Notice of Exemption

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

From: The Board of Trustees of The California State University

401 Golden Shore

Long Beach, California 90802

(Address)

County Clerk
County of:

San Diego

Project Title: San Diego State University (SDSU) New Life Sciences Building Project

Project Applicant: SDSU Planning, Design and Construction

Project Location - Specific:

SDSU Main Campus, south of Interstate 8 and southwest of the College Avenue and Canyon Crest Drive intersection.

Project Location - City: San Diego Project Location - County: San Diego

Description of Nature, Purpose and Beneficiaries of Project:

The proposed project consists of the construction and operation of a new educational building to house instructional and research space on the campus of San Diego State University, San Diego. The new building, referred to as the new Life Sciences Building, would be approximately 79,000 gross square feet (GSF) in size, five stories in height, and constructed on an infill site approximately 1.3 acres in size located in the main part of campus and situated between several existing campus buildings. The new building would provide approximately 38,000 assignable square feet (ASF) for instructional and research laboratories, related support spaces, and faculty offices.

Name of Public Agency Approving Project: The Board of Trustees of The California State University

Name of Person or Agency Carrying Out Project: SDSU Planning, Design & Construction

Exempt Status: **(check one):**

☐ Ministerial (Sec. 21080(b)(1); 15268):

☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));

☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));

☒ Categorical Exemption. State type and section number: Class 32, Infill Development, section 15332, and "Common Sense" Exemption, section 15061(b)(3)

☐ Statutory Exemptions. State code number:

Reasons why project is exempt:

The proposed project is exempt under the Class 32, Infill Development, exemption because the proposed project would be consistent with the current SDSU Campus Master Plan; would be constructed on a site less than five acres in size, with no habitat for endangered, rare or threatened species; would not result in significant traffic, noise, air quality, or water quality impacts; would be adequately served by all required utilities and services, and would not cause a substantial adverse change in the significance of a historical resource. In addition, the proposed project is exempt under CEQA Guidelines section 15061(b)(3), the Common Sense Exemption, because it can be seen with certainty that there is no possibility that the proposed project may have a significant effect on the environment. This determination is based on the information and analysis presented in the attached "Memorandum in Support of Notice of Exemption."

The following technical memoranda have been prepared to support this exemption and are on file at the SDSU Office of Facilities Planning, Design and Construction, 5500 Campanile Drive, San Diego, CA 92182: Land Use/Planning Technical Memorandum, Biological Resources Technical Memorandum, Traffic Technical Memorandum, Noise Technical Memorandum, Air Quality Technical Memorandum, Water Quality Technical Memorandum, Historical Resources Technical Memorandum and Secretary of the Interior's Standards Memorandum.

Lead Agency Contact Person:	Kara Peterson, Director of Planning SDSU Planning, Design & Construction	Area Code/Telephone/Extension:	619-594-6619

If filed by applicant:

1. Attach certified document of exemption finding.

2. Has a Notice of Exemption been filed by the public agency approving the project? ☒ Yes ☐ No

Signature:  Date: 2/6/2025 Title: Director of Planning

☒ Signed by Lead Agency ☐ Signed by Applicant

Authority cited: Sections 21083 and 21110. Public Resources Code. Date Received for filing at OPR: 2/6/2025

Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Revised 2011

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MEMORANDUM IN SUPPORT OF NOTICE OF EXEMPTION

To:	Kara Peterson, Director of Planning, San Diego State University (SDSU) Planning, Design & Construction
From:	Sarah Lozano, Tuesday Christopher, Corinne Resha, Dudek
Subject:	Memorandum in support of Notice of Exemption/Categorical Exemption for the SDSU New Life Sciences Building Project
Date:	September 9, 2024
Attachments:	A – Land Use/Planning Technical Memorandum B – Biological Resources Technical Memorandum C – Traffic Technical Memorandum D – Noise Technical Memorandum E – Air Quality Technical Memorandum F – Water Quality Technical Memorandum G.1 – Historical Resources Technical Memorandum G.2 – Secretary of the Interior's Standards Memorandum

Project Description

Project Location and Existing Conditions

The proposed project would be located on the main campus of the California State University/San Diego State University (CSU/SDSU), located adjacent to Interstate 8, approximately 8 miles east of downtown San Diego (see Figure 1, Regional Map). The main campus is approximately 287 acres in size and is located in the College Area Community of the City of San Diego. The main campus is both comprised of and surrounded by urban uses, including commercial, institutional, and medical facilities.

The proposed new Life Sciences Building would be located in the northern portion of the main campus, south of Interstate 8 and west of College Avenue and Canyon Crest Drive (see Figure 2, Vicinity Map). The building would be constructed on a vacant hillside overlooking Canyon Crest Drive and existing Parking Lot 16, near the southwestern corner of the College Avenue and Canyon Crest Drive intersection. The proposed project is included on the current approved Campus Master Plan as Building 119, Life Science North Replacement, as shown on Figure 3A, Existing Campus Master Plan, and Figure 3B, Existing Campus Master Plan Legend.

The proposed project is the construction and operation of a new Life Sciences Building to replace the existing North Life Sciences building, which was constructed in 1962 and presently provides diminished functionality due to its age. A future use for the existing building has not yet been determined.

For information purposes, the main campus is zoned as Residential (RS-1-7) and is designated as "Institutional & Public and Semi-Public Facilities" in the City of San Diego General Plan, and as "University Campus" in the College Area Community Plan. As a state entity, CSU/SDSU is not subject to local government plans, regulations, and guidelines, such as those contained in the City of San Diego General Plan or College Area Community Plan. All references to City planning documents are provided for information and background purposes only.

Proposed Project Specifics - New Life Sciences Building

The proposed project would consist of the construction and operation of the new Life Sciences Building, which would be approximately 79,000 gross square feet (SF) in size, five stories in height, and constructed on a site approximately 1.3 acres in size (see Figure 4, Project Site). The building would provide approximately 38,000 assignable SF for instructional and research laboratories, related support spaces, and faculty offices (see Figure 5, Site Plan).

The proposed project would serve the current approved student enrollment capacity and does not propose or include an increase in the previously approved student enrollment capacity.

Landscaping and Other Site Improvements

The project would include 16,000 SF of on-site landscaping and 16,000 SF of hardscape improvements (i.e., sidewalks, pedestrian walkways).

Utilities and Public Services

Potable water service, as well as sewer and wastewater collection services at the project site, would be provided by SDSU-owned on-campus infrastructure that connects into the City of San Diego municipal water and wastewater service distribution and collection network. The project would require new points of connection for domestic water, fire water, and sewer from existing utility lines to serve the new building.

Electrical services within the project area are provided by the existing on-site SDSU electrical generation and distribution system. New utility connections and infrastructure would be required to support electrical services within the new building. No natural gas usage is proposed at the project site for heating and building features. Bunsen burners used in the labs would use small amounts of natural gas. The SDSU Central Plant currently has capacity to produce sufficient energy for this new building.

The project would represent an increase in impervious surface to the overall campus environment due to the proposed transition from vegetated hillside to building/hardscape. The project's new storm drain system would capture runoff generated from the project improvements and route the runoff to a public storm drain system located in Canyon Crest Drive. Roof runoff would be routed to proposed downspouts that would be connected to the new storm drain system and/or routed to landscape areas where feasible.

Hazardous Materials Storage

A hazardous materials storage area would be located on the 1st floor on the south side of the building. This area would be designed and operated in accordance with all applicable federal, state and local hazardous waste material storage requirements in addition to SDSU's Environmental Health and Safety requirements.

Access, Circulation, and Parking

Regional access to the project site would be provided via Interstate 8 and College Avenue. Access to the project site would be via Canyon Crest Drive and Aztec Circle Drive. Available nearby parking would be provided in existing Parking Lot 16, near the intersection of College Avenue and Canyon Crest Drive. On-site circulation improvements to be constructed as part of the project would consist of additional paved pathway/pedestrian walkway features.

Design Standards and Energy Efficiency

In May 2014, the CSU Board of Trustees broadened the application of sustainable practices to all areas of the university by adopting the first systemwide sustainability policy, which applies sustainable principles across all areas of university operations, including facilities operations and utility management. In May 2022, the CSU Sustainability Policy was updated to expand on existing sustainability goals.[1] The CSU Sustainability Policy seeks to integrate sustainability into all facets of the CSU, including academics, facilities operations, the built environment, and student life.[2] Relatedly, the state has also strengthened energy efficiency requirements in the California Green Building Standards Code (Title 24 of the California Code of Regulations).

As a result, all CSU new construction, remodeling, renovation, and repair projects, including the proposed project, will be designed with consideration of optimum energy utilization, low lifecycle operating costs, and compliance with all applicable energy codes and regulations. Progress submittals during design are monitored for individual envelope, indoor lighting, and mechanical system performances.

