CEQA

Final
Initial Study/Mitigated Negative Declaration

For the

STUDENT RECREATION COMPLEX
At

California State University, Stanislaus
Final Initial Study/Mitigated Negative Declaration
For the Student Recreation Complex Project
at
California State University,
Stanislaus

Prepared by
California State University,
Stanislaus

For the
Trustees of California State University
Acting as the project "Lead Agency"
Under the
California Environmental
Quality Act

October 2006

For Information Contact:

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Chapter One
Summary

Environmental Procedures
The University has retained a consultant (RB Associates) to conduct an environmental assessment in accordance with the California Environmental Quality Act (CEQA) to determine whether or not the construction and operation of the proposed project will create any adverse environmental impacts and to assist the University in the processing of the environmental documentation appropriate to the findings of the environmental assessment.

This initial study has been undertaken in conformance with Section 15063 of the State CEQA Guidelines to identify and assess the potential environmental effects of the proposed implementation of the Student Recreation Complex project at the California State University, Stanislaus campus in Turlock, Stanislaus County, California. The lead agency for this project is the Board of Trustees of the California State University (CSU).

As prescribed by Paragraph (d) of Section 15063 of the referenced Guidelines, this initial study's contents include:

(1) A description of the project including the location of the project;

(2) An identification of the environmental setting;

(3) An identification of environmental effects by use of a checklist, matrix, or other method;

(4) A discussion of ways to mitigate the significant effects identified, if any;

(5) An examination of whether the project would be consistent with existing zoning, plans, and other applicable land use controls;

(6) The name of the person or persons who prepared or participated in the initial study.

CEQA Environmental Checklist
The environmental assessment's preliminary findings, as outlined in the checklist, found definitive ("Yes") significant environmental impacts. As now required by CEQA case law, all "Maybe" and "No" answers are discussed in referenced sections of Chapter Four.

Summary of Impacts and Mitigation Measures
The possible impacts of the project were evaluated as described below. Issues relating to Aesthetics (lighting) and Noise are expected to create significant impacts requiring
mitigation. The project will be environmentally processed with the use of a Mitigated Negative Declaration.

(Additions to the Initial Study as a result of the public review of the document are shown in italicized and underlined text; deletions are shown in double strikethrough text.

Impacts:

**Aesthetics**

Lighting proposed as part of the track and soccer field and intramural field components of the project have the potential to significantly impact adjacent property and mitigation is proposed to reduce this potentially significant to a less than significant level. Mitigation will require that spillover lighting reaching adjacent off-campus residential properties does not exceed 0.2 footcandle and a facility operational plan that addresses potential lighting impacts on neighboring properties be prepared.¹

**Agriculture**

The project will not result in the loss of important agricultural soil or crop land and will not have an adverse impact on agricultural operations in the area.

**Air**

There will be less than significant impacts to air quality as a result of the project.

**Biology**

The project will not have an adverse impact on sensitive biological resources.

**Cultural Resources**

There are no project-related significant impacts on cultural resources.

**Geology & Soils**

Excavation will be required to construct the proposed project, but such excavation will not create a significant impact.

**Hazards**

The project site and the surrounding area do not contain any state listed hazard sites nor does the project involve the storage or use of hazardous materials that could pose a threat to human life or health.

**Hydrology & Water**

The project will create new impermeable surfaces and will increase storm water run-off. This impact is minimal and within the service capacity of the storm water drainage system. The project’s impact on storm water drainage is

¹ The final Operational Plan will be posted on the CSU Stanislaus website when the CSU Board of Trustees takes action on the project. The website address is www.csustan.edu. Click on the "What's New" link to access the document. A draft of the final plan is shown in Appendix "D" of this document.
considered to be a less than significant impact. The project will have a less than significant impact on water and wastewater systems.

**Land Use**
The project will not adversely impact planned adjacent land uses and is consistent with the Campus Master Plan.

**Mineral Resources**
The project site does not contain any commercial mineral resources as identified in the California Department of Conservation-Division of Mines and Geology Mineral Land Classification Surveys.

**Noise**
The track and soccer field and intramural components of the project has the potential to create significant impacts to neighboring property owners. Mitigation is proposed to reduce this potentially significant impact to a less than significant level. Mitigation will require that the university develop a facility operational plan and maintain noise standards. *and that the facility Scheduling Officer shall require sponsors of non-university-sponsored events to contract for acoustic monitoring to be performed during the events to ensure that city noise standards are being met. The event sponsor shall reduce noise levels to city standards should it be determined by the acoustical analysis that noise is exceeding standards established by the city of Turlock.*

**Population & Housing**
The project will have no impact on the campus population or the city of Turlock.

**Public Services**
The project is expected to have a less than significant impact on public services provide to the campus by the City of Turlock.

**Recreation**
There are no project-related impacts on recreational opportunities or facilities.

**Transportation and Traffic**
*The Initial Study/Mitigated Negative Declaration released for public review found that the project would have no significant impact on traffic and circulation. Upon review of the document, the city of Turlock's Community Services and Municipal Services departments requested the preparation of a traffic study to determine project impacts on city facilities. The determination that a traffic study needed to be prepared is considered to be a potentially significant impact requiring mitigation to reduce potential impacts to less than significant levels. Mitigation measures*
are added to this document to address potential traffic impacts. These measures state that the Student Recreation Complex shall not exceed the level and intensity of use at the existing athletic facilities at the northeast corner of the campus until a traffic impact study is complete. The study will be part of the EIR that will accompany the Physical Master Plan Update and identify needed traffic and street improvement mitigation measures that will need to be incorporated into both university and city plans for growth. Additionally, the Operational Plan shall include reference to this measure. Additional mitigation states that the university shall require that sponsors of any event attracting 3,000 or more people shall submit a traffic management plan to the City of Turlock should the event be held during peak hour traffic periods.

Utilities

The project will not have an impact on utilities and service systems as described in the checklist for this section.

Mandatory Findings of Significance

The project has the potential to create impacts which fall within the CEQA defined mandatory findings of significance.

MITIGATION MEASURE AND MONITORING SUMMARY: The following summarizes proposed mitigation measures and the monitoring and mitigation effectiveness of each measure.

Issue:

Aesthetics (Lighting)

Proposed Mitigation:

1. Lighting for the track and soccer field and the intramural field shall be designed, constructed and maintained so as to ensure that spillover light from the lights does not exceed 0.2 footcandle at any adjacent off-campus residential properties. This standard shall be made part of all design and construction contracts CSU Stanislaus enters into with any contractor.

2. A facility operational plan will be developed and implemented by the CSU campus administration that will contain standards for the use of the lighted track and field facility and the maintenance of the facility lighting system so that it does not create a source of light that interferes with the normal operations of Christoffersen Parkway and Geer Road or become a nuisance to adjacent residential and commercial properties. This facility operational plan shall be available to the public upon completion. The university shall provide notice of the availability of the final document in the city's largest newspaper of general circulation upon completion.
Mitigation Monitoring:
1. This mitigation measure will be monitored by CSU Stanislaus through the design and construction process.
2. This mitigation measure will be monitored by CSU Stanislaus through the implementation of the Student Recreation Complex facility operational plan. The general public will have access to this plan.

Mitigation Effectiveness
Implementation of these measures will reduce potentially significant impacts associated with the lighted fields on other uses in the area to a less than significant level.

Issue:
Noise

1. A facility operational plan will be developed and implemented by the CSU Campus Administration that will contain standards for the use of the facility and the operation and maintenance of the facility public address system so that it does not create a source of noise that becomes a nuisance to adjacent residential and commercial properties.
2. The University Scheduling Officer shall require sponsors of non-university sponsored events at the track/soccer field facility to contract for acoustic analyses to be performed during the events to ensure that city of Turlock noise standards are being met. The event sponsor shall reduce noise levels to city standards should it be determined by the acoustical analysis that noise is exceeding standards established by the city of Turlock.

Mitigation Monitoring:
1. This mitigation measure will be monitored by CSUS campus administration prior to and during the use of the proposed track and soccer field.
2. This mitigation measure will be monitored by the CSUS University Scheduling Officer.

Mitigation Effectiveness
1. Implementation of this measure will reduce potentially significant impacts associated with noise on other uses in the area to a less than significant level.
2. Implementation of this measure will ensure that the city of Turlock noise standards are met during the use of the track/soccer field by non-student or university-sponsored events and will reduce potentially significant impacts associated with noise to a less than significant level.
**Issue:**

**Transportation and Traffic**

1. *The University Scheduling Officer shall not schedule any event at the Student Recreation Complex that exceeds the existing intensity or level of use at the existing athletic facilities at this area of the campus until a traffic impact study is completed. The environmental impact report that will accompany the Physical Master Plan Update will identify needed traffic and street improvement mitigation measures that will need to be incorporated into both university and city plans for growth.*

2. *CSU, Stanislaus shall require that any event with the potential to attract 3,000 or more people shall file a traffic management plan with the City of Turlock and contract with the city for traffic management services, if determined necessary by the City, when the event would be held during peak hour traffic conditions. The University Scheduling Officer shall not provide final approval for any event that meets this criteria until the traffic management plan is submitted to and approved by the city and a copy of an executed contract between the event sponsor and the City of Turlock for traffic management services is submitted to the university.*

**Mitigation Monitoring**

1. *This measure will be monitored by the University Scheduling Officer.*

2. *This measure will be monitored by the University Scheduling Officer.*

**Mitigation Effectiveness**

*Implementation of these measures will ensure that any traffic and circulation impacts associated with the operation of the Student Recreation Complex are reduced to less than significant levels.*
Chapter Two

Introduction/Setting

Project Location:
California State University Stanislaus (CSUS) is located in the northeastern quadrant of the San Joaquin Valley in Turlock, Stanislaus County, about ninety miles north of Fresno, ninety miles south of Sacramento, and ninety miles east and slightly south of San Francisco.

The proposed project is totally within the Trustees' lands. The campus is located in the northern part of the City of Turlock. CSUS occupies lots 17 to 42 of the third addition to the Geer Colony as filed in Volume 2, Page 4, of Book of Maps dated March 19, 1907. It is in the southeast portion of Section 13, Range 10 east, Township 5 south, Mount Diablo Base and Meridian and is shown on the Denair Quadrangle. It is bounded on the south by Monte Vista Avenue, on the east by Geer Road, on the north by Christoffersen Parkway, and on the west by Crowell Road.

The location on campus of the proposed project is shown in Exhibit C. The Student Recreation Complex will be located in the northeast corner of the campus at the intersection of Christoffersen Parkway and Geer Road. The intramural field, which is part of the project, would be located further south near the southeast corner of the campus, adjacent to Parking Lot 8.

Properties adjacent to the northeast corner of the campus have been developed with residential and commercial uses. Property at the southeast corner of the Christoffersen Parkway/Geer Road intersection has been developed with commercial uses; the northeast corner of the intersection has been developed with residential uses; and the northwest corner is vacant, but is zoned for commercial use. Residential uses are located just to the west of the project site along Christoffersen Parkway.

Brief Project Description:
The project entails the construction of a student recreation complex at the California State University Stanislaus campus in Turlock, California. The project includes a lighted track-soccer field with seating capacity of 2,500; appurtenant structures such as scoreboard, press box, restrooms, concessions and shower facilities as well as a 3,500 sq. ft. lighted student plaza, a 21,000 square-foot student recreation center with fitness, court, locker, and shower facilities, an unlighted facility for field events, a lighted intramural field, and a practice field. The project would also involve the construction of a 71-space parking lot.

Although the facility is being developed for the benefit of the campus student body, the stadium would be available for limited community events including high school football, track and soccer events, and other community based activities that conform to the facility
operational plan for the recreation complex. The field would be accessed via a driveway off of existing Merced Way within the campus itself. Except for the intramural field the facilities would be located at the northeast corner of the campus at the intersection of Christoffersen Parkway and Geer Road. A university identification monument-type sign as well as two electronic coming-event boards on either side of the monument sign (all signs not exceeding seven feet in height) would be located at this corner.

The project will not result in an expansion of student capacity of the CSU Stanislaus campus and will replace and upgrade some existing sports facilities that provide similar activities.

Note: The site plan for the project shown on pages 9 and 10 identifies a proposed parking structure in the vicinity of the Student Recreation Complex. This structure is not part of the project analyzed in this initial study and will be subject to separate environmental review.

Community Meetings:
The University held two informational meetings for neighboring property owners of the Student Recreation Complex project on June 15, 2006 and June 21 2006. The purpose of these meetings was to explain the proposed project and to solicit input and respond to questions from property owners about the project.
Exhibit "A"
City of Turlock/CSUS Location Map
Exhibit "B"
CSUS Campus Vicinity Map
Exhibit "C"
Student Recreation Complex
Site Location on Campus
Exhibit "D"
Student Recreation Complex
Proposed Site Plan
Project Schedule:
The university proposes having the Student Recreation Complex constructed by late Fall of 2007 2008 based on the following schedule:

- Design Team Selected .............................................. June ‘06
- Schematics Complete.............................................. November ‘06
- Preliminary Plans Complete................................. February ‘07
- Working Drawings Complete................................. July ‘07
- Start Construction................................................. October ‘07
- Construction Complete .......................................... August October ‘08

Agencies Whose Approval is Required:
The lead agency for this project is the Board of Trustees of the California State University which is solely responsible for the approval of the project.

