

AGENDA

COMMITTEE ON CAMPUS PLANNING, BUILDINGS AND GROUNDS

Meeting: 2:30 p.m., Tuesday, May 15, 2018
Glenn S. Dumke Auditorium

John Nilon, Chair
Jane W. Carney, Vice Chair
Adam Day
Thelma Meléndez de Santa Ana
Romey Sabalius
Peter J. Taylor

- Consent**
1. Approval of Minutes of the Meeting of March 20, 2018, *Action*
 2. California Environmental Quality Act Annual Report, *Information*
 3. Categories and Criteria for the Five-Year Facilities Renewal and Capital Improvement Plan 2019-2020 through 2023-2024, *Action*
- Discussion**
4. California State University, Los Angeles—Student Housing East, *Action*
 5. California State University, Dominguez Hills Innovation and Instruction Building, *Action*
 6. California State University, East Bay CORE Building (Library Replacement Seismic), *Action*
 7. San Diego State University Master Plan Revision, *Action*

**MINUTES OF THE MEETING OF THE
COMMITTEE ON CAMPUS PLANNING, BUILDINGS AND GROUNDS**

**Trustees of the California State University
Office of the Chancellor
Glenn S. Dumke Conference Center
401 Golden Shore
Long Beach, California**

March 20, 2018

Members Present

John Nilon, Chair
Jane W. Carney, Vice Chair
Adam Day
Thelma Meléndez de Santa Ana
Romey Sabalius
Peter J. Taylor
Rebecca D. Eisen, Chair of the Board
Timothy P. White, Chancellor

Trustee John Nilon called the meeting to order.

Consent Agenda

The minutes of the January 31, 2018 meeting were approved as submitted.

California State University, Dominguez Hills Student Housing Phase 3 Schematic Design

The California State University, Dominguez Hills Student Housing Phase 3 Schematic Design was presented for approval. The project will enable the campus to further enhance significant gains made in improving student success. It will create an enhanced community for students and further expand the learning environment into the student residence hall via group study and collaborative living-learning spaces throughout the building.

The committee recommended approval of the proposed resolution. **(RCPBG 03-18-05)**

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Progress Towards Environmental Sustainability Goals

A report on the CSU's progress toward its environmental sustainability goals was provided. The presentation highlighted how the CSU has institutionalized sustainability by incorporating sustainable goals into campus strategic plans, whereby resources are used in a responsible and economic way. Additionally significant progress has been made in integrating sustainability into the curriculum. Detailed information may be found in the progress report, *Sustainability in the California State University, The First Assessment of the 2014 Sustainability Policy, 2014-2017*.

Trustee John Nilon adjourned the meeting.

COMMITTEE ON CAMPUS PLANNING, BUILDINGS AND GROUNDS

California Environmental Quality Act Annual Report

Presentation By

Elvyra F. San Juan
Assistant Vice Chancellor
Capital Planning, Design and Construction

Summary

Pursuant to the California State University Board of Trustees' policy, this item provides a report of the CSU's California Environmental Quality Act (CEQA) certification actions for environmental impact reports (EIR) and related documentation. The report identifies the compliance of actions taken by the Board of Trustees for the period from July 2016 through June 2017, consistent with its responsibility as the “Lead Agency” under CEQA.

Background

The goal of CEQA is to inform governmental decision-makers and the public about the potential significant environmental effects of proposed projects and efforts to prevent significant damage to the environment through the use of feasible alternatives or mitigation measures. Under CEQA a “project” can be either a specific building or facility planned for construction, or it can be a programmatic action, such as approval of an updated campus master plan that is prepared to guide long-range campus development. CEQA compliance is required for activities directly implemented or financed by a governmental agency as well as for private activities requiring approval from a governmental agency. Per State CEQA guidelines, the type of CEQA action depends on the environmental impact of the project and primarily includes the following:

- Categorical Exemptions apply to classes of projects, which have been determined not to have a significant effect on the environment (e.g., interior renovations).
- Negative Declarations apply to projects, which will not have a significant effect on the environment.
- Mitigated Negative Declarations include projects with potentially significant effects, but revisions in the project or mitigation measures will avoid or reduce effects to a point where no significant effects would occur.
- EIRs are completed for projects that could result in unavoidable significant environmental impacts.

- An Addendum to an EIR may be prepared if there are minor technical changes or additions to a project which were included in a previously certified EIR. An Addendum to an EIR cannot be used if there are substantial changes in the project, substantial changes in the circumstances under which the project is being undertaken, or new information of substantial importance to the environmental analysis has become available.

Role of the CSU

A “Lead Agency” is defined in CEQA as the public agency that has the principal responsibility for carrying out or approving a project. The CSU Board of Trustees is the Lead Agency for CSU projects and typically considers CEQA documentation at the time of a project’s schematic design approval or approval of a significant change to a long-range physical master plan. The Board of Trustees is responsible for ensuring that draft EIRs and other CEQA documents are circulated for required public review. In addition, the Board of Trustees makes findings prior to the approval of a project along with a statement of fact supporting each finding, referred to as the Findings of Fact. The Board of Trustees adopts the Mitigation Monitoring and Reporting Program, which includes the measures to lessen environmental impacts and identifies the responsible party to perform the mitigation. In cases of unavoidable significant impacts, the Board of Trustees adopts specific Overriding Considerations that identify the factors and benefits of the project that outweigh the potential unavoidable significant impacts.

Under authority delegated to the chancellor, the assistant vice chancellor for Capital Planning, Design and Construction is authorized to approve minor changes to a campus master plan and to approve specified CEQA documents (i.e., Categorical Exemptions, Negative Declarations, and Mitigated Negative Declarations) for certain capital projects with standard mitigation measures, e.g., utility and infrastructure projects that are non-controversial.

CSU Compliance Actions

Attachment A lists CSU CEQA actions for major capital projects during the reporting period July 1, 2016 through June 30, 2017. In addition, 83 categorical exemptions were filed during the reporting period for campus projects.

CEQA Judicial Action Updates

There are three recent judicial actions that have occurred outside the reporting parameters of Attachment A. These court decisions will impact long range planning and development on all CSU campuses.

City of Carson v CSU Dominguez Hills

The City of Carson objected to the designation of the CSU as the lead agency for the CSU Dominguez Hills Master Plan. This is the second lawsuit filed by the city requesting a court order declaring the city as the lead agency, and to enjoin the CSU from proceeding with master plan activities until all appeals of this lawsuit have been exhausted. The court has denied the city's request for a temporary restraining order. The California Office of Planning and Research (OPR) subsequently issued a letter finding that the CSU was the appropriate lead agency for the CSU Dominguez Hills Master Plan. The city thereafter amended its complaint to include the OPR. The case is in the pleading stage.

City of Hayward v CSU East Bay

The City of Hayward filed a CEQA challenge to the 2009 CSU East Bay Master Plan Environmental Impact Report, claiming the CSU failed to adequately analyze impacts on public services, including police, fire, and emergency services. The city demanded that the CSU provide funding for additional fire facilities.

Two local residential homeowners' associations, the Hayward Area Planning Association (HAPA) and Old Highlands Homeowners Association (OHHA), filed a second CEQA challenge to the 2009 CSU East Bay Master Plan EIR. They alleged shortcomings in nearly every aspect of the environmental findings, with an emphasis on the CSU's alleged failure to consider bus and other improvements to public transit access to the campus. On September 9, 2010, the trial court ruled in favor of the petitioners on nearly every issue and enjoined the CSU from proceeding with construction. The CSU appealed.

In June 2012, the Court of Appeal ruled the CSU East Bay Master Plan EIR adequate, except relating to the analysis relating to impacts upon adjacent regional parks. The court's ruling included a finding that CSU's determination that new fire protection facilities will not result in significant environmental impacts was supported by substantial evidence. Importantly, the court also held that the obligation to provide adequate fire and emergency services is the responsibility of the City of Hayward, and the need for additional fire protection services is not an environmental impact CSU must mitigate. The city and HAPA/OHHA filed a petition for review with the California Supreme Court.

Following the California Supreme Court's decision in the *City of San Diego et al. v. CSU*, October 14, 2015, the California Supreme Court transferred the CSU East Bay Master Plan case back to the Court of Appeal. After further briefing, the Court of Appeal largely reissued its original decision, reiterating that the obligation to provide adequate fire and emergency services is the responsibility of the City of Hayward, and the need for additional fire protection services is not an environmental impact CSU must mitigate. In addition, the Court of Appeal found that the Board of Trustees should reconsider its findings on the feasibility of funding a fair share contribution for off-campus traffic mitigation in accordance with the guidance provided in *City of San Diego et al. v. CSU*.

In January 2016, the city filed a new Petition for Review with the Supreme Court, which was denied. The parties subsequently agreed to a peremptory Writ of Mandate, consistent with the directives issued by the Court of Appeal.

In accordance with the Writ of Mandate issued on October 17, 2016, the campus prepared a Partial Recirculated EIR to analyze the potential impacts on adjacent regional parks. In addition, consistent with the Board of Trustees 2009 approval, CSU East Bay identified the fair share amount of \$2.3 million and process for CSU's fair share payments to the City of Hayward for off-site traffic mitigation measures. Despite multiple meetings with the city, CSU East Bay was unable to reach agreement with the city on the fair share amount and mitigation measures.

At the January 2018 Board of Trustees' meeting, the board decertified the previous EIR and findings, and adopted the new EIR and findings including new finding that there is no impact on regional parks. CSU East Bay reported its compliance with the court's Writ of Mandate in March 2018, after the Board of Trustees approved the minutes of the January 2018 meeting.

City of San Diego et al. v. CSU

In December 2007, the City of San Diego, the San Diego Association of Governments (SANDAG), the San Diego Metropolitan Transit System (MTS), and a local community group (the Del Cerro Action Council; collectively, Petitioners), filed a lawsuit challenging the adequacy of the 2007 FEIR prepared for the San Diego State University 2007 Campus Master Plan. On March 26, 2010, the San Diego Superior Court ruled that the Final EIR was adequate under CEQA and entered judgment in favor of the CSU. On December 13, 2011, the Court of Appeal issued a decision affirming in part and reversing in part the judgment entered by the San Diego Superior Court. On August 3, 2015, the California Supreme Court affirmed the judgment of the Court of Appeal. On November 30, 2015, the San Diego Superior Court issued a peremptory Writ of Mandate directing the CSU Board of Trustees to de-certify the FEIR as to those items found inadequate by the court, to set aside its approval of the Campus Master Plan, and thereafter, take certain actions in response to the decisions rendered by the California Supreme Court and Court of Appeal.

In January 2016, the Board of Trustees vacated its November 14, 2007 approval of the SDSU Campus Master Plan Revision and its findings and decertified the EIR but only with respect to three specific issues cited in the Writ of Mandate and outlined below:

1. Contingent Mitigation Payment Inadequate. The courts found that the EIR's traffic mitigation measures, which required payments to the City of San Diego for certain road improvements, were inadequate because the payment of monies to the city was made contingent upon legislative appropriation; that is, CSU was only required to pay the money if the legislature specifically appropriated the funds;

2. Transit Analysis Inadequate. The courts found that the EIR's analysis of transit-related impacts was inadequate, that the EIR did not properly analyze the potential impacts the additional 10,000 students would have on the bus and trolley system; and
3. Transportation Demand Management Mitigation Inadequate. The courts found that the EIR's mitigation measure requiring SDSU to prepare a Transportation Demand Management plan was inadequate because it improperly deferred preparation of the plan.

In furtherance of the Writ of Mandate, a Draft Additional Analysis (DAA) was prepared in 2018 which modifies the 2007 SDSU Campus Master Plan Revision EIR to address those portions of the Final EIR found inadequate by the courts. Specifically, in accordance with the Writ of Mandate, through the DAA, SDSU has taken the following steps:

1. Contingent Mitigation Payment: The CSU reanalyzed the Campus Master Plan's potential impacts on the roadway system serving the campus based on current traffic conditions, identified significant impacts as appropriate, and, where feasible, the DAA includes traffic mitigation measures whereby the CSU will implement the necessary road improvements as each is triggered by enrollment growth. The analysis identified significant cumulative impacts to Caltrans facilities. Although mitigation to fully address the impacts is infeasible as there are no improvements planned that would provide the necessary additional capacity, the DAA includes mitigation whereby the CSU would support Caltrans in its efforts to obtain funding from the state legislature towards the preparation of interim studies.
2. Transit Analysis Mitigation: The CSU undertook a quantitative transit analysis, which determined that the Project would not result in significant impacts to transit facilities as there is adequate capacity on bus and trolley routes to accommodate the increased ridership attributable to the Campus Master Plan.
3. Transportation Demand Management (TDM) Mitigation: The CSU added a TDM mitigation measure that requires implementation, or the continued implementation, of a variety of TDM strategies, such as: establishing a TDM coordinator position; providing additional bike facilities on and off campus; facilitating rideshare opportunities; extending existing campus shuttle service; implementing a variety of transit incentives; and, increasing on-campus and campus adjacent housing opportunities.

The San Diego State University Master Plan Revision will be presented during the May 15-16, 2018 meeting of the Committee on Campus Planning, Buildings and Grounds for approval to 1) re-certify the 2007 Final EIR, as modified by the 2018 Additional Analysis; and 2) re-approve the 2007 Campus Master Plan.

**THE CALIFORNIA STATE UNIVERSITY
 CALIFORNIA ENVIRONMENTAL QUALITY ACT ANNUAL REPORT
 July 2016 through June 2017**

CAMPUS/Project	CEQA Action Prepared						
	Exempt	M.N.D.	N.D.	E I R	EIR ADD	BOT Action	NOD Filed
CALIFORNIA STATE UNIVERSITY, LONG BEACH College of Continuing and Professional Education Classroom Building Schematic Plans		√				11/16/2016	10/26/2016
CALIFORNIA STATE UNIVERSITY, MONTEREY BAY Monterey Bay Charter School, Phase I Master Plan Revision and Phase 1 Schematic Plans Student Union Building Schematic Plans			√		√	9/21/2016 11/16/2016	9/22/2016
CALIFORNIA POLYTECHNIC UNIVERSITY, POMONA Student Housing Replacement, Phase I Master Plan Revision				√		11/16/2016	11/21/2016
SAN JOSE STATE UNIVERSITY Student Recreation and Aquatic Center Schematic Plans		√				11/16/2016	10/3/2016
CALIFORNIA STATE POLYTECHNIC UNIVERSITY, SAN LUIS OBISPO Baseball Clubhouse Replacement Building Schematic Plans	√					7/19/2016	

Exempt **Categorical Exemption**
M.N.D. **Mitigated Negative Declaration**
N.D. **Negative Declaration**
EIR **Environmental Impact Report**
EIR ADD **Environmental Impact Report Addendum**
BOT Action **Meeting Date Action Taken (or Delegated Approval)**
NOD Filed **Date Notice of Determination Filed with State Clearinghouse Office of Planning and Research or Date of Notice of Exemption**

COMMITTEE ON CAMPUS PLANNING, BUILDINGS AND GROUNDS

Categories and Criteria for the Five-Year Facilities Renewal and Capital Improvement Plan 2019-2020 through 2023-2024

Presentation By

Elvyra F. San Juan
Assistant Vice Chancellor
Capital Planning, Design and Construction

Summary

The California State University Board of Trustees annually adopts categories and criteria used to set priorities for academic project requests in the Capital Outlay Program. Minor changes are proposed to the categories and criteria approved by the Board of Trustees last year for the 2018-2019 through 2022-2023 program development as shown in Attachment A using *italics* and ~~strikethrough~~ to denote changes.

General

Priorities will be determined based upon the strategic needs of the system in consideration of existing deficiencies in the type, amount and/or condition of campus space to serve the academic master plan. In particular, priority will be given to projects that address critical infrastructure deficiencies. Projects to modernize existing facilities or construct new replacement buildings in response to academic needs or enrollment demand will be considered on a case-by-case basis. Campuses are encouraged to identify funding sources for projects to receive priority consideration, however, such funding will not guarantee a higher prioritization for the project based on the strategic needs of the system.