Construction

The proposed project is anticipated to be developed over approximately 32 months, with construction beginning in the November 2024 and ending in the summer of 2027. As a result, the project would be operational by fall 2027.

Construction of the proposed project would include site preparation, grading, and excavation. Site preparation would require the export of approximately 2,000 cubic yards of vegetation to an off-site location. In addition, grading of the project site would require cut of approximately 40,000 cubic yards of soil, which would be exported to a location off campus.

1 CSU (The California State University). 2022. California State University Sustainability Policy. Revised May 12, 2022. Accessed January 23, 2024. Available: https://calstate.policystat.com/policy/11699668/latest/.

2 CSU. 2018. Sustainability in the California State University – The First Assessment of the 2014 Sustainability Policy (2014–2017). February 2018. Accessed January 23, 2024. https://www2.calstate.edu/impact-of-the-csu/sustainability/Documents/2014-17-Sustainability.pdf.

Requested Project Approvals

The following approvals by the CSU Board of Trustees, or their designee, are required prior to implementation of the proposed project:

1. Certification of adequacy and completeness of the California Environmental Quality Act (CEQA) document

Development of the proposed project may require permits and/or approvals issued by public agencies other than the CSU Board of Trustees. The following is a non-exclusive list of other project permits or approvals that may be required by other agencies:

1. Division of the State Architect (accessibility compliance)
2. California State Fire Marshal (approval of facility fire and life safety review)

Categorical Exemption

As discussed below, the proposed project is exempt from CEQA (Pub. Resources Code §21000 et seq.), pursuant to the Class 32 – In-Fill Development Projects exemption set forth in the CEQA Guidelines (14 CCR §15332), and the Common Sense Exemption set forth in CEQA Guidelines section 15061(b)(3).

Class 32 (CEQA Guidelines § 15332, In-Fill Development)

Under CEQA Guidelines section 15332, In-Fill Development Projects (14 CCR § 15323), projects that meet the following conditions are characterized as in-fill development, and, therefore, are categorically exempt from CEQA under Class 32:

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
(c) The project site has no value as habitat for endangered, rare or threatened species.
(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
(e) The site can be adequately served by all required utilities and public services.

As briefly explained here, and in further detail following below, the proposed project meets each of the Section 15332 criteria:

(a) The project is consistent with the SDSU Campus Master Plan designation and all applicable plan policies.
(b) The proposed development would occur within the limits of the City of San Diego on a site approximately 1.3 acres in size that is substantially surrounded by urban uses.
(c) The project site has no value as habitat for endangered, rare or threatened species.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

(e) The site can be adequately served by all required utilities and public services.

The proposed project meets each of the conditions set forth in CEQA Guidelines section 15332 and, therefore, is exempt from CEQA. Detailed analysis of each criterion follows.

a) The proposed project would be consistent with the applicable plan designation and all applicable policies, zoning designations, and regulations.

The applicable land use plan for each campus in the California State University system is the Campus Master Plan. In the case of SDSU, the CSU Board of Trustees approved a Campus Master Plan for the SDSU Main Campus in May 1963. Since then, the SDSU Campus Master Plan has been revised several times, most recently in June 2022. The approved Campus Master Plan provides the necessary framework for development of the facilities to serve the approved campus enrollment of 35,000 full-time equivalent students, corresponding faculty, and staff,

The proposed project would be consistent with the applicable Campus Master Plan designation and all applicable policies, zoning designations, and regulations. As shown on Figures 3A and 3B, the proposed project is included within the current and approved SDSU Campus Master Plan (i.e., the applicable general plan) as Future Building #119, Life Science North Replacement. The proposed project would be consistent with, and not conflict with, the applicable plan designation for the site as no change in designated use is proposed.

Further, as explained below, the proposed project would be consistent with the applicable Physical Master Plan Guidelines:[3]

- **Campus Entries:** The project's placement along the hillside facing Interstate-8, between Aztec Circle and Canyon Crest Drive would create a prominent new entrance to SDSU from the north side of campus.
- **Campus Edges:** A Mission Revival Architecture would be implemented, consistent with the rest of the campus.
- **Campus Landmarks:** The project's architecture would be inspired by Spanish hill towns and would create a prominent new landmark at the entrance to SDSU.
- **Campus Nodes:** The project would include a welcoming outdoor courtyard framed by an arched line walkway and would create spaces for gathering and interaction before and after classes.
- **Campus Views:** The project would include seating areas and would be placed along a hillside to expand both on-campus and off-campus views.
- **Site Form and Layout:** Site layout would be designed in accordance with SDSU's basic site planning principles and spatial design guidelines.
- **Campus Neighborhoods:** The project would be located within the Sciences district of campus and would include features consistent with the architectural character of the Sciences District.
- **Building Character, Function & Materials:** The project would implement a Mission Revival Architecture, inspired by Spanish hill towns and would be consistent with the character of the surrounding campus.

[3] SDSU (San Diego State University). 1997. San Diego State University Physical Master Plan Phase 1 Existing Conditions. November 1997.

- **Informal Open Space Areas:** The landscape architecture for this project would consist of planting and pedestrian hardscape features, both on structure and on grade, that will create a safe and aesthetically pleasing open space.
- **Formal Urban Space Areas:** The proposed project would provide exterior spaces for gathering and interaction before and after classes. The project would include an outdoor courtyard framed by an arched line walkway.
- **Landscape Materials, Furnishings & Lighting:** Landscaping would consist of planting and pedestrian hardscape features to complement and reinforce the architectural character of the building and would be cohesive with the Mission Revival character of the campus. Site furnishings such as benches, trash receptacles, and bike racks would be located at key areas to be used by all on campus and would follow campus standards. Exterior lighting would be provided and would meet code requirements.
- **Wayfinding Systems:** The project would provide Campus Standard/code required wayfinding and room identification signage.
- **Pedestrian and Bicycle Circulation:** The project would allow for an accessible pedestrian connection between Lot 16 and upper campus. The project site would be Americans with Disabilities Act (ADA) compliant throughout. The project would utilize existing bicycle circulation on campus along Aztec Circle Drive and Canyon Crest Drive.

For the reasons outlined above, the proposed project is consistent with applicable plans, policies and regulations. For additional analysis details, please see the technical memorandum prepared by Dudek entitled SDSU New Life Sciences Building Project – Land Use/Planning Technical Memorandum, included as Attachment A and incorporated herein by this reference.

b) The proposed development occurs within City limits on a Project site of no more than five acres substantially surrounded by urban uses.

The proposed project would be located within the city limits of the City of San Diego on a site approximately 1.3-acres in size. (See Attachment A - Figure 9, Project Land Use Consistency).

Further, the proposed project would be located within the developed core of the SDSU campus. Specifically, the SDSU Physical Plant is located directly north of the proposed project site; Parking Lot 16 is located east of the proposed project site; the SDSU Chemical Sciences Laboratory and Geology Mathematics and Computer Sciences Building are located south of the proposed project site; and, the Engineering Building and surrounding parking lots and streetscape areas are located to the west of the proposed project site.

In summary, the proposed project site is less than five acres in size and substantially surrounded by urban uses and, therefore, meets the criteria for site size and locational setting.

c) The Project site has no value as habitat for endangered, rare or threatened species.

A Biological Resources Technical Memo has been prepared by Dudek (Attachment B) assessing the biological resources related impacts of the project. As described in Attachment B, the project site consists of disturbed/developed or naturalized vegetation communities/land covers as opposed to sensitive vegetation.

Correspondingly, no special-status plant or wildlife species were observed on-site or have a high potential to occur given the lack of suitable habitat and surrounding development.

Based on the urbanized nature of the project site and adjacent properties, in conjunction with a lack of suitable habitat for special-status species, the project site has no value as habitat for endangered, rare, or threatened species and thus meets the Class 32 categorical exemption criteria for lack of habitat. For additional details regarding the summary analysis presented here, please see Dudek Biological Resources Technical Memo (Attachment B) incorporated herein by this reference.

d) Approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

Traffic

The proposed project would be constructed and developed consistent with the previously approved Campus Master Plan, which as previously noted, is the governing land use document regulating development at the SDSU Main Campus. Any transportation-related improvements constructed as part of the proposed project would be constructed on site and would be consistent with the Campus Master Plan and any applicable CSU policies. Therefore, the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system.

As to vehicle-related impacts, the proposed project would replace an existing educational building and result in transferring an existing body of students, faculty, and staff that presently use the existing Life Sciences Building to the new Life Sciences Building within the same core area of the SDSU campus. As such, the proposed project would not result in an increase in campus enrollment beyond the previously approved student body.

