

AGENDA

COMMITTEE ON CAMPUS PLANNING, BUILDINGS AND GROUNDS

Meeting: 11:10 a.m., Wednesday, May 25, 2022
Glenn S. Dumke Auditorium

Wenda Fong, Vice Chair
Larry L. Adamson
Adam Day
Maria Linares
Julia I. Lopez
Anna Ortiz-Morfit
Romey Sabalius

- Consent** 1. Approval of Minutes of the Meeting of March 23, 2022, *Action*
- Discussion** 2. California State University, Northridge Global Hispanic-Serving Institution Equity Innovation Hub Approval of Schematic Design, *Action*
3. California State University, Sacramento The Hub, Sacramento State Research Park - Certification of the Final Environmental Impact Report & Approval of the Master Plan, *Action*
4. California State University, Monterey Bay Master Plan Final Environmental Impact Report and Enrollment Ceiling Increase, *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 23, 2022

Members Present

Wenda Fong, Vice Chair
Larry L. Adamson
Adam Day
Maria Linares
Julia I. Lopez
Anna Ortiz-Morfit
Romey Sabalius

Lillian Kimbell, Chair of the Board
Steve Relyea, Acting Chancellor

Trustee Wenda Fong called the meeting to order.

Public Comment

Public comment occurred at the beginning of the meeting's open session prior to all committees. No public comments were made pertaining to committee agenda items.

Consent Agenda

The minutes of the November 9, 2021, meeting of the Committee on Campus Planning, Buildings and Grounds were approved as submitted.

California State University, Fullerton Visual Arts Complex Modernization Schematic Design Approval

This agenda item requested approval of schematic plans for the California State University, Fullerton Visual Arts Complex Modernization Project.

Following the presentation, the trustees asked about the vision for the proposed arts district, and it was explained that it will benefit students and the broader community by attracting more people to campus for the visual arts. An update was requested regarding the Cost of Construction Committee, which was formed at the request of the Board of Trustees to explore the high cost of construction. It was explained that committee meetings, so far, have focused on processes and space efficiency, and the committee will soon report back to the Board of Trustees with any recommendations to modify processes and reduce costs. A request was made to ensure that the project design considers the needs of faculty and provides adequate and desirable space for faculty offices. Finally, President Fram Virjee was congratulated for efforts to enhance the Fullerton campus environment.

The committee recommended approval of the proposed resolution (RCPBG 03-22-01).

Trustee Fong adjourned the Committee on Campus Planning, Buildings and Grounds.

COMMITTEE ON CAMPUS PLANNING, BUILDINGS AND GROUNDS

California State University, Northridge Global Hispanic-Serving Institution Equity Innovation Hub Approval of Schematic Design

Presentation By

Steve Relyea
Executive Vice Chancellor and
Chief Financial Officer

Erika D. Beck
President
California State University, Northridge

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

Summary

This agenda item requests approval of schematic plans for the California State University, Northridge Global Hispanic-Serving Institution (HSI) Equity Innovation Hub project.

Project

Project Delivery Method: CM@Risk
Project Architect: AC Martin
Project Construction Manager: Hathaway Dinwiddie

Background and Scope

California State University, Northridge proposes to design and construct a new 23,900 assignable square feet¹ (ASF)/34,500 gross square feet (GSF) Global HSI Equity Innovation Hub (#14),² centrally located on campus, east of Jacaranda Hall (#10) and west of East University Drive.

¹ Equivalent to 32,976 useable square feet

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

CPB&G

Agenda Item 2

May 24-25, 2022

Page 2 of 5

As part of Apple Incorporated's Racial Equity and Justice Initiative (REJI), Apple is partnering with the California State University (CSU) to launch a Global HSI Equity Innovation Hub at the California State University, Northridge campus. This public-private partnership between CSU and Apple will work in collaboration with HSIs throughout the nation to foster student success by equipping Latinx community and students from other underrepresented groups as well as other interested students at on campus with skills for high-demand careers.

This project will serve dual purposes: it will provide new spaces for the College of Engineering and Computer Science emerging curricula and laboratories and will also inspire and promote STEM educational pathways for future grade 6-14 students interested in STEM higher education degrees. The project will provide engineering laboratories to support the College of Engineering and Computer Science (CECS) academic programs, including the Digital Fabrication laboratory, the Digital Capture & Augmented Reality laboratory, the Emerging Advanced Materials laboratory, the Machine Fabrication/Testing laboratory, and the High-Bay Structural Testing laboratory. The promotion of STEM education pathways will be facilitated through public-facing grade 6-14 student outreach spaces such as the Discovery Lab, the Next Generation Student Success advising space, and outreach programming spaces. In addition, the new building will include an interdisciplinary campus maker space, presentation room, exhibit showcase space, and research incubator laboratory, as well as student study rooms.

With adjacencies to hands-on engineering laboratories, research, and creative spaces, this facility is uniquely designed, centering on equity as a core principle. It will provide traditionally underserved grade 6-14 students opportunities to collaborate with existing engineering curriculums and experience educational pathway advisement, as well as inspire them to pursue a STEM degree through hands-on discovery. The Equity Innovation Hub (EIH) will serve as a model for the future of equity and innovation in engineering and computer science, so that traditionally underserved students participating in EIH's programming will be prepared and ready to contribute to a creative and technology-focused workforce.

The site for this project is currently a surface parking lot adjacent to and immediately east of existing Jacaranda Hall, which houses the College of Engineering and Computer Science. An interior courtyard will be created between Jacaranda Hall and the new facility for outdoor gathering and study. The new shared space will be utilized by both buildings for fabrication space for the National Concrete Canoe Competition, steel bridge competitions, maker space, and prototype fabrication and testing. This project also proposes limited work on the eastern elevation of Jacaranda Hall to facilitate use of the shared courtyard with the EIH.

The new EIH building will have a two-story steel moment frame structure. Primary exterior building materials include glass curtain walls, metal panels, and smooth plaster. The building is designed to achieve Leadership in Energy and Environmental Design (LEED) Gold certification. Notable sustainability features include ultra-high efficiency glazing to minimize solar heat gain; a zoned HVAC system with occupancy sensors to support partitioning and partial loads during off-hours; a heat

recovery chiller that utilizes waste heat for facility heating; energy-efficient lighting and control systems that will be used in conjunction with natural lighting; shaded building entries; a durable building skin with an extended lifecycle performance; sustainable interior materials and finishes; and drought-tolerant landscaping served by a water-conserving irrigation system with automatic weather-sensing override capability.

Timing (Estimated)

Completion of Preliminary Drawings	February 2022
Completion of Working Drawings	September 2022
Start of Construction	February 2023
Occupancy	August 2024

Basic Statistics

Gross Building Area	34,543 square feet
Assignable Building Area (CSU ³)	23,879 square feet
Net Useable Building Area (FICM ⁴)	32,976 square feet
Efficiency (CSU)	69 percent
Efficiency (FICM)	95 percent

Cost Estimate—California Construction Cost Index 8287⁵

New Building Cost (\$824 per GSF)		\$28,454,000
<i>Systems Breakdown</i>	<i>(\$ per GSF)</i>	
a. Substructure (Foundation)	\$28.56	
b. Shell (Structure and Enclosure)	\$272.46	
c. Interior (Partitions and Finishes)	\$102.91	
d. Services (HVAC, Plumbing, Electrical, Fire)	\$201.90	
e. Built-in Equipment and Furnishings	\$62.11	
f. Special Construction and Demolition	\$0.00	
g. General Requirements	\$16.20	
h. General Conditions and Insurance	\$139.59	
Building Renovation Cost (Jacaranda Hall)	<i>(Total Cost)</i>	\$762,000
a. Substructure (Foundation)	\$0	
b. Shell (Structure and Enclosure)	\$193,286	
c. Interior (Partitions and Finishes)	\$0	
d. Services (HVAC, Plumbing, Electrical, Fire)	\$295,000	

³ Assignable building area is based on CSU policy.

⁴ Net useable building area is based on the Postsecondary Education Facilities Inventory & Classification Manual (FICM).

⁵ The July 2021 Engineering News-Record California Construction Cost Index (CCCI). The CCCI is the average Building Cost Index for Los Angeles and San Francisco.

e. Built-in Equipment and Furnishings	\$0
f. Special Construction and Demolition	\$145,000
g. General Requirements	\$0
h. General Conditions and Insurance	\$128,953

Site Development	<u>\$5,568,000</u>
Construction Cost	\$34,784,000
Fees, Contingency, Services	<u>\$13,587,000</u>
Total Project Cost	\$48,371,000
Fixtures, Furniture & Movable Equipment	<u>\$1,547,000</u>
Grand Total	<u>\$49,918,000</u>

Cost Comparison

The project's new construction building cost of \$824 per GSF is higher than the \$777 per GSF for the San Diego State University Engineering and Interdisciplinary Sciences Complex project approved in July 2015 and lower than the \$854 per GSF for the California State University, Chico Siskiyou II Science Replacement (Seismic) Building project approved in January 2018 and the \$1,150 per GSF for the San Jose State University Interdisciplinary Science Building project approved in September 2018, all adjusted to CCCI 8287.

This project is less expensive than the Chico Siskiyou II Science and the San Jose State University Interdisciplinary Science Building projects as it is not fume hood intensive to serve Chemistry, and compared to San Jose, it is not a high-rise structure and does not have soil stabilization improvements.

The current escalating cost of construction material for steel, skin, glazing, general inflation, and work force shortage have also resulted in a higher estimated cost per square foot. Since January 2022, the California Construction Cost Index (CCCI) escalated over 9 percent, and since January 2021, costs have escalated over 19 percent. The project estimate includes an 8 percent estimated construction cost escalation.

Funding Data

The project will be funded by 2021-2022 State Appropriation (\$25,000,000), 2022 Federal Omnibus Spending Appropriation (\$1,000,000), campus/CSU designated capital reserves and private donations (\$23,918,000).

California Environmental Quality Act (CEQA) Action

An Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared for this project and was circulated for public comment between March 10, 2022 and April 8, 2022. No public comments were received during public circulation.

Recommendation

The following resolution is recommended for approval:

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

1. The California State University, Northridge Global HSI Equity Innovation Hub project will benefit the California State University.
2. A Mitigated Negative Declaration for the California State University, Northridge, Global HSI Equity Innovation Hub was prepared in accordance with the requirements of the California Environmental Quality Act and finalized in April 2022. The project before this board is consistent with the project described and analyzed in the Mitigated Negative Declaration.
3. Applicable mitigation measures shall be implemented, monitored, and reported in accordance with the requirements of the California Environmental Quality Act (Public Resources Code, Section 21081.6).
4. The schematic plans for the California State University, Global HSI Equity Innovation Hub are approved at a project cost of \$49,918,000 at CCCI 7528.

COMMITTEE ON CAMPUS PLANNING, BUILDINGS AND GROUNDS

**California State University, Sacramento The Hub, Sacramento State Research Park –
Certification of the Final Environmental Impact Report & Approval of the Master Plan**

Presentation By

Steve Relyea
Executive Vice Chancellor and
Chief Financial Officer

Robert Nelsen
President
California State University, Sacramento

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 proposed Sacramento State Research Park Master Plan for the California State University, Sacramento (aka “The Hub” or “The Hub/ Sacramento State Research Park Master Plan”):

- Certification of the Final Environmental Impact Report (FEIR) dated April 2022
- Adoption of the Findings of Fact and Statement of Overriding Considerations dated April 2022
- Adoption of the Mitigation Monitoring and Reporting Program dated April 2022
- Approval of The Hub/Sacramento State Research Park Master Plan (Master Plan) (Attachment A)

The proposed Master Plan will develop a research and innovation park at the campus’ 25-acre property located on Ramona Avenue, located less than a mile south of the campus within the City of Sacramento. The Hub is envisioned as area for research and innovation public-private partnerships that support the academic curriculum, provides student internships and other hands-on learning opportunities.

Under the California Environmental Quality Act (CEQA), the Board of Trustees serves as the Lead Agency, which has the authority to certify the CEQA document and approve the campus Master

Plan. The Board of Trustees must certify that the FEIR is adequate and complete in compliance with CEQA in order to approve the proposed Master Plan. The FEIR, including responses to comments on the Draft Environmental Impact Report (DEIR), and the Findings of Fact and Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program, are available for public review at: <https://www.csus.edu/administration-business-affairs/facilities-management/planning-design-construction.html>.

Property Background

The site is a 25-acre parcel located approximately 0.5 mile south of the campus. It is located within a manufacturing, research, and development zone designated by the City. The parcel was purchased from the California Department of General Services (DGS) in 2005 for \$2.5 million. Prior to the purchase, the parcel housed a California Youth Authority facility, which was demolished by the campus in 2010. The original intended use of the property was faculty/staff housing, but the downturn in the housing market halted pursuit of the project. A vehicular, bicycle, and pedestrian connection between the Ramona property and the main campus was constructed by the City in 2019.

At the July 2020 Board of Trustees meeting, Sacramento State University proposed to enter into a partnership with public and private entities to develop two separate projects on the 25-acre site. The projects included a new electrical vehicle prototyping facility, and a forensic science laboratory facility. This conceptual proposal was approved by the Board of Trustees, upon which the campus began the master planning process.

The campus continues to discuss development terms and conditions with the proposed California Mobility Center (CMC) and California State-Department of Justice (CA DOJ) partners. The development agreement terms, and specific capital improvements will come forward at a future date for Board of Trustees consideration.

