FINAL ENVIRONMENTAL IMPACT REPORT

CALIFORNIA STATE UNIVERSITY, BAKERSFIELD
CAMPUS MASTER PLAN UPDATE

SCH #2006111133

August 2007

Quad Knopf

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State Clearinghouse No. 2006111133

August 2007

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INTRODUCTION

SECTION ONE – INTRODUCTION

An Initial Study/Notice of Preparation (IS/NOP) for the proposed Campus Master Plan Update (Project) was circulated from November 28, 2006 to January 12, 2007. The IS/NOP informed agencies and individuals of California State University Bakersfield's intent to prepare an environmental impact report (EIR). A scoping meeting for the EIR was duly noticed and held on December 14, 2006.

A Draft EIR was delivered to the State Clearinghouse and mailed to agencies, organizations and interested individuals on June 11, 2007. A notice was published in the Bakersfield Californian newspaper on the same day notifying the public of the availability of the Draft EIR and soliciting comments thereon. A 30-day review period was requested from the State Clearinghouse, but the University responded to comments received after the 30-day period and also posted an administrative draft of the Final EIR on its website before submission of the Final EIR to the California State University Chancellor's Office. A public meeting on the Draft EIR was held on June 27, 2007.

The Final EIR consists of (1) the Draft EIR and appendices (incorporated by reference); (2) all comments received concerning the Draft EIR; (3) responses to these comments; and (4) details of minor revisions to the Draft EIR as a result of the public review period.

Responses to comments are directed to the disposition of significant environmental issues that are raised in the comments, as set forth in Section 15088(b) of the State Guidelines. When reviewing the comments and in developing responses thereto, every effort is made to compare the comment to the information contained in the Draft EIR. In most instances, responses are not provided to comments on non-environmental aspects of the proposed project. For comments not directed to significant environmental issues or in which the commentor simply notes agreement with the EIR, the responses indicate that the comment has been "noted."

CEQA requires that a Final EIR be prepared, certified and independently considered by the decision-making body of the lead agency (the California Statue University Trustees) prior to taking action on the project. The Final EIR provides the public the Lead Agency's responses to comments on the Draft EIR and incorporates any changes necessary to clarify and/or amplify information contained in the Draft EIR. This Final EIR will be available to any commentors for at least ten (10) days prior to consideration for action by the Trustees.

SECTION TWO

SUMMARY OF DRAFT ENVIRONMENTAL IMPACT REPORT

SECTION TWO – SUMMARY OF DRAFT ENVIRONMENTAL IMPACT REPORT

Introduction

Under the California Environmental Quality Act (CEQA), when discretionary projects are undertaken by public agencies, an Environmental Impact Report (EIR) is required if the Lead Agency determines that the project may cause a significant environmental impact. The purposes of an EIR are to provide full disclosure of the potentially significant environmental effects of the project to the public and their decision-makers and identify means to mitigate (i.e., reduce, avoid, or eliminate) these impacts through alternatives to the project or feasible mitigation measures. CEQA intends that preparation of an EIR will be a public process that provides meaningful opportunities for public input with regard to environmental effects.

Section 15123 of the *CEQA Guidelines* requires that an EIR contain a brief summary of the proposed action and its consequences. This Executive Summary is required to identify the following: 1) each significant environmental effect with proposed mitigation measures and alternatives that would reduce or avoid the effect; 2) areas of concern known to the Lead Agency, including issues raised by regulatory agencies and the public; and 3) issues to be resolved, including the choice among alternatives and whether or how to mitigate significant effects.

The Campus Master Plan Update (Project) and activities directly supportive of and corollary to the Project are evaluated in this document at a "program EIR" level; further environmental consideration or documentation may be required for certain activities subsequent to adoption of this EIR. The *CEQA Guidelines,* Section 15168, define a program EIR as:

"An EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:

1. *Geographically,*

2. *As logical parts in the chain of contemplated actions,*

3. *In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or*

4. *As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways."*

Project Purpose and Objectives

CSUB last updated its Campus Master Plan (CMP) in 2001. The current CMP provides for an enrollment ceiling of 12,000 full-time enrolled students (FTES). Since adoption of the current CMP, the University has developed new plans for the campus not anticipated in that document, and the CMP Update (Project) is therefore being prepared by the University. Its purpose is to provide a comprehensive, coordinated plan for the expansion of CSUB's physical facilities to accommodate an expected increase in enrollment from the current level of 7,000 FTES to a projected enrollment

ceiling of 18,000 FTES over approximately the next twenty years or longer. This represents an increase in the CMP enrollment ceiling of 6,000 FTES, and an 11,000 FTES increase over the current enrollment at the University. The projected growth in enrollment will occur in future years in response to population growth in the metropolitan Bakersfield area and increased demand for a four-year college education.

CSUB's enrollment is expected to increase significantly over the next decade. In late 2003, the California Department of Finance (DOF) estimated that the CSU enrollment headcount would be 518,110 students by 2012, an increase of 27.3% over a 9-year period. Also, not only is the population of the University's service area growing, but the population of college-age students in California is expected to increase more quickly than the population as a whole through at least 2011. The California Legislative Analyst Office (LAO) publication *Cal Facts 2000* states that "projected college age population growth is above average, portending an upsurge in enrollments." The number of college age students in California is expected to increase by 10.78% over the next five years according to the Governor's Budget Summary 2007-2008. LAO also states that while population is a major determinant of college age enrollment levels, actual enrollment depends on participation rates among eligible students. According to LAO, California public college participation rates have increased significantly over the past decade. All of these factors indicate the need for CSUB to increase its enrollment, which will require many of the improvements proposed by the Project.

Other Project improvements, such as the Environmental Hazard Mitigation and Required Infrastructure Upgrades, the Humanities Complex, and the Initial Physical Education Building Renovation, will help meet current needs and would be necessary regardless of the amount of increased enrollment. The Public/Private Partnerships and the Minor League/NCAA Baseball Stadium will help CSUB broaden its academic offerings and recreational opportunities and meet the needs of a larger academic institution as it expands in the future. Also note that some of the facilities discussed below, such as the Art Laboratories, Humanities Complex, and Central Mechanical Plant, were incorporated into the existing Campus Master Plan. In the proposed Campus Master Plan, some of these proposed facilities have been moved to a different location from that shown on the existing Campus Master Plan. The Project objective is to achieve the Project purpose by incorporating the following activities into the CMP:

- Environmental hazard mitigation and required infrastructure upgrades including construction of new art studios/laboratories and renovation of existing space for conversion to faculty offices, construction of a new campus central mechanical plant module, and installation of an off-site sewer line from the south boundary of the campus to Ming Avenue.

- Design and construction of a new humanities complex including a Humanities Center, Performing Arts Center, and Remodel of Music and Research Centers.

- Construction of various projects at the southern boundary of campus along Camino Media through public-private partnerships that would support the University's academic mission.

- Initial Physical Education Building Renovation, Building 33, which will include the following activities: renovation of the existing Physical Education Building to comply with current codes and standards and upgrade the building envelope, mechanical systems, electrical systems,

telecommunications and finishes to achieve lowest life cycle cost; and construction of an addition to the existing Physical Education Building to meet the academic needs of the Physical Education and Kinesiology Department (PEAK) and the expanding needs of the Athletic Department.

- Development of a Minor League/NCAA Baseball Stadium. Development of a 4,500-seat stadium in the southwest corner of campus that would be planned to be home for both a minor league baseball team and CSUB's NCAA baseball team. The stadium would meet NCAA standards and the design would allow for future expansion to accommodate more spectators, and would include two home team locker rooms. If it is used jointly by the minor league baseball team and CSUB, the University would provide the land for the stadium, and the City, a minor league baseball team and/or other partners would work together to build it.

- Changes in the distribution of proposed on-campus housing. The Project proposes seven student housing buildings along the western boundary of campus and five in the northeast corner of campus. The existing master plan includes on-campus student housing (see Figure 2-2) for about 3,600 students, but the Project would increase that to 6,000 students.

Project Description

The activities which the Project will incorporate into the CMP are listed below. These activities are separated into six basic groups: Environmental Hazard Mitigation and Required Infrastructure Upgrades; Humanities Complex; Public-Private Partnerships; Initial Physical Education Building Renovation, Building 33; minor league/NCAA baseball stadium; and Campus Housing. The proposed Campus Master Plan with building numbers is shown in Figure 2-1. The existing Campus Master Plan with building numbers is shown in Figure 2-2, and the existing campus facilities are shown in Figure 2-3.

ENVIRONMENTAL HAZARD MITIGATION AND REQUIRED INFRASTRUCTURE UPGRADES

According to the University's COBCP (Capital Outlay Budget Change Proposal) Capital Outlay Program for 2007/08 (CSUB, September 2006), this set of proposed activities "is a keystone project in CSUB campus development, as it will at one time resolve urgent safety, health, ADA, and environmental issues, significantly address the critical campus need for additional faculty office space, and respond to requirements for utility infrastructure expansion to accommodate future campus growth." The COBCP breaks down this activity group in the following way:

1. Construction of new Art studios/laboratories (Arts Center) located east of the existing Dore Theater (Building 39) and Music Building (Building 39a) in order to facilitate the relocation of the existing studios/laboratory complex. This relocation is imperative not only to meet campus academic requirements but also to comply with safety standards for hazardous materials containment and exhaust air treatment.

2. Renovation of some 12,127 existing ASF (Assignable Square Feet) of space in the Fine Arts Building (Building #2), the Lecture Building (Building #3), and the Performing Arts Building (Building #4), all of which will be vacated by construction of the Arts Center. These spaces will be converted to urgently-needed faculty offices.

3. Construction of a new campus central mechanical plant module (Building 56) and installation of an off-site sewer line from the south boundary of the campus to Ming Avenue. Both of these infrastructure upgrades are required by future campus expansion, much of which is projected in the current CSUB Five-Year Capital Outlay Program.

According to the COBCP, "The total composite project cost estimate is $25,957,400…based on the AJLA Feasibility Study cost estimates."

HUMANITIES COMPLEX

According to the University's COBCP (Capital Outlay Budget Change Proposal) Capital Outlay Program for 2007/08 (CSU Bakersfield, September 2006), "CSUB has already outgrown its extant facilities and cannot adequately support either the general education or the major program curriculum in the humanities and performing arts." This situation has led to inadequate facilities for teaching, learning, and performance. Therefore, the University is proposing to build approximately 74,000 ASF (108,000 gross square feet) of new facilities including a 48,000 ASF Performing Arts Center, 11,000 ASF Humanities Center, 3,400 ASF Music Center, and 4,000 ASF of Faculty Offices.

The proposed complex will accommodate advanced computer and audiovisual instruction and promote the development and use of digital media teaching methods. The campus wide need for an Auditorium and large instructional halls will be consolidated with performance and support facilities in a Performing Arts Center. Renovation of space in the Music Building will provide graduate research space, and specialized studio facilities. The Humanities Complex, Phase II will add over 8,300 ASF in lecture space and 7,600 ASF in lab space. CSU, Bakersfield will also gain its entitled complement of little theater and auditorium space through construction of the Performing Arts Center. The new facilities will be predominantly multi-story, consisting of two or three masses- a double-loaded, linear block of classrooms, laboratories and lab support spaces. The total project cost estimate is $48,223,000…based on the Feasibility Study cost estimate.

PUBLIC-PRIVATE PARTNERSHIPS

The CMP includes planned locations for buildings at the southern edge of campus along Camino Media that will provide facilities for partnerships between the University and private or public entities that would provide substantial support for the University's academic mission. These buildings are listed and shown on the CMP as #70, Public/Private Development (Site Plan, Figure 2-1). The University sent out a Request for Proposals for such projects on February 3, 2006. Six proposals were received. The University is currently considering several proposals, but the proposals are still at a preliminary stage, and may change over time. For example, the Crisp and Cole project described in the Draft EIR is no longer being considered for approval by the University. The University will, however, continue to pursue development opportunities with other developers for the creation of a project that would provide similar benefits to the University and community and that may include many of the same basic components. A description of the three proposals most recently under consideration by the University, as described in the President's Monthly Campus Update (CSUB, April, 2006) follows below.

To the extent that impacts of the development of the public private partnerships could be analyzed in this Program EIR, they have been evaluated. Since the details of specific projects have not yet been determined, these future projects will be required to undertake project-level environmental review, including opportunity for public comment, before final approval.

The project proposed by Greg Bynum and Associates, Inc. is a four to six story Class "A" office building of 100,000 to 130,000 square feet on 6 ½ to 8 ½ acres of land. The campus's long-term ground lease with the developer would be at market rate. The campus will work with General Counsel and Financing and Treasury to determine the most effective way to structure the ground lease on behalf of the CSU Board of Trustees. The building would be leased primarily to office tenants with the potential to provide collaborations with faculty and students in the one or more university schools or departments. The building will also provide potential opportunities for collaborations with other university schools and programs, including the School of Natural Sciences and Mathematics and the Nursing program. Below-market rate space will be made available for university uses. In addition, the ground floor of the building would provide opportunities for a limited number of retail uses to serve the university and the campus community (i.e., copy center, limited food/restaurant, and financial services/banking).

The campus has received a proposal from a local developer (Crisp & Cole) for the development of twin 31-story towers, including high-rise luxury condominiums, a four-star hotel and conference center with banquet seating for over 1,000 guests, office space, and a retail center, a $300-400 million project. The proposal also included a 700-space parking garage, estimated at $14 million. The proposed project would require 19-21 acres in the southwest portion of the campus.

Current marketing and feasibility studies were completed by Economics Research Associates (ERA), which concluded that there is demand in the Bakersfield region for such a mixed-use project. Fair market value for the use of the land will be paid by the developer, to be determined by an independent real estate appraisal that will be conducted before the business terms of the agreement are concluded. It is anticipated that use of approximately 20,000 square feet of office/classroom space, a one-bedroom guest suite, and a 2,300 square foot hospitality suite will be provided to the campus, as well as use of the 700-space parking structure. The value of these will be determined according to an independent appraisal before the business terms of the agreement are concluded. If negotiations with the current developer do not result in an acceptable development plan, then the campus will continue to pursue development opportunities with other developers for the creation of a similar type of project. The proposed project would provide an opportunity for the development of student employment and internships in management, communications, accounting and marketing. Additionally the project could provide a stimulus for the establishment of new or expanded CSUS degree programs in fields such as Merchandising, Marketing, Retail, Business, and Residential, Restaurant, and Hotel Management, upon appropriate faculty consultation and approval. The project would be designed as a "green" project, with provisions for LEED certification, solar energy applications, and other environmental and energy conservation measures, all of which would provide activities for faculty and students. The proposed project would also provide meeting and conference facilities, as well as space for the Osher Lifelong Learning Institute.

Bakersfield Adventures for the Mind: Children's Museum is proposed as a 35,000 square foot, $15 million state-of-the-art facility for children ages twelve and younger. BAM, an independent, non-profit organization with 501(c)(3) status, is dedicated to fulfilling its mission by investing in

strategies to create a premier children's museum, one of the first in the nation to be located on a college campus. The BAM board is made up of 15 community members, including a number of prominent business people and educators in Kern County. BAM will receive ongoing guidance from the Association of Children's Museums based in Washington, D.C., peer advisory members from other successful children's museums across the country and the Kern Community Foundation (KCF), who will act as fiscal/investment advisor to the BAM board.

The BAM plan provides a modern educational town square offering learning opportunities with exciting permanent and rotating exhibits, special events, and educational programming and outreach, while aligning closely with the campus's vision of excellence and partnership. The project promises a center for collaboration that would celebrate creativity and learning and offer Kern County the foundation for intellectual exchange among its students, parents, professors, and social service organizations. The project would require approximately four acres to accommodate the 35,000 square foot building footprint, parking for 100 vehicles, off-site loading/receiving, bus lanes, outdoor activities and amenities.

INITIAL PHYSICAL EDUCATION BUILDING RENOVATION, BUILDING 33

The University's COBCP Capital Outlay Program for 2007/08 (CSUB, September 2006) documents that the campus's current Physical Education Building is overcrowded, does not comply with current codes and standards, and will not accommodate the PEAK (Physical Education and Kinesiology) Department's needs as the Department expands as currently planned. The University proposes to renovate and expand the existing facility to comply with current codes and standards, upgrade the building envelope, mechanical systems, electrical systems, telecommunications and finishes to achieve lowest lifecycle cost and to meet the Academic needs of the Physical Education program and Athletic Department.

MINOR LEAGUE/NCAA BASEBALL STADIUM

The Project includes a proposed 4,500-seat stadium in the southwest corner of campus that would be planned to be home for both a minor league baseball team and CSUB's NCAA baseball team. The stadium would meet NCAA standards and the design would allow for future expansion to accommodate more spectators, and would include two home team locker rooms. If it is used jointly by the minor league and CSUB, the University would provide the land for the stadium, and the City, a minor league baseball team and/or other partners would work together to build it.

The stadium uses were evaluated in this Program EIR to the extent possible; however, there are a number of details that are still unknown regarding the future use of this facility. For example, although it will be built to meet NCAA standards, it is unknown whether it would ever be used for a minor league baseball team which could have an impact on the traffic analysis and the hours of use. When the stadium is actually proposed, further environmental review with necessary public input will be required.

CAMPUS HOUSING

The proposed Campus Master Plan makes several changes to the distribution of proposed student on-campus housing. The existing Campus Master Plan (Figure 2-2) shows three groups of buildings for future student housing: Village 2 (54); Village 3 (55); and Student Housing (59). Villages 2 and 3

are in the southwest part of campus, and Student Housing is in the northeast corner of campus. The proposed Campus Master Plan (Figure 2-1) includes seven student housing buildings along the western boundary of the campus. The northern four buildings are labeled Student Housing North West (55), and the southern three buildings are labeled Student Housing South West (59). The configuration of Student Housing North East (54, Figure 2-1) has also been slightly altered. According to the University (Michael Neal, October 2006) the campus' existing dorms currently have about 300 fully occupied beds. Current demand is about 400 beds. The University plans to start building the Student Housing North East project (54, Figure 2-1) in the near future. Each building in the complex would have 400-500 beds and be about four stories tall. Additional buildings would be built as demand warrants. The University plans to convert the existing dorms to non-residential uses (such as faculty offices and campus programs) as new student housing is built.

Table 2-1
CSUB Campus Master Plan Update Cost Estimates

Activity	Probable Cost
Environmental Hazard Mitigation and Required Infrastructure Upgrades	$ 25,957,400
Humanities Complex, Building 57	$ 48,223,000
Public Private Partnerships	N/A
Initial Physical Education Building Renovation, Building 33	$ 17,185,000
Minor League /NCAA Baseball Stadium	N/A
Campus Housing	N/A
Totals	$ 91,365,400

Table 2-2
Campus Housing Alternatives

	Existing Conditions	Current CMP (No Project)	Proposed CMP (Project)
Number of Students			
Residential	300	3,600	6,000
Non-Residential	6,700	8,400	12,000
Total	7,000	12,000	18,000

Potential Areas of Concern and Issues to be Resolved

Based on the Initial Study and input received during the scoping process from agencies, the following were identified as potential areas of concern:

- Degradation of the existing visual character or quality of the site and its surroundings
- Increase in light and glare
- Impacts associated with air quality
- Effects on biological resources
- Effects on cultural resources
- Soil instability
- Impacts associated with hazards and hazardous materials
- Impacts on hydrology and water quality

- Impacts from potential flooding
- Impacts related to the potential failure of Lake Isabella Dam
- Impacts related to increased noise
- Growth-inducing impacts
- Impacts to public services (fire protection, police protection, schools, parks)
- Increased demand on parks and recreational facilities
- Increased vehicular traffic
- Increased demand on utilities and service systems

Summary of Impacts and Mitigation Measures

Section 15123(b)(1) of the *CEQA Guidelines* provides that this summary shall identify each significant effect with proposed mitigation measures that would reduce or avoid that effect. This information is summarized in Table 2-3, "Summary of Potential Impacts and Proposed Mitigation Measures" at the end of this section. All identified impacts except those identified below as "Significant Environmental Impacts That Cannot Be Avoided" are either less than significant in relation to identified significance threshold levels or can be mitigated to a less than significant level through recommended mitigation measures.

The reader should be aware that Table 2-3 contains only a summary of identified impacts and mitigation measures for quick reference. Chapter Three of the Draft EIR should be consulted for the full text of impacts and mitigation measures.

Alternatives

Chapter Four of the Draft EIR evaluates the Project against the No-Project Alternative, and against viable alternatives which would achieve, or partially achieve, project objectives. The conclusion reached in Chapter Four is that the Commuter Campus/Unmet Needs Alternative is the environmentally superior alternative compared to the Project and the other alternatives: Project; No Project; and Alternate Site.

Significant Environmental Impacts That Cannot Be Avoided

Significant environmental impacts that cannot be avoided include increased air pollution and traffic.

Significant Irreversible Environmental Changes

Implementation of the Project would commit non-renewable resources, including open space, energy resources, and building materials. During construction and operation the use of energy resources and materials would essentially be irreversible and irretrievable. Energy and other natural resources would be consumed throughout the life of the Project.

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PROPOSED CAMPUS MASTER PLAN

Figure
2 - 1

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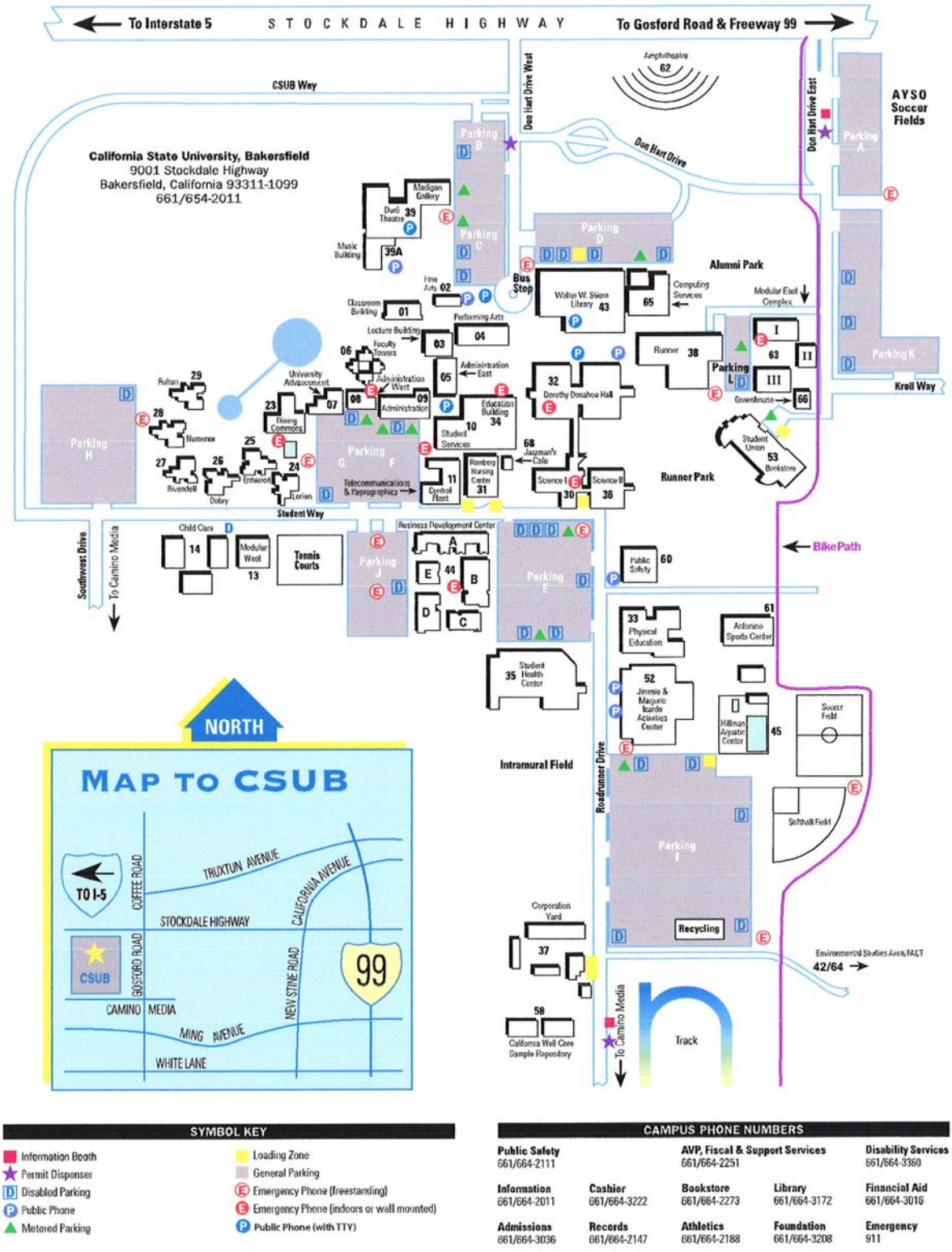
EXISTING CAMPUS MASTER PLAN

Figure 2-2



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EXISTING CAMPUS FACILITIES

Figure 2-3

Effects Found Not To Be Significant

Section 15128 of the State CEQA Guidelines requires that an EIR contain a statement briefly indicating the reasons that various possible new significant effects of a project were determined not to be significant, and were therefore not discussed in detail in the EIR. The Initial Study determined a number of impacts were not significant and these issues were not further discussed in the EIR. Appendix A of the EIR contains the Initial Study and the description of those impacts. Other impacts required further study in the EIR and are discussed in the individual topics in Chapter Three of the Draft EIR. These impacts did not require mitigation and are listed below.