As to construction vehicle impacts, construction of the proposed project would last approximately 26 months, beginning in summer 2025 and ending in summer 2027. Construction activities would include site preparation, grading, and excavation. The construction phase would take place for approximately 350 days and would generate 75 daily trips, which includes 70 worker trips and 5 truck trips. Site preparation would require the export of approximately 2,000 cubic yards of vegetation to an off-site location. In addition, grading of the project site would require cut of approximately 40,000 cubic yards of soil, which would be exported to a location approximately 20 miles off campus. These two export phases would equate to a total of 4,200 dump truck trips (42,000 cubic yards/16 cubic yards per dump truck). Assuming approximately 50 truck loads per day, this export phase would necessitate approximately 5 months of the construction phase. In an effort to maximize the efficient use of the trucks and their drivers, these dump trucks would access the site outside of normal morning and afternoon peak hour commute times. Further, the calculation of vehicle trips and related miles via the vehicle miles traveled metric (VMT) is not to include heavy vehicle or truck trips and, as such, these truck trips are not included in the calculation of VMT.

While worker commute and light duty truck trips would generate VMT, these trips would be temporary and would cease once construction is completed, returning area VMT to pre-construction conditions. There are no thresholds or significance criteria for temporary, construction-related VMT. However, project construction would be generally consistent with area construction activities in terms of the temporary nature of activities, trip generation

characteristics, and the types of vehicles and equipment required. As such, any increase in VMT associated with project construction would not cause a significant VMT impact.

Once construction is complete and the project operational by Fall 2027, operations in the new building are anticipated to be generally similar to those of the existing Life Sciences Building. Therefore, operation of the proposed project would generate similar trips and VMT by students, faculty and staff as presently use the existing Life Sciences Building and operation of the proposed project would not generate new trips or VMT. Any potential increase in VMT that might be generated by additional personnel beyond current operations would be relatively limited and screened out from analysis based on the 110 daily trips small project screening criteria, which is presumed to have a less than significant VMT impact.

For the reasons provided above, VMT impacts would be less than significant. Therefore, the proposed project would not conflict or be inconsistent with CEQA Guidelines Sections 15064.3(b)(1) and 15064.3(b)(3).

Access to the project site would be provided via Canyon Crest Drive and Aztec Circle Drive. During construction, if any temporary road closures are anticipated, SDSU would implement standard construction management practices such as a traffic control plan to maintain access for all road users and emergency vehicles. Upon completion, the project would not add any new driveways or geometric design features or incompatible uses. Therefore, the project would not substantially increase hazards due to a roadway design feature or introduce incompatible uses.

The project would not include new driveways, queuing areas, loading zones, or other roadway features that would alter the existing roadway network or circulation patterns. As discussed above, if temporary road closures are anticipated near the site, standard construction management practices such as traffic control plan would be implemented to ensure adequate emergency access. Upon completion, the project site would continue to be accessible via Canyon Crest Drive and Aztec Circle Drive. Therefore, the construction or operation of the proposed project would not result in inadequate emergency access.

Based on the findings above, project-related impacts on transportation would be less than significant. For additional details regarding the analysis of transportation-related impacts associated with construction and operation of the proposed project, please see the Transportation Memo prepared by Dudek (Attachment C), incorporated herein by this reference.

Noise

The proposed project would not result in significant construction- or operation-related noise impacts. This conclusion, and the summary analysis that follows, is based on the technical memorandum prepared by Dudek entitled SDSU New Life Sciences Building Project – Noise Technical Memorandum, included as Attachment D and incorporated herein by this reference. Potential impacts associated with construction and operations are addressed separately below.

Construction Noise and Vibration

A Roadway Construction Noise Model (RCNM) - emulating Excel workbook was used to predict noise level exposures from the proposed construction activities at the nearest residential noise-sensitive receptor. The results are summarized in Table 1.

Table 1. Onsite Construction Noise Model Results Summary (Noise-Sensitive Receptor – Residence)

Construction Phase	Construction Noise (dBA 8-hour Leq) vs. Measured Baseline Outdoor Ambient Noise Levels (dBA Leq) at Nearest Residential Noise-Sensitive Receptor (ST3)		
	Construction Noise Levels at ST3	Baseline Outdoor Ambient Noise Levels at ST3	Noise Level Increase over Ambient
Site Preparation	51.4	61.8	-10.4
Grading	52.0		-9.8
Building Construction	47.0		-14.8
Paving	51.2		-10.6
Architectural Coating	40.7		-21.1

Notes: See Attachment D for complete results.
dBA = A-weighted decibels; L_{eq} = equivalent continuous sound level.

As shown on Table 1, project construction noise at the nearest noise-sensitive receptor would not be higher than the measured ambient levels at the nearest noise-sensitive receptor to the project site (identified as ST3), where the measured baseline outdoor ambient noise level was 61.8 dBA L_{eq}. Thus, nearby sensitive receptors would not experience temporary noise level increases, and all predicted construction noise levels at the nearest noise-sensitive receptor would be below the City's 75 dBA 12-hour L_{eq} threshold.

As shown below in Table 2, predicted ground-borne vibration velocity levels are below the Caltrans guidance-based 0.3 inches per second (ips) peak particle velocity (PPV) threshold for avoiding building damage to older residential structures, as well as the 0.2 ips PPV threshold for occupant annoyance.

Table 2. Predicted On-site Construction Vibration at Nearest Noise Sensitive Receptor

Studied Receptor (Description)	Anticipated Vibration Source Closest Distance (feet)	Predicted PPV (inches per second) and VdB (rms) for Indicated Equipment Type					
		Dozer		Loader		Roller	
		PPV	VdB	PPV	VdB	PPV	VdB
Residence 920 feet East along Falls View Dr.	920	0.0004	40	0.0004	40	0.0009	47

Notes: PPV (ips) = peak particle velocity (inches per second); VdB (rms) = vibration decibels (root mean square).

Subsequent on-site construction activities would involve greater quantities of equipment but would be less vibratory than a roller and/or their distances to the studied sensitive receptors would be much greater. Hence, ground-borne vibration propagating from these more distant or lower magnitude sources of on-site vibration would be substantially less than the estimates in Table 2 and the Caltrans guidance-based vibration exposure thresholds.

Operation Noise

Roadway Traffic Noise

Because the proposed project would serve the existing campus community, changes to localized traffic patterns and traffic volumes are not anticipated. Accordingly, the proposed project would not result in additional traffic on the area roadways and any increases in traffic noise attributable to the project would be negligible.

Stationary Sources

Predicted noise exposure levels attributed to concurrent operation of project on-site stationary sources (i.e., HVAC systems) as modeled, appear in Table 3.

Table 3. Project Operation Noise Prediction Model Results Summary

Modeled Receptor	Modeled Receptor Distance from Project Boundary	Predicted Operation Noise (dBA hourly Leq) at Indicated Modeled Receptor
NSR1	1300 feet East	35.3
NSR2	1000 feet Southeast	36.7
NSR3	920 feet Southeast	38.3

Notes: NSR= noise-sensitive receptor

As shown on Table 3, the predicted noise levels at the noise-sensitive receptor locations would not exceed the City's exterior noise level threshold for single-family residential land uses of 50 dBA hourly L_{eq} during daytime hours (7:00 a.m. to 7:00 p.m.), 45 dBA hourly L_{eq} during evening hours (7:00 p.m. to 10:00 p.m.), or 40 dBA hourly L_{eq} during nighttime hours (10:00 p.m. to 7:00 a.m.).

Additionally, as the San Diego International Airport is approximately 7.6 miles from the project area, the project area is outside of the 60 dB CNEL contour shown in the San Diego International Airport Land Use Compatibility Plan[4]. Therefore, construction workers and post-construction project operational or maintenance staff onsite would not be exposed to excessive noise levels attributable to airport operations.

For these reasons, the potential project construction and operation-related noise and vibration impacts to the surrounding community would be less than significant.

Air Quality

The proposed project would not result in significant construction- or operation- related air quality impacts. The following summary analysis is based on the technical memorandum prepared by Dudek entitled SDSU New Life Sciences Building Project – Air Quality Technical Memorandum. The technical memorandum is included in its entirety as Attachment E and is incorporated herein by this reference.

[4] San Diego County Regional Airport Authority (SDCRAA). San Diego International Airport; Airport Land Use Compatibility Plan. May 1, 2014. https://www.san.org/DesktopModules/Bring2mind/DMX/API/Entries/Download?EntryId=2990&Command=Core_Download&language=en-US&PortalId=0&TabId=807

While CSU/SDSU, as a state agency, is not subject to local land use plans, for the limited purpose of this analysis, the San Diego Air Pollution Control District (SDAPCD) thresholds (including State Implementation Plan (SIP) and Regional Air Quality Strategy (RAQS)) and the San Diego Association of Governments (SANDAG) growth predictions were utilized to assess the proposed project's consistency with the applicable air quality plan.