One proposed change is to eliminate the self-imposed one project limit for year two of the five-year plan. While additional funding for the capital program is not likely, removing the limit may better depict the campus need for additional facilities renewal and capital funding.

Proposed Change

Attachment A contains the proposed categories and criteria for the budget year 2019-2020 Capital Outlay Program and the Five-Year Facilities Renewal and Capital Improvement Plan for 2019-2020 through 2023-2024.

Recommendation

The following resolution is presented for approval:

RESOLVED, by the Board of Trustees of the California State University, that:

1. The Categories and Criteria for the Five-Year Facilities Renewal and Capital Improvement Plan 2019-2020 through 2023-2024 in Attachment A of Agenda Item 3 of the May 15-16, 2018 meeting of the Committee on Campus Planning, Buildings and Grounds be approved; and
2. The chancellor is directed to use these categories and criteria to prepare the 2019-2020 Capital Outlay Program and Five-Year Facilities Renewal and Capital Improvement Plan for 2019-2020 through 2023-2024.

Categories and Criteria to Set Capital Program Priorities

General Criteria

Capital priorities will be determined based upon the strategic needs of the system in consideration of existing deficiencies ~~in the type, amount and/or condition~~ of campus space to serve the academic master plan. ~~In particular,~~ Priority will be given to projects that address critical seismic and infrastructure deficiencies, including fire life safety, utility infrastructure critical to campuswide operations, and capital renewal in existing facilities. Projects to modernize existing facilities or construct new replacement buildings in response to academic needs or enrollment demand will be considered on a case-by-case basis. Campuses are encouraged to identify funding sources for projects that reduce total project financing costs to receive priority consideration; however, additional funding does not guarantee a higher prioritization for the project based on the strategic needs of the system.

A campus may submit a maximum of one major debt financed academic facility or academic support project ~~and one debt financed self-support project each year~~ for the 2019/2020 action year. ~~and the 2019/2020 planning year. Exceptions may occur if there are significant synergies between two submitted projects.~~ Up to three academic projects and three self-support projects per year can be proposed for the 2020/2021 through 2023/2024 planning years, including health and safety projects. This approach aims to encourage campuses to identify their facility needs and not impose a one-project limit across all five years that may inadvertently understate the true funding level needed for academic and self-support project funding.

Projects submitted for inclusion in the Systemwide Infrastructure Improvement program, equipment, seismic strengthening, donor, certain public-private, and reserve funded projects are excluded from the project limits. Exceptions to these limits will also be considered on an individual project basis. Seismic strengthening projects will be prioritized according to recommendations from the CSU Seismic Review Board.

Approval of multi-phase projects may require the project funding to be allocated over more than one year. Campuses are encouraged to use designated capital reserves to co-fund projects. Campus requests for preliminary plans, working drawings, and construction (PWC) lump sum funding will be considered on an individual project basis based on its complexity, scope, schedule, and the availability of campus funds to co-fund the project.

Current trustee-approved campus physical master plan enrollment ceilings apply to on-campus seat enrollment only. These numbers are to be used as the basis of comparison for justifying capital projects that address enrollment demand to be accommodated on campus. Enrollment estimates that exceed these figures should be accommodated through distributed learning, state supported summer session, and other off-campus instructional means. Campus utilization of space, along with relative deficits of space, demand for space and/or deficiencies of space will also be considered.

Individual Categories and Criteria

Projects will be placed within each category based on the established criteria and predominant purpose of the project. ~~Total capital funding available, both from financing and cash reserves, will be targeted to address existing facilities as well as available to support campus growth.~~

I. Existing Facilities/Infrastructure

A. Critical Infrastructure Deficiencies – CD (Critical Deficiencies)

These projects correct structural and health and safety code deficiencies by addressing fire and life safety problems and promoting code compliance in existing facilities. Projects include seismic strengthening, correcting building code deficiencies and failing infrastructure, and addressing regulatory changes which impact campus facilities or equipment. This category also includes the systemwide Infrastructure Improvements program.

B. Modernization/Renovation – FIM (Facilities Infrastructure/Modernization)

These projects ~~in this category include:~~ modernize existing facilities or construct new replacement buildings in response to academic and support program needs; and replace utility services/building systems to improve facilities and the campus infrastructure. This category includes group II equipment (furnishings) to make ~~new and~~ remodeled *and replacement* facilities operable.

II. Growth Facilities – ECP (Enrollment/Caseload/Population)

These funds eliminate instructional and support deficiencies to support campus growth, including new buildings and their group II equipment, additions, land acquisitions and site/infrastructure development.

COMMITTEE ON CAMPUS PLANNING, BUILDINGS AND GROUNDS

California State University, Los Angeles—Student Housing East

Presentation By

Elvyra F. San Juan
Assistant Vice Chancellor
Capital Planning, Design and Construction

Summary

This item requests approval to amend the 2017-2018 Capital Outlay Program and approval of schematic plans for the Student Housing East project for California State University, Los Angeles. The California State University Board of Trustees approved the 2017-2018 Capital Outlay Program at its November 2016 meeting. This item allows the Board of Trustees to consider the scope and budget of a project not included in the previously approved capital outlay program.

**California State University, Los Angeles
Student Housing East**

PWCE¹ \$202,472,000

CSU Los Angeles wishes to amend the 2017-2018 Capital Outlay Program for the design and construction of Student Housing East (#53²), a 1,500-bed traditional-style residence hall and dining facility for the university's expansion of on-campus student housing for freshman and sophomore students. The project is sited on the existing Parking Lot 7, located in the northeastern portion of campus, along Interstate 710 and adjacent to existing Student Housing, Phase 1 (#34) and Phase II (#36). Parking Structure E (approved by the Board of Trustees in November 2017) will replace all current parking in Lot 7, which will be lost as a result of this project as well as provide a small increase in capacity for student housing residents.

Student Housing East Schematic Design

Collaborative Design-Build Contractor: McCarthy Building Companies, Inc.
Architect: Harley Ellis Devereaux

¹ Project phases: P – Preliminary Plans, W – Working Drawings, C – Construction, E – Equipment

² The facility number is shown on the master plan map and recorded in the Space and Facilities Database.

Background and Scope

The project will construct two eight-story towers and one seven-story tower organized to form a secure central park environment. The project scope includes an accessible promenade that bridges the 100-foot elevation change, combining an elevator and ramp structure connecting the site to the upper campus. Vehicle circulation and parking are accommodated around the perimeter of the buildings, and there is a drop-off area with short-term parking northwest of the complex, at its entry.

Student Housing East will be comprised of double- and triple-residence units. It will provide spaces for fitness, lounge, laundry, vending, common kitchen and learning spaces, collaborative and individual study, administrative offices, and conference rooms. Residential units will be grouped to form blocks of 35-38 students. Each block will have one study lounge and two bathrooms with communal sink areas and private toilets and showers. There will be two blocks on each floor to form a neighborhood, sharing a larger lounge space.

A new 450-seat dining facility primarily supporting Student Housing East residents will also be open to the campus community. The location of the dining facility on the northwestern side of the project will reinforce the connection between the existing housing to the north and this project. Student Housing East will revitalize an under-utilized area of the campus, creating a vibrant living-learning residential community.

The buildings will be constructed using a concrete pile foundation system and post-tensioned concrete flat plate slabs supported by reinforced concrete shear walls and columns, with a single-ply roof. Consistent with the campus master plan, the exterior skin will consist of black brick at the ground floor and precast concrete panels at the upper floors.

This project will be designed to achieve Leadership in Energy and Environmental Design (LEED) Silver certification as well as to meet the sustainability objectives of the campus, using an efficient building envelope to reduce heating and cooling demand. Indoor air quality will be enhanced by eliminating air intakes from the exterior building elevations that parallel the Interstate 710, instead bringing in outside air from the roof of the building where the air quality significantly improves. Further indoor environmental quality is enhanced by access to daylight and quality views.

The siting of the buildings will maximize open space and provide for a landscape of native and drought-tolerant plants, creating a tempered microclimate around the building and promoting biodiversity.

Timing (Estimated)

Preliminary Plans Completed	April 2018
Working Drawings Completed	May 2018
Construction Start	December 2018
Occupancy	March 2021

Basic Statistics

Gross Housing Building Area	372,000 square feet
Assignable Building Area	256,000 square feet
Efficiency	69 percent
Gross Dining Building Area	22,000 square feet
Assignable Building Area	15,000 square feet
Efficiency	68 percent

Cost Estimate – California Construction Cost Index (CCCI) 6255³

Student Housing Building Cost (\$351 per GSF) \$130,586,000

<i>Systems Breakdown</i>	<i>(\$ per GSF)</i>
a. Substructure (Foundation)	\$ 14.13
b. Shell (Structure and Enclosure)	\$ 122.38
c. Interiors (Partitions and Finishes)	\$ 58.68
d. Services (HVAC, Plumbing, Electrical, Fire)	\$ 101.58
e. Built-in Equipment and Furnishings	\$ 2.35
f. Special Construction and Demolition	\$ 1.18
g. General Conditions and Insurance	\$ 50.36

Dining Commons Building Cost (\$468 per GSF) 10,155,000

<i>Systems Breakdown</i>	<i>(\$ per GSF)</i>
a. Substructure (Foundation)	\$ 26.93
b. Shell (Structure and Enclosure)	\$ 114.36
c. Interiors (Partitions and Finishes)	\$ 111.78
d. Services (HVAC, Plumbing, Electrical, Fire)	\$ 137.84
e. Built-in Equipment and Furnishings	\$ 13.44
f. Special Construction and Demolition	\$ 2.26
g. General Conditions and Insurance	\$ 60.92

³ The July 2017 *Engineering News-Record* California Construction Cost Index (CCCI). The CCCI is the average Building Cost Index for Los Angeles and San Francisco.

Site Development	<u>16,533,000</u>
Construction Cost	\$157,274,000
Fees, Contingency, Services	<u>38,551,000</u>
Total Project Cost (\$470 per GSF)	\$195,825,000
Fixtures, Furniture & Movable Equipment (Housing and Dining)	<u>6,647,000</u>
Grand Total	<u>\$202,472,000</u>

Cost Comparison

Housing Component

The project's housing building cost of \$351 per GSF is lower than the \$419 per GSF for the New Student Residence Hall project at San Diego State University, approved in September 2017, and the \$405 per GSF for Student Housing, Phase 3 at CSU Dominguez Hills approved in March 2018, but comparable to the \$356 per GSF for Student Housing Replacement, Phase 1 at California State Polytechnic University, Pomona, approved in January 2017, all adjusted to CCCI 6255.

Dining Component

This project's dining building cost of \$468 per GSF is lower than the \$566 per GSF for the Vista Grande Replacement Building at California Polytechnic State University, San Luis Obispo approved in November 2015 and the \$538 per GSF for the Dining Center at CSU San Bernardino approved in November 2015, both adjusted to CCCI 6255. The lower cost is due to locating the dining and housing components within the same structure.

Funding Data

This project will be financed by the CSU Systemwide Revenue Bond Program (\$197,472,000) and housing program designated reserves (\$5,000,000). Campus housing revenue will repay the debt service. The project financing is being presented for approval at this May 2018 meeting of the Committee on Finance.

California Environmental Quality Act (CEQA) Action

The Student Housing East project was analyzed in the Final Environmental Impact Report (EIR), which was certified by the Board of Trustees in May 2017 for the California State University, Los Angeles Master Plan Revision. The university completed an Addendum to the Final EIR in March 2018 for this project, which identified minor changes and determined that implementation of this project would not result in any new or substantially more severe impacts as outlined in Section 151641(a) of the State CEQA Guidelines. This project is consistent with all required mitigation measures as previously certified. The Addendum to the Final EIR is available at: http://www.calstatela.edu/sites/default/files/groups/FPDC/csula_student_housing_east_addendum.pdf.

Recommendation

The following resolution is presented for approval:

RESOLVED, by the Board of Trustees of the California State University, that:

1. The May 2017 Final EIR and the March 2018 Addendum prepared for the Student Housing East project have been prepared in accordance with the requirements of the California Environmental Quality Act.
2. The California State University, Los Angeles Student Housing East project is consistent with the Campus Master Plan approved in May 2017.
3. The project will benefit the California State University.
4. The 2017-2018 Capital Outlay Program is amended to include \$202,472,000 for preliminary plans, working drawings, construction, and equipment for the California State University, Los Angeles Student Housing East project.
5. The schematic plans for the California State University, Los Angeles Student Housing East project are approved at a project cost of \$202,472,000 at CCCI 6255.
6. The chancellor is authorized under the Delegation of Authority granted by the Board of Trustees to file a Notice of Determination for the project.

COMMITTEE ON CAMPUS PLANNING, BUILDINGS AND GROUNDS

California State University, Dominguez Hills Innovation and Instruction Building

Presentation By

Elvyra F. San Juan
Assistant Vice Chancellor
Capital Planning, Design and Construction

Summary

Schematic plans for the following project will be presented for approval:

Innovation and Instruction Building

Project Architect: Hammel, Green, Abrahamson Inc.
CM at Risk Contractor: CW Driver

Background and Scope

California State University, Dominguez Hills proposes to design and construct the Innovation and Instruction Building (#15¹) to provide general-purpose classrooms and faculty offices, as well as house the College of Business Administration and Public Policy (CBAPP). The four-story 108,000 gross square foot (GSF) building will be a gateway to the campus, located at the entrance to the campus off Victoria Street at the east side of the main campus quadrangle, the North Lawn. The CBAPP has significantly outgrown its current location within the Social and Behavioral Sciences Building (#30) due to a growing enrollment. The limitations of the existing space precludes the kinds of group, collaborative instructional modalities necessary to meet evolving pedagogical approaches.

As part of the scope of this project, once CBAPP moves into the new proposed facility, the occupants of Small College Complex (#1-13) will be relocated into the Social and Behavioral Sciences Building, and the Small College Complex, temporary buildings constructed in 1965, will be demolished.

The new building will provide a variety of academic spaces ranging from 15 to 120 seats. The blend of academic spaces has been selected to meet the needs of both CBAPP and the university as a whole. The academic spaces include conventional classrooms, active learning spaces, trading and case study rooms, and computer labs. Breakout spaces and collaboration areas will provide opportunities for students to continue to work on projects initiated in the classrooms and encourage

¹ The facility number is shown on the master plan map and recorded in the Space and Facilities Database.

students to interact and collaborate to foster a continuous learning environment. A center with spaces for ideation, maker and presentations is also included. In addition to the academic spaces, the building will include 88 faculty offices, administration offices, meeting rooms, and associated support spaces.

The building will also provide for a 19,200 GSF university events center, and a 1,600 GSF cafeteria. The university events center includes a 120-seat meeting room and a 250-seat auditorium that will also be utilized as classroom and lecture space.

The project's sustainable design features will include efficient LED lighting systems, a high-performance building envelope with low-e glass, efficient plumbing fixtures and bio-retention basins. The new building will be steel framed with buckling restrained braced frames for lateral/seismic resistance atop a concrete slab and footing foundation. The criteria for building materials will be durability, ease of maintenance, long-term cost, and aesthetics. The proposed material includes metal and concrete panel cladding, glass curtain wall and storefront, and metal sunscreens to reduce solar gain in the building interior.

Improvements will also be made to the currently underutilized North Lawn to resolve drainage issues and restore it as a central gathering space on the main campus quad. The landscape will enhance the new building as well as provide seating areas around the building.

Timing (Estimated)

Preliminary Plans Completed	July 2018
Working Drawings Completed	January 2019
Construction Start	July 2019
Occupancy	May 2021

Basic Statistics

Gross Building Area	108,000 square feet
Assignable Building Area	66,000 square feet
Efficiency	61 percent

Cost Estimate – California Construction Cost Index (CCCI) 6840²

Building Cost (\$486 per GSF)	\$52,608,000
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²The projected July 2018 Engineering News-Record California Construction Cost Index (CCCI). The CCCI is the average Building Cost Index for Los Angeles and San Francisco.