- Impact 3.2-1 - Have a substantial adverse effect on a scenic vista
- Impact 3.2-2 - Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway
- Impact 3.3-1 - Increase in Particulate Matter (PM_{10}) and Fine Particulate Matter ($PM_{2.5}$) as a result of construction
- Impact 3.3-4 - Change traffic volumes and congestion levels, changing carbon monoxide concentrations at land uses near the roadway
- Impact 3.3-5 - Create objectionable odors affecting a substantial number of people
- Impact 3.3-6 - Expose sensitive receptors (including residential areas) or the general public to substantial levels of toxic air contaminants
- Impact 3.4-1 - Impact to special status plant species from habitat modification and/or direct loss of individuals
- Impact 3.4-5 - Impact to riparian habitat and other sensitive communities
- Impact 3.4-6 - Impact to federally protected wetlands as defined by Section 404 of the Clean Water Act
- Impact 3.4-7 - Degradation of water quality in seasonal creeks, reservoirs and downstream waters
- Impact 3.4-9 - Conflict with any local plans, policies or ordinances protecting biological resources such as a tree preservation policy or ordinance or habitat conservation plan
- Impact 3.8-1 - Violation of water quality standards or waste discharge requirements
- Impact 3.8-2 - Depletion of groundwater supplies or substantial interference with groundwater recharge
- Impact 3.8-4 - Impacts related to the potential failure of Isabella dam
- Impact 3.9-1 - Increased traffic noise as a result of the proposed Campus Master Plan under existing plus Project and future conditions
- Impact 3.9-3 - Earthborne construction vibration as a result of activities associated with the Project
- Impact 3.10-1 - Induce substantial population growth in an area, either directly or indirectly

- Impact 3.10-2 - Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere
- Impact 3.10-3 - Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere
- Impact 3.12-1 - Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated
- Impact 3.13-2 - Result in an increased demand for on-campus parking
- Impact 3.14-1 - Potential impacts related to wastewater
- Impact 3.14-3 - Not have sufficient water supplies available to serve the project from existing entitlements and resources, or require new or expanded entitlements, or require the construction of new water supply facilities
- Impact 3.14-4 - Exceed the permitted capacity of the landfill serving the Project

The effects listed below were determined to be less than significant with mitigation based on the discussion contained in the Initial Study/Notice of Preparation and the Draft EIR (the mitigation measures from the Initial Study have been carried over into and are listed in the Mitigation Monitoring Program of this EIR):

- Impact 3.2-3 - Substantially degrade the existing visual character or quality of the site and its surroundings
- Impact 3.2-4 - Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area
- Impact 3.3-2 – Substantial increase in Construction Emissions (Carbon Monoxide (CO), Reactive Organic Gases (ROG), Nitrogen Oxide (NOx), Sulfur Dioxide (SO_2), Particulate Matter (PM_{10}) Fine Particulate Matter ($PM_{2.5}$))
- Impact 3.3-3 - Operational emissions (vehicle trips) generated by the Project and area sources within the project resulting in new air pollutant emissions within the air basin
- Impact 3.4-2 – Project impact to tree-nesting raptors not designated as special status species
- Impact 3.4-3 – Project impact to special status animal species from habitat modification
- Impact 3.4-4 – Project impact to fish and wildlife habitat
- Impact 3.4-8 – Impact to the movements of migratory fish or wildlife species
- Impact 3.4-10 – "Take" of special status animal species
- Impact 3.5-1 - Disturbance of archaeological resources as a result of improvements undertaken as part of the Project
- Impact 3.6-1 - Potential for the Project to be located on soils that are unstable or would become unstable as a result of the Project

- Impact 3.7-1 - Existence of hazardous materials on or underneath the site which could result in hazards to the public or the environment
- Impact 3.7-2 - Effect on implementation of CSUB's emergency response and evacuation plans
- Impact 3.7-3 - The presence of water wells at construction sites presenting a conduit to groundwater, which could be impacted from surface releases
- Impact 3.7-4 – Potential hazardous materials releases or exposure related to asbestos and lead-based paint
- Impact 3.8-3 - Runoff increase that would exceed the capacity of CSUB's storm water drainage system or create flooding or polluted runoff
- Impact 3.9-2 - Impact of construction noise as a result of planned improvements
- Impact 3.9-4 - Increased on-site noise generation
- Impact 3.11-1 - Provision of adequate police and fire protection to serve the proposed Project
- Impact 3.12-2 - Construction of the new recreational facilities could resulting in impacts to the physical environment
- Impact 3.13-1 - Generation of vehicle trips due to increased enrollment increasing traffic on the adjacent street system
- Impact 3.14-2: Impacts related to construction of new stormwater facilities

Table 2-3
Summary of Potential Impacts and Proposed Mitigation Measures

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
3.2 Aesthetics/Visual Resources					
3.2-1	Have a substantial adverse effect on a scenic vista	Less Than Significant		No mitigation measures are required.	
3.2-2	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	Less Than Significant		No mitigation measures are required.	
3.2-3	Substantially degrade the existing visual character or quality of the site and its surroundings	Potentially Significant	3.2-3	• New buildings shall be harmonized with their surroundings (including off-site uses) using such techniques as locating entries of adjacent buildings in relation to one another; following setback lines of adjacent buildings, city streets and major pedestrian/bicycle routes; sharing plaza, corridor or courtyard spaces; and/or developing elegant open spaces between buildings • Campus buildings shall be appropriately massed to not overwhelm their surroundings either on or off campus • All building masses shall be articulated both horizontally and vertically to avoid boxy and rigid forms. This shall include architectural detailing around windows, doorframes, cornices, and corners to articulate large building masses and to maintain a sense of human scale • All buildings three stories or taller shall include elevation setbacks starting at the second floor line to cut down the massiveness of large buildings and preserve light and views to their surroundings	Less Than Significant

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
				• In places where large blank walls are unavoidable, changes in material, texture and patterns shall be employed to create visual variety and articulation	
3.2-4	Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area	Potentially Significant	3.2-4	New lighting proposed for future projects as a result of implementation of the Project (including the Stadium) shall be directed downward and shall not project "spillover" lighting onto adjacent properties. A lighting plan shall be developed by the Project architect using the most effective lighting engineering technology that avoids exposing adjacent areas to direct light or glare from Project lighting and ensures that all new lighting adheres to the following guidelines: 1. The offsite visibility and potential glare of Project lighting shall be restricted by specification of non-glare fixtures, and placement of lights to direct illumination into only those areas where it is needed. 2. Appropriate fixture selection and light placement shall minimize light pollution and enhance natural color rendition. All lighting shall utilize refractive lenses and be shielded to reduce glare and spillover into buildings and neighboring areas. 3. Walkway lighting fixtures shall not be mounted higher than twenty feet unless necessary for security reasons. 4. No more than a 0.25 footcandle increase shall occur offsite on adjacent properties. 5. Individual developments associated with the Project shall restrict lighting to areas required for safety, security, or normal operations and shield	Less Than Significant

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
				lighting from public view to the greatest extent possible. The direction and shielding of lighting shall reduce light spillage, light pollution, and glare. Highly directional light fixtures shall be used with non-glare lighting fixtures. All lighting and light shields shall be installed and operated consistent with manufacturer's specifications.	
3.3 Air Quality					
3.3-1	Increase in Particulate Matter (PM_{10}) and Fine Particulate Matter ($PM_{2.5}$) as a result of construction	Less Than Significant		No mitigation measures are required.	
3.3-2	Substantial increase in Construction Emissions (Carbon Monoxide (CO), Reactive Organic Gases (ROG), Nitrogen Oxide (NOx), Sulfur Dioxide (SO_2), Particulate Matter (PM_{10}) Fine Particulate Matter ($PM_{2.5}$))	Potentially Significant	3.3-2	▪ Provide temporary traffic control as appropriate during all phases of construction to improve traffic flow (e.g. flag person). ▪ Require contractors to minimize exhaust emissions by maintaining equipment engines in good condition and in proper tune according to manufacturer's specifications and by not allowing construction equipment to be left idling for long periods. ▪ The idling time of all construction equipment used at the site shall not exceed ten minutes. ▪ The hours of operation of heavy-duty equipment shall be restricted to the hours of 6:00 am to 9:00 pm on weekdays and 8:00 am to 9:00 pm on weekends as required by Bakersfield Municipal Code Section 9.22.050.	Less Than Significant

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
				▪ When feasible, alternative fueled or electrical construction equipment shall be used at the project site. ▪ The minimum practical engine size for construction equipment shall be used. ▪ When feasible, electric carts or other smaller equipment shall be used at the project site. ▪ Gasoline-powered equipment shall be equipped with catalytic converters.	
3.3-3	Operational emissions (vehicle trips) generated by the project and area sources within the project would result in new air pollutant emissions within the air basin	Potentially Significant	3.3-3	Future development that occurs as a result of the implementation of the Master Plan shall adhere to the following standards: ▪ Orient buildings to the north for natural cooling and the use of appropriate landscaping that maximizes the potential of solar design principles. ▪ Incorporate shade trees, adequate in number and proportional to the project size, throughout the site to reduce building heating and cooling requirements. ▪ Provide preferential parking spaces for carpools and vanpools. ▪ Use of energy-efficient lighting (includes controls) and process systems such as water heaters, furnaces and boiler units. ▪ Use of energy efficient and automated controls for air conditioning.	Less Than Significant

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
3.3-4	The project would change traffic volumes and congestion levels, changing carbon monoxide concentrations at land uses near the roadway	Less Than Significant		No mitigation measures are required.	
3.3-5	The project would create objectionable odors or have the potential to frequently expose members of the public to objectionable odors	No Impact		No mitigation measures are required.	
3.3-6	The project would expose sensitive receptors (including residential areas) or the general public to substantial levels of toxic air contaminants	Less Than Significant		No mitigation measures are required.	
3.4 Biological Resources					
3.4-1	Project Impact to Special Status Plant Species from Habitat Modification and/or Direct Loss of Individuals	Less Than Significant		No mitigation measures are required.	
3.4-2	Project Impact to tree-nesting Raptors Not Designated as Special Status Species	Potentially Significant	3.4-2a 3.4-2b	Should project construction be scheduled to commence between the months of March and the end of August, a pre-construction survey will be conducted by a qualified biologist for nesting raptors. This survey will occur within 30 days of the onset of construction. All suitable habitats of the study area will be covered during this survey. If pre-construction surveys undertaken during the nesting season locate active nests within or near construction zones, these nests, and an appropriate buffer around them (as determined by a qualified biologist) will remain off-limits to construction until	None

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
				the nesting season is over. Suitable setbacks from occupied nests will be established by a qualified biologist and maintained until the conclusion of the nesting season.	
3.4-3	Project Impact to Special-Status Animal Species from Habitat Modification	Potentially Significant	3.4-3a	Pre-construction surveys prior to any ground disturbing activities associated with the development of the CMP project or other project on the CSUB Campus will be conducted by a qualified biologist for Burrowing Owls within 30 days of the on-set of construction. These surveys will be conducted according to methods described in the Staff Report on Burrowing Owl Mitigation (CDFG 1995).	Less than Significant
			3.4-3b	If pre-construction surveys undertaken during the breeding season (February through August) locate active nest burrows within or near construction zones, these nests, and an appropriate buffer around them (as determined by a qualified biologist) will remain off-limits to construction until the breeding season is over. Setbacks from occupied nest burrows of 100 meters where construction will result in the loss of foraging habitat are required.	
			3.4-3c	During the non-breeding season (August through January), resident owls may be relocated to alternative habitat. The relocation of resident owls must be according to a relocation plan prepared by a qualified biologist and consistent with provisions of state and federal law. Passive relocation will be the preferred method of relocation. This plan must provide for the owl's relocation to nearby lands possessing available nesting and foraging habitat.	
			3.4-3d	The current speed limit on the CSU Bakersfield Campus is 25 MPH. All roadways into the campus will be provided with signage that clearly indicates the	

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
				speed limit on the Campus. Signage should indicate that kit fox are resident on the campus.	
			3.4-3e	Provided in Appendix E is the 1999 U.S. Fish and Wildlife Service Standardized Recommendations for Protection of the San Joaquin Kit Fox prior to or During Ground Disturbance. The Avoidance and minimization measures recommended by the USFWS would reduce possible impact to kit foxes moving through the site to a less than significant level. These measures have been adapted from the United States Fish and Wildlife Service Standardized recommendations for protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance, and are typically recommended by the USFWS prior to and during ground disturbance activities.	
3.4-4	Project Impact to Fish and Wildlife Habitat	Potentially Significant	3.4-4	While the CSU Bakersfield Campus participates in the MBHCP and therefore is granted incidental take authority under the MBHCP for the majority of the development that is proposed in the CMP, the 20-acre Environmental Studies Area is not part of the area that was provided coverage under the MBHCP. These 20 acres are known to be occupied by both burrowing owl and San Joaquin kit fox. Therefore, any development that is proposed for this 20 acre area would not have coverage for incidental take of San Joaquin kit fox under the California or the Federal Endangered Species Acts. 1. Prior to any earth disturbing construction activities on the 20-acre Environmental Studies Area the CSUB Campus must place a formal request to the Metropolitan Bakersfield Habitat Conservation Trust Group asking that the 20 acres be included in the MHBCP. This	Less than Significant

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
				amendment process to the MBHCP is detailed below. Major amendments to the MBHCP may be initiated by any of the parties to the Implementation/Management Agreement. The party proposing the major amendment shall circulate to the other parties a statement of the reason for the amendment and an analysis of the effect of the amendment on the Species of Concern and the implementation of the MBHCP. The other parties shall make every effort to approve the proposed amendment within 120 days of publication in the Federal Register except where longer times are imposed by requirements of law. Except as otherwise determined by USFWS, major amendments shall be limited to changes in the following: (1) the boundaries of the Permit Area, or (2) the method of calculating the adequacy of mitigation. Minor amendments to the MBHCP shall not require amendment of the Implementation Management Agreement, and may be initiated by any of the parties to the Agreement or the 10(a) permit. The party proposing a minor amendment shall circulate to the other parties a statement of the reason for the amendment. Minor amendments require the approval of the	

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
				Implementation Trust, which shall approve or deny the proposed amendment within ninety (90) days of receipt of the proposal. Amendments to the City or County's general plans or Zoning Ordinances pertaining to Land within the permit area shall not require amendments to the MBHCP or this agreement. The USFWS shall be provided an opportunity to review all minor amendments presented to the Implementation Trust. If the USFWS determines within (60) days of its receipt of a proposed amendment that a proposed amendment to the MBHCP is major, the parties to the Implementation/Management Agreement shall process the plan amendments as an amendment to the implementation l Management Agreement and the 10(a) permit. 2. If the 20-acre area cannot be included in the MBHCP the CSUB Campus must consult with the USFWS to obtain incidental take authority either under Section 7 or Section 10 of the Federal Endangered Species Act. In addition, the campus must also obtain incidental take authorization under the California Endangered Species Act through consultation under Section 2081 of the Fish and Game Code. 3. The CSUB Campus can request to receive incidental take coverage for the 20-acre	

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
				Environmental Studies Area by requesting participation under a third party incidental take permit such as that held by the Kern Water Bank Authority.	
3.4-5	Project Impact to Riparian Habitat and Other Sensitive Natural Communities	None		No mitigation measures are required.	
3.4-6	Project Impact to Federally Protected Wetlands as Defined by Section 404 of the Clean Water Act	None		No mitigation measures are required.	
3.4-7	Degradation of Water Quality in Seasonal Creeks, Reservoirs and Downstream Waters	Less Than Significant		No mitigation measures are required.	
3.4-8	Project Impact to the Movements of Migratory Fish or Wildlife Species	Potentially Significant	3.4-2a – 3.4-2b	See Mitigation Measures 3.4-2a through 3.4-2b.	None
3.4-9	Will the project conflict with any local plan, policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance or habitat conservation plan?	Less Than Significant		No mitigation measures are required.	
3.5 Cultural Resources					
3.5-1	Disturbance of archaeological resources as a result of improvements undertaken as part of the Project	Potentially Significant	3.5-1a	Prior to any proposed activity that will result in the excavation of sub-surface sediment within the Project site, the Center for Archaeological Research at California State University, Bakersfield, and the Kern County Native American contacts as listed in the Native American Heritage Commission's comment letter on the Initial Study/Notice of Preparation for this Project (Appendix A) shall be notified prior to the commencement of ground disturbing activities.	Less Than Significant

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
		Potentially Significant	3.5-1b	If any as-yet undetected (i.e. buried) cultural resources are encountered during any future excavation of sub-surface sediment within the Project site, work shall cease within a 50-foot area of the find, and a qualified archaeologist shall be contacted to evaluate any such discoveries. Also, an archaeological monitor shall to be present during construction. In the event that an artifact is discovered, the monitor shall note and photograph the discovery. These measures will mitigate any potentially significant impact to a less than significant level.	Less Than Significant
3.6 Geology and Soils					
3.6-1	Potential for the Project to be located on soils that are unstable or would become unstable as a result of the Project	Potentially Significant	3.6-1a	Construction of all structures will, at a minimum comply with the design factors prescribed by the California Building Standards Code (CBSC) (California Code of Regulations, Title 24), including provisions related to the Project site's location within California Building Code Seismic Zone 4.	Less Than Significant
		Potentially Significant	3.6-1b	All structures shall be constructed in compliance with the recommendations contained in a geotechnical engineering investigation prepared for each construction project which shall include an analysis of the stability of the soil underlying the structure.	Less Than Significant
3.7 Hazards & Hazardous Materials					
3.7-1	Potential existence of hazardous materials on or underneath the site which could result in hazards to the public or the environment	Potentially Significant	3.7-1a	In the event that hazardous materials are present within the construction area and are encountered during project activities, applicable provisions of CSUB's HMMP shall be implemented. The HMMP addresses hazardous materials handling, storage requirements such as labeling, spill prevention, leak detection, monitoring, awareness and response training, response actions, and mitigation in the event of an accidental release. The Plan, which is updated annually, is on file	Less Than Significant

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
				with the City of Bakersfield Fire Department for their approval. The City routinely conducts inspections at facilities such as CSUB under the unified program to ensure compliance of hazardous materials requirements. CSUB also inspects their hazardous materials storage areas routinely and implements appropriate corrective actions in order to prevent or minimize hazardous materials accidental releases. In the event of a hazardous materials incident, CSUB has trained personnel and contractors to handle such incidents.	
		Potentially Significant	3.7-1b	In the event that subsurface excavation during project activities occurs at the former UST-related petroleum release site, available records on the previous tank closure activities shall be reviewed and evaluated to determine if any significant petroleum contamination remains in the area. If additional records are not available, at least one subsurface sample (~2' below ground surface) beneath the old piping leak shall be retrieved and analyzed for Total Petroleum Hydrocarbons to verify that no petroleum impacted soil remains at that location.	Less Than Significant
3.7-2	The Project may affect implementation of CSUB's emergency response and evacuation plans	Potentially Significant	3.7-2	In the event that the emergency routes and evacuation areas are changed to accommodate Project plans and activities, CSUB will evaluate alternate routes and evacuation sites, then update its existing Emergency Response Plan. The acceptability of alternate routes is dictated to some extent by the location of the hazardous materials storage areas on campus. If necessary and/or possible, hazardous materials storage areas may be relocated to be able to handle potential emergencies and ensure public safety. Updates to the plan shall be incorporated in a timely manner and distributed to CSUB's emergency response team as well as responding agencies to ensure the proper	Less Than Significant

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
				implementation of the emergency plan. Signs indicating access directions may also be posted, as appropriate.	
3.7-3	The presence of water wells at construction sites may present a conduit to the groundwater which could be impacted by surface releases	Potentially Significant	3.7-3	In the event that inactive water wells such as Well #1 on the CSUB property are present within the construction area, the wells have to be destroyed in accordance with state and local regulations. The well must be destroyed before starting work in that area. A well destruction permit shall be obtained from KCEHSD prior to beginning well abandonment activities. A KCEHSD representative shall inspect the site to verify that proper abandonment procedures are followed. CSUB shall have the destroyed well's location noted on campus utility plans/maps and any construction in its vicinity shall be reviewed by Facilities Management staff so the integrity of the abandonment is not compromised.	Less Than Significant
3.7-4	Potential hazardous materials releases or exposure related to asbestos and lead-based paint	Potentially Significant	3.7-4	If Project activities include removal or disturbance of existing building materials, then the age of the building will be determined and any buildings built within these time frames will be inspected for the presence of regulated asbestos-containing material (RACM) before renovations begin. If it is found to contain asbestos, then the following standard SJVAPCD mitigation measures related to asbestos shall be implemented: ▪ A thorough survey of any building containing regulated asbestos-containing material (RACM) shall be conducted by a qualified consultant. ▪ A 10-day working notification of demolition or removal of asbestos shall be released.	Less Than Significant

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
				▪ After this ten day period, the RACM may be removed but only after being inspected by a representative from the SJVAPCD. If there are any structures built before 1978 on the site to be demolished or dismantled, then all applicable laws of the State of California regarding the handling and disposal of lead-based paint (listed at **http://www.dhs.ca.gov/childlead/html/genregs.html**), shall be observed. According to the California Department of Toxic Substances Control (DTSC), if paint is not removed from the building material during demolition (and is not flaking or peeling), the material could be disposed of as construction debris (a non-hazardous waste). The party disposing of such waste shall contact the landfill operator in advance to determine whether the landfill has any specific requirements regarding the disposal of lead-based paint materials.	
3.8 Hydrology and Water Quality					
3.8-1	Violation of water quality standards or waste discharge requirements	Less Than Significant		No mitigation measures are required.	
3.8-2	Depletion of groundwater supplies or substantial interference with groundwater recharge	Less Than Significant		No mitigation measures are required.	
3.8-3	Runoff increase that would exceed the capacity of CSUB's storm water drainage system or create flooding or polluted runoff	Potentially Significant	3.8-3	The University shall construct sumps and/or retention basins as necessary for each phase of Project construction that will accommodate the excess runoff created by the new impervious surfaces.	Less Than Significant

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
3.8-4	Impacts related to the failure of Isabella dam	Less Than Significant		No mitigation measures are required.	
3.9 Noise					
3.9-1	Potential for increased traffic noise as a result of the proposed Campus Master Plan under existing plus project and future conditions	Less Than Significant		No mitigation measures are required.	
3.9-2	Potential impact of construction noise as a result of planned improvements	Potentially Significant	3.9-2a	All heavy construction equipment and all stationary noise sources (such as diesel generators) shall be in good working order and have manufacturer installed mufflers.	Less Than Significant
		Potentially Significant	3.9-2b	Equipment warm up areas, water tanks, and equipment storage areas shall be located in an area as far away from existing residences as is feasible.	Less Than Significant
		Potentially Significant	3.9-2c	All construction and general maintenance activities, except in an emergency, shall be limited to the hours of 6:00 a.m. to 9:00 p.m. during the week, and 8:00 a.m. to 9:00 p.m. on weekends.	Less Than Significant
3.9-3	Potential for earthborn construction vibration as a result of activities associated with the Project	Less Than Significant		No mitigation measures are required.	
3.9-4	Potential for increased on site noise generation	Potentially Significant	3.9-4a	Loudspeaker and other public address systems at the baseball stadium will be located to minimize audibility at the nearest dormitories. They shall be adjusted to register no more than 70 dB Lmax at the nearest residential building.	Less Than Significant
		Potentially Significant	3.9-4b	Evening non-athletic outdoor events using amplified music or voice at the ballpark such as concerts or	Less Than Significant

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
				ceremonies shall be required to monitor noise levels at the nearest on-campus residences, and noise control shall be implemented to maintain noise levels at these locations at 50 dBA L_{50}, 70 dBA Lmax, as a condition for allowing such events if/when the dormitories are completed.	
3.10 Population and Housing					
3.10-1	Induce substantial population growth in an area, either directly or indirectly	Less Than Significant		No mitigation measures are required.	
3.10-2	The potential of the Project to displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere	Less Than Significant		No mitigation measures are required.	
3.10-3	The potential of the Project to displace substantial numbers of people, necessitating the construction of replacement housing elsewhere	Less Than Significant		No mitigation measures are required.	
3.11 Public Services					
3.11-1	Provision of adequate police and fire protection to serve the proposed project	Potentially Significant	3.11-1a	Before construction is completed on new facilities on campus, new "Blue Light" phones shall be added as appropriate to ensure safety at these locations.	Less Than Significant
		Potentially Significant	3.11-1b	As the campus expands, both physically by increasing the developed area of the campus and in number of enrolled students, the University will increase the number of patrol officers and other UPD personnel as necessary to ensure adequate police protective services on campus.	Less Than Significant
3.12 Recreation					
3.12-1	Potential to increase the use of existing neighborhood and regional	Less Than Significant		No mitigation measures are required.	

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
	parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated				
3.12-2	Construction of the new recreational facilities could result in impacts to the physical environment	Potentially Significant		Implementation of the mitigation measures in Section 3.3, 3.4, 3.7, and 3.9, as well as all other mitigation measures related to new construction and renovation.	Less Than Significant
3.13 Transportation/Traffic					
3.13-1	Generation of vehicle trips due to increased enrollment will increase traffic on the adjacent street system	Potentially Significant		Following negotiations with the City of Bakersfield, the University shall determine the appropriate fair share fee (or construction of improvements) required for each project as it is proposed based on Table 3.13-13, Table 3.13-14, and the identified impacts upon defined off-campus streets and intersections from the specific project. The California State University system will then seek funding from the legislature for payment of this fair share fee or construction of improvements consistent with its responsibility and authority.	Significant and Unavoidable
3.13-2	Implementation of the Master Plan will result in an increased demand for on-campus parking	Less Than Significant		No mitigation measures are required.	
3.14 Utilities/Service Systems					
3.14-1	Potential impacts related to wastewater	Less Than Significant		No mitigation measures are required.	
3.14-2	Potential impacts related to construction of new stormwater facilities	Potentially Significant	All 3.4	Implementation of the mitigation measures in the Biological Resources section (3.4) of this EIR.	Less Than Significant
3.14-3	Potential to not have sufficient water supplies available to serve the project from existing entitlements and	Less Than Significant		No mitigation measures are required.	

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
	resources, or require new or expanded entitlements, or require the construction of new water supply facilities				
3.14-4	Exceed capacity of the landfill	Less Than Significant		No mitigation measures are required.	

SECTION THREE

COMMENTS AND RESPONSES

SECTION THREE - COMMENTS AND RESPONSES

The Draft EIR was mailed to agencies, organizations and interested individuals and began circulation for public review on June 11, 2007. During the review period a public meeting on the Draft EIR was held at Cal State Bakersfield on June 27, 2007. No public comments on the Draft EIR were received at the meeting, but several written comments on the Draft EIR were received during the public review period.

A 30-day review period was requested from the State Clearinghouse, but the University responded to comments received after the 30-day period and also posted an administrative draft of the Final EIR on its website, including responses to the written comments. These comments and the responses thereto are contained in this section and, combined with the Draft EIR, represent the Final EIR.

List of Commenters

The following individuals provided written comments on the Draft EIR:

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SIERRA CLUB KERN-KAWEAH CHAPTER

Kern-Kaweah Chapter
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Michael A Neal
California State University Trustees
9001 Stockdale Highway
Bakersfield, CA 93311-1099

June 21, 2007

Re: CSUB Campus Master Plan Update DEIR

Dear Mr. Neal:

We incorporate our 2 13 07 letter into these comments by reference; some are repeated. We believe suburbs can decrease the harm they do to air, water and wildlife and that new campuses can show the way. The bicycles of UC Davis exemplify this.

BIOLOGY

We are glad there is a large refugee population of Kit Fox on campus. We suppose that those foxes also use the 460 acre Bakersfield Educational Studies Area (BESA) that is mostly between the campus and the Kern River. Thank you for the discussion of traffic related Kit Fox mortality on page 3-42, 43. I did not find a mitigation measure limiting vehicle speeds on Stockdale Highway; nocturnal speeds on Stockdale Highway should be especially slow. Please consult Drs. Brian Cypher, David Germano and Ted Murphy about speeds on Stockdale Highway. We appreciate the slow speeds allowed on campus. there will be 1

We hope a footbridge will be built to enhance public safety and connect the campus to the BESA. The BESA is habitat for Kit Fox and many plants and animals including Roadrunners, the campus mascot. The easier and safer it is to cross Stockdale Highway, the more likely people will enjoy the BESA and defend it from parking lots and groomed parks. 2

We appreciate your concern for the 40 acre Environmental Studies Area, aka FACT.

WATER and PESTICIDES

The campus now has lawns and evaporative ponds that officials may call streams or fountains. Builders tell me lawns and "lakes" use about the same amount of water. Xeric plantings can be equally attractive and save the water local agriculture pays so much for and that the San Joaquin-Sacramento River Delta needs. Most locally native plants, except riparian species, use little water. California's state flower does well in my yard with little water or 3

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care. If there must be exotic plants, put them on drip irrigation. Native plants help minimize pesticide use. Pesticides are especially harmful to women of child bearing age; they may be in the early stages of pregnancy.

Gas powered lawn tools emit 5% of US air pollution. Audubon Mag. 5,6/07 p 21. | 4

The DEIR should state the cost of water used on campus. If the campus will use groundwater, please estimate the amount of available ground water, and minimize the ambient air pollutants and global warming gas generated by pumping the ground water. | 5

BUILDINGS

All weight bearing surfaces, such as roofs, should be covered with photo-voltaic cells. It is cheaper to install them when a building is built than to add them to a completed building. Bakersfield has an eleven month growing season with lots of sun. CSUB contemplates engineering curricular; students could become familiar with solar technology while on campus. Surfaces not covered with solar panels should be white; winters here are mild and summers are hot.

"Green building" techniques are developing rapidly; I can include a three year old list of them, but you are probably more knowledgeable than that. What orientation of buildings provides the most reductions in energy use? Some say the longer walls of a rectangular building should face north and south and contain most of the building's windows. Parking should be underground. | 6

The higher the buildings, the more compact the campus will be. Attractive stairs and adequate elevators are needed. | 7

Trees on drip irrigation can shade buildings. We like Valley Oak, Quercus lobata. | 8

AIR QUALITY, GLOBAL WARMING and TRANSPORTATION

All those who regularly travel to CSUB should be given bus passes. Local buses (GET) use CNG. The campus is now almost big enough for two sheltered bus stops; multiple stops will become necessary. | 9

The more cars parked underground or in parking structures, the more space there will be for recreation and future buildings. If parking is restricted, or fees are charged for parking, more people will ride the buses that now access the campus. All those who regularly travel to CSUB should be given bus passes; this is cheaper than building parking spaces. If there must be parking lots, many trees will keep the ground and the cars cooler. We suggest following the Bakersfield Tree ordinance. | 10

Gas powered lawn tools emit 5% of US air pollution. Audubon Mag. 5,6/07 p 21.

UCLA has joined the California Climate Action Registry, a group of organizations and companies that voluntarily report and reduce their | 11

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greenhouse gas emissions. The results are certified by independent third-parties to ensure compliance with protocols and standardization across participants and sectors. Since 1990, the campus has significantly reduced greenhouse gas emissions through vanpool and ride-sharing programs; made a $180-million investment in a cogeneration plant that produces electricity, steam and chilled water from landfill methane gas and natural gas; and increased on-campus housing, among other steps. In May 2006, UCLA commissioned a campus wide committee to build on its strong foundation of environmentally conscious programs and further promote sustainability in campus planning, development and operations and in education and research. For more details, see www.sustain.ucla.edu

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ACCOMODATING THE DISABLED

People who are unable to walk can have special permits to park in the large parking areas under buildings. People who are unable to drive can reach the campus by bus. Law enforcement and disability accommodation require cars that must move about campus; they should have high mileage and low emissions; perhaps plug in hybrid electric vehicles (PHEV) or battery electric vehicles will be available by the time campus gets bigger. Paths should accommodate electric carts and bicycles.

