.3.1 PREHISTORIC SITE

Records from the South Coastal Information Center at San Diego State University indicate that one prehistoric site was previously recorded within the proposed project's boundaries. Site SDI-9899 is located between Aztec Circle Drive and Parking Lot V and consists of an isolated, portable metate and a shell scatter. The site was recorded in 1984 by Kidder and Miller of the CRM Center of the SDSU Department of Anthropology. Kidder and Miller noted that the entire area had been disturbed due to construction, and that the shell may have been introduced in the fill used in the construction of the parking lot. Roth (1992) surveyed portions of the campus and found no additional prehistoric sites in the vicinity of San Diego State University.

On June 13, 2000, a visual inspection of the recorded site area revealed no evidence of shell or ground stone artifacts on the surface. Most likely, the site has been severely impacted by grading for surrounding parking lots, the construction of the International Student Center and extensive landscaping.

3. EVALUATION OF POTENTIAL IMPACTS TO CULTURAL RESOURCES

The proposed project consists of several components focused on campus improvements. The project components are listed below with an evaluation of potential impacts to cultural resources.

3.1 PGM-1 EAST CAMPUS DEVELOPMENT ZONE: The East Campus Development Zone includes the redevelopment of E and F Lots, as well as D Lot and the Rehabilitation Center. This project component will not affect any recorded cultural resources.

3.2 PGM-1N ACADEMIC/RESEARCH BUILDING A: The East Campus Development Zone North would involve the addition of three building footprints in the current location of D Lot and the Rehabilitation Center. The proposed buildings would house academic/research facilities for campus uses. This project component will not affect any recorded cultural resources.

3.3 PGM-1S ACADEMIC/RESEARCH BUILDING B: The East Campus Development Zone South may involve the addition of up to three buildings in the existing E and F Lots. These proposed buildings would house academic/research facilities for campus uses. This project component will not affect any recorded cultural resources.

3.4 PGM-2 PERFORMING ARTS COMPLEX: The Performing Arts Complex would be constructed in the central portion of the campus, west of the existing Music Building and within the location of the planned open space/field area. This project component would be constructed on a portion of the planned open space/field area in order to provide an additional 40,000 square feet of theater support space. This project component will not affect any recorded cultural resources.

3.5 PGM-3 SCIENCE RESEARCH BUILDING: This project component would involve the addition of a science research facility to replace the existing Industrial Technology Building. This component would involve construction of an 80,000-square-foot research facility which would include office, research and storage/processing facilities. This project component will not affect any recorded cultural resources.

3.6 PGM-4 PHYSICAL PLANT: This plan component would involve the construction of a new physical plant and maintenance/corporation yard facilities in the existing location of X Lot. This project component will not affect any recorded cultural resources.

3.7 PGM-5 NORTH LIFE SCIENCES ADDITION: This component would involve the addition of five floors (each with 5,000 square feet of research laboratory facilities) to the existing Life Sciences North building. Faculty offices could also be added to this facility. The addition would be located north of, and at the same height as, the existing Life Sciences North building; therefore, the addition would not be visible from, or perceived as part of, the campus Historic District. Consequently, this component would not affect campus cultural resources.

3.8 PJT-1 FACULTY OFFICE/CLASSROOM/GALLERY/PARKING STRUCTURE 8: This project component would involve the construction of a new 175,000-square-foot building which would house faculty offices, classrooms, and art gallery facilities. Construction of this facility would involve the demolition of the Family Studies and Consumer Sciences Building and the existing

campus childcare center which currently occupy the site. This project component will not affect any recorded cultural resources.

3.9 PJT-2 COMMUNICATION ADDITION: This project component would involve renovations to the existing Communication Building in addition to the construction of three additional buildings at or near the junction of Hilltop Way and Scripps Terrace for purposes of housing communications support space and as temporary relocation space during renovation of the Communication Building. One of the three buildings would connect the Little Theater to the Old Library, completing the quadrangle in the core of the Historic District. Appropriate design measures would be followed to enhance the cultural resources of this area. This project component will not affect any recorded cultural resources.

3.10 PJT-3 CAMPUS CHILDCARE CENTER: This project component would involve the construction of a 15,000-square-foot campus childcare facility. This component would include a building, administrative offices and an adjacent play yard. This facility is planned to be located in E Lot. This project component will not affect any recorded cultural resources.

3.11 PJT-4 INTERNATIONAL STUDENT CENTER ADDITION: This project component would involve the addition of 12,000 square feet of conference room and administration office space to the existing International Student Center. This project component may affect the recorded archaeological Site SDI-9899 depending on the area to be graded for the proposed construction site.

3.12 PJT-5 CENTRAL PARK: This project component would involve the construction of a 50,000-square-foot park in the place of the existing Education Building. Construction of the park would involve demolition of the existing Education Building. The Education Building was evaluated for importance in accordance with the criteria provided by CEQA and the City of San Diego. The structure does not meet the minimum age threshold of 45 years (City of San Diego) to 50 years (CEQA), as it is only 43 years old. The architect and the contractor were not noteworthy individuals associated with any particular historically important event or local architectural style. The use of the building did correlate to the teaching foundations of the college; however, the use and function of the building were not unique to the college. Because the structure is essentially a utilitarian building built in the modern style with no particularly noteworthy architectural features,

and is not associated with any famous individuals, the structure is considered to be not historically important. Demolition of the structure for the proposed project would not be a significant adverse impact as defined by CEQA.

4. MITIGATION MEASURES

The boundaries of the proposed project component sites include one prehistoric site which may be impacted by implementation of the proposed project. The proposed construction of the International Student Center Addition (PJT-4) on Parking Lot V could potentially impact a prehistoric site, SDI-9899, which is adjacent to the lot. The site boundaries of SDI-9899 have never been defined and, therefore, the site has not been evaluated for significance. Archaeological monitoring is suggested during construction in order to determine whether the site still exists. Should the site be identified, significance testing would be necessary, and a data recovery program should be initiated if the site were determined to be significant.

4.1 PURPOSE

Section 15126(b) of the CEQA Guidelines requires that an EIR identify any significant impacts which cannot be avoided with implementation of feasible mitigation measures. This section fulfills that CEQA requirement.

4.2 SUMMARY OF SIGNIFICANT UNAVOIDABLE IMPACTS

The proposed project, if implemented, would result in the following significant unavoidable impacts:

(i) Air Quality. The San Diego air basin is designated as a non-attainment basin for state and federal air quality standards. Although, from a regional perspective, the emissions contribution of the proposed project to air pollution may be marginal, the cumulative air quality impact of the project in conjunction with related development in the region is considered significant because regional emissions in the San Diego air basin continue to exceed state and federal standards.

(ii) Traffic. The addition of project-related traffic would result in a significant project-specific impact to the intersection of College Avenue and "Z" Street. The project would cause significant cumulative traffic impacts to two segments of College Avenue and three College Avenue intersections. Mitigation would be as outlined in the College Area Redevelopment Project EIR, which requires both the widening of College Avenue and appropriate signalization in the vicinity of the College Avenue/Street "Z" intersection. However, if the proposed Campus Master Plan 2000 project is completed prior to the implementation of the mitigation required in the College Area Redevelopment Project EIR the traffic impacts would be significant and unavoidable.

1. PURPOSE

Section 15126(f) of the CEQA Guidelines states that the purpose of the Project Alternatives section of an EIR is to assess a range of reasonable alternatives to the project which would feasibly attain most of the basic objectives of the project, but which would avoid or substantially lessen any of the significant effects of the project.

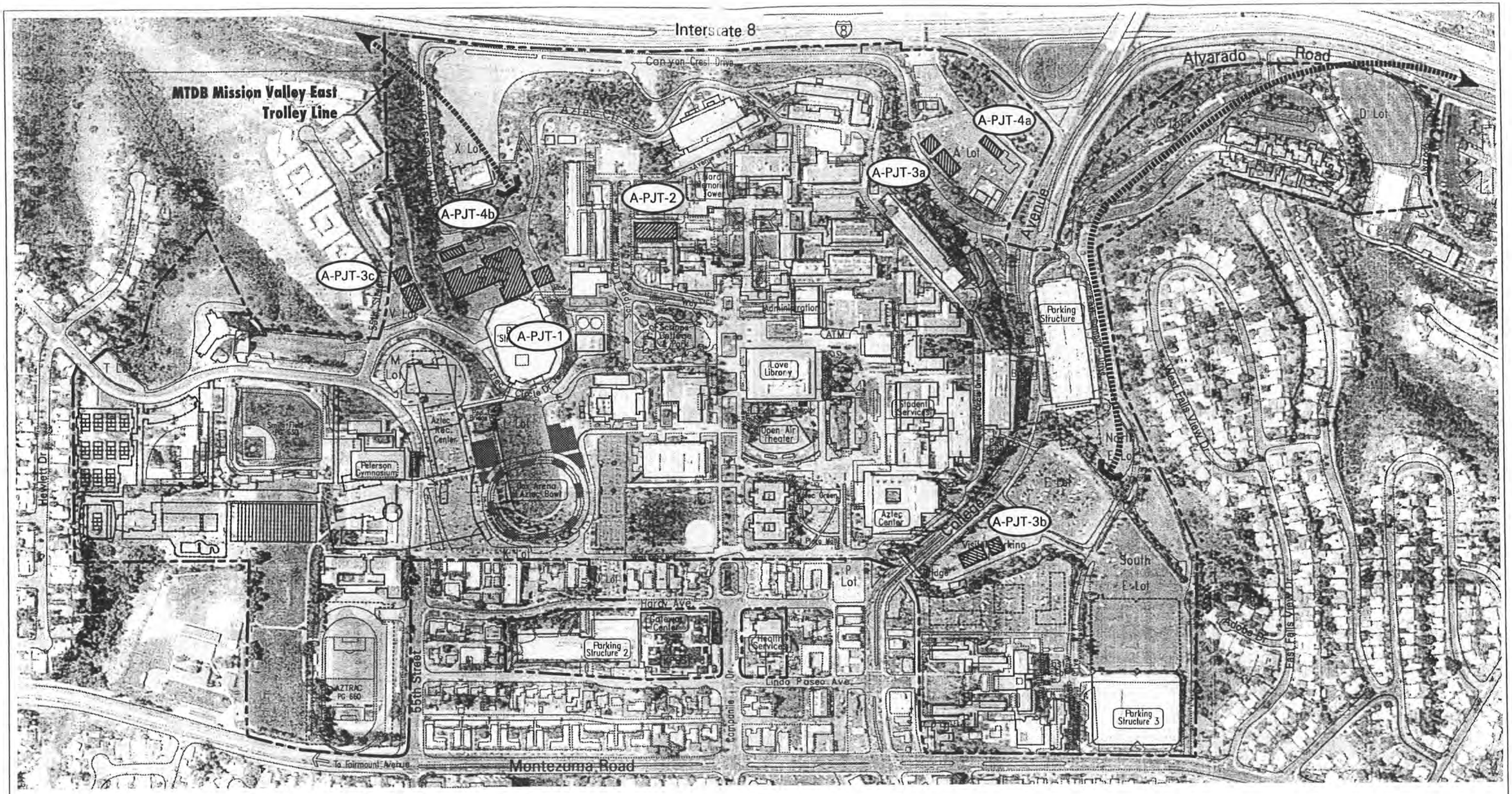
The purpose of this section is also to evaluate the comparative merits of each alternative. According to the CEQA Guidelines, discussion of each alternative should be sufficient "to allow meaningful evaluation, analysis and comparison with the proposed project." Therefore, the significant effects of each alternative are discussed in less detail than those of the project, but in enough detail to provide decision-makers perspective and a reasoned choice among alternatives to the proposed project.

2. BACKGROUND

Several project alternatives were developed during the conceptual planning phase of the Campus Master Plan 2000 project. Those alternatives include a No Project Alternative and alternative sites for four of the individual project-level components: PJT-1, Faculty Office/Classroom/Gallery/Parking Structure 8; PJT-2, Communication Building Addition; PJT-3, Childcare Center (3 alternatives); and PJT-4, International Student Center Addition (2 alternatives). The alternative sites are depicted in **Figure 5.0-1** and summarized in a table, below.

3. NO PROJECT ALTERNATIVE

The No Project Alternative proposes to leave the project site in its present condition. No redevelopment activity would be undertaken pursuant to this alternative and each proposed project component area would remain unchanged. Existing uses of the component areas, including Parking Lots D, E, F, V, X and Y, the Rehabilitation Center, Tennis Courts (and proposed open space/recreation field planned under the Aztec Walk Campus Master Plan), Industrial Technology



Campus Boundary

A-PRJ-1 Project Level Alternative Component Number

0 400

Scale in Feet

BASE SOURCE: San Diego Aerial Image Database 94/95 and KTU&A

SDSU Campus Master Plan 2000

August 2000

Figure 5.0-1

Alternatives

Building, Temporary Dean's Complex, Campus Childcare Center, Family Studies and Consumer Sciences Building, and Education Building would remain. Additions proposed for the Communication Building would not occur under this scenario. The No Project Alternative would not provide SDSU with a vehicle for implementation of the physical campus improvements documented in the 1997 SDSU *Physical Campus Master Plan.*

3.1 Geotechnical and Soil Resources

Existing topography of the Industrial Technology Building area, Campus Childcare Center and Family Studies and Consumer Sciences Building area and Education Building location would not be altered. Therefore, geotechnical and soil resources would not be altered or impacted as a result of the No Project Alternative.