<i>Systems Breakdown</i>	<i>(\$ per GSF)</i>
a. Substructure (Foundation)	\$ 11.61
b. Shell (Structure and Enclosure)	\$ 146.16
c. Interiors (Partitions and Finishes)	\$ 104.30
d. Services (HVAC, Plumbing, Electrical, Fire)	\$ 143.62
e. Built-in Equipment and Furnishings	\$ 20.26
f. General Conditions and Insurance	\$ 59.59
Site Development (includes demo)	<u>9,100,000</u>
Construction Cost	\$61,708,000
Fees, Services and Contingency	<u>17,822,000</u>
Total Project Cost (\$734 per GSF)	\$79,530,000
Fixtures, Furniture & Movable Equipment	<u>4,000,000</u>
Grand Total	<u>\$83,530,000</u>

Cost comparison

The project’s building cost of \$486 per GSF is less than the \$509 per GSF for the College of Extended Learning Expansion building at California State University, San Bernardino, approved in January 2017, and lower than the \$576 per GSF for the College of Continuing and Professional Education Building at California State University, Long Beach, adjusted to CCCI 6840.

Funding Data

As authorized by Education Code 89772(e)(2), the project will be funded through a combination of campus reserves and CSU Systemwide Revenue Bond financing (SRB). SRB funding will be provided in a future bond sale as part of the multi-year financing approved by the Board of Trustees in November 2016.

California Environmental Quality Act (CEQA) Action

The project is consistent with the Final Environmental Impact Report (FEIR) for the CSU Dominguez Hills Master Plan that was approved by the Board of Trustees in May 2010. A minor master plan revision relocating the site of the future building was approved under delegated authority to the chancellor.

Recommendation

The following resolution is presented for approval:

RESOLVED, by the Board of Trustees of the California State University, that:

1. The California State University, Dominguez Hills Innovation and Instruction Building is consistent with the Campus Master Plan approved in May 2010.
2. The project will benefit the California State University.
3. The schematic plans for the California State University, Dominguez Hills Innovation and Instruction Building project are approved at a project cost of \$83,530,000 at CCCI 6840.

COMMITTEE ON CAMPUS PLANNING, BUILDINGS AND GROUNDS

California State University, East Bay CORE Building (Library Replacement Seismic)

Presentation By

Elvyra F. San Juan
Assistant Vice Chancellor
Capital Planning, Design, and Construction

Summary

This agenda item requests the following actions by the California State University Board of Trustees with regard to the CORE Building for California State University, East Bay.

- Approve the proposed campus master plan revision dated May 2018
- Approve the schematic design
- Approve the addendum to the Final Environmental Impact Report (FEIR) dated March 2018

This project was originally approved as part of the 2017-2018 Capital Outlay Program by the Board of Trustees in November 2016 as the Library Replacement Building (Seismic). The subsequent renaming of the building reflects the university's collective vision for the new facility to be the hub of campus academic and social life—more than a library, it would be a new model to support academic success.

Attachment "A" is the proposed campus master plan that includes the changes required to site the CORE Building. Attachment "B" is the existing campus map approved by the trustees in January 2018.

Proposed Master Plan Revision

The campus proposes revisions to the master plan required to relocate the future proposed Library Addition (#31¹) and one of the buildings identified as part of the future Instructional Support Services Complex (#59) to combine on a single site to create the CORE Building (#70).

The proposed master plan changes are noted on Attachment "A" as Hexagon 1: CORE Building (#70).

¹ The facility number is shown on the master plan map and recorded in the Space and Facilities Database.

CORE Building Schematic Design

Project Architect: Carrier Johnson
CM at Risk Contractor: Rudolph and Sletten

Background and Scope

CSU East Bay wishes to proceed with the design and construction of the 100,000 gross square foot (GSF) CORE Building, a library facility (#70). It will replace space lost due to seismic safety issues from the west wing of the existing Library building (#12). As part of the scope of this project, the vacated west wing of the Library will be renovated to limit access and to keep the east wing operational as a library annex. The west wing will eventually be demolished, funded as a separate project.

The proposed CORE Building will be centrally located near the Science Building (#1), the Recreation and Wellness Center (#16), the Pioneer Heights Student Housing Complex (#30, #32, #39-40), and will be part of the quadrangle formed by the University Union buildings (#8, #43), Bookstore (#15), Meiklejohn Hall (#9), and the existing Library (#12).

The proposed facility is designed to be a highly efficient building with flexible and adaptable spaces, supporting student success by responding to new trends in university education and learning. It will house spaces for self-directed learning and work, collaboration rooms, a maker space to promote innovation, a tutoring center, food services, group and quiet study areas, as well as book collections.

The project will be designed to be Zero Net Energy (ZNE) so that the building will only consume energy produced on campus by being solar-ready and achieve Leadership in Energy and Environmental Design (LEED) Gold certification. The sustainable features will include efficient LED lighting systems, a high-performance building envelope, light wells/thermal chimneys to maximize natural daylighting and natural cooling, a cool roof, radiant floor heating and cooling water, efficient plumbing fixtures, and bio-retention basins.

The new building will be steel framed with buckling restrained braced frames for lateral/seismic resistance atop a concrete slab and footing foundation. The criteria for building materials will be durability, ease of maintenance, long-term cost, and aesthetics. The proposed material is metal panel cladding, insulated glass and metal sunscreens to reduce solar gain.

The building's interior environment will provide thermal comfort, healthy indoor air quality, and a high level of user controllability. The major building spaces are interconnected and open directly to the exterior with large operable windows, facilitating cross ventilation and natural lighting. The new building will also feature an in-slab radiant heating and cooling system on all floors providing what is regarded as the most comfortable and efficient commercially viable approach to space heating. In addition, high performing low-cost ceiling fans will expand the thermal comfort range.

Timing (Estimated)

Preliminary Plans Completed	July 2018
Working Drawings Completed	December 2018
Construction Start	April 2019
Occupancy	August 2021

Basic Statistics

Gross Building Area	100,000 square feet
Assignable Building Area	75,000 square feet
Efficiency	75 percent

Cost Estimate – California Construction Cost Index (CCCI) 6840²

Building Cost (\$676 per GSF) \$ 67,635,000

<i>Systems Breakdown</i>	(\$ per GSF)
a. Substructure (Foundation)	\$ 39.65
b. Shell (Structure and Enclosure)	\$ 207.17
c. Interiors (Partitions and Finishes)	\$ 108.62
d. Services (HVAC, Plumbing, Electrical, Fire)	\$ 179.89
e. Built-in Equipment and Furnishings	\$ 22.71
f. Special Construction and Demolition	\$ 10.57
g. General Conditions and Insurance	\$ 107.74

Site Development 5,760,000

Construction Cost \$ 73,395,000

Fees, Contingency, Services 22,499,000

Total Project cost (\$959 per GSF) \$ 95,894,000

Fixtures, Furniture, & Moveable Equipment 2,512,000

Existing Library Renovation 2,064,000

Grand Total \$ 100,470,000

² The projected July 2018 Engineering News-Record California Construction Cost Index (CCCI). The CCCI is the average Building Cost Index for Los Angeles and San Francisco.

Cost Comparison

The project building cost of \$676 per GSF is higher than the \$576 per GSF for the College of Continuing and Professional Education Building, a ZNE facility at California State University, Long Beach, adjusted to CCCI 6840. The increase in steel and aluminum costs in addition to increases in construction labor costs and a premium for the San Francisco Bay Area region are cited as drivers to the cost escalation.

The higher building cost is also due to the high-performance building envelope, designed for durability as well as to minimize the building's demand for heating and cooling. The cost for building HVAC and electrical services are higher due to the controls interconnecting the operable windows, radiant floor heating and cooling, and working to a ZNE building. The building design will result in reduced operational costs.

Project building costs were compared to a benchmark study of thirteen public library buildings nationwide. When adjusted to the current year's cost basis and to account for a high seismic activity area and steep slope site conditions, building costs were found to be within five percent of the average cost as reported in the benchmark study.

Funding Data

The project was approved for Preliminary Plans (\$2.3 million in Systemwide Revenue Bonds (SRB)) in 2016-2017 as part of the multi-year financing approved by the Board of Trustees in November 2016. Working drawings, construction and equipment were approved by the Board of Trustees in 2018-2019 and will also be funded in part from the SRB multi-year financing and campus designated reserves.

California Environmental Quality Act (CEQA) Action

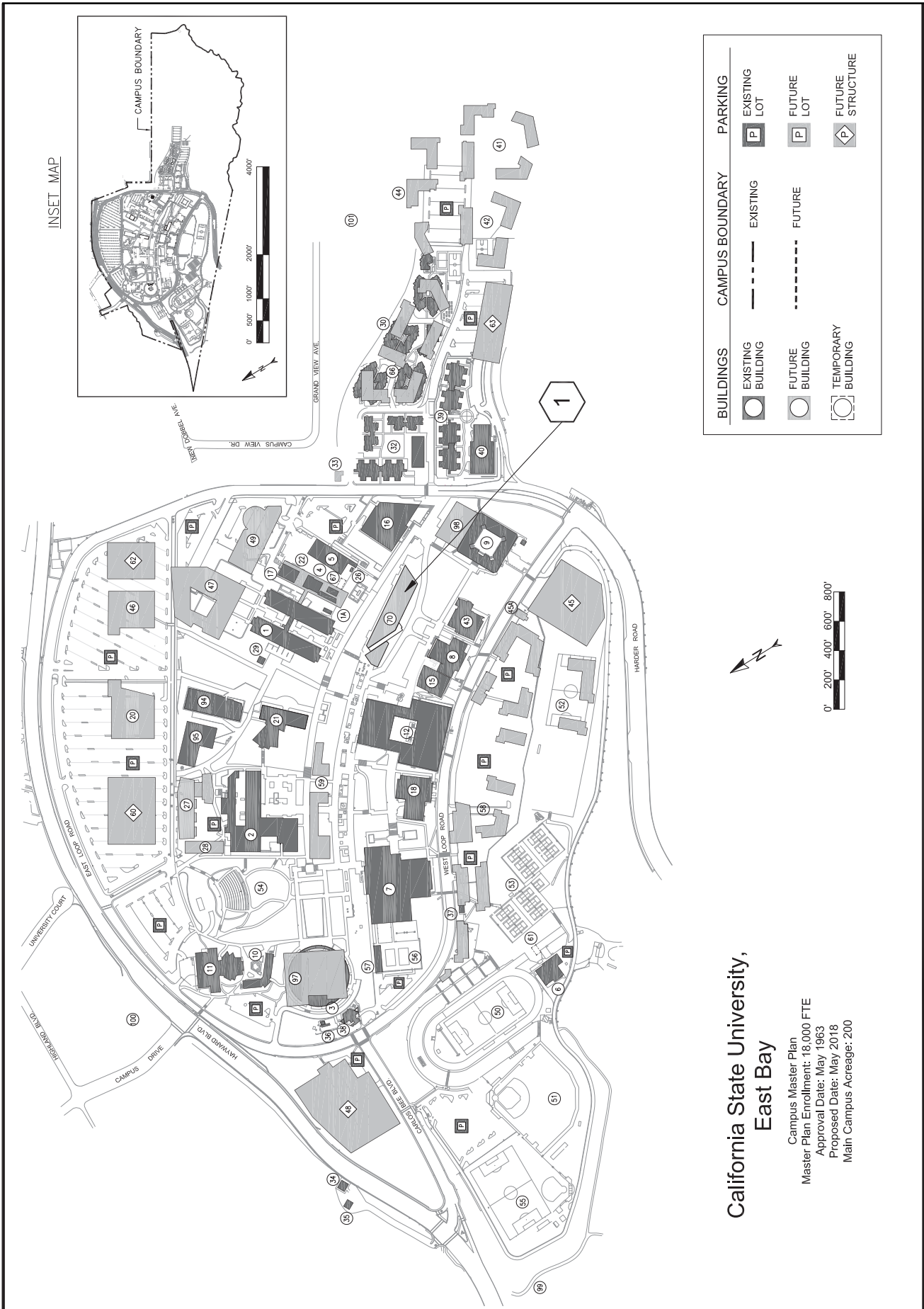
An addendum to the campus recertified 2009 Final EIR was prepared to comply with CEQA requirements. The addendum addresses the relocation of the proposed CORE Building. Implementation of this project will not result in any new or substantially more severe impacts as outlined in Section 15164(a) of the CEQA Guidelines. The addendum to the Final EIR is available at: <http://www.csueastbay.edu/facilities-design/master-plan/environmental-impact-report.html>.

Recommendation

The following resolution is presented for approval:

RESOLVED, by the Board of Trustees of the California State University, that:

1. The Board of Trustees finds that the 2009 Master Plan Final EIR, which was recertified by the Board of Trustees in January 2018, has been prepared in accordance with the requirements of the California Environmental Quality Act.
2. The project is consistent with the previously certified Master Plan Final EIR.
3. With implementation of the mitigation measures set forth in the master plan previously approved by the trustees, the proposed project will not have a significant adverse effect upon the environment beyond those described in the Master Plan Final EIR, and the project will benefit the CSU.
4. The California State University, East Bay Campus Master Plan Revision dated May 2018 is approved.
5. The schematic plans for the California State University, East Bay CORE Building (Library Replacement Seismic) are approved at a project cost of \$100,470,000 at CCCI 6840.
6. The chancellor or his designee is requested under the Delegation of Authority granted by the Board of Trustees to file the Notice of Determination for the project.