As discussed in the Project Description, student enrollment numbers and corresponding faculty and staff relating to the proposed project would be consistent with those analyzed in the previously certified documents for development of the SDSU campus. The project does not include a change in land use designation, and no housing is proposed. Construction of the project would require workforce travel from the surrounding region but that would be temporary and would cease once construction is complete. The proposed project would not directly or indirectly promote population growth or increase VMT in the region. Implementation of the project would not result in development or growth beyond that contemplated by SANDAG for its regional growth projections used in the SDAPCD air quality management plans. Therefore, the proposed project would not conflict with or obstruct implementation of the applicable air quality plan. Potential impacts associated with construction and operation of the proposed project are addressed separately below.

Construction Emissions

Construction of the proposed project would result in the temporary addition of pollutants to the local airshed caused by on-site sources (i.e., off-road construction equipment, soil disturbance, and VOC off-gassing) and off-site sources (vendor and haul truck trips, and worker vehicle trips). Construction emissions can vary substantially day to day, depending on the level of activity, the specific type of operation, and, for dust, the prevailing weather conditions.

Criteria air pollutant emissions associated with construction activities were quantified using CalEEMod. Criteria air pollutants are reactive organic gases (ROG), Nitrogen Oxide (NOx), Carbon Monoxide (CO), Sulfur Oxide (SOx), and Particulate Matter less than 10 microns and 2.5 microns in size (PM10 and PM2.5). Table 4 presents the estimated maximum daily construction emissions that would be generated during construction of the proposed project.

Table 4. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions

Year	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	pounds per day					
Summer						
2025	3.14	33.03	30.95	0.07	11.02	4.53
2026	1.34	9.51	13.70	0.02	2.41	0.59
2027	1.28	9.13	13.49	0.02	2.38	0.56
Winter						
2025	1.65	19.22	17.18	0.05	5.96	2.42
2026	1.33	9.54	13.34	0.02	2.41	0.59
2027	16.52	10.20	14.91	0.02	4.03	0.76
Maximum	**16.52**	**33.03**	**30.95**	**0.07**	**11.02**	**4.53**
SDAPCD Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: ROG = reactive organic gases; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SDAPCD = San Diego Air Pollution Control District.

See Attachment E for complete results.

As shown in Table 4, proposed project construction would not exceed SDAPCD's daily thresholds. Therefore, construction impacts associated with criteria air pollutant emissions would be less than significant.

Operational Emissions

Criteria air pollutant emissions from daily operation of the proposed project were estimated using a combination of CalEEMod default parameters and project-specific information provided by SDSU, where available. Operation of the project would generate minimal VOC, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$ emissions from area sources (consumer products, architectural coatings), energy sources (gas turrets), and stationary sources (emergency generator). Table 5 presents the estimated maximum daily emissions generated during operation of the proposed project.

Table 5. Estimated Maximum Daily Operations Criteria Air Pollutant Emissions

Source	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	pounds per day					
Summer						
Area	2.01	0.02	2.93	0.00	0.01	0.00
Energy	0.01	0.11	0.09	0.00	0.01	0.01
Stationary	1.24	0.36	3.16	0.01	0.18	0.18
Total	**3.25**	**0.50**	**6.18**	**0.01**	**0.20**	**0.19**
Winter						
Area	1.53	0.00	0.00	0.00	0.00	0.00
Energy	0.01	0.11	0.09	0.00	0.01	0.01
Stationary	1.24	0.36	3.16	0.01	0.18	0.18
Total	**2.77**	**0.48**	**3.25**	**0.01**	**0.19**	**0.19**
Maximum of Summer or Winter	**3.25**	**0.50**	**6.18**	**0.01**	**0.20**	**0.19**
SDAPCD Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: ROG = reactive organic gases; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SDAPCD = San Diego Air Pollution Control District.
See Attachment E for complete results.

As shown in Table 5, the project would not exceed SDAPCD's significance thresholds during operations. Therefore, operational impacts associated with criteria air pollutant emissions would be less than significant.

In summary, the project would not result in any potentially significant contribution to local or regional concentrations of nonattainment pollutants and would not result in a significant contribution to the adverse health impacts associated with those pollutants. Impacts would be less than significant

Carbon Monoxide Hotspots

As the proposed project would not result in an increase in students and/or staff beyond previously approved enrollment levels, there would be no increase in mobile/vehicle trips. Therefore, the project would not result in CO hotspot-related impacts.

Toxic Air Contaminants

During operation, the project would emit small amounts of TACs from the emergency generator and laboratory. However, the activities would be periodic, not regular, would disperse rapidly, and would not emit substantial quantities of TACs while on site. Additionally, the closest sensitive receptor would be over 900 feet away from the project site. As such, the proposed project would not result in substantial TAC emissions that may affect nearby receptors, nor would the proposed project be exposed to nearby sources of TACs. The project's operational TAC health risk impacts would be less than significant.

Criteria Pollutants

Project construction and operation would not exceed regional significance thresholds for VOC, NO_x, CO, SO_x, $PM_{10,}$ or $PM_{2.5}$. Construction and operation of the project would also not contribute to exceedances of the National Ambient Air Quality Standards (NAAQS) and/or California Ambient Air Quality Standards (CAAQS) for particulate matter, or obstruct the San Diego Air Basin from coming into attainment for these pollutants. Due to the minimal contribution of particulate matter during construction and operation, the project would not result in health effects associated with PM_{10} or $PM_{2.5}$.

For the reasons presented above, the proposed project would result in less than significant air quality impacts.

Water Quality

The proposed project would not result in significant construction- or operation-related water quality impacts. This conclusion, and the summary analysis that follows, is based on the technical memorandum prepared by Dudek entitled SDSU New Life Sciences Building Project – Water Quality Technical Memorandum, included as Attachment F and incorporated herein by this reference. Potential impacts associated with construction and operation of the proposed project are addressed separately below.

Construction

Project construction activities, such as grading, excavation, and trenching, would result in disturbance of soils on the project site. Construction site runoff can contain soil particles and sediments from these activities. Dust from construction sites, in addition to spills or leaks from heavy equipment and machinery, staging areas, or building sites, can also enter runoff and water bodies. Typical pollutants could include petroleum products and heavy metals from equipment, as well as products such as paints, solvents, and cleaning agents, which could contain hazardous constituents. Sediment from erosion of graded or excavated surface materials, leaks or spills from equipment, or inadvertent releases of construction materials could result in water quality degradation if runoff containing the sediment entered receiving waters in sufficient quantities to exceed water quality objectives. However, contributions of sediment from construction and construction-related pollutants would be minor and not measurable in the context of the watershed as a whole.

Stormwater discharges from small municipal separate storm sewer systems (MS4s) are required to be regulated by a National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activity (Order No. 2022-0057-DWQ, NPDES No. CAS000002), also known as the Construction General Permit. The Construction General Permit requires the development and implementation of a stormwater pollution prevention plan (SWPPP), which describes best management practices (BMPs) the discharger would use to protect stormwater runoff throughout the construction phase, and would identify the placement of each BMP in accordance with the best available guidance.

Erosion and sediment control features would include: gravel bag silt basins installed immediately upstream of storm drain inlets; silt and mud cleaned up on adjacent streets and storm drain systems; silt and debris removed from lined and unlined ditches after each major rainfall event; equipment and workers for emergency work, including stockpiled materials on-site, to facilitate rapid construction of temporary devices when rain is imminent; and erosion/sediment control devices restored to working order, to the satisfaction of the campus engineer, after each runoff producing rainfall. Additional erosion/sediment control measures would be installed as may be required by the campus engineer due to uncompleted grading operations or unforeseen circumstances that may arise. Graded areas around the project perimeter would drain away from the face of the slope at the conclusion of each working day to reduce slope erosion. A copy of the applicable SWPPP would be kept at the construction site.

Non-stormwater discharges during construction would include periodic application of water for dust control purposes. Because dust control is necessary during windy and dry periods to prevent wind erosion and dust plumes, water would be applied in sufficient quantities to wet the soil but not so excessively as to produce runoff from the construction site. Water applied for dust control would either quickly evaporate or locally infiltrate into shallow surface soils. These requirements are routine in SWPPPs, which typically state that water would only be applied in a manner that does not generate runoff. Therefore, water applied for dust control would not result in appreciable effects on groundwater or surface water features and thus would not cause or contribute to exceedances of water quality objectives contained in the San Diego Regional Water Quality Control Board Basin Plan.

Operation

Increased impervious areas and non-point source pollutants associated with the proposed project could alter the types and levels of pollutants that may be present in project site runoff. Runoff from building rooftops, driveways, and landscaped areas can contain nonpoint source pollutants such as sediment, trash, oil, grease, heavy metals, pesticides, herbicides, and/or fertilizers. Concentrations of pollutants carried in urban runoff are extremely variable, depending on factors such as the volume of runoff reaching the storm drains, time since the last rainfall, and degree to which street cleaning occurs. Without design features to capture and treat stormwater runoff, the increase in the developed area could have adverse water quality impacts on downstream drainages, including nearby Alvarado Creek and the downstream San Diego River, along with the runoff from the 7,100-acre urban watershed area (see Attachment F - Figure 4, San Diego Watershed Map).