Purpose and Legal Basis for the Initial Study:
As a public disclosure document, this Initial Study also provides local decision makers and the public with information regarding the environmental impacts associated with the Project. According to Section 15063 of the CEQA Guidelines, the purpose of an Initial Study is to:

1. Provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR or a Negative Declaration.
2. Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a Negative Declaration.
3. Assist in the preparation of an EIR, if one is required by:
   a. Focusing the EIR on the effects determined to be significant,
   b. Identifying the effects determined not to be significant,
   c. Explaining the reasons for determining that potentially significant effects would not be significant, and
   d. Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project’s environmental effects.
4. Facilitate environmental assessment early in the design of a project.
5. Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment.
6. Eliminate unnecessary EIRs.
7. Determine whether a previously prepared EIR could be used with the project.
Initial Study Environmental Checklist
Following each major category in the Initial Study are four determinations by which to judge the project's impact. These categories and their meanings are shown below:

"No Impact" means that it is anticipated that the project will not effect the physical environment on and around the project site. It, therefore, does not warrant mitigation measures.

"Less than Significant Impact" means the project is anticipated to effect the physical environment on and around the project site, however, to a less than significant degree, and therefore not warranting mitigation measures.

"Potentially Significant Unless Mitigation Added" applies to impacts where the incorporation of mitigation measures into a project has reduced an effect from "Potentially Significant" to "Less Than Significant". In such cases, and with such projects, mitigation measures will be provided including a brief explanation of how they reduce the effect to a less than significant level.

"Significant and Unavoidable Impact" means there is substantial evidence that an effect is significant, and no mitigation is possible.

Environmental Factors Potentially Affected:

<table>
<thead>
<tr>
<th>Biological Resources</th>
<th>Agriculture Resources</th>
<th>X Air Quality</th>
</tr>
</thead>
<tbody>
<tr>
<td>X Aesthetics</td>
<td>Cultural Resources</td>
<td>X Geology/Soils</td>
</tr>
<tr>
<td>X Hazards &amp; Hazardous Mat.</td>
<td>Hydrology/Water Quality</td>
<td>Land Use/Planning</td>
</tr>
<tr>
<td>Mineral Resources</td>
<td>X Noise</td>
<td>Population/Housing</td>
</tr>
<tr>
<td>X Public Services</td>
<td>Recreation</td>
<td>X Transportation/Traffic</td>
</tr>
<tr>
<td>X Utilities/Service Systems</td>
<td>X Mandatory Findings of Significance</td>
<td>Other</td>
</tr>
</tbody>
</table>
Chapter Three

CEQA Determination of Impact

On the basis of this initial evaluation:

☐ 1. I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☒ 2. I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☐ 3. I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐ 4. I find the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐ 5. I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

By: Skip Strathearn Date: 10/23/06
Title: Associate Planner, RB Associates

Signature

Approved By: Robert Gallegos Date: 10/25/06
Title: Assistant Vice President Facilities Services, California State University Stanislaus

Signature
Chapter Four

CEQA Environmental Checklist

ENVIRONMENTAL IMPACTS/NON IMPACTS

1. AESTHETICS

<table>
<thead>
<tr>
<th>Would the Project:</th>
<th>Significant &amp; Unavoidable Impact</th>
<th>Potentially Significant Unless Mitigated</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Have a substantial adverse effect on a scenic vista?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>b) Substantial damage to scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>c) Substantially degrade the existing visual character or quality of the site and its surroundings?</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</td>
<td></td>
<td>X</td>
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</tr>
</tbody>
</table>

Aesthetics Discussion: This environmental issue focuses on the impacts of a project on scenic vistas and the overall appearance of the project in the community context. Issues of light and glare, community view-sheds, architectural compatibility with existing development or a specific site or setting are all part of the issue of “Aesthetics” as addressed within the framework of CEQA.

The project proposes a lighted track-soccer field with seating capacity of 2,500 at the northeast corner of the CSUS campus at the intersection of Christoffersen Parkway and Geer Road and a lighted intramural field located in the southeast area of the campus. The stadium would be available for additional community events including high school football, track and soccer events, and other community based activities. The field would be accessed via a driveway off of existing Merced Way within the campus itself.

Property located at the northeast and southeast corners of the Christoffersen Parkway/Geer Road intersection has been developed with residential uses and commercial uses, respectively. The property located at the northwest corner of this intersection is zoned for commercial use, but it has not been developed as of the preparation of this document. The area in the vicinity of the southeast corner of the campus along Monte Vista Avenue has been developed with commercial and residential uses.

The lighted fields have the potential to impact adjacent properties during nighttime events. Neither the university nor the city of Turlock has established standards that govern the amount of light that is allowed to spill over from stadium lighting onto neighboring properties. For direction as to what is considered an adequate threshold for determining spillover lighting, the Spillover Lighting Threshold Survey prepared for the California State University Dominguez Hills’ Home Depot Center Track and Field Lighting will be utilized to determine maximum levels of spillover lighting that will be allowed with the Student Recreation Complex project. This survey was prepared for the Board of Trustees of the California State University and Anschutz Southern California Sports Complex, LLC.
As with CSU Stanislaus and the city of Turlock, neither CSU Dominguez Hills nor the city of Carson has established standards to determine maximum amounts of spillover lighting allowed from stadiums. Therefore, an Internet survey was conducted in October 2005 to identify municipal codes throughout the United States that addressed spillover lighting. The survey found 21 municipalities that quantified acceptable spillover lighting standards. For these jurisdictions, the spillover lighting criteria ranged from 0.05 footcandle (fc)\(^2\) to 2.0 fc. Nine jurisdictions used spillover lighting standards of less than 0.2 fc, and 12 jurisdictions used criteria of 0.2 fc or greater. The city of Los Angeles uses 2.0 fc as a spillover lighting threshold.

In order to determine potential impacts of the Home Depot Center track and field lighting, a spillover lighting threshold of 0.2 fc was selected based on the survey. This lighting level represented a reasonable mid-point of the survey results, and compared to the city of Los Angeles, represented an extremely conservative level of change.

For the purposes of evaluating impacts related to the operation of permanent lights, a significant impact would occur if the maximum light level at adjacent properties (those located at the northwest, northeast, and southeast corner of the Geer Road/Christoffersen Parkway intersection), as well as properties adjacent to the intramural field, exceeds 0.2 fc. The environmental analysis for the Home Depot Center track and field stadium considered this a conservative approach that has been adopted due to perceived public concern regarding lighting impacts.

**Conclusions & Data:**

a) b) The project site does not obstruct an important “vista”. The general area on the campus where the project would be located is in an area that has been extensively developed with commercial and residential uses. The area currently has athletic facilities and grass areas. There are no designated “scenic highways” within the project area. The area around the project site is flat.

c) The project site is located within the CSUS campus and will complement the existing facilities on the campus. As noted above, the general area around the northeast corner of the campus has been developed with residential and commercial uses. It is an urbanized area. The project includes a lighted track and soccer field that will be used for athletic and other community-based events and will include four light structures. The intramural field will also be lighted. These types of structures are not uncommon in urban areas. There are high schools and park facilities within the city of Turlock which have lighted athletic facilities. The project would not introduce uses that are not common in the urbanized area of Turlock. The impact of these light structures is, therefore, considered to be less than significant.

d) As noted in the Discussion section above, a spillover lighting threshold survey was conducted to determine the potential impacts of a lighted track and field stadium which was to be constructed as part of a sports complex at the CSU Dominguez Hills campus. In order to determine potential impacts of the Home Depot Center track and field lighting, a spillover lighting threshold of 0.2 fc was selected based on the survey. This lighting level represented a reasonable mid-point of the survey results, and compared to the city of Los Angeles, represented

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\(^2\) Footcandle (fc) is a unit of illumination or light falling onto a surface. It refers to the light level on a surface one foot from a standard candle. For example, indoor basketball courts are typically lit to lighting levels of 30 to 125 fc. A typical office is lit to lighting levels of 30 to 100 fc. Lighting levels for parking lots range from 0.1 to 0.25 fc, and parking garages are typically lit at approximately 0.5 fc.
an extremely conservative level of change. For the purposes of evaluating impacts related to the operation of permanent lights, a significant impact would occur if the maximum light level at adjacent off-campus residential properties (those located at or near the northwest, northeast, and southeast corner of the Geer Road/Christoffersen Parkway intersection near the track and soccer field, as well as those located along the south side of Monte Vista Avenue in the area of the lighted intramural field) exceeds 0.2 fc. The potential for this project to impact adjacent residential properties through light generation from the light towers at the track and field facility and the intramural field is a potentially significant impact requiring mitigation. Mitigation measures are proposed below to reduce this potentially significant impact to a less than significant level. The University identification monument-type sign as well as the two electronic coming-event boards on either side of the monument sign (all signs not exceeding seven feet in height) to be located at the northeast corner of the campus are not of such a size or nature so as to have a significant impact.

Persons Contacted and Information Consulted:
The project plans and the California State University Dominguez Hills Home Depot Center Track and Field Lighting, Spillover Lighting Threshold Survey, Terry Hayes Associates LLC, January 2006 were consulted.

Proposed Mitigation:

1. Lighting for the track and soccer field and the intramural field shall be designed, constructed and maintained so as to ensure that spillover light from the lights does not exceed 0.2 footcandle at any adjacent off-campus residential properties. This standard shall be made part of all design and construction contracts CSU Stanislaus enters into with any contractor.

2. A facility operational plan will be developed and implemented by the CSU campus administration that will shall contain standards for the use of the lighted track and field facility and the maintenance of the facility lighting system so that it does not create a source of light that interferes with the normal operations of Christoffersen Parkway and Geer Road or become a nuisance to adjacent residential and commercial properties. This facility operational plan shall be available to the public upon completion. The university shall provide notice of the availability of the final document in the city’s largest newspaper of general circulation upon completion.

Mitigation Monitoring:

1. This mitigation measure will be monitored by CSU Stanislaus through the design and construction process.

2. This mitigation measure will be monitored by CSU Stanislaus through the implementation of the Student Recreation Complex facility operational plan. The general public will have access to this plan.

2. AGRICULTURAL RESOURCES

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Significant &amp; Unavoidable Impact</th>
<th>Potentially Significant Unless Mitigated</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>
agricultural use?
b) Conflict with existing zoning for agricultural use, or a
   Williamson Act contract? X

c) Involve other changes in the existing environment which, due
   to their location or nature, could result in conversion of
   farmland, to non-agricultural use? X

Agricultural Resources Discussion: This environmental issue focuses on the impacts of a project on farmland and agricultural productivity. Environmental concerns focus on the loss of agricultural cropland as inventoried by the Farmland Mapping and Monitoring Program of the California Resources Agency, as well as agricultural zoning and Williamson Act Contract lands. An additional area of concern is the potential change resulting from a project that could lead to future conversion of agricultural lands to non-agricultural uses.

Conclusions & Data:
a) According to the Farmland Mapping and Monitoring Farmland maps, the project area is classified as “Urban and Built-Up Land”. This is land described by FMMP as occupied by structures with a building intensity of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

b) The project is consistent with existing zoning. The campus and immediate surrounding area is not under Williamson Act Contract.

c) The project will not have any adverse effect on any farmland practices in the general vicinity. The CSUS campus is separated from agricultural operations in the vicinity by roadways and urban development.

Persons Contacted and Information Consulted:
The Stanislaus County and City of Turlock General Plans, and County and City Zoning regulations were reviewed. The files of the Farmland Mapping and Monitoring Data Base were also reviewed.

Proposed Mitigation:
As a result of this analysis, it was determined that there are no significant adverse impacts to Agricultural Resources and no mitigation is proposed.

Mitigation Monitoring:
Not applicable

3. AIR QUALITY

Could The Project:

<table>
<thead>
<tr>
<th>Significant Impacts?</th>
<th>Significant &amp; Unavoidable Impact</th>
<th>Potentially Significant Unless Mitigated</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Conflict with or obstruct implementation of the applicable air quality plan? X</td>
<td></td>
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<tr>
<td>b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? X</td>
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</tbody>
</table>
Final Initial Study/Proposed Mitigated Negative Declaration for the 
Student Recreation Complex Project at CSU, Stanislaus

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-
attainment under an applicable federal or state ambient air 
quality standard (including releasing emission which exceed 
quantitative thresholds for ozone precursors)?

Air Discussion: This environmental issue focuses on the impacts of a project on air quality. Issues over project consistency with applicable air quality plans, policies and regulations, and increases of any pollutant for which the area has been designated as a “non-attainment” area are addressed. Additional concerns are over the exposure of sensitive receptors, such as people, to high levels of air pollution or odors.