California State University, East Bay

Campus Master Plan
 Master Plan Enrollment: 18,000 FTE
 Approval Date: May 1963
 Proposed Date: May 2018
 Main Campus Acreage: 200

California State University, East Bay

Proposed Master Plan

Master Plan Enrollment: 18,000 FTE

Master Plan approved by the Board of Trustees: May 1963

Master Plan Revision approved by the Board of Trustees: March 1965, July 1970, May 1971, October 1976, May 1978, November 1985, May 1993, January 2001, January 2018

- | | |
|--|---|
| 1. Science Building | 60. <i>Parking Structure 3</i> |
| 1A. Science Annex | 61. Field House Modular |
| 2. Art and Education | 62. <i>Parking Structure 4</i> |
| 3. Music Building | 63. <i>Parking Structure 5</i> |
| 4. Facilities Management | 66. <i>Pioneer Heights Student Housing, Phase VII</i> |
| 5. Corporation Yard | 67. FD&O Modular |
| 6. Field House | 70. <i>CORE Building</i> |
| 7. Physical Education Facility | 94. Student Services and Administration |
| 8. University Union | 95. Student and Faculty Support |
| 9. Alexander Meiklejohn Hall (Classroom) | 97. <i>Classroom Building II</i> |
| 10. Karl F. Robinson Hall (Speech and Drama) | 98. <i>Alexander Meiklejohn Hall (Classroom) Addition</i> |
| 11. University Theatre | 99. <i>Faculty/Staff Housing North</i> |
| 12. Library | 100. <i>Faculty/Staff Housing East</i> |
| 15. Foundation/Bookstore | 101. <i>Faculty/Staff Housing South</i> |
| 16. Recreation and Wellness Center | |
| 17. Plant Operation | |
| 18. Student Health Center | |
| 20. <i>Performing Arts Center</i> | |
| 21. Wayne and Gladys Valley Business and Technology Center | |
| 22. <i>Science Addition</i> | |
| 27. <i>STEM Education Building</i> | |
| 28. <i>Classroom</i> | |
| 29. Food Kiosk | |
| 30. Pioneer Heights, Phase I (Student Apartments) | |
| 32. Pioneer Heights Student Housing, Phase II | |
| 34. Switch Gear House | |
| 35. Boat Shed | |
| 36. Fuel Cell Facility | |
| 37. Welcome Center | |
| 38. Operations Building | |
| 39. Pioneer Heights Student Housing, Phase III | |
| 40. Pioneer Heights Dining Facility | |
| 41. <i>Pioneer Heights Student Housing, Phase IV</i> | |
| 42. <i>Pioneer Heights Student Housing, Phase VI</i> | |
| 43. University Union Expansion | |
| 44. <i>Pioneer Heights Student Housing, Phase V</i> | |
| 45. <i>Parking Structure 1</i> | |
| 45A. <i>Parking Services Building</i> | |
| 47. <i>Learning Commons/Library Annex</i> | |
| 48. <i>Parking Structure 2</i> | |
| 49. <i>Corporation Yard Complex</i> | |
| 50. Pioneer Stadium | |
| 51. Baseball Stadium | |
| 52. Athletic Field | |
| 53. Tennis Court | |
| 54. Amphitheatre | |
| 55. Practice Field | |
| 56. Swimming Pool | |
| 57. Mechanical Equipment Building | |
| 58. <i>Student Housing West</i> | |
| 59. <i>Instructional Support Services Complex</i> | |

Contra Costa Off-Campus Center

Master Plan Enrollment: 1,500 FTE

Master Plan approved by the Board of Trustees: November 1988

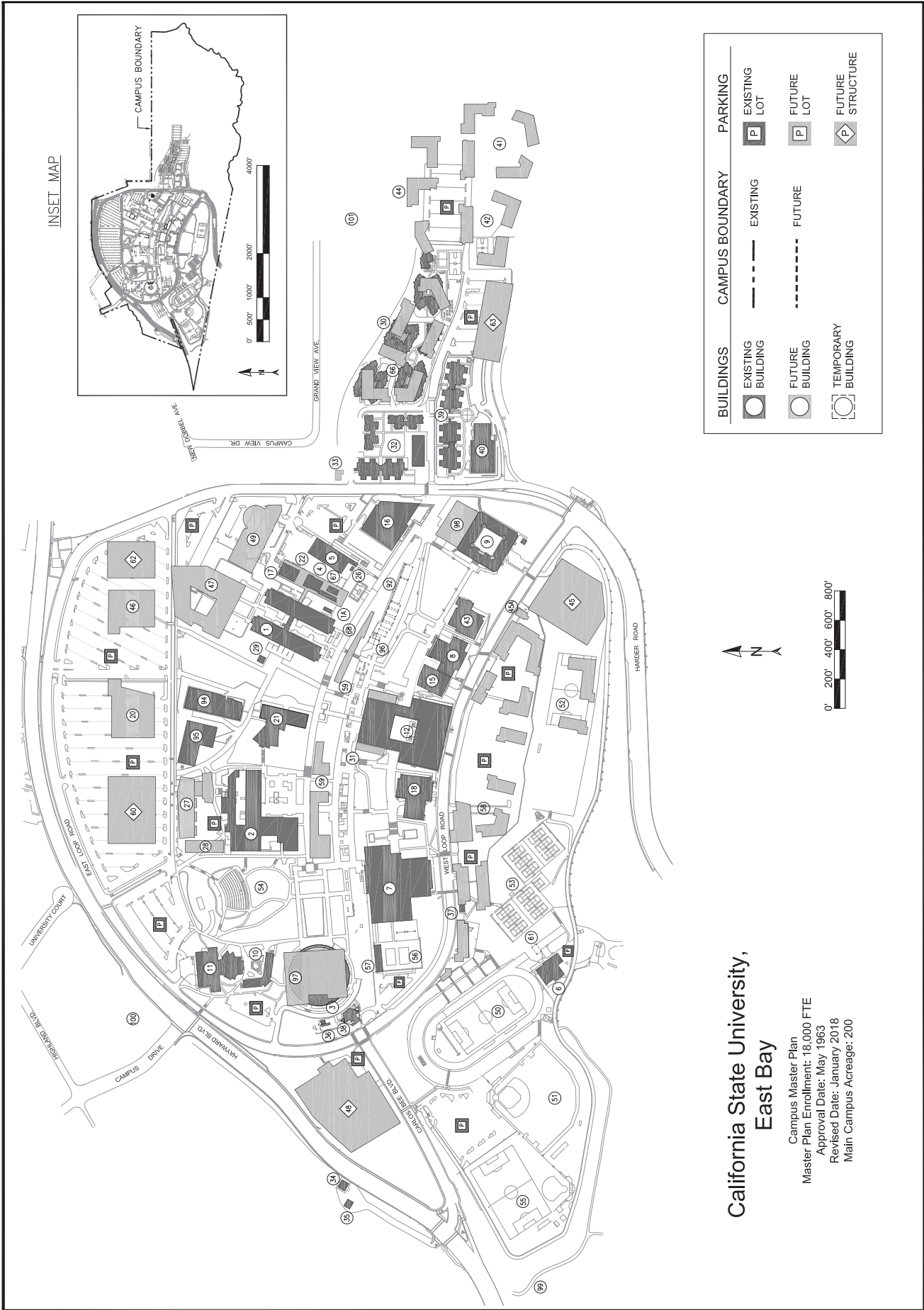
Master Plan Revision approved by the Board of Trustees: January 2001

1. Academic Service
2. Library
3. Contra Costa Hall
4. Student Center
5. Facilities Operations
6. *Academic Building, Phase II*
32. Fire Station
33. Pump House
34. Water Retention Pond
35. Baseball Field
36. Telecommunications House
37. Full-Service Men's and Women's Restrooms
38. Playfield
40. *Playfield 2, Phase II*
41. *Soccer Field, Phase II*
42. *Peanut Playfield, Phase II*
43. *Baseball Field, Phase II*
44. *Playfield 3, Phase III*
45. *Playfield 4, Phase III*
46. *Playfield 5, Phase III*
47. *Playfield 6, Phase III*

LEGEND:

Existing Facility / *Proposed Facility*

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



California State University, East Bay

Master Plan Enrollment: 18,000 FTE

Master Plan approved by the Board of Trustees: May 1963

Master Plan Revision approved by the Board of Trustees: March 1965, July 1970, May 1971, October 1976, May 1978, November 1985, May 1993, January 2001, January 2018

- | | |
|--|--|
| <ol style="list-style-type: none"> 1. Science Building 1A. Science Annex 2. Art and Education 3. Music Building 4. Facilities Management 5. Corporation Yard 6. Field House 7. Physical Education Facility 8. University Union 9. Alexander Meiklejohn Hall (Classroom) 10. Karl F. Robinson Hall (Speech and Drama) 11. University Theatre 12. Library 15. Foundation/Bookstore 16. Recreation and Wellness Center 17. Plant Operation 18. Student Health Center 20. <i>Performing Arts Center</i> 21. Wayne and Gladys Valley Business and Technology Center 22. <i>Science Addition</i> 27. <i>STEM Education Building</i> 28. <i>Classroom</i> 29. Food Kiosk 30. Pioneer Heights, Phase I (Student Apartments) 31. <i>Library Addition</i> 32. Pioneer Heights Student Housing, Phase II 34. Switch Gear House 35. Boat Shed 36. Fuel Cell Facility 37. Welcome Center 38. Operations Building 39. Pioneer Heights Student Housing, Phase III 40. Pioneer Heights Dining Facility 41. <i>Pioneer Heights Student Housing, Phase IV</i> 42. <i>Pioneer Heights Student Housing, Phase VI</i> 43. University Union Expansion 44. <i>Pioneer Heights Student Housing, Phase V</i> 45. <i>Parking Structure 1</i> 45A. <i>Parking Services Building</i> 47. <i>Learning Commons/Library Annex</i> 48. <i>Parking Structure 2</i> 49. <i>Corporation Yard Complex</i> 50. Pioneer Stadium 51. Baseball Stadium 52. Athletic Field 53. Tennis Court 54. Amphitheatre 55. Practice Field 56. Swimming Pool 57. Mechanical Equipment Building 58. <i>Student Housing West</i> 59. <i>Instructional Support Services Complex</i> | <ol style="list-style-type: none"> 60. <i>Parking Structure 3</i> 61. Field House Modular 62. <i>Parking Structure 4</i> 63. <i>Parking Structure 5</i> 66. <i>Pioneer Heights Student Housing, Phase VII</i> 67. FD&O Modular 94. Student Services and Administration 95. Student and Faculty Support 97. <i>Classroom Building II</i> 98. <i>Alexander Meiklejohn Hall (Classroom) Addition</i> 99. <i>Faculty/Staff Housing North</i> 100. <i>Faculty/Staff Housing East</i> 101. <i>Faculty/Staff Housing South</i> <p>Contra Costa Off-Campus Center
 Master Plan Enrollment: 1,500 FTE
 Master Plan approved by the Board of Trustees: November 1988
 Master Plan Revision approved by the Board of Trustees: January 2001</p> <ol style="list-style-type: none"> 1. Academic Service 2. Library 3. Contra Costa Hall 4. Student Center 5. Facilities Operations 6. <i>Academic Building, Phase II</i> 32. Fire Station 33. Pump House 34. Water Retention Pond 35. Baseball Field 36. Telecommunications House 37. Full-Service Men's and Women's Restrooms 38. Playfield 40. <i>Playfield 2, Phase II</i> 41. <i>Soccer Field, Phase II</i> 42. <i>Peanut Playfield, Phase II</i> 43. <i>Baseball Field, Phase II</i> 44. <i>Playfield 3, Phase III</i> 45. <i>Playfield 4, Phase III</i> 46. <i>Playfield 5, Phase III</i> 47. <i>Playfield 6, Phase III</i> <p>LEGEND:
 Existing Facility / <i>Proposed Facility</i></p> <p>NOTE: Existing building numbers correspond with building numbers in the Space and Facilities Data Base (SFDB)</p> |
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COMMITTEE ON CAMPUS PLANNING, BUILDINGS AND GROUNDS

San Diego State University Master Plan Revision

Presentation By

Elvyra F. San Juan
Assistant Vice Chancellor
Capital Planning, Design and Construction

Summary

This agenda item requests the following actions by the California State University Board of Trustees regarding the San Diego State University 2007 Campus Master Plan Revision:

- Re-certify the 2007 SDSU Campus Master Plan Final Environmental Impact Report (FEIR), as modified by the 2018 Final Additional Analysis, as adequate under the California Environmental Quality Act (CEQA).
- Reapprove the SDSU 2007 Campus Master Plan, as modified.
- Approve funding for off-site mitigation measures to be constructed by SDSU over several years at an estimated cost of \$7.45 million (includes construction escalation).

Background

At its November 2007 meeting, the Board of Trustees adopted a resolution (RCPBG 11-07-24) approving the SDSU 2007 Campus Master Plan, certifying as adequate the 2007 FEIR prepared pursuant to CEQA, and adopting CEQA Findings and Statement of Overriding Considerations. The board also directed the chancellor to seek future state funding of \$6,484,000 from the governor and legislature to support costs to mitigate environmental impacts (primarily traffic and roadway improvements) on land not under the control of the California State University.

The 2007 Master Plan addressed all aspects of physical development and planned land uses that would be necessary to accommodate a Campus Master Plan enrollment ceiling increase from 25,000 to 35,000 full-time equivalent students (FTE). The previously approved master plan included six site-specific projects that would provide faculty/staff housing at Adobe Falls, a multi-phase research and classroom development on the Alvarado portion of campus, an Alvarado hotel to accommodate university guests and facilitate hospitality learning, student residential housing to be developed on multiple on-campus sites, the renovation and expansion of the Aztec Center student union, and the long-term development of a campus conference center (collectively referred to as the “Project”).

The 2007 FEIR concluded that build-out of the Project would result in significant and unavoidable impacts related to aesthetics and visual quality, air quality, and transportation and circulation. All other impacts would be less than significant or could be mitigated to a “less than significant” level with the adoption and implementation of mitigation measures identified in the 2007 FEIR.

The campus and City of San Diego were unable to reach agreement on the amount or the methodology to determine a fair share amount for the off-site mitigations. The city first estimated the university’s obligation at \$21,800,000. The city proposed a counteroffer that included two alternatives, one was the campus’ contribution of \$11.1 million, subject to future adjustment based on future traffic counts, and that the campus guarantee funding for any upward adjustments (whether or not the state funds those upward adjustments). The campus could not agree to the city’s inclusion of items for which their EIR found no significant impact (parks and libraries), the inclusion of costs for two street segments which are not feasible to improve, and their requirement that upward funding be guaranteed (most importantly). The second alternative was that the full amount of \$21,800,000 be contributed upfront, with downward adjustments possible based on future traffic counts. These alternatives were not acceptable and, therefore, the city and the university were unable to reach agreement on the amount or the methodology to determine a fair share amount.

In December 2007, the City of San Diego, the San Diego Association of Governments (SANDAG), the San Diego Metropolitan Transit System (MTS), and a local community group (the Del Cerro Action Council) (collectively, Petitioners) filed a lawsuit challenging the adequacy of the 2007 FEIR. On March 26, 2010, the San Diego Superior Court ruled that the Final EIR was adequate under CEQA and entered judgment in favor of the California State University. On December 13, 2011, the California Court of Appeal issued a decision affirming in part and reversing in part the judgment entered by the San Diego Superior Court. On August 3, 2015, the California Supreme Court affirmed the judgment of the Court of Appeal, and on November 30, 2015, the San Diego Superior Court issued a peremptory Writ of Mandate (Writ) directing the CSU Board of Trustees to decertify the FEIR as to those items found inadequate by the court, to set aside its approval of the Project and, thereafter, take certain actions in response to the decisions rendered by the California Supreme Court and Court of Appeal.

In January 2016, the Board of Trustees vacated its November 14, 2007 approval of the SDSU Campus Master Plan Revision and its findings (RCPGB 01-16-01); and decertified the EIR but only with respect to three specific issues cited in the Writ and outlined below:

1. Contingent Mitigation Payment Inadequate. The court found that the EIR’s traffic mitigation measures, which required payments to the City of San Diego for certain road improvements, were inadequate because the payment of monies to the city was made contingent upon legislative appropriation; that is, CSU/SDSU was only required to pay the money if the legislature specifically appropriated the funds;

2. Transit Analysis Inadequate. The court found that the EIR's analysis of transit-related impacts was inadequate, that the EIR did not properly analyze the potential impacts the additional 10,000 students would have on the bus and trolley system; and
3. Transportation Demand Management Mitigation Inadequate. The court found that the EIR's mitigation measure requiring SDSU to prepare a Transportation Demand Management plan was inadequate because it improperly deferred preparation of the plan.

SDSU prepared the 2018 Draft Additional Analysis (DAA) to address those portions of the FEIR found inadequate by the court and has taken the following steps:

1. Contingent Mitigation Payment: Through the DAA, SDSU reanalyzed the Project's potential impacts on the roadway system serving the campus based on current traffic conditions, identified significant impacts as appropriate, and, where feasible, prepared traffic mitigation measures whereby CSU/SDSU will implement the necessary road improvements as each is triggered by enrollment growth. With respect to Caltrans, the analysis identified significant cumulative impacts to Caltrans facilities. Although mitigation to fully address the impacts is infeasible as there are no improvements planned that would provide the necessary additional capacity, the DAA includes mitigation whereby CSU/SDSU would support Caltrans in its efforts to obtain funding from the state legislature towards the preparation of interim studies.
2. Transit Analysis Mitigation: SDSU undertook a quantitative transit analysis, which determined that the Project would not result in significant impacts to transit facilities as there is adequate capacity on bus and trolley routes to accommodate the increased ridership attributable to the Project.
3. Transportation Demand Management (TDM) Mitigation: Since 2007, the campus has implemented strategies to reduce the use of single rider vehicles, including assigning responsibilities of the program to an existing staff; providing additional bike facilities on and off campus; facilitating rideshare opportunities; and implementing transit incentives for students. In addition, since 2007, SDSU has increased on-campus and campus-adjacent housing opportunities, thereby further reducing the need for students to drive to campus. The DAA adds a TDM mitigation measure that requires implementation, or the continued implementation, of a variety of TDM strategies to further reduce single-occupant vehicle ridership, such as: establishing transit incentives for faculty and staff, additional on and off campus bike facilities, establishing a bike share program and extending existing campus shuttle service to off campus locations. Further, as part of the DAA responses to comments process, SDSU has eliminated the hotel component from the Project, further reducing the number of vehicle trips that would be generated by the 2007 Master Plan.