As a non-traditional permittee, SDSU is subject to Phase II Small MS4 regulations, which require implementation of construction site BMPs and performance criteria and design guidelines for development within the Small MS4's service area. It also requires operators to map their outfalls, properly maintain the storm drain system, educate the public on pollution prevention, and monitor and report on the quality of MS4 discharges to receiving waters so the effectiveness of the program can be evaluated. Collectively, the program elements are designed to ensure that discharges from the storm drain system do not contain pollutant loads at levels that violate water quality standards

and Basin Plan objectives and policies (such as a total maximum daily load for Clean Water Act, Section 303(d) or an impaired water body). Implementation of the program elements is the responsibility of the Small MS4 operator, which, for the proposed project, is SDSU.

Based on the Small MS4 Permit requirements, the project is considered a "Priority Development Project (PDP)" because the project would create and/or replace 5,000 square feet or more of impervious surfaces. PDP projects would be required to implement BMPs that are designed to retain the volume of stormwater runoff produced from a 24-hour, 85th percentile storm event (i.e., the design capture volume). If it is not technically feasible to implement retention BMPs for the full design capture volume, then the project would be required to utilize biofiltration BMPs for the remaining volume not reliably retained. The biofiltration BMPs are typically designed to have an appropriate hydraulic loading rate to maximize stormwater retention and pollutant removal, as well as prevent erosion, scour, and channeling within the BMPs, and are sized to treat 1.5 times the design capture volume. If biofiltration BMPs are not technically feasible flow-through treatment control BMPs would be used to treat runoff leaving the site and participate in alternative compliance to mitigate for the pollutants to the maximum extent possible. In addition, hydromodification measures would be designed so that post-construction flow rates and durations do not exceed pre-development runoff conditions by more than 10% for the range of flows that result in increased potential for erosion or degraded instream habitat downstream.

As a result, water quality impacts related to operations would be less than significant.

e) The Project site can be adequately served by all required utilities and public services.

The proposed project would be located in an existing highly urbanized area served by existing public utilities and services. Since the new building would be replacing the existing Life Sciences building, it is not reasonable to expect that the project would result in a substantial increase in demand for services or utilities.

Potable water service, as well as sewer and wastewater collection services at the project site, would be provided by SDSU-owned on-campus infrastructure, which connects into the City of San Diego municipal water and wastewater service distribution and collection network, and new points of connection for domestic water, fire water, and sewer from existing utility lines would be provided as part of the proposed project.

Electrical services within the project area are provided by the existing onsite SDSU electrical generation and distribution system. New utility connections and infrastructure would support electrical services within the new building. The SDSU Central Plant currently has capacity to produce sufficient energy for this new building. (No natural gas usage is proposed at the project site for heating and building features; bunsen burners used in the labs would use small amounts of natural gas.)

Because the proposed project would not result in an increase in the previously approved student enrollment, the proposed project would not increase the demand for campus or public services.

"Common Sense" Exemption (CEQA Guidelines § 15061(b)(3))

Under CEQA Guidelines section 15061(b)(3), activities are exempt from, and otherwise not subject to, CEQA under the "common sense" exemption where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

As evidenced above and in the technical reports prepared for the proposed project, included as Attachments A-G and incorporated herein by this reference, there is no possibility that construction and/or operation of the proposed new Life Sciences Building would result in a significant effect on the environment. As such, it can be seen with certainty that there is no possibility that the proposed project may cause a significant environmental impact. For this reason, the proposed project is exempt from CEQA under the common sense exemption set forth in CEQA Guidelines section 15061(b)(3). (See discussion above under Class 32 exemption for a summary of the analyses presented in the technical reports addressing land use/planning, biological resources, traffic, noise, air quality, water quality, and historic resources).

CEQA Section 15300.2: Exceptions

There are five exceptions that must be considered in order to find a project exempt under Class 32 and the common sense exemption:

1. **Cumulative Impacts.** All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

   There is no evidence that significant cumulative impacts would occur due to past, present, or reasonably foreseeable future development, or that the proposed project's impacts would be cumulatively considerable when evaluating impacts associated with air quality, biology, noise, transportation, or water quality in the area surrounding the proposed project.

   The project, as well as past and reasonably foreseeable projects, will be required to comply with all applicable laws, regulations, and guidelines, and as described above, any potential impact caused by the project's construction and operation would be less than significant and would not be considered cumulatively considerable in the context of the broader project region. Therefore, this exception does not apply.

2. **Significant Effect Due to Unusual Circumstances.** *A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

   The project would involve construction of a replacement education and research building in a location previously approved for such use in the applicable land use plan. The surrounding urban environmental is developed with a mix of land uses, including Institutional & Public and Semi-Public Facilities and Commercial Employment, Retail, & Services; as such, the proposed project is not unusual in size, character or scope for the area. As described above, the proposed project has been studied for its potential environmental impacts relative to a variety of categories, including air quality, biological resources, noise, traffic, and water quality. No significant effects were identified.

   There are no unusual circumstances which may lead to a significant effect on the environment, and this exception does not apply.

3. **Scenic Highways.** *A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.*

   The closest officially designated state scenic highway is State Route (SR)-125, located approximately 4 miles to the east of the proposed project site. SR-8 is designated as an eligible state scenic highway, located

0.05 miles to the north of the project site[5]. Due to distance and topography, the project site is not visible from an officially designated state scenic highway. Therefore, the project would not create any impacts within a designated state scenic highway, and this exception does not apply.

4. Hazardous Waste Sites. *A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*

   The California Department of Toxic Substances Control's EnviroStor database tracks cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities and sites with known contamination. According to the database search, no sites or facilities listed in the database are located within or adjacent to the project site. The nearest identified site is a Chevron Station (former), located approximately 1 mile northwest of the project site.[6] The SWRCB's GeoTracker database tracks leaking underground storage tanks, waste discharge sites, oil and gas sites, and other waste or cleanup sites. A review of GeoTracker did not identify any sites or facilities within or adjacent to the project site. The nearest identified open file site is located approximately 0.4 miles south of the project site[7].

   There are no active leaking underground storage tank (LUST) cleanup sites or other sites identified with potential environmental concern within the immediate vicinity of the project site. Therefore, the project site is not identified as a hazardous waste site and is not in the vicinity of a hazardous waste site, and this exception does not apply.

5. Historical Resources. *A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

   The proposed project includes demolition of Building 313 which is located on the site of the proposed new Life Sciences building. Building 313 was constructed in 1962 and is located in the northeast portion of the SDSU campus. Based on an analysis of the historic relevance, of any, of Building 313, Dudek has determined that the building does not meet federal or state significance criteria, either individually or as a contributor to the San Diego State College Historic District, which was designated on the National Register of Historic Places in 1997. Because Building 313 is not a historic resource within the meaning of CEQA, the removal of this structure would not constitute a substantial adverse change in the significance of a historic resource.

   Specific to the Historic District and whether the proposed project would cause a substantial adverse change in its historic significance, elements of the original core of the SDSU campus were designated as the San Diego State College Historic District in 1997. The historic district is located west of the proposed project site with several buildings separating the District from the site of the proposed project. (See Attachment G.1 - Figure 6, SDSU Campus Historic District, and Figure 6A, SDSU Campus Historic District Limits). An evaluation of the proposed project and its potential to cause a substantial adverse change to the existing historic district was completed and is included in Attachment G.1. As discussed in the analysis, the proposed project's location/proximity to the Historic District, and its bulk and scale were evaluated against the criteria used to establish the historic district to determine whether the introduction of this new building nearby would affect the integrity of the designated historic district. The evaluation noted that the proposed building would not detract from the historic district, nor would it cause a substantial adverse change in the

[5] California Department of Transportation (Caltrans). 2018. California State Scenic Highway System Map. Accessed April 1, 2024. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa

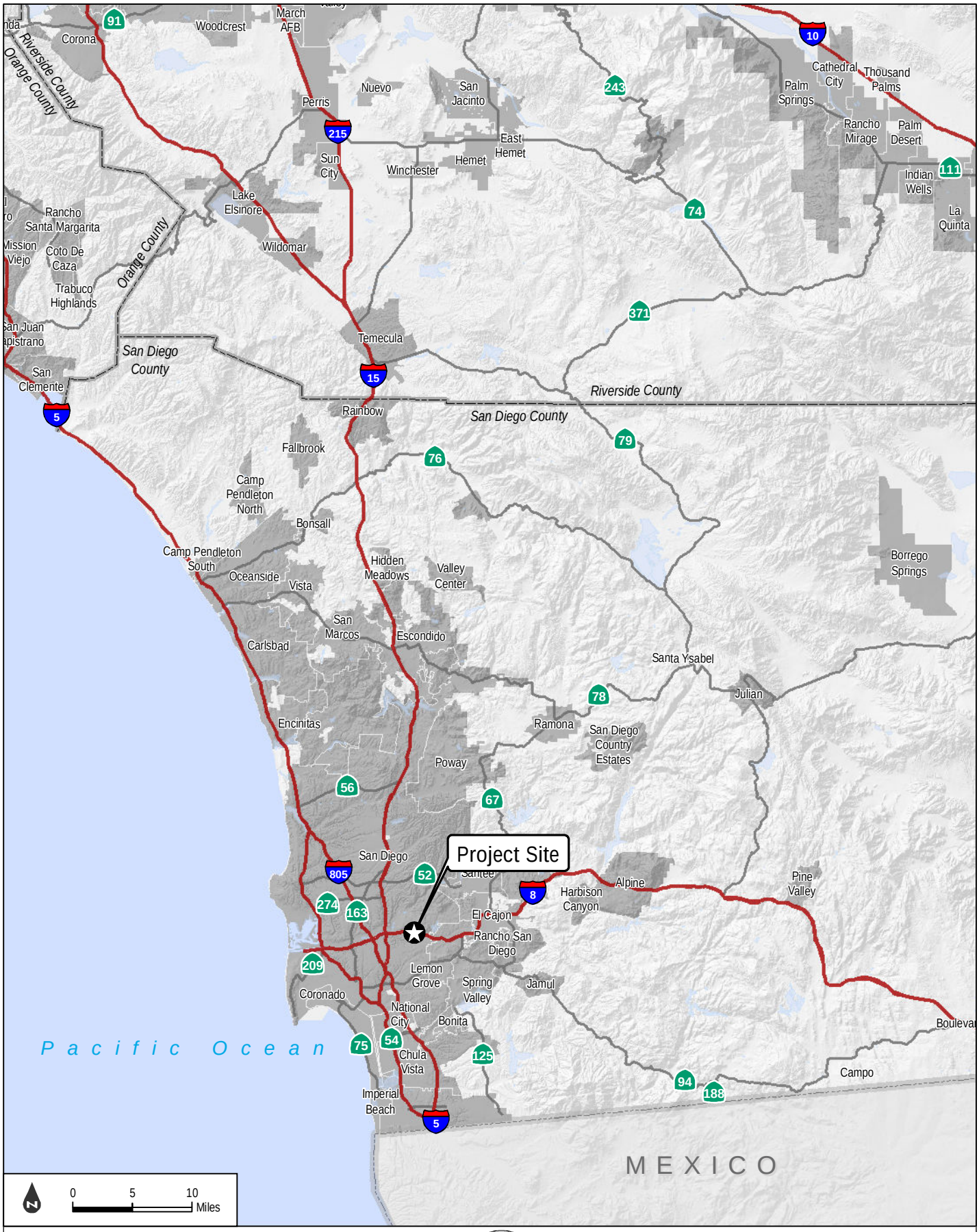
[6] California Department of Toxic Substances Control. 2024. EnviroStor. Web Mapping Application. Accessed April 1, 2024. https://www.envirostor.dtsc.ca.gov/public/map/?global_id=38330005

[7] State Water Resources Control Board. 2024. GeoTracker. Accessed April 1, 2024. https://geotracker.waterboards.ca.gov/map/?myaddress=California&from=header&cqid=6319684684#

historic significance of the District and, therefore, no impacts to a designated historic resource would occur and this exception does not apply. For additional information, please see the technical memorandum prepared by Dudek entitled SDSU New Life Sciences Building Project – Historical Resources Memorandum, included as Attachment G.1 and incorporated herein by this reference.

Conclusion

For the reasons described above, the project meets all of the criteria for a Class 32 Categorical Exemption and the Common Sense Exemption.



SDSU New Life Sciences Building

SAN DIEGO STATE UNIVERSITY

Figure 1
Regional Map

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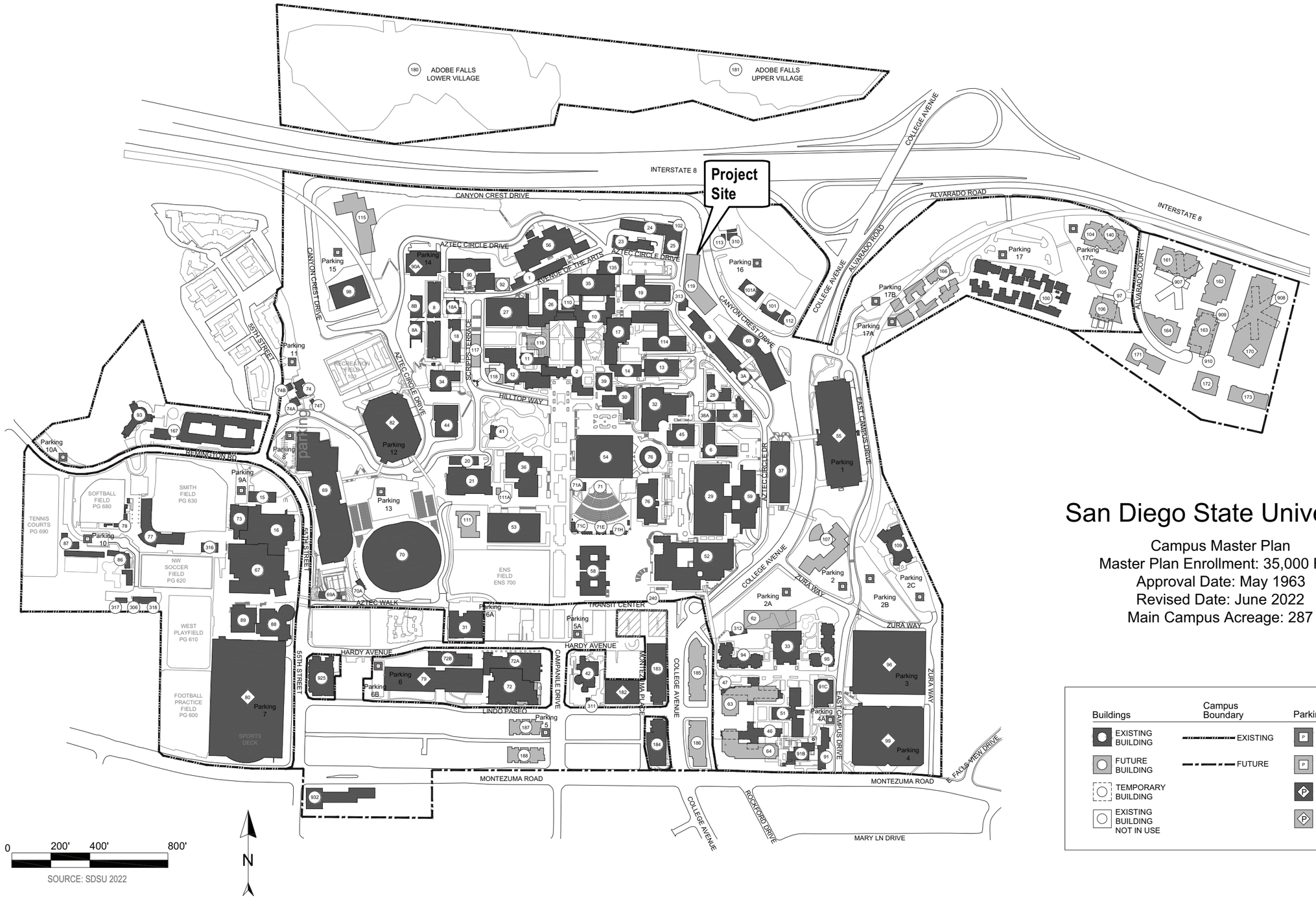
SDSU New Life Sciences Building

SAN DIEGO STATE UNIVERSITY

Figure 2
Vicinity Map



San Diego State University

Campus Master Plan
Master Plan Enrollment: 35,000 FTE
Approval Date: May 1963
Revised Date: June 2022
Main Campus Acreage: 287

Buildings	Campus Boundary	Parking
EXISTING BUILDING	EXISTING	EXISTING LOT
FUTURE BUILDING	FUTURE	FUTURE LOT
TEMPORARY BUILDING		EXISTING STRUCTURE
EXISTING BUILDING NOT IN USE		FUTURE STRUCTURE

SDSU New Life Sciences Building

SAN DIEGO STATE UNIVERSITY

Figure 3A
Existing Campus Master Plan

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San Diego State University

Main Campus Master Plan Enrollment: 35,000 FTE

Main Campus Master Plan Approved by the Board of Trustees: May 1963

Main Campus Master Plan Revision approved by the Board of Trustees: June 1967, July 1971, November 1973, July 1975, May 1977, November 1977, September 1978, September 1981, May 1982, July 1983, May 1984, July 1985, January 1987, July 1988, July 1989, May 1990, July 1990, September 1998, May 1999, March 2001, May 2011, May 2017, May 2018, June 2022