Proposed Project: The Hub/Sacramento State Research Park Master Plan

The Hub will include a public-private partnership intended to create a world-class research, technology, forensic science, and academic facility that will incubate new mobility technologies, promote scientific discoveries, spur economic growth, support education and new jobs for the local community. It will also serve as the anchor for a broader Innovation District in Sacramento, for which a Specific Plan has been adopted. The Hub is expected to become a showcase facility and model for integrating higher education, research, and private industry in California and beyond.

The Hub Master Plan anticipates development of approximately 852,800 gross square feet (GSF) of new commercial, light industrial, academic and support facilities as described below:

California Mobility Center (CMC)

The CMC will be located on the northern half of the project site. CMC provides future mobility innovators and industry incumbents with access to programs and resources that accelerate the pace of commercialization in California and worldwide. Students from Sacramento State, Los Rios Community College District, the University of California, Davis, and local high schools will have opportunities to work directly in manufacturing to create prototypes of innovative technology.

The center is an electric/autonomous vehicle prototyping facility operated in partnership with a public-private consortium comprising the following:

- The Sacramento Municipal Utility District (SMUD)
- The Greater Sacramento Economic Council
- University of California, Davis
- PEM Motion USA: Engineering service provider specializing in development of batteries, fuel cells and electric motors
- EnerTech Capital: Venture capital firm that invests in energy innovation and technology
- Toyota Research Institute
- Microsoft

The Phase I CMC would consist of the following development:

- A one-story 118,800 GSF testing and manufacturing facility (ramp-up facility) for mobility technologies such as electric vehicles, autonomous transportation, battery storage, and transit
- A two-story 32,400 GSF showcase building with a green roof
- Approximately 3-acre test track
- Surface parking (approximately 180 spaces)

In the Phase II, a CMC testing and manufacturing facility would be expanded by approximately 15,600 GSF.

California Department of Justice (CA DOJ)

The CA DOJ Bureau of Forensic Services (BFS) is the scientific arm of the Attorney General's Office and wants to create a state-of-the-art forensics and criminalistics facility. This new facility will be a consolidation of several existing facilities and could include: a statewide DNA Laboratory, the Sacramento Regional Crime Laboratory, the California Criminalistics Institute (CCI), and the BFS's headquarters staff. By consolidating these various departments, CA DOJ envisions the ability to increase collaboration and scientific discoveries through this new facility.

In Phase I of Master Plan development, the CA DOJ facility would consist of one 5-story, approximately 250,000 GSF building to house offices, forensic laboratories, and classrooms. It would support administrative functions and enforcement and training programs. Parking would be established for approximately 270 vehicles and 50 visitor parking spaces as well as overflow parking.

Mixed-Use Development

Phase II future development of the Master Plan includes two mixed-use buildings on the eastern side of the project site. The northernmost of the two buildings is envisioned as a mixed-use retail and office/classroom building of approximately 384,000 GSF with integrated parking. This building would replace the Phase I northern surface parking lot. The southernmost building is envisioned either as an extension of the CA DOJ facility or a separate 52,000 GSF building

Open Space

Open space areas serve multiple purposes: stormwater capture and treatment, areas for leisure and respite, and opportunities to restore natural ecosystems. Phase I of the Master Plan would establish landscaping throughout the project site. The central green will be the primary open space area, anchoring all buildings and allow opportunities for community gathering, collaboration, interactions, and the safe movement of pedestrians, bicyclists, and vehicles through the project.

Circulation

Connectivity to surrounding areas would be created through a combination of multimodal streets and the greenway. In Phase I of the Master Plan, all new roadway, bicycle, and pedestrian pathways will be constructed. Protected bicycle lanes would be constructed on streets within the project site and would be aligned to connect to the surrounding city street grid to support connection to the City of Sacramento's protected bicycle lanes where possible.

In addition, shuttle stops would be established onsite for shuttles to and from Sacramento State. The nearest Sacramento Regional Transit light rail stop is approximately 0.25 mile away. The Hub would include Electric Vehicle charging equipment for 10 percent of the project's 710 parking spaces and include micro-transit (i.e., electric bicycles and scooters) charging stations, bicycle parking (approximately 410 spaces) and storage, and would prioritize active transportation (walking, bicycle, scooters, skateboards, rollerblades, etc.) infrastructure to minimize vehicle use.

Utility Infrastructure

Phase I of the Master Plan will include construction of a sustainable infrastructure systems backbone that will provide utilities, telecommunications, and renewable energy production to the site by maximizing green infrastructure. The Hub is envisioned to be a Net-Zero Energy project through a focus on electric power and the incorporation of energy efficient features.

Educational Benefits

The Hub will provide opportunities for collaboration between campus academic departments and the public/private entities and will create internships and employment opportunities for students as well as applied research opportunities for students and faculty.

The CMC will provide educational and research opportunities for students in the College of Engineering and Computer Science and will also link university research with private enterprise. Students will work in an actual manufacturing plant where they will create prototypes of innovative technology and gain valuable experiences that are difficult to obtain elsewhere. CMC clients will benefit from student participation in the product development.

The College of Criminal Justice is one of the largest colleges in North America that provides a minor in Forensic Investigation. The partnership between the DOJ and the University's Criminal Justice program will allow for academic and research synergies. The University will gain modern instructional space and research labs.

The Hub will promote close collaboration between the operational CA DOJ crime laboratories and various Sacramento State departments (e.g., chemistry, biological sciences, psychology, anthropology, nursing, criminal justice) and others that will benefit the entire criminal justice community. The proximity of the Forensic Science Laboratory will create internships and full-time professional career opportunities for Sacramento State students, as well as increased opportunities for faculty applied research.

Fiscal Impact

To provide the infrastructure and development of the project site as proposed in The Hub, an estimated \$620 million of funding through public and private partnerships will be necessary. Funding mechanisms for the first phase of CMC development, estimated at \$120 million are being discussed amongst the CMC board, and may involve a public-private partnership agreement in addition to federal, state, and private grants and fees from CMC applicants to support future operations and expansion of the CMC. The first phase of CA DOJ facility, estimated at \$250 million, will be developed over a five-year period. The State Department of Justice is currently completing a programming study and seeking budget approval to fund the project and operations with the goal to complete construction by 2026.

California Environmental Quality Act (CEQA) Action

The Final EIR analyzed and disclosed the potential significant environmental effects of The Hub, in accordance with CEQA requirements and State CEQA Guidelines. The Final EIR concluded that the project would result in significant and unavoidable impacts related to greenhouse gas emissions (construction and operations), vehicle miles traveled or VMT (operations), and bicycle and pedestrian hazards (related to gaps in City infrastructure serving the project site).

The Final EIR includes an evaluation of the following environmental factors:

- Aesthetics
- Air Quality
- Archaeological, Historical, and Tribal Cultural Resources
- Biological Resources
- Energy
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Noise
- Transportation
- Utilities and Service Systems

The Final EIR Table ES-1, “Summary of Impacts and Mitigation Measures,” lists all environmental impacts, the level of impact before mitigation, proposed mitigation measures, and level of significance after mitigation. The Final EIR includes the comments received on the Draft EIR and responses to the substantive comments on the adequacy of the Draft EIR.

Summary of Issues Identified Through Public Review of the DEIR

On January 14, 2022, Sacramento State University released for public review and comment the DEIR for The Hub. The DEIR was circulated for a period of 45 days, during which time interested agencies and members of the public were encouraged to provide comments on the analysis set forth in the DEIR. When the public comment period closed on February 28, 2022, two comment letters had been received by Sacramento State University, including one letter from the California Department of Transportation, District 3, and one letter from the Sacramento Metropolitan Air Quality Management District.

The issues raised in public comments are summarized below. Sacramento State University prepared formal responses to all comments and are included in the FEIR. Amendments/revisions to the DEIR resulting from public comments are included in the FEIR. A Mitigation Monitoring and Reporting Program has also been prepared in conjunction with the FEIR.

Transportation

Caltrans concurred with the Draft EIR's VMT-related (vehicle miles traveled) determinations and the viability and adequacy of the proposed mitigation measures to reduce trip generation and asked how the university would coordinate with external partners to implement the measures. Caltrans also asked how community partnerships would work to implement Transportation Demand Management (TDM) measures related to adding bike and pedestrian amenities to roadway segments outside of the property, improving transit access for pedestrians, and enhancing service to the 65th Street Light Rail Station.

Sacramento State prepared The Hub Master Plan in close collaboration with numerous external partners, including a Mobility and Transportation Working Group that included representatives from the City of Sacramento and the Sacramento Regional Transit District (SacRT) to provide input regarding the on- and off-site transportation improvements. Coordination with the City of Sacramento is necessary for the implementation of improvements on surrounding off-site roadways, and coordination with SacRT is necessary for the implementation of improvements within the light rail track right-of-way or on property owned by SacRT.

The implementation of enhanced service to the University/65th Street Light Rail Station would require coordination between Sacramento State and potential transit service operators. These transit service operators would include, but not be limited to, SacRT and Sacramento State (which operates the Hornet Shuttle). Sacramento State will coordinate with external partners/agencies, throughout the project implementation.

Caltrans asked whether Sacramento State University has considered the potential for a light rail station between Power Inn and 65th Street as a VMT mitigation measure for this project. As described in the Draft EIR, the project is served by light rail transit via the nearby existing Power Inn Light Rail Station and several transportation mitigation measures would improve pedestrian, bike, and transit access between the project site and this existing station. While a new light rail station between the Power Inn and University/65th Light Rail Stations would further improve light rail transit access to and from the project site, it is not required to lessen the project's significant impact related to VMT. Moreover, the construction of a new light rail station is under the control (review and approval) of SacRT. There are also other outstanding uncertainties regarding the feasibility of a new light rail station at this location related to funding, design, and operations.

Air Quality

Sacramento Municipal Air Quality Management District (SCAQMD) asked whether the EIR discussed compliance with the Sacramento State University Climate Action Plan (CAP), and whether the CAP is "qualified" under CEQA Section 15183.5, as well as whether the project would

comply with the City's CAP. A discussion of the 2021 Sacramento State University CAP, which was released after the Draft EIR was publicly released, has been added to the EIR in response to this comment. As stated therein, the CAP is not considered qualified under CEQA Section 15183.5, and the project site is not a covered land use considered in the CAP. Moreover, because the potential lessees of the site under Phase I of development are not university entities, they are not subject to the goals and policies of the campus CAP. Finally, the project is not subject to compliance with the City's CAP as State agencies are not subject to local government planning and land use plans, policies, or regulations; however, the Draft EIR was revised in response to this comment to state that the project does voluntarily comply with City CAP policies.

SMAQMD asked that the EIR provide an explanation about the feasibility of carbon offsets, to clarify that the EIR's claim of significant and unavoidable GHG emissions impacts is adequately defended. Certain fundamental characteristics of the project, in combination with the nature of how GHG offsets are created and purchased, present complications related to the enforceability of such a measure. The proposed project is a master plan that anticipates future occupants that will lease land/buildings from CSU (i.e., the CMC and CA DOJ facilities). As lead agency under CEQA, the CSU is responsible for demonstrating that GHG offsets fully mitigate the corresponding impacts and satisfy CEQA's requirements for mitigation to be feasible and enforceable. Because CSU would lease the land to tenants, CSU would not be directly involved in the offset procurement process and would not have direct control over whether those tenants purchased sufficient offsets to satisfy the mitigation requirements. Additionally, because offsets are traded on a free market, there remains some uncertainty that all offsets are created equally and held to the same standards necessary to meet the requirements of offsets for the purpose of CEQA mitigation which must be real, verifiable, enforceable, additional, and permanent.

SMAQMD requested additional information regarding the reduction potential of the strategies provided in mitigation measure 3.6-1b, which cites the *California Air Pollution Control Officers Association (2021), Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*, and suggested additional measures to be included. The response notes that the effectiveness of the TDM strategies cannot be precisely predicted due to a variety of factors specific to the project site and project operations, including the context of the surrounding built environment (e.g., urban versus suburban), the aggregate effect of multiple TDM strategies, and the degree of implementation and/or adoption by private tenants of the property. Therefore, a range of trip reduction strategies is provided.

SMAQMD asked for an explanation of how the Draft EIR quantitatively measured the reductions in project wide GHG emissions that would be achieved through the provision of electric vehicle (EV) infrastructure on the project site, and whether that infrastructure would offset project construction emissions sufficiently to avoid exceedance of SMAQMD's construction emissions threshold. The response explains the methodology used to quantify EV infrastructure-related

emissions reductions and revised the Draft EIR with a table and text explanation clarifying that. As part of that clarification, the response notes that only three fully equipped EV charging spaces are required to offset construction emissions and remain below SMAQMD's threshold, but that the project actually proposes to equip 71 EV charging spaces.

SMAQMD commented that the proposed use of emergency project generators for project buildings will require SMAQMD permits and stated that it would conduct a Health Risk Analysis at such time as permit applications are received. This comment was acknowledged and the Draft EIR was revised to acknowledge this requirement.

SMAQMD provided recommendations to combat Urban Heat Island effects and asked that they be included as mitigation measures in the EIR. The response reiterated the Draft EIR's commitment to incorporating landscaping throughout the project site; explained the requirement to comply with the latest California Building Energy Efficiency Standards including the requirements for cool roofs; and reiterated Sacramento State University's commitment to stormwater management through low impact development and the incorporation of permeable pavement and the installation of solar canopies over parking lots.

Alternatives

The two alternatives to project considered in the EIR include the following:

- Alternative 1: No Project – No Development Alternative assumes no development would occur, and the project site would remain in its current condition, undeveloped and unused.
- Alternative 2: Reduced Density Alternative assumes buildout of the project site at a reduced density. This would involve construction and operation of buildings and facilities proposed for Phase I of the project, including CMC and CA DOJ facilities. Phase II of the project, including future mixed-use buildings, expansion of CMC, and expansion of CA DOJ, would not occur.