The San Joaquin Valley Air Pollution Control District recommended using the URBEMIS 2002 8.7 program to calculate project area and operational emissions and to identify mitigation measures that reduce impacts. The project is a primary benefit to the existing campus student body and will replace some existing inadequate facilities in addition to the development of some new facilities and services to serve the CSU Stanislaus student body. The new recreation complex is not expected to generate substantial new traffic or substantially alter existing traffic patterns in and around the campus or on the Turlock city street system, and is unlikely to exceed the district’s thresholds of significance for ozone precursors.

Conclusions & Data:
a) The proposed project does not conflict with the implementation strategy of the San Joaquin Valley Regional Air Quality Management Plan.

b) Stanislaus County is one of eight counties within the San Joaquin Valley Air Basin that has been designated as a serious non-attainment area for both particulate matter (PM10 and PM2.5) and ozone. The project is not expected to result in the generation of substantial emissions of any criteria pollutant as a result of increased traffic or congestion and will not violate any air quality standard or contribute substantially to the existing air quality violation.

c) As a result of growth, increased traffic and emissions from business, industry, educational and residential uses contribute to the region’s air pollution cumulatively. The project will ultimately involve site excavation, but application of San Joaquin Valley Air Pollution Control District dust control regulations contained in Regulation VIII and normal state construction standards will minimize dust creation, and, as a result, the project will not be a source of significant dust. Regulation VIII contains requirements relating to visible dust emissions, soil stabilization, carryout and trackout, access and haul roads, storage piles and bulk materials, and demolition. The construction and operation of the project will be subject to all applicable rules and regulations of the SJVAPCD. The project proposes construction of an intramural field on a site that is currently vacant. The development of a field in this area will reduce that site’s potential to generate dust. Given these factors, this project will not result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment. Its impact on this issue is less than significant.

d) The proposed project does not have the potential to expose sensitive receptors to pollutant concentrations.
e) The proposed project has no potential to create objectionable odors that would affect a substantial number of people.

**Persons Contacted and Information Consulted:**

**Proposed Mitigation:**
As a result of this analysis, it was determined that there are no significant adverse impacts to Air Quality and no mitigation is proposed.

**Mitigation Monitoring:**
Not applicable

### 4. BIOLOGICAL RESOURCES

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<tr>
<th>Would the project:</th>
<th>Significant Impacts?</th>
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<tbody>
<tr>
<td></td>
<td>Significant &amp; Unavoidable Impact</td>
</tr>
<tr>
<td>a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</td>
<td>No Impact</td>
</tr>
<tr>
<td>b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</td>
<td>No Impact</td>
</tr>
<tr>
<td>c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</td>
<td>No Impact</td>
</tr>
<tr>
<td>d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</td>
<td>No Impact</td>
</tr>
<tr>
<td>e) Conflict with any local policies or ordinances protecting biological resources such as a tree preservation policy or ordinance?</td>
<td>No Impact</td>
</tr>
<tr>
<td>f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan?</td>
<td>No Impact</td>
</tr>
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</table>

**Biological Resources Discussion:** This environmental issue focuses on the impacts of a project with respect to biological resources such as sensitive plant or animal species or their habitat, or riparian habitat or its potential interference with the normal movements of wildlife species in the vicinity of a project. Additional concerns focus on consistency of a project with adopted plans,
policies and regulations regarding wildlife, habitat conservation planning, local wildlife preservation plans and policies or wetlands.

All development is proposed to be located in an area that has been modified from its original natural habitat by many years of agricultural, urban, campus and development activity. The site of the proposed student recreation complex is currently used for athletic fields and the site of the proposed intramural field is adjacent to a parking lot. The area is covered with grass.

**Conclusions & Data:**
a) The Natural Diversity Database was reviewed and it was determined that there are no candidate, sensitive, or special status species known to exist on the project site or that are likely to be impacted as a result of project development. The construction of the student recreation complex would have no impact on this issue.

b) The project site does not contain any important riparian habitat or contain any sensitive natural community as identified by any federal, state or regional agency with responsibilities for planning or managing wildlife habitat.

c) The project site does not contain any federally protected wetlands as defined by Section 404 of the Clean Water Act based on existing mapping and under current regulations.

d) The project site does not contain any migratory corridors determined to be sensitive or important for the movement of wildlife in the region. The project will not impede the use of any native wildlife nursery site.

e) The proposed project does not conflict with any local policies or ordinances with respect to biological resource protection.

f) There is no adopted Habitat Conservation Plan or Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan within the campus area.

**Persons Contacted and Information Consulted:**
Campus plans and the files of the Natural Diversity Data Base were reviewed.

**Proposed Mitigation:**
As a result of this analysis, it was determined that there are no significant adverse impacts to the Biological Resources of the site or the area and no mitigation is proposed.

**Mitigation Monitoring:**
Not applicable

### 5. CULTURAL RESOURCES

<table>
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<tr>
<th>Would The Project:</th>
<th>Significant Impacts?</th>
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<tbody>
<tr>
<td></td>
<td>Significant &amp; Unavoidable Impact</td>
</tr>
<tr>
<td>a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines?</td>
<td></td>
</tr>
<tr>
<td>b) Cause a substantial adverse change in the significance of an</td>
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</table>
archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines?
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?  
   [ ] [ ] [ ] [X]
d) Disturb any human remains, including those interred outside of formal cemeteries?  
   [ ] [ ] [X]

Cultural Resources Discussion: This environmental issue focuses on the impacts of a project on cultural resources including, but not limited to, the adverse change to a significant historical or archaeological resource. Other areas of concern include the potential for a project to adversely impact a unique paleontological resource or geologic feature or disturb any human remains.

The study area has been extensively modified and is not located in an area that typically exhibits a high degree of archaeological resource potential or sensitivity. Typically, areas in the San Joaquin Valley that could be considered “sensitive” and likely to contain such resources are often located near natural watercourses, springs or ponds, or on elevated ground such as ridges and knolls. There are no natural watercourses, springs, or ponds on the proposed project site. The project site is not on elevated ground that would be considered a ridge or knoll.

Conclusions & Data:
a) The site for the Student Recreation Complex has been significantly modified and does not contain any historical resource as defined in Section 15064.5 of the CEQA Guidelines.

b) Due to the nature of the site and historic development and agricultural management practices that have been used in the area prior to the construction of the campus, it is not likely that any archaeological resources exist on the proposed project site. The campus site has been extensively modified. Based on characteristics of the area, it is not found to be particularly sensitive as an archaeological site as defined by Section 15064.5 of the CEQA Guidelines.

c) The project site is flat and contains athletic fields and large grassy areas. The site does not contain any unique paleontological resource or site or a unique geologic feature.

d) Proposed construction is not likely to impact any human remains, including those interred outside of formal cemeteries. Any deep trenching or excavation is subject to state rules and regulations regarding the uncovering of cultural resource materials.

Persons Contacted and Information Consulted:
Campus plans were reviewed along with records, files and related studies for development on the campus. Project plan review and on-site investigations served as the basis for this analysis.

Proposed Mitigation:
As a result of this analysis, it was determined that there are no significant adverse impacts to Cultural Resources and no mitigation is proposed.

Mitigation Monitoring:
Not applicable
6. GEOLOGY AND SOILS

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Significant Impacts?</th>
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<tbody>
<tr>
<td></td>
<td>Significant &amp; Unavoidable Impact</td>
</tr>
<tr>
<td>a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</td>
<td></td>
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<tr>
<td>i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?</td>
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<tr>
<td>ii) Strong seismic ground shaking?</td>
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<tr>
<td>iii) Seismic-related ground failure, including liquefaction?</td>
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<tr>
<td>iv) Landslides?</td>
<td></td>
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<tr>
<td>b) Result in substantial soil erosion or loss of topsoil?</td>
<td></td>
</tr>
<tr>
<td>c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?</td>
<td></td>
</tr>
<tr>
<td>d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?</td>
<td></td>
</tr>
<tr>
<td>e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?</td>
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</table>

Geology & Soils Discussion: This environmental issue focuses on the impacts of natural geologic or soil conditions on a project site. Specific concerns include soil erosion, earthquakes and seismic related hazards, or unstable soils.

Conclusions & Data:

a) The project area is not located within an area depicted on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist. A geologic study contained in the Stanislaus County General Plan concluded that the project area is located in an area that exhibits a relatively low exposure to seismic risk.

b) The total project site is roughly ten acres in size. Development standards at the University are applied to all construction projects and these regulations minimize the potential for project construction to result in substantial soil erosion or loss of topsoil. The project will not result in substantial soil erosion or loss of topsoil. The impact will be less than significant.

c) The proposed student recreation complex project is consistent with the CSU Stanislaus Campus Master Plan. The development studies for the campus have addressed issues of soils, soil capability and the suitability for the proposed development. The campus area is not located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project. The project will not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. The project site area is flat.

d) Construction of the student recreation complex project is subject to the State development codes and standards regarding expansive soil. State regulations require engineering soil studies to determine suitability of the site for the proposed improvements.
e) The project will not require the installation of septic tanks. The restrooms and other facilities will be connected to the city of Turlock’s wastewater conveyance and treatment systems. These facilities have the capacity to serve campus development.

**Persons Contacted and Information Consulted:**
CSU Stanislaus Standard Construction Contract provisions, the U.S. Soil Conservation Service soils data for the region and previous environmental documents for CSU Stanislaus projects served as the basis for this analysis.

**Proposed Mitigation:**
Grading and erosion control practices utilized by CSU Stanislaus are sufficient to reduce the potential erosion in the area to a less than significant level. As a result of this analysis, it was determined that there are no significant adverse impacts from unstable Geology or Soils and no mitigation is proposed.

**Mitigation Monitoring:**
Not applicable

### 7. HAZARDS & HAZARDOUS MATERIALS

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Significant &amp; Unavoidable Impact</th>
<th>Potentially Significant Impact Unless Mitigated</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>c) Emit hazardous emission or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>
**Hazards Discussion:** This environmental issue focuses on the impacts of a project with respect to hazards. The creation of new hazardous conditions or activities that will result in people or property being exposed to existing hazards is the primary area of focus under this environmental issue. Hazards include, but are not limited to, hazardous materials, hazards associated with aircraft and airports or wildland fires. An additional concern is the consistency of a project with emergency response plans or emergency evacuation plans.

The Turlock General Plan Master Environmental Assessment and Draft Environmental Impact Report state that there were two contaminated sites in the city and 26 leaking underground tank sites. The source for this information was the Stanislaus County Department of Environmental Resources utilizing the Stanislaus County Hazardous Waste Management Plan, 1991. Neither of the contaminated sites or the 26 underground sites is located on the CSUS campus.

**Conclusions & Data:**

a), b), c) The implementation of the student recreation complex will involve the use of fertilizers and/or other chemicals for the growing and maintenance of grass and landscaping. These materials will be applied in accordance with all applicable regulations and standards that are designed to ensure that such application does not cause environmental damage in the area. Adherence to these standards will ensure that the project’s potential impacts on this issue are less than significant. The project will not require the use of materials that are not also used on the athletic fields located at elementary and high schools.

d) As stated in the “Hazards Discussion” section above, there are no listed “Hazardous Sites” in or near the Student Recreation Complex project site, according to the Master Environmental Assessment prepared for the City of Turlock General Plan. CSUS undertakes an analysis of potential hazardous waste areas prior to construction activities for new projects on the campus. Should any hazardous waste site be found to exist within the project site, the issue shall be remediated in accordance with all applicable standards and regulations, which will ensure that there are no significant impacts associated with the implementation of the project.

e), f) The proposed project does not conflict with the Modesto airport land use plan and the Turlock Airpark plan. The parking facility will have no impact on an airport or airstrip. The project site is not located within two miles of a public or private airport.

g) The proposed project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan within the City or County. Should a new entrance be required to be constructed onto the campus from Geer Road, it will be required to be constructed to the standards of the City of Turlock, which will ensure that the entrance enhances emergency ingress and egress.

h) The proposed project is located in an urbanized area and will not expose people or property to the hazards of wildland fires.

**Persons Contacted and Information Consulted:**
Campus plans were reviewed along with records, files and related studies for development on the campus. Project plan review and on-site investigations served as the basis for this analysis. Stanislaus County Airport Land Use Plan (Modesto Airport and Turlock Airpark), and Hazards Materials Plans and regulations were reviewed. The files of the California Hazards Data Base and
the Turlock General Plan Master Environmental Assessment and Draft Environmental Impact Report were also reviewed.

**Proposed Mitigation:**
As a result of this analysis, it was determined that there are no significant adverse impacts from Hazards or Hazardous Materials and no mitigation is proposed.