3.2 *Water Quality/Hydrology*

Hydrology and water quality conditions at the proposed project component sites would not be affected under the No Project Alternative. The No Project Alternative would result in avoidance of further impacts to the Alvarado Creek floodplain, even though mitigation measures incorporated into the project have reduced floodplain impacts to levels below significance. The existing storm drain system and overall community water quality would not be altered. Existing drainage systems currently have adequate capacity for all facilities on campus. The No Project Alternative would not alter existing conditions of any water drainage system.

3.3 Biological Resources

Although recommended mitigation measures would reduce the proposed project's biological impacts to a level below significance, the No Project Alternative would avoid indirect impacts to sensitive species due to development of the hillside at the Faculty Office/Classroom/Gallery/Parking Structure 8 (PJT-1) site.

3.4 *Visual Quality*

The No Project Alternative would not alter the existing visual setting of the SDSU campus. The introduction of new elements into the existing visual setting, including the Faculty Office/Classroom/Gallery/Parking Structure 8 component, would not occur. Although mitigation measures have been added to the proposed project to reduce impacts to levels below significance,

the introduction of this structure into the sensitive Adobe Falls/Del Cerro area viewshed would be avoided under this alternative. Although mitigation measures were incorporated into the project to reduce impacts to sensitive receptors as a result of changes from existing parking uses to building complexes, the No Project Alternative would avoid changes in existing parking lot settings. Finally, although design requirements were included in the proposed project to reduce impacts to the historically significant Communication Building to below a level of significance, this alternative would not result in any impact to the Communication Building or surrounding area.

Under the No Project Alternative, changes to existing campus lighting would not occur. No increase in the amount of lighting imposed on Del Cerro and Adobe Falls neighborhoods and West Falls View Drive residents would occur.

3.5 *Traffic/Access/Parking*

The No Project Alternative would not cause an increase in local traffic or access problems. Although changes in certain localized traffic conditions would be avoided under the No Project Alternative, existing and projected adverse levels of service (LOS) in the project area would continue to occur under the No Project Alternative. These LOS deficiencies are related to cumulative traffic conditions and would occur with or without the proposed project, as project contributions to localized and cumulative traffic congestion would be reduced to a level below significance by mitigation measures incorporated into the project. Existing parking areas would not be utilized for building space under the No Project Alternative and, therefore, a reduction in the number of existing parking spaces would not occur. The addition of 200-300 new parking spaces would not occur under this alternative.

3.6 *Noise*

The No Project Alternative would not alter existing noise levels associated with current land uses on the SDSU campus. No impact to sensitive receptors on the east or west side of campus would occur. Under the No Project Alternative, no redistribution of campus parking and traffic would occur, therefore existing vehicle noise would not be altered. Noise-generating land uses contemplated under the proposed project would not be constructed near sensitive receptors.

3.7 Air Quality

No changes in air quality conditions at the proposed project component sites would occur under the No Project Alternative. Although all construction and project related air quality impacts beyond those described as "*de minimus*" would be mitigated to less than significant, project related air emissions would be avoided under the No Project Alternative.

3.8 *Cultural Resources*

Although cultural resource impacts would be mitigated to levels below significance under the proposed project, the No Project Alternative would avoid any potential impacts to cultural resources. If the No Project Alternative were chosen, State Historic Preservation Officer (SHPO) concurrence would not be necessary because augmentation of the Communication Building and the associated campus Historic District would not occur.

3.9 *Conclusion*

Under the No Project Alternative, the components of the Campus Master Plan 2000 would not be constructed and the existing land uses would not be modified as suggested in the 1997 SDSU *Physical Master Plan*. Under this alternative, existing building uses would remain. Although project-related impacts would be mitigated to levels below significant under the proposed project, those impacts would be avoided under the No Project Alternative.

4. COMPONENT ALTERNATIVES

Table 5.0-1 sets forth the proposed Project Component Alternatives analyzed during conceptual planning for the proposed project.

TABLE 5.0-1
ALTERNATIVE PROJECT COMPONENT LOCATIONS

Alternative Project Component Reference	Proposed Project Component	Existing Land Uses Within Alternative Site
A-PJT-1	PJT-1 Faculty Office / Classroom / Gallery / Parking Structure 8	Parking Lot W
A-PJT-2	PJT-2 Communication Building Additions	Plaza north of existing Communication Building
A-PJT-3a	PJT-3 Childcare Center	Parking Lot A
A-PJT-3b	PJT-3 Childcare Center	Parking Lot G
A-PJT-3c	PJT-3 Childcare Center	Parking Lot V/International Student Center
A-PJT-4a	PJT-4 International Student Center Addition	Parking Lot A
A-PJT-4b	PJT-4 International Student Center Addition	Parking Lot W

4.1 PJT-1: FACULTY OFFICE/CLASSROOM/GALLERY/PARKING STRUCTURE 8

One alternative site for the proposed Faculty Office/Classroom/Gallery/Parking Structure 8 project component was assessed during conceptual planning. This location, within the existing parking area identified as Lot W, is immediately north of Parking Structure 4 in the northwestern portion of the campus. This alternative location is discussed below.

4.1.1 *Geotechnical and Soil Resources*

The geotechnical impacts of constructing the proposed Faculty Office/Classroom/Gallery/Parking Structure 8 component in Lot W would be similar to those anticipated with implementation of the proposed project. Upon implementation of the recommended

geotechnical mitigation measures, the location of the proposed facility at this site would not result in significant geotechnical impacts.

4.1.2 *Water Quality/Hydrology*

The water quality and hydrology impacts of constructing the proposed facility in Lot W would be reduced from those of the proposed site. Lot W is an existing impervious surface; therefore, construction of the PJT-1 facility would not alter the existing onsite run-off quantities. However, construction of the facility in Lot W would eliminate the drainage issues associated with the steep slope along the northern edge of the preferred site. Therefore, although mitigation measures included in the water quality/hydrology impact assessment would reduce the proposed project water quality and hydrology impacts to levels below significance, construction of the facility within this alternative location would be environmentally superior from a water quality and hydrology standpoint because impacts would likely be reduced.

4.1.3 *Biological Resources*

Although mitigation measures recommended for the proposed project would reduce potential biological impacts to a level below significance, indirect impacts to sensitive species associated with development of the hillside at the proposed PJT-1 site would not occur under this alternative. Construction of the proposed facility within Lot W may, however, result in indirect impacts to sensitive resources along the western edge of the parking area. This area consists of a hillside dominated by native vegetation. Sensitive wildlife species may occupy habitat along this hillside and, therefore, restrictions relating to construction similar to those discussed for the proposed PJT-1 site may be required.

4.1.4 *Visual Quality*

Although mitigation measures were recommended to reduce the proposed project's visual impacts to a level below significance, construction of the PJT-1 component at this alternative location would result in few if any visual impacts. Lot W is located at the base of a large canyon area on campus. While a new building in Lot W may be visible to the Del Cerro Community, it is not anticipated that the visual impact would be adverse because the new structure would appear as an extension of Parking Structure 4.

4.1.5 *Traffic/Access/Parking*

Construction of the PJT-1 component in this alternative location would result in parking impacts and potential traffic impacts. Lot W has the capacity for 356 cars. Introduction of the proposed facility, while mitigating the loss of approximately 300 Lot W parking spaces, would not allow SDSU to achieve its parking goals. One of these goals is to use the new Parking Structure 8 to partially mitigate the loss of parking capacity throughout campus due to implementation of the other proposed project components. If the construction of Parking Structure 8 were to remove Lot W parking spaces from the campus inventory, replacement parking would be necessary elsewhere on campus.

4.1.6 *Noise*

Construction of the PJT-1 component at this alternative site is likely to result in similar noise impacts to those documented for the proposed project site.

4.1.7 *Air Quality*

Construction of the PJT-1 facility within Lot W would place the building in a more defined canyon setting, rather than the anticipated mesa top position. Although emission contribution levels would remain, the placement of the building in this area would not provide the overall benefit of the easterly breezes present at the proposed site on the northwest mesa of campus. Therefore, air emissions may not disperse at as great a rate as they might at the proposed site.

4.1.8 *Cultural Resources*

No cultural resource impacts were anticipated at the proposed PJT-1 site. Due to the developed parking lot nature of Lot W, cultural resources at the alternative site are likely to be insignificant. Therefore, similar to the proposed project location, impacts to cultural resources under this alternative are not anticipated.

4.1.9 *Conclusion*

Water quality and hydrology impacts would be reduced at the Lot W location when compared to the proposed location. Impacts to biological resources and geotechnical and cultural resource impacts would be similar to those documented for the proposed project site. Distribution of air emissions related to Parking Structure 8 would occur more easily at the proposed site.

Construction of the PJT-1 building within Lot W would result in an increased potential for traffic and parking impacts.

4.2 PJT-2 COMMUNICATION BUILDING ADDITIONS

The Communication Building components are, in a sense, alternatives as currently proposed. It is not anticipated that all three buildings would be necessary to achieve the Campus Master Plan 2000 goals and objectives. However, aside from those alternatives already being considered, the plaza area immediately north of the existing Communication Building and south of the Professional Studies and Fine Arts Building could provide one additional alternative site. It is anticipated that the addition of a single building at that location would meet the Communication Department's additional space demands.

4.2.1 *Geotechnical and Soil Resources*

The geotechnical impacts of constructing the proposed Communication Building Addition in the plaza north of the existing building are similar to those anticipated with implementation of the proposed site analyzed in this EIR. Upon implementation of the recommended geotechnical mitigation measures, location of the proposed facility at this site would not result in significant geotechnical impacts.

4.2.2 *Water Quality/Hydrology*

Impacts to water quality and hydrology would be similar at this alternative site to those anticipated with implementation of the project component at the preferred site. The existing plaza area, which this building would replace, is largely an impervious surface. Lawn and ornamental vegetation west of the plaza would also be replaced. Although the amount of run-off may increase or decrease when compared to that of the preferred alternative, this alternative would result in a minimal change in water quality impacts.

4.2.3 *Biological Resources*

No significant biological resources were identified within the boundaries of this alternative component site during the June and July biological surveys of the site. Aside from lawn and ornamental trees, the site is developed. Therefore, construction of the proposed Communication Building Addition at this alternative location would not affect sensitive biological resources.

4.2.4 *Visual Quality*

Although construction of a structure within the existing plaza north of the Communication Building would present similar aesthetic and visual issues relating to the historic inner core of campus, construction of a larger building within an existing plaza/open space area may be regarded as more significant than the three buildings proposed under the preferred alternative. The introduction of a large building into an open plaza area would represent a significant visual intrusion to the existing historic architectural uniqueness of the area. In addition, the historic area is composed of many quaint plazas and open spaces typically characteristic of the Spanish Colonial Revival style of architecture. Placement of the Communication Building Addition structure within the center of this area would result in a visual intrusion; therefore, a significant impact may occur. Further analysis would be necessary to assess the structure's visual impacts.

4.2.5 *Traffic/Access/Parking*

The construction of the Communication Building Addition within this area would not present traffic, access or parking issues beyond those anticipated at the preferred site. The proposed site would remove approximately 5 service-oriented parking spaces located along the west side of the Communication Building, whereas this alternative would involve the removal of similar parking spaces north of the existing plaza. This area is not considered a part of the accessible campus circulation system as these parking/access areas are used primarily for service and campus maintenance vehicles. Therefore, no impacts to parking would occur as a result of this alternative.

4.2.6 *Noise*

Construction of this alternative would not result in noise impacts different from those documented for the proposed project site. The Communication Building is not located within range of sensitive receptors; therefore, any increase in noise levels due to construction of the Communication Building Addition within the existing plaza rather than alongside the existing Communication Building would be minimal.

4.2.7 *Air Quality*

Construction of the proposed Communication Building Addition at this alternative site would result in air quality impacts similar to those documented for the preferred project site.

Although construction of one building, rather than two or three, would result in less ground disturbance, it is anticipated that the difference in construction related emissions would be negligible. The expansion of the Communication Building would not result in permanent air quality impacts; therefore, the air quality impacts of this alternative would not be significantly different from those of the proposed project component.

4.2.8 *Cultural Resources*

Cultural resource impacts would not occur under this alternative because the site is not identified as a significant historic resource. However, due to the site's proximity to the campus Historic District, mitigation measures such as the use of similar design characteristics and bulk and scale restrictions would likely be included if this alternative site were chosen.

4.2.9 *Conclusion*

There is little difference between the environmental impacts of this project alternative and the proposed project component. It is anticipated that impacts related to Geotechnical and Soil Resources, Water Quality/Hydrology, Biological Resources, Traffic/Access/Parking and Noise under the proposed project would be similar if not identical under this project alternative. Construction-related air quality impacts may be reduced because the amount of ground disturbance and duration of construction would likely be reduced under this alternative. However, as stated above, the three building additions proposed for this project component are already alternatives. Therefore, construction-related air quality impacts would not necessarily be reduced under this alternative. Construction of the Communication Building Addition at this alternative location would likely reduce cultural resource impacts when compared to impacts anticipated under the proposed project. The reduction in plaza/open space area coupled with construction of a larger structure within the Historic District (low profile/quaint Spanish Colonial Revival styles of architecture) may result in significant cultural resource impacts under this alternative and may require further analysis.

4.3 PJT-3 CAMPUS CHILDCARE CENTER

Three alternatives have been identified for the Campus Childcare Center project component. The Childcare Center could be constructed within Parking Lots A, G or V. Construction of this facility within Lot V would only be possible if the existing International Student Center and

proposed Addition (PJT-4) were relocated to an alternative location. Each of these alternative locations would provide the space necessary for construction of the Childcare Center.