Between the alternatives considered, the No Project–No Development Alternative (Alternative 1) would avoid the adverse impacts resulting from construction and operation of the project and is therefore considered the environmentally superior alternative. Per the State CEQA Guidelines (CCR Section 15126.6 [e][2]), because the environmentally superior alternative was identified as the No Project Alternative, another environmentally superior alternative must be identified. Based on the environmental analysis contained in the Final EIR, the Reduced Density Alternative (Alternative 2) would reduce the severity of impacts compared to the project. Alternative 2 would not avoid the significant and unavoidable impacts related to GHG emissions, VMT, and bicycle

and pedestrian facilities that would occur under the project and mitigation similar to the project would be required for the Reduced Density Alternative. The preferred alternative is the proposed master plan that includes a future Phase II.

Recommendation

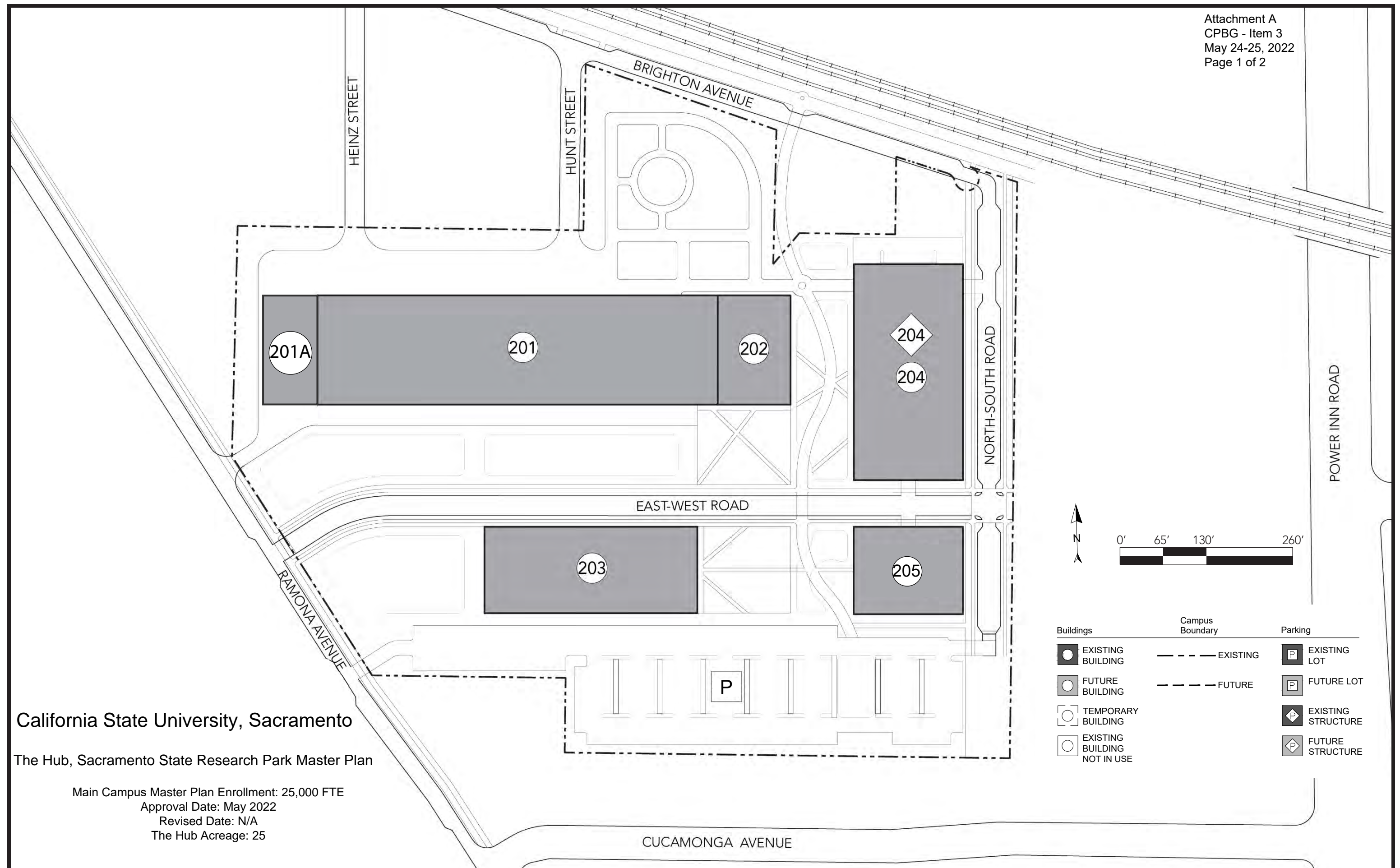
The following resolution is presented for approval:

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

1. The Board of Trustees finds that the FEIR has been prepared in accordance with the requirements of the California Environmental Quality Act.
2. The FEIR addresses The Hub/Sacramento State Research Park Master Plan and all discretionary actions related to the project as identified in the FEIR.
3. The Board of Trustees hereby certifies the FEIR for The Hub/Sacramento State Research Park Master Plan dated April 2022.
4. Prior to the certification of the FEIR, the Board of Trustees reviewed and considered the above FEIR and found it to reflect the independent judgment of the Board of Trustees. The Board of Trustees hereby certifies the FEIR as complete and adequate and finds that it addresses all potentially significant environmental impacts of the project and fully complies with the requirements of CEQA. For purposes of CEQA and the State CEQA Guidelines, the administrative record includes the following:
 - a. The DEIR for The Hub/Sacramento State Research Park Master Plan;
 - b. The FEIR, including comments received on the DEIR, responses to comments, and revisions to the DEIR in response to comments received;
 - c. The proceedings before the Board of Trustees relating to The Hub/Sacramento State Research Park Master Plan, including testimony and documentary evidence introduced at such proceedings; and
 - d. All attachments, documents incorporated, and references made in the documents as specified in items (a) through (c) above.
5. 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 the Board of Trustees to make findings prior to the approval of the project.
6. The Board of Trustees hereby adopts the CEQA Findings of Fact and Mitigation and Monitoring Program. The required mitigation measures shall be monitored and

reported in accordance with the Mitigation and Monitoring Reporting Program, which meets the requirements of CEQA.

7. The Board of Trustees hereby adopts the Statement of Overriding Considerations stating that project benefits to The California State University outweigh the remaining significant and unavoidable greenhouse gas emissions and transportation impacts.
8. The project will benefit The California State University.
9. The Hub/Sacramento State Research Park Master Plan, dated April 2022 is approved.
10. The Chancellor or his designee is requested under Delegation of Authority granted by the Board of Trustees to file the Notice of Determination for the FEIR for The Hub/Sacramento State Research Park Master Plan.



California State University, Sacramento

The Hub, Sacramento State Research Park Master Plan

Main Campus Master Plan Enrollment: 25,000 FTE
 Approval Date: May 2022
 Revised Date: N/A
 The Hub Acreage: 25

North Arrow

Scale: 0' 65' 130' 260'

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

California State University, Sacramento

Master Plan Enrollment: 25,000 FTE

Master Plan approved by the Board of Trustees: June 1964

Master Plan Revision approved by the Board of Trustees: October 1965, January 1967, October 1967, January 1970, May 1970, February 1971, February 1974, September 1980, May 1983, July 1983, July 1985, September 1986, July 1987, March 1988, September 1990, September 1991, January 1995, September 1999, May 2003, January 2004, July 2015, January 2019, October 2020

Proposed Revision: May 2022

1. Sacramento Hall	52. SAC City UFD School District	101. City Fire Station
2. Riverfront Center	53. Office of Education	102. Baseball Storage Facility
3. <i>Administration Building</i>	54. Eli & Edy the Broad Field House	103. <i>Faculty/Grad Housing</i>
4. Douglass Hall	55. Ernest E. Tschannen Science Complex	104. Alumni Center
7. Kadema Hall	56. Placer Hall	105. <i>Engineering and Classroom Building</i>
9. Shasta Hall	57. Storage Building	106. <i>Parking Structure VIII</i>
10. Calaveras Hall	58. Public Safety	107. <i>Parking Structure IX</i>
11. Alpine Hall	59. Education Building	108. Capital Public Radio
12. Brighton Hall	60. Hornet Stadium	108A. <i>Capital Public Radio Expansion</i>
13. Humboldt Hall	60A. Stadium Press Box	109. The WELL
14. Santa Clara Hall	61. Child Development Center	109A. <i>The WELL Expansion</i>
15. Yosemite Building	62. Benicia Hall	110. <i>Faculty/Grad Housing</i>
16. Draper Hall	63. Baseball Complex	111. <i>Event Center</i>
17. Jenkins Hall	64. Softball Complex	112. Facilities Management Annex
19. Recreational Facility	64A. Softball/Soccer Restrooms	113. <i>Faculty/Grad Housing</i>
20. Handball Courts	65. Folsom Hall	114. <i>Classroom IV</i>
21. Riverview Hall	66. Parking Structure IV	116. Parking Structure V
22. Facilities Management	67. <i>Student Housing</i>	117. <i>Welcome Center/UTAPS</i>
23. Custodial Warehouse	68. <i>Student Housing</i>	118. <i>Faculty/Grad Housing</i>
24. Non-Destructive Laboratory	69. <i>Student Housing</i>	119A-G. Hornet Commons
25. American River Courtyard	70. <i>Student Housing</i>	120. Nine Ten Place
26. Lassen Hall	71. <i>Student Housing</i>	
27. Outdoor Theater	72. <i>Student Housing</i>	
28. Greenhouses	73. <i>Parking Structure VI</i>	
29. Environmental Health and Safety	75. Receiving Warehouse	
30. <i>Performing Arts Center</i>	76. Geology Well Building	
32. Central Heating and Cooling Plant	77. Arboretum House	
33. Athletics Center	81. Modoc Hall	
34. Tahoe Hall	82. Art Sculpture Laboratory	
35. Capistrano Hall	87. Round House	
36. Sequoia Hall	88. Napa Hall	
37. Del Norte Hall	89. Parking Structure I	
38. Eureka Hall	90. Desmond Hall	
39. Amador Hall Center	91. Hornet Bookstore	
42. Solano Hall/Solano Annex	92. Mariposa Hall	
43. Mendocino Hall	94. Parking Structure II	
44. Sierra Hall	95. Academic Information Resource Center	
45. Sutter Hall	96. <i>Faculty/Grad Housing</i>	
46. Dining Commons	97. <i>Faculty/Grad Housing</i>	
47. University Union	98. <i>Parking Structure VII</i>	
47A. University Union Expansion, Phase 1	99. Parking Structure III	
47B. University Union Expansion, Phase 2	100. <i>Faculty/Grad Housing</i>	
48. Riverside Hall		
49. Food Service Outpost		

THE HUB
SACRAMENTO STATE RESEARCH PARK
201. CA Mobility Center I
201A. CA Mobility Center II
202. CA Mobility Center Administration
203. CA DOJ Facility
204. Academic Building/Mixed Use Facility
205. CA DOJ Facility/Office/Research

LEGEND:
 Existing Facility / Proposed Facility

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

COMMITTEE ON CAMPUS PLANNING, BUILDINGS AND GROUNDS

California State University, Monterey Bay Master Plan Final Environmental Impact Report and Enrollment Ceiling Increase

Presentation By

Steve Relyea
Executive Vice Chancellor and
Chief Financial Officer

Eduardo M. Ochoa
President
California State University, Monterey Bay

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

Summary

This item requests the following actions by the Board of Trustees of the California State University, Monterey Bay:

- Certify the Final Environmental Impact Report (FEIR) dated May 2022.
- Approve an increase in the Master Plan on-campus enrollment ceiling from 8,500 Full Time Equivalent Students (FTE) to 12,700 FTE¹.
- Approve the proposed Master Plan revision.

Attachment A is the proposed Master Plan. Attachment B is the existing Master Plan, which was last revised and approved by the Board of Trustees in November 2016.

The Board of Trustees must certify that the FEIR is adequate and complete under the California Environmental Quality Act (CEQA) as a prerequisite to approving the proposed Master Plan revision. The unavoidable significant impact resulting from the proposed Master Plan revision is related to operational noise at one off-campus location. All other impacts can be mitigated to below a significant level. Because the FEIR concluded that the proposed Master Plan revision would result in a significant and unavoidable impact, a Statement of Overriding Considerations is

¹ CSU campus master plan targets are based on academic year full-time equivalent student (FTE) enrollment, excluding students enrolled in off-site classes and on-line instruction.

required. The FEIR with Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program are available for review by the Board of Trustees and the public at: <https://csumb.edu/facilities/planning/>.

Potential Contested Issues

Based on the public comments received during the master planning process, there are no significant issues anticipated with the FEIR or proposed Master Plan revision. However, information on vehicle trip counts was recently provided to the City of Marina in response to their comments and related to the Board of Trustees approval of the 2009 Campus Master Plan, the terms of the 2009 Stipulation and Order, and an Memorandum of Understanding that established a threshold of 4,631 additional trips.

Background

In 1998, the Trustees approved a master plan for the then new CSUMB campus with an enrollment ceiling of 25,000 FTE. This approval was challenged by the Ford Ord Reuse Authority (FORA) and the City of Marina, and was ultimately addressed by the California Supreme Court. In July 2006, the court decided against CSU, thereby voiding the prior Trustee approved campus master plan, and requiring CSU to negotiate fair share mitigation with local jurisdictions for environmental impacts caused by campus growth.