**Mitigation Monitoring:**
Not applicable

**8. HYDROLOGY & WATER QUALITY**

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Significant Impacts?</th>
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<tbody>
<tr>
<td>a) Violate any water quality standards or waste discharge requirements?</td>
<td>Significant &amp; Unavoidable Impact</td>
</tr>
<tr>
<td>b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?</td>
<td></td>
</tr>
<tr>
<td>c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?</td>
<td></td>
</tr>
<tr>
<td>d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?</td>
<td></td>
</tr>
<tr>
<td>e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?</td>
<td></td>
</tr>
<tr>
<td>f) Otherwise substantially degrade water quality?</td>
<td></td>
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<tr>
<td>g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Insurance Rate Map or other flood hazard delineation map?</td>
<td></td>
</tr>
<tr>
<td>h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?</td>
<td></td>
</tr>
<tr>
<td>i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?</td>
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<tr>
<td>j) Inundation by seiche, tsunami, or mudflow?</td>
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</table>

**Water Discussion:** This environmental issue focuses on the impacts of a project on surface and groundwater, including compliance with water quality standards and regulation, depletion of groundwater supplies, and pollution or degradation of water quality. Additional concerns include water related hazards such as flooding, mudflows and similar hazards. This area of environmental concern also addresses potential project impacts on area drainage, including storm water runoff.
Turlock and the San Joaquin Valley are underlain by the San Joaquin groundwater basin. This basin includes two water-bearing zones, separated by the Corcoran clay member of the Tulare formation. Confined fresh water is found below the Corcoran clay, and confined, semi-confined and unconfined water is located in the upper zone. In addition, a shallow water-bearing zone is also found in the alluvium deposits.

Groundwater levels of the upper water-bearing zone are relatively high. The primary groundwater problems in the Turlock area are a rising perched water table and a saline buildup in the soil. With a relatively impermeable clay soil layer near the surface, groundwater collects in the upper soil layers resulting in a perched water table. This perched or high water table has been a problem over the years for agriculture. With a perched water table resulting in high water levels, crops have changed from highly profitable row and orchard crops to less profitable field crops. Perched groundwater results in increased salt toxicity, damage to crops with deep root systems and a general increase in plant disease. High salinity, which frequently exists in lands with perched water tables, cannot be tolerated by some plants, resulting in limitations on agricultural production.

The quality of groundwater in the lower water-bearing zone is generally considered good. Turlock's water wells are periodically tested and information forwarded to the California Department of Health Services.

No major groundwater overdraft problems have been identified in the Turlock area.

Domestic water is supplied to CSU Stanislaus and all of the city of Turlock by groundwater. The City currently operates 23 deep groundwater wells that have a capacity of 53 million gallons per day (mgd). The system serves over 18,000 water customers. The average daily flow in 2004 was 22.7 mgd with the peak day at 34.7 mgd.

The city has prepared a 2005 Urban Water Management Plan update and it addresses the city’s projections for water usage in five-year increments to the year 2025. The city projects a 3% yearly growth in water consumption. The projections include some additional water for expansion at CSU Stanislaus. The city states that if the University plans include a large increase in water use, the city would need to determine when the expansion would occur so that planning could be undertaken to ensure that there are sufficient supplies available.

The city is currently considering the use of surface water sources to help serve its domestic needs. Surface water would be provided by the Turlock Irrigation District utilizing water from the Tuolumne River. The potential use of surface water will depend upon the overall cost of such use and will need to meet the approval of the Turlock City Council. If surface water is found not to be feasible, the city will increase its use of groundwater to compensate for and serve the city’s water requirements.

*Campus Water Use*

CSU Stanislaus used 21,725,000 gallons of city water in 2004, 59,521 average daily usage, which translates to 66.6 acre-feet. This amounts to 0.26% of total city water consumed in 2004. The University also utilizes on-site wells for irrigation.
Storm Water Runoff
The series of six ornamental water features located throughout the campus meter storm water discharge and serve as storm water detention and sediment settling facilities. All of these on-site features are entirely created and hydrologically manipulated to collect storm water from the campus and to re-circulate the water through an on-site pumping facility.

Storm water also discharges into the Turlock Irrigation District (TID) drainage canal system. TID has requested that the campus develop a storm drainage master plan that does not increase the discharge of storm water to the district’s Thornburg Ditch pipeline as a means of disposal of storm water. Development of the new recreation complex will include the use of impervious materials. The plan also includes the development of a new parking lot to support the sports programs planned at the complex. As a result, the artificially-surfaced track/field, structures, plaza and parking area will generate higher rates of storm water run-off than the existing facilities.

Due to these issues CSUS has undertaken an update to the campus’ Storm Drainage Master Plan which analyzes alternatives for storm water disposal. A preferred alternative will be selected by the CSUS Facilities Services Department for implementation.

Wastewater
The City of Turlock Regional Water Quality Control Facility, located at 901 S. Walnut Road, provides sanitary sewer service to CSU Stanislaus. The facility serves the city of Turlock as well as the Community Service Districts of Denair and Keyes. In addition, the city of Ceres also discharges 1 million gallons per day (MGD) of primary treated wastewater to the facility. The facility is currently undergoing an upgrade to tertiary treatment. The treatment facility has a current design capacity of 20 MGD. An average of 12.3 MGD is currently treated by the facility.

The facility’s treated effluent is discharged into Harding Drain at a point approximately five miles upstream from the drain’s discharge point into the San Joaquin River. Harding Drain (Lateral No. 5) is a man-made agricultural drainage facility designed and maintained by Turlock Irrigation District for drainage purposes. The city is currently in the process of finalizing a project to construct a pipeline to bypass the Harding Drain and discharge directly into the San Joaquin River.

Conclusions & Data:
a) The proposed Student Recreation Complex project will not violate any waste discharge requirements of the Regional Water Quality Control Board or the Water Resources Control Board of the State of California. The project is a component of and is consistent with the Campus Master Plan and will be part of overall storm drainage master planning. The university will be required to comply with all applicable storm water runoff requirements from responsible agencies, the City of Turlock and the Turlock Irrigation District.

b) The CSUS campus does not utilize a significant amount of water from the city of Turlock’s water delivery system in relation to the overall amount of water consumed by its customers, as noted in the Discussion above. Implementation of the proposed project is not likely to lead to a substantial impact on the city’s water delivery system. Except for the artificially-surfaced track/field, the fields associated with the project will consume water for irrigation purposes. However, this area of the university currently maintains this area as watered athletic fields and grass space and, therefore, consumes water in a manner similar to what will be consumed when the project is implemented. The intramural field will require irrigation to a
currently open space and un-irrigated surface. The university will need to coordinate with the city in determining water needs as the campus grows. This process will ensure that there is adequate water to supply uses at the campus as its master plan is implemented.

c) Although the implementation of the project will result in additional storm water runoff at the campus, the project will be designed to meet all applicable storm water discharge requirements of responsible agencies, the city of Turlock and the Turlock Irrigation District, which will ensure that the project does not result in substantial erosion or siltation on- or off-site. Storm water facilities will be constructed to all applicable standards, which will ensure that potentially significant impacts associated with increased runoff and facilities implemented to control storm water are reduced to less than significant levels.

d), e). The proposed project will create impermeable surfaces such as the proposed plaza, parking lot, and artificial athletic surfaces, but it will be designed so as to not create or contribute runoff water that would exceed the capacity of the storm water drainage system or provide substantial additional sources of polluted runoff. The campus storm-water drainage system discharges into the Turlock Irrigation District drainage canal system. The system of on-site ponds meter storm water discharge into this system and serve as storm water detention and sediment settling facilities. CSUS has prepared an analysis of its Storm Drainage Master Plan which considers potential alternatives for long-range disposal of storm water generated on the campus. Storm water runoff from the project site will be considered in determining total on-site storm water generation and disposal alternatives. Much of the surfaces that will be constructed as part of this project will be permeable and will not create significant amounts of storm water runoff. The project, by itself, will not have a significant impact on overall storm water disposal and drainage issues and it will be a part of the campus storm water collection and disposal system solutions currently being considered. Therefore, the project’s impact on storm water drainage is not considered to be significant.

f) The proposed project will comply with all applicable water quality discharge standards of the Regional Water Quality Control Board and is therefore not likely to result in a substantial degradation of water quality.

g), h) The proposed project is not located within a 100-year flood inundation area and will not result in construction activities that would re-direct flood waters.

i) The project study area is not within a failure inundation path of a dam or reservoir.

j) The San Joaquin Valley is not subject to seiche or tsunami hazards and there is a low risk from mudflow hazards in and around the project site.

Persons Contacted and Information Consulted:
Campus plans were reviewed along with records, files and related studies for development on the campus. Project plan review and on-site investigations served as the basis for this analysis. Storm Drainage Master Plan California State University, Stanislaus, January 2005, Blair, Church and Flynn Consulting Engineers, was also consulted. Memo from Dan Wilde, City of Turlock Municipal Services, April 7, 2005. Email correspondence from Dan Madden, City of Turlock Municipal Services, April 1, 2005.
**Proposed Mitigation:**
As a result of this analysis, it was determined that there are no significant adverse impacts to Water Quality and Hydrological Resources and no mitigation is proposed.

**Mitigation Monitoring:**
Not applicable

### 9. LAND USE & PLANNING

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Significant Impacts?</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Physically divide an established community?</td>
<td>No</td>
</tr>
<tr>
<td>b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance adopted for the purpose of avoiding or mitigating an environmental effect?)</td>
<td>X</td>
</tr>
<tr>
<td>c) Conflict with any applicable habitat conservation plan or natural community conservation plan?</td>
<td>X</td>
</tr>
</tbody>
</table>

**Land Use & Planning Discussion:** This environmental issue focuses on the impacts of a project on adopted land use, habitat conservation or natural community conservation plans. The specific focus of this area of environmental concern is potential project conflicts with established plans and policies or the potential for the project to physically divide a community area.

The proposed student recreation complex is consistent with the Campus Master Plan, which guides the land use decisions for the campus. The CSU Stanislaus campus site is classified as Public/Institutional by the City of Turlock General Plan, is in the Public/Semi-Public zoning district, and city policy supports development of the campus in a manner consistent with the Campus Master Plan.

**Conclusions & Data:**

a), b) The student recreation complex project does not divide an established community. The proposed project is consistent with the policies and standards of the Turlock City General Plan and the CSU Stanislaus Campus Master Plan.

c) There is no habitat conservation plan or natural community conservation plan on the project site or within the area surrounding the project site.

**Persons Contacted and Information Consulted:**
Campus plans were reviewed along with records, files and related studies for development on the campus. The Turlock City General Plan and the CSU Stanislaus Campus Master Plan were also consulted.

**Proposed Mitigation:**
As a result of this analysis, it was determined that there are no significant adverse impacts to Land Use and Planning and no mitigation is proposed.
Mitigation Monitoring:
Not Applicable

10. MINERAL RESOURCES

Will the project:

<table>
<thead>
<tr>
<th>Significant &amp; Unavoidable Impact</th>
<th>Potentially Significant Unless Mitigated</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?</td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?</td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

Mineral Resources Discussion: This environmental issue focuses on the impacts of a project on known mineral resources of commercial or otherwise documented economic value.

Conclusions & Data:

a) The project site is not located in a Mineral Resource Zone identified by the California Department of Conservation-Division of Mines and Geology Mineral Land Classification Survey. The site does not contain, nor is it located near, any sand and gravel resource site of local importance.

b) The project site is not located in an area designated in the County or City General Plans as a locally-important mineral resource recovery site.

Persons Contacted and Information Consulted:
Campus plans were reviewed along with records, files and related studies for development on the campus. The California Department of Conservation-Division of Mines and Geology Mineral Land Classification Surveys was consulted.

Proposed Mitigation:
As a result of this analysis, there are no significant adverse impacts to Mineral Resources and no mitigation is proposed.

Mitigation Monitoring:
Not applicable

11. NOISE

Would the project result in

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<tr>
<th>Significant Impacts?</th>
<th>Significant &amp; Unavoidable Impact</th>
<th>Potentially Significant Unless Mitigated</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

\[ \square \square \square \square \square \ X \square \square \square \square \]

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels?

\[ \square \square \square \square \square \ X \square \square \square \square \]

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

\[ \square \square \square \square \square \ X \square \square \square \square \]

**Noise Discussion:** This environmental issue focuses on the impacts of a project with respect to noise or ground-borne vibration. The creation of new noise or ground-borne vibration conditions or activities that will result in people or property being exposed to existing noise or vibrations is the primary area of focus under this environmental issue.

The project site is located in an area that has been developed with residential and commercial uses. Residences are located at the northeast corner of the Christoffersen Parkway/Geer Road intersection. Commercial uses are located at the southeast corner of the intersection and the property at the northwest corner is zoned for commercial purposes. Residences are located beyond this property along Geer Road and Christoffersen Parkway. The closest residences along Christoffersen are accessed by Picadilly Lane, which is across the roadway from the on-campus baseball field. Residences are located across Christoffersen from the area of the proposed field events facility. Residences are also located beyond the commercial uses along Geer Road to the east of the campus.