1. Art - South
2. Hepner Hall
3. Geology - Mathematics - Computer Science
3a. Geology - Mathematics - Computer Science Addition
6. Education
8. Storm Hall
8a. Storm Hall West
8b. Charles Hostler Hall
10. Life Science - South
11. Little Theatre
12. Communication
13. Physics
14. Physics - Astronomy
15. University Police
16. Peterson Gymnasium
17. Physical Sciences
18. Nasatir Hall
18a. Aztec Shops Terrace
19. Engineering
20. Exercise and Nutritional Sciences Annex
21. Exercise and Nutritional Sciences
23. Facilities Services Boiler Shop
24. Facilities Services
25. Cogeneration Plant
26. Hardy Memorial Tower
27. Professional Studies and Fine Arts
28. Atkinson Hall
29. Student Services - West
30. Administration
31. Calpulli (Counseling, Disabled and Student Health Services)
32. Charles B. Bell Jr. Pavilion
33. Cuicacalli (Dining)
34. Ellen Ochoa Pavilion
35. Life Science - North
36. Dramatic Arts
37. Lamden Hall
38. North Education
38a. North Education 60
39. Faculty/Staff Club
41. Scripps Cottage
42. Speech, Language and Hearing Sciences
44. Facilities Services Chill Plant
45. Aztec Shops Bookstore
46. Maya Hall
47. Olmeca Hall (Coed. Residence)
51. Zura Hall (Coed. Residence)
52. Conrad Prebys Aztec Student Union
53. Music
54. Love Library
55. Parking 1
56. Art - North
58. Adams Humanities
59. Student Services - East
60. Chemical Sciences Laboratory
62. *Student Housing, Phase I (600 beds)*
63. *Student Housing, Phase II (700 beds)*
64. *Student Housing, Phase II (700 beds)*
67. Fowler Athletics Center/Hall of Fame
69. Aztec Recreation Center
69a. Arena Meeting Center
70. Viejas Arena at Aztec Bowl
70a. Arena Ticket Office
71. Open Air Theater
71a. Open Air Theater Hospitality House
71c. Open Air Theater Upper Restrooms
71e. Open Air Theater Concessions
71h. Open Air Theater Office
72. The KPBS Conrad Prebys Media Complex at Copley Center
72a. Gateway Center
72b. Extended Studies Center
73. Racquetball Courts
74. International Student Center
74a. Global Education Office
74b. Faculty International Engagement Office
74t. SDSU Passport Office
76. Love Library Addition/Manchester Hall
77. Tony Gwynn Stadium
78. Softball Stadium
79. Parking 6
80. Parking Structure 7/Sports Deck
82. Parking 12
86. Aztec Aquaplex
87. Aztec Tennis Center
88. Parma Payne Goodall Alumni Center
89. Jeff Jacobs JAM Center
90. Arts and Letters
90a. Parking 14
91. Tenochca Hall (Coed. Residence)
91b. Tenochca Community Space
91c. Tula Community Center
92. *Art Gallery*
93. Chapultepec Hall (Coed. Residence)
94. Tepeyac (Coed. Residence)
95. Tacuba (Coed. Residence)
96. Parking 3
97. Rehabilitation Center
98. Logistical Services
99. Parking 4
100. Villa Alvarado Hall (Coed. Residence)
101. Maintenance Garage
101a. Building A
102. Cogeneration/Chill Plant
103. Recreation Field
104. *Academic Building A*
105. *Academic Building B*
106. *Academic Building C - Education*
107. *College of Business*
109. University Children's Center
110. Growth Chamber
111. *Prebys Stage*
111a. *Amenities Building*
112. Resource Conservation
113. Waste Facility
114. Engineering and Interdisciplinary Sciences
115. *Physical Plant/Corporation Yard*
116. *School of Communication Addition A*
117. *School of Communication Addition B*
118. *School of Communication Addition C*
119. *Life Science North Replacement*
135. Donald P. Shiley BioScience Center
140. *Special Events Operations Center*
161. *Alvarado Park - Academic Building 1*
162. *Alvarado Park - Academic Building 2*
163. *Alvarado Park - Academic Building 3*
164. *Alvarado Park - Academic Building 4*
166. *Villa Alvarado Expansion*
167. Huaxyacac Residence Hall
170. *Alvarado Park - Parking Structure*
171. *Alvarado Park – Research Building 1*
172. *Alvarado Park – Research Building 2*
173. *Alvarado Park – Research Building 3*
180. *Adobe Falls Lower Village*
181. *Adobe Falls Upper Village*
182. South Campus Plaza Parking Building 3
183. South Campus Plaza Building 1
184. South Campus Plaza Building 2
185. *South Campus Plaza Building 5*
186. *South Campus Plaza Building 4*
187. *South Campus Plaza Building 6*
188. *South Campus Plaza Building 7*
240. Transit Center
306. Facilities Services Grounds Storage
310. EHS Storage Shed
311. Substation D
312. Substation B
313. Substation A
316. Stadium Annex (Facilities Services Storage #5)
317. Landscape Services
318. Landscape Services Equipment
907. 6475 Alvarado Road
908. 6505 Alvarado Road
909. 6495 Alvarado Road
910. 6330 Alvarado Road
925. Granada Apartments
932. University Towers

LEGEND: Existing Facility / *Proposed Facility*

NOTE: Existing building numbers correspond with building numbers in the Space and Facilities Data Base (SFDB)

IMPERIAL VALLEY Off-Campus Center, Imperial Valley Campus - Brawley
Master Plan Enrollment: 850 FTE
Master Plan approved by the Board of Trustees: September 2003

101. Initial Building (*Brandt Building*)
102. *Academic Building II*
103. *Academic Building III*
104. *Library*
105. *Computer Building*
106. *Auditorium*
107. *Administration*
108. *Academic Building IV*
109. *Student Center*
110. *Energy Museum*
111. *Faculty Office*
112. *Agricultural Research*

IMPERIAL VALLEY Off-Campus Center, Imperial Valley Campus - Calexico
Master Plan Enrollment: 850 FTE
Master Plan approved by the Board of Trustees: February 1980
Master Plan Revision approved by the Board of Trustees: September 2003

1. North Classroom Building
2. Administration Building
2a. Art Gallery
3. Auditorium / Classrooms
4. Classroom Building
5. Library
5a. Library Addition
6. Physical Plant
7. Computer Building
9. Faculty Offices Building East
10. Faculty Offices Building West
20. Student Center
21. *Classroom Building/Classroom Building East*
22. *Classroom Building South*
201. Classroom Buildings (3 temporaries)

MISSION VALLEY Site
Master Plan Enrollment: 15,000 FTE
Master Plan approved by the Board of Trustees: January 2020