The campus negotiated with the local and regional agencies regarding the offsite impacts related to campus growth. The negotiations did not end in agreement among all the parties. However, as a result of the negotiations, the campus and the Fort Ord Reuse Authority (FORA) entered into a Memorandum of Understanding (MOU) whereby the campus would pay FORA \$2.326 million for the “deficit period” (1996 to 2007) fair share mitigation as reported to the court as approved by the Board of Trustees at the May 2009 meeting. The CSU paid FORA the \$2.326 million, and the CSU proceeded to construct its near-term projects. Other fiscal impacts included \$1.35 million for the Regional Urban Water Augmentation Project (RUWAP); \$47,800 for the Habitat Conservation Plan; and \$143,520 for related annual maintenance for 30 years.

In the MOU with FORA, the University committed to develop and implement a transportation demand management (TDM) plan to reduce vehicle trips, report annual traffic increases, and return to the Board of Trustees to seek approval to grow beyond the near-term threshold of 4,361 additional trips. The University prepared annual reports but did not increase trips within 5% of the trip threshold, and therefore no reports were brought forward to the Board for information.

The existing Master Plan for the CSU Monterey Bay campus authorizes an on-campus traditional student enrollment of 8,500 FTE and 3,500 FTE non-traditional, primarily off-campus students,² for a total of 12,000 FTE. Between 2013 and 2015 the campus student population increased from 66 percent to 81 percent of its 8,500 FTE enrollment ceiling. Seeing rapid growth, the campus established a more conservative 3 percent annual enrollment target and embarked on a master planning process to return to the Board of Trustees to seek approval to increase its on-campus enrollment to 12,700 FTE by 2035.

Recent Changes to the CEQA Statute: Cal. Public Resources Code § 21080.09 was recently revised regarding the evaluation of environmental impacts of long-range development plans (known in the CSU as master plans) for California’s public institutions of higher education now provide that:³

- Student enrollment and changes in enrollment levels are no longer considered projects that trigger the need for CEQA review in their own right.
- Rather than student enrollment alone, “campus population” is now the appropriate metric for evaluating campus growth, and includes university faculty and staff.
- Student enrollment projections are now considered projections or targets only and not “hard” ceilings or caps that may not be exceeded. This change acknowledges the mission of public higher education to provide access to higher education for California citizens and support workforce development, and also acknowledges that student enrollment fluctuations and growth over time are not entirely within the university’s control.
- If a court determines that increases in “campus population” exceed the projections adopted in the most recent master plan and analyzed in the supporting environmental impact report (EIR), and those increases result in significant environmental impacts, the court may order preparation of new CEQA documentation, and if not certified by the CSU as the lead agency within 18 months, the court may freeze increases in campus population that exceed the most recently adopted projections.

Nothing in CSU Monterey Bay’s proposed Master Plan revision or accompanying FEIR conflict with these recent changes to the CEQA statute. Student enrollment growth projections and the campus population were evaluated in the proposed Master Plan revision FEIR employing the

² Based on the definitions provided in the existing Master Plan Environmental Impact Report (EIR), “traditional” students are resident and commuting students who primarily take classes on-campus, whereas “non-traditional” students are those students whose primary contact with the campus is via distance learning (e.g., taking courses offered over the Internet) and/or with periodic short-term and intensive on-campus resident learning experiences.

³ The amended CEQA statute, which went into effect March 15, 2022, can be found at Cal. Public Resources Code § 21080.09 at: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220SB118.

The amendments to the law that was in effect prior to March 15, 2022 can be seen at: https://leginfo.legislature.ca.gov/faces/billCompareClient.xhtml?bill_id=202120220SB118&showamends=true

CSU's historical practice of assessing growth using the metrics of full-time enrolled students (FTES) and corresponding faculty and staff increases, which complies with this statutory change.

Proposed Revision

The proposed Master Plan revision guides the physical development of the CSU Monterey Bay campus to support the on-campus enrollment of 12,700 FTE through 2035.

The physical Master Plan objectives include:

- Provide expanded access to higher education to serve the diverse needs of the region
- Develop into a comprehensive university to meet the needs of employers
- Implement strategies to facilitate student academic success, academic excellence, institutional capacity, and regional stewardship;
- Provide and concentrate facilities to reinforce the campus core to:
 - Provide synergies between existing and new educational and research programs
 - Provide for a 10-minute walking distance;
 - Facilitate use of shared resources among programs, such as classroom and lab space
 - Facilitate faculty and student interaction; and
 - Promote an environment conducive to learning.
- Provide on-campus housing for 60 percent of FTE
- Provide a diversity of housing types to serve students, faculty, and staff
- Create a unique campus character through buildings, outdoor spaces, pathways, bikeways, and roadways that connect those spaces while also producing a sense of community on campus; and
- Organize the built environment around an open space network to integrate the natural and built environments and enhance outdoor learning, social interaction, recreation, and the overall campus ambiance

Implementation of the proposed Master Plan revision would result in a net increase of approximately 2.6 million gross square feet (GSF) of new academic, administration, student life, athletic and recreational, institutional partnership, and housing facilities, for a campuswide square footage total of approximately 5.9 million GSF at buildout. Net student beds would increase by 3,820 beds for a total of 7,800 student beds, and faculty and staff housing units would increase by 757 units to total 1,220 units. On-campus housing would be constructed sufficient to continue to accommodate 60 percent of FTE and 65 percent of full-time equivalent faculty and staff.

The Master Plan revision proposes infill development on already disturbed ground. In contrast to previous campus master plans which extended development into oak woodland open space, this plan would shift the center of the built environment around the main quad, enhancing the campus core along Inter-Garrison Road and Divarty Street. The Master Plan revision intensifies the existing pattern of campus land uses and better integrates student housing with the campus core, located between General Jim Moore Boulevard, Fifth Avenue and Divarty Street.

The major elements of the proposed Master Plan revision are described below.

Academic and Administration: Propose 403,000 GSF of new academic space, including five new academic buildings (i.e., Academic IV through Academic VIII), greenhouses, and administration buildings are proposed in or near the campus core. Most of the proposed buildings would replace smaller existing buildings inherited from the United States Army, some of which will soon have reached the end of their useful life. Future growth (Academic IV, V & VI) will require the demolition of existing parking lots and/or older facilities.

Student Life and Services: New student life buildings (dining services, student wellness and other student-oriented facilities) and existing student life buildings would be centralized at or near the campus core over time. New dining services locations would be included as ancillary uses in other buildings, such as student housing.

Athletics and Recreation: Provide 28 acres of net new outdoor athletic and recreational facilities and formal open space lands resulting in a total of 58 acres for proposed new and existing outdoor athletics and recreational facilities and formal open space.

Utility Infrastructure: The proposed plan provides for an expansion of facilities and storage buildings near the existing facilities operations and support buildings on the southeastern campus edge. The central utility plant would be expanded, and water storage tanks added.

On-Campus Housing: Net student beds on the Main Campus would increase by 3,820 beds for a total of 7,800 student beds, and faculty and staff housing units would increase by 757 units for a total of 1,220 units. This will meet the goal of housing 60 percent of full-time equivalent students and 65 percent of full-time equivalent faculty and staff on campus. The capacity increase would be accomplished through construction of new student housing, and the gradual conversion of existing East Campus student housing to exclusively faculty and staff housing units.

Institutional Partnerships: Two institutional partnership projects are identified in the Master Plan revision. The Panetta Institute for Public Policy is one existing established partnership with a long-standing affiliation with CSU Monterey Bay with a proposed location at Second Avenue and Divarty Street. The Monterey Bay Charter School has a pending new campus in the general area between Colonel Durham Street and Butler Street, and Sixth and Seventh avenues. These institutional partnership locations are sited on the campus edges, where they interface most effectively with the surrounding communities and support local community revitalization.

Project Design Features (PDFs): Features to guide the development over time and include:

- **Open Space:** Preserve and enhance natural open space, define and connect open spaces to facilitate activity and social interaction, utilize the campus as a learning laboratory, and manage hazards associated with open space, such as wildfire.

- **Transportation and Circulation:** Limit travel to the campus by increasing housing, enhance the Transportation Demand Management (TDM) program to reduce vehicle trips to campus, and prioritize pedestrian and bicycle movement. Support an effective transportation system and promote transit. Consolidate parking on the periphery of campus and restrict general vehicle travel through the campus core.
- **Water and Wastewater Systems:** Implement the required infrastructure and provide best management practices (BMPs). Conserve water and water quality, promote resiliency, and advance a low impact design (LID) approach to stormwater management.
- **Energy Systems and GHG Reduction:** Reduce demand for energy through energy-efficient design of new buildings, use of efficient technologies, and developing campus energy supply and distribution systems that enable the campus to meet its carbon neutrality goal by 2030 as the campus population and built environment increases.
- **Design Themes and Special Area Plans:** Introduce architectural and landscape themes to be applied to the six special area plans presented in the Master Plan Guidelines (Main Quad, Divarty Pedestrian Mall, Inter-Garrison Road, Crescent, Sustainability Commons, and the Athletics and Recreation District). The design themes address building height limits, accessibility, lighting and signage, and noise.

Proposed Master Plan Revision

Specific components are shown on Attachment A and listed below.

Hexagon No.	Building No.	Facility Name	Near-Term Project
1	No. 79	Health & Wellness Services II	
2	No. 92	Child Care Center	
3	Nos. 306-314, 331-336, 350-353	Student Housing IV - X	
4	No. 89	Panetta Institute	
5	No. 620	Monterey Bay Charter School	
6	Nos. 33-34	University Storage II & III	
7	No. 38	Facilities Services & Ops II	
8	No. 26	Academic IV	✓
9	No. 51	Academic VII	
10	No. 99	Academic VIII	
11	No. 505	Academic V	✓
12	Nos. 512-513	Arts & Auditorium Buildings	
13	No. 554	Administration	
14	No. 556	Academic VI	
15	Nos. 101A-101B	Olympic Pool I & II	
16	No. 102	Aquatic Center Expansion	
17	No. 103	Multi-purpose Field	

18	No. 104	Retail	
19	No. 105	Stadium House & Stadium House II	
20	No. 107	Stadium Track and Field	
21	No. 111	Soccer Field	
22	No. 113	Tennis Courts	
23	No. 502	Student Recreation Phases I, II, III	✓
24		Parking Lots & Multi-modal Hubs	
25	Nos. 304-305	Student Housing III	✓
26	Nos. 328-330	Student Housing IIB	✓

Fiscal Impact

Approximately \$2.34 billion will be needed to address existing building deficiencies and provide needed site and facility improvements as proposed in the Master Plan revision.

California Environmental Quality Act (CEQA) Action

The FEIR has been prepared pursuant to the CEQA statutes (Public Resources Code [PRC] Section 21000 *et seq.*) and California’s CEQA Guidelines (Cal. Code of Regulations, Title 14, Chapter 3, Section 15000 *et seq.*) to evaluate the physical environmental effects of the proposed Master Plan revision. The Board of Trustees is the lead agency under CEQA. After the FEIR is prepared and the public review process is complete, the Board of Trustees is responsible for reviewing and certifying that the FEIR adequately evaluates the impacts of the project.

The Draft Environmental Impact Report (DEIR) was distributed for public comment for a 45-day period concluding on March 21, 2022. The FEIR, including the DEIR, all public comments received on the DEIR, responses to those comments, and revisions and clarifications to the DEIR, are available online at: <https://csumb.edu/facilities/planning/>.

Projected growth and development anticipated in the proposed Master Plan revision through the year 2035 are evaluated in the FEIR at a program level.⁴ The FEIR also evaluates impacts of five future facilities (or “development components”) that are expected to be developed in the next ten years. The FEIR includes descriptions of these development components and evaluates them at a

⁴ A program EIR can provide the environmental assessment for facilities developed over a multi-year planning horizon. At the time each facility improvement is considered (typically at schematic design approval), each individual improvement will be reviewed for compliance with CEQA to determine whether the EIR addressed the impacts and identified appropriate mitigation measures.

project⁵ level. Therefore, the FEIR is both a “program” and “project” EIR as defined by California’s CEQA Guidelines.

Issues identified during the public review period are fully discussed in the FEIR, and impacts have been analyzed in accordance with CEQA requirements. Where a potentially significant impact is identified, mitigation measures are required to reduce the impact to the maximum extent feasible. The FEIR conservatively concluded that the project could result in a single significant and unavoidable impact: operational off-campus roadway noise that could impact land uses at one off-campus location: Sixth Avenue and Gigling Road. The nearest noise-sensitive off-campus receptors are residences approximately 1,800 feet northeast and approximately 0.51 miles south, and, on the campus, an academic building approximately 1,500 feet from the stadium site. This is a conservative conclusion since details about a future replacement stadium are not yet known

CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of the project against its unavoidable environmental risks when determining whether to approve a project (here, the Master Plan revision). If the specific benefits of the Master Plan revision outweigh the unavoidable adverse environmental effects, those effects may be considered “acceptable” and the agency is then required to adopt a Statement of Overriding Considerations in order to approve the Master Plan revision. Because the FEIR has determined that the project would result in a significant and unavoidable effect, a Statement of Overriding Considerations has been prepared for Board of Trustees’ consideration.