The noise standards contained in the City of Turlock’s zoning ordinance establish exterior and interior noise standards for various land uses within the city. For one and two-family residential uses in urbanized areas, the zoning code states that the exterior noise limit shall not exceed 50 dBA level for more than 30 minutes in any hour between 10:00 p.m. and 7:00 a.m. and 60 dBA between 7:00 a.m. and 10:00 p.m. The standards are 55 dBA and 60 dBA for multiple dwelling units during these time periods. The zoning code does not establish exterior noise limit standards for commercial uses in the urban environment within the city.

Interior noise levels for residential uses is not to exceed 35 dBA during the 10:00 p.m. to 7:00 a.m. hours and 45 during the 7:00 a.m. to the 10:00 p.m. hours.

The project proposes a lighted track and soccer field that will host university athletic events and would be available for community events, including high school football, track and soccer events, and other community-based activities. It is not known if musical events utilizing loud speakers would be allowed to use the facility. Activities that may occur at the facility have the potential to impact residential properties in the area through the use of amplified sound systems and exceed the noise standards established in Title 9, City of Turlock Zoning Ordinance. Loudspeakers (amplified sound) is expressly prohibited by the zoning ordinance unless a variance or permit has been issued by the city’s Noise Control Officer.

The project also has the potential to cause noise impacts to adjacent properties during construction activities. The city’s zoning ordinance has standards for hours of operation for construction activities. It states that the “operation or causing the operation of any tools or equipment used in construction, drilling, repair, alteration, or demolition work between weekday hours of 7:00 p.m. and 7:00 a.m. or (8:00 p.m. and 9:00 a.m. on weekends or holidays) such that
the sound therefrom creates a noise disturbance across a residential or commercial real property line, except for emergency work or public service utilities or by variance issued by the Noise Control Officer.” The code also states that where technically and economically feasible, construction activities involving mobile construction equipment shall be conducted in such a manner that the maximum sound levels at affected one and two-family residential properties will not exceed 75 dBA between 7:00 a.m. to 7:00 p.m. on weekdays and 60 dBA between 9:00 a.m. to 8:00 p.m. on weekends and holidays. The figures for multiple-family residential uses are 80 dBA and 65 dBA, respectively, and 85 dBA and 70 dBA, respectively, for commercial and industrial uses.

For stationary construction equipment the levels for one and two-family residential are 60 dBA and 50 dBA, respectively; for multiple-family residential the figures are 65 dBA and 55 dBA, respectively; and for commercial and industrial are 70 dBA and 60 dBA, respectively.

It should be noted that noncommercial public speaking and public assembly activities conducted on any public space or public right-of-way are exempt from the noise regulations contained in Chapter, Article 3 of Title 9. However, the types of uses proposed do not meet this criteria.

Conclusions & Data:

a) The operation of the track and soccer field has the potential to significantly impact neighboring land uses through the use of public address systems and other noise generation sources. This noise created by the project may exceed standards that have been established in the City of Turlock’s zoning ordinance to reduce noise impacts on residential uses. This is a potentially significant impact associated with the implementation of this project. Mitigation is proposed below to reduce this potentially significant impact to a less than significant level.

b) The proposed project is not of the type that can reasonably be expected to generate ground borne vibration or ground borne noise. There may be some short-term construction activity that could cause ground borne vibrations but, as a matter of practice, standard construction contract provisions normally limit such activities to daylight hours during week days.

c) The track and soccer field will be used on an intermittent basis. It will not be a steady source of noise that would increase the ambient noise level in the area on a consistent basis. The project’s potential impact on this issue is not considered to be significant.

d) The proposed project will result in construction activities that will result in a temporary and periodic increase in ambient noise level. The City of Turlock has established construction noise standards as codified in the Title 9, the City of Turlock zoning ordinance. The project will be required to adhere to these standards during construction of the proposed facility and implementation of these standards will ensure that the project’s potential to create significant noise impacts on adjacent properties is reduced to a less than significant level.

e), f) The proposed project is not located in the vicinity of a public airport and is consistent with the all regional public and private Airport Land Use Plans. Therefore, the project is not expected to result in people being subjected to excessive airport noise levels.

Persons Contacted and Information Consulted:
Campus plans were reviewed along with records, files and related studies for development on the campus along with applicable Airport Land Use Plans (Modesto and Turlock). Project plan review and on-site investigations also served as the basis for this analysis. Chapter 2 -
Regulations Applying to All Districts, Article 3, Noise Standards, Title 9, Zoning Ordinance for the city of Turlock was also consulted.

**Proposed Mitigation:**

1. A facility operational plan will be developed and implemented by the CSU Campus Administration that will **shall** contain standards for the use of the facility and the operation and maintenance of the facility public address system so that it does not create a source of noise that becomes a nuisance to adjacent residential and commercial properties.

2. **The University Scheduling Officer shall require sponsors of non-university sponsored events at the track/soccer field facility to contract for acoustic analyses to be performed during the events to ensure that city of Turlock noise standards are being met. The event sponsor shall reduce noise levels to city standards should it be determined by the acoustical analysis that noise is exceeding standards established by the city of Turlock.**

**Mitigation Monitoring:**

1. This mitigation measure will be monitored by CSUS campus administration prior to and during the use of the proposed track and soccer field.

2. **This mitigation measure will be monitored by the CSUS University Scheduling Officer.**

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### 12. POPULATION & HOUSING

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Significant Impacts?</th>
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<tbody>
<tr>
<td></td>
<td>Significant &amp; Unavoidable Impact</td>
</tr>
<tr>
<td>a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?</td>
<td>[ ]</td>
</tr>
<tr>
<td>b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?</td>
<td>[ ]</td>
</tr>
<tr>
<td>c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</td>
<td>[ ]</td>
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</tbody>
</table>

**Population & Housing Discussion:** This environmental issue focuses on the impacts of a project on population and housing including population growth or displacement of human population and housing.

**Conclusions & Data:**

a) The proposed student recreation complex project does not include construction of new houses or new roads that would serve residential or commercial development. New infrastructure required for the project will merely be an extension of that which currently serves the university facility and does not have the potential to have a direct or indirect impact on population growth. The project will have no impact on this issue.
b) The proposed project will not result in the displacement of housing units that will necessitate the construction of replacement housing at another location. The areas upon which the complex and intramural field will be constructed are used for athletic fields or are vacant.

c) The proposed project will not result in the displacement of people that will necessitate the construction of replacement housing.

**Persons Contacted and Information Consulted:**
Campus plans were reviewed along with records, files and related studies for development on the campus. Project plan review and on-site investigations also served as the basis for this analysis.

**Proposed Mitigation:**
As a result of this analysis, it was determined that there are no significant adverse impacts to Population and Housing and no mitigation is proposed.

**Mitigation Monitoring:**
Not applicable

### 13. PUBLIC SERVICES

<table>
<thead>
<tr>
<th>Significant &amp; Unavoidable Impact</th>
<th>Potentially Significant Unless Mitigated</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
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</tbody>
</table>

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i). Fire protection?

ii). Police protection?

iii) Schools?

iv) Parks?

v) Other public facilities?

**Public Services Discussion:** This environmental issue focuses on the impacts of a project on public service facility needs and the potential environmental impacts of developing and/or expanding these facilities. Facility needs can be defined by the need to maintain acceptable levels of service such as response times, or other community service standards as may apply.

**Fire Protection for the Campus**
The CSU Stanislaus campus receives fire protection services from the City of Turlock Fire Department. The department has three divisions; Operations, Fire Prevention, and Training. The department’s Operations Division provides for the supervision and evaluation of assigned emergency personnel and the day-to-day emergency response activities of the department. This includes medical emergencies, fires, hazardous materials spills, public assistance and other emergency calls. The division also manages various operational programs including emergency
vehicle management, emergency equipment management, map development, pre-fire planning and facility operations.

The Operations Division is staffed with sixty-two personnel: One division chief, three executive captains, 15 fire captains, eight fire engineers, six firefighters, and 29 reserve firefighters. The Fire Department operates a total of four fire stations which are staffed by two-person engine companies. There is a combined staffing of 11 personnel on duty. The four facilities are located throughout Turlock, Station No. 1, located at Minaret near Hamilton, serves as the central station housing suppression vehicles, fire personnel, and the Department’s administrative support staff. Stations No. 2 and 3, located on Monte Vista Avenue near Radcliffe and Walnut Avenue near Highway 99, respectively, are satellite support stations housing suppression equipment and 24-hour fire personnel. Station No. 4 is located at 2820 N. Walnut Road. The Department has a total of 11 emergency vehicles including five fire engines, one snorkel vehicle, and two non-emergency vehicles.

Turlock’s Fire Department has historically met or exceeded “Level of Service” standards relating to fire protection services established by the National Fire Protection Agency.

Police Protection for the Campus
CSU Stanislaus maintains its own police/public safety department. The department employs 11 trained, full-time, sworn police officers, three community service officers, and an active support staff for the 24-hour protection of the campus. The peace officers of the department have statewide police authority per Penal Code 830.2 and Education Code 89560, and are vested with law enforcement powers and responsibilities, identical to the local police and sheriff departments. The department is made up of the following sections:

- University Police
- Parking Management Bureau
- Environmental Health and Occupational Safety
- Communications and Records

University Police personnel are available seven days a week to escort students, faculty and staff between campus buildings and parking areas after dark. The department also provides keychain whistles for use as alert devices, personal safety tips to new students, sexual assault prevention and awareness services, safety policies and procedures to new employees every month, and monthly workshops regarding the awareness and prevention of violence in the workplace. When necessary the department also issues timely warning notices describing recent crime trends or dangerous incidents that represent an immediate threat. Notices are posted around the campus within 24 hours of certain verified trends or incidents. A 24-hour, button activated, telephone system, which includes 29 call stations throughout the campus, is available for emergency needs.

Turlock Police Department
The Turlock Police Department operates from a central public safety building located immediately north of City Hall along Starr Avenue. Operations within this facility include administrative, patrol and detective divisions, records, communications and dispatch, and customer reception. Community Activities operates from a smaller building on a city-owned site across Starr Avenue which also includes a small modular structure used for property recovery storage. The force has a total of 47 vehicles; traffic – 4, canine – 3, patrol – 20, non-patrol – 18, animal control – 2. The authorized sworn strength of the police department is 56.
The Turlock Police Department offers a number of programs oriented to community education and support of citizen safety and crime prevention, including Drug Abuse Resistance Education (DARE) and Youth & Law classes taught in the schools by uniformed police officers. Other efforts by the Department to maintain a close working relationship with the city’s citizens include Neighborhood Watch and Bicycle Rodeos (including bike violator diversion). The Police Activities League (PAL) sponsors many activities for citizens, particularly Turlock’s youth, including soccer, girls’ softball, baseball, and amateur boxing.

The University Police maintains close working relationships with all local, county, state and federal public safety agencies.

Conclusions & Data:
The proposed Student Recreation Complex is part of the Campus Master Plan. The university will need to determine if the campus police department’s personnel or programs will need to be expanded when the complex is implemented, and will provide funding for expanded police services as may be required. The proposed track and soccer field will be available for athletic and other events during nighttime hours and may create additional situations requiring the Turlock Police Department to become involved. However, this facility will not be used on a consistent basis, nor will every event require the assistance of the Turlock Police Department. Therefore, the project’s potential to significantly impact police protection services is not considered to be significant.

The City of Turlock Fire Department provides fire protection services to the CSU Stanislaus campus. The additional facilities on the campus that will result from this project’s implementation will increase the responsibility if this department. Enclosed structures that will be constructed as part of the project include a press box, concession areas, shower facilities and a 21,000 sq. ft. recreation center with fitness, locker, and shower facilities. The other components of the project are for outside athletic and other events. The enclosed structures that would need the services of the city’s fire department in the event of a fire are not significant in relation to the entirety of structures the department has the responsibility to serve within its service area. The project’s potential impact on the city’s fire department is not considered to be significant.

The project will not have an impact on schools, parks or other public facilities. The project will provide additional park and recreational opportunities in the city.

Persons Contacted and Information Consulted:
Project plans were reviewed along with records, files and related studies for development on the campus. http://www.ci.turlock.ca.us/citydepartments/fireservices was also consulted. Email correspondence with Roger Dooley, Operations Division Chief of the City of Turlock Fire Department, April 4, 2005. California State University Stanislaus Campus Security Report 2005 was also consulted. Email and fax correspondence with Captain Doug Dodge, City of Turlock Police Services, April 4, 2005.

Proposed Mitigation:
As a result of this analysis, it was determined that there are no significant adverse impacts to Public Services and no mitigation is proposed.

Mitigation Monitoring:
Not applicable
14. RECREATION

<table>
<thead>
<tr>
<th>Significant Impacts?</th>
<th>Significant &amp; Unavoidable Impact</th>
<th>Potentially Significant Unless Mitigated</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
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</thead>
<tbody>
<tr>
<td>a) Would the project 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?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
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</table>

Recreation Discussion: This environmental issue focuses on the impacts of a project on public recreation service and facility needs and the potential environmental impacts of developing and/or expanding recreation facilities. Facility needs can be defined by the need to maintain acceptable levels of community recreation service in the area and region.