4.3.1 *Geotechnical and Soil Resources*

The geotechnical impacts of constructing the PJT-3 component at the alternative locations are expected to be similar to those anticipated with construction at the proposed site. Upon implementation of the recommended geotechnical mitigation measures, construction of the facility within Parking Lots A, G or V would not result in significant geotechnical impacts.

4.3.2 *Water Quality/Hydrology*

Impacts to water quality and hydrology at the alternative sites would be similar if not identical to those at the proposed site. Development of the PJT-3 component within existing parking areas would not result in an increase in impervious surface. Storm drain capacity issues would exist at all three alternative locations and any storm drain impacts could be mitigated through site-specific hydrology and storm drain capacity analyses. If this project component were constructed within Parking Lot V, erosion and drainage issues associated with the extreme slopes to the north and east may result in significant water quality impacts requiring mitigation.

4.3.3 *Biological Resources*

Construction of the Campus Childcare Center within any of the alternative parking areas would not result in direct impacts to biological resources. Lot G is bounded by Lot F to the north, Lot E to the east, the Eastside Residential Complex (currently under construction) to the south and a row of ornamental evergreen trees to the west. Due to the lack of adjacent sensitive biological resources, indirect impacts to biological resources are unlikely at the G Lot alternative site. Lot A is bounded by Alvarado Creek to the north, College Avenue to the east and Canyon Crest Drive to the south and west. Indirect impacts may occur to biological resources within the Alvarado Creek riparian area. In addition, a row of planted eucalyptus trees are located along the southern end of this parking area. Indirect impacts to any nesting raptors may occur during construction. Lot V is bounded by Aztec Circle Drive to the south, 55th Street and adjacent apartment complexes to the west and severe slopes to the north and east. These slopes are largely dominated by eucalyptus and

coastal sage scrub habitat. Indirect impacts may occur to biological resources including any nesting raptors potentially occupying habitat within these vegetated slopes.

4.3.4 *Visual Quality*

Construction of the Childcare Center at these three alternative locations would result in visual impacts similar to those documented for the proposed project site. Parking Lot A is visible from College Avenue north and Canyon Crest Drive. Construction of the Campus Childcare Center within this location would represent a substantial visual change from a parking area to a building. As suggested for the proposed PJT-3 component site, mitigation measures consisting of landscape treatment would likely shield this area from sensitive viewers and, therefore, impacts would be reduced to less than significant. Lot G is visible from College Avenue north as well as from the southern most pedestrian bridge on campus. Similar to the Lot A alternative site, construction within Lot G would cause a visual change from a parking area to a structure. However, the childcare facility would likely be placed along the southern edge of G Lot and, therefore, the facility would appear as an extension of the Cuicacalli Residential Complex, approved pursuant to the Aztec Walk Campus Master Plan and under construction to the south. Landscaping mitigation measures would reduce any visual impacts to levels below significance. Lot V is visible from the 55th Street/Remington Road intersection. A building located within this parking area would appear as an extension of the existing International Studies Center; therefore, visual impacts are anticipated to be less than significant. If this alternative location were selected for the PJT-3 component, and an alternative location were selected for the International Student Center and Addition, the visual impression within Lot V would remain that of a building; therefore, permanent visual impacts would likely be less than significant.

4.3.5 *Traffic/Access/Parking*

Construction of the proposed Campus Childcare Center within Parking Lots A, G or V would not result in impacts to traffic or access beyond those expected for the proposed site. Construction of this facility within Lots A, G or V would reduce the number of incoming and outgoing trips into those lots as parking spaces would no longer be available. However, traffic related to the childcare facility use would occur regardless of where it is constructed. Therefore,

construction of the Childcare Center within an alternative parking area would not result in any increase or decrease in trips/congestion. Loss of parking spaces would not be significantly different from the loss expected for the proposed project site as the proposed site is also a parking lot.

4.3.6 *Noise*

Although mitigation measures suggested for construction of the Campus Childcare Center at the proposed site would reduce noise impacts to a level below significance, placement of this facility within Lots A or G would reduce potential noise impacts to sensitive receptors. Placement of the facility within Lot V would result in noise impacts to 55th Street apartment complex residents similar to noise impacts to residents along the eastern campus boundary under the proposed project. However, placement of the facility next to apartment complexes, where the existing noise level is likely higher, would cause less of an impact than placement next to single family residential uses such as those present at the eastern campus boundary.

4.3.7 *Air Quality*

The air quality impacts related to construction of the proposed Campus Childcare Center at the Lot A, G or V alternative locations would be similar to those anticipated for the proposed project site. Regardless of its location, the childcare facility would not result in any significant air quality impacts.

4.3.8 *Cultural Resources*

Construction of the Campus Childcare Center within Lots A, G or V would not result in cultural resource impacts.

4.3.9 *Conclusion*

Construction of the Campus Childcare Center within Lot A would reduce potential noise impacts when compared to the proposed project site. The Lot A alternative site would result in similar Geotechnical and Soil Resource, Water Quality and Hydrology, Visual Quality, Traffic/Access/Parking, Cultural Resource and Air Quality impacts. Impacts relating to Biological Resources would occur at the Lot A alternative site.

Construction of the childcare facility within Lot G would reduce potential noise impacts when compared to the proposed project site. Construction of the facility within Lot G would

result in similar impacts to Geotechnical and Soil Resources, Water Quality and Hydrology, Air Quality, Traffic/Access/Parking and Cultural Resources. Impacts to visual quality would likely be reduced due to the alternative site's proximity to other planned campus buildings. Biological Resource impacts could potentially occur if bird species were found nesting within the mature ornamental vegetation immediately west of this site. However, any impacts to bird species could be reduced through implementation of the avoidance measures recommended for the proposed project site.

Construction of the Campus Childcare Center within Lot V would reduce potential noise impacts when compared to the proposed project site. However, it is assumed that the noise mitigation measures suggested for the proposed project site would be applicable to this alternative site and would reduce impacts to less than significant. Construction of the childcare facility within Lot V would result in similar impacts to Geotechnical and Soil Resources, Water Quality and Hydrology, Visual Quality, Air Quality and Traffic/Access/Parking. Indirect impacts to Biological Resources could potentially occur if this project component were constructed within Lot V. Hydrology and drainage impacts could potentially increase when compared to the proposed project site due to the presence of steep slopes to the north and east of the alternative site.

4.4. PJT-4 INTERNATIONAL STUDENT CENTER ADDITION

Two sites have been identified as alternative locations for the International Student Center Addition. The first alternative location would be within Parking Lot A. The second alternative location would be Parking Lot W. Selection of either of these alternative locations would require demolition of the existing International Student Center and reconstruction at the alternative site. In addition to environmental impacts, the relocation of this project component would be costly as the existing structure would need to be rebuilt. Environmental impacts associated with each of the alternative sites are discussed below.

4.4.1 *Geotechnical and Soil Resources*

The geotechnical impacts of constructing a new International Student Center within Parking Lots A or W are similar to those anticipated with implementation of the proposed project.

Upon implementation of the recommended geotechnical mitigation measures, location of the proposed facility at this alternative site would not result in significant geotechnical impacts.

4.4.2 *Water Quality/Hydrology*

These alternative locations consist of paved surface parking lots. It is not anticipated that construction of the International Student Center at the alternative locations would increase the site's impervious surface area. However, run-off quality might improve with redevelopment of the parking lots and corresponding reduction in automobile grease and oil. Quantity of runoff would likely not be altered from that occurring under existing conditions and would be accommodated in the existing storm drain system. Construction within Parking Lot A would warrant the use of water quality/runoff prevention measures similar to those suggested for development of the PJT-1N component. Parking Lot A is located adjacent to Alvarado Creek, which may be sensitive to increased run-off or water quality issues.

4.4.3 *Biological Resources*

Both alternative locations could result in indirect impacts to sensitive habitats and wildlife species. Alternative A-PJT-4a is located in Parking Lot A, which is bordered by Alvarado Creek to the north, Canyon Crest Drive to the south and west and College Avenue to the east. Indirect impacts may occur to biological resources within the Alvarado Creek riparian area. In addition, a stand of vegetation is located along the southern end of Lot A which could result in indirect impacts to nesting raptors. The second alternative site is in Lot W, which is bounded by Canyon Crest Drive to the north, Aztec Circle Drive to the east, Parking Structure 4 to the south and a vacant, vegetated hillside to the west. Indirect impacts to eucalyptus and coastal sage scrub habitats present on the western hillside may occur. Nesting raptors utilizing eucalyptus stands may be exposed to indirect impacts during construction.

4.4.4 *Visual Quality*

Parking Lot A is visible from College Avenue north and Canyon Crest Drive. Construction of the International Student Center within this parking area would represent a significant visual change as the existing parking lot appearance would be transformed to that of a building. This impact would not be considered adverse as mitigation measures suggested for the

proposed component would be incorporated to reduce any visual impacts to less than significant. Parking Lot W is visible from Aztec Circle Drive and may be visible to the Del Cerro community. Construction of the International Student Center within this area would cause the existing visual appearance of the parking lot area to be transformed to that of a structure. However, due to the presence of Parking Structure 4 immediately south of this site, it would likely appear as an extension of existing campus buildings.

4.4.5 *Traffic/Access/Parking*

Traffic or access is not likely to be impacted under this alternative. However, the loss of approximately 30 parking spaces from the campus inventory would be considered significant. The removal of on-campus parking opportunities would directly impact the local community's parking capacity.

4.4.6 *Noise*

Noise impacts are anticipated to be reduced at either of these alternative locations when compared to the proposed project location. The International Student Center will not increase noise from the existing condition once construction is complete. Due to the lack of sensitive receptors within the vicinity of either Lot A or Lot W, significant construction-related noise impacts are unlikely.

4.4.7 *Air Quality*

Placement of the International Student Center within either of these parking areas would not result in operational air quality impacts substantially different from those anticipated for the proposed project. However, the proposed project's construction-related air quality impacts were analyzed for the addition only. Under either alternative, a new International Student Center would be built, resulting in an increase in construction-related emissions. Demolition of the old International Student Center may also be necessary; therefore, demolition-related air quality impacts would need to be assessed as well.

4.4.8 *Cultural Resources*

Construction of the International Student Center within Lot A or W would not result in impacts to cultural resources due to the developed nature of the sites.

4.4.9 *Conclusion*

Construction of the International Student Center and the Addition within Lot A would result in a reduction in noise impacts compared to the proposed project component. The Lot A site would be further away from sensitive receptors that could be affected by construction-related noise. Construction of the International Student Center within Parking Lot A would result in similar impacts to Geotechnical and Soil Resources as well as Visual Quality. Construction of this project component within Lot A would result in increased impacts to Water Quality/Hydrology, Biological Resources, Traffic/Access/Parking and Air Quality. The Lot A alternative would not cause impacts to cultural resources.

Construction of this structure within Lot W would result in decreased noise impacts compared to the proposed project. This site would be further from the sensitive receptors located immediately west of Lot V. Construction of this building within Lot W would result in similar impacts to Geotechnical and Soil Resources, Visual Quality and Cultural Resources. The Lot W alternative would impact Water Quality/Hydrology, Biological Resources, Traffic/Access/Parking and Air Quality, whereas impacts associated with these environmental factors were not identified for the proposed project.

5. SUMMARY AND CONCLUSIONS

The proposed project is preferable to the No Project Alternative because, under the No Project Alternative, the components of the Campus Master Plan 2000 project would not be constructed and necessary facility improvements would not be completed. Under the No Project Alternative, student service, faculty office, storage and maintenance, childcare, parking and open space needs would not be met.

The proposed project site for the Faculty/Office/Research/Gallery/Parking Structure 8 component is preferable to the Parking Lot W site because air emissions generated from Parking Structure 8 would be more easily dispersed at the northern mesa location. In addition, elimination of Lot W parking spaces would be a detriment to the existing campus parking inventory.

The proposed project component for the Communication Building Addition is preferable to construction of one alternative building within the plaza area north of the Communication Building largely because of visual impact issues. Construction of one large building could potentially result in impacts to the historic architectural style and visual setting. Construction of the additions under the proposed project would occur within non-historical spaces such as the slope west of the building and the driveway west of the southwest corner of the Communication Building.

The proposed project site for the Campus Childcare Center is more desirable than the Lot A and Lot V alternatives due to the avoidance of impacts, except for noise. Location of the building within Lot A could potentially result in indirect impacts to Biological Resources and impacts to Cultural Resources. Location of the building within Lot V could potentially result in Biological Resource impacts. The Lot G alternative site may be similar or slightly superior to the proposed location in environmental terms. Placement of the facility within Lot G would result in environmental impacts similar to those anticipated at the proposed site. However, noise impacts would be reduced at the Lot G site and indirect biological impacts are unlikely and easily avoided. Visual impacts would likely be reduced at the Lot G alternative site. Either the proposed site or the Lot G alternative site would provide an appropriate location for the Campus Childcare Center component of the proposed project.

Construction of the International Student Center Addition adjacent to the existing International Student Center, as it is currently planned, would be the most cost effective method for achieving Campus Master Plan 2000 goals and objectives. Placement of the component within Lot A or Lot W would involve demolition and reconstruction of the existing facility in addition to the new square footage of the expansion. Use of the existing facility, with the proposed addition, would be substantially less expensive than either of the alternatives. Further, construction of this component within Lot A would result in increased impacts to Water Quality/Hydrology, Biological Resources, Traffic/Access/Parking and Air Quality. Construction of this component within Lot W would result in impacts to Biological Resources, Traffic/Access/Parking and Air Quality impacts. In contrast to these impacts, the proposed project component would not result in significant impacts

to Water Quality/Hydrology, Biological Resources, Traffic/Access/Parking, Air Quality or Cultural Resources.