Summary of Issues Identified Through Public Review of the DEIR

On February 4, 2022, CSU Monterey Bay released for public review and comment the DEIR for the proposed Master Plan revision. The DEIR was circulated for a period of 45 days, during which time interested agencies and members of the public were encouraged to provide comments on the analysis set forth in the DEIR. When the public comment period closed on March 21, 2022, eleven comment letters had been received, including one letter from a federal agency (U.S. Department of the Army), one letter from a state agency (Caltrans), five letters from local agencies (City of Marina, City of Seaside, Marina Coast Water District, Monterey Salinas Transit, and Transportation Agency of Monterey County), two letters from organizations (EcoDataLab on behalf of LandWatch Monterey County and Monterey Institute for Research in Astronomy), two letters from CSU Monterey Bay faculty. Additionally, the California Department of Fish and Wildlife and Shea Homes indicated that they may be submitting late comment letters. The campus

⁵ A project EIR examines the environmental impacts of a specific future facility or improvement, including all phases of the future improvement (i.e., planning, construction, and operation). The EIR examines certain development components at a site-specific level and provides comprehensive environmental clearance for these near-term projects.

provided a one-week extension of the comment period to these entities through March 28, 2022, and one late letter was received after this extension as of the date this agenda item was prepared.

The issues raised in public comments are summarized below. CSU Monterey Bay's formal responses to all comments, along with revisions to the DEIR, and the Mitigation Monitoring and Reporting Program have been prepared and included in the FEIR. The CSU has prepared responses to all comments received on the Draft EIR, including the late comment letter received after the close of the official Draft EIR comment period, and those responses have been included in the Final EIR, as is required per CEQA.

Aesthetics/Night Lighting

The Monterey Institute for Research in Astronomy (MIRA) indicated that the additional lighting proposed in the Master Plan revision is expected to have a significant negative impact on MIRA's activities. MIRA pointed out the parking lot lighting at the CSU Monterey Bay North Quad dormitory as an example of campus lighting causing light pollution. They recommended the use of outdoor lighting fixtures to correctly focus the light on the desired targets and that are well shielded.

The DEIR included a project design feature (PDF-D-7) related to light pollution reduction requirements in all new building and pathway development. In response to comment, DEIR PDF-D-7 has been revised in the FEIR to strengthen light pollution reduction requirements.

Greenhouse Gas Emissions

EcoDataLab on behalf of LandWatch Monterey County indicated that the DEIR makes errors in its greenhouse gas (GHG) analysis. They indicated that two different estimates of baseline emissions are used: one estimate from the AASHE⁶ Sustainability Tracking, Assessment & Rating System is used to determine the threshold of significance, and a second estimate from CalEEMod⁷ is used to analyze impacts. They indicated that the same inventory must be used in determining both baseline emissions used in developing the threshold of significance and in assessing the incremental emissions resulting from the Master Plan revision. Regarding the threshold, they further indicated that the DEIR threshold, which was based on statewide GHG emission reduction goals established for 2030 in Senate Bill (SB) 32 and for 2050 in Executive Order (EO) S-3-05, ignores more stringent long-term GHG emissions reduction targets in EO B-55-18, which calls for statewide carbon neutrality by 2045.

They also indicated that the DEIR makes other errors, provides unsupported estimates, relies on inconsistent data, and/or fails to provide specific enforceable mitigation in connection with 1) setting GHG reduction targets, 2) calculating GHG emissions from vehicle miles travelled (VMT),

⁶ Association for the Advancement of Sustainability in Higher Education

⁷ The California Emissions Estimator Model (CalEEMod) is a statewide land use emissions computer model used by government agencies and planners to quantify air and GHG emissions from project construction and operations.

3) identifying waste mitigation strategies (and associated GHG reductions), and 4) analyzing consistency with applicable plans and policies. They further indicate that given the extent of these errors and omissions, the DEIR should be revised and recirculated to provide an opportunity for public comment and agency response on an adequate and corrected GHG analysis. EcoDataLab noted the CSU Board of Trustees adoption of an updated 2022 CSU Sustainability Policy (March 2022), since the release of the DEIR. The board's policy identifies the achievement of carbon neutrality by 2045 consistent with State mandates identified in EO B-55-18.

In response and for consistency with the 2022 CSU Sustainability Policy, revisions to the DEIR and specifically the campus-specific mass emissions threshold have been made in Section 4.6, Greenhouse Gas Emissions, of the FEIR to reflect EO B-55-18, under which the state has a goal to achieve carbon neutrality by 2045. This represents a modification of the approach taken in the DEIR, which had referenced EO S-03-05 and its goal to reduce statewide GHG emissions by 80 percent below 1990 levels. It should be noted that the Regulatory Framework sections of the FEIR have also been updated to reflect the adoption of the 2022 CSU Sustainability Policy in March 2022.

DEIR Section 4.6, Greenhouse Gas Emissions, Impact GHG-1 has been revised in the FEIR to reflect the updated GHG significance threshold, the appropriate application of daily VMT information, corrected solid waste estimates from CalEEMod, and revised water supply and wastewater estimates made for consistency with estimates provided in DEIR Section 4.14, Utilities and Energy. The revised analysis continues to show that operational GHG emissions would exceed the identified thresholds and impacts would continue to be potentially significant, as identified in DEIR Impact GHG-1. With the application of revised mitigation measure (MM-GHG-1) in the FEIR, the impact would continue to be reduced to less than significant, as reported on in the DEIR.

DEIR Section 4.6, Greenhouse Gas Emissions, Impact GHG-2 has been revised in the FEIR to reflect the adoption of the 2022 CSU Sustainability Policy. Revisions have also been made to clarify that the CSU Monterey Bay Campus Sustainability Plan may conflict with GHG reduction goals of applicable state plans and the 2022 CSU Sustainability Policy related to the statewide GHG reduction target for 2045, but would not conflict with the CSUMB Campus Sustainability Plan or relevant Association of Monterey Bay Area Government policies, and to state that impacts would continue to be potentially significant, as was determined in DEIR Impact GHG-2.⁸ However, with the application of the revised MM-GHG-1 in the FEIR, impacts would continue to be reduced to less than significant, as reported in the DEIR.

⁸ The Campus Sustainability Plan is not an adopted plan as those are defined in the relevant Significance Threshold B in Section 4.6, which states that a project may have a significant impact if it would "conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases." Instead, it is a non-regulatory planning document with identified goals and objectives for use by the campus and project consistency with it is evaluated for informational purposes only.

The changes made to the DEIR and included in the FEIR do not trigger the need to recirculate the EIR under CEQA Guidelines section 15088.5. Importantly, as revised, the GHG emissions analysis still concludes that the Project (i.e., the proposed Master Plan revision) would result in less-than-significant GHG emissions impacts with implementation of the recommended mitigation.

See also “Utilities and Energy” and “Proposed Master Plan/Project Description” below for additional revisions made to the DEIR in response to comments from EcoDataLab.

Hazardous Materials

The U.S. Department of the Army, Fort Ord Office, Army Base Realignment and Closure (Army) provided several comments on DEIR Section 4.7, Hazards, Hazardous Materials, and Wildfire. The Army recommended that the term “ordnance” be replaced with “military munitions” with reference to the “Ordnance and Explosives Safety Alert” pamphlet. They clarified that the easternmost portion of the CSU Monterey Bay East Campus Open Space is restricted to non-residential development uses. They also clarified that the requirement for construction support applies to ground-disturbing activity that occurs on the East Campus Open Space area.

The Section 4.7 of the DEIR was revised in the FEIR to refer to military munitions as requested. The campus also acknowledged other comments from the Army that did not require revisions to the DEIR.

Hydrology and Water Quality

The City of Marina provided a comment on stormwater runoff and drainage and indicated that implementation of the proposed Master Plan revision will increase the amount of impervious areas on the campus and in turn increase the amount and intensity of stormwater runoff, and indicated that a complete evaluation of stormwater impacts created by the Master Plan is needed. They commented that the DEIR should address off campus runoff and drainage impacts. The City of Seaside asked if CSU Monterey Bay has identified locations for potential bioswale treatment areas other than directing storm flow to underground retention systems and retention ponds.

The DEIR Section 4.8 Hydrology and Water Quality, indicates that the CSU Monterey Bay Stormwater Master Plan specifies that campus redevelopment will allow infiltration of 100 percent of runoff from a hundred-year storm on the Project site, reducing campus reliance on the offsite regional stormwater facilities. The CSU Monterey Bay Stormwater Master Plan infiltration requirement is being implemented with new construction projects designed to include on-campus infiltration facilities, employing low impact approaches, as well as more conventional infiltration basins and several stand-alone percolation ponds.

Additionally, DEIR Section 4.8, Impact HYD-3, related to alteration of stormwater drainage patterns, indicates that on-going implementation of the CSU Monterey Bay Stormwater Master

Plan as development proceeds would result in the infiltration of 100 percent of runoff from a hundred-year storm on the Project site and adding landscaped areas to new building sites would decrease the overall pervious surface on campus under existing conditions.

Given the above, the Project would not substantially alter the existing site drainage patterns, would not substantially increase the rate or amount of surface runoff, and therefore would not exceed the capacity of the regional stormwater drainage systems and impacts would be less than significant. No revisions to the DEIR are necessary to respond to comments from the Cities of Marina or Seaside.

Land Use

The City of Marina provided a comment on Impact LDU-3, which is the cumulative land use impact analysis indicating that there was limited documentation to support the less than significant impact finding. They further indicated that any impacts created by the implementation of the proposed Master Plan revision should be stated and evaluated in the DEIR and appropriate mitigation measures should be developed to reduce any impacts that are found to be significant.

DEIR Section 4.9, Land Use and Planning evaluated the land use impacts of the proposed Master Plan. The project would build upon the existing campus land use framework and development to accommodate increases in enrollment and improve on-campus amenities. Additionally, while the Project would cause existing and future local and regional traffic to circulate differently on-campus and in some cases divert traffic to adjacent streets surrounding the campus, the Project modifications restricting general vehicle travel through the campus would not physically divide an established community as access would remain available on adjacent streets. Given the above, the impact related to physically dividing an established community was determined to be less than significant (Impact LDU-1). The analysis also indicates that the Project would not conflict with any of the adopted local policies that refer to CSU Monterey Bay and the impact related to conflicts with any applicable or local jurisdictional land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect was determined to be less than significant (Impact LDU-2).

Regarding the City's comment on the cumulative analysis, CEQA Guidelines Section 15120(1) indicates that "a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. An EIR should not discuss impacts which do not result in part from the project evaluated in the EIR." Specifically, the Project would not physically divide an established community and would not result in conflicts with any applicable or local jurisdictional land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and therefore it would not contribute to cumulatively significant land use impacts when considered together with off-campus cumulative projects. Section 4.9, Land Use and Planning, of the DEIR has been revised in the FEIR to further clarify the basis for the cumulative land use impact determination.

Public Services and Recreation

The City of Seaside comments indicated that the EIR should identify what practices and mutual aid would be coordinated between jurisdictions to address wildland fire maintenance and fire protection services.

DEIR Section 4.12, Public Services and Recreation, addresses mutual aid related to fire protection services, including wildland fire. No revisions are necessary to respond to comments from the City of Seaside.

Transportation

Caltrans indicated that CSU Monterey Bay has an excellent opportunity to increase multi-modal use by improving its internal and external circulation through completion of pedestrian linkages/sidewalks and bicycle infrastructure on and adjacent to the campus. They indicated that an opportunity presents itself for CSU Monterey Bay to work with Monterey Salinas Transit (MST) to improve services to/from and around campus. They indicated that they appreciate the transportation section developed for the DEIR and the proposed transportation demand management (TDM) measures and two mobility hubs but encouraged CSU Monterey Bay to continue to conduct traffic counts to monitor trip generation and TDM measures to reduce trips. They encouraged CSU Monterey Bay to contribute to projects listed in the Monterey County Regional Transportation Plan (RTP), which can assist in mitigating the increase in operational and safety impacts to State Route (SR)-1 due to the overall VMT added from the proposed Master Plan revision.

To account for the proposed growth in the student population to 12,700 FTE, a comprehensive set of design features are described in the DEIR Chapter 3, Project Description, to increase use of public transportation (multi-modal) and reduce VMT. These features include expanding pedestrian linkages/sidewalks and bicycle infrastructure, ongoing coordination with MST related to transit services, and periodic surveys to collect data on student, faculty and staff transportation behavior, experiences, mode preferences, and mode shares.

Lastly, EIR Section 4.13, Transportation, does not identify any significant VMT or safety-related impacts to the transportation system, and thus CEQA does not require CSU Monterey Bay to adopt mitigation, generally or specifically, in the form of financial contributions to projects listed in the County's Regional Transportation Plan. Moreover, any impacts relating to automobile delay are no longer impacts recognized under CEQA as requiring mitigation and, as such, transportation improvements intended to alleviate delays attributable to increased traffic volumes are inconsistent with the State's goals to reduce VMT and related GHG emissions⁹. CSU Monterey Bay continues to implement, a robust TDM program to reduce vehicle trips on area roadways, including SR-1. The TDM program includes the provision of universal access passes for all CSU Monterey Bay students, faculty, and staff on all MST bus routes, provided at substantial cost to the University.

⁹ CEQA Guidelines Section 15064.3.

Furthermore, the CSU, as a state entity with sovereign authority, is not subject to a local jurisdiction's (city, county or otherwise) fees, ordinances, regulations, rules, policies, etc., such as the County's RTP, unless the legislature provides otherwise. No revisions to the DEIR are necessary to respond to comments from Caltrans.