The DAA was noticed and released for public review, then based on public comment, the 2018 Final Additional Analysis was developed, which incorporates written responses to the comments on the draft analysis.

This item is returning to the Board of Trustees with a request to (1) recertify the 2007 FEIR, as modified by the 2018 Final Additional Analysis; (2) reapprove the 2007 Campus Master Plan, as modified to reflect elimination of the future hotel; and (3) approve funding for off-site mitigation measures estimated at \$7.45 million (includes projected construction cost escalation).

The amount is based on the estimated construction cost for off-site improvements and the campus paying more than its fair share of costs. While these costs have not been discussed with the City of San Diego, multiple discussions have occurred to address the scope and details of the mitigation measures and fair share methodology calculation in response to the city's comments. As the city is not able to commit to co-fund mitigation measures, SDSU has worked to identify cost effective measures that can be fully funded by the CSU over time to benefit the university community.

Attachment A is the proposed Campus Master Plan, based on the projects in the 2007 Master Plan and including all changes made subsequent to 2007. Attachment B is the current Campus Master Plan approved by the Board of Trustees in September 2017.

The SDSU Campus Master Plan, 2007 FEIR, 2018 Final Additional Analysis (including the DAA and responses to all comments submitted on the DAA), Findings of Fact and Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program are available for review by the Board of Trustees and the public at:

<http://bfa.sdsu.edu/campus/facilities/planning/eir.aspx>.

Master Plan

The SDSU Campus Master Plan was originally approved in 1963, and it provides for an enrollment ceiling of 25,000 FTE. The proposed SDSU 2007 Campus Master Plan Revision will enable SDSU to meet projected increases in student demand for higher education, as well as further enhance SDSU as an undergraduate, graduate, and research university. The proposed master plan provides a framework for implementing SDSU's goals and programs by identifying needed buildings, facilities, improvements, and services to support campus growth and development. The increase in FTE is estimated to result in total student headcount enrollment increase of 11,385 students.

To accommodate the projected student increase, the proposed master plan involves the near term and long term development of classrooms, student housing, faculty/staff housing, research, and student support facilities on approximately 55 acres of land located throughout the central campus and the Alvarado and Adobe Falls areas.

The key components of the 2007 Master Plan are:

1. A 15- to 20-year guide for development;
2. Increase enrollment ceiling from 25,000 FTE to 35,000 FTE;

3. Adobe Falls Faculty/Staff Housing: The future construction of housing envisioned to serve current and retired faculty/staff, and graduate students, to be developed on a 33-acre site owned by SDSU north of Interstate 8. This Project element has two components: an upper village consisting of 48 dwelling units, which were reviewed at a project level (i.e., no further CEQA review necessary), and a lower village consisting of 124 to 300 dwelling units, which were reviewed at a program level (i.e., further CEQA review required prior to development). As to the lower village, the number of dwelling units that would be developed is dependent upon the site access ultimately provided. Under the scenario in which access to and from the Adobe Falls housing would be provided through the Del Cerro community, a maximum number of 124 housing units would be constructed in the lower village. Alternatively, if an *alternate* access route can be developed to accommodate the lower village (i.e., if access to and from the lower village can be provided by a means *other than* through the Del Cerro community), a maximum of 300 housing units would be constructed in the lower village. In addition to housing, the Adobe Falls faculty/staff housing element would provide almost 13 acres of open space, and preserve and enhance more than nine and a half acres of wetlands and native habitat;
4. Alvarado Campus: The near term and future construction of up to 612,000 gross square feet (GSF) of instructional (classroom and teaching lab) and research space to be developed on the main campus south of Alvarado Road. This component was partially reviewed at a project level of review, and partially at a program level;
5. Campus Conference Center: Long-range plans for the development of a campus conference center, to be constructed on the campus adjacent to Cox Arena. This facility was reviewed at a program level and would provide additional meeting space for conferences;
6. Student Housing: In response to concerns expressed by the neighboring communities regarding off-campus student "mini-dorms," the 2007 Master Plan would provide 2,976 additional on-campus student housing beds to be constructed at four campus locations. Two sites were reviewed at a project level and two at a program level (Note: In September 2017, the Board of Trustees certified a project level EIR and approved the construction of housing on one of the two programmatic sites. Construction of these previously approved 850 beds presently is underway.); and
7. Student Union/Aztec Center: The renovation and expansion of the student union building, the Aztec Center, to provide new meeting/conference rooms, social space, food services, retail services, recreational facilities, and student organization offices. (Note: This Project component was constructed and completed in 2014.)

As previously noted, the Alvarado Hotel component of the 2007 Master Plan has been removed.

Separate and apart from the above 2007 Master Plan components, there have been several master plan revisions since the original approval of the 2007 Campus Master Plan. These revisions include the 2011 Plaza Linda Verde Master Plan (added 659 beds of student housing, retail and a 392 space parking structure), 2014 master plan revisions for the renovated/expanded Student Union, the 2017

New Student Residence Hall Master Plan Revision (adding 850 beds of student housing), and a variety of minor master plan changes approved by the chancellor under delegated authority. Thus, the proposed Campus Master Plan presently before the Board of Trustees includes the 2007 Master Plan components, as well as other master plan components separately approved during the intervening years.

CEQA Challenge and Court Rulings

As previously noted, on December 14, 2007, a lawsuit was filed in San Diego Superior Court challenging the adequacy of the 2007 Campus Master Plan Revision Final EIR by several parties, including the City of San Diego, SANDAG, and MTS. On March 26, 2010, the San Diego Superior Court ruled that the Final EIR was adequate under CEQA and entered judgment in favor of the CSU. On December 13, 2011, the California Court of Appeal issued a decision affirming in part and reversing in part the judgment entered by the San Diego Superior Court. On August 3, 2015, the California Supreme Court issued its opinion affirming the judgment of the Court of Appeal.

In response to the court's ruling, on November 30, 2015, the San Diego Superior Court issued a peremptory Writ of Mandate directing the Board of Trustees to take certain actions in response to the decisions rendered by the California Supreme Court and Court of Appeal. Thereafter, on January 25-27, 2016, the Board of Trustees approved in resolution RCPGB 01-16-01:

1. Set aside and vacated its November 14, 2007 approval of the SDSU Campus Master Plan Revision and its findings.
2. Decertified the EIR for the Project but only with respect to the specific issues described in paragraph 3 (a) through (c) below.
3. Resolved that prior to taking any action to reapprove the Project, the Board of Trustees, in any EIR, will proceed in accordance with the standards and procedures required by CEQA, including its provisions for public comment, and will make all required findings in good faith and on the basis of substantial evidence as to those issues described in paragraph three (a) through (c) below:
 - a. Traffic: In response to the decision rendered by the California Supreme Court on August 3, 2015 (Case No. S199557), the Board of Trustees, based on a reevaluation of the off-site mitigation measures and further good faith negotiations with the City of San Diego, the San Diego Association of Governments, and the San Diego Metropolitan Transit System, would reassess SDSU's fair share of such mitigation costs (and, based on the record here, forego financial infeasibility arguments as to such costs in this case), consistent with the views expressed in the Supreme Court's decision;
 - b. Transit: The Board of Trustees would evaluate the potential transit impacts of the Project consistent with CEQA and the directives contained in the decision rendered by the Court of Appeal, Fourth Appellate District, on December 13, 2011 (D057446); and

- c. Transportation Demand Management: The Board of Trustees would reevaluate the transportation demand management mitigation measure in the Final EIR consistent with the directives contained in the decision rendered by the Court of Appeal, Fourth Appellate District, on December 13, 2011 (D057446).

Additional Analysis

In response to the court's Writ, a DAA was prepared and circulated for public review and comment for 45 days, beginning January 12, 2018 and concluding February 25, 2018. The DAA revises those portions of the 2007 EIR Transportation/Circulation and Parking section found inadequate by the court. Specifically, all applicable traffic mitigation measures have been revised to remove the prior condition making their implementation and/or funding contingent upon legislative appropriation and now require that CSU/SDSU implement the necessary improvements where feasible. Additionally, the analysis of transit-related impacts (i.e., the Project's impacts to trolley and bus service) has been revised to include a quantitative analysis of potential impacts, and a mitigation measure requiring the future preparation of a TDM program has been replaced with a mitigation measure requiring the implementation of specific TDM strategies, including increased ride-share opportunities, improved bicycle and pedestrian facilities, and enhanced transit ridership incentives.

These three discrete areas are the only areas of the Master Plan EIR the courts found inadequate and, therefore, the only three areas required to be addressed by CSU/SDSU in the CEQA document. While not required by the court, the analysis is based on updated traffic information, including updated traffic counts, an updated list of cumulative projects, and updated transit data. The analysis is based on the *SDSU 2007 Master Plan Update Transportation Impact Analysis* prepared by Linscott, Law & Greenspan (LLG), engineers (January 2018) (TIA).

Prior to public review, campus representatives met with representatives of the City of San Diego, SANDAG, MTS, and Caltrans to discuss the draft TIA prepared in support of the analysis, including the proposed mitigation measures. The traffic impact analysis addressed two separate scenarios – a near term or direct impact scenario (approximately 2022) and a horizon year or cumulative impact scenario (approximately 2035). As to the significant impacts identified under the near term scenario, based on the fair share calculation SDSU proposed to fully fund and construct all feasible road improvement mitigation measures. As to the horizon year impacts, SDSU proposed to pay its fair share towards those mitigation measures deemed feasible, including those for which the city could identify a funding plan that would provide the remainder funding. For those measures deemed infeasible (either for technical reasons or due to lack of planned or funded city improvements), the impact was identified as significant and unavoidable with no mitigation payment required. As part of the meetings, SDSU provided a copy of the draft TIA to each entity, and requested feedback from each prior to publication of the DAA.

In response, SDSU received multiple sets of comments from the City of San Diego, and also met with city transportation staff two times prior to the release of the DAA. As a result of these meetings, SDSU agreed to further consider TDM measures that facilitated alternative means of transportation, and to fully fund (and thereby pay more than the campus' fair share) and construct four low cost Horizon Year mitigation measures otherwise deemed infeasible due to the lack of a city plan or city program to fund and construct the subject improvements.

All city comments were received prior to circulation of the DAA with revisions made to the TIA and corresponding documents as appropriate prior to public review and comment. Caltrans submitted comments the day before the DAA was circulated for public review. While this did not allow time to incorporate the comments into the public draft of the document, none of the responses required revisions to the TIA or DAA. Nonetheless, SDSU, working with its traffic engineer, prepared written responses to the comments, which it provided to Caltrans on January 30, 2018. Caltrans provided a follow-up set of comments on February 6, 2018, and the traffic engineer met with Caltrans to address questions about methodology and use of traffic models. Neither SANDAG nor MTS provided written comments on the draft TIA prior to public circulation.

Issues Identified Through Public Participation - Summary of Comments

Comments were received from four public agencies (Caltrans, Cities of San Diego and La Mesa, and SANDAG), one community group (College View Estates Association), and four individuals residing in the surrounding neighborhood. As to the public agencies, the City of San Diego's comments constitute the bulk of the agency comments.

General Comments addressed four subject areas:

1. *Procedural Issues.* Comments from individuals were critical of the limited scope of the Additional Analysis and included assertions that SDSU must revise the entire EIR. The City of San Diego commented regarding the DAA review notification process, including the clarity of the document title, and the opportunity for meaningful public review.
2. *Analysis Methodology.* Comments submitted by public agencies and individuals raised various issues relating to the methodology by which the impacts analysis was conducted.
3. *Mitigation Measures.* Comments related to the identification of certain mitigation measures as infeasible, due either to various physical constraints or lack of a funding program to collect fair share payments from other development. Commenters, most notably the City of San Diego, requested SDSU provide full funding for those measures without an established funding program, and alternative mitigation measures, such as adaptive signal controls or additional TDM strategies for those measures otherwise infeasible.
4. *TDM Measures.* City of San Diego comments included requests for additional details, performance standards, monitoring and reporting, and earlier implementation dates.

CSU Responses

1. Response to Procedural Issues Comments: As to assertions that SDSU must revise the entire EIR, the analysis presented in the DAA was prepared in specific response to a court order issued after limited portions of the 2007 Campus Master Plan EIR were found to be inadequate. SDSU is required to “fix” only those portions of the EIR deemed inadequate by the courts.

As to concerns about the notification process, the DAA and related Notice of Availability (NOA) complied with CEQA’s requirements and adequately facilitated meaningful public review and comment. The NOA included all information required by CEQA (Guidelines section 15087(c)), and also provided the reader with the relevant background, including a description of the 2007 Master Plan, a summary of the prior litigation and court ruling, and a statement that SDSU prepared the DAA to revise those portions of the 2007 SDSU Campus Master Plan EIR found inadequate by the court. The NOA was published in the *San Diego Union Tribune*, posted in the Office of the County Clerk and on the SDSU website, and direct mailed to over 600 addressees from a list compiled by SDSU. The NOA informed the reader of a 45-day public review period, which began January 12, 2018 and concluded February 25, 2018.

In addition, the City of San Diego (as well as SANDAG, MTS, and Caltrans) was provided with additional notice of the DAA prior to its release for public review and comment. In October 2017, the city was provided with a draft version of the technical report that serves as the basis for the analysis presented in the DAA. At that time, SDSU representatives met with city traffic engineering staff to provide them with a copy of the draft report, discuss the analysis presented in the report, and solicit the city’s input. In response, the city provided multiple rounds of comments on the document, and the traffic engineer incorporated those comments and suggested revisions into the document as appropriate. The city’s comments regarding inadequate notice are without basis.

2. Response to Analysis Methodology Comments: Responses to the various comments related to methodology are outlined herein in response to the corresponding agency/individual comments.
3. Response to Mitigation Measure Comments: As to those mitigation measures identified as infeasible in the DAA, certain measures have been revised in response to City of San Diego comments, clarifying previously assumed physical constraints (i.e., removal of on-street city parking). However, as there is still uncertainty that the city will ultimately be able to agree to removal of physical constraints on city property to permit traffic mitigations to occur, the city further asked such measures be noted as infeasible, and therefore significant and unavoidable impacts be noted. As to those mitigation measures identified as infeasible in the DAA due to the lack of a city plan or program to provide the remainder funding and construct the improvements, SDSU has agreed to fully fund and pay more than its fair share amount to implement certain of these improvements in light of the substantial benefits that would accrue to the SDSU community and for the limited purposes of this Project only.

The DAA identified a total of 20 significantly impacted locations, six (6) in the near term (2022) and fourteen (14) in the horizon year (2035). Of the 20 city locations identified as significantly impacted, mitigation measures are proposed that will reduce the impacts to less than significant at 12 of those locations. At three of the remaining locations, mitigation measures are proposed that would reduce the impacts to less than significant if the City of San Diego approves removal of on-street parking, thereby enabling implementation of the necessary improvements; however, for purposes of the EIR, impacts at these three locations are considered significant and unavoidable.

Of the remaining five locations, physical constraints make full mitigation infeasible at three of the locations, although partial mitigation is provided at two locations (two segments of Montezuma Road). At the fourth location, feasible mitigation to add an additional lane via road re-striping is proposed, although the city contends widening is necessary, which is infeasible for various reasons and, therefore, the impact is identified as significant and unavoidable. At the remaining (i.e., fifth) location, the city does not have funding in place to combine with SDSU's fair share in order to fully mitigate the impact; only partial mitigation is available (Fairmount Avenue/Interstate-8 (I-8)/Camino del Rio). Thus, at these five locations the impacts are significant and unavoidable. In addition, impacts to Caltrans facilities are also significant and unavoidable.