6.1 PURPOSE

The purpose of this section is to explain the methodology for the cumulative project analysis presented in this EIR. This section is important because, in many cases, the impact of a single project may not be significant, but when combined with other projects, the "cumulative" impact may be significant. Section 15355 of the CEQA Guidelines defines "cumulative impacts" as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." CEQA Guidelines Section 15130(b) states that "the discussion [of cumulative impacts] need not provide as great detail as is provided of the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness."

Cumulative impacts can occur from the interactive effects of a single project. For example, the combination of noise and dust generated during construction activities can be additive and can have a greater impact than either noise or dust alone. However, substantial cumulative impacts more often result from the combined effect of past, present and future projects that are located in proximity to the project under review. For example, the water demand generated by a proposed project many not be significant when analyzed alone; however, when analyzed in combination with the water demand of other approved or proposed projects, the water demand may exceed the resource capabilities of the water agency, resulting in a significant cumulative impact. Therefore, it is important for a cumulative impacts analysis to be viewed over time and in conjunction with other related past, present and reasonably foreseeable future developments which may have impacts that might compound or interrelate with those of the project under review.

6.2 CUMULATIVE FORECASTING METHODOLOGY

Section 15130 of the CEQA Guidelines allows for the preparation of a list of past, present, and reasonably anticipated future projects as a viable method of determining cumulative impacts. Section 15130 also states that a summary of projects contained in an adopted general plan or related planning document which is designed to evaluate regional or areawide conditions may be used in a cumulative impact analysis. This discussion uses a combination of both methods: an initial list of

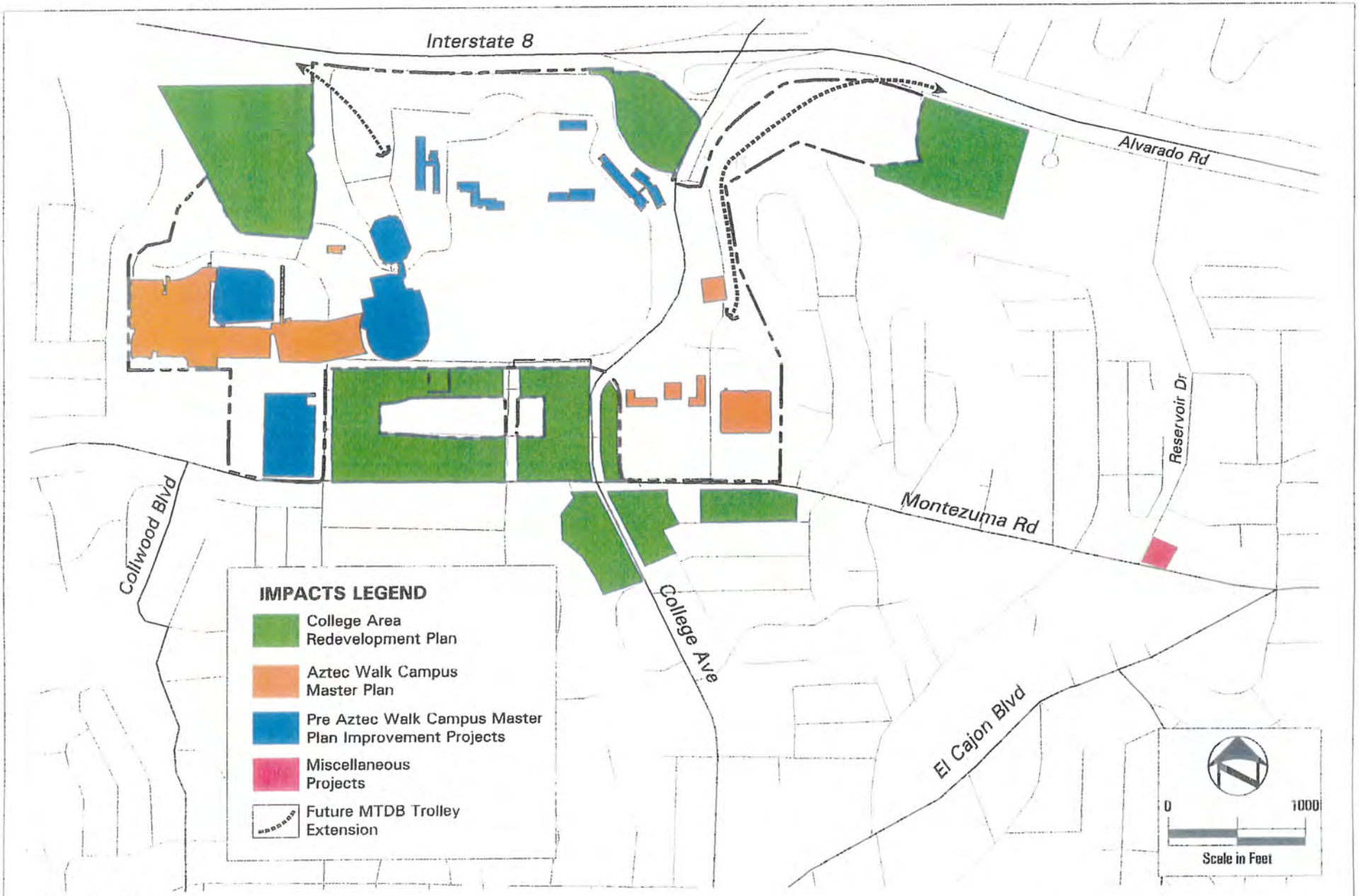
all related projects followed by a discussion of the effects that the proposed project may have on each environmental category of concern, such as traffic, noise, biology, *etc*. Consistent with CEQA, this discussion is guided by the standards of practicality and reasonableness.

6.3 LIST OF RELATED PROJECTS

This section of the analysis provides a list of past, present, and reasonably foreseeable future projects and corresponding descriptions of those projects. The expansion of the Rolondo Library, located at the corner of Montezuma Road and Reservoir Drive, was reviewed and deemed not to result in significant cumulative impacts in light of the project's distance from the SDSU campus. **Figure 6.0-1** illustrates the location of each project considered to contribute to the cumulative impacts of the proposed SDSU Campus Master Plan 2000 project.

SDSU Science Laboratory Building. This project would result in the construction of a science laboratory building adjacent to and north of the existing Chemistry/Geology Building. The two structures would be joined by pedestrian bridges at two levels. This six to eight story, 97,000 square foot structure would permanently house teaching and research laboratories for the Departments of Chemistry and Geology as well as the College of Education and Microchemical Core Facility. The basis for this project lies in the need for all heavy users of fume hoods and chemicals be located within the same facility. Construction of this laboratory has involved the removal of all hood systems and chemicals from the existing Geology and Chemistry buildings. This project is currently under construction and is scheduled for completion by the end of 2000 (SDSU Office of Facilities Planning and Management, December 1992; Piper, pers. comm. July 2000).

SDSU Chemistry/Geology and Business Administration and Mathematics Building Renovation. This project will allow for the renovation of the existing Chemistry/Geology Building in order to remove health and safety code violations, comply with ADA requirements, restore deteriorated mechanical, plumbing and electrical utility systems, and remove asbestos materials. The renovation will create office space, computer labs, support facilities for the Computer Science, Mathematics and Education departments, and satisfy administration needs. Construction of this building will begin in spring 2001 and will be completed in phases. Final occupancy will occur in



BASE SOURCE: SANDAG

SDSU Campus Master Plan 2000

August 2000

Figure 6.0-1

Cumulative Impacts

2003. Construction of this facility can be considered a foreseeable future project (Piper, pers. comm., July 2000).

SDSU Engineering Addition. This project was originally proposed in 1988 and received funding in 1992. The original scope of the project has been modified to include demolition of the existing Engineering Computer Aided Mechanics Lab Building and the Grounds Storage Building. The new Engineering Building Addition will connect to the north side of the existing Engineering Building. The new building will contain approximately 38,500 assignable square feet and 59,000 gross square feet. This project will also involve a minor renovation of the existing Engineering Lab Building which is used for Physical Plant Shops and storage. Construction of this facility has been deferred indefinitely and should therefore be considered a probable future project (Piper, pers. comm., July 2000).

SDSU Speech and Telecommunications Building Renovations and Additions. This project involved upgrading and modernizing the existing Speech and Telecommunications Building. Project features included reconfiguration of building space to better serve academic programs, installation of new fixed equipment, improvements to lighting and electrical systems, repairs to architectural building features, new interior and exterior paint, re-roofing, provisions for handicap accessibility, remedying building code violations and installation of an air-conditioning system. This project has been incorporated into PJT-2 and, therefore, is no longer considered a recent, current or past project. (Piper, pers. comm., July 2000).

SDSU Storm/Nasatir Halls Renovation. This campus project will allow for the correction of health and safety code deficiencies in the Storm/Nasatir Halls. Improvements include installation of a new HVAC system, as well as new lighting and ceiling systems. In addition, computer cabling, fire alarm and electrical systems would be updated to reflect current building safety standards. Architectural improvement in the form of new paint and signage will also be included in this project. This project has been incorporated into PJT-1 and, therefore, is no longer considered a recent, current or past project (Piper, pers. comm., July 2000).

SDSU Physics and Physics/Astronomy Building Renovation and Addition. This project would involve the renovation of the Physics Building and the Physics/Astronomy Building. A total of 7,553 gross square feet will be added to the third flood of the Physics Building. Renovations will

include the addition of an elevator and freight lift, the removal of asbestos materials, upgrades to the existing fume hoods, replacement of existing fire alarm systems, conversion of two-station faculty offices to single stations, addition of air conditioning, upgrade of utilities, implementation of new painting and signage and construction of a replacement planetarium. This project has been deferred indefinitely, and therefore should be considered a probable future project (Piper, pers. comm., July 2000).

SAC/Cox Arena at Aztec Bowl and Parking Structure 4. Cox Arena at Aztec Bowl is a multipurpose recreational facility which includes a 12,000-seat arena for events including basketball games, concerts, and other student activities. Features of this complex include facilities such as a gymnasium, locker-rooms, classrooms, ticket offices and a weight room. Parking Structure 4 was constructed simultaneously with Cox Arena in order to alleviate campus parking shortages as well as accommodate parking for arena event attendees. This project was completed in 1997 and, therefore, it is considered a recent past project (SDSU Office of Facilities Planning and Management, September 1997; Piper, pers. comm., July 2000).

Parking Structure 5 and Reconstruction of Aztrack. This campus project involves the construction of a new parking structure as well as an athletic track and soccer field on the top deck of the parking structure. Implementation of this project involved demolition of the existing Aztrack Facility, construction of the parking structure with the new Aztrack on the top deck and construction of ancillary parking management and building storage facilities, as well as related pedestrian, traffic and utility improvements. This project has resulted in a net gain of parking on campus as well as enhancement of the Aztrack facilities. Completion of this project is scheduled for the fall of 2000 and, therefore, it is considered a related current project (SDSU Office of Facilities Planning and Management, July 1996; Piper, pers. comm., July 2000).

Mission Valley East Transit Improvement Project. This project would extend the existing Mission Valley West Line of the Light Rail Transit (LRT) into La Mesa, terminating at its current junction with the Mission Valley East Line. This proposed expansion would serve as a connection corridor between Interstate 15 and the Grossmont Area. The planned route of the Mission Valley East Line calls for a station beneath the existing SDSU transit center. It is assumed that the amount of available parking on campus would be reduced by the proposed light rail expansion. Mitigation

for lost parking spaces would involve compensation for lost spaces in accordance with the Memorandum of Understanding that has been agreed to by Metropolitan Transportation Development Board and SDSU. Construction for this project is anticipated to begin in November 2000 and be completed in December 2004. This project is therefore considered a reasonably foreseeable project (Metropolitan Transit Development Board, Federal Transit Administration, April 30, 1998; Piper, pers. comm, July 2000).

Aztec Walk Campus Master Plan. The Aztec Walk Campus Master Plan was proposed in an effort to improve, enhance and rehabilitate several core areas of campus. The project has and will continue to result in the consolidation and redevelopment of SDSU's athletic, recreational and student housing resources. In order to complete redevelopment of athletic areas, replacement resident halls and utility and parking areas are also planned. Project components include the construction of a new tennis facility on top of the proposed location for Parking Structure 7, an Aquaplex, a new women's softball field, racquetball courts, campus mall improvements as well as street improvements, replacement residence halls on the east side of campus, a new cogeneration plant and chill facility, Parking Structure 6 and lighting for the Aztrack facility. The new residence halls are currently under construction and are planned for occupancy in Fall 2001. Parking Structure 6 is under construction and is planned for completion in Fall 2001. Construction of the Athletics Administration Building, now referred to as Aztec Athletics, has been started, with an anticipated completion date of Fall 2001. The January 2000 Addendum to the Aztec Walk Campus Master Plan EIR documented the revised location of the Cogeneration Facility and Chill Plant. This facility will now be located along the northwestern edge of campus and is planned for construction in the Fall of 2000. Other project components will be constructed once final engineering plans have been completed. Therefore, this project is a current and reasonably foreseeable project (SDSU Office of Facilities Planning and Management, April 1999; Piper, pers. comm., July 2000).