12

DARK SKYS

Lights in buildings should shut off in rooms that are not in use; motion detectors are helpful. Indoor security lights need not be intense and should not light up windows. Outdoor lights, whether decorative, for athletic events or along pathways, should be shielded so that they light only the ground. Reflective shields increase the amount of light from a small Light Emitting Diode or compact fluorescent bulb. The International Dark Sky Association (www.darksky.org) has guidelines that would be useful as conditions of development.

13

Thank you for the opportunity to comment,

Arthur Unger

Arthur Unger
2815 La Cresta Drive
Bakersfield, CA 93305-1719
(661) 323 5569
alunger@juno.com preferred

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
1352 WEST OLIVE AVENUE
P.O. BOX 12616
FRESNO, CA 93778-2616
PHONE (559) 488-7306
FAX (559) 488-4088
TTY (559) 488-4066

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June 28, 2007

2135-IGR/CEQA
06-KER-58-R49.1
CALIFORNIA STATE UNIVERSITY BAKERSFIELD
CMP UPDATE
SCH #2006111133

Mr. Michael A. Neal
Vice President of Business & Administration Serv.
California State University, Bakersfield
9001 Stockdale Highway, 38ADM
Bakersfield, CA 93311-1022

Dear Mr. Neal:

Thank you for the opportunity to review the California State University Bakersfield's Campus Master Plan Update. This proposal is for the construction of various buildings and infrastructure upgrades on campus. The site is south of State Route (SR) 58, on the southeast corner of Old River Road and Stockdale Highway. Caltrans has the following comments:

Since the project is located some distance away from State facilities and that the development is spread out over a ten-year period, participation in the City of Bakersfield's Transportation Impact Fee Program (TIF) would be adequate to mitigate any impacts to State facilities. 1

If you have any questions, please call me at (559) 445-5232.

Sincerely,

Lisa Zito

LISA ZITO
Office of Transportation Planning
District 6

c: Mr. Scott Morgan, Senior Analyst, State Clearinghouse

"Caltrans improves mobility across California"

7705 Calle Cerca

Bakersfield, California 93309-7134

July 6, 2007

Mr. Michael Neal, Vice President

Business and Administrative Services

California State University, Bakersfield

9001 Stockdale Highway, 38 ADM

Bakersfield, California 93311

Dear Mr. Neal,

As a former resident of California State Long Beach Dormitories, I have a few suggestions to improve The CSUB plan. Many students from Los Angeles will not be able to enter local colleges as they will fill up fast. 1

My suggestion is that you build more student housing on the campus. Another critical problem is parking. I Suggest that construction of 2 or 3 "stacked" parking Structures are constructed. 2

Many students have children. You need at least two On campus Day Care centers. These centers can also be Used by students for studying children. 3

I do not see a science laboratory on the master plan. As you know the U.S. is way behind in producing Scientists. Build a science lab better than CSI ! 4

My final suggestion may be not wanted, but please give some thought to having a Disaster/Emergency room where officials can gather to implement emergency Instructions.

5

Respectfully submitted,

Christine Downey

Cc: Sharon Taylor

JON CRAWFORD 1831 Truxtun Ave. – Room 152 Bakersfield, CA 93301

661-323-2733 [O] 661-834-9253 [H] 661-637-2901 [Fax]

July 09, 2007

Mr. Michael Neal

California State University

9001 Stockdale Hwy. 38ADM

Bakersfield, CA 93311

RE: CSUB Expansion Plans

Dear Mr. Neal:

I have not studied CSUB's plans for expansion, except to become concerned of the talked of plans for commercial development of the southeast corner of your property; and your initial plans to place a high-rise commercial building for non-academic office space.

1

As this property was deeded to the State of California for a state college, **I believe the plans for this area to be used for non-academic purposes to represent a lack of proper stewardship by CSUB's administration.**

Having made this point, let me mention that I graduated from Cal-Berkeley 50 years ago and one of the charms of that campus was the easy access students had to commercial stores and restaurants surrounding portions of the campus; many located between campus and student housing. I courted my future wife by walking to coffee-dates only one block from our classes; an adventure not available to current students; unless they drive to a fast-food shop.

2

Thus, **I would consider proper use of the southeast corner to be restaurants, stores and shops suitable for students and located/available for students to walk to between classes**. Any other contemplated use [as mentioned in the Californian] by profit-hungry developers would be out-of-order for the property. 2

Thank you for considering this thought.

Sincerely yours,

Jon Crawford

jonpe@sbcglobal.net

----- Original Message -----
From: Evelyn Stevens
To: mneal@csub.edu
Sent: Tuesday, July 10, 2007 5:27 PM
Subject: Expansion Plans

Dear Sir,

Like the Californian said in Sunday's paper that the community needs more time to review the EIR. Let's not make hurried decisions and make
this SW area even more congested with traffic,housing area. Bakersfield is a great community, lets make is great with better planning.
Look around the congestion in the Rosedale area due to more planning. Thank you Evelyn Stevens

1

To. Pat Jacobs
Michael Neal

July 10, 2007

Subject: Draft Environmental Impact Report [DEIR]
Master Plan CSUB

I spent several hours yesterday afternoon at CSUB'S Library reviewing the DEIR. It is very difficult to understand without professional assistance from someone who deals with the many terms, studies, forecasts or language that the lay person is not familiar with. 1

I would offer the following comments.

I support Sunday's Bakersfield Californian Editorial "Cal State short-changing community", and urge the DEIR comment period be extended to the legally specified 45 day period. I can appreciate the committee wanting to give sufficient time for the University Trustees to digest the document, however I would think the neighborhood that will be affected by the University's Master Plan is more important. I submit that while contacts were made with some of the surrounding business the residences of The Vineyards, Haggin Oaks, Seven Oaks and The Oaks are more important. Those are the people the university will have to live with in the future. These are the people that will support the university or be a source of constant aggravation. Castle and Cook and their original Marketplace development controversy with the Haggin Oaks folks should be a lesson for all. 2

I further suggest CSUB hold another public evening session to inform the aforementioned neighborhoods and other interested parties what the University's Master Plan is all about. This meeting should be well advertised via newspaper, flyers etc. The reason no one attended the last meeting is no one knew about it. 3

In reviewing the DEIR the preparer of the document analyzes some 15 areas and concludes that mitigation of everything should be satisfied but air quality and traffic circulation. The major item they do not address is the proposed Master Plan of the university will overwhelm this already developed low density residential area. How will they mitigate that? 4

This established area does not require more retail, for it is available already either directly across from the university or under construction nearby. Major retail regional shopping areas are within five miles as the crow flies. 5

The area already has a hotel and perhaps a second one is necessary, but how many office buildings does the area need? If built will they conform in height to the existing office buildings? Why oh why would the university want to have two 24 story twin condominium residential towers dominating the skyline. It is doubtful the locals or the City of Bakersfield see any value in that proposal. 6

While CSUB has committed its future to Division One, why can't the baseball stadium be located off campus near better freeway access for spectator accessibility? I suggest they take the time and see where 7

other successful new minor league stadiums have been built. Look at Lancaster or Adelanto. 7

How do you mitigate that the proposed project is controlled by the university and the state Architects office. Local zoning, building standards, General Plan restrictions are exempt from the checks and balances the City of Bakersfield provides. The neighborhood is looking at a future forced on them without the ability to alter it or cancel it. Only the DEIR is there vehicle to express views or ask for alterations. The Trustees for the University hold our future in their hands. One really has to question is that fair? 8

The area surrounding CSUB is developed as low density residential. Just look at the zoning map. The university Master Plan calls for developing commercial buildings, major retail development, hotel, baseball stadium, hi-rise condominiums and a children's museum all within the existing low density residential area. If I read tea leaves correctly the community surrounding CSUB is going to have to live with the university's Master Plan. One can only hope the university will temper its expansion plans and not completely destroy our way of life. Many of us spent good money to invest in this low density residential area. That is all potentially in jeopardy under the current proposed Master Plan. 9

Dale A. Lindsley
2412 Snowdrop Dr
Bakersfield, Ca 93311
663-7382

Mr. Neal:

I am extremely concerned about the proposed expansion plans for CSUB and equally disappointed in the manner CSUB has kept much of the community, especially those of us in nearby neighborhoods, out of the decision process. 1

I have lived within 1/2 mile of CSUB for the past 21 years. I am pleased that its growth has finally taken off and hope that the university will be much more user-friendly for its students and the community at large. However, I fear that CSUB is now more concerned with building monuments than building a quality education for its students. As the student growth climb towards your projected cap of 18,000, CSUB needs to be focused on accommodating the needs of a student body double its current size, not to mention increased faculty and support staff. Its attention and time do not need to be diverted to the landlord business. CSUB has for the past decades had a very poor reputation for quality education and access in this community; I appreciate President Mitchell's commitment to improving both of these aspects and feel that is where CSUB needs to focus its time, energy, and money. 2

While I understand the twin towers project has been withdrawn, I am under no illusion that it is off the table as financing is apparently still being sought. This appears to be more about ego than about community need. I have never understood how twin 32-story office-condo-hotel buildings (about 3 times the tallest current building in town) benefit the majority of students. How many students can afford to buy a condo there? How many students, the majority of whom will always come from Kern County, or their family members will spend nights in the hotel, especially when there is already one within the same block (Homewood Suites)? How many will work there? Yes, CSUB can benefit from the income these towers may bring, but it comes at a steep price as CSUB grows and could use the land for more direct student/faculty educational use. I have similar concerns about the proposed office building, though I understand it is on a much smaller scale than the towers. 3

CSUB is "landlocked" by Stockdale Highway, Old River Road, Camino Media, and Gosford--all high traffic routes today which will continue to increase in traffic use as the southwest continues its rapid growth. I can only imagine thousands of cars from a doubled student body and a staff which will grow proportionately, plus additional cars from the towers, office building, and museum, all pouring in to Camino Media from these other streets. As it is, I try to avoid Gosford and Camino Media (my home is 1/2 block from there) at peak hours. Camino Media, a sleepy little road until recent years, now is a thoroughfare for CSUB, State Farm, the Marketplace, Kern Schools Federal Credit Union, Chevron, State Compensation Fund, the post office, and several other businesses, not to mention those living in surrounding areas. What is the point of taxing a road that can't be widened to double or triple its current load? Not only that, Camino Media effectively ends at Old River and Gosford, both already taxed by traffic. 4

Not once has CSUB held a community forum and invited nearby residents who will be the most impacted. That's 5
what a good neighbor and community partner should be doing. I believe the best way for CSUB to be actively engaged in the community and promote economic development in Kern County is to attract students and offer them the highest quality of education, including internships, one that is relevant to the world of work that they will soon enter, hopefully in Kern County. That is CSUB's mission and what the community most needs and wants from the university. I ask that CSUB reconsider its for-profit development plans and concentrate on its true mission for the betterment of its students, staff, and this community. 6

Sincerely,

Joan Herman

Sharon & Mike,

I sent the note below to the VP and the head of the Government and Public Affairs for Chevron in the San Joaquin Valley last Monday after meeting with the California Geological Survey regarding geologic data preservation in California. Chevron recently sent 200,000 boxes of core and a sizeable check to Texas to help preserve geologic data for public use there. I think we can partner up a group of corporations and government agencies that have a mutual interest in preserving geologic data to build a suitable library and research facility at CSUB to preserve the private geologic data collections that still exist. Coincidentally, I had a conversation a few days ago that involved a company wanting to build a hydrogen power plant in Southern California. A crucial part of the plan involves carbon sequestration in the Wilmington oil field. The CWSR at CSUB has core from that field that will likely be used in the study. Climate studies often involve reviewing sediments. CWSR has a lot of them.

What this is leading to is that we need to have a footprint in the CSUB Master Plan for a larger facility to contain the 100,000+ well files and 150,000+ boxes of well samples that are scattered about the state.

I will get the PowerPoint presentation over to Dr. Horton to forward to you as it is too large to email. The four page document is a executive summary of the plan we have for a larger facility that involves the USGS and the California Department of Conservation.

1

Please take look at the attached Word Doc and let me know if you have any questions.

(sent to Chevron)

I have attached some info here regarding a long standing plan to build a large geologic data research facility at CSUB to house all of the remaining cores, cuttings and other ancillary data privately held in California.

We have been discussing for many years trying to expand the California Well Sample Repository located at CSUB. In 2005 federal matching funds were included in the Energy Bill for geologic data preservation in the amount of $30 million a year for 5 years. Of course it has to actually be allocated by the House and the Senate, but we (California) have Feinstein and Costa on the Natural Resources committees in the Senate and the House. The timing on this is very tricky, because the Feds, the California Department of Conservation and CSUB all have different budget cycles. I would like to talk to you about this project and what Chevron's interest in it might be. I also need to talk to the CSUB administration to get alignment with their most recent Master Plan. The existing CA Well Sample Repository is #58 on the map. The campus has moved quickly in the last couple of years and I need to visit with them again.

Please take a look at the material I have included here and let me know if there is a time slot I could have to discuss it with you.

<file://\\BDONTDFS1.BDO.CHEVRONTEXACO.NET\SHARE\KernRiver\Tech_Team\People\Knauer\California Well Sample Repository\CWSR Show & Tell.ppt>

<<CSUB_Master_Plan_Layout1.pdf>> <<CWSR proposal to build at CSUB final version.doc>>

Regards,

Larry C. Knauer
Geologist
Chevron
P.O. Box 1392
Bakersfield, CA 93302

661-392-2471 office
661-392-2860 fax

----- Original Message -----
From: Don Greene
To: Michael Neal
Sent: Wednesday, July 11, 2007 5:13 PM
Subject: Development Plans

Dear Mr. Neal,

My husband and I live in The Greens at Seven Oaks. We wish to express our concerns regarding the development plans for CSUB. 1

We are adamantly opposed to the twin 24-story towers that recently have been proposed for construction. The traffic congestion, air pollution, and noise pollution created by such a development would adversely affect the quality of life that we currently enjoy. 2 The idea for a baseball stadium needs thorough investigation for air, light, and noise pollution. 3 Bynum's office complex seems reasonable. The children's museum sounds like a positive addition to the college campus. 4 Children visiting the museum may become inspired to attend the university.

Each new idea needs to have input from the residents surrounding the campus. We are your neighbors. We support the university. However, thoughtful expansion of the university can only happen with careful, slow planning, and input from the citizens as well as the business community. 5

Donald & Georgann Greene

cc: Sharon Taylor

STATE OF CALIFORNIA -- THE RESOURCES AGENCY ARNOLD SCHWARZENEGGER, *Governor*

DEPARTMENT OF WATER RESOURCES
1416 NINTH STREET, P.O. BOX 942836
SACRAMENTO, CA 942360001
(916) 653-5791

CSU BAKERSFIELD
VICE PRESIDENT
JUL 10 2007
BUSINESS AND ADMINISTRATIV.
SERVICES

June 25, 2007

Michael Neal, Vice President of Business and Administrative Services
California State University Bakersfield
9001 Stockdale Highway
Bakersfield, California 93311-1022

California State University Bakersfield Campus Master Plan Update
State Clearinghouse (SCH) Number: 2006111133

The project corresponding to the subject SCH identification number has come to our attention. The limited project description suggests your project may be an encroachment on the State Adopted Plan of Flood Control. You may refer to the California Code of Regulations, Title 23 and Designated Floodway maps at http://recbd.ca.gov/. Please be advised that your county office also has copies of the Board's designated floodways for your review. If indeed your project encroaches on an adopted food control plan, you will need to obtain an encroachment permit from the Reclamation Board prior to initiating any activities. The attached Fact Sheet explains the permitting process. Please note that the permitting process may take as much as 45 to 60 days to process. Also note that a condition of the permit requires the securing all of the appropriate additional permits before initiating work. This information is provided so that you may plan accordingly. 1

If after careful evaluation, it is your assessment that your project is not within the authority of the Reclamation Board, you may disregard this notice. For further information, please contact me at (916) 574-1249.

Sincerely,

Christopher Huitt
Staff Environmental Scientist
Floodway Protection Section

cc: Governor's Office of Planning and Research
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814

Encroachment Permits Fact Sheet

Basis for Authority
State law (Water Code Sections 8534, 8608, 8609, and 8710 – 8723) tasks the Reclamation Board with enforcing appropriate standards for the construction, maintenance, and protection of adopted flood control plans. Regulations implementing these directives are found in California Code of Regulations (CCR) Title 23, Division 1.

Area of Reclamation Board Jurisdiction
The adopted plan of flood control under the jurisdiction and authority of the Reclamation Board includes the Sacramento and San Joaquin Rivers and their tributaries and distributaries and the designated floodways.

Streams regulated by the Reclamation Board can be found in Title 23 Section 112. Information on designated floodways can be found on the Reclamation Board's website at http://recbd.ca.gov/designated_floodway/ and CCR Title 23 Sections 101 - 107.

Regulatory Process
The Reclamation Board ensures the integrity of the flood control system through a permit process (Water Code Section 8710). A permit must be obtained prior to initiating any activity, including excavation and construction, removal or planting of landscaping within floodways, levees, and 10 feet landward of the landside levee toes. Additionally, activities located outside of the adopted plan of flood control but which may foreseeable interfere with the functioning or operation of the plan of flood control is also subject to a permit of the Reclamation Board.

Details regarding the permitting process and the regulations can be found on the Reclamation Board's website at http://recbd.ca.gov/ under "Frequently Asked Questions" and "Regulations," respectively. The application form and the accompanying environmental questionnaire can be found on the Reclamation Board's website at http://recbd.ca.gov/forms.cfm.

Application Review Process
Applications when deemed complete will undergo technical and environmental review by Reclamation Board and/or Department of Water Resources staff.

Technical Review
A technical review is conducted of the application to ensure consistency with the regulatory standards designed to ensure the function and structural integrity of the adopted plan of flood control for the protection of public welfare and safety. Standards and permitted uses of designated floodways are found in CCR Title 23 Sections 107 and Article 8 (Sections 111 to 137). The permit contains 12 standard conditions and additional special conditions may be placed on the permit as the situation warrants. Special conditions, for example, may include mitigation for the hydraulic impacts of the project by reducing or eliminating the additional flood risk to third parties that may caused by the project.

Additional information may be requested in support of the technical review of

your application pursuant to CCR Title 23 Section 8(b)(4). This information may include but not limited to geotechnical exploration, soil testing, hydraulic or sediment transport studies, and other analyses may be required at any time prior to a determination on the application.

Environmental Review

A determination on an encroachment application is a discretionary action by the Reclamation Board and its staff and subject to the provisions of the California Environmental Quality Act (CEQA) (Public Resources Code 21000 et seq.). Additional environmental considerations are placed on the issuance of the encroachment permit by Water Code Section 8608 and the corresponding implementing regulations (California Code of Regulations – CCR Title 23 Sections 10 and 16).

In most cases, the Reclamation Board will be assuming the role of a "responsible agency" within the meaning of CEQA. In these situations, the application must include a certified CEQA document by the "lead agency" [CCR Title 23 Section 8(b)(2)]. We emphasize that such a document must include within its project description and environmental assessment of the activities for which are being considered under the permit.

Encroachment applications will also undergo a review by an interagency Environmental Review Committee (ERC) pursuant to CCR Title 23 Section 10. Review of your application will be facilitated by providing as much additional environmental information as pertinent and available to the applicant at the time of submission of the encroachment application.

These additional documentations may include the following documentation:

- California Department of Fish and Game Streambed Alteration Notification (http://www.dfg.ca.gov/1600/),
- Clean Water Act Section 404 applications, and Rivers and Harbors Section 10 application (US Army Corp of Engineers),
- Clean Water Act Section 401 Water Quality Certification, and
- corresponding determinations by the respective regulatory agencies to the aforementioned applications, including Biological Opinions, if available at the time of submission of your application.

The submission of this information, if pertinent to your application, will expedite review and prevent overlapping requirements. This information should be made available as a supplement to your application as it becomes available. Transmittal information should reference the application number provided by the Reclamation Board.

In some limited situations, such as for minor projects, there may be no other agency with approval authority over the project, other than the encroachment permit by Reclamation Board. In these limited instances, the Reclamation Board

may choose to serve as the "lead agency" within the meaning of CEQA and in most cases the projects are of such a nature that a categorical or statutory exemption will apply. The Reclamation Board cannot invest staff resources to prepare complex environmental documentation.

Additional information may be requested in support of the environmental review of your application pursuant to CCR Title 23 Section 8(b)(4). This information may include biological surveys or other environmental surveys and may be required at anytime prior to a determination on the application.

July 11, 2007

Mr. Michael Neal
Vice-President of Business and Administrative Services
California State University Bakersfield
9001 Stockdale Highway, 38 Adm
Bakersfield CA 93311-1022

Re: June 2007 Draft Environmental Impact Report for the Campus Master Plan Update

Dear Mr. Neal:

As a neighboring resident of the California State University Bakersfield (CSUB) campus, I fully support the University's educational mission and I fully expected to see the University expand its educational facilities over time. What I did not expect was the broad range of additional facilities proposed in the Campus Master Plan Update (MPU), not the least of which is the 4,500 seat minor league baseball stadium which seems questionable as infill development on the University campus. I am concerned that a number of environmental issues which should have been fully explored in the Draft Environmental Impact Report (DEIR) for their "potentially significant impact" have been deferred to the Environmental Impact Report. And these issues cover the spectrum: Air, Noise, Water Quality, Hazardous Materials, Utilities and Service Systems (for impacts on wastewater treatment), and Traffic/Circulation. I am also concerned that the University is moving too quickly on this project, without appropriate public outreach. The recent Bakersfield Californian article even pointed out that the public comment period had been reduced from 45 days to 30 days, and the DEIR that I received did not contain Page 2, which included critical information about the public comment period, the deadline for comments, and the public meeting. 1

Paramount in my concern is the issue of traffic. I fully expected the campus to grow its enrollment, but I question how the existing street system can accommodate an increase of 6,000 students (from the existing of 11,000 to an ultimate of 18,000) when combined with traffic impacts of the additional retail/commercial uses *plus* the 4,500 seat minor league baseball stadium. As I understand, this is a program level environmental impact report and, as such, it is required to analyze the cumulative effects of the full range of uses. Yet the report states that "the adoption of the MPU will not result in any impacts to the transportation system. Implementation of future projects will actually cause the impact." This statement sidesteps the impacts which will clearly result from the MPU. As such, the DEIR fails to address the cumulative impact of the proposed update on the local and regional traffic system. 2

The traffic impacts will need to be mitigated, likely with the construction of improvements to the street system. The extensive reporting done recently by the Bakersfield Californian, which included supporting charts and graphs, revealed how the 3

local and regional street networks just aren't working – and that local jurisdictions are rightfully concerned. The DEIR, in deferring discussion of the important topic to the Environmental Impact Report, provides no sense of the magnitude of impacts on the transportation network in the project area. 3

Additionally, the DEIR indicates that the University system will seek funding from the legislature for the construction of improvements. How much does the legislature have set aside for street improvements to the University system? Is this a feasible approach? How much will be needed to mitigate the traffic resulting from the proposed MPU? What assurance do you have that the legislature will approve what is needed? Finally, in the event that few dollars materialize from this source, what alternative means of constructing the needed improvements will be sought? 4

Another of my concerns is the presentation of alternatives in the DEIR. In this section, you failed to analyze the "No Project Alternative" which is that the University builds nothing else and stays the way it is today. You failed to analyze this alternative, which would result in the least impacts. 5

In summary, Mr. Neal, I am concerned that there is not enough information on the various impacts of the proposed MPU for the public and the decision makers to understand the effects of approving this project. It is also difficult to fully understand the proposed project when it is changing during the public review period (as also reported recently in the media). To allow this review process to work as the legislature intended, I request that you:

- Finalize the scope of the project and begin the review process again.
- Fully analyze the cumulative effects of the various impacts identified in the DEIR.
- Provide assurances that there will be sufficient mitigation proposed to minimize the adverse environmental effects.
- Recirculate a revised environmental document, addressing the aforementioned issues, so that neighboring residents have adequate information about this project.
- Increase the outreach and distribution of future environmental impact reports, and any information related to the MPU; including posting on your website, newsletters to local residents and businesses, etc.

6

Thank you for your consideration of my comments.

T.G. Burke
1000 Lisbury Court
Bakersfield, CA 93311

ROADS DEPARTMENT
CRAIG M. POPE, P.E., Director
2700 "M" STREET, SUITE 400
BAKERSFIELD, CA 93301-2370
Phone: (661) 862-8850
FAX: (661) 862-8851
Toll Free: (800) 552-5376 Option 5
TTY Relay: (800)735-2929
E-Mail: *roads@co.kern.ca.us*

RESOURCE MANAGEMENT AGENCY
DAVID PRICE III, RMA DIRECTOR
Community Development Program Department
Engineering & Surveying Services Department
Environmental Health Services Department
Planning Department
Roads Department

July 11, 2007

Ref.: California State University Bakersfield
Campus Master Plan Update

Michael A. Neal
Vice President of Business and Administrative Services
California State University Bakersfield
9001 Stockdale Highway, 38ADM
Bakersfield, California 93311-1022

Subject: Traffic Impact Study for CSUB Campus Master Plan

Dear Mr. Neal,

This department has reviewed the Traffic Impact Study (TIS) for the above noted project and has the following concerns:

1. The Synchro output files for the TIS show inconsistencies in the Level of Service (LOS) at various intersections during the different scenarios provided. This also caused some intersections to have a better Control Delay under worse conditions, please explain. 1

2. Mitigation proposed in Table 7 and Table 8 – Will CSUB be building the mitigation that is proposed in the TIS or paying into the Regional Transportation Impact Fee Program? Who is responsible to verify that the mitigation is completed when it's required? 2

Thank you for the opportunity to comment on this project. Should you have any questions please contact Brian Blacklock at (661)862-8881.

Sincerely,

Barry D. Nienke
Traffic Engineer

CSUB PLANERS.....Hold on...**do not put high rise buildings in an area of low rise homes in this residential area**. You are moving in the **wrong** direction. I appose your plan for the "towers" on the CSUB campus. 1

Take into consideration the residents who are/where in the area for the past 8 years and do not want what you propose. 2

C. Harvey Campbell, Jr. 3014 Violet Rose Ct. Bakersfield, CA, 93311 tel: 661-665-2251

I am of the opinion that commercial enterprises do not belong on college campuses and in particularly State funded colleges. 1

I further think that the additional traffic should be given a great deal of consideration. 2

Sincerley, Charles Heppe
geogriz@yahoo.com

As a UCLA BS grad and UC Irvine Masters grad, any great university must expand for serving students and faculty. CSUB was there before the residents. Those residents must be total idiots if they were blind to this. By moving in to the area, the residents were moving into the CSUB community. 1

Expand to greatness! Get it going!
Ed

Gregory Martin

From: Mike Neal [Mike_Neal@firstclass1.csubak.edu]
Sent: Thursday, August 02, 2007 1:27 PM
To: Gregory Martin
Cc: Diana Diaz
Subject: Fwd: Proposed CSUB Masterplan.

Greg
Another comment.
Mike

Michael A. Neal
Vice President Business & Administrative Services
38 ADM
9001 Stockdale Highway
Bakersfield, CA 93311-1022
661-654-2287
Fax 661-654-6923

----- Original Message -----

Thursday, August 02, 2007 12:57:13 PM
Message
From: "William Atkinson" <watkinson@bak.rr.com>
Subject: Proposed CSUB Masterplan.
To: <mneal@csub.edu>

Dear Sir's. The CSUB Masterplan as I understand it, will have a major impact on the local area where we live. The congestion at peak hours is almost intolerable now, and will probably get much worse with this plan. To impliment such a radical change in the living concepts of the area without consideration of us is unwise, after all, we will supply the funds for such an enterprise; or perhaps be embittered against such a high handed operation and oppose all such funding. 1 2

There must be a thorough airing of what these plans are and significant opportunities for community input. After all we profess to be a Democracy, not an Autocracy. 3

William and Lilian Atkinson
9907 Artistry Rose Court.
Bakersfield. 93311

8/2/2007

Gregory Martin

From: Mike Neal [Mike_Neal@firstclass1.csubak.edu]
Sent: Monday, August 06, 2007 6:52 AM
To: Gregory Martin
Cc: Diana Diaz
Subject: Fwd: CSUB Development

Greg
Another comment.
Mike

Michael A. Neal
Vice President Business & Administrative Services
38 ADM
9001 Stockdale Highway
Bakersfield, CA 93311-1022
661-654-2287
Fax 661-654-6923

----- Original Message -----

Sunday, August 05, 2007 4:16:22 PM
Message
From: ARTHUR CASTRO <tnccastro@sbcglobal.net>
Subject: CSUB Development
To: mneal@csub.edu

CSU Board of Trustees,

My wife and I want you to know that we object to a development adjacent to the CSUB campus that will disrupt our present lifestyle and that will increase the local housing density. 1

The development of the Kern Schools Credit Union complex was compatible with adjacent building height, but your design concepts would drastically change our skyline. 2 The increased population density would negatively alter the Marketplace community that we presently appreciate. 3 Traffic congestion would become much worse than it already is and approved housing developments promise to add even more congestion. 4 We are already experiencing increased traffic volume with the completion of Old River Road to the south of White Lane.