4. *Response to TDM Measure Comments:* Responses to the various comments related to the TDM mitigation measure are outlined below in response to the corresponding comments.

Caltrans Comments

On November 28, 2017, SDSU representatives met with Caltrans and provided the agency with draft copies of the DAA traffic technical report seeking the agency's comments. In response, Caltrans submitted written comments, both prior to and following the January 2018 release of the DAA. Following multiple written exchanges, SDSU representatives met again with Caltrans in February 2018 to discuss the following remaining issues:

1. *Use of pedestrian phases in the traffic model.* Caltrans interpreted the report as failing to include proper consideration of pedestrian phases at intersections, and the improper location of pedestrian crossings and/or incorrect walking time at three specific intersections.
2. *Queue Analysis.* Caltrans commented that a queuing analysis at the I-8 exit ramps should be conducted in connection with the Project's impacts on the freeway mainlines.

CSU Responses

1. *Response to Use of pedestrian phases in the traffic model comments:* At the February 2018 meeting, SDSU's traffic engineer demonstrated to Caltrans staff how the use, location, and walking time of the pedestrian phases was in fact correct. Caltrans provided a follow-up email that noted these subjects were no longer concerns.
2. *Response to Queue Analysis comments:* Neither the City of San Diego, Caltrans, SANTEC (San Diego Traffic Engineers' Council), nor CSU, have approved criteria for identifying a significant impact on queuing, thus a queuing analysis would be for information purposes only. In response to the comment, the Project's traffic engineer conducted the referenced analysis, which determined that queues would not back up onto the I-8 mainlines due to project traffic.

SANDAG/MTS Comments

On November 29, 2017, SDSU representatives met with representatives of SANDAG and MTS and provided the agencies with draft copies of the traffic technical report seeking the agencies' comments on the draft materials. SANDAG provided comments on the DAA on March 28, 2018, which are outlined below. MTS did not provide SDSU with comments on the draft materials and as of this writing, has not provided comments on the DAA.

SANDAG Comments

1. *Trip Generation Methodology.* SANDAG requested a variety of clarifications and documentation relating to the trip generation methodology used throughout the analysis.
2. *Revisions/additions to the TDM Mitigation Measure.* SANDAG expressed general support for the proposed TDM mitigation measure, but requested clarification of funding on vanpool stipends, inclusion of vanpooling and pooled on-demand rideshare services in the pre-tax commuter benefit program, partnering with WAZE Carpool, the provision of secured bike parking and repair/maintenance stands at student residence halls, and continued partnership with the SANDAG iCommute TDM program.

CSU Responses

1. *Response to Trip Generation Methodology comments.* The trip generation methodology and rates were not determined to be inadequate by the courts, and thus comments relating to the subject are beyond the scope of the additional analysis. However, while no further response was required, explanation of the identified rates and other requested clarifications were provided.
2. *Response to Revisions/additions to the TDM Mitigation Measure comments.* Modifications to the TDM measure were made in response to the comments, including:
 - Noted that \$400 from SANDAG subsidizes van rental; \$100 from SDSU subsidizes fuel.
 - Added vanpooling and pooled on-demand rideshare costs to the list of eligible expenses in pre-tax payroll deduction program.

- Added Waze Carpool to list of promoted programs.
- Noted locations of existing secured bicycle parking and bike maintenance stations.
- Noted that SDSU already promotes the iCommute program on Parking and Transportation's commuting webpage.

City of San Diego Comments

As previously noted, prior to release of the DAA for public review, on October 20, 2017 and November 16, 2017, SDSU representatives met with representatives of the City of San Diego traffic engineering department and provided the city with draft copies of the traffic technical report, seeking the city's comments on the draft materials prior to public review and comment.

The city provided comments following both meetings relating to analysis methodology, as well as the proposed mitigation measures. In response, SDSU made numerous revisions to the report, including mitigation measures, and provided the city with two revised drafts of the report prior to its release for public review and comment.

Following the release of the DAA, the city submitted written comments as part of the public comment period. The city's comments were substantial in number, with most relating to methodology, traffic mitigation, and TDM mitigation measures discussed during the pre-public release period. The comments also addressed two other issues, one regarding public notice, and the other regarding the DAA analysis of feasible measures to reduce the identified significant impacts. A summary of the city's comments and corresponding CSU responses follows.

1. *Comments on Inadequate Process and Analysis.* The city stated that it believes the process and analysis presented in the DAA is inadequate for the following reasons:
 - a. The title of the DAA document and related notice should clearly indicate that the analysis is a re-evaluation and analysis of portions of the 2007 SDSU Campus Master Plan Final EIR pursuant to the court order and Writ, and such failure precluded meaningful public review and comment.
 - b. The court opinion requires SDSU to discuss alternatives to the Project's on-site components or other on-campus acts that could mitigate the significant off-site environmental effects of the project, and SDSU did not do this.
 - c. As a result, the document must be revised and recirculated for further public review and comment.
2. *Substantive Comments on Traffic Analysis Methodology.* The city comments included the following concern related to traffic analysis methodology:
 - a. Provide confirmation of or explanation for the reported 30 percent reduction in traffic volume since 2007 at the College Avenue / Del Cerro Boulevard intersection.
3. *General Comments on Proposed Mitigation Measures.*
 - a. The document must describe how the mitigation measures will be monitored and enforced.

- b. The document should show how the enrollment triggers are appropriate for each mitigation measure.
 - c. Mitigation measures should state that the improvements are to be completed prior to the significant impact occurrence.
4. *Comments on Specific Mitigation Measures.*
- a. Mitigation at two locations - Alvarado Road from E. Campus Drive to 70th Street, and College Avenue between Montezuma Road and Cresita Drive, should not be identified as infeasible since the existing on-street parking can be removed and the recommended improvements implemented within the existing right-of-way.
 - b. For the mitigation at Montezuma Road between Fairmount Avenue and 55th Street where road widening is deemed infeasible due to the existing topography, SDSU should consider partial mitigation such as adaptive signal controls, shuttles for students, or partially subsidized transit passes.
 - c. For mitigation at the Fairmount Avenue/1-8 WB Off Ramp/Camino Del Rio N intersection, SDSU should consider paying a fair share toward improvements included in the Navajo Community Plan Public Facilities Financing Plan, which would provide partial mitigation.
 - d. For the mitigation on Montezuma Road between 55th Street and College Avenue, SDSU should construct the raised median to fully mitigate the impact.
5. *Comments on Proposed Transportation Demand Management Mitigation Measure.*
- a. Revise the TDM mitigation measure to include clear, quantifiable performance standards for all measures that may be reviewed. Monitoring of the program should be added to the TDM coordinator's duties, and reporting to the City of San Diego Environmental Analysis section required.
 - b. The implementation of the TDM measures should be "immediately upon approval of the 2007 Campus Master Plan and no later than the fall 2018 semester."
 - c. Provide more specific information on various strategies contained in the TDM mitigation measure.
 - d. Provide evidence of the "increased demand to live on campus" and more specificity on the number of beds planned as part of the master plan.
6. *Comments on Mitigation Measures Carried Forward from the 2007 EIR.*
- a. The mitigation measure for the Del Cerro residential streets to conduct and implement a traffic calming study should be revised to include specific performance criteria, funding sources, and monitoring.
 - b. The mitigation measure requiring additional analysis during project-specific review of Phase II of Adobe Falls, the Lower Village, should not be deferred.

CSU Responses

1. *Response to Inadequate Process and Analysis Comments:*
- a. The response to the first comment is provided above under the heading "Response to Procedural Comments."

- b. As to compliance with the court opinion, the DAA discusses on-campus acts, including implementation of a TDM mitigation measure that would reduce single vehicle ridership and related off-site impacts, as well as increase on-campus student housing and retail amenities, which would reduce vehicle trips to and from campus and further assist in mitigating the significant off-site environmental effects of the project. In response to the comment, the FAA contains additional information regarding on-campus actions that potentially would reduce off-site impacts and related mitigation obligations, including elimination of the hotel component of the project.
 - c. Because adequate notice was provided, because the DAA in combination with the FAA provides the required analysis, and because any revisions to the DAA in response to the comments do not constitute significant new information, CEQA does not require that the DAA be recirculated for further public review and comment.
2. Response to Traffic Analysis Methodology Substantive Comments:

In first preparing the DAA traffic report, the traffic engineer, LLG, conducted traffic counts at the College Avenue / Del Cerro Boulevard intersection in April 2016. When compared to the 2007 Final EIR counts, the 2016 counts were approximately 30% lower. In response to the city's comment, LLG conducted additional counts in February 2018, which confirmed that the 2016 counts are valid; the 2016 and 2018 counts were similar, with both sets lower than the 2007 counts. While a reduction in counts may seem unusual, simply because 10 years have passed since the 2007 analysis does not necessarily mean that there would be an increase in traffic. For example, the subject traffic count location provides the primary access to and from the community, which is a fully developed community and, as a result, is not subject to increases due to new development. Moreover, the reduction could be due to any number of factors, such as fewer residents working or more people working at home, increased carpooling, etc.
3. Response to Proposed Mitigation Measures General Comments:
 - a. The mitigation measures will be monitored and enforced through a Mitigation Monitoring and Reporting Program, to be approved by the CSU Board of Trustees.
 - b. For each mitigation measure, a "trigger" based on the additional FTE enrollment number that would cause a significant impact was calculated by the traffic engineers.
 - c. The mitigation measures require implementation of the recommended improvements prior to the significant impact trigger.
4. Response to Specific Mitigation Measures Comments:
 - a. Following submittal of the city's comments, SDSU representatives met with the city to discuss the comments. At the meeting, the city clarified that removal of the existing on-street parking at these locations cannot be assured and, therefore, implementation of the recommended mitigation improvements cannot be assured and, as such, the impacts need to be identified as significant and unavoidable.
 - b. The mitigation measures for the segments of Montezuma Road have been revised to require that SDSU provide funding for installation of adaptive signal controls along Montezuma Road between Fairmount and 55th. In addition, SDSU will begin providing

- expanded shuttle service to off-campus student residences in fall 2019, and SDSU currently subsidizes student transit passes.
- c. Because the Navajo Community Plan Public Facilities Financing Plan does not have a funding source to provide the necessary 99 percent funding (the Project's fair share is approximately 1 percent), SDSU will partially mitigate the impact by providing funding for adaptive signal controls, which will improve traffic flow at the impacted location.
 - d. SDSU has determined it is feasible to fully fund and implement the recommended improvements based on the estimated mitigation cost and in light of the benefits to the SDSU community and for the limited purpose of this project.
5. Response to Proposed TDM Mitigation Measure Comments:
- a. Performance standards are not required in this case as the TDM mitigation measure does not defer preparation of a TDM plan but, instead, includes specific strategies that must be implemented by a date certain and that will be enforceable through the Mitigation Monitoring and Reporting Program (MMRP) adopted by the Board of Trustees. Monitoring and reporting has been added to the TDM coordinator's duties through the MMRP.
 - b. The TDM measure has been revised to require implementation of certain strategies by fall 2018, with the remaining strategies to be in place by fall 2019.
 - c. The TDM mitigation measure strategies related to the van pool, on-campus shuttle, bike share, bike racks, and improvements made since 2007 have been modified to include more detail.
 - e. The FAA provides information on the increased demand for on-campus student housing between 2014 and 2019 (from 3,600 to 7,100 beds) attributable in part to the recent requirement that all out of service area sophomores live on campus. Further, based on past trends of growth in demand for on campus housing, demand is projected to increase to 9,617 beds at 35,000 FTE. As to the number of beds planned as part of the Master Plan, the 2007 Campus Master Plan provides additional capacity of 2,176 beds.
6. Response to Mitigation Measures Carried Forward Comments:
- a. The 2007 Campus Master Plan EIR and the DAA provide the CEQA required project-specific review for the *Upper Village* component of Adobe Falls only; the *Lower Village* component was analyzed at a program level only, thereby requiring further CEQA analysis prior to its development. The referenced mitigation measure is not triggered until following occupancy of the Lower Village and, therefore, will be addressed as part of the project-specific review associated with the Lower Village when additional details are available.
 - b. The referenced mitigation measure applies to the project specific analysis of the *Lower Village* component of the Adobe Falls/Faculty Staff Housing that will be conducted at a future date when SDSU determines to move forward with that component of the

Project. The measure requires analysis of a particular intersection that may be affected dependent upon the ultimate access selected for the site.

City of La Mesa Comments

The City of La Mesa submitted comments regarding mitigation for the Parkway Drive /Interstate-8 intersection, which is the one intersection located within the city's jurisdiction that would be significantly impacted by the Project. Under the mitigation included in the DAA, SDSU would provide either a traffic signal or a roundabout at the intersection, and the identified impact would be reduced to less than significant.

SDSU representatives met with the City of La Mesa on February 22, 2018. At the meeting, City of La Mesa staff requested SDSU to consider funding a detailed study of traffic issues in the larger area surrounding the I-8 and Parkway Drive intersection, including the intersection of 70th Street and Alvarado Road, in lieu of funding the identified physical improvements.

CSU Response

SDSU will either implement the recommended improvements or pay the funds it would cost to implement the improvements to the City of La Mesa.

Community Comments

College View Estates Association (CVEA). College View Estates is the neighborhood directly to the west of the campus. CVEA submitted a comment letter contending that the DAA:

1. Relies on trip generation and traffic distribution assumptions that are outdated and inadequate because they do not consider the impact of recent technological advancements including navigation assistance and ride share, which will alter trip distribution patterns and increase vehicle trips to campus.
2. Omits major campus access routes from the analysis – Remington Road, Hewlett Drive, College Gardens Court, Yerba Anita Drive, and 55th Street north of Montezuma Road.

CSU Response to College View Estates Association Comments:

1. The trip generation and trip distribution components of the 2007 analysis were not ruled inadequate by the courts and, therefore, these analysis components were not required to be re-evaluated. In any event, both the trip generation and trip distribution functions remain valid as they are not substantially affected by the referenced technological changes.

Specific to the effect of Uber and other ride-hailing services on trip generation, recent traffic counts (2017) show that the actual volumes generated by the College View Estates community during the critical peak hours indicate that the campus is adding little to no traffic through the neighborhood, despite the availability of Uber and other ride-hailing services.

As to trip distribution, the contention that navigational tools developed since 2007 will route all traffic through the community's residential streets is unfounded. Recent experience by the traffic engineer utilizing navigational aids resulted in direction to primary streets and not through the residential streets. In the engineer's view, based on professional judgment and experience, the new technology does not substantially affect trip distribution patterns.

2. The referenced route is not a "major campus route." The SANDAG travel demand model shows that approximately one percent (1 percent) of campus traffic utilizes the route referenced in the comment. Additionally, as noted above, recent traffic counts that reflect travel through the College View Estates neighborhood do not indicate that SDSU traffic is using the College View Estates route. Additionally, based on the SANDAG model, the master plan is forecasted to add less than 50 peak hour trips to these roads and, therefore, detailed analysis of these roads was not required.

College View Estates Resident Individual Comments. Two individual residents of the neighborhood provided comments, most of which echoed the CVEA or general comments summarized at the beginning of this section, *Issues Identified through Public Participation*. The following comment differed from previously addressed comments:

1. The DAA changes some of the key assumptions of the original plan, foremost among them growth from 35,000 FTES to 45,000 FTES, but then attempts to limit comments to specific impacts instead of revising the entire EIR. SDSU has not demonstrated a need for the master plan since it has already grown to 33,441 FTES by 2017 without implementing most of the projects in the original 2007 master plan.

CSU Response to College View Estates Resident Individual Comments:

1. The comment is based on an incorrect premise and, therefore, is without basis. The SDSU 2007 Campus Master Plan proposes to increase campus enrollment from 25,000 to 35,000 FTES, not 35,000 to 45,000 FTES. The comment appears to confuse headcount enrollment with FTES enrollment. As to the comment regarding the narrow scope of the DAA, see Summary of Comments, *Response to Procedural Issues Comments*.