College Area Redevelopment Plan. This project would result in the redevelopment of five areas adjacent to or near the SDSU campus to improve the efficiency of College Area land uses. The project has been divided into five subareas referred to as the Core-Subarea, 55th Street Subarea, Alvarado Road Subarea, Lot A Subarea and Montezuma School Subarea, encompassing a total of 130 acres. Development proposed as part of the project includes approximately 3,548 residential

units and 1,396,000 square feet of non-residential building space. The project would implement high density residential, very high density residential, commercial, mixed use commercial, residential and institutional land uses. (Redevelopment Agency of the City of San Diego, July 1993).

Construction of a building to house eight fraternities in condominium style units is proposed in conjunction with this project. This project would involve implementation of a 62-unit, 3- and 4-story student apartment with 8 free-standing chapter houses totaling 105,000 gross square feet. This project would also include a 177-space parking garage. Construction is planned for the Fall of 2000 with occupancy in the Spring of 2002. This project is considered a reasonably foreseeable project (Piper, personal communication, July 2000).

The partially completed Mueller Development, a three-phased plan for multi-level condominiums located along the north side of Montezuma Road between 55th Street and Campanile Drive, is also a portion of the College Area Redevelopment Plan. Several improvements to existing public utilities and infrastructure, such as traffic and circulation systems, drainage systems, sewage systems, water systems, utility systems, community facilities and housing assistance, would accompany project implementation. This project is considered a current and reasonably foreseeable future project (Redevelopment Agency of the City of San Diego, July 1993; Romstadt, pers. comm., July 2000).

6.4 IMPACTS TO ENVIRONMENTAL FACTORS

6.4.1 GEOLOGY AND SOIL RESOURCES

The cumulative geologic and soil impacts of the proposed project are not expected to be significant. Geologic and soil conditions vary considerably throughout the SDSU area. With regard to such impacts, the effects of two or more projects, which are developed at different location are not affected by, and would not impact, the same piece of land. In addition, each development site is subject to, at a minimum, uniform site development and construction requirements.

6.4.2 WATER QUALITY AND HYDROLOGY

No cumulative impacts to regional water quality and water supplies or systems are anticipated to occur as a result of the proposed project. The various project component sites are generally developed and, therefore, consist of impervious surfaces. In instances where the amount

of impervious surface area is altered, it is assumed that the existing storm drain system could be altered to compensate for project development, thus eliminating or reducing water quality issues to a level below significance. Although mitigation measures included in the proposed project would reduce impacts to the Alvarado Creek floodplain, it is assumed that, due to the existing developed nature of the floodplain area proposed for development, a less than significant cumulative impact would occur.

6.4.3 Biological Resources

The proposed project is not expected to result in any significant cumulative impacts to biological resources. Although an indirect impact may occur to sensitive habitats located near PJT-1, restriction of construction to non-bird breeding seasons would eliminate potential indirect impacts. The project would not impact any known wetland area. The removal of ornamental vegetation within the project areas would not significantly impact any wildlife species commonly found in the College Area. It is assumed that any wildlife displaced by the project, such as roosting raptors, would be able to relocate in other vegetated areas found on campus, including the proposed Central Park.

Implementation of the proposed project is not expected to result in any significant cumulative impacts to regional biological resources. In general, biological resources in the City of San Diego will continue to decrease as development increases. Except for the possible removal of mature trees and ornamental vegetation, this project involves the reuse of previously developed land. The reuse of already developed land is considered consistent with regional conservation planning efforts. The Multiple Species Conservation Plan (MSCP) and California's Natural Communities Conservation Program (NCCP) have been developed in an effort to set aside tracts of land vital to wildlife movement or plant population survival. No part of the proposed project is located within any MSCP or NCCP conservation zones

6.4.4 Traffic/Access/Parking

Most of the past, present and reasonably anticipated future projects considered in this section are SDSU campus renovation and replacement projects which will be utilized by existing students and faculty. Therefore, no additional traffic is expected to be generated by those projects. Upon implementation of the traffic impact mitigation measures identified in this EIR, the proposed project

would not result in significant traffic impacts. Given the lack of significant traffic impacts from related development projects, the proposed project is not anticipated to result in significant cumulative traffic impacts.

The proposed project would result in a net loss of approximately 1,394 parking spaces. However, as Parking Structure 5 and 6 near completion, this reduction will soon be mitigated. Therefore, although direct project impacts will result in a loss of parking, a cumulative reduction in parking spaces at SDSU will not occur.

The College Area Redevelopment Project is expected to generate 23,026 daily trips, which would constitute significant traffic impacts. The EIR for that project identified 43 measures to mitigate those impacts to below a level of significance. The cumulative impacts of the project are considered to be significant but mitigable with implementation of the measures outlined in the EIR. Due to the minimal amount of traffic anticipated to occur as a result of allowing SDSU to reach full capacity, no impact to the Redevelopment Agency's ability to implement traffic mitigation plans would occur as these plans are based on ultimate capacity of the SDSU campus.

The Mission Valley East Transit Improvement project is a Mass Transit project which, by its nature, will reduce project traffic in and around the SDSU campus. As stated above, although construction of the trolley may cause significant parking impacts to campus, mitigation in the form of new parking spaces/structures will be implemented in order to reduce impacts to less than significant. Reduction of these impacts to less than significant would reduce the potential for cumulative parking impacts on campus.

6.4.5 Noise

The proposed project's cumulative impacts on ambient noise levels within the project vicinity would not be significant. Due to mitigation measures incorporated into the proposed project, including location of the Campus Childcare Center playground along the west side of the existing Parking Lot E, noise impacts would be reduced to a level below significance. Aside from construction-related noise, residents along the eastern edge of campus would not be subject to noise sources which could be regarded as cumulatively significant.

6.4.6 AIR QUALITY

Development in general will contribute a variety of additional pollution sources that are small on a total project basis, but may be considered significant when considered in a cumulative context. The NO_X emissions from off-site power plants and on-site space heating, hot water and air conditioning may increase total project emission contributions. The only method for reducing regional of NO_X levels is a reduction in automobiles. SDSU's Vehicle Trip/Vehicle Mile Traveled Reduction Program (VT/VMT) encourages alternative student transportation through the reduction of single occupancy vehicle (SOV) trips.

Although, from a regional perspective, the emissions contribution of the proposed project to air pollution may be marginal, the cumulative air quality impact of the project in conjunction with related development in the region is considered significant because regional ozone and PM_{10} emissions in the San Diego air basin continue to exceed state and federal standards.

6.4.7 CULTURAL RESOURCES

After implementation of the mitigation measures incorporated into the proposed project, impacts to cultural resources would not be considered cumulatively significant. No other projects are currently proposed which may further impact the existing setting of historical resources such as the campus Historic District. Therefore, while the proposed mitigation measures incorporated into the proposed project would reduce project-specific impacts to a level below significance, cumulative impacts would also be reduced to a level below significance.

6.4.8 POPULATION AND HOUSING

Employment opportunities created by construction of the project would be short-lived construction-related jobs and, therefore, would last only as long as necessary for project construction (less than 5 years). It is anticipated that workers employed with the construction contracting company would be commuting to the site from other areas of San Diego County rather than relocating to the College Area. Post-construction employment needs created by the project (security, parking attendants, facilities operators, maintenance workers, *etc.*) are expected to be minimal. Most of the jobs created by the project are anticipated to be filled by SDSU students and College Area Community members.

The increase in teaching and office space may result in the need for additional faculty and staff members. Many staff members would come from the campus community and/or surrounding community, whereas some staff and a majority of new faculty members may move to San Diego from other regions of the state or country. The amount of additional faculty and staff needed to accommodate SDSU's maximum capacity of 25,000 FTES is estimated at 236 individuals. This would result in a 4 percent increase from the existing personnel number. The increase of 236 individuals and their families over the next 5 years would result in less a than 1 percent increase per year. It is further assumed that individuals moving to this region to take jobs at SDSU would not automatically move to the College Area but rather disperse throughout the greater San Diego. Due to these factors, as well as the fact that the increase in employee numbers at the SDSU campus would be consistent with the school's overall Master Plan, a less than significant cumulative impact would occur.

6.4.9 ECONOMICS

Cumulative economic impacts of the proposed project are not expected to be significant. The project would provide facilities for SDSU to enroll the maximum amount of students allowable under SDSU's 25,000 FTES limit. The project would provide for an additional 236 faculty positions as well as other staff, maintenance workers and parking attendants. It is assumed that, although cumulative economic impacts to the economic state of the community would occur, these impacts would not be adverse due to consistency with SDSU's *Physical Master Plan*. In general, the SDSU campus is designed for this capacity and would not have a demonstrative negative economic effect on the local community

7.1 PURPOSE

Section 15126 (d) of the CEQA Guidelines requires that an EIR discuss the ways in which a project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this discussion are projects which would remove obstacles to population growth and projects which may encourage and facilitate other activities that, either individually or cumulatively, could significantly affect the environment. Increases in the population may further tax existing community service facilities so consideration must be given to this impact in the EIR. It must not be assumed, however, that growth in any area is necessarily beneficial, detrimental or of little significance to the environment. The purpose of this section is to evaluate the growth inducing potential of the proposed project.

7.2 THE PROJECT'S GROWTH INDUCING POTENTIAL

The proposed project involves demolition of certain existing campus facilities and replacement of those facilities with new facilities for improvement purposes. Implementation of the SDSU Campus Master Plan 2000 would allow SDSU to expand facilities in order to accommodate the planned enrollment of 25,000 FTE students. Provision of up-to-date academic and campus support facilities for existing students, faculty and staff, and the corresponding increase in enrollment, would be consistent with the California State University Chancellor's Master Enrollment Plan.

Project components PGM-1N, PGM-1S, PGM-3, PGM-4, PJT-1, PJT-2 and PJT-4 are proposed in response to overcrowding in several faculty office facilities being utilized beyond their originally intended capacity. Components PGM-1N, PGM-1S, PGM-3, PGM-5, PJT-1, PJT-2 and PJT-4 are proposed because physical space beyond that currently available is needed to make technological improvements to classrooms and research facilities throughout campus. The SDSU *Physical Master Plan* calls attention to the importance of open space throughout campus as well as defined entry and congregation nodes. Implementation of PJT-5 and the corresponding elimination of the extant Education Building would provide these physical enhancements, while at the same time

allowing for updated education facilities to be constructed elsewhere on campus. The need to enhance existing on-campus performing arts facilities has resulted in the proposal for construction of the Performing Arts Complex (PGM-2). The existing campus Physical Plant site is not easily accessible for delivery and storage purposes, nor does it provide for sufficient operational space. Therefore, construction of the Physical Plant (PGM-4) is proposed within Parking Lot X. Similarly, the existing Campus Childcare Center is located within a small area with inefficient accessibility, immediately adjacent to Aztec Circle Drive and existing campus classroom/offices. Construction of a new Campus Childcare Center (PJT-3) is proposed to improve accessibility and to place the facility in a location more appropriate for its uses.

Upon construction of all facilities, the project could result in demolition of up to 1,394 parking spaces. Concurrently, there would be an increase of approximately 200-300 spaces in the Faculty Office/Classroom/Gallery/Parking Structure 8 complex. Additional surface spaces would likely be constructed, particularly for handicap and service access, in conjunction with other planned facilities. However, the extent of new parking facilities cannot be accurately forecasted at the programmatic level. Assuming that the minimum of 200 new spaces are built as part of the PJT-1 component and no additional parking is constructed within other facilities, the proposed project would result in a 1,194 space reduction in the overall campus parking inventory. However, this reduction would not be permanent as the construction of Parking Structures 5, 6 and 7 would increase the overall available parking to more than 14,000 by 2005 from the present inventory of 11,900. Therefore, although parking opportunities could be reduced by approximately 1,194 spaces, the completion of Parking Structures 5, 6 and 7 would likely reduce any Campus Master Plan 2000 impacts to less than significant.

In terms of economic growth, the proposed project would create some new temporary employment opportunities during the construction period. However, those employment opportunities are relatively minimal and would not be expected to induce people to move into communities surrounding the University. The employment opportunities could incrementally increase the demand for local goods and services; however, given the project's size in relation to the local area population and work force, the project's economic contribution is expected to be minimal.

Aesthetic improvements proposed as part of the project would improve the overall character and visual quality of the campus and the rearrangement of uses would provide for a greater sense of campus identity. None of the aesthetic improvements would induce growth either on or off campus.

In summary, no features of the proposed project would encourage growth; therefore, no growth inducing impacts have been identified.

8.1 PURPOSE

A proposed project's impacts to non-renewable resources may be irreversible if the commitment of the resources makes their subsequent removal or use unlikely. Section 15126(c) of the CEQA Guidelines requires that an EIR evaluate the permanent commitment of such resources to assure that their current consumption in connection with a proposed project is justified.

8.2 INTRODUCTION

This section focuses on the components of the project that propose construction of the East Campus Development Zone (PGM-1N and PGM-1S), Physical Plant (PGM-4), Faculty Office/Classroom/Gallery/Parking Structure 8 (PJT-1) and International Student Center Addition (PJT-4). These project components are expected to result in the most substantial changes in land use at their respective sites and, therefore, have the most potential for causing significant irreversible environmental impacts upon implementation. The sites of the remaining project components already support development similar in scope and intensity to that proposed and, therefore, the project will not result in significantly different land uses at those sites. Nonetheless, all project components have a potential to impact non-renewable resources.