City of Marina commented that the transportation impacts of the proposed project are understated in the DEIR or not identified because of the limited scope of analysis. Their comments included an attached peer review of the transportation analysis conducted by Kimley Horn, which includes the following items:

1. CSU Monterey Bay is not in compliance with conditions of the 2009 Stipulation and Order¹⁰ as the trip cap threshold is being exceeded; annual trip count reports have not been provided; trips have not been frozen below the threshold by implementing more TDM measures or limiting campus growth; and proposed Master Plan trips will also exceed the trip cap threshold.
2. The Project does not quantify any TDM measures that could be implemented and monitored to reduce the trip cap to below the 2009 Stipulation and Order threshold.
3. The VMT analysis for CEQA is inadequate and incorrectly done using VMT per Service Population.
4. The peer review recommends adding southbound through lanes on Reservation Road at Imjin Parkway, which will add induced VMT, and states that the project fails to identify this impact or provide traffic mitigation to avoid widening of Reservation Road.
5. The study assumes students will use Imjin Parkway (a 4-lane roundabout improved facility) and with the addition of project traffic associated with enrollment growth under the Master Plan, the roundabout will fail. The peer review made other comments on the level of service (LOS) analysis provided for informational purposes only in EIR Appendix H, Transportation Analysis.
6. CSU Monterey Bay should improve Inter-Garrison Road as a parallel facility to accommodate student traffic.
7. CSU Monterey Bay should pay the City's Traffic Impact Fees and FORA impact fees to mitigate the impacts of the Master Plan.

Regarding Items 1 and 2, DEIR Chapter 3, Project Description, and the Responses to Comments in the FEIR, CSU Monterey Bay has not exceeded the 2009 Settlement Agreement trip cap threshold. Pursuant to the Board's resolution (RCPBG 05-09-11) and the 2009 Stipulation and Order, Starting in 2009, CSU Monterey Bay ensured trip count surveys were conducted annually

¹⁰ In *City of Marina* against the CSU regarding CSU Monterey Bay's 2007 Master Plan and EIR, the parties resolved the matter by stipulation and discharge of the writ. The terms of the 2009 Stipulation and Order included CSU's obligations to ensure campus trip counts did not exceed the stated mitigation threshold; prepare annual reports on the increase in average daily trips; take measures to freeze trip generation should trips draw near the mitigation threshold; conduct further environmental review should trip counts exceed the mitigation threshold; adopt a TDM plan; and report to the Chancellor, FORA, and the City of Marina on an annual basis.

by a traffic engineering firm, and provided the traffic engineering firm's annual reports summarizing its findings to the CSU Office of the Chancellor in full compliance with the 2009 Stipulation and Order. Trip count surveys were conducted in accordance with the mutually agreed-upon methodology. CSU Monterey Bay also provided annual reports to the Office of the Chancellor summarizing the status of the campus's TDM program, including ongoing and new programs, also in full compliance with the 2009 Stipulation and Order. Letter reports summarizing this information have been transmitted to the City of Marina for all academic years since 2009. Due in part to unanticipated delays and other factors, and for the last two years, the COVID-19 pandemic, letter reports for the 2017-18, 2018-2019, 2019-2020, and 2020-2021 were delayed, and were transmitted to the City of Marina just last month. Although some of those letter reports were delayed, the annual trip count surveys conducted by the traffic engineering firm, and related reports, were conducted on a timely basis, with the exception of 2019-2020 and 2021-2022. The latter trip count surveys were not conducted due to the COVID-19 pandemic and the lack of student and employee population on campus for significant portions of those academic years.

In compliance with the 2009 Stipulation and Order, CSU Monterey Bay has not exceeded the required mitigation threshold. The campus has implemented and regularly updated and refined a comprehensive TDM program to ensure trip counts did not exceed the mitigation threshold during any academic year. Given that the trip count threshold has not been exceeded, CSU Monterey Bay has not needed to take measures, such as increasing TDM measures or limiting campus growth, to freeze trip generation below the trip cap threshold, per the 2009 Stipulation and Order. However, CSU Monterey Bay provides financial support for a substantive TDM program that contributes to a reduction in vehicle trips, which is accounted for in the project trip generation. Once this proposed Master Plan revision and FEIR are approved, CSU Monterey Bay will not be obligated to continue to compare transportation impacts of the proposed Master Plan to the trip cap threshold identified in the 2009 Stipulation and Order (which is based on the 2007 Master Plan EIR), because environmental review has now been undertaken and completed to assess the potential environmental impacts, including transportation-related impacts, associated with the proposed Master Plan revision. Given that this FEIR does not identify significant VMT impacts, there is no further requirement for VMT mitigation measures. Nonetheless, although not required, the proposed Master Plan revision includes 18 mobility design features including an expanded TDM plan that will function to further reduce VMT.

Regarding Item 3, Appendix H describes why a comprehensive VMT analysis was conducted using two VMT "per-service-population" metrics. Unlike other metrics, the two VMT per service population metrics used for this analysis (total VMT and boundary VMT for direct, and cumulative impacts, respectively) encompass all vehicle trips to and from the University generated by residents, employees, and students and, therefore, service population is the most appropriate metric applicable to evaluate the full effects of the CSU Monterey Bay campus setting. The City of Marina's proposal to use partial VMT metrics such as home-based VMT per resident and home-based work VMT per employee to analyze the office and residential uses of the Project is

appropriate for small projects that involve a specific, small population and predominantly personal vehicle trips for a specific limited purpose (work commutes, household errands). Such an approach presumes that the single land use would generate VMT at a similar rate to existing development patterns, and that adding a similar land use would create a similar outcome with respect to the partial VMT generation rate. Since the Master Plan project does reduce campuswide trip generation through the provision of housing and use of parking management and TDM measures, and would have an effect on regional VMT due to planned street access restrictions and parking lot relocation in the future, use of the partial VMT metric would not capture the Project's VMT impacts comprehensively or accurately.

Regarding Item 4, it is assumed that the City of Marina is referring to the widening of Reservation Road from two to four lanes between East Garrison Gate and Davis Road. This project was included in the Cumulative Conditions analysis in Appendix H because it is a part of the Marina-Salinas Corridor project identified in the 2040 Metropolitan Transportation Plan/ Sustainability Communities Strategy and is also identified in Fort Ord Reuse Authority projects. Appendix H does not recommend the widening, but rather reflects the programmed improvement in the cumulative analysis.

Regarding Item 5, the comment relates to the portion of Appendix H that is provided for informational purposes only as it includes LOS analyses. Recent legislation in California, Senate Bill 743, changed the metric by which significant transportation impacts under CEQA are assessed from LOS to VMT. As of July 1, 2020, vehicle impacts under CEQA are required to be assessed based on a VMT metric; a project's effect on automobile delay, as measured by LOS, shall no longer constitute a significant impact. The FEIR Responses to Comments indicates that the LOS results show that acceptable intersection operations are possible at both related intersections with signal control and that the roundabout control at these two intersections may not be the most appropriate control device. Other comments were made on various LOS sheets included in EIR Appendix H that were missing or required updating. Appendix H of the DEIR was revised in the FEIR to respond to these comments about the LOS. No other revisions to the DEIR were necessary to respond to comments from the City of Marina. Other related revisions to Appendix H were also included in the FEIR.

Regarding Item 6, the City of Marina makes a general statement about improvements along Inter-Garrison Road to "accommodate student traffic" without specifying a location. Per EIR Chapter 3, Project Description, vehicle travel through the campus core will be restricted to shuttles, transit vehicles, service vehicles, and emergency vehicles at Inter-Garrison Road between General Jim Moore Boulevard and Fifth Avenue. This will improve the quality of pedestrian, bicycle and transit within the core of the CSU Monterey Bay campus. Further, as Inter-Garrison from Sixth Avenue to Schoonover Drive bisects the CSU Monterey Bay campus, its ultimate design will be to minimize vehicle throughput because a wide arterial street through the campus would create a barrier to walking and bicycling on campus.

Regarding Item 7, EIR Section 4.13, Transportation, does not identify any significant VMT or other transportation impacts, and thus CEQA does not require CSU Monterey Bay to adopt mitigation measures, generally or specifically, in the form of financial contributions to transportation improvement projects. Moreover, any impacts relating to automobile delay are no longer impacts recognized under CEQA, as indicated above. CSU Monterey Bay has implemented, and continues to implement, a robust TDM program to reduce vehicle trips on area roadways and the Project includes an expanded TDM plan and other mobility PDFs, which will further reduce VMT. With regards to the payment of local agency traffic impact fees, the CSU, as a state entity with sovereign authority, is not subject to local jurisdiction's (city, county or otherwise) fees, ordinances, regulations, rules, policies, etc., unless the legislature determines otherwise.

City of Seaside

The City of Seaside indicated that they want to coordinate with CSU Monterey Bay about the construction of roundabouts at Gigling Road and General Jim Moore Boulevard; General Jim Moore Boulevard and Light Fighter Drive; and Second Street and Light Fighter Drive to improve pedestrian safety and traffic between City of Seaside and CSU Monterey Bay. They further indicated that such coordination should involve easement and permit issuance for roadway and pedestrian access between City development sites (e.g. Campus Town and Main Gate) and CSU owned land.

In the letter submitted to the City in January 2022, CSU Monterey Bay outlined its intent to work with the City of Seaside in its effort to design and construct the roundabout and General Jim Moore Boulevard and Light Fighter Drive. It further outlined the campus' design review, permit and easement processes, which can serve as a guide for future projects involving CSU owned land. No revisions to the DEIR were necessary to respond to these comments from the City of Seaside.

Monterey-Salina Transit

Monterey-Salinas Transit (MST) commended CSU Monterey Bay for highlighting the need to reduce single occupancy vehicles as a priority with the proposed Master Plan revision. MST also commented on PDF-MO-12 related to transit services and indicated that CSU Monterey Bay should coordinate with MST for timed connections to the pending 5th Street Station, west of the campus as part of MST's SURF! Busway and Bus Rapid Transit. They further indicated that agreements between CSU Monterey Bay and MST should be multi-year.

DEIR Chapter 3, Project Description, PDF-MO-12 has been revised in the FEIR to reflect the suggested revisions.

Transportation Agency of Monterey County

The Transportation Agency of Monterey County (TAMC) suggested that hybrid/remote learning and class scheduling be considered in the TDM analysis. They indicated support for multi-modal options (i.e., proposed bikeways and coordination with Fort Ord Regional Trail and Greenway

[FORTAG] trail alignment that connects to the University) and strongly encourage coordination with MST related to SURF! Busway and Bus Rapid Transit. Finally, TAMC requested consideration be given to the installation of electric vehicle charging stations.

While hybrid/remote learning on an on-going basis would reduce trips to the campus, which would have a positive benefit related to VMT and GHG emissions associated with mobile sources, fully hybrid/remote learning is not planned for normal operations (except when required by the COVID-19 pandemic or other similar circumstances). The TDM plan identified in DEIR Chapter 3, Project Description, PDF-MO-6, does not consider fully remote learning. DEIR Chapter 3, Project Description, does reflect the bicycle and trail improvements and electrical vehicle charging stations noted by TAMC in the Project's PDF-MO-17, PDF-MO-18 and PDF-MO-6(c). Additionally, CSU Monterey Bay intends to coordinate with MST on the Surf! Busway and Bus Rapid Transit projects. As indicated above, DEIR Chapter 3, Project Description, PDF-MO-12 has been revised in the FEIR to reflect coordination with MST related to the Surf! Busway and Bus Rapid Transit projects. No further revisions to the DEIR are required to respond to comments from TAMC.

Utilities and Energy

EcoDataLab on behalf of LandWatch Monterey County

Regarding comments made by EcoDataLab described under "Greenhouse Gas Emissions" above, the DEIR Section 4.14, Utilities and Energy, has been revised to reflect the adoption of the 2022 CSU Sustainability Policy, to provide additional information about the CSU Monterey Bay 2018 Materials Management and Conservation Plan and the Campus Sustainability Plan and their objectives to achieve a solid waste diversion rate of 90 percent by 2035. The section was also revised to clarify the solid waste diversion rate at the local landfill.

Marina Coast Water District

The Marina Coast Water District (MCWD) comments stated that the DEIR includes an assessment of water and wastewater [utility] capacity only and does not include assessments for water and wastewater facility condition or location. The comment further indicates that MCWD is not in agreement with the *Less than Significant Impact* designation until these additional assessment criteria and associated mitigation measures are included. MCWD further indicated that they could agree that impacts are *Less than Significant Impact with Mitigation Incorporated* if the District's In-Tract policy is incorporated by reference or provided as an attachment in the FEIR.

DEIR Section 4.14, Utilities and Energy, does evaluate the capacity of water, recycled water, and sewer facilities. The section also evaluates the location of facilities as it indicates that construction impacts associated with new service connections or relocation of existing pipelines are evaluated throughout the DEIR as a component of development under the proposed Master Plan. Additionally, the EIR incorporates and evaluates MCWD's Water Master Plan, Recycled Water Master Plan, and Sewer Master Plan, all of which consider the proposed Master Plan revision. The University's understanding is that MCWD's master plans evaluate the capacity and condition of

the various systems and identify infrastructure improvements needed to mitigate existing system deficiencies and to serve intermediate-term development, including the proposed Master Plan revision. The improvements identified in MCWD's master plans are not needed to serve proposed Master Plan development, as concluded in UTL-Impact 1. Additionally, MCWD has not provided any evidence to support its claims that the existing water or sanitary sewer infrastructure serving the Project is deficient and in need of replacement or relocation, or that replacement or relocation of such infrastructure would, in turn, result in significant environmental impacts. MCWD also does not specify what project-specific environmental impacts the In-Tract Water and Wastewater Collection System Infrastructure Policy would address and mitigate.¹¹ Accordingly, no additional mitigation measures are warranted to reduce a significant impact to less than significant. No revisions to the FEIR were necessary to respond to these comments from MCWD.

City of Seaside

The City of Seaside requested that CSU Monterey Bay identify development outside of areas currently served by existing trunk mains on CSU Monterey Bay campus that could require extension of trunk mains at the university's expense. They also requested explanation of data that was used to establish the 87 AFY of non-potable recycled water allocation for the campus.