Del Cerro Individual Comments. The Del Cerro Community is located north of the campus, directly adjacent to the site proposed for the Adobe Falls Staff and Faculty Housing project. The Del Cerro Action Council, which was a party to the original lawsuit in 2007 but withdrew following the Superior Court ruling, did not submit comments on the DAA. However, a Del Cerro resident submitted comments in his individual capacity.

Resident comments that do not repeat prior comments:

1. The DAA did not study impacts to Lambda Street and Rockhurst Drive (community residential streets). Both of these streets are currently affected by vehicular and pedestrian traffic related to a local school on Del Cerro Blvd.
2. Construction traffic was not evaluated.
3. Six adjacent neighbors did not receive the notification letter.

CSU Responses to Del Cerro Community Resident's Comments:

1. The analysis of impacts on Lambda Street and Rockhurst Drive from the 2007 EIR determined that these roads could accommodate the additional project traffic while continuing to operate at acceptable levels of service. As previously noted, traffic counts conducted in April 2016 and February 2018 were lower than those from 2007, meaning that available capacity has actually increased over the years. As the Project trip generation has not increased since 2007, the conclusion that the Project would not result in significant impacts on the Del Cerro area residential streets is still valid.
2. Construction impacts were addressed in the 2007 EIR and the DAA includes a mitigation measure requiring preparation of a Traffic Control Plan prior to construction to control traffic on the residential streets during project construction.
3. Notice was provided to the community that exceeded CEQA's requirements. See the *CSU Response to Procedural Comments* provided at the beginning of this section, *Issues Identified through Public Participation, Summary of Comments*.

Larger College Area Community Comments

SDSU received comments from one additional resident living within the College Area community. The comments that differed from previous agency, organization, and resident comments included:

1. How was SDSU enrollment allowed to grow beyond 25,000 when the 2007 Master Plan EIR was deemed inadequate by the court?
2. While there are 1,630 additional beds specified by 2019 and only 2,976 in near term and future development, we are concerned about the lack of additional on-campus housing.
3. Several of the mitigation measures are triggered at enrollments that have already been exceeded.

CSU Responses

1. SDSU enrollment presently is below 25,000 FTES. The campus expects to reach 25,000 FTES in academic year 2019-2020.
2. Campus housing demand is projected to increase to 9,617 beds at 35,000 FTES and SDSU plans to provide sufficient housing to meet that demand.
3. The comment is based on the assumption that the Master Plan enrollment currently exceeds 25,000 FTES but, as explained above, it does not.

Off-Campus Mitigation Funding and Meetings with City of San Diego, Caltrans, and MTS/SANDAG

SDSU met with representatives of the City of San Diego, MTS/SANDAG, and Caltrans prior to release of the DAA in an effort to solicit agency feedback on the draft TIA. SDSU provided draft copies of the TIA, including all proposed mitigation measures, to each agency, and asked each to provide comments.

Specific to the City of San Diego, SDSU met with the city four times over the last six months, in addition to multiple other contacts, to discuss the court's decision, SDSU's proposed response to the decision, the traffic impact analysis, and the revised mitigation measures. Over the course of these meetings, SDSU agreed to implement additional mitigation measures beyond what was originally proposed in the draft TIA. Several of these agreed upon measures were included in the DAA that was published for public review and comment, and others were added in response to the city's comments on the DAA. Relatedly, SDSU met with the city on April 4, 2018 to review the proposed revisions to the mitigation measures, including those made in response to the city's comments.

SDSU had one meeting with Caltrans prior to release of the DAA, during which SDSU representatives explained that the impact analysis identified significant horizon year impacts to Caltrans facilities, mitigation for which is deemed infeasible due to the fact that there is no plan or program in place to implement or fund the necessary improvements. The discussion also covered improvements to some City of San Diego facilities that include Caltrans right-of-way, and no major areas of contention were identified. As previously explained, Caltrans provided written comments on the draft TIA. While they were provided too late to be fully considered and incorporated into the public review DAA, none of the comments required changes to that document. SDSU has subsequently met with Caltrans and resolved all methodology related issues raised by their comments, including Caltrans' request that the traffic engineers prepare a queue analysis. In response, the traffic engineers conducted the requested analysis, which determined that queues would not back up onto the I-8 mainlines due to project traffic.

As to SANDAG/MTS, as previously explained, representatives of SDSU met with SANDAG and MTS representatives prior to public release of the DAA. The meeting discussion focused primarily on TDM strategies, which input was taken into consideration in drafting the DAA TDM mitigation measure. The DAA transit impacts analysis determined that the Project would not result in significant impacts to transit facilities and, therefore, no mitigation is required. SANDAG submitted comments on the DAA on March 28, 2018. As noted above, the comments primarily related to trip generation methodology and suggested revisions to the TDM mitigation measure. As of this writing, MTS has not submitted any comments relating to its review of the draft TIA, or the analysis presented in the DAA.

The DAA identifies significant impacts at one intersection that is located within the joint jurisdiction of Caltrans and the City of La Mesa. Representatives of SDSU met with representatives of La Mesa and the city requested funding for a detailed study of traffic issues in the larger area surrounding the affected intersection in lieu of an actual mitigation. As noted above, SDSU will either implement the improvements recommended in the traffic technical report or pay the funds it would cost to implement the improvements to the city.

Specific to mitigation, the mitigation measures included in the DAA propose the following relative to off-site traffic mitigation.

Approve estimated campus expenditures of up to \$7,450,000 for the following:

1. Fully fund and implement all feasible near term mitigation measures to improve city facilities. This includes a total of five roadway improvement projects, with Master Plan FTE enrollment triggers ranging from 24,586 to 25,998 FTE.
2. Fully fund and implement seven horizon year mitigation measure improvements to city facilities, which improvements were originally deemed infeasible due to the lack of a city plan or program to fund and implement the subject improvements. The enrollment triggers for these projects range from 26,671 to 30,050 FTE.
3. Design, seek approval for and, if granted, fully fund and implement four additional mitigation measures where the necessary road improvements require on-street parking be removed in order to implement the identified improvements, or City of San Diego approval is required to re-stripe rather than widen the road, without purchasing additional right-of-way (enrollment triggers ranging from 25,286 to 27,148 FTE).
4. Fully fund and implement three horizon year partial mitigation measures, which will not reduce impacts to less than significant, but are feasible measures that will improve traffic flow. Enrollment triggers for these mitigations range from 27,806 to 28,283 FTE.
5. Fully fund and implement two near term bike facility improvement projects on or adjacent to campus.

In addition, SDSU would implement within existing staff resources a variety of TDM measures that are primarily operational in nature and many of which are already completed, underway, or planned with annual funding. These measures include promoting and facilitating ride share options; on-going management and maintenance of bicycle facilities; implementation of a bike share program; and a variety of incentives for use of transit. Additional TDM measures to expand the hours, frequency, and service of the on-campus shuttle services are estimated to cost \$150,000 annually, or approximately \$2,500,000 over 17 years until 2035.

Recommendation

The following resolution is presented for approval:

RESOLVED, by the Board of Trustees of the California State University, that:

1. The 2018 Draft and Final Additional Analysis (2018 AA) has been prepared to address the items identified in the peremptory Writ of Mandate issued on November 30, 2015 by the San Diego Superior Court (Writ), directing the Board of Trustees to take certain actions in response to the decisions rendered by the California Supreme Court and Court of Appeal.
2. The 2007 FEIR, as modified by the 2018 AA, addresses the specific issues identified by the court, and was circulated for public review and comment and includes responses to all written comments submitted on the Draft AA pursuant to the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and CSU CEQA procedures.
3. This resolution is adopted pursuant to the requirements of Section 21081 of the Public Resources Code and Section 15091 of the State CEQA Guidelines, which require that the Board of Trustees make findings prior to approval of any project along with a statement of fact supporting each finding.
4. The Board of Trustees has reviewed and considered the additional information prepared for Agenda Item 7 of the May 15-16, 2018 meeting of the Committee on Campus Planning, Buildings and Grounds regarding the re-certification of the 2007 FEIR, as modified by the 2018 Draft AA, which addresses the specific issues identified by the court through the identification of significant impacts and related mitigation measures, which are hereby incorporated by reference.
5. The Board of Trustees has reconsidered its November 2007 project approvals in light of the analysis set forth in the 2007 FEIR as modified by the 2018 AA, and all other information and analysis specified in the record for this Project. The Board of Trustees hereby adopts findings approving the SDSU 2007 Campus Master Plan, as modified, including the revised CEQA Findings of Fact and Statement of Overriding Consideration as expressly set forth herein and in order to comply with the Writ.

6. The Board of Trustees adopts the revised Findings of Fact and related mitigation measures identified in the Mitigation Monitoring and Reporting Program for Agenda Item 7 of the May 15-16, 2018 meeting of the Board of Trustees' Committee on Campus Planning, Buildings and Grounds that identifies specific impacts of the proposed Project and related mitigation measures, which are hereby incorporated by reference.
7. The Board of Trustees adopts the revised Findings of Fact that include specific Overriding Considerations that the benefits of the Project outweigh certain remaining unavoidable significant impacts to aesthetics and visual quality, air quality, and traffic and circulation as disclosed in the 2007 FEIR as modified by the 2018 Draft AA.
8. The Board of Trustees concludes that the estimated cost to fund and implement the Project's off-site future traffic mitigation is \$7,450,000. This figure is based upon certain traffic improvements identified by and within the jurisdictions of the City of San Diego and the City of La Mesa in order to improve traffic conditions near campus, and includes escalation to estimated construction dates. If all Project improvements are built as proposed to meet the SDSU enrollment mitigation triggers with the eventual ceiling of 35,000 FTES, the traffic mitigation improvements will be implemented over a period of 17 years. This off-site traffic mitigation is dependent, in part, on the City of San Diego's approval of the removal of on-street parking at three road segments and road re-striping at a fourth; absent city approval, the impacts at these three locations would remain significant and unavoidable. Additionally, the identified mitigation will not fully mitigate the Project's cumulatively significant and unavoidable traffic impacts to one intersection and three roadway segments identified in the 2018 DAA, as there are no current plans, programs, or funding in place to augment the CSU's fair share of these improvements; or physical constraints exist that make the necessary improvements infeasible; to the extent available, feasible mitigation is identified that would partially mitigate these impacts. Therefore, the Board of Trustees adopts Findings of Facts that include specific Overriding Considerations that the benefits of the Project outweigh the remaining significant and unavoidable traffic impacts.
9. Consistent with the Writ, the Board of Trustees approves the use of an estimated \$7,450,000 for funding and implementation of near term and horizon year off site improvements. The funds are expected from future state capital or operating budget funding, the CSU, self-support entities, and/or other entities.

10. Prior to recertification of the 2007 FEIR as modified by the 2018 AA, the Board of Trustees has reviewed and considered the 2007 FEIR as modified by the 2018 AA and finds that it reflects the independent judgment of the Board of Trustees. The Board of Trustees hereby concurs with and certifies the 2007 FEIR as modified by the 2018 AA prepared for the proposed Project as complete and adequate and in conformance with CEQA, the State CEQA Guidelines, and the requirements imposed by the Writ.

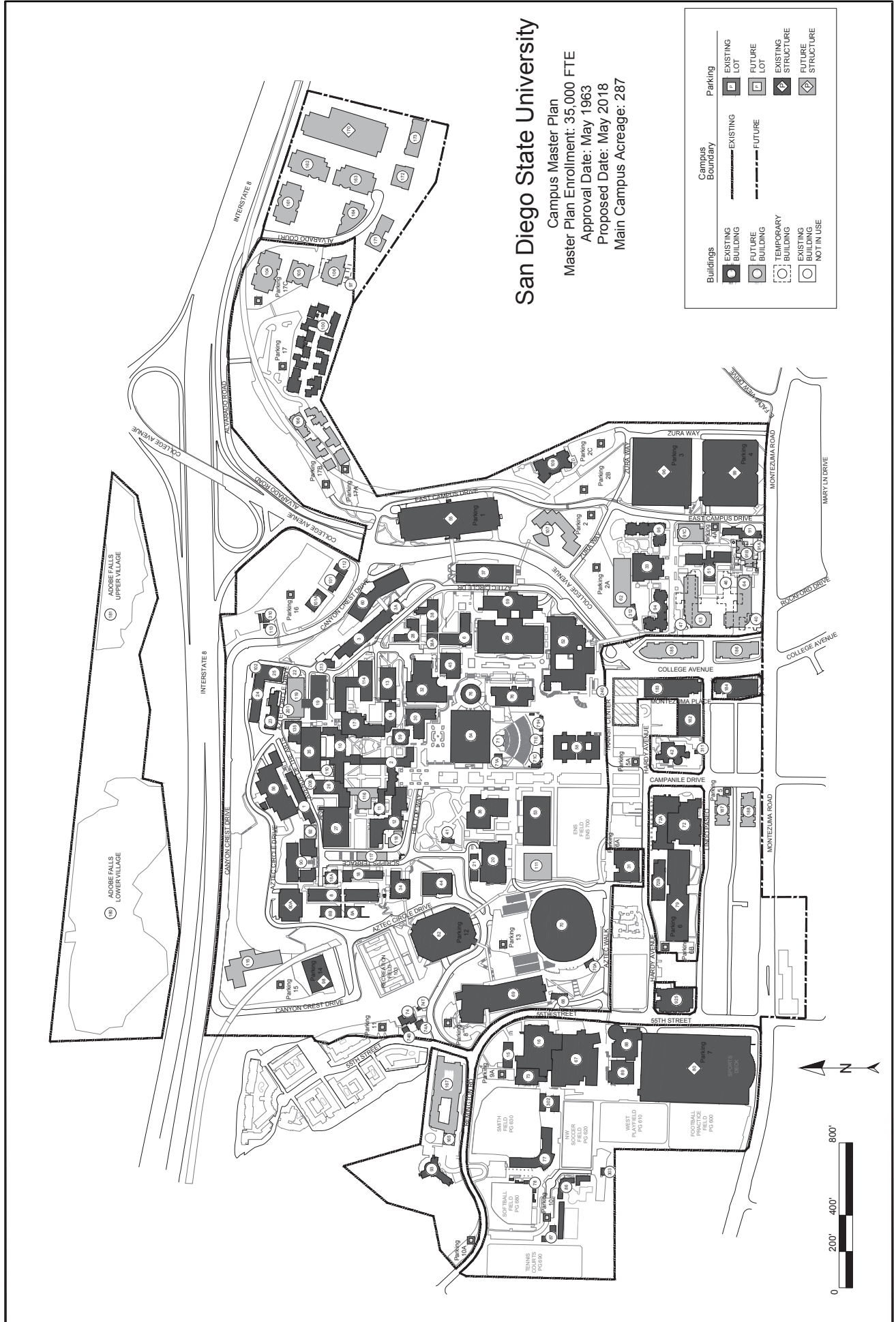
For the purposes of CEQA and the State CEQA Guidelines, the record of the proceedings for the Project includes the following:

- a. The approval of the 2007 SDSU Master Plan;
 - b. The 2007 FEIR, including all comments received and responses to these comments;
 - c. All proceedings before the Board of Trustees relating to the Project, including testimony and documentary evidence introduced at such proceedings;
 - d. All records of court proceedings, including, but not limited to the Peremptory Writ of Mandate issued on November 30, 2015;
 - e. The 2018 AA, which modifies the 2007 FEIR traffic and transportation analysis, including all comments received in response to the 2018 Draft AA and the responses to these comments; and
 - f. All attachments, documents incorporated, and references made in the documents as specified in items (a) through (e) above.
11. The above information is on file with the California State University, Office of the Chancellor, Capital Planning, Design and Construction, 401 Golden Shore, Long Beach, California 90802-4210, and at San Diego State University, Facilities Planning, Design and Construction, 5500 Campanile Drive, San Diego, CA 92182.
 12. The Board of Trustees hereby directs that the 2007 FEIR as modified by the 2018 AA be forwarded to the San Diego County Superior Court for its consideration in accordance with the Writ, and that the 2007 FEIR as modified by the 2018 AA be considered in any further actions on the Project.
 13. The Project will benefit the California State University.
 14. The SDSU 2007 Campus Master Plan Revision, as analyzed in the 2007 FEIR and 2018 AA is hereby approved, effective May 16, 2018.
 15. The chancellor or his designee is requested under the Delegation of Authority granted by the Board of Trustees to file the Notice of Determination for the Project.