We believe that the demographics of our area would be shifted to a position that is contrary to what 5

8/6/2007

attracted us to buy our home. The addition of commercial and retail businesses, hotels, baseball stadium, and such will expose us to more noise, traffic, and commercial environment. We want our quiet residential area to remain as it is.

Respectfully,

Arthur & Carole Castro
10014 Brigadoon Rose Street
Bakersfield, CA 93311
tnccastro@sbcglobal.net

8/6/2007

Gregory Martin

From: Mike Neal [Mike_Neal@firstclass1.csubak.edu]
Sent: Wednesday, August 08, 2007 6:06 PM
To: Gregory Martin
Subject: Fwd: master plan

Greg
I have been out today and returned to see this email.
Mike

Michael A. Neal
Vice President Business & Administrative Services
38 ADM
9001 Stockdale Highway
Bakersfield, CA 93311-1022
661-654-2287
Fax 661-654-6923

----- Original Message -----

Wednesday, August 08, 2007 11:12:19 AM
Message
From: Sky Hamlin <hamsky@sbcglobal.net>
Subject: master plan
To: mneal@csub.edu
Attachments: Attach0.html 1K

We have just been made aware of the plan that CSUB is to go into the business of retail and commercial development. We see this as not only going against the will of the neighborhood but of local government. It is the misuse of the power the state has given the university. Your aim sould be at education and living within the budget granted by Legislature. Please reconsider your plans to commercialize this area. Give yourself time and allow CSUB to grow into the university we will be proud of. 1 2 3

Thank you for your time and attention to this matter. We would be open to communication from your office and comments.

Schuyler Hamlin
hamsky@sbcglobal.net

8/8/2007

Gregory Martin

From: Mike Neal [Mike_Neal@firstclass1.csubak.edu]
Sent: Friday, August 10, 2007 10:27 AM
To: Gregory Martin
Subject: Fwd: Comments on "Administrative Draft of the Final Impact Report"

Dear Mike,

As you know, I have repeatedly asked, during University Council meetings, for the university to consider environmental impacts of campus development and have been repeatedly told "later, not yet." The university (and the community in general) continue a piecemeal too little too late approach that allows project after project to go through as being unimportant environmentally, but with overall degradation of the environment. 1

The university should be a leader. Where, in this report, is consideration of global warming? Where is an insistence on cutting edge green design? Where is a discussion of sustainability? Nowhere. 2

How is the university considered by the community? My conversations with community friends revolve around discussing their questions what possible motivation the university can have for the so-called private partnerships proposed developments. The outlook is quite cynical--that it has nothing in particular to do with quality academics and everything to do with profits for developers. The university mentions office renters who might interact with the university in some way--who wouldn't qualify, by that criterion? The university mentions a possible future program in hotel and restaurant management--I have been on Academic Affairs for years and there hasn't been a whisper of this, to my knowledge. The only project that makes academic sense to me is the proposed children's museum. The university needs to re-consider handing over land to developers, especially given the problems raised by "hosting" office building, hotels, and a stadium. 3

I was stunned to see that several problems are considered not significant or fixable.

Traffic volume and congestion associated with these projects would be horrendous, with associated pollution and noise. We already have students, faculty, and staff who have to fight their way here through gridlocked traffic at busy hours and fight to get a parking space, especially 4-6:30 PM, and as a teacher of 6 PM classes I can tell you that every class has multiple students who beg to be allowed to arrive late to every class because they simply cannot get here from their day jobs. This would become far worse, and is not fixable by some lane widening. Where are the proposals for express buses or 4

8/10/2007

dedicated carpool parking or other creative, green approaches?

Water use is also considered nonsignificant or fixable--but where are plans to cut water use, to landscape for low water use, etc.? 5

Light pollution is considered fixable, but you are talking about stadium lighting and projects that will undoubtedly be brightly lit up all night. The campus's newest parking lot, between the Health Center and Facilities, has lighting that has erased the night sky and is left on at full-capacity all night, so if this is a model of what the university considers low-impact lighting then the mitigation proposed for new projects is likely to be just as ineffective, ugly, intrusive, and energy-wasting. 6

Noise pollution is considered fixable and supposedly will be monitored to keep it at or below 70 decibels at dorms (what about classrooms? what about overall outdoor campus environment? what about other campus events taking place at the same times? and what about the campus's owls and kit foxes?). According to my environmental psychology text, 70 decibels is the equivalent of noise 50 feet from a freeway. How can people and other animals live, work, and study with this amount of noise being a regular occurrence? And I believe the existing minor league baseball stadium has fireworks several times a year. 7

I see nothing in the report about trash generation (versus trash reduction and recycling). 8

I am greatly saddened to know that the cumulative impact of the proposals will be to put further stress, possibly intolerable stress, on the campus's resident San Joaquin kit foxes, Great Horned Owls, Burrowing Owls, and other endangered and threatened animal families. Cal State has such a unique treasure in having these animals living on campus. We should be doing everything with an eye on helping them, not just meeting the legal technicalities that drive them downhill as their habitat disappears. 9

As always, I ask the campus to be green. I ask that these comments be forwarded to the trustees. And I ask that the campus and trustees not go forward with the private partnerships plan, except the children's museum, and not consider a stadium on campus. 10

Sincerely,

Carol Raupp
CSUB Professor of Psychology

8/10/2007

Mr. Michael Neal
California State University
9001 Stockdale Highway 38 ADM
Bakersfield, CA 93311

Environmental Impact Report

Dear Sir

In the interest of full disclosure, I am a resident of the community of homes adjoining CSUB on the east side of the campus. The Kroll Way exit from the campus is just behind my back fence.

I have recently examined the copy of the environmental impact report which has been offered for comment. My primary interest is in the plan for a 4500 person capacity baseball stadium to be built on the southwest corner of the campus. This facility appears to have displaced the two student villages included in the last Master Plan as well as the temporary recreational facilities now occupying the site. The relocation of these facilities is a real concern since the plan shows them relocated to the east side of the campus adjacent to the residential community in which I reside. Although the map shows plans for trees to buffer other roads and facilities none are included in this instance. Although lighting is addressed for the baseball stadium, no comment is made regarding these facilities nor are they noted anywhere except the map. 1

In your response to the suggestion of building the stadium off campus you answered that it was desired to have it close to students and players. I noted in the newspaper this week that all home basketball games will be played off campus. 2

It has been my observation that the site of the temporary facilities which support multiple activities at the proposed stadium site is one of the busiest locations on the campus night and day with associated lighting, parking and traffic. Their new location would put more traffic on Kroll Way which already endures the driving of anxious students going to and from classes exceeding the speed limit of 30 mph. A "no parking" sign did stop one motorist briefly behind my fence three weeks ago. 3

This review process has been very difficult to engage in due to the limited publicity given to it. I have been unable to confirm what contacts were made with the community association that represents our home owners but as an individual property owner nearest the campus I was not privy to any notices or questionnaires. It is reminiscent of the start of construction of the Kroll Way Bridge at the end of the cul-de-sac several years ago. Until then I thought I was in a remote location with cul-de-sacs both in front and behind me and adjacent to a quiet campus. 4

I believe myself to be a supporter of education and the university and have volunteered time to various campus activities. I have endured the reverberations from the amphitheater, the Saturday soccer matches and the three month assembly and disassembly of the structure for the fall business conference. Now however, your plan to move permanent facilities supporting more continuous activity as near as possible to the only residential area on your borders and without solicited comment leads me to doubt the sincerity of your stated desire to be a part of the community. 5

Although I have a computer I was not able to access the report on the CSUB website so it was necessary to visit the library to view the document on two occasions. In addition to the concerns stated earlier I have the following comments regarding the report referenced by page and paragraph.. 6

Page 2-19 3.3-5 Typo "odors" not "orders" 7

Page 2-28 3.8.4 Isabella Dam failure being "less than significant" seems naïve in view of current investigations and inspections of the auxiliary dam.

Page 3-25 Campus speed limit is stated to be 25 mph but also posted at 30 mph and 35mph on various roads. 8

In conclusion I believe that the stadium is not in the best interest of our greater community and it is also limits further growth and plans for the campus. Parking and sports facilities are consuming an inordinate amount of land. Further there are so many other plans for sports facilities being floated that it should be possible to find other avenues to satisfy this need. 9

Sincerely,

Billy F. Burke

Billy F. Burke
8236 Portsmouth St.
Bakersfield, CA 93311-1160
661 664 7369
billyfburke@aol.com

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

August 15, 2007

Michael Neal
Vice President for Business & Administrative Services, CSUB
California State University Trustees
9001 Stockdale Highway
Bakersfield, CA 93311-1099

Project: Draft EIR: California State University, Bakersfield Campus Master Plan Update (SCH # 2006111133)

Subject: CEQA comments regarding the Draft Environmental Impact Report

District Reference No: 200701135

Dear Mr. Neal:

The San Joaquin Valley Unified Air Pollution Control District (District) has previously commented on this project (District Reference Number C200602631, dated January 24, 2007, for CSUB Project Initial Study/NOP CSU Bakersfield Campus Master Plan Update). The District offers the following comments in addition to previous comments.

1 On October 30, 2006 the United States Environmental Protection Agency (US EPA) found the District to be in attainment of the National Ambient Air Quality Standard for PM10. However, the official re-designation of the District's classification from "Serious Non-Attainment" to "Attainment" can only occur after additional administrative steps are taken.

Findings of Significance

Upon review of the project, the District does not concur with the Draft EIR that:

2
- The individual project component impacts are less than significant.
  - The District has determined that compliance with Regulation VIII will constitute sufficient mitigation to reduce fugitive dust related PM10 impacts from construction to a level considered less than significant; however, compliance with Regulation VIII does not mitigate the PM10 impact from equipment exhaust.

Seyed Sadredin
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
2700 M Street, Suite 275
Bakersfield, CA 93301-2373
Tel: (661) 326-6900 FAX: (661) 326-6985

3 ○ The District does not concur with the assumptions used to determine construction exhaust emissions in URBEMIS.

3.1 ▪ There is inadequate information to adequately determine the square footage, when construction will occur, and either the total acreage or the acreage for each CSUB project, i.e., new arts center, central mechanical plant module, humanities complex, residential housing, etc.

3.2 ▪ The District does not accept totaling the square footage of school related construction and dividing the total square footage by 13 years to determine the total acreage per year.

3.3 ▪ The proposed Public-Private Partnerships are not addressed.
- A 4-6-story 100,000 to 130,000 square foot office building on 6.5 to 8.5 acres of land. The building would be leased primarily to office tenants and the ground floor would provide for a limited number of retail uses.
- Development of twin 31-story towers, including condominiums, a hotel, conference center, office space, and a retail center. The project would require 19-21 acres in the southwest portion of the campus.
- Bakersfield Adventures for the Mind: 35,000 square foot Children's Museum

3.4 ▪ Air Quality Analysis Supplemental Information
- URBEMIS summary only
- Complete URBEMIS runs should be submitted for the District's review.

4 • The proposed project should be evaluated to determine the health impact of Toxic Air Contaminants (TACs) to the residents of the new dorms. The residents may be exposed to a high level of diesel particulate matter emissions from road traffic.
- ○ Assess the health impact from truck traffic on the highway.
- ○ Assess the health impact from on-site truck traffic in support of all commercial activity.

District staff is available to meet with you and/or the applicant to further discuss the regulatory requirements that are associated with this project. If you have any questions or require further information, please call Georgia Stewart at (559) 230-5937 and provide the reference number at the top of this letter.

Sincerely,

David Warner
Director of Permits Services

Georgia Stewart

for Arnaud Marjollet
Permit Services Manager
DW: gs

Responses to Written Comments

This section restates each of the written comments received on the Draft EIR during the review period. Following each comment is a response intended to either supplement, clarify, or amend information provided in the Draft EIR, or refer the commenter to the appropriate place in the Draft EIR or Final EIR where the requested information is found. Each letter and corresponding response is numbered for reference. Comments not directed to significant environmental issues related to the Project are included in this section, but responses thereto indicate that the comment has been noted and that no detailed response is necessary.

1. ARTHUR UNGER, Sierra Club, Kern-Kaweah Chapter
June 21, 2007

Comment 1.1: *We are glad there is a large population of Kit Fox on campus. We suppose that those foxes also use the 460 acre Bakersfield Educational Studies Area (BESA) that is mostly between the campus and the Kern River. Thank you for the discussion of traffic related Kit Fox mortality on page 3-42, 43. I did not find a mitigation measure limiting vehicle speeds on Stockdale Highway; nocturnal speeds on Stockdale Highway should be especially slow. Please consult Drs. Brian Cypher, David Germano and Ted Murphy about speeds on Stockdale Highway. We appreciate the slow speeds allowed on campus.*

Response 1.1: While CSUB cannot set speed limits on streets surrounding the campus such as Stockdale Highway because they are within a separate jurisdiction (the City of Bakersfield), mitigation measure 3.4-3d of the Draft EIR indicates that "The current speed limit on the CSU Bakersfield Campus is 25 MPH. All roadways into the campus will be provided with signage that clearly indicates the speed limit on the Campus. Signage should indicate that kit fox are resident on the campus." This mitigation measure, along with other mitigation measures in the Draft EIR, will help reduce kit fox mortality.

Comment 1.2: *We hope a footbridge will be built to enhance public safety and connect the campus to the BESA. The BESA is habitat for Kit Fox and many plants and animals including Roadrunners, the campus mascot. The easier and safer it is to cross Stockdale Highway, the more likely people will enjoy the BESA and defend it from parking lots and groomed parks.*

Response 1.2: Comment noted. The BESA is off campus and outside the University's jurisdiction.

Comment 1.3: *The campus now has lawns and evaporative ponds that officials may call streams or fountains. Builders tell me lawns and "lakes" use about the same amount of water. Xeric plantings can be equally attractive and save the water local agriculture pays so much for and that the San Joaquin-Sacramento River Delta needs. Most locally native plants, except riparian species, use little water. California's state flower does well in my yard with little water or care. If there must be exotic plants, put them on drip irrigation. Native plants help minimize pesticide use. Pesticides are especially harmful to women of child bearing age; they may be in the early stages of pregnancy.*

Response 1.3: The proposed Campus Master Plan (CMP) Update states that "The major priority in selecting a plant material for the campus is water conservation with an emphasis on native plant materials" (Harley Ellis Devereaux, February 2007).

Comment 1.4: *Gas powered lawn tools emit 5% of US air pollution. Audubon Mag. 5,6/07 p 21.*

Response 1.4: Comment noted. Air quality is discussed on pages 3-10 through 3-28 of the Draft EIR.

Comment 1.5: *The DEIR should state the cost of water used on campus. If the campus will use groundwater, please estimate the amount of available ground water, and minimize the ambient air pollutants and global warming gas generated by pumping the ground water.*

Response 1.5: According to the University's Facilities Planning, Development and Operations Department, CSUB's average cost for water from Cal Water from July 2006 through June 2007 was $0.7131 per hundred cubic feet (ccf). There are 748 gallons in one ccf. Impact Discussion 3.8-2 of the Draft EIR estimates that the Project will lead to an increase of 737,625 gallons per day (gpd), or 986 ccf per day, of water used by the campus. 986 ccf per day would cost the campus $703 per day using the rates from July 2006 through June 2007. The 137 wells in Cal Water's system produce about 56.7 million gpd (California Water Service Company website, April 2007). The Project therefore represents a 1.3 percent increase in demand on the system, which is considered de minimus (incrementally small).

Comment 1.6: *All weight-bearing surfaces, such as roofs, should be covered with photo-voltaic cells. It is cheaper to install them when a building is built than to add them to a completed building. Bakersfield has an eleven month growing season with lots of sun. CSUB contemplates engineering curricular; students could become familiar with solar technology while on campus. Surfaces not covered with solar panels should be white; winters here are mild and summers are hot.*

"Green building" techniques are developing rapidly; I can include a three year old list of them, but you are probably more knowledgeable than that. What orientation of buildings provides the most reductions in energy use? Some say the longer walls of a rectangular building should face north and south and contain most of the buildings windows. Parking should be underground.

Response 1.6: The proposed CMP Update, in its current programmatic form, does not contain specific proposals for installing photo-voltaic cells on roofs or for the other "green building" techniques mentioned in your comment, but it does contain the following more general recommendations to encourage resource conservation and environmental stewardship:

- Design and plan buildings to mitigate the demand for energy, although there is typically a higher initial cost involved to achieve subsequent annual savings.
- Identify opportunities to save energy where there is an economical benefit.
- Mitigate environmental impacts and costs through water conservation
- Identify opportunities to reduce use of treated water to cool equipment through process cooling.

- Convert additional irrigated areas to the use of non-potable water and optimize raw water resources.
- Utilize water conserving devices such as low-water-use plumbing fixtures.
- Use native vegetation to reduce water consumption for landscape maintenance.

(Harley Ellis Devereaux, February 2007)

Please see Response 1.10 for a discussion of parking.

Comment 1.7: *The higher the buildings, the more compact the campus will be. Attractive stairs and adequate elevators are needed.*

Response 1.7: The proposed CMP Update calls for increasing the built density of campus, partly by introducing taller buildings to campus such as the proposed four to five story dormitories. Both the CMP Update and the EIR also include various measures and recommendations related to providing an attractive, functional, and safe pedestrian environment.

Comment 1.8: *Trees on drip irrigation can shade buildings. We like Valley Oak, Quercus lobata.*

Response 1.8: The proposed CMP Update contains various recommendations related to water-preservation and native landscaping (see previous comments and responses), as well as the following measure: "Use trees to provide shade for buildings in summer and thereby cut down the energy costs for air-conditioning" (Harley Ellis Devereaux, February 2007).

Comment 1.9: *All those who regularly travel to CSUB should be given bus passes. Local buses (GET) use CNG. The campus is now almost big enough for two sheltered bus stops; multiple stops will become necessary.*

Response 1.9: CSUB currently provides discounts for students using Golden Empire Transit (GET), and the proposed CMP Update contains the following general recommendations related to transit:

- Improve the number and frequency of services to several destinations within the city in collaboration with the Golden Empire Transit (GET) of the area.
- Design transit stops and route transfer locations to be safe and convenient with ample weather protection and adequate lighting.
- Provide adequate people gathering places at the bus stop with informal seating and site furniture such as planters, trash receptacles, bicycle parking, news racks, etc.
- Provide directive signage indicating the location of the stop, and its relationship with the transit system on campus.
- Provide for the safe routing of bicycles and disabled persons at the bus stop.

(Harley Ellis Devereaux, February 2007)

Comment 1.10: *The more cars parked underground or in parking structures, the more space there will be for recreation and future buildings. If parking is restricted, or fees are charged for parking, more people will ride the buses that now access the campus. All those who regularly travel to CSUB should be given bus passes; this is cheaper than building parking spaces. If there*

must be parking lots, many trees will keep the ground and the cars cooler. We suggest following the Bakersfield Tree ordinance.

Response 1.10: The proposed CMP Update contains the following general recommendations related to your comments on parking (see Response 9 for a discussion of transit):

- Provide interior landscaping to reduce the scale and dominance of huge parking areas, enhance visual appeal, and provide shade.
- Size parking islands wide enough to support tree and landscape development
- Provide parking structures on campus as need arises and integrate them into the campus fabric with appropriate use of materials, detailing, screening and grading

(Harley Ellis Devereaux, February 2007)

Future parking structures are shown on the proposed Campus Master Plan map (Figure 2-1) as dotted lines within potential parking lots.

Comment 1.11: *UCLA has joined the California Climate Action Registry, a group of organizations and companies that voluntarily report and reduce their greenhouse gas emissions. The results are certified by independent third-parties to ensure compliance with protocols and standardization across participants and sectors. Since 1990, the campus has significantly reduced greenhouse gas emissions through vanpool and ride-sharing programs; made a $180-million investment in a cogeneration plant that produces electricity, steam and chilled water from landfill methane gas and natural gas; and increased on-campus housing, among other steps. In May 2006, UCLA commissioned a campus wide committee to build on its strong foundation of environmentally conscious programs and further promote sustainability in campus planning, development and operations and in education and research. For more details, see www.sustain.ucla.edu.*

Response 1.11: Comment noted. This is a discussion of a program that UCLA is involved in and is not a comment on the Draft EIR.

Comment 1.12: *People who are unable to walk can have special permits to park in the large parking areas under buildings. People who are unable to drive can reach the campus by bus. Law enforcement and disability accommodation require cars that must move about campus; they should have high mileage and low emissions; perhaps plug in hybrid electric vehicles (PHEV) or battery electric vehicles will be available by the time campus gets bigger. Paths should accommodate electric carts and bicycles.*

Response 1.12: As well as recommendations to improve public transit access to campus, which will benefit the disabled (see Response 9), the CMP Update also contains the following recommendation:

- Distribute accessible parking spaces complying with the current provisions of the Americans With Disabilities Act (ADA) and applicable state and local codes uniformly throughout the campus parking lots.

Comment 1.13: *Lights in outdoor buildings should shut off in rooms that are not in use; motion detectors are helpful. Indoor security lights need not be intense and should not light up windows. Outdoor lights, whether decorative, for athletic events or along pathways, should be shielded so that they light only the ground. Reflective shields increase the amount of light from a small Light Emitting Diode or compact fluorescent bulb. The International Dark Sky Association (www.darksky.org) has guidelines that would be useful as conditions of development.*

Response 1.13: Mitigation measure 3.2-4 of the EIR includes measures similar to several of your suggestions and was determined to reduce Project impacts from light and glare to a less than significant level.

2. LISA ZITO, California Department of Transportation
June 28, 2007

Comment 2.1: *Since the project is located some distance away from State facilities and that the development is spread out over a ten-year period, participation in the City of Bakersfield's Transportation Impact Fee Program (TIF) would be adequate to mitigate any impacts to State facilities.*

Response 2.1: The University has determined in this EIR that mitigation measure 3.13-1 will reduce impacts related to increased traffic on the local street system, but that this impact remains significant and unavoidable. The Traffic Study conducted in conjunction with this EIR determined that impacts to some roadway segments and intersections could not be reduced to a less than significant level due to design constraints (e.g., limited space within which to add lanes). Participation in the City's TIF would not change this fact.

3. CHRISTINE DOWNEY
July 6, 2007

Comment 3.1: *As a former resident of California State Long Beach Dormitories, I have a few suggestions to improve the CSUB plan. Many students from Los Angeles will not be able to enter local colleges as they will fill up fast.*

My suggestion is that you build more student housing on the campus.

Response 3.1: The CMP Update significantly expands the proportion of students who will live on campus. Currently the University has about 7,000 full-time equivalent students (FTES) and can accommodate about 300 on-campus students. Under the Project, the University could accommodate up to 6,000 on-campus students out of a total enrollment of 18,000 FTES.

Comment 3.2: *Another critical problem is parking. I suggest that construction of 2 or 3 "stacked" parking structures are constructed.*

Response 3.2: The proposed CMP Update contains the following general recommendation related to your comment: **"**Provide parking structures on campus as need arises and integrate them into the campus fabric with appropriate use of materials, detailing, screening and grading"

(Harley Ellis Devereaux, February 2007). Future parking structures are shown on the proposed Campus Master Plan map (Figure 2-1) as dotted lines within potential parking lots.

Comment 3.3: *Many students have children. You need at least two on campus Day Care centers. These centers can also be used by students for studying children.*

Response 3.3: Comment noted. Information on the CBUB's existing daycare facilities can be found on the University's website at http://www.csub.edu/childrenscenter/.

Comment 3.4: *I do not see a science laboratory on the master plan. As you know the U.S. is way behind in producing Scientists. Build a science lab better than CSI!*

Response 3.4: The University already has extensive science labs. The Campus Master Plan does not currently include specific plans for new science labs, but it can reasonably be expected that, as the University grows, such new labs will be incorporated into the Master Plan.

Comment 3.5: *My final suggestion may not be wanted, but please give some thought to having a Disaster/Emergency room where officials can gather to implement emergency Instructions.*

Response 3.5: Comment noted. This suggestion is not a comment on the Draft EIR.

4. JON CRAWFORD
July 9, 2007

Comment 4.1: *I have not studied CSUB's plans for expansion, except to become concerned of the talked of plans for commercial development of the southeast corner of your property; and your initial plans to place a high-rise commercial building for non-academic office space.*

As this property was deeded to the State of California for a state college, ***I believe the plans for this area to be used for non-academic purposes to represent a lack of proper stewardship by CSUB's administration.***

Response 4.1: Please refer to the Project Description section of Chapter Two of the EIR for an explanation of how the public/private partnership projects within the Campus Master Plan Update (Project) will help support the academic mission of the University. These projects are still in the proposal stage, and a more detailed explanation of the academic benefits of the projects is therefore not possible, but the University will not approve public/private partnership projects that do not support the academic mission of CSUB, and these projects will undergo project-level environmental review, including opportunity for public comment, before final approval.

Comment 4.2: *Having made this point, let me mention that I graduated from Cal-Berkeley 50 years ago and one of the charms of that campus was the easy access students had to commercial stores and restaurants surrounding portions of the campus; many located between campus and student housing. I courted my future wife by walking to coffee-dates only one block from our classes; an adventure not available to current students; unless they drive to a fast-food shop.*

*Thus, **I would consider proper use of the southeast corner to be restaurants, stores and shops suitable for students and located/available for students to walk to between classes.** Any other contemplated uses [as mentioned in the Californian] by profit-hungry developers would be out-of-order for the property.*

Response 4.2: The public-private partnership projects as described in the EIR do include some opportunities for restaurants, stores, and shops. For example, the description of the project proposed by Greg Bynum and Associates, Inc. states that "…the ground floor of the building would provide opportunities for a limited number of retail uses to serve the university and the campus community (i.e. copy center, limited food/restaurant, and financial services/banking)", and the Crisp and Cole proposal includes a retail center. Also, it should be pointed out that the campus does already have other opportunities on campus for casual dining and socializing such as the Runner Café. Information on these on-campus dining opportunities, including a map of on-campus dining locations, is available on the University's website at http://www.csub.edu/foodservices/. The University will not approve public-private partnership projects that do not support its academic mission.

5. EVELYN STEVENS
July 10, 2007

Comment 5.1: *Like the Californian said in Sunday's paper that the community needs more time to review the EIR. Let's not make hurried decisions and make this SW area even more congested with traffic, housing area. Bakersfield is a great community, lets make it great with better planning. Look around the congestion in the Rosedale area due to more planning.*

Response 5.1: The University requested a 30-day public review period for the Draft EIR for the following reasons, as stated in its Shortened Review Request Form, submitted to the State Clearinghouse on June 5, 2007:

"The request for a 30-day review is based on Criteria 2 of Appendix K of the CEQA Guidelines (Criteria for Shortened Clearinghouse Review): "The public project applicant is under severe time constraints with regard to obtaining financing or exercising options which cannot be met without shortening the review period." The University must complete circulation of the Draft EIR and begin circulation of the Final EIR before the July 31st deadline to submit the Final EIR to the California State University (CSU) Chancellor's Office for consideration at the September CSU Trustees Meeting. If this deadline is missed the project will incur a two-month delay due to the fact that the next Trustees Meeting at which the EIR could be considered will not occur until November. The two month delay would jeopardize the University's ability to complete negotiations with three public-private development projects. The loss and/or delay in receiving revenue from these projects would have a substantial impact to the University."