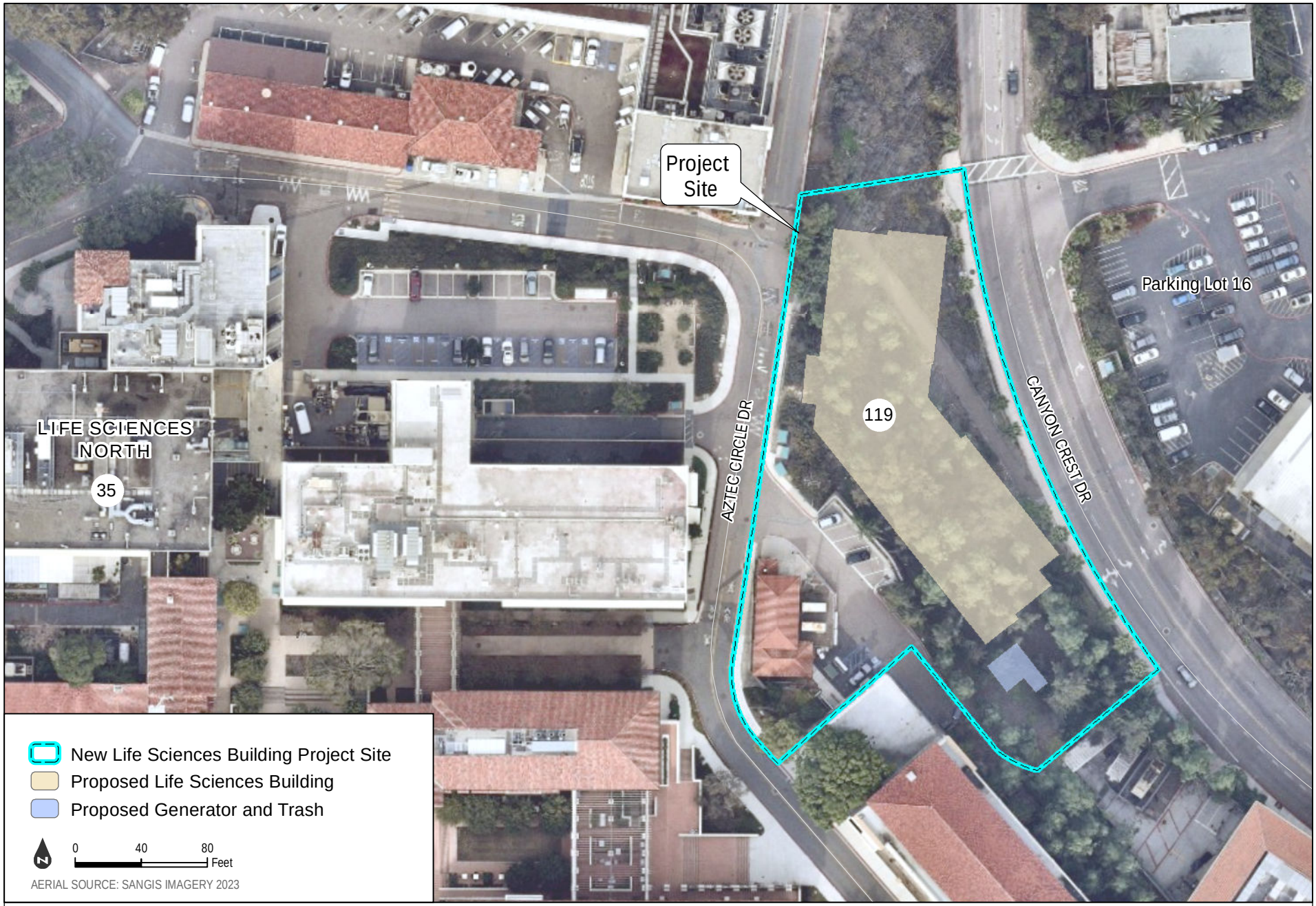
500. *Snapdragon Stadium*
501. *Campus Office/Research and Innovation*
502. *Campus Office/Research and Innovation*
503. *Campus Office/Research and Innovation*
504. *Campus Office/Research and Innovation*
505. *Campus Office/Research and Innovation*
506. *Campus Office/Research and Innovation*
507. *Campus Office/Research and Innovation*
508. *Campus Office/Research and Innovation*
509. *Campus Office/Research and Innovation/Retail*
510. *Campus Office/Research and Innovation*
511. *Campus Office/Research and Innovation*
512. *Campus Office/Research and Innovation/Retail*
513. *Campus Office/Research and Innovation*
514. *Campus Office/Research and Innovation/Retail*
515. *Campus Office/Research and Innovation/Retail*
516. *Campus Hospitality*
517. *Campus Residential*
518. *Campus Residential*
519. *Campus Residential*
520. *Campus Residential*
521. *Campus Residential*
522. *Campus Residential/Retail*
523. *Campus Residential*
524. *Campus Residential*
525. *Campus Residential*
526. *Campus Residential*
527. *Campus Residential/Retail*
528. *Campus Residential*
529. *Campus Residential*
530. *Campus Residential*
531. *Campus Residential/Retail*
532. *Campus Residential*
533. *Campus Residential*
534. *Campus Residential (Garage parking structures integral to Campus Residential buildings)*

SOURCE: SDSU 2022

SDSU New Life Sciences Building

SAN DIEGO STATE UNIVERSITY

Figure 3B
Existing Campus Master Plan Legend



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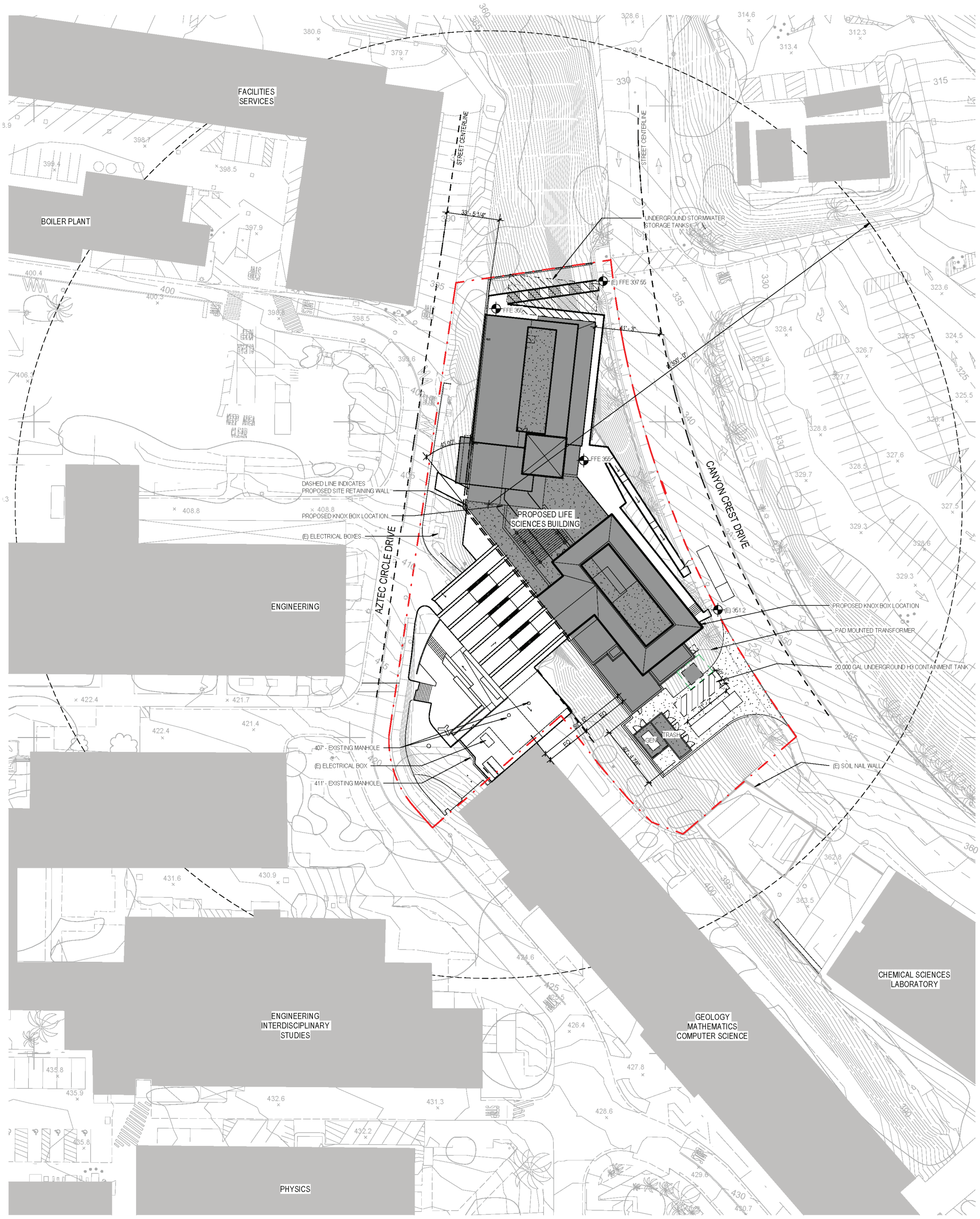
SDSU New Life Sciences Building

SAN DIEGO STATE UNIVERSITY

Figure 4
Project Area Map



SOURCE: SDSU 2024

SDSU New Life Sciences Building

San Diego State University

Figure 5
Site Plan

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Attachment A

Land Use/Planning Technical Memorandum

Technical Memorandum on file at SDSU Office of Facilities Planning, Design and Construction, 5500 Campanile Drive, San Diego, CA, 92182

Attachment B

Biological Resources Technical Memorandum

Technical Memorandum on file at SDSU Office of Facilities Planning, Design and Construction, 5500 Campanile Drive, San Diego, CA, 92182

Attachment C

Traffic Technical Memorandum

Technical Memorandum on file at SDSU Office of Facilities Planning, Design and Construction, 5500 Campanile Drive, San Diego, CA, 92182

Attachment D

Noise Technical Memorandum

Technical Memorandum on file at SDSU Office of Facilities Planning, Design and Construction, 5500 Campanile Drive, San Diego, CA, 92182

Attachment E

Air Quality Technical Memorandum

Technical Memorandum on file at SDSU Office of Facilities Planning, Design and Construction, 5500 Campanile Drive, San Diego, CA, 92182

Attachment F

Water Quality Technical Memorandum

Technical Memorandum on file at SDSU Office of Facilities Planning, Design and Construction, 5500 Campanile Drive, San Diego, CA, 92182

Attachment G.1

Historical Resources Technical Memorandum

Technical Memorandum on file at SDSU Office of Facilities Planning, Design and Construction, 5500 Campanile Drive, San Diego, CA, 92182

Attachment G.2

Secretary of the Interior's Standards Memorandum

Technical Memorandum on file at SDSU Office of Facilities Planning, Design and Construction, 5500 Campanile Drive, San Diego, CA, 92182