San Diego State University

Campus Master Plan
 Master Plan Enrollment: 35,000 FTE
 Approval Date: May 1963
 Proposed Date: May 2018
 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



San Diego State University

Proposed Plan: May 2018

Master Plan Enrollment: 35,000 FTE

Master Plan Approved by the Board of Trustees: May 1963

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 2015, September 2017

1. Art - South	71c. Open Air Theatre Upper Restrooms	186. South Campus Plaza Building 4
2. Hepner Hall	71e. Open Air Theater Concessions	187. South Campus Plaza Building 6
3. Geology - Mathematics - Computer Science	71h. Open Air Theater Office	188. South Campus Plaza Building 7
3a. Geology - Mathematics - Computer Science Addition	72. KPBS Radio/TV	201. Physical Plant Shops
6. Education	72a. Gateway Center	240. Transit Center
8. Storm Hall	72b. Extended Studies Center	302. Field Equipment Storage
8a. Storm Hall West	73. Racquetball Courts	303. Grounds Storage
8b. Charles Hostler Hall	74. International Student Center	310. EHS Storage Shed
10. Life Science - South	74a. International Student Center Addition - A	311. Substation D
11. Little Theatre	74b. International Student Center Addition - B	312. Substation B
12. Communication	74t. International Student Center - temporary	313. Substation A
13. Physics	76. Love Library Addition/Manchester Hall	745. University House (President's Residence)
14. Physics - Astronomy	77. Tony Gwynn Stadium	925. Granada Apartments
15. University Police	78. Softball Stadium	
16. Peterson Gymnasium	79. Parking 6	
17. Physical Sciences	80. Parking 7/Sports Deck	
18. Nasatir Hall	82. Parking 12	
18a. Aztec Shops Terrace	86. Aztec Aquaplex	
19. Engineering	87. Aztec Tennis Center	
20. Exercise and Nutritional Sciences	88. Parma Payne Goodall Alumni Center	
21. Exercise and Nutritional Sciences Annex	89. Jeff Jacobs JAM Center	
22. CAM Lab (Computer Aided Mechanics)	90. Arts and Letters	
23. Physical Plant/Boiler Shop	90a. Parking 14	
24. Physical Plant	91. Tenochca Hall (Coed. Residence)	
25. Cogeneration Plant	91a. Tula Hall	
26. Hardy Memorial Tower	91b. Tenochca Community Space	
27. Professional Studies and Fine Arts	91c. Tula Conference Center	
28. Atkinson Hall	92. Art Gallery	
29. Student Services - West	93. Chapultepec Hall (Coed. Residence)	
30. Administration	94. Tepeyac (Coed. Residence)	
31. Calpulli (Counseling, Disabled and Student Health Services)	95. Tacuba (Coed. Residence)	
32. East Commons	96. Parking 3	
33. Cuicacalli (Dining)	97. Rehabilitation Center	
34. West Commons	98. Business Services	
35. Life Science - North	99. Parking 4	
36. Dramatic Arts	100. Villa Alvarado Hall (Coed. Residence)	
37. Education and Business Administration	101. Maintenance Garage	
38. North Education	101a. Building A	
38a. North Education 60	102. Cogeneration/Chill Plant	
39. Faculty/Staff Club	103. Recreation Field	
40. Housing Administration	104. Academic Building A	
41. Scripps Cottage	105. Academic Building B	
42. Speech, Language and Hearing Sciences	106. Academic Building C - Education	
44. Physical Plant/Chill Plant	107. College of Business	
45. Aztec Shops Bookstore	109. University Children's Center	
46. Maya Hall	110. Growth Chamber	
47. Olmeca Hall (Coeducational Residence)	111. Performing Arts Complex	
51. Zura Hall (Coeducational Residence)	112. Resource Conservation	
52. Conrad Prebys Aztec Student Union	113. Waste Facility	
53. Music	114. Engineering and Interdisciplinary Sciences	
54. Love Library	115. Physical Plant/Corporation Yard	
55. Parking 1	116. School of Communication Addition A	
56. Art - North	117. School of Communication Addition B	
58. Adams Humanities	118. School of Communication Addition C	
59. Student Services - East	119. Engineering Building Addition	
60. Chemical Sciences Laboratory	135. Donald P. Shiley BioScience Center	
62. Student Housing Ph 1 (600 beds)	161. Alvarado Park - Academic Building 1	
63. Student Housing Ph II (700 beds)	162. Alvarado Park - Academic Building 2	
64. Student Housing at Aztec Bowl	163. Alvarado Park - Academic Building 3	
66. Campus Conference Center	164. Alvarado Park - Academic Building 4	
67. Fowler Athletics Center/Hall of Fame	165. New Food Service/Community Building	
68. Arena Meeting Center	166. Villa Alvarado Hall Expansion	
69. Aztec Recreation Center	167. New Student Residence Hall	
70. Viejas Arena at Aztec Bowl	180. Adobe Falls Lower Village - Residential	
70a. Arena Ticket Office	181. Adobe Falls Upper Village - Residential	
71. Open Air Theater	182. South Campus Plaza Parking Garage	
71a. Open Air Theater Hospitality House	183. South Campus Plaza 1	
	184. South Campus Plaza 2	
	185. South Campus Plaza Building 5	

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. Classrooms 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
200. Student Affairs (temporary)
201. Classroom Building (temporary)

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

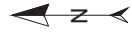
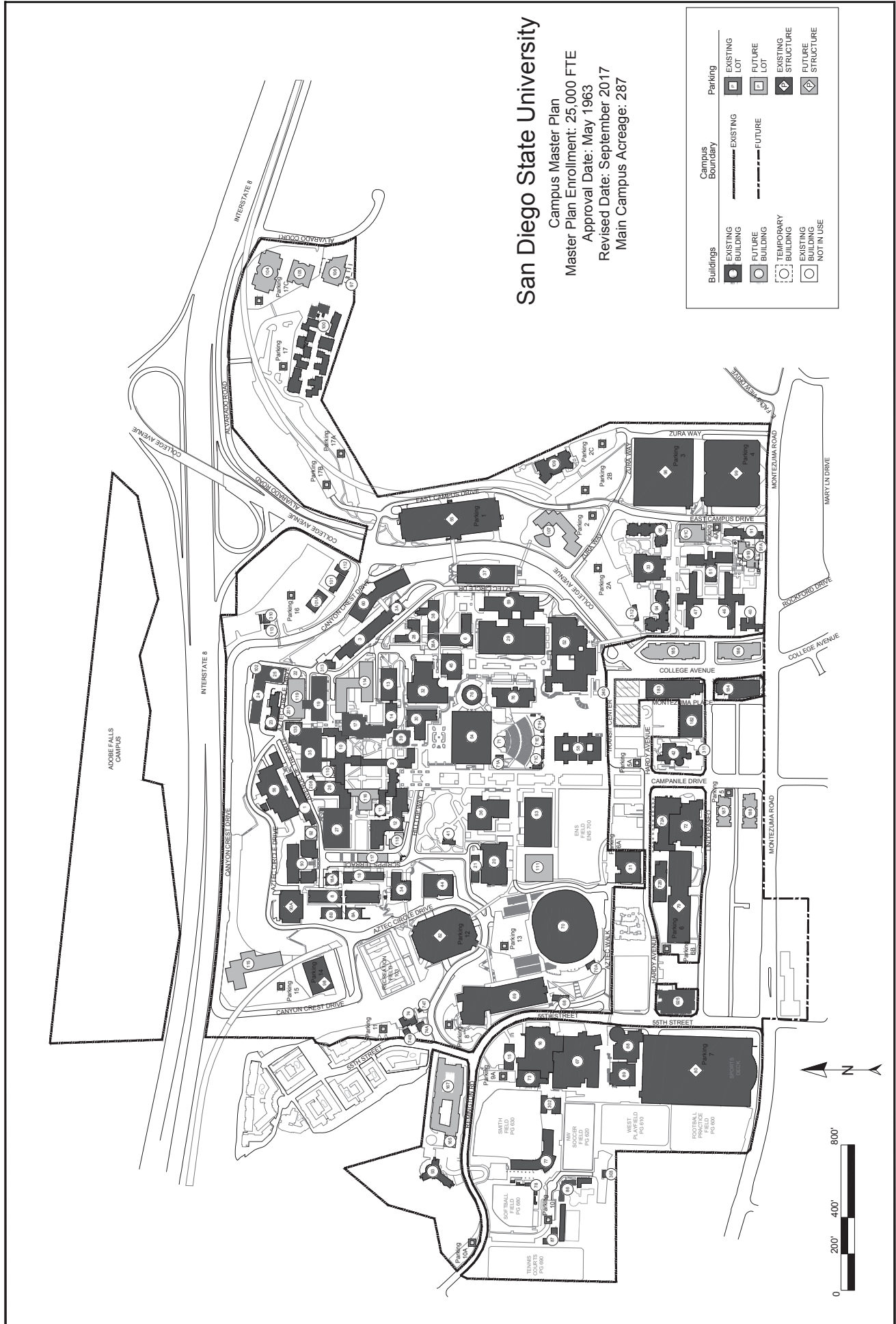
LEGEND: Existing Facility / Proposed Facility

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

San Diego State University

Campus Master Plan
 Master Plan Enrollment: 25,000 FTE
 Approval Date: May 1963
 Revised Date: September 2017
 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



San Diego State University

Master Plan Enrollment: 25,000 FTE

Master Plan Approved by the Board of Trustees: May 1963

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 2015, September 2017

1. Art - South	74. International Student Center	IMPERIAL VALLEY Off-Campus Center, Imperial Valley Campus - Calexico
2. Hepner Hall	74a. International Student Center Addition - A	Master Plan Enrollment: 850 FTE
3. Geology - Mathematics - Computer Science	74b. International Student Center Addition - B	Master Plan approved by the Board of Trustees:
3a. Geology - Mathematics - Computer Science Addition	74t. International Student Center - temporary	February 1980
6. Education	76. Love Library Addition/Manchester Hall	Master Plan Revision approved by the Board
8. Storm Hall	77. Tony Gwynn Stadium	of Trustees: September 2003
8a. Storm Hall West	78. Softball Stadium	1. North Classroom Building
8b. Charles Hostler Hall	79. Parking 6	2. Administration Building
10. Life Science - South	80. Parking 7/Sports Deck	2a. Art Gallery
11. Little Theatre	82. Parking 12	3. Auditorium / Classrooms
12. Communication	86. Aztec Aquaplex	4. Classrooms Building
13. Physics	87. Aztec Tennis Center	5. Library
14. Physics - Astronomy	88. Parma Payne Goodall Alumni Center	5a. Library Addition
15. University Police	89. Jeff Jacobs JAM Center	6. Physical Plant
16. Peterson Gymnasium	90. Arts and Letters	7. Computer Building
17. Physical Sciences	90a. Parking 14	9. Faculty Offices Building East
18. Nasatir Hall	91. Tenochca Hall (Coed. Residence)	10. Faculty Offices Building West
18a. Aztec Shops Terrace	91a. Tula Hall	20. Student Center
19. Engineering	91b. <i>Tenochca Community Space</i>	21. <i>Classroom Building/Classroom Building East</i>
20. Exercise and Nutritional Sciences	91c. <i>Tula Conference Center</i>	22. <i>Classroom Building South</i>
21. Exercise and Nutritional Sciences Annex	92. <i>Art Gallery</i>	200. Student Affairs (temporary)
22. CAM Lab (Computer Aided Mechanics)	93. Chapultepec Hall (Coed. Residence)	201. Classroom Building (temporary)
23. Physical Plant/Boiler Shop	93a. Cholula Hall	
24. Physical Plant	93b. Aztec Market	
25. Cogeneration Plant	94. Tepeyac (Coed. Residence)	
26. Hardy Memorial Tower	95. Tacuba (Coed. Residence)	
27. Professional Studies and Fine Arts	96. Parking 3	IMPERIAL VALLEY Off-Campus Center, Imperial Valley Campus - Brawley
28. Atkinson Hall	97. Rehabilitation Center	Master Plan Enrollment: 850 FTE
29. Student Services - West	98. Business Services	Master Plan approved by the Board of Trustees:
30. Administration	99. Parking 4	September 2003
31. Calpulli (Counseling, Disabled and Student Health Services)	100. Villa Alvarado Hall (Coed. Residence)	101. Initial Building (<i>Brandt Building</i>)
32. East Commons	101. Maintenance Garage	102. <i>Academic Building II</i>
33. Cuicacalli (Dining)	101a. Building A	103. <i>Academic Building III</i>
34. West Commons	102. Cogeneration/Chill Plant	104. <i>Library</i>
35. Life Science - North	103. Recreation Field	105. <i>Computer Building</i>
36. Dramatic Arts	104. <i>Academic Building A</i>	106. <i>Auditorium</i>
37. Education and Business Administration	105. <i>Academic Building B</i>	107. <i>Administration</i>
38. North Education	106. <i>Academic Building C - Education</i>	108. <i>Academic Building IV</i>
38a. North Education 60	107. <i>College of Business</i>	109. <i>Student Center</i>
39. Faculty/Staff Club	109. University Children's Center	110. <i>Energy Museum</i>
40. Housing Administration	110. Growth Chamber	111. <i>Faculty Office</i>
41. Scripps Cottage	111. <i>Performing Arts Complex</i>	112. <i>Agricultural Research</i>
42. Speech, Language and Hearing Sciences	112. Resource Conservation	
44. Physical Plant/Chill Plant	113. Waste Facility	
45. Aztec Shops Bookstore	114. <i>Engineering and Interdisciplinary Sciences</i>	
46. Maya Hall	115. <i>Physical Plant/Corporation Yard</i>	
47. Olmecca Hall (Coeducational Residence)	116. <i>School of Communication Addition A</i>	
51. Zura Hall (Coeducational Residence)	117. <i>School of Communication Addition B</i>	
52. Conrad Prebys Aztec Student Union	118. <i>School of Communication Addition C</i>	
53. Music	119. <i>Engineering Building Addition</i>	
54. Love Library	135. Donald P. Shiley BioScience Center	
55. Parking 1	165. <i>New Food Service/Community Building</i>	
56. Art - North	167. <i>New Student Residence Hall</i>	
58. Adams Humanities	182. South Campus Plaza Parking Garage	
59. Student Services - East	183. South Campus Plaza 1	
60. Chemical Sciences Laboratory	184. South Campus Plaza 2	
67. Fowler Athletics Center/Hall of Fame	185. <i>South Campus Plaza Building 5</i>	
68. Arena Meeting Center	186. <i>South Campus Plaza Building 4</i>	
69. Aztec Recreation Center	187. <i>South Campus Plaza Building 6</i>	
70. Viejas Arena at Aztec Bowl	188. <i>South Campus Plaza Building 7</i>	
70a. Arena Ticket Office	201. Physical Plant Shops	
71. Open Air Theater	240. Transit Center	
71a. Open Air Theater Hospitality House	302. Field Equipment Storage	
71c. Open Air Theatre Upper Restrooms	303. Grounds Storage	
71e. Open Air Theater Concessions	310. EHS Storage Shed	
71h. Open Air Theater Office	311. Substation D	
72. KPBS Radio/TV	312. Substation B	
72a. Gateway Center	313. Substation A	
72b. Extended Studies Center	745. University House (President's Residence)	
73. Racquetball Courts	925. Granada Apartments	

LEGEND: Existing Facility / Proposed Facility

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