DEIR Section 4.14, Utilities and Energy, Impact UTL-1 indicates that MCWD sewer system improvements are not needed to serve Project development on the Main Campus, based on a 2019 Sanitary Sewer Capacity Analysis for the CSU Monterey Bay Main Campus, cited in Section 4.14. Section 4.14, also indicates that CSU Monterey Bay is allocated 87 AFY of recycled water, based on MCWD's 2020 Urban Water Management Plan. It should be noted that FORA Resolution 07-10, Exhibit A List of Allocations, memorialized CSU Monterey Bay's 87 AFY of recycled water. No revisions to the DEIR were necessary to respond to this comment from the City of Seaside.

Proposed Master Plan/Project Description

EcoDataLab on behalf of LandWatch Monterey County

Regarding comments made by EcoDataLab described under "Greenhouse Gas Emissions" above, the DEIR Chapter 3, Project Description, PDF-D-6 has been revised related to solid waste diversion to indicate that CSU Monterey Bay will continue to implement and update the CSU Monterey Bay 2018 Materials Management and Conservation Plan and the Campus Sustainability Plan to achieve a solid waste diversion rate of 90 percent by 2035, including but not limited to the hiring of a full-time, zero-waste staff person to oversee and implement the plan. PDF-E-1 was also revised to clarify the intent to strive to meet the Second Nature Climate Commitment of achieving carbon neutrality by 2030.

¹¹ Marina Coast Water District's *In-Tract Water and Wastewater Infrastructure Policy* (January 2004) (second item listed): https://www.mcwd.org/engineering_forms_documents.html

City of Seaside

The City of Seaside encouraged CSU Monterey Bay to develop higher density residential structures on the south side of the campus at heights of four stories or more to match the housing development on the “Promontory” site on north campus and the Campus Town Specific Plan area in Seaside south of the campus.

There is currently no plan to build dense housing on the south side of the campus, as the proposed Master Plan objectives include infill development and creating a compact campus core by placing the majority of future student beds between the existing North Quad and Promontory housing areas to the north of Inter-Garrison Road and the Main Quad.

Faculty Members

Arlene Haffa indicated that a greenhouse is needed for the AGPS program to become a full-fledged degree program. They indicated that Buildings 13 and 201 should be retained until after the new construction. They indicated that an outdoor shared use space near one of the sacred places for the Ohlone-Costanoan Esselen Nation should be added to the proposed Master Plan. They also are opposed to the Monterey Bay Charter School and suggested an approach to reducing traffic on Inter-Garrison Road.

Nathaniel Jue indicated that the proposed Master Plan does not present options that will resolve issues related to faculty housing needs and stated that faculty and staff need housing they can purchase at reasonable rates. They indicate that the tear-down of Building 13 and 201 should be reconsidered or at least that a proper consideration for the long-term size and needs for the sciences needs to be provided for. They further indicate that Academic IV and other academic buildings don't address immediate space needs given how far off they are and that greenhouses are needed to support the AGPS program.

Chapter 3, Project Description of the EIR identifies future greenhouse space but a definitive location has not been identified. Buildings 13 and 201 will remain in use until the future Academic IV construction requires demolition of Building 13. The effort to create an outdoor shared gathering space for both the Ohlone-Costanoan and other religious groups began several years ago and could be reinitiated by campus groups by reaching out to the CSU Monterey Bay Office of Inclusive Excellence and Sustainability. The University is working to further define and share equitable and clear criteria for housing waitlists. Chapter 3, Project Description, indicates that as students move out of East Campus Housing and onto the Main Campus, units in East Campus Housing will be converted for future faculty and staff use. No revisions to the DEIR are necessary to respond to comments from these faculty members.

Summary of Project Alternatives

The alternatives analyzed in detail in the FEIR include the following:

No Project Alternative: The “No Project” analysis discusses the existing conditions as well as what would reasonably be expected to occur in the foreseeable future if the Project was not approved (Cal. Code Regs. tit. 14, § 15126.6 (e)(2) and (3)(A)). Under the No Project Alternative, the proposed Master Plan revision and an enrollment ceiling increase to 12,700 FTE students would not be adopted and the campus would continue to operate under the previously adopted Master Plan and lower enrollment ceiling, which would allow for limited development of academic facilities.

Reduced Enrollment Growth Alternative: The proposed Master Plan revision provides for an increase in the on-campus enrollment to 12,700 FTE, which is an increase of 4,200 FTE over the existing cap of 8,500 FTE on campus, and an increase of 6,066 FTE over existing 2016-2017 enrollment. Based on the proposed Master Plan revision, it is anticipated that the proposed 12,700 FTE cap would allow for about a 15-year period of growth on the campus. This alternative provides for a reduced enrollment growth that considers an increase in the on-campus enrollment to 10,500 FTE, which would provide an approximately 8-year period of growth on campus. All other proposed PDFs associated with the Project would also be implemented under this alternative.

This alternative would reduce impacts in numerous impact categories, as well as reduce the significant and unavoidable operational noise impact at one off-campus location to less than significant. However, the Reduced Enrollment Growth Alternative does not fully meet the project objectives to accommodate student enrollment growth up to 12,700 FTE (Project Objective #1).

Expanded Housing Growth Alternative: This alternative considers an increase in the amount of on-campus housing to reduce trip generation associated with the Project. This alternative would provide for a projected increase of 5,020 student beds (an increase of 1,200 student beds over the 3,820 beds contemplated by the Project), which would allow for housing approximately 70 percent of students on campus, instead of 60 percent proposed under the Project PDFs. All proposed PDFs associated with the Project would also be implemented under this alternative.

The Expanded Housing Growth Alternative has greater impacts in numerous impact categories but would likely reduce the significant and unavoidable operational noise impact at the one off-campus location to less than significant with the provision of additional on-campus housing, which would reduce vehicle trips to campus. While the Project would not result in significant transportation impacts related to VMT, it would result in a roadway noise level increase at one off-campus location (ST-7) located at Sixth Avenue and Gigling Road.

It was concluded that all alternatives studied would have environmental impacts and that the proposed master plan would best accomplish the University's goals.

Recommendation

The following resolution is recommended for approval:

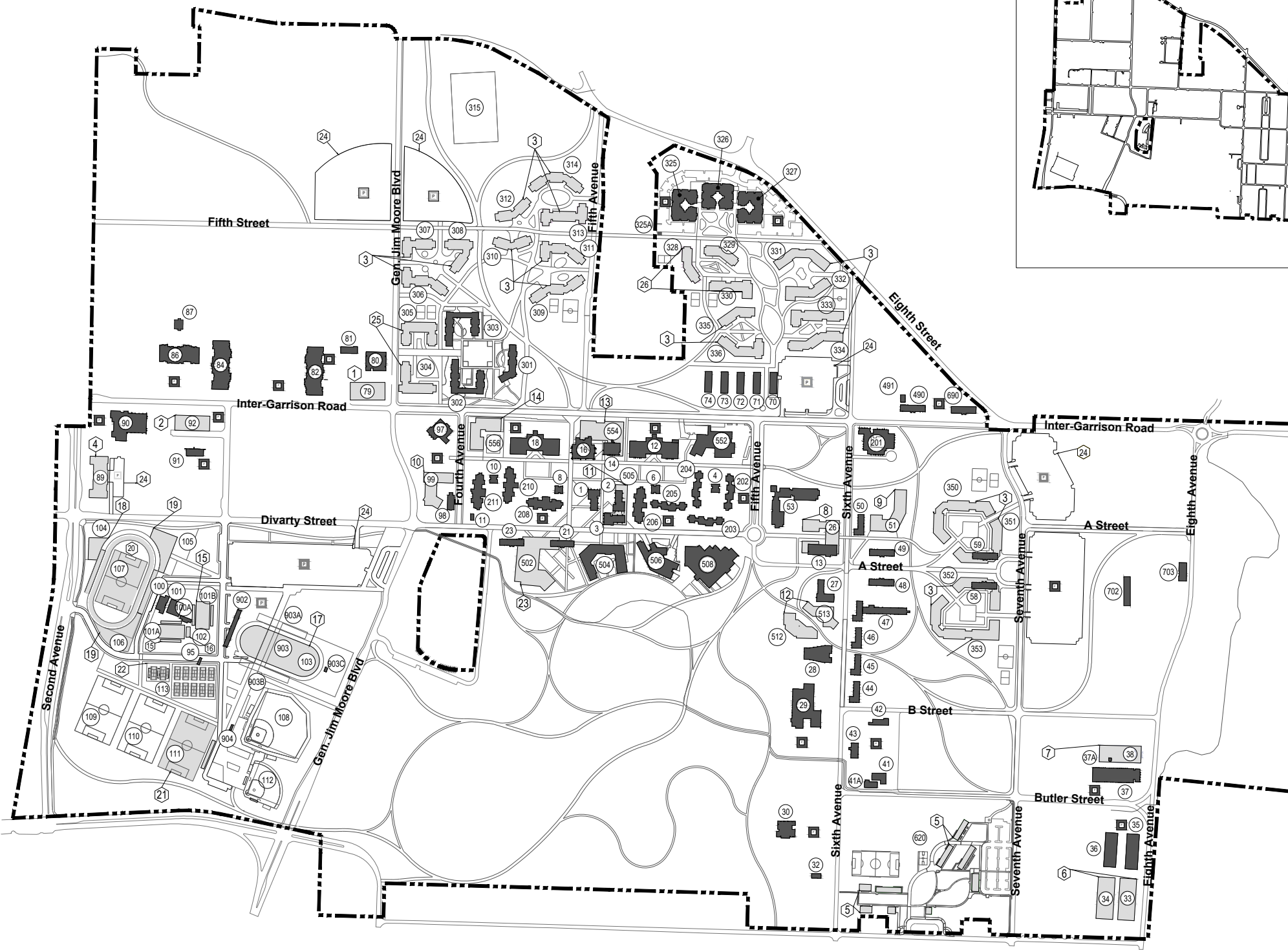
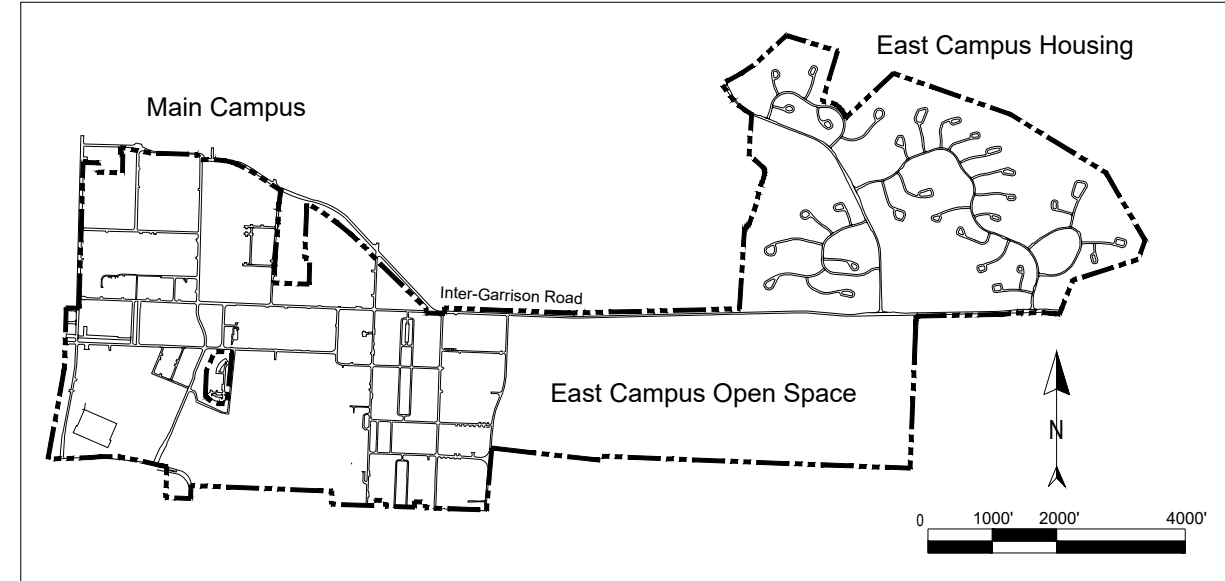
RESOLVED, by the Board of Trustees of the California State University, that:

1. The Board of Trustees finds that the 2022 FEIR has been prepared in accordance with the requirements of the California Environmental Quality Act.
2. The FEIR addresses the proposed Master Plan revision and all discretionary actions related to the project as identified in the FEIR.
3. The Board of Trustees hereby certifies the FEIR for the California State University, Monterey Bay Master Plan revision dated May 2022.
4. Prior to the certification of the FEIR, the Board of Trustees reviewed and considered the above FEIR and found it to reflect the independent judgment of the Board of Trustees. The Board of Trustees hereby certifies the FEIR as complete and adequate and finds that it addresses all potentially significant environmental impacts of the project and fully complies with the requirements of CEQA. For purposes of CEQA and the State CEQA Guidelines, the administrative record includes the following:
 - a. The DEIR for the California State University, Monterey Bay Master Plan revision;
 - b. The FEIR, including comments received on the DEIR, responses to comments, and revisions to the FEIR in response to comments received;
 - c. The proceedings before the Board of Trustees relating to the proposed Master Plan revision, including testimony and documentary evidence introduced at such proceedings; and
 - d. All attachments, documents incorporated, and references made in the documents as specified in items (a) through (c) above.
5. This resolution is adopted pursuant to the requirements of section 21081 of the Cal. Public Resources Code and Section 15091 of the Cal. CEQA Guidelines which require the Board of Trustees to make findings prior to the approval of the project.
6. The Board of Trustees hereby adopts the CEQA Findings of Fact and Mitigation Monitoring and Reporting Program, including the mitigation measures identified therein for Agenda Item 4 of the May 24-25, 2022 meeting of the Committee on Campus Planning, Buildings and Grounds, which identifies the specific impacts of the proposed Master Plan revision and related mitigation measures, hereby incorporated by reference. The required mitigation measures

- shall be monitored and reported in accordance with the Mitigation Monitoring and Reporting Program, which meets the requirements of CEQA.
7. The Board of Trustees hereby adopts the Statement of Overriding Considerations stating that project benefits to the California State University outweigh the remaining significant and unavoidable noise impact.
 8. The FEIR has identified one potentially significant impact that may result from implementation of the proposed Master Plan revision. However, the Board of Trustees, by adopting the Findings of Fact, finds that the inclusion of certain mitigation measures as a part of the project approval will reduce most, but not all, of these effects to less than significant levels. The operational noise impact at one off-campus location that is not reduced to a less than significant level is identified as significant and unavoidable and is overridden due to specific project benefits to the CSU identified in the Findings of Fact and Statement of Overriding Considerations.
 9. The project will benefit The California State University.
 10. The California State University, Monterey Bay Master Plan revision dated May 2022 is approved.
 11. The chancellor or his designee is requested under Delegation of Authority granted by the Board of Trustees to file the Notice of Determination for the FEIR for the California State University, Monterey Bay Master Plan revision.