The track/soccer field will be made available for community events including high school football, track and soccer events, and other community based activities.

Conclusions & Data:

a) The proposed student recreation complex project and intramural field have no potential to result in the physical deterioration of parks or recreational facilities. Due to the fact that the track/soccer field will be made available to outside entities to hold events, the project will add to the inventory of available parks and recreation facilities in the city and county. The project does not propose housing or other types of development that would lead to an increase in population and the use of parks and recreational facilities.

b) The purpose of this initial study is to analyze the student recreation complex's potential to adversely impact the environment.

Persons Contacted and Information Consulted:
Campus plans were reviewed along with records, files and related studies for development on the campus. Project plan review and on-site investigations served as the basis for this analysis.

Proposed Mitigation:
As a result of this analysis, it was determined that there are no significant adverse impacts to Recreation Resources and no mitigation is proposed.

Mitigation Monitoring:
Not applicable
### 15. TRANSPORTATION & TRAFFIC

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Significant Impacts?</th>
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<tbody>
<tr>
<td>cause an increase in traffic which is substantial in relation to the existing</td>
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<tr>
<td>traffic load and capacity of the street system (i.e., result in a substantial</td>
<td></td>
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<tr>
<td>increase in either the number of vehicle trips, the volume to capacity ratio of</td>
<td></td>
</tr>
<tr>
<td>roads, or congestion at intersections)?</td>
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<tr>
<td>exceed, either individually or cumulatively, a level of service standard</td>
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<td>established by the county congestion management agency for designated roads or</td>
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</tr>
<tr>
<td>highways?</td>
<td></td>
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<tr>
<td>result in a change in air traffic patterns, including either an increase in traffic</td>
<td></td>
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<tr>
<td>levels or a change in location that results in substantial safety risks?</td>
<td></td>
</tr>
<tr>
<td>substantial increase hazards due to a design feature (e.g., sharp curves or</td>
<td></td>
</tr>
<tr>
<td>dangerous intersections) or incompatible uses (e.g., farm equipment)?</td>
<td></td>
</tr>
<tr>
<td>result in inadequate emergency access?</td>
<td></td>
</tr>
<tr>
<td>result in inadequate parking capacity?</td>
<td></td>
</tr>
<tr>
<td>conflict with adopted policies, plans, or programs supporting alternative</td>
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<tr>
<td>transportation (e.g., bus turnouts, bicycle racks)?</td>
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</table>

**Transportation/Traffic Discussion:** This environmental issue focuses on the impacts of a project on transportation systems including roads and highways, public transportation systems, pedestrian circulation and access, parking, and emergency access. Impacts can be in the form of new hazardous circulation or traffic conditions, conflict with existing plans or policies or the creation of an unacceptable traffic level on a transportation system or facility.

A transportation and circulation assessment is included in this document as Attachment “B” and describes the overall circulation, access and parking availability at the campus. The assessment provides a description of the existing lane geometries and controls for roadways serving the campus. The assessment also provides a description of the term Level of Service (LOS), which is a qualitative measure of traffic service along a roadway or at an intersection. LOS “A” is the best value and “F” is the worst. The city of Turlock strives to maintain LOS “C” on all freeways and expressways. However, LOS “D” is allowable for arterial and collector streets where existing conditions limit improvements.

Table 3 of the traffic assessment in Attachment “B” shows that the Christoffersen Parkway/Crowell Road; Christoffersen Parkway/Geer Road; and Monte Avenue/Crowell Road intersections are all operating at LOS “B” during AM and PM peak hours. (The level of service designation for the Christoffersen Parkway/Crowell Road was reported prior to installation of traffic signals.) The intersection of Monte Vista Avenue/Geer Road operates at LOS “C” during AM peak hour and “D” during PM peak hours.

This assessment also shows that the estimated existing trips generated by students, faculty and staff at the CSU Stanislaus campus is 26,517 over a 24-hour period. Table 5 of the assessment provides trip attraction rates for each campus parking lot. The assessment also provides a description of public transportation, pedestrian and bicycle facilities serving the city and campus.
Caltrans commented that an estimation of the directional and network of project trips to determine the impact to the Highway 99/Monte Vista Avenue interchange should be provided. The proposed project is a primary benefit to the existing campus student body and will replace some existing inadequate facilities in addition to the development of some new facilities and services to serve the CSU Stanislaus student body. The new recreation complex is not expected to generate substantial new traffic or substantially alter existing traffic patterns in and around the campus, on the Turlock city street system or at the intersection of Highway 99 and Monte Vista Avenue.

Conclusions & Data:

a) The proposed facility is not expected to significantly increase traffic volumes or degrade the level of service of area roadways. In its review of the Initial Study, the City of Turlock’s Municipal Services and Community Services departments stated that a traffic study needs to be prepared to determine project impacts on traffic and circulation. In a meeting between University staff and these departments it was determined that the Student Recreation Complex can be constructed without preparation of a traffic study providing that the intensity and level of use at the facility does not exceed that of existing athletic facilities in this area of the campus. Input from the City of Turlock shows that the operation of the facility could have a significant impact on traffic and circulation and mitigation is proposed below to reduce this potentially significant impact to less than significant levels. The parking lot that will be constructed as part of the project is located south of the proposed lighted track/soccer field and will provide additional parking for the-campus and will help serve events and activities at the new facilities. The parking lot will help to alleviate the current problem of increasing traffic and parking demand on the campus.

c) The proposed project will not have any adverse effect on air traffic.

d) The proposed project will not create any hazards or unsafe traffic conditions.

e) The proposed project will not interfere with emergency access.

f) The existing campus has 2,513 parking stalls, most of which are located in nine large parking lots scattered around the perimeter of the campus. As noted in the discussion section above, the project is a primary benefit to the existing campus student body and will replace some existing inadequate facilities in addition to the development of some new facilities and services to serve the CSU Stanislaus student body. The new recreation complex is not expected to generate substantial new traffic or substantially alter existing traffic patterns in and around the campus or the Turlock city street system. It is expected that events at the track and soccer field will occur primarily during non-academic weekday hours and on weekends. Given these factors, the proposed project is not expected to have a significant impact on the issue of parking.

g) The project will not conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks, etc.).

Persons Contacted and Information Consulted:

Campus plans were reviewed along with records, files and related studies for development on the campus. Project plan review and on-site investigations also served as the basis for this analysis.
Proposed Mitigation:
As a result of this analysis, it was determined that there are no direct significant adverse impacts to Transportation and Circulation resulting from the project and no mitigation is proposed.

1. The University Scheduling Officer shall not schedule any event at the Student Recreation Complex that exceeds the existing intensity or level of use at the existing athletic facilities at this area of the campus until a traffic impact study is completed. The environmental impact report that will accompany the Physical Master Plan Update will identify needed traffic and street improvement mitigation measures that will need to be incorporated into both university and city plans for growth.
2. CSU, Stanislaus shall require that any event with the potential to attract 3,000 or more people shall file a traffic management plan with the City of Turlock and contract with the city for traffic management services, if determined necessary by the city, when the event would be held during peak hour traffic conditions. The University Scheduling Officer shall not provide final approval for any event that meets this criteria until the traffic management plan is submitted to and approved by the city and a copy of an executed contract between the event sponsor and the city of Turlock for traffic management services is submitted to the university.

Mitigation Monitoring:
Not Applicable

1. This measure shall be monitored by the University Scheduling Officer.
2. This measure shall be monitored by the University Scheduling Officer.

16. UTILITIES & SERVICE SYSTEMS

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Significant &amp; Unavoidable Impact</th>
<th>Potentially Significant Unless Mitigated</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Exceed water treatment requirements of the applicable Regional Water Quality Control Board?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, that construction of which could cause significant environmental effects?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the provider's existing commitments?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>
g) Comply with federal, state and local statutes and regulations related to solid waste?

Utilities & Service System Discussion: This environmental issue focuses on the impacts of a project on public utility systems or facilities such as water, wastewater, storm water drainage or other utility or service systems.

The CSU Stanislaus campus is provided sewer and water service by the City of Turlock. The campus storm-water drainage system discharges into the Turlock Irrigation District drainage canal system. The system of on-site ponds meter storm water discharge into this system and serve as storm water detention and sediment settling facilities. (Please see Hydrology and Water Quality section for a discussion of storm water disposal issues.)

The City of Turlock Municipal Services Department, Engineering Division, commented that the project is subject to City of Turlock development impact fees.

Conclusions & Data:
a) The Student Recreation Complex project will not exceed water treatment requirements of the applicable Regional Water Quality Control Board.

b) The project will not result in the need to construct water and wastewater facilities to serve the Student Recreation Complex. However, the infrastructure that will expand into and serve the project area will be constructed to all applicable standards of the university and all responsible agencies. Therefore, the project will not have an impact on this issue.

c) The construction of storm water collection facilities to serve the project will be in accordance with all applicable codes and regulations, which will ensure that such construction will not create significant impacts. The proposed project is a component of the Campus Master Plan and its contribution to storm water flow will be taken into consideration when the University determines the best long-range solution for storm water disposal at the campus, and construction of these new facilities is not expected to have a significant environmental impact.

d) The campus is served by the City of Turlock’s water delivery system. As noted in the Hydrology and Water Quality section of this study, the project is not expected to have a significant impact on this service. New on-site water delivery facilities will be constructed to all applicable standards of the university and affected agencies, which will ensure that their construction does not result in a significant environmental impact.

e) The project will not result in the capacity of the City of Turlock wastewater treatment facility to be exceeded.

g), f) The track/soccer field and the fitness center can be expected to generate solid waste in excess of what is currently generated on this portion of the campus. However, solid waste generation by the project does not have the potential to have a significant impact on the landfill that serves the City of Turlock.

Persons Contacted and Information Consulted:
Campus plans were reviewed along with records, files and related studies for development on the campus. Project plan review and on-site investigations served as the basis for this analysis. Stanislaus County Solid Waste Management Plan and Hazardous Waste Management Plan were
also consulted. (The listed names and sources in the Persons Contacted and Information Consulted in the Hydrology and Water Quality section of this study apply to this section.)

**Proposed Mitigation:**
As a result of this analysis, it was determined that there are no significant adverse impacts to Public Utilities and no mitigation is proposed.

**Mitigation Monitoring:**
Not applicable
Chapter Five

Mandatory Findings of Significance

<table>
<thead>
<tr>
<th>Finding:</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</td>
</tr>
<tr>
<td>Potentially Significant Impact</td>
</tr>
<tr>
<td>X</td>
</tr>
<tr>
<td>On the basis of an analysis of the project and its potential adverse physical environmental impacts, as described above, it has been determined that the project will not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.</td>
</tr>
</tbody>
</table>

| B. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? |
| Potentially Significant Impact | X | |
| On the basis of an analysis of the project effects on the environment, it has been determined that the project will contribute to changes, such as increased storm water runoff and air emissions. These effects, however, are individually limited and will not constitute a cumulatively considerable impact. The project has the potential to have significant impacts on traffic and circulation in the vicinity of the campus and mitigation is proposed to reduce these potentially significant impacts to less than significant levels. |

| C. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? |
| X | |
| A review of the project proposal and its potential environmental effects have resulted in the determination that the project design, location or general characteristics have the potential to cause a substantial adverse on human beings due to light generation and noise and mitigation is proposed to reduce these potentially significant impacts to less than significant levels. |
Chapter Six

Resources and References

Sources of information used for the evaluation of impacts for the Student Recreation Complex project are noted under the heading of the area of potential impact. The following documents were broadly used in the preparation of this Initial Study and are available for public review, along with other resource information for this project, at the CSU Stanislaus Department of Facilities Services:

801 West Monte Vista Avenue
Turlock, California 95380
Phone (209) 667-3623
Fax (209) 667-3303

Attention: Robert Gallegos, Assistant Vice President of Facilities Services
Melody Maffei, Director of Design and Construction

9. Storm Drainage Master Plan, California State University Stanislaus, January 2005, Blair, Church and Flynn Consulting Engineers.
10. Initial Study for the Parking Lot No. 6 project, CSU Stanislaus, November 2005.
Attachment “A”
Early Referral Comments
June 8, 2006

10-STA-99-PM 6.89
Student Recreation Complex At
CSU Stanislaus' Campus
California State University

Melody Maffei
Design And Construction
California State University
801 W. Monte Vista Avenue
Turlock, CA 95382

Dear Ms. Maffei:

Thank you for the opportunity to review the Construction of a student Complex at the California State University in Turlock. The project proposes to construct a lighted track-Soccer field with seating capacity of 2500 and 3,500 sq.ft student plaza, a 21,000 sq.ft student recreation. This project located at 801 W. Monte Vista Avenue in Turlock.

We have circulated copies of the application, plans, and supporting documentation to our functional units for review. Caltrans has the following comments:

1. Please provide an estimation of the directional and network of project trips to determine the impact to SR 99/Monte Vista Avenue. Interchange.