8.3 IRREVERSIBLE COMMITMENT OF RESOURCES

With regard to non-renewable resources, the proposed project's primary impact would be the commitment of Parking Lots D, E, F, X, Y, part of Lot V, and the area in and around Lot Y and the Family Studies and Consumer Sciences Building to a more intensive land use. Conversion of the parking lots to more intensive academic/faculty office or other campus facility uses would require a substantial investment and would represent a long term commitment to non-parking uses. However, these commitments are not expected to result in significant irreversible environmental impacts when considered in the context of the overall SDSU *Physical Master Plan*, which calls for a balanced mix of faculty office, academic, classroom, residential, and parking uses. The long-term

commitment of the component sites to non-parking uses would, therefore, not result in the inability to achieve other Master Plan goals.

Construction of all of the proposed project components would result in the use of non-renewable resources and energy sources, including fossil fuels, electricity and natural gas. Fossil fuels would be used to power construction equipment, as well as delivery and employee vehicles. Construction equipment would also use electricity and natural gas. Use of these energy sources would be considered a permanent commitment of resources. In addition to energy sources, a variety of materials would be used during the construction process, including steel, wood, concrete and fabricated materials. Once these materials and fuels are used for purposes of construction, the commitment of such materials and fuels would be considered irreversible.

Once operational, the project components would consume somewhat more energy on a daily basis than the No Project Alternative; however, in terms of operation and maintenance energy use, both alternatives would result in energy consumption. On balance, a slight increase in energy consumption would result from implementation of the proposed project.

Financial resources committed to the proposed project cannot be recovered and, therefore, commitment of these resources would be considered irreversible. Human resources expended to design, construct and operate either the proposed project or the No Project Alternative would not be recoverable. Land resources committed under the proposed project would be unavailable for other uses.

Considering the existing uses of the project component sites under the No Project Alternative, no proposed project component is expected to result in significant irreversible environmental impacts, or significant permanent commitments of nonrenewable resources beyond those anticipated in the existing SDSU *Physical Master Plan*.

9.1 PURPOSE

This section evaluates the proposed project from the standpoint of cumulative and long-term environmental effects. This analysis is not required pursuant to CEQA, and is provided for informational purposes only. This analysis focuses on impacts that narrow the range of beneficial environmental uses of the proposed project or impacts that pose long-term risks to public health and safety. The analysis also discusses reasons for proceeding with the proposed project at this time, rather than reserving an option for other alternatives.

9.2 INTRODUCTION

This section focuses on the components of the project that propose construction of the East Campus Development Zone (PGM-1N and PGM-1S), Performing Arts Complex (PGM-2), Physical Plant (PGM-4), Faculty Office/Classroom/Gallery/Parking Structure 8 (PJT-1) and International Student Center Addition (PJT-4). These are the project components with the potential for creating significant environmental effects, limiting beneficial environmental uses of the site, and posing long-term risk to public health and safety upon implementation. The remaining project component sites currently support development similar in scope and intensity to that proposed and, therefore, those project components will not result in significantly different land uses at those sites.

9.3 LONG-TERM EFFECTS, BENEFICIAL USES AND RISKS

The primary long-term effect of the proposed project would be the commitment of portions of existing Parking Lots D, E, F, Y, X and V, the vacant hillside area around Y Lot and the Family Studies and Consumer Sciences Building and the recreational fields/tennis courts to a more intensive land use. If implemented, the proposed project would result in physical enhancement of campus facilities as well as additional academic/faculty office facilities, improvements to existing student service areas, a new parking structure, a new physical plant, a new performing arts complex and a new central park.

Development of the existing project component sites as outlined in this EIR would reinforce the academic environment on the campus by strengthening the identity and collegiate atmosphere and by consolidating campus uses. Implementation of the project would provide students with opportunities not currently available in the existing campus buildings and facilities by maximizing the use of new and existing campus facilities and student services while providing for master planning of the campus to meet the needs of the University and maintain a quality educational environment.

Given the scope of the proposed project, it is expected that the project component sites would remain in a developed condition for their intended purposes as long as necessary to serve campus needs. Any significant long-term effects of the proposed project, as discussed in the EIR, would occur over the life of the project.

The project, if implemented, is not expected to result in impacts that would narrow the range of beneficial uses of the existing project component sites as a whole. The sites have been beneficially used for a variety of purposes (*i.e.*, parking, recreation, academic facilities) supporting the mission of SDSU for many years. These beneficial uses are not expected to change over the life of the proposed project. The new uses on the identified project components sites would also implement the Master Plan and support the SDSU educational mission. Uses to be eliminated from the proposed components sites would be transferred to new locations and integrated into the comprehensive campus master plan so the existing and new uses would combine in a balanced plan that does not sacrifice long-term productivity for short-term use.

In terms of long term risk, no unique hazards are found on the project component sites which would constitute risks to public health and safety. All of the proposed structures would be constructed in compliance with the Uniform Building Code, and site-specific geotechnical investigations would provide remedial measures, as necessary, to preclude seismic hazards. Uniform Building Codes would also be followed in order to reduce any campus or dowstream hazards related to construction within the floodplain. As is currently the case, during both construction and operation of the proposed physical plant and any facilities proposed for storage or use of chemicals, SDSU would be required to comply with all chemical storage regulations. These measures would reduce any adverse hazards to less than significant levels.

10.1 PURPOSE

Section 15128 of the CEQA Guidelines requires that an EIR briefly describe any potential environmental effects that were determined not to be significant during the Initial Study scoping process and, therefore, were not discussed in detail in the EIR.

10.2 INTRODUCTION

This section contains a brief discussion of the rationale for the determination that certain environmental effects identified at the Initial Study/Notice of Preparation phase of the proposed project would not be significant. The Initial Study for the Draft EIR, prepared by the SDSU Office of Facilities Planning and Management, concluded that the proposed project would not result in significant impacts in the following environmental categories. Therefore, those issues received no further consideration in the EIR.

10.3 AGRICULTURAL RESOURCES

There are no agricultural resources located on the SDSU campus and none of the proposed project components would disturb vacant land suitable for agricultural uses. Therefore, impacts to agricultural resources would not occur as a result of the proposed project.

10.4 HAZARDS AND HAZARDOUS MATERIALS

The proposed project would not result in the routine transport, use or disposal of hazardous materials on the SDSU Campus or in the surrounding community. Compliance with all applicable health and safety requirements would avoid impacts associated with operation of the Physical Plant, Science Research Building and Life Sciences Building. All chemicals involved in the construction or operation of any of the proposed project components would be handled by qualified University personnel. The storage of chemicals would be in compliance with applicable safety requirements.

10.5 LAND USE PLANNING

The proposed project would be compatible with the plans and policies outlined in the SDSU *Physical Master Plan* and with existing and planned land uses on the campus. One project component, the Performing Arts Complex (PGM-2), would be located at the site of existing tennis courts. The planned use for this site under the SDSU Aztec Walk Campus Master Plan is passive recreational fields. The proposed Performing Arts Complex would not conflict with either the existing or planned uses since similar recreational opportunities are planned elsewhere on campus in locations accessible to users. In general, proposed facilities would be located adjacent to existing SDSU campus land uses. In order to avoid a temporary loss of facility access, facilities to be demolished would be replaced prior to demolition, whenever practical.

The SDSU campus is located within the City of San Diego's College Area Community Plan area. Land uses within the community adjacent to the campus include single-family residential uses, as well as commercial and multi-family residential uses that serve the campus community. Other adjacent land uses include Hardy Elementary School and vacant canyon areas. Proposed uses, as part of the Master Plan, are largely confined to the interior of the SDSU campus and, therefore, would not be in proximity to adjacent surrounding land uses.

SDSU is located within the vicinity of much of the College Community Redevelopment Project. This project, proposed by the Redevelopment Agency of the City of San Diego, would involve the renovation and reconstruction of several commercial, student service and residential buildings within several core areas surrounding the campus. The proposed project components would not impair the City of San Diego Redevelopment Agency's ability to plan for and implement the proposed redevelopment project; therefore, impacts to this plan would not occur. However, although no proposed project component would impact the City's ability to implement the Redevelopment Plan, some project component alternatives would. Although conflicts would occur under those alternatives, the impacts may not be significant.

10.6 ENERGY AND MINERAL RESOURCES

Due to the location of the proposed project components within existing developed areas, the project would not result in the substantial consumption of greater amounts of energy or resources than already occurs on campus. None of the proposed project uses would result in energy consumption in excess of that anticipated for classroom, office and similar campus uses. Location of the project components within existing developed areas would continue the ongoing practice of compact campus development which results in efficiency in energy use. Therefore, no impact to energy resources are anticipated to occur. The proposed project would not create any known conflicts with adopted energy conservation plans.

Finally, the proposed project would not involve the disruption of existing mineral extraction activities. Project components are located within existing developed urban areas. SDSU is not known to support any known, recoverable, mineral resources. Therefore, no impacts to mineral resources are anticipated to occur.

10.7 POPULATION AND HOUSING

The proposed project would facilitate the University's ability to serve students and faculty. The SDSU Master Plan enrollment target has been established by the Board of Trustees of CSU at 25,000 FTE; adoption of the proposed project would not increase the number of students on the SDSU campus beyond that anticipated by the Board of Trustee's Master Plan. Therefore, the proposed project is not anticipated to generate additional campus population growth, either directly or indirectly. In addition, the proposed project would not displace either existing housing, planned housing or substantial numbers of people.

10.8 PUBLIC SERVICES

The proposed project would be located within the existing developed areas of the SDSU campus. These areas are already served by existing public facilities and infrastructure. Therefore, implementation of the proposed improvements would not substantially alter infrastructure requirements. The maintenance of campus facilities proposed to be constructed or renovated would

be the responsibility of SDSU. The College Area Community is served by three elementary schools, one junior high, and one senior high school. One of these schools, Hardy Elementary, is located adjacent to the southwest boundary of campus. The services available to this school would not be affected by project implementation.

10.9 RECREATION

With the exception of the addition to the proposed Performing Arts Complex component (PGM-2) and the Central Park component (PJT-5), the proposed project would not alter existing recreational facilities on campus. The Central Park component would add a new passive recreational feature to the campus. In addition, the proposed project would not affect the level of demand, level of use or physical features of any known existing off-site recreation areas in the community surrounding the SDSU campus.

10.10 UTILITIES AND SERVICE SYSTEMS

New facilities associated with the Communication Building Additions (PJT-2), Performing Arts Complex (PGM-2), Physical Plant (PGM-4), International Student Center Addition (PJT-4), Faculty Office/Classroom/Gallery/Parking Structure 8 (PJT-1), Campus Childcare Center (PJT-3) and new Academic/Research Buildings (PGM-1N and PGM-1S) would necessitate public services such as electricity, natural gas, communications systems, water, sewer and storm water drainage. Components which are planned to undergo remodeling efforts may result in additional service demands; however, because service systems already exist on-site, it is assumed that existing facilities are adequate either as is or with modifications and/or capacity improvements. Heating and air conditioning required for all new and existing facilities would be generated on-site at the SDSU cogeneration plant and chilling facility. Much of the electricity used in campus facilities will also be provided by this facility. Communications systems, water, sewer and storm water drainage services would be provided through existing infrastructure within the campus and the City of San Diego.

11.0 MITIGATION MONITORING PLAN

INTRODUCTION	The Mitigation Monitoring Plan describes the procedures the University and others will use to implement the mitigation measures adopted in connection with approval of the project, and the methods of monitoring such measures. A Monitoring Plan is necessary only for impacts which would be significant if not mitigated. The following consists of a table noting the mitigation measures, the mitigation phases, the responsible persons / agencies, the frequency of monitoring and compliance with the Mitigation Monitoring Plan.
PURPOSE	*The Mitigation Monitoring Plan (MMP) has been prepared in conformance with Section 21081.6 of the California Environmental Quality Act. It is the intent of this program to (1) verify satisfaction of the required mitigation measures of the EIR; (2) provide a methodology to document implementation of the required mitigation; (3) provide a record of the monitoring; (4) identify monitoring responsibility; (5) establish administrative procedures for the clearance of mitigation measures; (6) establish the frequency and duration of monitoring, and (7) utilize existing review processes wherever feasible.*

Mitigation Measure No.	Mitigation Measures	Mitigation Phase	Responsible Person / Agency	Frequency of Monitoring	Compliance
3.1 GEOTECHNICAL					
	1. In general, to reduce the potential of slope instability concerns (both deep-seated and surficial), current grading codes typically require that graded slopes not exceed a gradient of 2 to 1 (horizontal to vertical). Slopes steeper than 2 to 1 are generally known to be prone to surficial instability. Typical mitigation measures to reduce the potential impacts of surficial instability will include slope flattening, slope-top setbacks, the installation and maintenance of drainage provisions, and planting of slope-stabilizing vegetation.	Pre-construction Construction	Staff Architect Construct. Engineer Campus Construct. Mgr.	On-going during construction phase	Not Completed

Mitigation Measure No.	Mitigation Measures	Mitigation Phase	Responsible Person / Agency	Frequency of Monitoring	Compliance
3.1	**GEOTECHNICAL (CONTINUED)**				
	2. Proper grading techniques (with appropriate compaction efforts), revegetation of disturbed areas, and construction of appropriate drainage provisions can reduce the potential for erosion. Maintenance of drainage provisions, such as periodic removal of accumulated eroded soils and debris from surface drains, is also needed. A project designed and constructed in accordance with a properly-engineered grading and drainage plan will not negatively impact the erosion potential of the site and surrounding area. The grading and drainage plan for the proposed project shall be prepared prior to construction, and approved by the project geotechnical consultant as well as the Office of Facilities Planning and Management.	Pre-construction Construction	Staff Architect Construct. Engineer Campus Construct. Mgr.	On-going during construction phase	Not Completed
	3. The extent and depths of potentially compressible, unconsolidated soils can be assessed by subsurface exploration and laboratory testing during project-specific geotechnical investigations. Mitigation measures for structural/fill areas underlain by unconsolidated soils typically will include removal of the compressible soils and replacement with properly compacted fill or deep foundation systems, such as drilled piers or piles, which extend through the compressible soils and are supported by the underlying, firm natural soils. Prior to construction of any project component, a project-specific geotechnical report shall be prepared by the project geotechnical consultant to address unconsolidated soils. The report shall be approved by the Office of Facilities Planning and Management.	Pre-construction Construction	Staff Architect Construct. Engineer Campus Construct. Mgr.	On-going during construction phase	Not Completed