Although the University requested a 30-day review from the State Clearinghouse, it responded to comments received after that time and, in response to comments on the Draft EIR, posted an administrative draft of the Final EIR on its website on July 30, 2007, at which time it also issued a press release and a notice in the Bakersfield Californian informing the public of the availability

of this document on its website and the fact that it would continue taking and responding to comments on the EIR until August 14, 2007, effectively extending the comment period on the Draft EIR until that time.

6. DALE A. LINDSLEY
July 10, 2007

Comment 6.1: *I spent several hours yesterday afternoon at CSUB's Library reviewing the DEIR. It is very difficult to understand without professional assistance from someone who deals with the many terms, studies, forecasts or language that the lay person is not familiar with.*

Response 6.1: The issues covered by the DEIR are in some cases sufficiently complex and technical to require technical studies and analysis which may, unfortunately, be difficult to understand to the lay person unfamiliar with certain issues, terms, or concepts. The University and its consultant have made every attempt to analyze and explain technical issues in the DEIR in a way that is accessible and comprehensible to the public.

Comment 6.2: *I support Sunday's Bakersfield Californian Editorial "Cal state short-changing community", and urge the DEIR comment period to be extended to the legally specified 45 day period. I can appreciate the committee wanting to give sufficient time for the University Trustees to digest the document, however I would think the neighborhood that will be affected by the University's Master Plan is more important. I submit that while contacts were made with some of the surrounding business the residences of the Vineyards, Haggin Oaks, Seven Oaks and The Oaks are more important. Those are the people the university will have to live with in the future. These are the people that will support the university or be a source of constant aggravation. Castle and Cook and their original Marketplace development controversy with the Haggin Oaks folks should be a lesson for all.*

Response 6.2: The University requested a 30-day public review period for the Draft EIR for the following reasons, as stated in its Shortened Review Request Form, submitted to the State Clearinghouse on June 5, 2007:

"The request for a 30-day review is based on Criteria 2 of Appendix K of the CEQA Guidelines (Criteria for Shortened Clearinghouse Review): "The public project applicant is under severe time constraints with regard to obtaining financing or exercising options which cannot be met without shortening the review period." The University must complete circulation of the Draft EIR and begin circulation of the Final EIR before the July 31st deadline to submit the Final EIR to the California State University (CSU) Chancellor's Office for consideration at the September CSU Trustees Meeting. If this deadline is missed the project will incur a two-month delay due to the fact that the next Trustees Meeting at which the EIR could be considered will not occur until November. The two month delay would jeopardize the University's ability to complete negotiations with three public-private development projects. The loss and/or delay in receiving revenue from these projects would have a substantial impact to the University."

Although the University requested a 30-day review from the State Clearinghouse, it responded to comments received after that time and, in response to comments on the Draft EIR, posted an

administrative draft of the Final EIR on its website on July 30, 2007, at which time it also issued a press release and a notice in the Bakersfield Californian informing the public of the availability of this document on its website and the fact that it would continue taking and responding to comments on the EIR until August 14, 2007, effectively extending the comment period on the Draft EIR until that time.

Comment 6.3: *I further suggest CSUB hold another public evening session to inform the aforementioned neighborhoods and other interested parties what the University's Master Plan is all about. This meeting should be well advertised via newspaper, flyers etc. The reason no one attended the last meeting is no one knew about it.*

Response 6.3: In 2004, Harley Ellis Devereaux (then Fields Devereaux) was engaged by the University to prepare an update to CSUB's master plan. Open-ended questionnaires were circulated on and off campus to solicit input on the following topics: departmental needs, circulation, traffic, open space, environmental issues, and development of campus edges. Comments were received and integrated into the development of the proposed master plan, and conceptual plans were presented in December 2004 to a ten-person Campus Master Plan Committee chaired by Dr. Horace Mitchell, which has met periodically to review, comment on, and approve the master plan. Refined versions of the plan were first posted on the University web site in early 2005 and have been maintained as the plan has evolved, during which time comments were received on the plan, many of which were incorporated into the final version. The public and neighboring organizations have been briefed and have commented on the proposal at various meetings. The University held a scoping meeting on the Initial Study/Notice of Preparation for the Project on December 14, 2006, and a public meeting on the Draft EIR on June 27, 2007. A copy of the Draft EIR was sent to all those who commented on the Initial Study/Notice of Preparation, and both meetings were duly noticed in the Bakersfield Californian newspaper.

Comment 6.4: *In reviewing the DEIR the preparer of the document analyzes some 15 areas and concludes that mitigation of everything should be satisfied but air quality and traffic circulation. The major item they do not address is the proposed Master Plan of the university will overwhelm this already developed low density residential area. How will they mitigate that?*

Response 6.4: While the proposed Campus Master Plan Update (Project) represents a significant expansion of the University compared to the existing Master Plan, even implementation of the existing Master Plan would represent a significant expansion of the campus, and this plan has been in effect and public knowledge since the University's inception. CSUB has been planned to be a major campus of the California State University since its inception, when it was surrounded by farmland. There has been ample opportunity to incorporate this knowledge into planning for the area. The presence of a State University in an urban environment presents both challenges and opportunities for the City and the University, and the University will continue to work together with the City to take the needs of the surrounding community into account.

Comment 6.5: *This established area does not require more retail, for it is available already either directly across from the university or under construction nearby. Major retail regional shopping areas are within five miles as the crow flies.*

Response 6.5: While your comment is noted, both the University and the companies proposing these projects believe that there is market demand for such services at this site. For example, marketing and feasibility studies were completed by Economics Research Associates (ERA), which concluded that there is demand in the Bakersfield region for a mixed-use project such as the Crisp and Cole project described in the EIR.

Comment 6.6: *The area already has a hotel and perhaps a second one is necessary, but how many office buildings does the area need? If built, will they conform in height to the existing office buildings? Why oh why would the university want to have two 24 story twin condominium residential towers dominating the skyline? It is doubtful the locals or the City of Bakersfield see any value in that proposal.*

Response 6.6: Please refer to the Project Description section of Chapter Two of the EIR for an explanation of how the public/private partnership projects within the Campus Master Plan Update (Project) will help support the academic mission of the University. These projects are still in the proposal stage, and a more detailed explanation of the academic benefits of the projects is therefore not possible, but the University will not approve public/private partnership projects that do not support the academic mission of CSUB, and these projects will undergo project-level environmental review, including opportunity for public comment, before final approval.

Comment 6.7: *While CSUB has committed its future to Division One, why can't the baseball stadium be located off campus near better freeway access for spectator accessibility? I suggest they take the time and see where other successful new minor league stadiums have been built. Look at Lancaster or Adelanto.*

Response 6.7: Relocating the proposed baseball stadium to an off-site location closer to freeway access would have both advantages and disadvantages. While it is true that placing it closer to a freeway would be more convenient for some spectators driving to the game, it would be less convenient for the University baseball team and on-campus students who wanted to come watch the team than if the stadium were located on campus. This could actually produce more traffic, because on-campus students would have to drive to the games instead of being able to attend them on campus. Also, if the stadium were located off campus, either the University or the City would probably have to buy the land on which to put the stadium. If the stadium is built on campus, it provides the opportunity for the University to provide the land and the City a minor league team and/or other partners to pay for construction of the stadium, reducing the overall cost of the project. Therefore there is a good chance that the joint use of the stadium will not happen if it is located off campus.

Comment 6.8: *How do you mitigate that the proposed project is controlled by the university and the state Architects office? Local zoning, buildings standards, General Plan restrictions are exempt from the checks and balances the City of Bakersfield provides. The neighborhood is looking at a future forced on them without the ability to alter it or cancel it. Only the DEIR is their vehicle to express views or ask for alterations. The Trustees for the University hold our future in their hands. One really has to question is that fair?*

Response 6.8: While it is true that the University, because it is a State entity, is exempt from many local land use controls, the University understands that both CSUB and the City will benefit from a cooperative, mutually respectful relationship, and the University will continue to take the needs of the surrounding community into account.

Comment 6.9: *The area surrounding CSUB is developed as low density residential. Just look at the zoning map. The university Master Plan calls for developing commercial buildings, major retail development, hotel, baseball stadium, hi-rise condominiums and a children's museum all within the existing low density residential area. If I read tea leaves correctly the community surrounding CSUB is going to have to live with the university's Master Plan. One can only hope the university will temper its expansion plans and not completely destroy our way of life. Many of us spent good money to invest in this low density residential area. That is all potentially in jeopardy under the current proposed Master Plan.*

Response 6.9: See Response 6.4.

7. JOAN HERMAN
July 11, 2007

Comment 7.1: *I am extremely concerned about the proposed expansion plans for CSUB and equally disappointed in the manner CSUB has kept much of the community, especially those of us in nearby neighborhoods, out of the decision process.*

Response 7.1: While your comment is noted, the University has provided opportunities for public comment. In 2004, Harley Ellis Devereaux (then Fields Devereaux) was engaged by the University to prepare an update to CSUB's master plan. Open-ended questionnaires were circulated on and off campus to solicit input on the following topics: departmental needs, circulation, traffic, open space, environmental issues, and development of campus edges. Comments were received and integrated into the development of the proposed master plan, and conceptual plans were presented in December 2004 to a ten-person Campus Master Plan Committee chaired by Dr. Horace Mitchell, which has met periodically to review, comment on, and approve the master plan. Refined versions of the plan were first posted on the University web site in early 2005 and have been maintained as the plan has evolved, during which time comments were received on the plan, many of which were incorporated into the final version. The public and neighboring organizations have been briefed and have commented on the proposal at various meetings. CSUB held a scoping meeting on the Initial Study/Notice of Preparation for the Project on December 14, 2006, and a public meeting on the Draft EIR on June 27, 2007. A copy of the Draft EIR was sent to all those who commented on the Initial Study/Notice of Preparation, and both meetings were duly noticed in the Bakersfield Californian newspaper.

Comment 7.2: *I have lived within ½ mile of CSUB for the past 21 years. I am pleased that its growth has finally taken off and hope that the university will be much more user-friendly for its students and the community at large. However, I fear that CSUB is now more concerned with building monuments than building a quality education for its students. As the student growth*

climb towards your projected cap of 18,000, CSUB needs to be focused on accommodating the needs of a student body double its current size, not to mention increased faculty and support staff. Its attention and time do not need to be diverted to the landlord business. CSUB has for the past decades had a very poor reputation for quality education and access in this community; I appreciate President Mitchell's commitment to improving both of these aspects and feel that is where CSUB needs to focus its time, energy, and money.

Response 7.2: Please refer to the Project Description section of Chapter Two of the EIR for an explanation of how the public/private partnership projects within the Campus Master Plan Update (Project) will help support the academic mission of the University. These projects are still in the proposal stage, and a more detailed explanation of the academic benefits of the projects is therefore not possible, but the University will not approve public/private partnership projects that do not support the academic mission of CSUB, and these projects will undergo project-level environmental review, including opportunity for public comment, before final approval.

Comment 7.3: *While I understand the twin towers project has been withdrawn, I am under no illusion that it is off the table as financing is apparently still being sought. This appears to be more about ego than about community need. I have never understood how twin 32-story office-condo-hotel buildings (about 3 times the tallest current building in town) benefit the majority of students. How many students can afford to buy a condo there? How many students, the majority of whom will always come from Kern County, or their family members will spend nights in the hotel, especially when there is already one within the same block (Homewood Suites)? How many will work there? Yes, CSUB can benefit from the income these towers may bring, but it comes at a steep price as CSUB grows and could use the land for more direct student/faculty educational use. I have similar concerns about the proposed office building, though I understand it is on a much smaller scale than the towers.*

Response 7.3: The proposed public-private partnership projects would offer several benefits to the University and its students beyond direct use of the facilities and land lease income. For example, Class "A" office space could be leased primarily to office tenants with the potential to provide collaborations with faculty or students in one or more university schools or departments, and below-market rate space could be made available for university uses. Also, these projects could create potential partnerships with private entities such as student employment and internships in fields such as management, communications, accounting and marketing. Additionally, these projects could provide a stimulus for the establishment of new or expanded CSUB degree programs in fields such as Merchandising, Marketing, Retail, Business, and Residential, Restaurant, and Hotel Management, upon appropriate faculty consultation and approval.

Comment 7.4: *CSUB is "landlocked" by Stockdale Highway, Old River Road, Camino Media, and Gosford—all high traffic routes today which will continue to increase in traffic use as the southwest continues its rapid growth. I can only imagine thousands of cars from a doubled student body and a staff which will grow proportionately, plus additional cars from the towers, office building, and museum, all pouring in to Camino Media from these other streets. As it is, I try to avoid Gosford and Camino Media (my home is ½ block from there) at peak hours. Camino*

Media, a sleepy little road until recent years, now is a thoroughfare for CUSB, State Farm, the Marketplace, Kern Schools Federal Credit Union, Chevron, State Compensation Fund, the post office, and several other businesses, not to mention those living in surrounding areas. What is the point of taxing a road that can't be widened to double or triple its current load? Not only that, Camino Media effectively ends at Old River and Gosford, both already taxed by traffic.

Response 7.4: While your concerns are appreciated, and it is true that implementation of the Project would, as stated in the EIR, have significant and unavoidable impacts related to increased traffic on the local street system, it should be pointed out that the Project is only one part of the increase in traffic that will lead to these impacts. In fact, as shown in Tables 3.13-13 and 3.13-14 of the EIR, the Project would be responsible for 100% of the mitigation necessary for improvements at the intersection of Don Hart Drive West and Stockdale Highway, 34.33% at Camino Media and Gosford Road, and a lower share at all other intersections and roadway segments. The rest will come from other development, including residential development in surrounding areas that is already entitled. Mitigation measure 3.13-1 will help ensure that the University works together with the City to help mitigate its fair share of traffic impacts in the area.

Comment 7.5: *Not once has CSUB held a community forum and invited nearby residents who will be the most impacted. That's what a good neighbor and community partner should be doing.*

Response 7.5: See Response 7.1.

Comment 7.6: *I believe the best way for CSUB to be actively engaged in the community and promote economic development in Kern County is to attract students and offer them the highest quality of education, including internships, one that is relevant to the world of work that they will soon enter, hopefully in Kern County. That is CSUB's mission and what the community most needs and wants from the university. I ask that CSUB reconsider its for-profit development plans and concentrate on its true mission for the betterment of its students, staff, and this community.*

Response 7.6: The University believes that implementation of the Project will help improve the quality and diversity of CSUB's educational offerings, and that the public-private partnership projects in particular could provide employment, internships, and other learning opportunities not currently available at CSUB.

8. LARRY C. KNAUER, Geologist, Chevron
July 11, 2007

Comment 8.1: Please refer to the copy of this comment letter reproduced earlier in this section. This comment letter is being treated as one comment because it is a suggestion for a new project to incorporate into the campus's Master Plan, and is thus not a comment on the Draft EIR itself. It is being reproduced in this EIR for informational purposes only.

Response 8.1: Comment noted.

9. DONALD & GEORGANN GREENE
July 12, 2007

Comment 9.1: *My husband and I live in The Greens at Seven Oaks. We wish to express our concerns regarding the development plans for CSUB.*

We are adamantly opposed to the twin 24-story towers that recently have been proposed for construction. The traffic congestion, air pollution, and noise pollution created by such a development would adversely affect the quality of life that we currently enjoy.

Response 9.1: While the project you refer to is no longer being considered for approval by the University, CSUB will continue to pursue development opportunities with developers for the creation of a project that may include many of the same basic components. Such a project would be part of the proposed Campus Master Plan Update's significant and unavoidable impacts on air quality and traffic. The University has incorporated mitigation measures into the EIR that would help reduce these impacts and future public/private partnership projects will be required to undertake project-level environmental review, including opportunity for public comment, when they are actually proposed. Furthermore, these public/private projects would offer several benefits to the University and its students. For example, Class "A" office space could be leased primarily to office tenants with the potential to provide collaborations with faculty or students in one or more university schools or departments, and below-market rate space could be made available for university uses. Also, these projects could create potential partnerships with private entities such as student employment and internships in fields such as management, communications, accounting and marketing. Additionally, these projects could provide a stimulus for the establishment of new or expanded CSUB degree programs in fields such as Merchandising, Marketing, Retail, Business, and Residential, Restaurant, and Hotel Management, upon appropriate faculty consultation and approval.

Comment 9.2: *The idea for a baseball stadium needs thorough investigation for air, light, and noise pollution.*

Response 9.2: Impacts from the University's use of the proposed baseball stadium (including impacts to and from air, light, and noise pollution) have been analyzed in the EIR. However, as stated in Chapter 2 of the EIR, "The stadium uses were evaluated in this Program EIR to the extent possible; however, there are a number of details that are still unknown regarding the future use of this facility. For example, although it will be built to meet NCAA standards, it is unknown whether it would ever be used for a minor league baseball team which could have an impact on the traffic analysis and the hours of use. When the stadium is actually proposed, further environmental review will be required."

Comment 9.3: *Bynum's office complex seems reasonable.*

Response 9.3: Comment noted. This is a comment on the merits of the project and is not a comment on the Draft EIR.

Comment 9.4: *The children's museum sounds like a positive addition to the college campus. Children visiting the museum may become inspired to attend the university.*

Response 9.4: Comment noted. This is a comment on the merits of the project and is not a comment on the Draft EIR.

Comment 9.5: *Each new idea needs to have input from the residents surrounding the campus. We are your neighbors. We support the university. However, thoughtful expansion of the university can only happen with careful, slow planning, and input from citizens as well as the business community.*

Response 9.5: In 2004, Harley Ellis Devereaux (then Fields Devereaux) was engaged by the University to prepare an update to CSUB's master plan. Open-ended questionnaires were circulated on and off campus to solicit input on the following topics: departmental needs, circulation, traffic, open space, environmental issues, and development of campus edges. Comments were received and integrated into the development of the proposed master plan, and conceptual plans were presented in December 2004 to a ten-person Campus Master Plan Committee chaired by Dr. Horace Mitchell, which has met periodically to review, comment on, and approve the master plan. Refined versions of the plan were first posted on the University web site in early 2005 and have been maintained as the plan has evolved, during which time comments were received on the plan, many of which were incorporated into the final version. The public and neighboring organizations have been briefed and have commented on the proposal at various meetings. The University understands that both CSUB and the surrounding community will benefit from a cooperative, mutually respectful relationship, and the University will continue to take the needs of the surrounding community into account.

10. CHRISTOPHER HUITT, Staff Environmental Scientist, Floodway Protection Section, California Department of Water Resources
June 25, 2007

Comment 10.1: *The project corresponding to the subject SCH identification number has come to our attention. The limited project description suggests your project may be an encroachment on the State Adopted Plan of Flood Control. You may refer to the California Code of Regulations, Title 23 and Designated Floodway maps at http://recbd.ca.gov. Please be advised that your county office also has copies of the Board's designated floodways for your review. If indeed your project encroaches on an adopted flood control plan, you will need to obtain an encroachment permit from the Reclamation Board prior to initiating any activities. The attached Fact Sheet explains the permitting process. Please note that the permitting process may take as much as 45 to 60 days to process. Also note that a condition of the permit requires the securing all of the appropriate additional permits before initiating work. This information is provided so that you may plan accordingly.*

If after careful evaluation, it is your assessment that your project is not within the authority of the Reclamation Board, you may disregard this notice. For further information, please contact me at (916) 574-1249.

Response 10.1: The campus of Cal State Bakersfield is not in the designated floodway of the Kern River according to the California Reclamation Board's designated floodway map for this portion of the Kern River, sheet 27 of 46, available at the website mentioned in your letter.

11. T.G. BURKE
July 11, 2007

Comment 11.1: *As a neighboring resident of the California State University Bakersfield (CSUB) campus, I fully support the University's educational mission and I fully expected to see the University expand its educational facilities over time. What I did not expect was the broad range of additional facilities proposed in the Campus Master Plan Update (MPU), not the least of which is the 4,500 seat minor league baseball stadium which seems questionable as infill development on the University campus. I am concerned that a number of environmental issues which should have been fully explored in the Draft Environmental Impact Report (DEIR) for their "potentially significant impact" have been deferred to the Environmental Impact Report. And these issues cover the spectrum: Air, Noise, Water Quality, Hazardous Materials, Utilities and Service Systems (for impacts on wastewater treatment), and Traffic/Circulation. I am also concerned that the University is moving too quickly on this project, without appropriate public outreach. The recent Bakersfield Californian article even pointed out the public comment period had been reduced from 45 days to 30 days, and the DEIR that I received did not contain Page 2, which included critical information about the public comment period, the deadline for comments and the public meeting.*

Response 11.1: The University believes that athletics represents an important and legitimate activity of a major university, and that developing an on-campus stadium for its NCAA division I baseball team will further the development of the University's athletics program. The proposed campus master plan update also significantly expands facilities for academic programs to meet the expected academic needs of the University over the next twenty years or longer.

This EIR is a Program EIR as described on Page 1-2 of the Draft EIR. CEQA allows for the preparation of a Program EIR when appropriate. A program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:

(1) Geographically,

(2) As logical parts in the chain of contemplated actions,

(3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or

(4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

Since the Project involves the adoption of an updated Campus Master Plan, the Program EIR is the appropriate CEQA document and the level of detail provided is in accordance with the level of detail required for a Program EIR. Issue areas are fully discussed and disclosed in this EIR and no issues have been deferred. Air Quality is discussed on pages 3-10 through 3-28 and the potential impacts of adopting the plan are discussed. Mitigation measures are also included to reduce potential impacts. Noise is discussed on pages 3-73 through 3-84. These impacts are fully analyzed and where a potentially significant impact is identified, mitigation measures are proposed to reduce the impact. Water Quality is discussed on pages 3-69 through 3-72 and mitigation measures are proposed to reduce potential impacts. Hazardous materials are discussed on pages 3-61 through 3-69 and mitigation is proposed to reduce potential impacts. Utilities and service systems are also fully evaluated on pages 3-112 through 3-116 and Traffic and Circulation is discussed on pages 3-93 through 3-112. A complete traffic study was conducted. The commenter has not provided any evidence that these impacts were not full analyzed in this Program EIR.

The University requested a 30-day public review period for the Draft EIR for the following reasons, as stated in its Shortened Review Request Form, submitted to the State Clearinghouse on June 5, 2007:

"The request for a 30-day review is based on Criteria 2 of Appendix K of the CEQA Guidelines (Criteria for Shortened Clearinghouse Review): "The public project applicant is under severe time constraints with regard to obtaining financing or exercising options which cannot be met without shortening the review period." The University must complete circulation of the Draft EIR and begin circulation of the Final EIR before the July 31st deadline to submit the Final EIR to the California State University (CSU) Chancellor's Office for consideration at the September CSU Trustees Meeting. If this deadline is missed the project will incur a two-month delay due to the fact that the next Trustees Meeting at which the EIR could be considered will not occur until November. The two month delay would jeopardize the University's ability to complete negotiations with three public-private development projects. The loss and/or delay in receiving revenue from these projects would have a substantial impact to the University."

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In 2004, Harley Ellis Devereaux (then Fields Devereaux) was engaged by the University to prepare an update to CSUB's master plan. Open-ended questionnaires were circulated on and off campus to solicit input on the following topics: departmental needs, circulation, traffic, open space, environmental issues, and development of campus edges. Comments were received and integrated into the development of the proposed master plan, and conceptual plans were presented in December 2004 to a ten-person Campus Master Plan Committee chaired by Dr. Horace Mitchell, which has met periodically to review, comment on, and approve the master

plan. Refined versions of the plan were first posted on the University web site in early 2005 and have been maintained as the plan has evolved, during which time comments were received on the plan, many of which were incorporated into the final version. The public and neighboring organizations have been briefed and have commented on the proposal at various meetings. The University held a scoping meeting on the Initial Study/Notice of Preparation for the Project on December 14, 2006, and a public meeting on the Draft EIR on June 27, 2007. A copy of the Draft EIR was sent to all those who commented on the Initial Study/Notice of Preparation, and both meetings were duly noticed in the Bakersfield Californian newspaper.

Comment 11.2: *Paramount in my concern is the issue of traffic. I fully expected the campus to grow its enrollment, but I question how the existing street system can accommodate an increase of 6,000 students (from the existing of 11,000 to an ultimate of 18,000) when combined with traffic impacts of the additional retail/commercial uses plus the 4,500 seat minor league baseball stadium. As I understand, this is a program level environmental impact report and, as such, it is required to analyze the cumulative effects of the full range of uses. Yet the report states that "the adoption of the MPU will not result in any impacts to the transportation system. Implementation of future projects will actually cause the impact." This statement sidesteps the impacts which will clearly result from the MPU. As such, the DEIR fails to address the cumulative impact of the proposed update on the local and regional traffic system.*

Response 11.2: The traffic study analyzed the impacts related to the future projects which would later be implemented as a result of the adoption of the updated Campus Master Plan on pages 3-93 through 3-112. Cumulative impacts are evaluated under the 2030 plus project scenario. Due to the fact that there is an identified impact and no secure funding mechanisms are identified, the impacts on traffic and circulation are considered significant and unavoidable. The commenter has not provided any evidence that the EIR failed to consider cumulative impacts.

Comment 11.3: *The traffic impacts will need to be mitigated, likely with the construction of improvements to the street system. The extensive reporting done recently by the Bakersfield Californian, which included supporting charts and graphs, revealed how the local and regional street networks just aren't working – and that local jurisdictions are rightfully concerned. The DEIR in deferring discussion of the important topic to the Environmental Impact Report, provides no sense of the magnitude of impacts on the transportation network in the project area.*

Response 11.3: The Draft EIR does not defer discussion of traffic impacts. The intersections that were analyzed are shown in Figure 13.13-1. The project trip generation and impacts are illustrated in Table 3.13-4 through 3.13-12. The magnitude of the impact is described as well. The needed improvements to the street system and intersections are shown in Table 3.13-13 and Table 3.13-14. The commenter has not provided any evidence that the DEIR has deferred any of the traffic analysis.

Comment 11.4: *Additionally, the DEIR indicates that the University system will seek funding from the legislature for the construction of improvements. How much does the legislature have set aside for street improvements to the University system? Is this a feasible approach? How much will be needed to mitigate the traffic resulting from the proposed MPU? What assurances do you have that the legislature will approve what is needed? Finally, in the event that few*

dollars materialize from this source, what alternative means of constructing the needed improvements will be sought?

Response 11.4: Table 13.13-13 and Table 13.13-14 show the necessary intersection and roadway improvements and the Project's responsibility in the form of its percent share of the needed improvements. The University will request of the Legislature the funding necessary for the appropriate fair share mitigation costs, through the annual state budget process. As noted in the Draft EIR, the funding for the University to contribute to these improvements is uncertain. For this reason, impacts on traffic and circulation have been determined to be significant and unavoidable.

Comment 11.5: *Another of my concerns is the presentation of alternatives in the DEIR. In this section you failed to analyze the "No Project Alternative" which is that the University builds nothing else and stays the way it is today. You failed to analyze this alternative, which would result in the least impacts.*

Response 11.5: In accordance with Section 15126.6(e)(3)(A), When the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the "no project" alternative will be the continuation of the plan, policy or operation into the future. Typically this is a situation where other projects initiated under the existing plan will continue while the new plan is developed. Thus, the projected impacts of the proposed plan or alternative plans would be compared to the impacts that would occur under the existing plan.

Comment 11.6: *In summary, Mr. Neal, I am concerned that there is not enough information on the various impacts of the proposed MPU for the public and the decision makers to understand the effects of approving this project. It is also difficult to fully understand the proposed project when it is changing during the public review period (as also reported recently in the media). To allow this review process to work as the legislature intended, I request that you:*

- *Finalize the scope of the project and begin the review process again.*
- *Fully analyze the cumulative effects of the various impacts identified in the DEIR.*
- *Provide assurances that there will be sufficient mitigation proposed to minimize the adverse environmental effects.*
- *Recirculate a revised environmental document, addressing the aforementioned issues, so that neighboring residents have adequate information about this project.*
- *Increase the outreach and distribution of future environmental impacts reports, and any information related to the MPPU; including posting on your website, newsletters to local residents and businesses, etc.*

Response 11.6: The commenter has not identified a specific impact where there is not enough information in the Draft EIR to analyze. It is common for projects to evolve during the relatively lengthy environmental review process. As long as these changes to the project description do not introduce new impacts or increase the severity of the impacts analyzed in the Draft EIR, then no recirculation is required. Cumulative impacts are fully analyzed on pages 5-4 through 5-8 in the Draft EIR. The Draft EIR identifies cumulative impacts to traffic and air quality. The analysis discussion in the Draft EIR provides the evidence that mitigation has been proposed to minimize

the environmental impacts. CEQA does not require that all environmental impacts be reduced to a less than significant level.