2. Caltrans encourages contacting the Native American Heritage Commission: Capitol Mall, Room 364, Sacramento, California, 95814, Telephone (916) 653-4082, Fax (916) 657-5390 for advice on consulting with Native Americans regarding any cultural concerns within the project area.

"Caltrans improves mobility across California"
If you have any questions or would like to discuss these comments in more detail, please contact Saeed Erfan at (209) 948-7936 (e-mail: serfan@dot.ca.gov) or myself at (209) 941-1921. We look forward in continuing to work with you in a cooperative manner.

Sincerely,

[Signature]

TOM DUMAS, Chief
Office of Intermodal Planning
June 15, 2006

CSUS
Attn: Melody Maffei
801 West Monte Vista Avenue
Turlock, Ca 95382

RE: Proposed Student Recreation Center

Dear Melody:

The proposed developments will be subject to City of Turlock Development Impact fees. Fees will be based on final plans that need to be sent to our office prior to the start of construction.

If you have any questions, I can be reached at 668-5599 ext 4430.

Sincerely,

Mike Pitcock, PE
City Engineer
June 12, 2006

Melody Maffei
Director of Design and Construction
CSU Stanislaus
801 W. Monte Vista Ave.
Turlock, CA 95382

Subject: Construction of Student Recreation Complex

Dear Ms. Maffei:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above and offers the following comments:

The entire San Joaquin Valley Air Basin is designated non-attainment for ozone and particulate matter (PM10 and PM2.5). This project would contribute to the overall decline in air quality due to construction activities in preparation of the site, and ongoing traffic and other operational emissions.

There is currently not enough information for the District to adequately or accurately analyze the project for potential air quality impacts.

The District recommends using the URBEMIS 2002 Version 8.7 program to calculate project area and operational emissions and to identify mitigation measures that reduce impacts. URBEMIS can be downloaded from www.urbemis.com or the South Coast Air Quality Management District’s website at http://www.aqmd.gov/ceqa/urbemis.html. The project applicant or consultant is encouraged to consult with District staff for assistance in determining appropriate methodology and model inputs.

If the preliminary analysis indicates that the project exceeds the District’s Thresholds of Significance for ozone precursors (10 tons/year of either Reactive Organic Gases or Oxides of Nitrogen), then the District recommends the preparation of an Air Quality Impact Assessment (AQIA) and a Traffic Impact Study (TIS) to determine impacts when projects are of this size, unless an analysis has been accomplished for a recent previous approval such as a general plan amendment or zone change. Please indicate to the District if the project has been analyzed and provide a brief summary of the relevant study results, if applicable.

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 me at (559) 230-5848 or Mr. Dave Mitchell, Planning Manager, at (559) 230-5800 and provide the reference number at the top of this letter.

Sincerely,

Debra Monterroso
Senior Air Quality Specialist
Central Region

C: File
-----Original Message-----
From: Tracy Bettencourt [mailto:TBetten@turlock.ca.us]
Sent: Monday, June 12, 2006 5:08 PM
To: RGallegos@csustan.edu
Cc: Charlie Woods
Subject: Early Referral for the CSUS Student Recreation Complex

Good Afternoon Robert,

I have taken an opportunity to review your early referral for the Student Recreation Complex. As we discussed at our meeting on May 25th, it would be beneficial for the Initial Study to discuss the following items:

1) Stadium Lighting - ensure that neighboring residences won't be negatively impacted by lighting.
2) Amplified Sound - current versus proposed decibels, quiet hours, etc.
3) Traffic / Circulation - are improvements warranted and / or proposed along Gear Road or Christoffersen Parkway (i.e. signal, deceleration lanes, etc.)?
4) Storm Drainage - is on-site storage proposed or are other options being explored (i.e. the interest in connecting to City services).
5) Parking - Detail existing and proposed parking inventory.

Thank you for including the City in your environmental review process and we look forward to reviewing the forthcoming Initial Study. Please feel free to contact me if you have any additional questions.

Tracy R. Bettencourt, AICP - Senior Planner
City of Turlock - Community Development Department
(209) 668-5542 ext. 2216

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Internal Virus Database is out-of-date.
Checked by AVG Free Edition.
Attachment "B"

CSUS Traffic and Circulation Analysis
CSU Stanislaus Traffic and Circulation Analysis

The primary mode of travel for students, faculty and staff at CSUS is the automobile. Truck transportation used for the movement of goods to and from the campus plays a role as well, but in this analysis is treated as a subset of autos. Local and regional public transit also plays a role as discussed later.

What marks this information and analysis different from most traffic studies is that the CSUS campus is already an existing entity generating large volumes of traffic on a daily basis. Recent traffic studies, including an update to the Transportation Element of the City of Turlock’s General Plan, incorporates some representation of existing CSUS traffic. Since CSUS is an established land use, transportation impacts are associated with existing and planned enrollment levels of the campus.

Roadways that provide primary circulation in the vicinity of the CSUS campus are the following and are shown in Exhibit 1: (The reference to functional classification is as set forth in the City of Turlock’s General Plan.)

*Monte Vista Avenue* is functionally classified as a major arterial roadway that provides local and regional access between State Route 99 and the community of Denair. Monte Vista Avenue also provides the principal address and main point of entry for the University at the University Circle/Dels Lane intersection (Intersection 9 on Exhibit 1). Two other campus entrances are located along Monte Vista Avenue at Theater Lane and Andre Lane (Intersections 8 and 10, respectively, on Exhibit 1). Between State Route 99 located west of the campus and Dels Lane this roadway has two eastbound and two westbound travel lanes and a continuous two-way left turn lane. At Dels Lane and continuing eastward to Geer Road the cross section widens and the continuous left turn lane is replaced by a raised grass median with a left turn cut only at Niagra Street. On-street parking without time limits is allowed on both sides of Monte Vista Avenue between Crowell Road and Geer Road. Various commercial retail and office uses are located along the south side of Monte Vista Avenue. Off-street parking is generally available for the commercial and retail uses. East of Geer Road to Olive Avenue the cross section reverts to two eastbound and two westbound travel lanes with a continuous two-way left turn lane. From Olive Avenue to Berkeley Avenue, Monte Vista Avenue is mostly a four-lane road with two eastbound lanes, a continuous turn lane, and one westbound lane. Further east, Monte Vista Avenue is a two-lane road.
Exhibit 1
Vicinity Roadways and Intersections Existing Lane Geometrics and Controls
• **Geer Road** is a five-lane arterial roadway that has two northbound and two southbound travel lanes and a continuous two-way left turn lane. Geer Road serves both local and regional circulation. As one of the primary north-south roadways through the City of Turlock, it provides a route to the community of Hughson and further north to Oakdale. This road is designated as a truck route in the Turlock General Plan. There is one campus entry point on Geer Road at Calaveras Way. Unrestricted on-street parking is allowed on both sides of Geer Road.

• **Christoffersen Parkway** is designated as a Class C expressway and will ultimately extend from Golden State Boulevard east to the Community of Denair. This road will have limited side street access when completed as an expressway. Currently, between Golden State Boulevard and Geer Road, Christoffersen Parkway operates as a four-lane divided arterial road, although it has a six-lane divided cross section. The edge lanes are marked for emergency stopping in the vicinity of the University and no on-street parking is allowed. Between Crowell Road and Geer Road, Christoffersen Parkway has a raised grass median with cuts at the Piccadilly Lane and McKenna Drive intersections. There is no access to the CSUS campus from Christoffersen Parkway.

• **Crowell Road** is a two-lane north-south collector road serving mostly residential neighborhoods. Between Christoffersen Parkway and Monte Vista Avenue, Crowell Road provides access to multiple apartment complexes, a single family residential area to the west and several large CSUS parking lots. A neighborhood commercial center is located at the southwest corner of Bourang Way and Crowell Road, which also coincides with Ansel Adams Boulevard, a primary campus entry point on the western side of the CSUS campus. The nearby apartments and the commercial center have a heavy, but not exclusive, university focus. On-street parking is allowed on both sides of Crowell Road with no imposed time limits. A secondary un-named access point to the CSUS campus is located about halfway between the Ansel Adams Boulevard entrance and Monte Vista Avenue.

• **Dels Lane** is a two-lane north-south collector road serving residential neighborhoods south of the CSUS campus. Dels Lane intersects Monte Vista Avenue opposite the University Circle entrance to the campus.

Within the CSUS campus **University Circle, Ansel Adams Boulevard, Mariposa Drive,** and **Merced Way** provide perimeter circulation between existing parking lots. These on-campus roadways provide one lane in each direction. University Circle and Ansel Adams also serve as entrance points to the Campus, with University Circle being the Main Entrance. University Circle is located opposite Dels Lane. The University Circle entrance provides access to parking lots on the east side of the CSUS campus but the configuration requires drivers to go around the circle in order to reach parking lots on the western side of the campus. As noted above, Ansel Adams Boulevard is the primary access point for the western side of the campus.
There are also a number of other entrance roadways that include *Calaveras Way*, *Andre Lane*, and *Theater Lane*. Both Andre Lane and Theater Lane provide access to the campus from Monte Vista Avenue and each have a 4-lane cross section, but operate as 2-lane streets. Although Andre Lane extends both north and south from Monte Vista Avenue there is no cut in the Monte Vista Avenue median at Andre Lane so access to the campus at this point is only from the east and egress only to the west. Access and egress at Theater Lane is not restricted by a median, but its proximity to Dels Lane poses a challenge for drivers exiting the campus with a left turn to go eastbound on Monte Vista Avenue. Many drivers appear to use Dels Lane to exit the campus and travel east on Monte Vista Avenue because the intersection is signal controlled. Calaveras Way is the only entrance point on the east side of the campus.

**Existing Intersections**

Intersections that are of interest in this evaluation are identified by number on Exhibit 1 and listed below. Exhibit 1 also provides an indication of the current lane geometrics and traffic controls at these intersections.

- Christoffersen Parkway and Crowell Road (Intersection 1)
- Christoffersen Parkway and a potential New Campus Entrance (Intersection 2; Conceptual Only)
- Christoffersen Parkway and Geer Road (Intersection 3)
- Ansel Adams Boulevard and Crowell Road (Intersection 4)
- Unnamed Campus Entrance and Crowell Road (Intersection 5)
- Calaveras Way and Geer Road (Intersection 6)
- Monte Vista Avenue and Crowell Road (Intersection 7)
- Monte Vista Avenue and Theater Drive (Intersection 8)
- Monte Vista Avenue and Dels Lane (Intersection 9)
- Monte Vista Avenue and Andre Lane (Intersection 10)
- Monte Vista Avenue and Geer Road (Intersection 11)

**Traffic Volumes and Levels of Service**

Level of service (LOS) is a qualitative measure of traffic service along a roadway or at an intersection. Level of service values range from “A” to “F”, with LOS “A” being best and LOS “F” being worst. Table 1 describes level of service criteria for roadways and Table 2 describes level of service criteria for intersections. LOS A, B and C indicate conditions where traffic can move relatively freely. LOS D describes conditions where delay is more noticeable and average travel speeds are as low as 40 percent of the free flow speed. LOS E indicates significant delays and average travel speeds of one-third the free flow speed or lower; traffic volumes are generally at or close to capacity. Finally, LOS F characterizes arterial flow at very slow speeds (stop-and-go), and large delays (more than one minute) with queuing at signalized intersections; in effect, traffic demand on the roadway exceeds the roadway's capacity.
Table 1
Level of Service Criteria for Roadways

<table>
<thead>
<tr>
<th>Roadway Type</th>
<th>Two-way Average Daily Traffic (ADT)¹</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>LOS A</td>
</tr>
<tr>
<td>5-Lane Arterial (four-lane arterial with two-way left-turn median)</td>
<td>22,000</td>
</tr>
<tr>
<td>4-Lane Arterial (four-lane undivided arterial)</td>
<td>18,000</td>
</tr>
<tr>
<td>3-Lane Arterial (two-lane arterial with two-way left-turn median)</td>
<td>11,000</td>
</tr>
<tr>
<td>2-Lane Arterial (two-lane undivided arterial)</td>
<td>9,000</td>
</tr>
<tr>
<td>2-Lane Collector</td>
<td>6,000</td>
</tr>
</tbody>
</table>

Notes: ¹ All volume thresholds are approximate and assume ideal roadway characteristics. Actual thresholds for each Level of Service listed above may vary depending on a number of factors including curvature and grade, intersection or interchange spacing, percentage of trucks and other heavy vehicles, lane widths, signal timing, on-street parking, amount of cross traffic and pedestrians, driveway spacing, etc.