Mitigation Measure No.	Mitigation Measures	Mitigation Phase	Responsible Person / Agency	Frequency of Monitoring	Compliance
3.1 GEOTECHNICAL (CONTINUED)					
	4. The expansion (shrink-swell) potentials of the onsite soils can be assessed by laboratory testing of representative soil samples obtained during site-specific geotechnical investigation studies. Typical mitigation measures will include grading such that expansive soils are not placed within the upper few feet of finished grade. As an alternative, deepened and/or stiffened foundation systems for proposed structures may be considered. Surface and subsurface drainage provisions may also be implemented to reduce moisture fluctuations in subgrade soils. Prior to construction of any project component, a project-specific geotechnical report shall be prepared by the project geotechnical consultant to address expansive soils. The report shall be approved by the Office of Facilities Planning and Management.	Pre-construction Construction	Staff Architect Construct. Engineer Campus Construct. Mgr.	On-going during construction phase	Not Completed
	5. Well-cemented, concretionary zones (within the Lindavista Formation and Stadium Conglomerate) may be encountered during excavations in the project area. Heavy ripping or jackhammering of the hard concretionary areas may be necessary to facilitate excavation.	Pre-construction Construction	Staff Architect Construct. Engineer Campus Construct. Mgr.	On-going during construction phase	Not Completed
	6. Groundwater is not anticipated to be a constraint to site development if project-specific recommendations for groundwater and surface water control are incorporated into the design and construction of the project. Appropriate trench shoring can reduce the potential for trench wall caving due to groundwater seepage.	Pre-construction Construction	Staff Architect Construct. Engineer Campus Construct. Mgr.	On-going during construction phase	Not Completed

Mitigation Measure No.	Mitigation Measures	Mitigation Phase	Responsible Person / Agency	Frequency of Monitoring	Compliance
3.1	**GEOTECHNICAL (CONTINUED)**				
	7. The risk of liquefaction can be removed through appropriate investigation of site geology during the design phase for the project. If soils susceptible to liquefaction (*e.g.*, fill soils, alluvium) are detected on-site, appropriate mitigation measures will be implemented to remove the risk. Such measures may include removal and replacement, or in-place conditioning, of the soil to reduce its potential for consolidation or liquefaction.	Pre-construction Construction	Staff Architect Construct. Engineer Campus Construct. Mgr.	On-going during construction phase	Not Completed
	8. Evaluations of potential seismic shaking will be performed during site-specific geotechnical studies for the various components of the project. The effects of seismic shaking will be reduced by adhering to design parameters of the Uniform Building Code (UBC).	Pre-construction Construction	Staff Architect Construct. Engineer Campus Construct. Mgr.	On-going during construction phase	Not Completed
3.2	**WATER QUALITY - HYDROLOGY**				
	1. Demolition and excavated material must be either removed from the project site as soon as possible, or covered to prevent potential contamination of surface and groundwater.	Pre-construction Construction	Staff Architect Construct. Engineer Campus Construct. Mgr.	On-going during construction phase	Not Completed
	2. Standing water must be eliminated at all times during construction.	Construction	Construct. Engineer	On-going during construction phase	Not Completed
	3. All hazardous materials stored on site during construction shall be stored to minimize potential impacts to surface water and groundwater. After construction, remaining hazardous materials shall be disposed of in accordance with local, state, and federal regulations.	Construction	Construct. Engineer	On-going during construction phase	Not Completed

Mitigation Measure No.	Mitigation Measures	Mitigation Phase	Responsible Person / Agency	Frequency of Monitoring	Compliance
3.2	**WATER QUALITY - HYDROLOGY (CONTINUED)**				
	4. Contractors must comply with all waste discharge requirements per State Water Resources Control Board No. 92-08-DWQ, National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS00002.	Construction	Construct. Engineer	On-going during construction phase	Not Completed
	5. Storm runoff must be carried in pipes, lined channels, or paved swales to prevent soil erosion. Rip rap energy dissipaters are required at each discharge point to unlined drainage courses.	Construction	Construct. Engineer	On-going during construction phase	Not Completed
	6. Storm runoff must be controlled within the SDSU campus during construction. The Contractor shall provide temporary diversion measures in order to provide acceptable drainage.	Construction	Construct. Engineer	On-going during construction phase	Not Completed
	7. All waste materials and rubbish must be properly disposed of at a reasonable interval. Collection of waste materials on site should be kept to a minimum.	Construction	Construct. Engineer	On-going during construction phase	Not Completed
	8. Surface drainage must be directed away from structures at a minimum slope of 2 percent to the nearest collection points or paved surfaces. All drainage will be directly discharged into collector pipes whenever possible without discharging into landscaped areas. All possible ponding elimination measures shall be implemented.	Construction	Construct. Engineer	On-going during construction phase	Not Completed

Mitigation Measure No.	Mitigation Measures	Mitigation Phase	Responsible Person / Agency	Frequency of Monitoring	Compliance
3.2	**WATER QUALITY - HYDROLOGY (CONTINUED)**				
	9. Whenever the existing drainage pattern is modified or an increase in the expected peak runoff quantity occurs, the existing stormdrain system may require modifications to accommodate increased peak runoff quantities. Further hydrologic analysis is suggested upon completion of final designs in order to assess adequacy of the existing stormdrain system. The storm drainage system must be properly coordinated with surrounding properties to ensure that runoff does not cause damage to other properties. Stormdrains and culverts must be sized appropriately. Inlets and outlets should be hydraulically designed to admit design peak runoff quantities.	Construction	Construct. Engineer	On-going during construction phase	Not Completed
	10. If groundwater is encountered during construction, standard dewatering techniques must be employed in compliance with standard industry practices and/or the Uniform Building Code (UBC).	Construction	Construct. Engineer	On-going during construction phase	Not Completed
	11. Construction must be consistent with Uniform Building Code standards which govern construction within a 100-year floodplain. Adherence to Uniform Building Code standards eliminates the potential to adversely impact the existing 100-year floodplain and avoids impacts to downstream land uses and the surrounding natural environment	Construction	Construct. Engineer	On-going during construction phase	Not Completed

Mitigation Measure No.	Mitigation Measures	Mitigation Phase	Responsible Person / Agency	Frequency of Monitoring	Compliance
3.3 BIOLOGICAL RESOURCES					
	1. If construction is conducted in the late winter to summer (between mid-February and mid-August), a breeding bird survey should be conducted in the native habitat areas prior to construction to ensure that any state- or federally-listed endangered species are not in the vicinity (*i.e.*, least Bell's vireo and California gnatcatcher). If a listed bird species is found within 500 feet of the construction area, construction activities should be deferred until the end of the breeding season in mid-August to September. A pre-construction survey of eucalyptus trees for raptor nesting sites should be performed at the PJT-1 site. If raptors are found to be nesting in any trees, removal of the tree should be deferred until completion of breeding activities as required by the federal Migratory Bird Act (*i.e.*, until the young are independent of the nest).	Not applicable	Not applicable	Not applicable	Not applicable
	2. Potential indirect construction impacts to the riparian habitat adjacent to the PGM-1N site and the coastal sage scrub adjacent to the PGM-4 site can be avoided. The limits of grading in these areas should be staked, orange snow fencing should be erected along the limits of grading and a qualified biologist should be retained to monitor construction activities to ensure that impacts are avoided. BMP's should be implemented to control erosion, runoff, dust, noise and any other potentially harmful indirect impacts during construction.	Not applicable	Not applicable	Not applicable	Not applicable

Mitigation Measure No.	Mitigation Measures	Mitigation Phase	Responsible Person / Agency	Frequency of Monitoring	Compliance
3.4 VISUAL QUALITY					
	Visual Impacts 1. For visual impacts associated with the construction of the Academic/Research Building A (PGM-1N), setbacks and landscape treatment shall be implemented during project construction. Inclusion of this mitigation measure as a project condition of approval would minimize visual impacts to sensitive receptors on Alvarado Road.	Construction	Construct. Engineer	On-going during construction phase	Not completed
	2. Landscape treatment along Alvarado Road should conform to SDSU *Physical Master Plan* guidelines for establishment of campus edges as this area is described as an edge creation opportunity. In addition, although the SDSU *Physical Master Plan* notes a lack of landscaping around Lot D, landscape as well as architectural design should comply with guidelines in the SDSU *Physical Master Plan* relative to landscaping of open space areas.	Construction	Construct. Engineer	On-going during construction phase	Not completed
	3. For visual impacts associated with the construction of the Academic/Research Building B (PGM-1S), setbacks and landscape treatment shall be implemented during project construction. Inclusion of this mitigation measure as a project condition of approval would minimize visual impacts to sensitive receptors on College Avenue.	Construction	Construct. Engineer	On-going during construction phase	Not completed

Mitigation Measure No.	Mitigation Measures	Mitigation Phase	Responsible Person / Agency	Frequency of Monitoring	Compliance
3.4	**VISUAL QUALITY (CONTINUED)**				
	4. Visual impacts on the Cuicacalli Residential Complex receptors, associated with the introduction of an academic building within Parking Lot F, would be reduced to a level below significance by a landscape treatment along the hillside north of the residence hall complex. This landscape treatment should be mature in nature and somewhat dense in order to shield the visual presence of the proposed Academic/Research Building B.	Construction	Construct. Engineer	On-going during construction phase	Not completed
	5. For visual impacts associated with the construction of the Physical Plant (PGM-4), setbacks and landscape treatment shall be implemented during project construction. Inclusion of this mitigation measure as a project condition of approval would minimize visual impacts to sensitive receptors on Canyon Crest Drive.	Construction	Construct. Engineer	On-going during construction phase	Not completed
	6. For visual impacts associated with the proposed Faculty Office/Classroom/Gallery/Parking Structure 8 (PJT-1), incorporation of terracing, shown on **Figure 3.4-4(b)** and similar to that of the existing Art Building, will occur. Landscape treatment similar in size, style and vegetation type depicted in **Figure 3.4-4(b)** and similar to that surrounding the north side of the Art Building, shall also be incorporated into the project. Inclusion of this mitigation measure as a project condition of approval would minimize visual impacts to sensitive receptors in the Adobe Falls/Del Cerro area.	Construction	Construct. Engineer	On-going during construction phase	Not completed

Mitigation Measure No.	Mitigation Measures	Mitigation Phase	Responsible Person / Agency	Frequency of Monitoring	Compliance
3.4	**VISUAL QUALITY (CONTINUED)**				
	7. In order to reduce potential impacts to future north campus views, the design of the Physical Plant (PGM-4) will incorporate architectural features, landscape treatment or bulk and scale elements to minimize potential impacts to this campus viewshed area.	Construction	Construct. Engineer	On-going during construction phase	Not completed
	8. Visual impacts associated with construction of the Communication Building Addition (PJT-2) would be reduced to below a level of significance if architectural style and material types compatible with surrounding historic land uses are used and conformance with surrounding bulk and scale characteristics occurs. **Figures 3.4-4(c)** through **3.4-4(e)** present conceptual ideas for compatibility of style with adjacent Inner Core land uses. Implementation of State Historic Preservation Officer conformance standards would also allow for the reduction of visual impacts within this area.	Construction	Construct. Engineer	On-going during construction phase	Not completed

Mitigation Measure No.	Mitigation Measures	Mitigation Phase	Responsible Person / Agency	Frequency of Monitoring	Compliance
3.4 VISUAL QUALITY (CONTINUED)					
	9. For visual impacts associated with the construction of the Childcare Center (PJT-3), setbacks and landscape treatment shall be implemented during project construction. Inclusion of this mitigation measure as a project condition of approval would minimize visual impacts to sensitive receptors on East Campus Drive. Prior to implementation of the Childcare Center, SDSU representatives will meet with area neighbors and obtain input on potential landscape treatment schemes in order to reduce potential visual impacts. Landscape treatment will then be made a part of the design features of the Childcare Center.	Construction	Construct. Engineer Campus	On-going during construction phase	Not completed
	LIGHTING IMPACTS 10. For lighting impacts associated with implementation of the Faculty Office/Classroom/Gallery/Parking Structure 8 (PJT-1) component, landscape treatments would be implemented in order to shield residents of the Del Cerro and Adobe Falls neighborhoods from additional lighting impacts. In order to further minimize impacts, all light fixtures would be shielded away from sensitive viewers to the north of campus. Implementation of these mitigation measures would further reduce project impacts to sensitive receptors.	Construction	Campus	Operational phase	Not completed