California State University, Monterey Bay

Campus Master Plan
 Master Plan Enrollment: 12,700 FTE
 Approval Date: May 1998
 Proposed Revision: May 2022
 Main Campus Acreage: 1,403



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

California State University, Monterey Bay

Master Plan Enrollment: 12,700 FTE

Master Plan approved by the Board of Trustees: May 1998

Master Plan Revision approved by the Board of Trustees: November 2004, March 2006, May 2009, September 2016, November 2016

Proposed Revision: May 2022

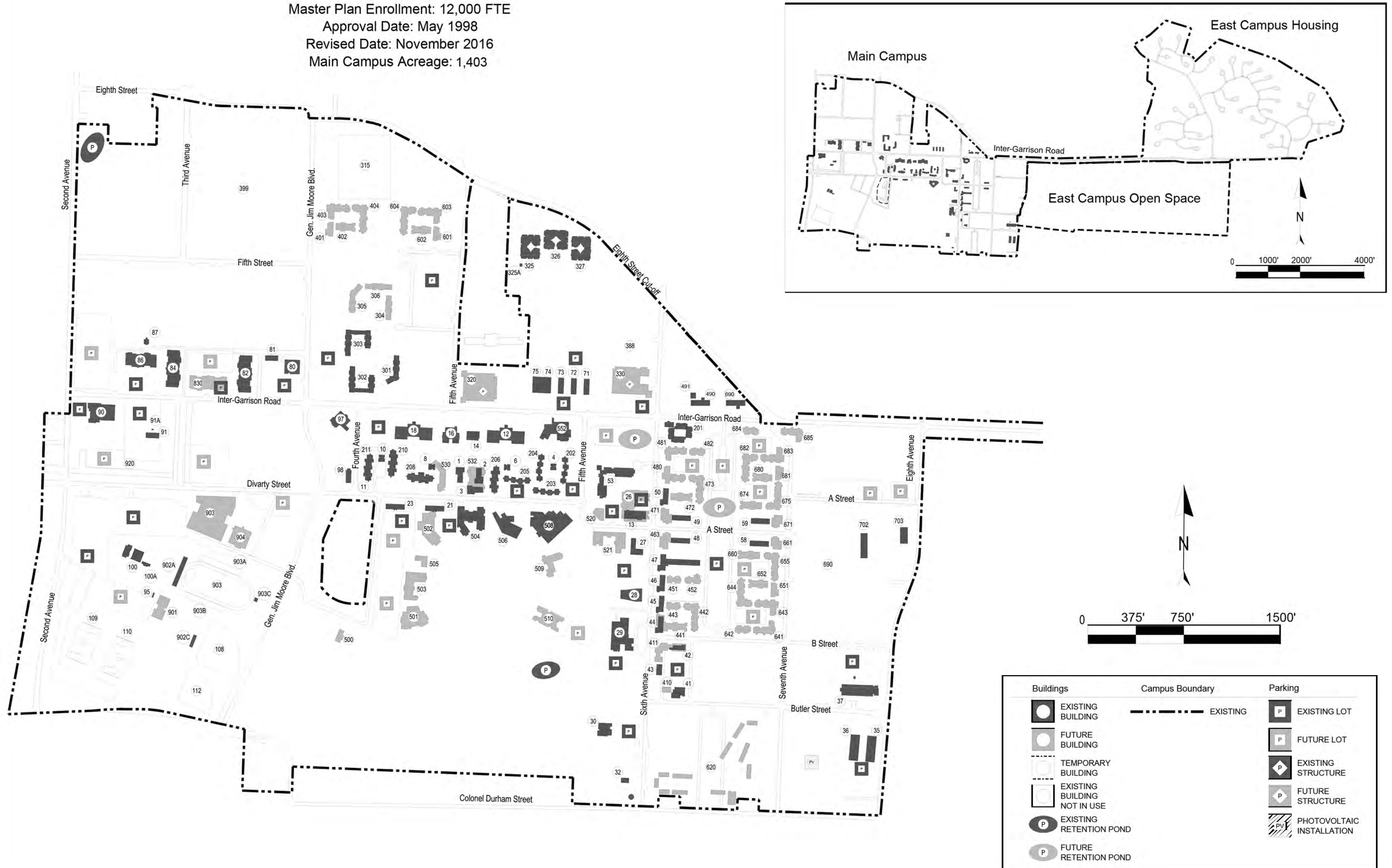
1. Administration Building	95. Soccer Field Restrooms	505. Academic V
2. Playa Hall	97. Alumni & Visitors Center	506. Business & Information Technology
3. Del Mar Hall	98. Meeting House	508. Tanimura & Antle Family Memorial Library
4. Wave Hall	99. Academic VIII	512. Arts & Auditorium Building
6. Surf Hall	100. Aquatic Center	513. Arts & Auditorium Building
8. Sand Hall	100A. Aquatic Center Pumphouse	52. Otter Student Union & II
10. Dunes Hall	101. Swimming Pool	554. Administration
11. Telecommunications Shelter	101A. Olympic Pool I	556. Academic VI
12. Student Center	101B. Olympic Pool II	620. Monterey Bay Charter School
13. Science Research Lab Annex	102. Aquatic Center Expansion	690. Oaks Hall Storage
14. Otter Express	103. Multi-purpose Field	702. University Storage A
16. Dining Commons	104. Retail	703. University Storage B
18. Heron Hall	105. Stadium House	902. Field House
21. Beach Hall	106. Stadium House II	903. Stadium Track and Field
23. Tide Hall	107. Stadium Track and Field	903A. Stadium Seats N.
26. Academic IV	108. Baseball Field	903B. Stadium Seats S.
27. Cinematic Arts & Technology	109. Soccer Field	903C. Field Electrical
28. World Theater	110. Soccer Field	904. Field Office
29. University Center	111. Soccer Field	
30. Music Hall	112. Softball Field	
32. Switch Gear Building	113. Tennis courts	
33. University Storage II	201. Gavilan Hall	
34. University Storage III	202. Cypress Hall	
35. Mail Room/Shipping & Receiving	203. Asilomar Hall	
36. University Storage	204. Willet Hall	
37. Facilities Services & Ops	205. Manzanita Hall	
37A. Facilities Shed	206. Yarrow Hall	
38. Facilities Services & Ops II	208. Avocet Hall	
41. Telecommunications	210. Tortuga Hall	
41A. Telecommunications	211. Sanderling Hall	
42. Watershed Institute	301. Strawberry Apartments	
43. IT Services	302. Pinnacle Suites	
44. Pacific Hall	303. Vineyard Suites	
45. Coast Hall	304. Student Housing III	
46. Harbor Hall	305. Student Housing III	
47. Student Services Building	306. Student Housing VI	
48. World Languages & Culture – South	307. Student Housing VI	
49. World Languages & Cultures – North	308. Student Housing VI	
50. Science Instructional Lab Annex	309. Student Housing VII	
51. Academic VII	310. Student Housing VII	
53. Chapman Science Academic Center	311. Student Housing VII	
58. Green Hall	312. Student Housing VIII	
59. Reading Center	313. Student Housing VIII	
70. Visual & Public Arts	314. Student Housing VIII	
71. Visual & Public Arts – East	315. Recreation Field	
72. Visual & Public Arts – Center	325. Promontory – West (C)	
73. Visual & Public Arts – West	325A. Promontory Shed	
74. Central Plant	326. Promontory – Center (B)	
79. Health & Wellness Services II	327. Promontory – East (A)	
80. Health & Wellness Services	328. Student Housing IIB	
81. Black Box Cabaret	329. Student Housing IIB	
82. Valley Hall	330. Student Housing IIB	
84. Mountain Hall	331. Student Housing V	
86. Ocean Hall	332. Student Housing V	
87. Panetta Institute Storage	333. Student Housing V	
89. Panetta Institute	334. Student Housing IV	
90. Otter Sports Center	335. Student Housing IV	
91. Child Care Center	336. Student Housing IV	
92. Child Care Center	350. Student Housing IX	
	351. Student Housing IX	
	352. Student Housing X	
	353. Student Housing X	
	490. Oaks Hall	
	491. Oaks Hall Annex	
	502. Student Recreation Phase I, II & III	
	504. College of Arts, Humanities & Social Science	

LEGEND:
 Existing Facility/Proposed Facility

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

California State University, Monterey Bay

Campus Master Plan
 Master Plan Enrollment: 12,000 FTE
 Approval Date: May 1998
 Revised Date: November 2016
 Main Campus Acreage: 1,403



California State University, Monterey Bay

Master Plan Enrollment: 12,000 FTE

Master Plan approved by the Board of Trustees: May 1998

Master Plan Revision approved by the Board of Trustees: November 2004, March 2006, May 2009, September 2016, November 2016

1. Administration Building	82. Valley Hall	508. Tanimura and Antle Family Memorial Library
2. Playa Hall	84. Mountain Hall	
3. Del Mar Hall	86. Ocean Hall	509. Academic Building IX
4. Wave Hall	90. Otter Sports Center	510. Institute for Public Policy
6. Surf Hall	91. Child Care Center	520. Administration
8. Sand Hall	97. Alumni and Visitors' Center	521. Academic Building VII
10. Dunes Hall	98. Meeting House	530. Student Services
11. Telecommunication Shelter	100. Aquatic Center	532. Academic Building V
12. Student Center	201. Gavalin Hall	552. Student Union
13. Science Research Lab Annex	202. Cypress Hall	601. Student Housing IV
14. Otter Express	203. Asilomar Hall	602. Student Housing IV
16. Dining Commons	204. Willet Hall	603. Student Housing IV
18. Heron Hall	205. Manzanita Hall	604. Student Housing IV
21. Beach Hall	206. Yarrow Hall	620. Monterey Bay Charter School
23. Tide Hall	208. Avocet Hall	641. Student Housing V
26. Academic Building IV	210. Tortuga Hall	642. Student Housing V
27. Cinematic Arts and Technology	211. Sanderling Hall	643. Student Housing V
28. World Theater	301. Strawberry Apartments	644. Student Housing V
29. University Center	302. Pinnacle Suites	651. Student Housing V
30. Music Hall	303. Vineyard Suites	652. Student Housing V
32. Switch Gear Building	304. Residence Hall	655. Student Housing V
35. Mail Room/Shipping and Receiving	305. Residence Hall	660. Student Housing V
36. University Storage	306. Residence Hall	661. Student Housing V
37. Facilities Services and Operations	315. Student Recreation Field	671. Student Housing V
41. Telecommunications	320. Structured Parking	674. Student Housing IIB
42. Watershed Institute	330. Structured Parking	675. Student Housing IIB
43. IT Services	388. Campus Partnerships I	680. Student Housing IV
44. Pacific Hall	399. North Campus Housing	681. Student Housing IV
45. Coast Hall	401. Student Housing IV	682. Student Housing IV
46. Harbor Hall	402. Student Housing IV	683. Student Housing IV
47. Student Services Building	403. Student Housing IV	684. Student Housing IV
48. World Languages and Cultures-South	404. Student Housing IV	685. Student Housing IV
49. World Languages and Cultures-North	410. Main Distribution Facility	690. Oaks Hall Storage
50. Science Instructional Lab Annex	411. Technology Center	701. Cell Tower
53. Chapman Science Academic Center	441. Student Housing III	830. Child Care/Administration Center
58. Green Hall	442. Student Housing III	901. Research Institute
59. Reading Center	443. Student Housing III	902A. Field House
Diagnosics and Instruction	451. Student Housing III	902B. Sports Complex Addition
71. Visual and Public Arts East	452. Student Housing III	902C. Field Office
72. Visual and Public Arts Center	463. Student Housing III	903. Varsity Sports Complex
73. Visual and Public Arts West	471. Student Housing III	904. Varsity Sports Complex
74. Central Plant	472. Student Housing III	920. Campus Partnership III
75. Film Archive Instructional	473. Student Housing III	
80. Health and Wellness Services	480. Student Housing III	
81. Black Box Cabaret	481. Student Housing III	
	482. Student Housing III	
	490. Oaks Hall	
	491. Oaks Hall Annex	
	500. Bunker Building	
	501. Academic Building VII	
	502. Student Recreation Center	
	503. Academic Building VI	
	504. College of Arts, Humanities and Social Science	
	505. Utility Complex	
	506. Business and Information Technology Building (BIT)	

LEGEND:
 Existing Facility / Proposed Facility

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