Opportunities to comment on the Draft EIR have been provided in accordance with the CEQA Guidelines and state planning laws. The University held a scoping meeting on the Initial Study/Notice of Preparation for the Project on December 14, 2006, and a public meeting on the Draft EIR on June 27, 2007. A copy of the Draft EIR was sent to all those who commented on the Initial Study/Notice of Preparation, and both meetings were duly noticed in the Bakersfield Californian newspaper.

12. BARRY D. NIENKE, Traffic Engineer, Kern County Resource Management Agency
July 11, 2007

Comment 12.1: *The Synchro output files for the TIS show inconsistencies in the Level of Service (LOS) at various intersections during the different scenarios provided. This also caused some intersections to have a better Control Delay under worse conditions, please explain.*

Response 12.1: We understand your concern regarding the level of service differences for some of the intersections in the study. This anomaly has been discussed with Trafficware technical staff (Software Developers for the Synchro program), which calculates the delay and LOS. The program calculates the optimum signal timing, and coordination of the signal systems. At times, with the addition of traffic, the delay may decrease due to the following:

- The traffic might utilize "unused capacity" in which the timing may be similar, but more vehicles pass through the intersection, therefore causing a lower delay/vehicle.

- The increased traffic may cause the program to calculate signal timing to optimize coordination of the signals, and therefore increase delay/vehicle in the process.

Comment 12.2: *Mitigation proposed in Table 7 and Table 8 – Will CSUB be building the mitigation that is proposed in the TIS or paying into the Regional Transportation Impact Program? Who is responsible to verify that the mitigation is completed when it is required?*

Response 12.2: Mitigation measure 3.13-1 requires the University to determine an appropriate fair share or construct improvements for each project and the impacts of the additional projects under the Campus Master Plan. It is unknown at this time whether the University will actually construct improvements or pay a fair share. The University in conjunction with the City of Bakersfield will be responsible for implementation and verification that the mitigation has been accomplished.

13. C. HARVEY CAMPBELL, JR.
August 1, 2007

Comment 13.1: *CSUB PLANNERS……Hold on…**do not put high rise buildings in an area of low rise homes in this residential area.** You are moving in the **wrong** direction. I oppose your plan for the "towers" on the CSUB campus.*

Response 13.1: While the project you refer to is no longer being considered for approval by the University, CSUB will continue to pursue development opportunities with developers for the creation of a project that may include many of the same basic components. Such a project would be part of the proposed Campus Master Plan Update's significant and unavoidable impacts on air quality and traffic. The University has incorporated mitigation measures into the EIR that would help reduce these impacts and future public/private partnership projects will be required to undertake project-level environmental review, including opportunity for public comment, when they are actually proposed. Furthermore, these public/private projects would offer several benefits to the University and its students. For example, Class "A" office space could be leased primarily to office tenants with the potential to provide collaborations with faculty or students in one or more university schools or departments, and below-market rate space could be made available for university uses. Also, these projects could create potential partnerships with private entities such as student employment and internships in fields such as management, communications, accounting and marketing. Additionally, these projects could provide a stimulus for the establishment of new or expanded CSUB degree programs in fields such as Merchandising, Marketing, Retail, Business, and Residential, Restaurant, and Hotel Management, upon appropriate faculty consultation and approval.

Comment 13.2: *Take into consideration the residents who are/were in the area for the past 8 years and do not want what you propose.*

Response 13.2: The University has provided opportunities for public comment. In 2004, Harley Ellis Devereaux (then Fields Devereaux) was engaged by the University to prepare an update to CSUB's master plan. Open-ended questionnaires were circulated on and off campus to solicit input on the following topics: departmental needs, circulation, traffic, open space, environmental issues, and development of campus edges. Comments were received and integrated into the development of the proposed master plan, and conceptual plans were presented in December 2004 to a ten-person Campus Master Plan Committee chaired by Dr. Horace Mitchell, which has met periodically to review, comment on, and approve the master plan. Refined versions of the plan were first posted on the University web site in early 2005 and have been maintained as the plan has evolved, during which time comments were received on the plan, many of which were incorporated into the final version. The public and neighboring organizations have been briefed and have commented on the proposal at various meetings. CSUB held a scoping meeting on the Initial Study/Notice of Preparation for the Project on December 14, 2006, and a public meeting on the Draft EIR on June 27, 2007. A copy of the Draft EIR was sent to all those who commented on the Initial Study/Notice of Preparation, and both meetings were duly noticed in the Bakersfield Californian newspaper. Although the University requested a 30-day review from the State Clearinghouse, it responded to comments received after that time and, in response to comments on the Draft EIR, posted an administrative draft of the Final EIR on its website on July 30, 2007, at which time it also issued a press release and a notice in the Bakersfield Californian informing the public of the availability of this document on its website and the fact that it would continue taking and responding to comments on the EIR until August 14, 2007, effectively extending the comment period on the Draft EIR until that time.

14. CHARLES HEPPE
August 1, 2007

Comment 14.1: *I am of the opinion that commercial enterprises do not belong on college campuses and in particularly State funded colleges.*

Response 14.1: Please refer to the Project Description section of Chapter Two of the EIR for an explanation of how the public/private partnership projects within the Campus Master Plan Update (Project) will help support the academic mission of the University. These projects are still in the proposal stage, and a more detailed explanation of the academic benefits of the projects is therefore not possible, but the University will not approve public/private partnership projects that do not support the academic mission of CSUB, and these projects will undergo project-level environmental review, including opportunity for public comment, before final approval.

Comment 14.2: *I further think that the additional traffic should be given a great deal of consideration.*

Response 14.2: The University understands that increases in traffic on the street system surrounding its campus are of great concern to the local community. The University has therefore conducted a Traffic Impact Study (TIS) as part of this EIR to estimate impacts on the local street system from the Project and from other expected development in the area through the planning period (approximately the next twenty years). The EIR finds that the Project will contribute to significant and unavoidable impacts to the level of service on some surrounding roadways, but that the Project is only one part of the increase in traffic that will lead to these impacts. In fact, as shown in Tables 3.13-13 and 3.13-14 of the Draft EIR, the Project would be responsible for 100% of the mitigation necessary for improvements at the intersection of Don Hart Drive West and Stockdale Highway, 34.33% at Camino Media and Gosford Road, and a lower share at all other intersections and roadway segments. The rest will come from other development, including residential development in surrounding areas that is already entitled. Mitigation measure 3.13-1 will help ensure that the University works together with the City to help mitigate its fair share of traffic impacts in the area.

15. ED
August 1, 2007

Comment 15.1: *As a UCLA BS grad and UC Irvine Masters grad, any great university must expand for serving students and faculty. CSUB was there before the residents. Those residents must be total idiots if they were blind to this. By moving in to the area, the residents were moving into the CSUB community.*

Expand to greatness! Get it going!

Response 15.2: Comment noted. This is a comment on the merits of the Project and is not a comment on the EIR.

16. WILLIAM AND LILIAN ATKINSON
August 2, 2007

Comment 16.1: *The CSUB Masterplan as I understand it, will have a major impact on the local area where we live. The congestion at peak hours is almost intolerable now, and will probably get much worse with this plan.*

Response 16.1: The University understands that increases in traffic on the street system surrounding its campus are of great concern to the local community. The University has therefore conducted a Traffic Impact Study (TIS) as part of this EIR to estimate impacts on the local street system from the Project and from other expected development in the area through the planning period (approximately the next twenty years). The EIR finds that the Project will contribute to significant and unavoidable impacts to the level of service on some surrounding roadways, but that the Project is only one part of the increase in traffic that will lead to these impacts. In fact, as shown in Tables 3.13-13 and 3.13-14 of the Draft EIR, the Project would be responsible for 100% of the mitigation necessary for improvements at the intersection of Don Hart Drive West and Stockdale Highway, 34.33% at Camino Media and Gosford Road, and a lower share at all other intersections and roadway segments. The rest will come from other development, including residential development in surrounding areas that is already entitled. Mitigation measure 3.13-1 will help ensure that the University works together with the City to help mitigate its fair share of traffic impacts in the area.

Comment 16.2: *To implement such a radical change in the living concepts of the area without consideration of us is unwise, after all, we will supply the funds for such an enterprise; or perhaps be embittered against such a high handed operation and oppose all such funding.*

Response 16.2: While the University understands that implementation of the proposed Project would create significant changes in the area, it should be noted that so too would the existing master plan. For example, under the current, adopted master plan, the number of students living on campus would increase from its current level of approximately 300 students to 3,600 students out of a total enrollment of 12,000 students, or 30% of total enrollment, upon completion of proposed student housing. The Project proposes to increase that number to 6,000 on-campus students out of a total enrollment of 18,000 students, or 33% of total enrollment.

The Project does represent an intensification of the use of the campus compared to the existing master plan, but one which is consistent with the needs of CSUB and the California State University system in general to accommodate expected increases in enrollment demand in coming years. In late 2003, the California Department of Finance (DOF) estimated that the CSU enrollment headcount would be 518,110 students by 2012, an increase of 27.3% over a 9-year period. Also, not only is the population of the University's service area growing, but the population of college-age students in California is expected o increase more quickly than the population as a whole through at least 2011. The California Legislative Analyst Office (LAO) publication *Cal Facts 2000* states that "projected college age population growth is above average, portending an upsurge in enrollments." The number of college age students in California is expected to increase by 10.78% over the next five years according to the Governor's Budget Summary 2007-2008. LAO also states that while population is a major

determinant of college age enrollment levels, actual enrollment demands on participation rates among eligible students. According to LAO, California public college participation rates have increased significantly over the past decade. All of these factors indicated the need for CSUB to increase its enrollment, which will require many of the improvements proposed by the Project.

Comment 16.3: *There must be a thorough airing of what these plans are and significant opportunities for community input. After all we profess to be a Democracy, not an Autocracy.*

Response 16.3: In 2004, Harley Ellis Devereaux (then Fields Devereaux) was engaged by the University to prepare an update to CSUB's master plan. Open-ended questionnaires were circulated on and off campus to solicit input on the following topics: departmental needs, circulation, traffic, open space, environmental issues, and development of campus edges. Comments were received and integrated into the development of the proposed master plan, and conceptual plans were presented in December 2004 to a ten-person Campus Master Plan Committee chaired by Dr. Horace Mitchell, which has met periodically to review, comment on, and approve the master plan. Refined versions of the plan were first posted on the University web site in early 2005 and have been maintained as the plan has evolved, during which time comments were received on the plan, many of which were incorporated into the final version. The public and neighboring organizations have been briefed and have commented on the proposal at various meetings. The University held a scoping meeting on the Initial Study/Notice of Preparation for the Project on December 14, 2006, and a public meeting on the Draft EIR on June 27, 2007. A copy of the Draft EIR was sent to all those who commented on the Initial Study/Notice of Preparation, and both meetings were duly noticed in the Bakersfield Californian newspaper. Although the University requested a 30-day review from the State Clearinghouse, it responded to comments received after that time and, in response to comments on the Draft EIR, posted an administrative draft of the Final EIR on its website on July 30, 2007, at which time it also issued a press release and a notice in the Bakersfield Californian informing the public of the availability of this document on its website and the fact that it would continue taking and responding to comments on the EIR until August 14, 2007, effectively extending the comment period on the Draft EIR until that time.

17. ARTHUR AND CAROLE CASTRO
August 5, 2007

Comment 17.1: *My wife and I want you to know that we object to a development adjacent to the CSUB campus that will disrupt our lifestyle and that will increase the local housing density.*

Response 17.1: California State University, Bakersfield, has been planned to have a significant residential component since its inception. While there are only about 300 students currently living on campus, the current, adopted master plan calls for about 3,600 students out of a total enrollment of 12,000 (30%) to live on campus in multiple student housing complexes. The Project will increase that number to 6,000 students out of a total enrollment of 18,000 (33%). The Project represents an intensification of the use of the campus compared to the existing master plan, but one which is consistent with the needs of CSUB and the California State University system in general to accommodate expected increases in enrollment demand in coming years. CSUB has been planned to be a major campus of the California State University

since its inception, when it was surrounded by farmland. There has been ample opportunity to incorporate this knowledge into planning for the area. The presence of a State University in an urban environment presents both challenges and opportunities for the City and the University, and the University will continue to work together with the City to take the needs of the surrounding community into account.

Comment 17.2: *The development of the Kern Schools Credit Union complex was compatible with adjacent building height, but your design concepts would drastically change our skyline.*

Response 17.2: Other than the proposed student housing buildings, which would be four to five stories tall and would not be significantly taller than the existing campus library, the tallest buildings in the Project description are within the public/private partnership projects. These projects are still in the proposal stage, and details of these projects may change over time. For example, the Crisp and Cole project is no longer being considered for approval by the University, but CSUB will continue to pursue development opportunities with developers for the creation of a project that may include many of the same basic components. The University will not approve public/private partnership projects that do not support the academic mission of CSUB, and these projects will undergo project-level environmental review, including opportunity for public comment, before final approval.

Comment 17.3: *The increased population density would negatively alter the Marketplace community that we presently appreciate.*

Response 17.3: See Response 17.1.

Comment 17.4: *Traffic congestion would become much worse than it already is and approved housing development promise to add even more congestion. We are already experiencing increased traffic volume with the completion of Old River Road to the south of White Lane.*

Response 17.4: The University understands that increases in traffic on the street system surrounding its campus are of great concern to the local community. The University has therefore conducted a Traffic Impact Study (TIS) as part of this EIR to estimate impacts on the local street system from the Project and from other expected development in the area through the planning period (approximately the next twenty years). The EIR finds that the Project will contribute to significant and unavoidable impacts to the level of service on some surrounding roadways, but that the Project is only one part of the increase in traffic that will lead to these impacts. In fact, as shown in Tables 3.13-13 and 3.13-14 of the Draft EIR, the Project would be responsible for 100% of the mitigation necessary for improvements at the intersection of Don Hart Drive West and Stockdale Highway, 34.33% at Camino Media and Gosford Road, and a lower share at all other intersections and roadway segments. The rest will come from other development, including residential development in surrounding areas that is already entitled. Mitigation measure 3.13-1 will help ensure that the University works together with the City to help mitigate its fair share of traffic impacts in the area.

Comment 17.5: *We believe that the demographics of our area would be shifted to a position that is contrary to what attracted us to buy our home. The addition of commercial and retail*

businesses, hotels, baseball stadium, and such will expose us to more noise, traffic, and commercial environment. We want our quiet residential area to remain as it is.

Response 17.5: While the University understands that implementation of the proposed Project would create significant changes in the area, it should be noted that so too would the existing master plan. For example, under the current, adopted master plan, the number of students living on campus would increase from its current level of approximately 300 students to 3,600 students out of a total enrollment of 12,000 students, or 30% of total enrollment, upon completion of proposed student housing. The Project proposes to increase that number to 6,000 on-campus students out of a total enrollment of 18,000 students, or 33% of total enrollment.

The Project does represent an intensification of the use of the campus compared to the existing master plan, but one which is consistent with the needs of CSUB and the California State University system in general to accommodate expected increases in enrollment demand in coming years. In late 2003, the California Department of Finance (DOF) estimated that the CSU enrollment headcount would be 518,110 students by 2012, an increase of 27.3% over a 9-year period. Also, not only is the population of the University's service area growing, but the population of college-age students in California is expected to increase more quickly than the population as a whole through at least 2011. The California Legislative Analyst Office (LAO) publication *Cal Facts 2000* states that "projected college age population growth is above average, portending an upsurge in enrollments." The number of college age students in California is expected to increase by 10.78% over the next five years according to the Governor's Budget Summary 2007-2008. LAO also states that while population is a major determinant of college age enrollment levels, actual enrollment demands on participation rates among eligible students. According to LAO, California public college participation rates have increased significantly over the past decade. All of these factors indicated the need for CSUB to increase its enrollment, which will require many of the improvements proposed by the Project. Also, the commercial, retail, and baseball stadium components of the Project that you mention are still in the proposal stage and will receive their own project-level environmental review, including opportunity for public comment, before they are approved by the University.

18. SCHUYLER HAMLIN
August 8, 2007

Comment 18.1: *We have just been made aware of the plan that CSUB is to go into the business of retail and commercial development.*

Response 18.1: In 2004, Harley Ellis Devereaux (then Fields Devereaux) was engaged by the University to prepare an update to CSUB's master plan. Open-ended questionnaires were circulated on and off campus to solicit input on the following topics: departmental needs, circulation, traffic, open space, environmental issues, and development of campus edges. Comments were received and integrated into the development of the proposed master plan, and conceptual plans were presented in December 2004 to a ten-person Campus Master Plan Committee chaired by Dr. Horace Mitchell, which has met periodically to review, comment on, and approve the master plan. Refined versions of the plan were first posted on the University web site in early 2005 and have been maintained as the plan has evolved, during which time

comments were received on the plan, many of which were incorporated into the final version. The public and neighboring organizations have been briefed and have commented on the proposal at various meetings. The University held a scoping meeting on the Initial Study/Notice of Preparation for the Project on December 14, 2006, and a public meeting on the Draft EIR on June 27, 2007. A copy of the Draft EIR was sent to all those who commented on the Initial Study/Notice of Preparation, and both meetings were duly noticed in the Bakersfield Californian newspaper. Although the University requested a 30-day review from the State Clearinghouse, it responded to comments received after that time and, in response to comments on the Draft EIR, posted an administrative draft of the Final EIR on its website on July 30, 2007, at which time it also issued a press release and a notice in the Bakersfield Californian informing the public of the availability of this document on its website and the fact that it would continue taking and responding to comments on the EIR until August 14, 2007, effectively extending the comment period on the Draft EIR until that time.

Comment 18.2: *We see this as not only going against the will of the neighborhood but of local government.*

Response 18.2: While your comment is noted, the University has not received any comment from the City of Bakersfield or County of Kern indicating that they are opposed to retail or commercial development on the campus of California State University, Bakersfield.

Comment 18.3: *It is the misuse of the power the state has given the university. Your aim should be at education and living within the budget granted by Legislature. Please reconsider your plans to commercialize this area. Give yourself time and allow CSUB to grow into the university we will be proud of.*

Response 18.3: While it is true that the University, because it is a State entity, is exempt from many local land use controls, the University understands that both CSUB and the City will benefit from a cooperative, mutually respectful relationship. The University has conducted extensive public outreach over an extended period of time to incorporate input from both on- and off-campus stakeholders, as explained in Response 18.1. The University will continue to take the needs of the surrounding community into account. The commercial, retail, and baseball stadium components of the Project are still in the proposal stage and will receive their own project-level environmental review, including opportunity for public comment, before they are approved by the University.

19. CAROL RAUPP, CSUB Professor of Psychology
August 10, 2007

Comment 19.1: *As you know, I have repeatedly asked, during University Council meetings, for the university to consider environmental impacts of campus development and have been repeatedly told "later, not yet." The university (and the community in general) continue a piecemeal too little too late approach that allows project after project to go through as being unimportant environmentally, but with overall degradation of the environment.*

Response 19.1: This EIR is a Program EIR as described on Page 1-2 of the Draft EIR. CEQA allows for the preparation of a Program EIR when appropriate. A program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:

(1) Geographically,

(2) As logical parts in the chain of contemplated actions,

(3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or

(4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

Since the Project involves the adoption of an updated Campus Master Plan, the Program EIR is the appropriate CEQA document and the level of detail provided is in accordance with the level of detail required for a Program EIR. The EIR considers all aspects of the proposed Project and does not constitute piecemeal analysis. In cases in which further environmental analysis may be necessary due to current lack of project detail (such as the public/private partnership projects), this EIR specifies that further environmental review shall be required before approval of those activities.

Comment 19.2: *The university should be a leader. Where, in this report, is consideration of global warming? Where is an insistence on cutting edge green design? Where is a discussion of sustainability? Nowhere.*

Response 19.2: The proposed campus master plan update, in its current programmatic form, does not contain specific proposals for dealing with the issues mentioned in your comment, but it does contain the following more general recommendations to encourage resource conservation and environmental stewardship:

- Design and plan buildings to mitigate the demand for energy, although there is typically a higher initial cost involved to achieve subsequent annual savings.
- Identify opportunities to save energy where there is an economical benefit.
- Mitigate environmental impacts and costs through water conservation
- Identify opportunities to reduce use of treated water to cool equipment through process cooling.
- Convert additional irrigated areas to the use of non-potable water and optimize raw water resources.
- Utilize water conserving devices such as low-water-use plumbing fixtures.
- Use native vegetation to reduce water consumption for landscape maintenance.

(Harley Ellis Devereaux, February 2007)

Buildout of the proposed Project will contribute to greenhouse gas emissions and global climate change. Various gases in the Earth's atmosphere, classified as atmospheric greenhouse gases (GHGs), play a critical role in determining the Earth's surface temperature. Solar radiation enters Earth's atmosphere from space, and a portion of the radiation is absorbed by the Earth's surface. The Earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. GHGs, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect.

Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), ozone (O_3), water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs). Human-caused emissions of these GHGs in excess of natural ambient concentrations are responsible for enhancing the greenhouse effect (Ahrens 2003). Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors (California Energy Commission 2006a). In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation (California Energy Commission 2006a). A byproduct of fossil fuel combustion is CO_2. Methane, a highly potent GHG, results from offgassing associated with agricultural practices and landfills. Processes that absorb and accumulate CO_2, often called CO_2 "sinks," include uptake by vegetation and dissolution into the ocean.

As the name implies, global climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern, respectively. California is the 12th to 16th largest emitter of CO_2 in the world and produced 492 million gross metric tons of carbon dioxide equivalents in 2004 (California Energy Commission 2006a). Carbon dioxide equivalents is a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential of a GHG, is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. For example, CH_4 is a much more potent GHG than CO_2. As described in Appendix C, "Calculation Referenced," of the General Reporting Protocol of the California Climate Action Registry (2006), one ton of CH_4 has the same contribution to the greenhouse effect as approximately 21 tons of CO_2. Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted. Consumption of fossil fuels in the transportation sector was the single largest source of California's GHG emissions in 2004, accounting for 40.7% of total GHG emissions in the state (California Energy Commission 2006a). This category was followed by the electric power sector (including both in-state and out-of-state sources) (22.2%) and the industrial sector (20.5%) (California Energy Commission 2006a).

At the time of this writing, there are no regulations setting ambient air quality emissions standards for greenhouse gases; however, it is anticipated that such will be developed in the near future in accordance with the following recently enacted California legislation and Executive Order S-3-05 as described below.

Assembly Bill 1493

In 2002, then-Governor Gray Davis signed Assembly Bill (AB) 1493. AB 1493 requires that the California Air Resources Board (ARB) develop and adopt, by January 1, 2005, regulations that achieve "the maximum feasible reduction of greenhouse gases emitted by passenger vehicles and light-duty truck and other vehicles determined by the ARB to be vehicles whose primary use is noncommercial personal transportation in the state."

Executive Order S-3-05

Executive Order S-3-05, which was signed by Governor Schwarzenegger in 2005, proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra's snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the Executive Order established total greenhouse gas emission targets. Specifically, emissions are to be reduced to the 2000 level by 2010, the 1990 level by 2020, and to 80% below the 1990 level by 2050.

The Executive Order directed the Secretary of the California Environmental Protection Agency (CalEPA) to coordinate a multi-agency effort to reduce greenhouse gas emissions to the target levels. The Secretary will also submit biannual reports to the governor and state legislature describing: (1) progress made toward reaching the emission targets; (2) impacts of global warming on California's resources; and (3) mitigation and adaptation plans to combat these impacts. To comply with the Executive Order, the Secretary of the CalEPA created a Climate Act Team (CAT) made up of members from various state agencies and commissions. CAT released its first report in March 2006. The report proposed to achieve the targets by building on voluntary actions of California businesses, local government and community actions, as well as through state incentive and regulatory programs.

Assembly Bill 32, the California Climate Solutions Act of 2006

In September 2006, Governor Arnold Schwarzenegger signed AB 32, the California Climate Solutions Act of 2006. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. This reduction will be accomplished through an enforceable statewide cap on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, AB 32 directs ARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then ARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

AB 32 requires that ARB adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrives at the cap; institute a schedule to meet the emissions cap; and develop tracking, reporting, and enforcement mechanisms to ensure that the state achieves reductions in GHG emissions necessary to meet the cap. AB 32 also includes guidance to institute emissions reductions in an economically efficient manner and conditions to ensure that businesses and consumers are not unfairly affected by the reductions.

Senate Bill 1368

SB 1368 is the companion bill of AB 32 and was signed by Governor Schwarzenegger in September 2006. SB 1368 requires the California Public Utilities Commission (PUC) to establish a greenhouse gas emission performance standard for baseload generation from investor owned utilities by February 1, 2007. The California Energy Commission (CEC) must establish a similar standard for local publicly owned utilities by June 30, 2007. These standards cannot exceed the greenhouse gas emission rate from a baseload combined-cycle natural gas fired plant. The legislation further requires that all electricity provided to California, including imported electricity, must be generated from plants that meet the standards set by the PUC and CEC. No air district in California, including the San Joaquin Valley Air Pollution Control District, has identified a significance threshold for GHG emissions or a methodology for analyzing air quality impacts related to greenhouse gas emissions. The state has identified 1990 emission levels as a goal through adoption of AB 32. To meet this goal, California would need to generate lower levels of GHG emissions than current levels. However, no standards have yet been adopted quantifying 1990 emission targets. It is recognized that for most projects there is no simple metric available to determine if a single project would help or hinder meeting the AB 32 emission goals. In addition, at this time AB 32 only applies to stationary source emissions. Consumption of fossil fuels in the transportation sector accounted for over 40% of the total GHG emissions in California in 2004. Current standards for reducing vehicle emissions considered under AB 1493 call for "the maximum feasible reduction of greenhouse gases emitted by passenger vehicles and light-duty trucks and other vehicles," and do not provide a quantified target for GHG emissions reductions for vehicles.

Emitting CO_2 into the atmosphere is not itself an adverse environmental affect. It is the increased concentration of CO_2 in the atmosphere resulting in global climate change and the associated consequences of climate change that results in adverse environmental affects (e.g., sea level rise, loss of snow pack, severe weather events). Although it is possible to generally estimate a project's incremental contribution of CO_2 into the atmosphere, it is typically not possible to determine whether, or how, an individual project's relatively small incremental contribution might translate into physical effects on the environment. Given the complex interactions between various global and regional-scale physical, chemical, atmospheric, terrestrial, and aquatic systems that result in the physical expressions of global climate change, it is impossible to discern whether the presence or absence of CO_2 emitted by buildout of the Project would result in any altered conditions. On a state wide level, however, global climate change is projected to affect several environmental factors including water resources throughout California. For example, an increase in the global average temperature is projected to result in a decreased volume of precipitation falling as snow in California and an overall reduction in snowpack in the Sierra Nevada. Snowpack in the Sierra Nevada provides both water supply (runoff) and storage (within the snowpack before melting), and is a major source of supply for the state. Although current forecasts vary (Department of Water Resources 2006), this phenomenon could lead to significant challenges in securing an adequate water supply for a growing population and California's agricultural industry. An increase in precipitation falling as rain rather than snow could also lead to increased potential for floods because water that would normally be held in the Sierra Nevada until spring could flow into the Central Valley concurrently with winter storm events. This scenario would place more pressure on California's levee/flood control system.

Because considerable uncertainty remains with respect to the overall impact of global climate change on future water supply in California, it is unknown to what degree global climate change will impact future water supply and availability in the Bakersfield area, including the Project site. Based on consideration of several recent regional and local climate change studies and the water supply assessment contained in Impact Discussion/Conclusion 3.8-2 of the Draft EIR, it can reasonably be expected that the impacts of global climate change on water supply in relation to the Project would be less than significant.

Given the challenges associated with determining project-specific significance criteria for GHG emissions when the issue must be viewed on a global scale, quantitative significance criteria are not proposed for the Project. For this analysis, the Project's incremental contribution to global climate change would only be considered significant if due to the size or nature of the project it would generate a substantial increase in GHG emissions relative to existing conditions statewide.

GHG emissions associated with the Project were estimated using CO_2 emissions as a proxy for all GHG emissions. This is consistent with the current reporting protocol of the California Climate Action Registry (CCAR). Calculations of GHG emissions typically focus on CO_2 because it is the most commonly produced GHG in terms of both number of sources and volume generated, and because it is among the easiest GHGs to measure. However, it is important to note that other GHGs have a higher global warming potential than CO_2. For example, as stated previously, 1 pound of methane has an equivalent global warming potential of 21 pounds of CO_2 (California Climate Action Registry 2006). Nonetheless, emissions of other GHGs from the Project (and from almost all GHG emissions sources) would be low relative to emissions of CO_2 and would not contribute significantly to the overall generation of GHGs from the Project.