Mitigation Measure No.	Mitigation Measures	Mitigation Phase	Responsible Person / Agency	Frequency of Monitoring	Compliance
3.4	**VISUAL QUALITY (CONTINUED)**				
	11. In order to reduce lighting impacts associated with the Campus Childcare Center, landscape treatments would be implemented in order to shield residents along the west side of West Falls View Drive. In order to further minimize impacts, a landscaping plan would be developed for the east side of the structure in order to further reduce the glare from light fixtures. All light fixtures within, as well as around, the exterior of the building would be shielded away from sensitive viewers to the east of campus. Further, normal Campus Childcare Center hours would be from 7 am to 7 pm and, therefore, would not necessitate the use of a majority of facility lighting after dark. Implementation of these mitigation measures would further reduce the impact imposed by this project component to sensitive receptors.	Construction	Campus	Operational phase	Not completed
3.5	**TRAFFIC / ACCESS / PARKING**				
	1. Install a traffic signal at, or in the vicinity of, the College Avenue/Street "Z" intersection. A significant unavoidable impact would occur if the project was completed prior to mitigation being implemented at this location.	Construction	City of San Diego	Operational phase	Not completed
	2. Widen College Avenue from a four-lane Major Arterial to a six-lane Major Arterial between Montezuma Road and I-8.	Operational	City of San Diego	Operational phase	Not completed

Mitigation Measure No.	Mitigation Measures	Mitigation Phase	Responsible Person / Agency	Frequency of Monitoring	Compliance
3.5	**TRAFFIC / ACCESS / PARKING (CONTINUED)**				
	3. Provide the following lane geometry at the College Avenue/Montezuma Road and College Avenue/El Cajon Boulevard intersections. This would mitigate the significant impact on College Avenue between Montezuma Road and El Cajon Boulevard. *College Avenue / Montezuma Road* Northbound: 2 left-turn lanes, 3 through lanes, 1 right-turn lane Southbound: 2 left-turn lanes, 2 through lanes, 1 shared through/right-turn lane Eastbound: 2 left-turn lanes, 2 through lanes, 1 right-turn lane Westbound: 2 left-turn lanes, 2 through lanes, 1 right-turn lane *College Avenue / El Cajon Boulevard* Northbound: 2 left-turn lanes, 2 through lanes, 1 shared through/right-turn lane Southbound: 2 left-turn lanes, 2 through lanes, 1 shared through/right-turn lane Eastbound: 2 left-turn lanes, 2 through lanes, 1 right-turn lane Westbound: 2 left-turn lanes, 2 through lanes, 1 right-turn lane	Operational	City of San Diego	Operational phase	Not completed

Mitigation Measure No.	Mitigation Measures	Mitigation Phase	Responsible Person / Agency	Frequency of Monitoring	Compliance
3.5	**TRAFFIC / ACCESS / PARKING (CONTINUED)**				
	4. Widen the westbound approach at the College Avenue/Canyon Crest Drive intersection to provide two right-turn lanes.	Operational	City of San Diego	Operational phase	Not completed
	5. Provide the following lanes at the College Avenue/Lindo Paseo intersection: Westbound approach: One left-turn lane, one through lane, and one right-turn lane Eastbound approach: Dual left-turn lanes and a shared right/through lane Northbound approach: One left-turn lane, two through lanes, and a shared right/through lane Southbound approach: One left-turn lane, two through lanes, and a shared right/through lane	Operational	City of San Diego	Operational phase	Not completed

Mitigation Measure No.	Mitigation Measures	Mitigation Phase	Responsible Person / Agency	Frequency of Monitoring	Compliance
3.6 ACOUSTICAL (NOISE)					
	Short-Term Construction Noise 1. The Contractor will be required to comply with the City's noise ordinance criteria. Thus, construction activity will only be permitted between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday. Construction is prohibited on Sunday and legal holidays. In addition, the Contractor will be required to prepare a Noise Control Plan to demonstrate compliance with the City's noise ordinance criteria. The plan will include a detailed description of the noise control measures that the Contractor will use to mitigate short-term construction noise impacts on existing noise-sensitive land uses. The Contractor will include measures such as: (a) Locate noisy equipment as far as possible from the site boundaries and occupants of buildings; (b) Install stationary equipment in enclosures; (c) All construction equipment, fixed or mobile, will be equipped with properly operating and maintained muffler exhaust systems. (d) Stockpile and vehicle staging areas will be located as far as practical from residences and occupants of buildings; and (e) Use quieter (*i.e.*, typically smaller pieces of equipment) while working immediately adjacent to the residences situated along the western boundary of the site.	Construction	Construct. Engineer	On-going during construction phase	Not completed

Mitigation Measure No.	Mitigation Measures	Mitigation Phase	Responsible Person / Agency	Frequency of Monitoring	Compliance
3.8 AIR QUALITY					
	Although not required, measures should be implemented to reduce construction emission air quality impacts. To reduce impacts during construction, construction contracts should include the following specifications: (a) Exposed surfaces should be watered twice daily; (b) Stockpiles of excavated materials should be watered, chemically stabilized or covered; (c) An erosion barrier should be erected on the downslope of any project site to prevent silt-laden water from running off site; (d) Trucks carrying excavated materials from the site should be covered or maintain adequate freeboard and should have their tires and undercarriages washed prior to exiting the site; (e) Paving of exposed dirt surfaces should be done as quickly as possible; (f) Streets affected by fugitive dust should be swept regularly. An on-site manager should be responsible for monitoring dust levels and suggesting appropriate additional control measures, if necessary; (g) Uncovered soil should be bound (by grass or similar groundcover) as soon as is reasonably possible;	Pre-construction Construction	Staff Architect Construct. Engineer Campus Construct. Mgr.	On-going during construction phase	Not completed

Mitigation Measure No.	Mitigation Measures	Mitigation Phase	Responsible Person / Agency	Frequency of Monitoring	Compliance
3.8 AIR QUALITY (CONTINUED)					
	(h) Excavation should not be conducted when surface winds exceed 25 mph; (i) All construction equipment should be maintained in good tune, and unnecessary idling of construction vehicles and equipment should be avoided; and (j) All construction contractors should have rideshare programs/ incentives for their construction workers if they employ more than 25 workers at any time on campus.				
3.8 CULTURAL RESOURCES					
	1. The proposed construction of the International Student Center Addition (PJT-4) on Parking Lot V could potentially impact a prehistoric site, SDI-9899, which is adjacent to the lot. The site boundaries of SDI-9899 have never been defined and, therefore, the site has not been evaluated for significance. Archaeological monitoring is suggested during construction in order to determine whether the site still exists. Should the site be identified, significance testing would be necessary, and a data recovery program should be initiated if the site were determined to be significant.	Construction	Construct. Engineer	On-going during construction phase	Not completed

This EIR was prepared by and through San Diego State University, Office of Facilities Planning and Management. The persons participating in the preparation of the EIR include: (a) W. Anthony Fulton, Director of Facilities Planning and Management;(b) Larry Piper, Project Manager; and (c) Mark J. Dillon and Tom Deák, Gatzke, Dillon & Ballance.

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13.1 INTRODUCTION

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CERTIFICATE OF PUBLICATION

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IN THE MATTER OF

SDSU Campus Master Plan

NO.

NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL IMPACT REPORT AND NOTICE OF PUBLIC MEETING SDSU CAMPUS MASTER PLAN 2000 PROJECT

Notice of Availability. San Diego State University (SDSU) has prepared a Draft Environmental Impact Report (EIR) (SCH No. 2000051026) to describe the potential environmental effects of the proposed SDSU Campus Master Plan 2000 project. The proposed project component sites are located throughout the SDSU campus in San Diego, California.

The project components consist of the following proposed developments on the SDSU campus: (1) Two Academic/Research buildings; (2) Performing Arts complex; (3) Science Research building; (4) Physical plant; (5) Addition to the North Life Sciences Building; (6) Building to house faculty office space, classroom space, an art gallery and a parking structure; (7) Addition to the Communication Building; (8) Childcare center; (9) Addition to the International Student Center; and (10) Central park area.

The EIR will be available for public review and comment for a 45-day period. The public review and comment period will begin on **September 13, 2000**, and end on **October 30, 2000**. Written comments regarding environmental issues raised in the Draft EIR must be received by mail or facsimile no later than noon, **Monday, October 30, 2000**. Please direct all comments to:

W. Anthony Fulton
Director of the Office of Facilities Planning and Management
Administration Building 130
San Diego State University
5500 Campanile Drive
San Diego, California 92182-1624
Fax: (619) 594-4500

Copies of the Draft EIR are available for review at the following locations: (a) College Heights Public Library, 4710 College Avenue, San Diego, California; (b) SDSU Love Library, Government Publications, 3rd Floor; and (c) SDSU, Office of Facilities Planning and Management, Administration Building Room 130, contact person: Larry Piper, Project Manager (619) 594-5224.

Notice of Public Meeting. On **Thursday, September 28, 2000**, a public meeting will be held at 7:00 p.m. at Aztec Center, Casa Real Room, on the SDSU campus, for purposes of receiving public comments on the adequacy of the information presented in the Draft EIR for the SDSU Campus Master Plan 2000 project.

SDSU encourages public agencies, organizations, community groups and all other interested persons to attend the **September 28, 2000** public meeting, and to provide written comments on the EIR prior to the end of the 45-day public review period (**October 30, 2000**). If any agency, organization, group or person wishes to make a legal challenge to the Trustees' final decision on the proposed project, that agency or person may be limited to addressing only those environmental issues that they or someone else have raised during the 45-day public review and comment period.

Pub. Sept. 13-e120798

I, Lou Sto. Domingo, am a citizen of the United States and a of the county aforesaid; I am over the age of eighteen years, and not party to or interested in the above entitled matter. I am the principal clerk of the San Diego Daily Transcript, a newspaper of general circulation, printed and published daily, except Saturdays and Sundays, in the City of San Diego, County of San Diego and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of San Diego, State of California, under the date of January 23, 1909, Decree No. 14894; and the

NOTICE OF AVAILABILITY

is a true and correct copy of which the annexed is a printed copy and was published in said newspaper on the following date(s), to wit:

SEPTEMBER 13

I certify under penalty of perjury that the foregoing is true and correct.

Dated at San Diego, California this 13 day of Sept., 2000

Lou Sto Domingo
(Signature)

Affidavit of Publication

GATZKE, DILLON & BALLANCE

1921 PALOMAR OAKS WAY, STE. 200

CARLSBAD, CA 92008

STATE OF CALIFORNIA} ss.
County of San Diego}

The Undersigned, being duly sworn, deposes and says; That....She is a resident of the County of San Diego. THAT....She is and at all times herein mentioned was a citizen of the United States, over the age of twenty-one years, and that .....She is not a party to, nor interested in the above entitled matter; that ....She is..... Chief Clerk for the publisher of .....

The San Diego Union-Tribune

a newspaper of general circulation, printed and published daily in the City of San Diego, County of San Diego, and which newspaper is published for the dissemination of local news and intelligence of a general character, and which newspaper at all the times herein mentioned had and still has a bona fide subscription list of paying subscribers, and which newspaper has been established, printed and published at regular intervals in the said City of San Diego, County of San Diego, for a period exceeding one year next preceding the date of publication of the notice hereinafter referred to, and which newspaper is not devoted to nor published for the interests, entertainment or instruction of a particular class, profession, trade, calling, race, or denomination, or any number of same; that the notice of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following date, to-wit: SEPTEMBER 13, 2000

Chief Clerk for the Publisher

Subscribed and Sworn to before me this
10-4-00

Notary Public in and for the said County and State

Affidavit of Publication of

Legal Classified Advertisement

Ordered by: TOM DEAK

NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL IMPACT REPORT AND NOTICE OF PUBLIC MEETING SDSU CAMPUS MASTER PLAN 2000 PROJECT

Notice of Availability. San Diego State University (SDSU) has prepared a Draft Environmental Impact Report (EIR) (SCH No. 2000051028) to describe the potential environmental effects of the proposed SDSU Campus Master Plan 2000 project. The proposed project component sites are located throughout the SDSU campus in San Diego, California.

The project components consist of the following proposed developments on the SDSU campus: (1) Two Academic/Research buildings; (2) Performing Arts complex; (3) Science Research building; (4) Physical plant; (5) Additional to the North Life Sciences Building; (6) Building to house faculty office spaces, classroom space, an art gallery and a parking structure; (7) Addition to the Communication Building; (8) Child-care center; (9) Additional to the International Student Center; and (10) Central park area.

The EIR will be available for public review and comment for a 45-day period. The public review and comment period will begin on **September 13, 2000**, and end on **October 30, 2000**. Written comments regarding environmental issues raised in the Draft EIR must be received by mail or facsimile no later than noon, **Monday, October 30, 2000**. Please direct all comments to:

W. Anthony Fulton
Director of the Office of Facilities Planning and Management
Administration Building 130
San Diego State University
5500 Campanile Drive
San Diego, California 92182-1624
Fax: (619) 594-4500

Copies of the Draft EIR are available for review at the following locations: (a) College Heights Public Library, 4710 College Avenue, San Diego, California; (b) SDSU Love Library, Government Publications, 3rd Floor; and (c) SDSU, Office of Facilities Planning and Management, Administration Building Room 130, contact person: Larry Piper, Project Manager (619) 594-5224.

Notice of Public Meeting. On **Thursday, September 28, 2000**, a public meeting will be held at 7:00 p.m. at Aztec Center, Casa Real Room, on the SDSU Campus, for purposes of receiving public comments on the adequacy of the information presented in the Draft EIR for the SDSU Campus Master Plan 2000 project.

SDSU encourages public agencies, organizations, community groups and all other interested persons to attend the **September 28, 2000** public meeting, and to provide written comments on the EIR prior to the end of the 45-day public review period (**October 30, 2000**). If any agency, organization, group or person wishes to make a legal challenge to the Trustees' final decision on the proposed project, that agency or person may be limited to addressing only those environmental issues that they or someone else have raised during the 45-day public review and comment period.

Y LOMAX
on # 1255019
lic - California
go County
pires Feb 28, 2004