Although the CCAR provides a methodology for calculating GHG emissions, the process is designed to be applied to a single or limited number of entities or operations where detailed information on emissions sources is available (e.g., usage of electricity and natural gas, numbers and types of vehicles and equipment in a fleet, type and usage of heating and cooling systems, emissions from manufacturing processes). Information at this level of detail is not available for the Project. Given the lack of detailed design and operational information available at this time for facilities in the Project area, the CCAR emissions inventory methodology is not appropriate for estimating GHG emissions from the Project, but the traffic impact analysis conducted for the Project (see Appendix F of the Draft EIR) provides data that can be used to estimate CO_2 emissions from Project-generated vehicle trips. It estimates that the Project would result in 17,017 average daily vehicle trips (see Table 3.13-4 of the Draft EIR). Assuming a trip rate of 7.35 miles per trip which is the standard used by the San Joaquin Valley Air Pollution Control District, motorized vehicle use generated by the Project in 2030 would generate an average of 125,075 vehicle miles traveled (VMT) per day, or approximately 45.7 million VMT annually. Assuming an emissions factor for future CO_2 emissions from vehicles of approximately 366 grams of CO_2 per mile (California Air Resources Board 2002), approximately 18,489 tons of CO_2 per year would be generated by Project-generated vehicle trips at Project buildout in 2030. It should be noted that although this projected CO_2 emissions factor does assume certain reductions in vehicle emissions due to future vehicle models operating more efficiently, it does not take into account additional vehicle emission reductions that might take place in response to AB 1493, if mobile source emission reductions are ultimately implemented through this legislation.

It is also important to note that this CO_2 emission estimate for vehicle trips associated with the Project is likely much greater than the emissions that will actually occur. The analysis methodology used for the emissions estimate assumes that all emissions sources (vehicles) are new sources and that emissions from these sources are 100% additive to existing conditions. This is a standard approach taken for air quality analyses. In many cases, such an assumption is appropriate because it is impossible to determine whether emissions sources associated with a project move from outside the air basin and are in effect new emissions sources, or whether they are sources that were already in the air basin and have simply shifted to a new location. Because the effects of GHGs are global, a project that merely shifts the location of a GHG-emitting activity (e.g., where people live, where vehicles drive, or where companies conduct business) would result in no net change in global GHG emissions levels.

Although the estimate of 18,489 tons of CO_2 emitted per year from Project-related vehicle trips is higher than would actually occur, it provides a starting point for further emissions calculations. As discussed above, fossil fuel consumption in the transportation sector was the single largest source of California's GHG emissions in 2004, accounting for 40.7% of total GHG emissions in the state (California Energy Commission 2006a). Therefore, although the estimate of 18,489 tons of CO_2 emitted annually by the Project is very general, and is considered high, it is sufficient to support an evaluation of the Project's contribution towards GHG emissions.

It should be noted that the emissions calculations described above do not take into account reductions in GHG emissions resulting from implementation of AB 32. Stationary emissions sources on the Project site and stationary sources that serve the Project site (e.g., power plants) will be subject to emissions reductions requirements of AB 32. The extent of these reductions has not yet been quantified by ARB. At the time of Project build out, overall CO_2 emissions attributable to the Project could be substantially less than current emissions assumptions might indicate. Similarly, if GHG emissions reductions for vehicles are enacted, through either the requirements of AB 1493 or AB 32 or a federal regulation, CO_2 emissions from the Project would be further reduced. If regulations proposed to comply with AB 1493 survive current legal challenges, by Project build out CO_2 emissions from vehicles associated with the Project could be 20% to 30% less than under current conditions.

Emissions reduction requirements associated with AB 1493 and AB 32, SB 1368 and Executive Order S-3-5 would apply throughout California. Therefore, beyond the fact that their effect on the Project is unclear, their effect on the overall cumulative context relative to all GHG emissions in California is unknown.

In 2003, global emissions of carbon (i.e., only the carbon atoms within CO_2 molecules) solely from fossil fuel burning totaled an estimated 7,303 million metric tons (Marlands et al. 2006). This translates to approximately 29,400 million tons of CO_2. This is only a portion of global CO_2 emissions because it addresses only fossil fuel burning and does not address other CO_2 sources such as burning of vegetation. Total estimated CO_2 emissions from all sources associated with the Project would be less than 0.00006% of this partial global total. CO_2 emissions in California totaled approximately 391 million tons in 2004 (California Energy Commission 2006a). The Project emissions would be 0.00473% of this statewide total.

However, as noted above, the emission calculation methodology treats Project emissions as if they were new emissions, and does not correct for the fact that many emission sources associated with the Project could simply be moving from an existing location to the Project site. Therefore, the Project's net contribution of CO_2 to global climate change would be much less than the 18,489 tons per year estimated for the Project. Similarly, the Project's proportion of global and statewide emissions would be less than described above.

Although it is clear that the Project's net contribution of CO_2 to global climate change will be less than estimated above, a great deal of uncertainty exists regarding what the net CO_2 emissions would actually be. In addition, it is uncertain how current regulations might affect CO_2 emissions attributable to the Project and cumulative CO_2 emissions from other sources in the state. Also, as described previously, it cannot be determined how CO_2 emissions associated with the Project might or might not influence actual physical effects of global climate change.

In consideration that, at worst case, Buildout of the Project is anticipated to generate only 0.00473% of statewide total GHGs, the potential impact of GHG emissions resulting from Project buildout is considered less than significant.

Comment 19.3: *How is the university considered by the community? My conversations with community friends revolve around discussing their questions what possible motivation the university can have for the so-called private partnerships proposed developments. The outlook is quite cynical—that it has nothing in particular to do with quality academics and everything to do with profits for developers. The university mentions office renters who might interact with the university in some way—who wouldn't qualify, by that criterion? The university mentions a possible future program in hotel and restaurant management—I have been on Academic Affairs for years and there hasn't been a whisper of this, to my knowledge. The only project that makes academic sense to me is the proposed children's museum. The university needs to re-consider handing over land to developers, especially given the problems raised by "hosting" office building, hotels, and a stadium.*

Response 19.3: These projects are still in the proposal stage, and a more detailed explanation of the academic benefits of the projects than offered in the Draft EIR is therefore not possible, but the University will not approve public/private partnership projects that do not support the academic mission of CSUB, and these projects will undergo project-level environmental review, including opportunity for public comment, before final approval.

Comment 19.4: *I was stunned to see that several problems are considered not significant or fixable.*

Traffic volume and congestion associated with these projects would be horrendous, with associated pollution and noise. We already have students, faculty, and staff who have to fight their way here through gridlocked traffic at busy hours and fight to get a parking space, especially 4-6:30 PM, and as a teacher of 6 PM classes I can tell you that every class has multiple students who beg to be allowed to arrive late to every class because they simply cannot get here from their day jobs. This would become far worse, and is not fixable by some lane

widening. Where are the proposals for express buses or dedicated carpool parking or other creative, green approaches?

Response 19.4: The University has determined in this EIR that mitigation measure 3.13-1 will reduce impacts related to increased traffic on the local street system, but that this impact remains significant and unavoidable. The Traffic Study conducted in conjunction with this EIR determined that impacts to some roadway segments and intersections could not be reduced to a less than significant level due to design constraints (e.g., limited space within which to add lanes). The proposed campus master plan update contains the following general recommendations related to transit:

- Improve the number and frequency of services to several destinations within the city in collaboration with the Golden Empire Transit (GET) of the area.
- Design transit stops and route transfer locations to be safe and convenient with ample weather protection and adequate lighting.
- Provide adequate people gathering places at the bus stop with informal seating and site furniture such as planters, trash receptacles, bicycle parking, news racks, etc.
- Provide directive signage indicating the location of the stop, and its relationship with the transit system on campus.
- Provide for the safe routing of bicycles and disabled persons at the bus stop.

(Harley Ellis Devereaux, February 2007)

Comment 19.5: *Water use is also considered nonsignificant or fixable—but where are plans to cut water use, to landscape for low water use, etc.?*

Response 19.5: See Response 19.2 for measures in the proposed master plan related to water conservation.

Comment 19.6: *Light pollution is considered fixable, but you are talking about stadium lighting and projects that will undoubtedly be brightly lit up all night. The campus's newest parking lot, between the Health Center and Facilities, has lighting that has erased the night sky and is left on at full-capacity all night, so if this is a model of what the university considers low-impact lighting then the mitigation proposed for new projects is likely to be just as ineffective, ugly, intrusive, and energy-wasting.*

Response 19.6: The lighting for the parking lot you refer to in your comment was designed to comply with the Illuminating Engineering Society of North America (IESNA) criteria for parking lot and walkway lighting. The CSU and CSUB standards for lighting rely on the IESNA recommendations. The lighting systems installed in the parking lot, and those along the adjacent north-south walkway also comply with Title 24 requirements. The Title 24 requirements were developed in response to the April 2001 law which placed outdoor lighting under the auspices of the California Energy Commission. These regulations limit both energy consumption and night sky pollution. The fixtures within this parking lot use half of the energy used by the old fixtures to provide the required light levels. The optical systems in the new fixtures prevent light pollution by directing all light below the horizon. The entire system is designed with both photocell and time switch controls to avoid excessive energy usage.

CSUB has three current standards for outdoor area lighting – one for roadways, one for parking areas, and a third for pedestrian walks. All three fixture types are both energy efficient and comply with horizontal cutoff requirements to minimize light pollution. The Title 24 standards will also apply to future sports lighting and parking lot lighting. Hours of operation for the outdoor lighting systems are determined by facility usage and safety considerations. The University will fully implement all light-related mitigation measures, which have been determined in the EIR to reduce impacts related to light and glare to a less than significant level.

Comment 19.7: *Noise pollution is considered fixable and supposedly will be monitored to keep it at or below 70 decibels at dorms (what about classrooms? What about overall outdoor campus environment? What about other campus events taking place at the same times? And what about the campus's owls and kit foxes?). According to my environmental psychology text, 70 decibels is the equivalent of noise 50 feet from a freeway. How can people and other animals live, work, and study with this amount of noise being a regular occurrence? And I believe the existing minor league baseball stadium has fireworks several times a year.*

Response 19.7: Mitigation measures 3.9-4a and 3.9-4b, which require noise mitigation and monitoring at the proposed baseball stadium and nearby proposed dormitories, require that loudspeaker and other public address systems at the proposed stadium be adjusted to register no more than 70 dB Lmax at the nearest residential building and average 50 dBA $L_{50.}$ Events at the stadium would not be a regular occurrence, and the noise from these events would attenuate significantly over distance, which is why these mitigation measures use the nearest dormitories (the nearest sensitive receptor) as a point of reference. The proposed stadium is located well away from the academic core of campus. The 70 dB Lmax noise level is a peak noise measurement and would occur only briefly and sporadically even during athletic or special events. Because recreational athletic activity noise varies with the intensity of the activity, the steady state noise level is lower, and the peaks are higher than the average noise level, which is why these mitigation measures also require that noise control shall be implemented to maintain noise levels at nearby sensitive receptors at 50 dBA L_{50} (average noise level). The current project description of the proposed stadium has not yet been developed in enough detail to know if there would be fireworks shows at the stadium, but the stadium, when it is formally proposed with a more detailed project description, will be required to have its own environmental review, including opportunity for public comment. Noise impacts from the Project were not identified in the Biological Resource Study conducted for the EIR as a significant impact upon kit fox or burrowing owl.

Comment 19.8: *I see nothing in the report about trash generation (versus trash reduction and recycling).*

Response 19.8: The Discussion/Conclusion section of Impact 3.14-4 of the Draft EIR discusses the Project's potential to exceed capacity of the landfill serving the Project, and determined that the Project would generate about 16.04 tons per day of solid waste, which amounts to 0.3 percent of the Bena Sanitary Landfill's daily tonnage limit. University trash generation and recycling is also discussed in Section 3.14.1 (Setting) of the Draft EIR.

Comment 19.9: *I am greatly saddened to know that the cumulative impact of the proposals will be to put further stress, possibly intolerable stress, on the campus's resident San Joaquin kit foxes, Great Horned Owls, Burrowing Owls, and other endangered and threatened animal families. Cal State has such a unique treasure in having these animals living on campus. We should be doing everything with an eye on helping them, not just meeting the legal technicalities that drive them downhill as their habitat disappears.*

Response 19.9: California State University, Bakersfield's participation in the Metropolitan Bakersfield Habitat Conservation Plan (MBHCP) helps ensure that cumulative impacts from this and other projects to species of concern such as the San Joaquin kit fox and the Burrowing Owl are mitigated to a less than significant level. The MBHCP facilitates acquisition, preservation, and enhancement of native habitats that support endangered and sensitive species while allowing urban development to proceed as set forth in the Metropolitan Bakersfield General Plan. The Project will not only comply with the MBHCP, but also be required to follow several other mitigation measures related to these species as listed in the Draft EIR. These measures will reduce impacts from the Project, both at the project level and cumulatively, to a less than significant level.

Comment 19.10: *As always, I ask the campus to be green. I ask that these comments be forwarded to the trustees. And I ask that the campus and trustees not go forward with the private partnerships plan, except the children's museum, and not consider a stadium on campus.*

Response 19.10: See Response 19.2 for general recommendations from the proposed campus master plan update to encourage resource conservation and environmental stewardship. Your comments are noted, and will be forwarded to the Trustees and considered by them, along with all other public comments, before they consider certification of the EIR and approval of the Project.

20. BILLY F. BURKE
August 13, 2007

Comment 20.1: *In the interest of full disclosure, I am a resident of the community of homes adjoining CSUB on the east side of campus. The Kroll Way exit from the campus is just behind my back fence.*

I have recently examined the copy of the environmental impact report which has been offered for comment. My primary interest is in the plan for a 4500 person capacity baseball stadium to be built on the southwest corner of the campus. This facility appears to have displaced the two student villages included in the last Master Plan as well as the temporary recreational facilities now occupying the site. The relocation of these facilities is a real concern since the plan shows them relocated to the east side of the campus adjacent to the residential community in which I reside. Although the map shows plans for trees to buffer other roads and facilities none are included in this instance. Although lighting is addressed for the baseball stadium, no comment is made regarding these facilities nor are they noted anywhere except the map.

Response 20.1: The facilities you mention will have no permanent lighting. Noise impacts from these uses are discussed in Impact Discussion/Conclusion 3.9-4 of the Draft EIR, which concluded that the City of Bakersfield's noise standards would not be violated by the proposed location of the soccer, baseball and softball fields along the eastern perimeter of campus.

Comment 20.2: *In your response to the suggestion of building the stadium off campus you answered that it was desired to have it close to students and players. I noted in the newspaper this week that all home basketball games will be played off campus.*

Response 20.2: While your comment is noted, and while it is certainly true that it might be possible to find an off-campus location in which to play the University's home baseball games, the University still believes it would be more advantageous to have this use on campus. For example, if the stadium is built on campus, it provides the opportunity for the University to provide the land and the City, a minor league team, and/or other partners to pay for construction of the stadium, thus reducing the overall cost of the project to the University.

Comment 20.3: *It has been my observation that the site of the temporary facilities which support multiple activities at the proposed stadium site is one of the busiest locations on the campus night and day with associated lighting, parking, and traffic. Their new location would put more traffic on Kroll Way which already endures the driving of anxious students going to and from classes exceeding the speed limit of 30 mph. A "no parking" sign did not stop one motorist briefly behind my fence three weeks ago.*

Response 20.3: While the Project may increase the amount of traffic on Kroll Way east of campus, it will not, according to the Traffic Impact Analysis conducted for this Project as part of the EIR, significantly affect the level of service on Kroll Way or the level of service at the intersection of Kroll Way and Gosford Road. Enforcement of speed limits, parking rules, and standards of safe driving on off-campus streets are the responsibility of the City of Bakersfield.

Comment 20.4: *This review process has been very difficult to engage in due to the limited publicity given to it. I have been unable to confirm what contacts were made with the community association that represents our home owners but as an individual property owner nearest the campus I was not privy to any notices or questionnaires. It is reminiscent of the start of construction of the Kroll Way Bridge at the end of the cul-de-sac several years ago. Until then I thought I was in a remote location with cul-de-sacs both in front and behind me and adjacent to a quiet campus.*

Response 20.4: In 2004, Harley Ellis Devereaux (then Fields Devereaux) was engaged by the University to prepare an update to CSUB's master plan. Open-ended questionnaires were circulated on and off campus to solicit input on the following topics: departmental needs, circulation, traffic, open space, environmental issues, and development of campus edges. Comments were received and integrated into the development of the proposed master plan, and conceptual plans were presented in December 2004 to a ten-person Campus Master Plan Committee chaired by Dr. Horace Mitchell, which has met periodically to review, comment on, and approve the master plan. Refined versions of the plan were first posted on the University web site in early 2005 and have been maintained as the plan has evolved, during which time

comments were received on the plan, many of which were incorporated into the final version. The public and neighboring organizations have been briefed and have commented on the proposal at various meetings. The University held a scoping meeting on the Initial Study/Notice of Preparation for the Project on December 14, 2006, and a public meeting on the Draft EIR on June 27, 2007. A copy of the Draft EIR was sent to all those who commented on the Initial Study/Notice of Preparation, and both meetings were duly noticed in the Bakersfield Californian newspaper. Although the University requested a 30-day review from the State Clearinghouse, it responded to comments received after that time and, in response to comments on the Draft EIR, posted an administrative draft of the Final EIR on its website on July 30, 2007, at which time it also issued a press release and a notice in the Bakersfield Californian informing the public of the availability of this document on its website and the fact that it would continue taking and responding to comments on the EIR until August 14, 2007, effectively extending the comment period on the Draft EIR until that time.

Comment 20.5: *I believe myself to be a supporter of education and the university and have volunteered time to various campus activities. I have endured the reverberations from the amphitheater, the Saturday soccer matches and the three month assembly and disassembly of the structure for the fall business conference. Now however, your plan to move permanent facilities supporting more continuous activity as near as possible to the only residential area on your borders and without solicited comment leads me to doubt the sincerity of your stated desire to be a part of the community.*

Response 20.5: The University understands that CSUB, the City, and the community at large will benefit from a cooperative, mutually respectful relationship. While your comment is noted, the University has conducted extensive public outreach over an extended period of time to incorporate input from both on- and off-campus stakeholders, as explained in Response 20.4. As explained in Response 20.1, the EIR does analyze impacts from the intramural athletic facilities on the eastern border of campus.

Comment 20.6: *Although I have a computer I was not able to access the report on the CSUB website so it was necessary to visit the library to view the document on two occasions. In addition to the concerns stated earlier I have the following comments regarding the report referenced by page and paragraph.*

Page 2-19 3.3-5 Typo "odors" not "orders"

Response 20.6: The University apologizes for any inconvenience in accessing the report online. The typo you mention will be corrected in the final draft of the Final EIR.

Comment 20.7: *Page 2-28 3.8.4 Isabella Dam failure being "less than significant" seems naïve in view of current investigations and inspections of the auxiliary dam.*

Response 20.7: While a failure of Isabella Dam would certainly have environmentally significant consequences, they would not be a result of the Project. The EIR only analyzes the increased exposure to risk in the event of a failure of Isabella Dam created by the Project, not the full significance of the failure of the dam. The EIR determined that implementation of

evacuation plans contained in the Metropolitan Bakersfield General Plan Update EIR would reduce this impact to a less than significant level.

Comment 20.8: *Page 3-25 Campus speed limit is stated to be 25 mph but also posted at 30 mph and 35 mph on various roads.*

Response 20.8: Certain portions of outlying roads on campus that are bordered by vacant land currently have a posted speed limit of 35 mph. However, the posted speed limit on these roads will be changed to 25 mph as part of Project implementation.

Comment 20.9: *In conclusion I believe that the stadium is not in the best interest of our greater community and it also limits further growth and plans for the campus. Parking and sports facilities are consuming an inordinate amount of land. Further there are so many other plans for sports facilities being floated that it should be possible to find other avenues to satisfy this need.*

Response 20.9: While your comment is noted, the University believes that athletics represents an important and legitimate activity of a major university, and that developing an on-campus stadium for its NCAA Division I baseball team will further the development of the University's athletics program. The proposed campus master plan update significantly expands facilities for academic programs to meet the expected academic needs of the University over the next twenty years or longer.

21. GEORGIA STEWART, San Joaquin Valley Air Pollution Control District
August 15, 2007

Comment 21.1: *On October 30, 2006 the United States Environmental Protection Agency (US EPA) found the District to be in attainment of the National Ambient Air Quality Standard for PM10. However, the official re-designation of the District's classification from "Serious Non-Attainment" to "Attainment" can only occur after additional administrative steps are taken.*

Response 21.1: The District's comment regarding its PM10 attainment status is noted. This is a procedural issue not related to the adequacy of the DEIR.

Comment 21.2: *Upon review of the project, the District does not concur with the Draft EIR that:*

- *The individual project component impacts are less than significant.*
    - *The District has determined that compliance with Regulation VIII will constitute sufficient mitigation to reduce fugitive dust related PM10 impacts from construction to a level considered less than significant; however, compliance with Regulation VIII does not mitigate the PM10 impact from equipment exhaust.*

Response 21.2: As a Program EIR, the analysis was conducted in a manner that would logically examine the potential impacts from buildout of the master plan. The EIR did not state that compliance with Regulation VIII would mitigate construction equipment exhaust impacts. Impacts from construction equipment exhaust were examined in *Impact 3.3-2 – Substantial increase in Construction Emissions (Carbon Monoxide (CO), Reactive Organic Gases (ROG), Nitrogen Oxide (NOx), Sulfur Dioxide (SO_2), Particulate Matter (PM_{10}) Fine Particulate Matter*

($PM_{2.5}$)). Again, a logical estimate of potential construction was determined and analyzed for its impacts using District-approved construction fleet calculators and models.

Comment 21.3: *The District does not concur with the assumptions used to determine construction exhaust emissions in URBEMIS.*

Response 21.3: See Responses 21.3.1 through 23.3.4

Comment 21.3.1: *There is inadequate information to adequately determine the square footage, when construction will occur, and either the total acreage or the acreage for each CSUB project, i.e., new arts center, central mechanical plant module, humanities complex, residential housing, etc.*

Response 21.3.1: As a Program EIR, the analysis was conducted in a manner that would logically estimate and examine the potential impacts from buildout of the master plan. Potential impacts were analyzed on an annual basis until the projected buildout date. Constraints, such as funding, would limit and lengthen the buildout timeline. An estimate of 13 years was used as a guideline; however, actual buildout may take up to 20 years.

Comment 21.3.2: *The District does not accept totaling the square footage of school related construction and dividing the total square footage by 13 years to determine the total acreage per year.*

Response 21.3.2: See Response 21.3.1

Comment 21.3.3: *The proposed Public-Private Partnerships are not addressed.*

- *A 4-6 story 100,000 to 130,000 square foot office building on 6.5 to 8.5 acres of land. The building would be leased primarily to office tenants and the ground floor would provide for a limited number of retail uses.*
- *Development of twin 31-story towers, including condominiums, a hotel, conference center, office space, and a retail center. The project would require 19-21 acres in the southwest portion of the campus.*
- *Bakersfield Adventures for the Mind: 35,000 square foot Children's Museum.*

Response 21.3.3: The CSUB Master Plan was analyzed as a Program EIR. To the extent that impacts of the public private partnerships could be analyzed in this Program EIR, they have been evaluated. Since specific projects have not yet been determined, these future projects will be required to undertake project-level environmental review when they are actually proposed.

Comment 21.3.4: *Air Quality Analysis Supplemental Information*

- *URBEMIS summary only*
- *Complete URBEMIS runs should be submitted for the District's review*

Response 21.3.4: As the District's comments were not received until well after the final comment period had expired, the URBEMIS outputs were not provided. The EIR consultant, Quad Knopf, will deliver a copy of these files on compact disc to the Air District's Fresno office.

Comment 21.4: *The proposed project should be evaluated to determine the health impact of Toxic Air Contaminants (TACs) to the residents of the new dorms. The residents may be exposed to a high level of diesel particulate matter emissions from road traffic.*

- *Assess the health impact from truck traffic on the highway*
- *Assess the health impact from on-site truck traffic in support of all commercial activity*

Response 21.4: As discussed in Impact 3.3-6, no sensitive receptors will be located within 500 feet of a freeway. The Master Plan does include residential housing near Stockdale Highway; however, exposure rates would be less than 6 years (estimated time to achieve an undergraduate degree). Furthermore, according to Caltrans Traffic & Vehicle Data Systems Unit (included in Appendix F of the Draft EIR), the traffic volume on Stockdale Highway does not exceed 100,000 average daily trips.

Because the exposure length and traffic volume (and fleet mix) would not exceed accepted standards, toxic air contaminants from Stockdale Highway would have a ***less than significant impact*** on the proposed Project. The same qualitative analysis would apply to on-site truck traffic.

SECTION FOUR

MITIGATION REPORTING/MONITORING PROGRAM

SECTION FOUR - MITIGATION REPORTING/MONITORING PROGRAM

Introduction

State and local agencies are required by *Section 21081.6* of the *California Public Resources Code* to establish a monitoring and reporting program for all projects which are approved and which require CEQA processing.

Local agencies are given broad latitude in developing programs to meet the requirements of *Public Resources Code Section 21081.6.* The mitigation monitoring program outlined in this document is based upon guidance issued by the Governor's Office of Planning and Research.

The mitigation monitoring and reporting program (MRMP) for the proposed Campus Master Plan Update (Project) corresponds to mitigation measures outlined in the EIR. The MRMP summarizes the environmental issues identified in the EIR, the mitigation measures required to reduce each potentially significant impact to a less than significant level, the party responsible for implementing the measures, and the party responsible for monitoring and reporting on the implementation of the mitigation measures. Only those impacts requiring mitigation are listed in the MRMP. For a summary of all potential impacts of the Project please refer to Table 2-2 of Section Two of this document.

4.1 The Program

Construction and operation of projects covered under this Program EIR may require plan check(s) for ADA compliance by the Office of the State Architect; National Pollutant Dishcarge Elimination System (NPDES) permits from the California Regional Water Quality Control Board; encroachment permits from the City of Bakersfield for any construction within the right of way of City streets; a well destruction permit from the Kern County Environmental Health Services Department for abandonment/destruction of inactive wells; and submission of dust suppression plans, grading plans, and an Indirect Source Review application to the San Joaquin Valley Air Pollution Control District (SJVAPCD).

The mitigation measures contained herein shall be included as conditions of approval for each of these permits, to the extent permitted by law. The California State University shall ensure that all construction plans and Project operations conform to the conditions of the mitigated Project. Table 4-1 shall be attached to all permits as a condition of approval.

Table 4-1
Mitigation Reporting/Monitoring Program

Impact	Mitigation Measures	Implementation	Monitoring	Time Span
3.2 Aesthetics/Visual Resources				
3.2-3: Substantially degrade the existing visual character or quality of the site and its surroundings	• New buildings shall be harmonized with their surroundings (including off-site uses) using such techniques as locating entries of adjacent buildings in relation to one another; following setback lines of adjacent buildings, city streets and major pedestrian/bicycle routes; sharing plaza, corridor or courtyard spaces; and/or developing elegant open spaces between buildings • Campus buildings shall be appropriately massed to not overwhelm their surroundings either on or off campus • All building masses shall be articulated both horizontally and vertically to avoid boxy and rigid forms. This shall include architectural detailing around windows, doorframes, cornices, and corners to articulate large building masses and to maintain a sense of human scale • All buildings three stories or taller shall include elevation setbacks starting at the second floor line to cut down the massiveness of large buildings and preserve light and views to their surroundings • In places where large blank walls are unavoidable, changes in material, texture and patterns shall be employed to create visual variety and articulation	California State University Bakersfield	California State University Bakersfield	The University shall ensure that these mitigation measures are incorporated into the design of all new campus buildings before it approves the architectural plans.
3.2-4: Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area	New lighting proposed for future projects as a result of implementation of the Project (including the Stadium) shall be directed downward and shall not project "spillover" lighting onto adjacent properties. A lighting plan shall be developed by the Project architect using the most effective lighting engineering technology that avoids exposing adjacent areas to direct light or glare from Project lighting and ensures that all	California State University Bakersfield	California State University Bakersfield	The University shall ensure that these mitigation measures are incorporated into the design of all new campus lighting before it approves the lighting plan.

Impact	Mitigation Measures	Implementation	Monitoring	Time Span
	new lighting adheres to the following guidelines: 1. The offsite visibility and potential glare of Project lighting shall be restricted by specification of non-glare fixtures, and placement of lights to direct illumination into only those areas where it is needed. 2. Appropriate fixture selection and light placement shall minimize light pollution and enhance natural color rendition. All lighting shall utilize refractive lenses and be shielded to reduce glare and spillover into buildings and neighboring areas. 3. Walkway lighting fixtures shall not be mounted higher than twenty feet unless necessary for security reasons. 4. No more than a 0.25 footcandle increase shall occur offsite on adjacent properties. 5. Individual developments associated with the Project shall restrict lighting to areas required for safety, security, or normal operations and shield lighting from public view to the greatest extent possible. The direction and shielding of lighting shall reduce light spillage, light pollution, and glare. Highly directional light fixtures shall be used with non-glare lighting fixtures. All lighting and light shields shall be installed and operated consistent with manufacturer's specifications.			
3.3 Air Quality				
3.3-2: Substantial increase in Construction Emissions (Carbon Monoxide (CO), Reactive Organic Gases (ROG), Nitrogen Oxide (NOx), Sulfur Dioxide (SO_2), Particulate Matter (PM_{10}) Fine Particulate Matter ($PM_{2.5}$))	• Provide temporary traffic control as appropriate during all phases of construction to improve traffic flow (e.g. flag person). • Require contractors to minimize exhaust emissions by maintaining equipment engines in good condition and in proper tune according to manufacturer's specifications and by not allowing construction equipment to be left idling for long periods.	California State University Bakersfield	California State University Bakersfield	Before and during construction

Impact	Mitigation Measures	Implementation	Monitoring	Time Span
	• The idling time of all construction equipment used at the site shall not exceed ten minutes. • The hours of operation of heavy-duty equipment shall be restricted to the hours of 6:00 am to 9:00 pm on weekdays and 8:00 am to 9:00 pm on weekends as required by Bakersfield Municipal Code Section 9.22.050. • When feasible, alternative fueled or electrical construction equipment shall be used at the project site. • The minimum practical engine size for construction equipment shall be used. • When feasible, electric carts or other smaller equipment shall be used at the project site. • Gasoline-powered equipment shall be equipped with catalytic converters.			
3.3-3: Operational emissions (vehicle trips) generated by the Project and area sources within the Project would result in new air pollutant emissions within the air basin	Future development that occurs as a result of the implementation of the Master Plan shall adhere to the following standards: • Orient buildings to the north for natural cooling and the use of appropriate landscaping that maximizes the potential of solar design principles. • Incorporate shade trees, adequate in number and proportional to the project size, throughout the site to reduce building heating and cooling requirements. • Provide preferential parking spaces for carpools and vanpools. • Use of energy-efficient lighting (includes controls) and process systems such as water heaters, furnaces and boiler units. • Use of energy efficient and automated controls for air conditioning.	California State University Bakersfield	California State University Bakersfield	Before and during construction

Impact	Mitigation Measures	Implementation	Monitoring	Time Span
3.4 Biological Resources				
3.4-2: Project Impact to tree-nesting Raptors Not Designated as Special Status Species	3.4-2a: Should project construction be scheduled to commence between the months of March and the end of August, a pre-construction survey will be conducted by a qualified biologist for nesting raptors. This survey will occur within 30 days of the onset of construction. All suitable habitats of the study area will be covered during this survey. 3.4-2b: If pre-construction surveys undertaken during the nesting season locate active nests within or near construction zones, these nests, and an appropriate buffer around them (as determined by a qualified biologist) will remain off-limits to construction until the nesting season is over. Suitable setbacks from occupied nests will be established by a qualified biologist and maintained until the conclusion of the nesting season.	California State University Bakersfield	California State University Bakersfield	Before construction
3.4-3: Project Impact to Special-Status Animal Species from Habitat Modification	3.4-3a: Pre-construction surveys prior to any ground disturbing activities associated with the development of the CMP project or other project on the CSUB Campus will be conducted by a qualified biologist for Burrowing Owls within 30 days of the on-set of construction. These surveys will be conducted according to methods described in the Staff Report on Burrowing Owl Mitigation (CDFG 1995). 3.4-3b: If pre-construction surveys undertaken during the breeding season (February through August) locate active nest burrows within or near construction zones, these nests, and an appropriate buffer around them (as determined by a qualified biologist) will remain off-limits to construction until the breeding season is over. Setbacks from occupied nest burrows of 100 meters where construction will result in the loss of foraging habitat are required.	3.4-3a: California State University Bakersfield 3.4-3b: California State University Bakersfield	3.4-3a: California State University Bakersfield 3.4-3b: California State University Bakersfield	3.4-3a: Before construction 3.4-3b: Before construction

Impact	Mitigation Measures	Implementation	Monitoring	Time Span
	3.4-3c: During the non-breeding season (August through January), resident owls may be relocated to alternative habitat. The relocation of resident owls must be according to a relocation plan prepared by a qualified biologist and consistent with provisions of state and federal law. Passive relocation will be the preferred method of relocation. This plan must provide for the owl's relocation to nearby lands possessing available nesting and foraging habitat.	3.4-3c: California State University Bakersfield	3.4-3c: California State University Bakersfield	3.4-3c: Before construction
	3.4-3d: The current speed limit on the CSU Bakersfield Campus is 25 MPH. All roadways into the campus will be provided with signage that clearly indicates the speed limit on the Campus. Signage should indicate that kit fox are resident on the campus.	3.4-3d: California State University Bakersfield	3.4-3d: California State University Bakersfield	3.4-3d: Before construction
	3.4-3e: Provided in Appendix E is the 1999 U.S. Fish and Wildlife Service Standardized Recommendations for Protection of the San Joaquin Kit Fox prior to or During Ground Disturbance. The Avoidance and minimization measures recommended by the USFWS would reduce possible impact to kit foxes moving through the site to a less than significant level. These measures have been adapted from the United States Fish and Wildlife Service Standardized recommendations for protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance, and are typically recommended by the USFWS prior to and during ground disturbance activities.	3.4-3e: California State University Bakersfield	3.4-3e: California State University Bakersfield	3.4-3e: Prior to or during ground disturbance
3.4-4: Project Impact to Fish and Wildlife Habitat	While the CSU Bakersfield Campus participates in the MBHCP and therefore is granted incidental take authority under the MBHCP for the majority of the development that is proposed in the CMP, the 20-acre Environmental Studies Area is not part of the area that was provided coverage under the MBHCP. These 20 acres are known to be occupied by both burrowing owl and San Joaquin kit fox. Therefore, any development	California State University Bakersfield	California State University Bakersfield	Prior to any earth disturbing construction activities on the 20-acre Environmental Studies Area

Impact	Mitigation Measures	Implementation	Monitoring	Time Span
	that is proposed for this 20 acre area would not have coverage for incidental take of San Joaquin kit fox under the California or the Federal Endangered Species Acts. 1. Prior to any earth disturbing construction activities on the 20-acre Environmental Studies Area the CSUB Campus must place a formal request to the Metropolitan Bakersfield Habitat Conservation Trust Group asking that the 20 acres be included in the MHBCP. This amendment process to the MBHCP is detailed below. Major amendments to the MBHCP may be initiated by any of the parties to the Implementation/Management Agreement. The party proposing the major amendment shall circulate to the other parties a statement of the reason for the amendment and an analysis of the effect of the amendment on the Species of Concern and the implementation of the MBHCP. The other parties shall make every effort to approve the proposed amendment within 120 days of publication in the Federal Register except where longer times are imposed by requirements of law. Except as otherwise determined by USFWS, major amendments shall be limited to changes in the following: (1) the boundaries of the Permit Area, or (2) the method of calculating the adequacy of mitigation. Minor amendments to the MBHCP shall not require amendment of the Implementation Management Agreement, and may be initiated by any of the parties to the Agreement or the 10(a) permit. The party proposing a minor amendment shall circulate to the other parties a statement of the reason for the amendment. Minor amendments			

Impact	Mitigation Measures	Implementation	Monitoring	Time Span
	require the approval of the Implementation Trust, which shall approve or deny the proposed amendment within ninety (90) days of receipt of the proposal. Amendments to the City or County's general plans or Zoning Ordinances pertaining to Land within the permit area shall not require amendments to the MBHCP or this agreement. The USFWS shall be provided an opportunity to review all minor amendments presented to the Implementation Trust. If the USFWS determines within (60) days of its receipt of a proposed amendment that a proposed amendment to the MBHCP is major, the parties to the Implementation/Management Agreement shall process the plan amendments as an amendment to the implementation l Management Agreement and the 10(a) permit. 2. If the 20-acre area cannot be included in the MBHCP the CSUB Campus must consult with the USFWS to obtain incidental take authority either under Section 7 or Section 10 of the Federal Endangered Species Act. In addition, the campus must also obtain incidental take authorization under the California Endangered Species Act through consultation under Section 2081 of the Fish and Game Code. 3. The CSUB Campus can request to receive incidental take coverage for the 20-acre Environmental Studies Area by requesting participation under a third party incidental take permit such as that held by the Kern Water Bank Authority.			

Impact	Mitigation Measures	Implementation	Monitoring	Time Span
3.4-8: Project Impact to the Movements of Migratory Fish or Wildlife Species	Implementation of Mitigation Measures 3.4-2a through 3.4-2b will reduce impacts to a less than significant level	California State University Bakersfield	California State University Bakersfield	Before construction
3.5 Cultural Resources				
3.5-1: Disturbance of archaeological resources as a result of improvements undertaken as part of the Project	3.5-1a: Prior to any proposed activity that will result in the excavation of sub-surface sediment within the Project site, the Center for Archaeological Research at California State University, Bakersfield, and the Kern County Native American contacts as listed in the Native American Heritage Commission's comment letter on the Initial Study/Notice of Preparation for this Project (Appendix A) shall be notified prior to the commencement of ground disturbing activities. 3.5-1b: If any as-yet undetected (i.e. buried) cultural resources are encountered during any future excavation of sub-surface sediment within the Project site, work shall cease within a 50-foot area of the find, and a qualified archaeologist shall be contacted to evaluate any such discoveries. Also, an archaeological monitor shall to be present during construction. In the event that an artifact is discovered, the monitor shall note and photograph the discovery. These measures will mitigate any potentially significant impact to a less than significant level.	3.5-1a: California State University Bakersfield 3.5-1b: California State University Bakersfield	3.5-1a: California State University Bakersfield 3.5-1b: California State University Bakersfield	3.5-1a: Prior to any proposed activity that will result in the excavation of sub-surface sediment within the Project site 3.5-1b: During any future excavation of sub-surface sediment within the Project site
3.6 Geology and Soils				
3.6-1: Potential for the Project to be located on soils that are unstable or would become unstable as a result of the Project	3.6-1a: Construction of all structures will, at a minimum comply with the design factors prescribed by the California Building Standards Code (CBSC) (California Code of Regulations, Title 24), including provisions related to the Project site's location within California Building Code Seismic Zone 4.	California State University Bakersfield	California State University Bakersfield	Before and during construction

Impact	Mitigation Measures	Implementation	Monitoring	Time Span
	3.6-1b: All structures shall be constructed in compliance with the recommendations contained in a geotechnical engineering investigation prepared for each construction project which shall include an analysis of the stability of the soil underlying the structure.			
3.7 Hazards & Hazardous Materials				
3.7-1: Potential existence of hazardous materials on or underneath the site which could result in hazards to the public or the environment	3.7-1a: In the event that hazardous materials are present within the construction area and are encountered during project activities, applicable provisions of CSUB's HMMP shall be implemented. The HMMP addresses hazardous materials handling, storage requirements such as labeling, spill prevention, leak detection, monitoring, awareness and response training, response actions, and mitigation in the event of an accidental release. The Plan, which is updated annually, is on file with the City of Bakersfield Fire Department for their approval. The City routinely conducts inspections at facilities such as CSUB under the unified program to ensure compliance of hazardous materials requirements. CSUB also inspects their hazardous materials storage areas routinely and implements appropriate corrective actions in order to prevent or minimize hazardous materials accidental releases. In the event of a hazardous materials incident, CSUB has trained personnel and contractors to handle such incidents.	3.7-1a: California State University Bakersfield	3.7-1a: California State University Bakersfield, City of Bakersfield	3.7-1a: During and after construction
	3.7-1b: In the event that subsurface excavation during project activities occurs at the former UST-related petroleum release site, available records on the previous tank closure activities shall be reviewed and evaluated to determine if any significant petroleum contamination remains in the area. If additional records are not available, at least one subsurface sample (~2' below ground surface) beneath the old piping leak shall be retrieved and analyzed for Total	3.7-1b: California State University Bakersfield	3.7-1b: California State University Bakersfield	3.7-1b: During construction

Impact	Mitigation Measures	Implementation	Monitoring	Time Span
	Petroleum Hydrocarbons to verify that no petroleum impacted soil remains at that location.			
3.7-2: The Project may affect implementation of CSUB's emergency response and evacuation plans	In the event that the emergency routes and evacuation areas are changed to accommodate Project plans and activities, CSUB will evaluate alternate routes and evacuation sites, then update its existing Emergency Response Plan. The acceptability of alternate routes is dictated to some extent by the location of the hazardous materials storage areas on campus. If necessary and/or possible, hazardous materials storage areas may be relocated to be able to handle potential emergencies and ensure public safety. Updates to the plan shall be incorporated in a timely manner and distributed to CSUB's emergency response team as well as responding agencies to ensure the proper implementation of the emergency plan. Signs indicating access directions may also be posted, as appropriate.	California State University Bakersfield	California State University Bakersfield	Before and during construction
3.7-3: The presence of water wells at construction sites may present a conduit to the groundwater which could be impacted by surface releases	In the event that inactive water wells such as Well #1 on the CSUB property are present within the construction area, the wells have to be destroyed in accordance with state and local regulations. The well must be destroyed before starting work in that area. A well destruction permit shall be obtained from the Kern County Environmental Health Services Department (KCEHSD) prior to beginning well abandonment activities. A KCEHSD representative shall inspect the site to verify that proper abandonment procedures are followed. CSUB shall have the destroyed well's location noted on campus utility plans/maps and any construction in its vicinity shall be reviewed by Facilities Management staff so the integrity of the abandonment is not compromised.	California State University Bakersfield, Kern County Environmental Health Services Department	Kern County Environmental Health Services Department, California State University Bakersfield Facilities Management Department	Before, during, and after construction

Impact	Mitigation Measures	Implementation	Monitoring	Time Span
3.7-4: Potential hazardous materials releases or exposure related to asbestos and lead-based paint	If Project activities include removal or disturbance of existing building materials, then the age of the building will be determined and any buildings built within these time frames will be inspected for the presence of regulated asbestos-containing material (RACM) before renovations begin. If it is found to contain asbestos, then the following standard SJVAPCD mitigation measures related to asbestos shall be implemented: ▪ A thorough survey of any building containing regulated asbestos-containing material (RACM) shall be conducted by a qualified consultant. ▪ A 10-day working notification of demolition or removal of asbestos shall be released. ▪ After this ten day period, the RACM may be removed but only after being inspected by a representative from the SJVAPCD. If there are any structures built before 1978 on the site to be demolished or dismantled, then all applicable laws of the State of California regarding the handling and disposal of lead-based paint (listed at **http://www.dhs.ca.gov/childlead/html/genregs.html**), shall be observed. According to the California Department of Toxic Substances Control (DTSC), if paint is not removed from the building material during demolition (and is not flaking or peeling), the material could be disposed of as construction debris (a non-hazardous waste). The party disposing of such waste shall contact the landfill operator in advance to determine whether the landfill has any specific requirements regarding the disposal of lead-based paint materials.	California State University Bakersfield	California State University Bakersfield	Before and during construction

Impact	Mitigation Measures	Implementation	Monitoring	Time Span
3.8 Hydrology and Water Quality				
3.8-3: Runoff increase that would exceed the capacity of CSUB's storm water drainage system or create flooding or polluted runoff	The University shall construct sumps and/or retention basins as necessary for each phase of Project construction that will accommodate the excess runoff created by the new impervious surfaces.	California State University Bakersfield	California State University Bakersfield	During construction
3.9 Noise				
3.9-2: Potential impact of construction noise as a result of planned improvements	3.9-2a: All heavy construction equipment and all stationary noise sources (such as diesel generators) shall be in good working order and have manufacturer installed mufflers. 3.9-2b: Equipment warm up areas, water tanks, and equipment storage areas shall be located in an area as far away from existing residences as is feasible. 3.9-2c: All construction and general maintenance activities, except in an emergency, shall be limited to the hours of 6:00 a.m. to 9:00 p.m. during the week, and 8:00 a.m. to 9:00 p.m. on weekends.	California State University Bakersfield	California State University Bakersfield	During construction
3.9-4: Potential for increased on site noise generation	3.9-4a: Loudspeaker and other public address systems at the baseball stadium will be located to minimize audibility at the nearest dormitories. They shall be adjusted to register no more than 70 dB Lmax at the nearest residential building. 3.9-4b: Evening non-athletic outdoor events using amplified music or voice at the ballpark such as concerts or ceremonies shall be required to monitor noise levels at the nearest on-campus residences, and noise control shall be implemented to maintain noise levels at these locations at 50 dBA L_{50}, 70 dBA Lmax, as a condition for allowing such events if/when the dormitories are completed.	California State University Bakersfield	California State University Bakersfield	During and after construction

Impact	Mitigation Measures	Implementation	Monitoring	Time Span
3.11 Public Services				
3.11-1: Provision of adequate police and fire protection to serve the proposed project	3.11-1a: Before construction is completed on new facilities on campus, new "Blue Light" phones shall be added as appropriate to ensure safety at these locations. 3.11-1b: As the campus expands, both physically by increasing the developed area of the campus and in number of enrolled students, the University will increase the number of patrol officers and other UPD personnel as necessary to ensure adequate police protective services on campus.	California State University Bakersfield	California State University Bakersfield	3.11-1a: Before completion of new facilities 3.11-1b: Throughout Project implementation
3.12 Recreation				
3.12-2: Construction of the new recreational facilities could result in impacts to the physical environment	Implementation of the mitigation measures in Section 3.3, 3.4, 3.7, and 3.9, as well as all other mitigation measures related to new construction and renovation.	See Sections 3.3, 3.4, 3.7, and 3.9, as well as all other mitigation measures related to new construction and renovation.	See Sections 3.3, 3.4, 3.7, and 3.9, as well as all other mitigation measures related to new construction and renovation.	See Sections 3.3, 3.4, 3.7, and 3.9, as well as all other mitigation measures related to new construction and renovation.
3.13 Transportation/Traffic				
3.13-1: Generation of vehicle trips due to increased enrollment will increase traffic on the adjacent street system	Following negotiations with the City of Bakersfield, the University shall determine the appropriate fair share fee (or construction of improvements) required for each project as it is proposed based on Table 3.13-13, Table 3.13-14, and the identified impacts upon defined off-campus streets and intersections from the specific project. The California State University system will then seek funding from the legislature for payment of this fair share fee or construction of improvements consistent with its responsibility and authority.	California State University Bakersfield, City of Bakersfield	California State University Bakersfield, City of Bakersfield	Before construction
3.14 Utilities/Service Systems				
3.14-2: Potential impacts related to construction of new stormwater facilities	Implementation of the mitigation measures in the Biological Resources section (3.4) of this EIR.	See Section 3.4 of this EIR	See Section 3.4 of this EIR	See Section 3.4 of this EIR

SECTION FIVE

REVISIONS TO DRAFT EIR

SECTION FIVE – REVISIONS TO DRAFT EIR

This section lists any minor revisions made to the EIR since release of the Draft EIR, herein incorporated into the Final EIR. These changes are, as appropriate, also reflected in the Summary of Potential Impacts and Proposed Mitigation Measures (Table 2-2) and the Mitigation Reporting/Monitoring Program (Table 4-1).

Revision 1:

Mitigation Measure 3.13-1 has been slightly reworded for clarification. Both the version from the Draft EIR and the reworded version from this Final EIR are shown below.

Draft EIR: Following negotiations with the City of Bakersfield, the University shall determine the appropriate fair share amount (or construction of improvements) for each project as it is proposed based on Table 3.13-13, Table 3.13-14, and the identified impacts for the specific project. The California State University system will then seek funding from the legislature for payment of this fair share fee or construction of improvements.

Final EIR: Following negotiations with the City of Bakersfield, the University shall determine the appropriate fair share fee (or construction of improvements) required for each project as it is proposed based on Table 3.13-13, Table 3.13-14, and the identified impacts upon defined off-campus streets and intersections from the specific project. The California State University system will then seek funding from the legislature for payment of this fair share fee or construction of improvements consistent with its responsibility and authority.

Revision 2:

In Section 2.2 of the Draft EIR (Project Purpose and Objectives), Campus Housing, although included in the Project Description and analyzed in Chapter Three (Environmental Setting, Impacts and Mitigation Measures), was not listed as one of the activities that would be incorporated into the Campus Master Plan in order to achieve the Project purpose. This has been corrected by incorporating the following language, under the heading Project Purpose and Objectives, into Section Two of this Final EIR as an item in the bulleted list of activities that will help achieve the Project Purpose:

"Changes in the distribution of proposed on-campus housing. The Project proposes seven student housing buildings along the western boundary of campus and five in the northeast corner of campus."

Revision 3:

Both Sections 3.10 (Population and Housing) and Section 2.2 (Project Purpose and Objectives) of the Draft EIR contain the statement that "…the population of college-age students in California is expected to increase more quickly than the population as a whole over the next decade," and "The number of college-age students in California is expected to increase by 10.78% over the next five years according to the Governor's Budget Summary of 2007-2008." The latter statement was used to

support the former, so, while the college-age population *may* continue increasing more quickly than the general population beyond 2011, it would be more accurate to state that the population of college-age students in California is expected to increase more quickly than the population as a whole through 2011, or through the rest of this decade. As later stated in both sections, other factors, such as participation rates among eligible students and regional and local variations in population growth and population makeup, also are determinants of college enrollment levels. Expected growth in both college-age and general population in the University's service area, and increasing public college participation rates, continue to support the conclusion reached in the EIR that the University will continue to need to increase enrollment to meet demand over at least the next decade. The statement within the Project Purposes and Objectives section of the Final EIR has therefore been changed to read in the following way:

"Not only is the population of the University's service area growing, but the population of college-age students in California is expected to increase more quickly than the population as a whole through at least 2011."

Revision 4:

All references in this Final EIR to the baseball stadium having been previously proposed in the 1994 Campus Master Plan have been deleted.

Revision 5:

The wording of mitigation measure 3.2-4 has been slightly altered for improved clarity. The original version from the Draft EIR and the reworded version from this Final EIR are shown below (only those portions of the mitigation measure which were changed have been reproduced).

Draft EIR: New lighting proposed for future projects as a result of implementation of the Project (including the Stadium) shall be directed downward and shall not shine onto adjacent properties. A lighting plan shall be developed by the Project architect that avoids exposing adjacent areas to direct light or glare from Project lighting and ensures that all new lighting adheres to the following guidelines.

Final EIR: New lighting proposed for future projects as a result of implementation of the Project (including the Stadium) shall be directed downward and shall not project "spillover" lighting onto adjacent properties. A lighting plan shall be developed by the Project architect using the most effective lighting engineering technology that avoids exposing adjacent areas to direct light or glare from Project lighting and ensures that all new lighting adheres to the following guidelines.

Draft EIR: 2. …All lighting shall utilize refractive lenses and be shielded to reduce glare into buildings and neighboring areas.

Final EIR: 2. … All lighting shall utilize refractive lenses and be shielded to reduce glare and spillover into buildings and neighboring areas.

Revision 6:

Mitigation measure 3.3-2 has been reworded in the following way for greater specificity:

Draft EIR: The hours of operation of heavy-duty equipment shall be minimized.

Final EIR: The hours of operation of heavy-duty equipment shall be restricted to the hours of 6:00am to 9:00pm on weekdays and 8:00am to 9:00pm on weekends as required by Bakersfield Municipal Code Section 9.22.050.

Revision 7:

The Draft EIR project description stated that the Project would occur over the next ten years or longer. The Final EIR now states that the Project will actually occur over the next twenty years or longer. This more accurately reflects how long it will take the campus to reach the 18,000 FTES enrollment ceiling from its current enrollment of about 7,000 FTES. This change does not effect any environmental determination of the EIR because the significance of impacts determined to be significant and unavoidable (air quality and traffic) is evaluated based on "buildout" conditions and is thus not dependent on the speed at which buildout is reached. The significance of all other impacts is either similarly independent of, or will be lessened by, the longer timeline for Project implementation.

Revision 8:

In Section 2 of this Final EIR, the description of how construction of the proposed baseball stadium may be carried out has been changed as follows for clarification:

Draft EIR: If it is used jointly by the minor league and CSUB, the University would provide the land for the stadium, and the City and a minor league team would build it.

Final EIR: If it is used jointly by the minor league baseball team and CSUB, the University would provide the land for the stadium, and the City, a minor league baseball team and/or other partners would work together to build it.

Revision 9:

The acreage of the Environmental Studies Area (ESA) was incorrectly stated as 40 acres in the Draft EIR. The Final EIR, including mitigation measure 3.4-4, has been revised to reflect the fact that the ESA is 20 acres, as shown on the Proposed Campus Master Plan, Figure 2-1 of this Final EIR.

Revision 10:

The wording of Impact 3.3-5, Discussion/Conclusion has been changed in the following way to make clear that this impact was determined to be less than significant in the Initial Study:

Draft EIR: The adoption of the Master plan and subsequent implementation of projects will not create objectionable odors.

Final EIR: As determined in the Initial Study, adoption of the Master Plan Update (Project) and subsequent implementation of projects contained within the master plan will not create objectionable odors.

Revision 11:

Mitigation Measure 3.6.1b has been reworded in the following way: All structures ~~will~~ shall be constructed in compliance with the recommendations contained in a geotechnical engineering investigation prepared for each construction project which ~~will~~ shall include an analysis of the stability of the soil underlying the structure.

Revision 12:

Mitigation Measure 3.9-4a has been changed, for greater specificity, to refer to the baseball stadium rather than "baseball field."

Revision 13:

Table 3.10-1 has been revised to show growth projections for the City of Bakersfield and Kern County through 2027 rather than just 2020 as shown below:

Table 3.10-1
Projected Population Growth in Bakersfield and Surrounding Area

Year	City of Bakersfield	Average Yearly Growth Rate	Kern County	Average Yearly Growth Rate
1990	174,820		543,477	
2000	147,057	**3.52%**	661,645	**1.98%**
2005	295,536	**3.65%**	780,117	**1.82%**
2020	**467,018**	**3.65%**	**1,009,123**	**1.82%**
2027	**600,231**	**3.65%**	**1,144,922**	**1.82%**

Source: US Census Bureau, **Quad Knopf analysis**

Revision 14:

The Discussion/Conclusion of Impact 3.10-1 has been changed to reflect the change in the expected implementation period of the Project:

Draft EIR: The proposed Campus Master Plan is designed to meet the demand for future increases in enrollment. The 2006 Student Housing Market Study (Brailsford and Dunlavey 2006) shows that only 38% of the total student population is from out of the area. If CSUB reaches the population ceiling of 18,000 proposed by the CMP in 10 years, there would only be an increase of 4,180 students into the area assuming the percentages of local to out-of-area students remains constant. The City of Bakersfield is expected to have a population of almost half a million people by the year 2017. An influx of 4,000 to 5,000 students will not have a significant growth – inducing effect on a city of this size. The impact is ***less than significant***.

Final EIR: The proposed Campus Master Plan is designed to meet the demand for future increases in enrollment. The 2006 Student Housing Market Study (Brailsford and Dunlavey 2006) shows that only 38% of the total student population is from out of the area. If CSUB reaches the population ceiling of 18,000 proposed by the CMP in 20 years, there would only be an increase of 4,180 students into the area assuming the percentages of local to out-of-area students remains constant. The City of Bakersfield is expected to have a population of about 600,000 people by the year 2027. An influx of 4,000 to 5,000 students will not have a significant growth – inducing effect on a city of this size. The impact is ***less than significant***.

Revision 15:

Section 5.5 of the Draft EIR has been revised, in the same way as shown in Revision 14, to reflect the change in the expected implementation period of the Project.