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Type of Flow</th>
<th>Delay</th>
<th>Maneuverability</th>
<th>Stopped Delay/Vehicle (in Seconds)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Signalized</td>
</tr>
<tr>
<td>A</td>
<td>Free Flow</td>
<td>Very slight delay. Progression is very favorable, with most vehicles arriving during the green phase not stopping at all.</td>
<td>Turning movements are easily made, and nearly all drivers find freedom of operation.</td>
<td>&lt; 10.0</td>
</tr>
<tr>
<td>B</td>
<td>Stable Flow</td>
<td>Good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.</td>
<td>Vehicle platoons are formed. Many drivers begin to feel somewhat restricted within groups of vehicles.</td>
<td>&gt; 10 and &lt;= 20.0</td>
</tr>
<tr>
<td>C</td>
<td>Stable Flow</td>
<td>Higher delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.</td>
<td>Back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.</td>
<td>&gt; 20 and &lt;= 35.0</td>
</tr>
<tr>
<td>D</td>
<td>Approaching Unstable Flow</td>
<td>The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.</td>
<td>Maneuverability is severely limited during short periods due to temporary back-ups.</td>
<td>&gt; 35 and &lt; 55.0</td>
</tr>
<tr>
<td>E</td>
<td>Unstable Flow</td>
<td>Generally considered to be the limit of acceptable delay. Indicative of poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences.</td>
<td>There are typically long queues of vehicles waiting upstream of the intersection.</td>
<td>55 and &lt; 80.0</td>
</tr>
<tr>
<td>F</td>
<td>Forced Flow</td>
<td>Generally considered to be unacceptable to most drivers. Often occurs with over-saturation. May also occur at high volume-to-capacity ratios. There are many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors.</td>
<td>Jammed conditions. Back-ups from other locations restrict or prevent movement. Volumes may vary widely, depending principally on the downstream back-up conditions.</td>
<td>&gt; 80.0</td>
</tr>
</tbody>
</table>

The City of Turlock's General Plan Transportation Element contains a number of policies that set level of service standards for City roadways. The City strives to maintain LOS "C" on all freeways and expressways. However, LOS "D" is allowable for arterial and collector streets where existing conditions limit improvements.

Traffic volume information for this analysis was not measured directly, but was taken from a number of traffic studies completed for the City of Turlock over the last few years, including an update to the General Plan Transportation Element. Even so, some of this information may represent modeled results rather than actual measurements. Similarly, levels of service information were extracted from these same studies where available. The information is slightly uneven in that these various studies spanned several years. Where relevant information was available from more than one source, the most recent data was selected for inclusion here. Exhibit 2 identifies existing AM and PM peak hour traffic volumes for the different roadway segments and intersections that are of interest to this analysis. Traffic volumes for the different University access points were not available from published sources, but were estimated based on an analysis of current student, faculty and support staff trip-making presented later in this analysis. Exhibit 2 identifies existing AM and PM traffic volumes for the different roadway segments and intersections that are of interest to this analysis. Traffic volumes for the different University access points were not available from published sources, but were estimated based on an analysis of current student, faculty and support staff trip-making presented later in this section. Average daily traffic (ADT) information shown on Exhibit 2 was also extracted from various traffic studies.

Levels of service data for five intersections are shown in Table 3. With the recent installation of traffic signals at Christoffersen Parkway and Crowell Road, as well as relatively new signals at Christoffersen Parkway and Geer all are now signal controlled intersections. All of the other intersections are located at campus entrance points which have stop controls for traffic exiting the campus, but none for the crossing traffic. All of the control types and configurations were identified earlier on Exhibit 1. Published information does not include any level of service data for the campus entrances. Based on the estimate of current CSUS traffic demands it is unlikely that any of the campus entrances not already signalized would meet signal warrant criteria as set forth in the Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways, as further refined by California Department of Transportations (Caltrans) MUTCD California Supplement. However, a specific analysis of these intersections relative to warrant criteria was not conducted.
Table 3
Existing Intersection Levels of Service

<table>
<thead>
<tr>
<th>No.</th>
<th>Intersection</th>
<th>Control Type</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Delay (seconds/vehicle)</td>
<td>Level of Service</td>
</tr>
<tr>
<td>1</td>
<td>Christoffersen Pkwy / Crowell Road</td>
<td>Signal</td>
<td>13.8</td>
<td>B(^1)</td>
</tr>
<tr>
<td>3</td>
<td>Christoffersen Pkwy / Geer Road</td>
<td>Signal</td>
<td>19.5</td>
<td>B</td>
</tr>
<tr>
<td>7</td>
<td>Monte Vista Avenue / Crowell Road</td>
<td>Signal</td>
<td>16.4</td>
<td>B</td>
</tr>
<tr>
<td>9</td>
<td>Monte Vista Avenue / Dels Lane</td>
<td>Signal</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Monte Vista Avenue / Gear Road</td>
<td>Signal</td>
<td>33.7</td>
<td>C</td>
</tr>
</tbody>
</table>

Notes:
1) This Level of Service designation was reported prior to installation of traffic signals.
2) Level of Service information for Dels Lane was not available in published reports.

Sources:
Exhibit 2
Existing Vicinity AM and PM Peak Hour Traffic Volumes

1. CHRISTOPHERSEN PKWY / CROWELL ROAD
   - 14,050 (105)
   - 4,320 (40)
   - 4,935 (51)
   Source: Ref. 6

2. CHRISTOFFERSEN PKWY / CAMPUS ENTRANCE
   - Closed
   Source: Ref. 3

3. CHRISTOFFERSEN PKWY / GEER ROAD
   - 4,456 (144)
   - 2,025 (95)
   - 1,420 (60)
   - 740 (40)
   - 426 (25)
   - 38,320 (375)
   Source: Ref. 3

4. ANSEL ADAMS BLVD / DOURANG WAY / CROWELL RD.
   - 38,037 (375)
   - 9,726 (456)
   - 2,370 (39)
   Source: Ref. Only

5. 2ND CAMPUS ENTRANCE / CROWELL ROAD
   - 7,177 (77)
   - 174 (11)
   - 423 (43)
   Source: Ref. Only

6. CALAVERA WAY / GEER ROAD
   - 15,423 (154)
   - 5,565 (55)
   - 8,150 (80)
   Source: Ref. Only

7. MONTE VISTA AVENUE / CROWELL RD.
   - 50,480 (480)
   - 6,096 (480)
   - 4,720 (40)
   Source: Ref. Only

8. MONTE VISTA AVENUE / THEATER LANE
   - 25,860 (45)
   - 25,036 (291)
   Source: Ref. Only

9. MONTE VISTA AVENUE / DELS LANE - UNIVERSITY CIR.
   - 133 (30)
   - 130 (30)
   - 107 (30)
   Source: Ref. Only

10. MONTE VISTA AVENUE / ANDRE LANE
    - 35,183 (41)
    - 8,430 (80)
    - 1,120 (10)
    Source: Ref. Only

11. MONTE VISTA AVENUE / GEER ROAD
    - 97,312 (144)
    - 96,730 (90)
    - 92,330 (20)
    Source: Ref. Only

LEGEND

XX AM PEAK HOUR VOLUMES
(XX) PM PEAK HOUR VOLUMES
XXX AVERAGE DAILY TRAFFIC (ADT) VOLUMES
Parking
A parked vehicle on the CSUS campus requires a valid CSUS parking permit. However, the purchase of a standard parking permit does not guarantee a parking space on campus. Various types of permits are available including Daily, Semester, Annual, and Reserved. The annual permits are available for faculty and staff, who along with physically disabled persons can obtain a “Reserved” permit, which for an additional fee guarantees a parking space on campus. Semester permits offer parking privileges for a more limited time period and are available for faculty, staff, and students. Special permits are available for motorcycles to allow parking in areas set aside for such vehicles.

Based on CSUS data, the existing campus has 2,513 parking stalls, most of which are located in nine large parking lots scattered around the perimeter of the campus.

As noted in the discussion of streets and roads above, on-street parking with no time limits is allowed along both sides of Crowell Road, Monte Vista Avenue and Geer Road, but no parking is allowed along Christoffersen Parkway. Based on a few sample counts, it was estimated that between 180 and 200 spaces are available along just the campus side of these three roadways. A similar range of parking spaces is available on the opposite sides of each street. These on-street parking spaces are shared with adjacent commercial or residential development and without further detailed analysis it is not possible to determine the use of these spaces by commuting students.

Parking lots and on-street spaces on the western side of the campus are generally filled early in the day causing persons who wish to park to roam through the lots to find a space. During peak campus hours (about 10:00 AM to 2:00 PM) significant roaming was observed in the crowded west-side parking lots while plenty of parking spaces were available on the east side of the campus.

Public Transportation
Public transportation serving the CSUS campus includes inter-city and intra-city bus and rail services. Turlock Transit Lines provides both fixed route and dial-a-ride services within the City of Turlock. Each route is scheduled to meet together at Turlock's Central Park every 40 minutes. The “B” route provides service to the CSUS campus with a stop at Christoffersen Parkway and Geer Road. During the normal weekday, service at this stop begins at about 6:15 AM and ends about 5:45 PM. The same frequency of service is available on Saturdays over a more limited time period beginning at about 9:00 AM and ending about 4:00 PM.

Dial-A-Ride Turlock (DART) also operated by Turlock Transit Lines provides curb to curb service to senior and disabled passengers in the greater Turlock and Denair areas.

Merced County Transit operates a service known as “The Bus”. The North County Shuttle (Route 6) links the communities of Hilmar and Livingston in Merced County to a bus stop at the Country Side Plaza on Fulkerth Road in the City of Turlock. Front-mounted bike racks on all regularly scheduled buses and bicycle lockers available for rent
at major locations in Merced, Atwater, and Los Banos provide a way to extend the service to the CSUS campus.

Amtrak, in conjunction with the State of California, operates the San Joaquin rail service multiple times daily between San Francisco (via Thruway motorcoach first to either Emeryville or Stockton) and Bakersfield, or Sacramento and Bakersfield. The nearest rail stop to the CSUS campus is in Denair, about 6 miles to the east. The station is located at the corner of Santa Fe Avenue and Elm Street in Denair. There are at least seven trains per day in each direction. “Student Advantage” fares are available. Travel time to Merced is about 30 minutes and to Stockton about 50 minutes. A student rate fare to Merced is $8.50. Amtrak is also bike friendly in that on some trains bikes can be stored onboard in bicycle racks.

**Pedestrian and Bicycle Transportation**

Bicycling and walking continue to grow in popularity due to their health benefits and recreational value. These transportation modes are particularly emphasized on the CSUS campus and, as noted in the preceding discussion, are supported through public transit services. For some students, these sources are their only mode of transportation. The City’s General Plan identifies Class I, II and III bikeways; however the bikeway system is in its early stages of development. The perimeter of the CSUS campus along Monte Vista Avenue, which consists of a very broad sidewalk, is considered an existing Class I bikeway. Of course students are not restricted to bicycles or walking and many also use skateboards.

**CSUS Transportation Demands**

The general methodology used to define transportation demands at the CSUS campus begins with a forecast of the campus population, and proceeds through an assessment of trip generation, trip distribution, and finally trip assignment. Each of these topics is discussed below.

**Campus Population**

The influence of the CSUS campus on transportation demand is driven by the size of the institution as measured in students, faculty and support staff. Both “full-time equivalent students (FTES)” and “student headcount” are population terms used by campus planners for university planning purposes. Student headcount represents the actual number of students registered, whether they are taking one class or are a full-time student and for this analysis was assumed to be more representative of daily transportation demands.

**Trip Generation**

The number of trips generated by the CSUS campus was estimated based upon data presented in the report “Trip Generation” (Sixth Edition), published by the Institute of Transportation Engineers (ITE). The City of Turlock uses this reference to develop trip generation information in its various traffic studies. Relevant specific information from this report is found under Land Use topic number 550 entitled “University/College”.

- 11 -
Table 4

Estimated Existing Trips Generated by CSUS Campus

<table>
<thead>
<tr>
<th>Period</th>
<th>Population Group</th>
<th>Population</th>
<th>Trip Rate per Unit</th>
<th>Total</th>
<th>In %</th>
<th>Out %</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM</td>
<td>Students</td>
<td>8,353</td>
<td>0.19</td>
<td>1,587</td>
<td>82 %</td>
<td>18 %</td>
</tr>
<tr>
<td></td>
<td>Faculty/Staff</td>
<td>736</td>
<td>0.73</td>
<td>537</td>
<td>440</td>
<td>97</td>
</tr>
<tr>
<td>PM</td>
<td>Students</td>
<td>8,353</td>
<td>0.23</td>
<td>1,921</td>
<td>557</td>
<td>1,364</td>
</tr>
<tr>
<td></td>
<td>Faculty/Staff</td>
<td>736</td>
<td>0.88</td>
<td>648</td>
<td>188</td>
<td>460</td>
</tr>
<tr>
<td>24 Hours</td>
<td>Students</td>
<td>8,353</td>
<td>2.37</td>
<td>19,797</td>
<td>9,899</td>
<td>9,899</td>
</tr>
<tr>
<td></td>
<td>Faculty/Staff</td>
<td>736</td>
<td>9.13</td>
<td>6,720</td>
<td>3,360</td>
<td>3,360</td>
</tr>
</tbody>
</table>

|                  |                  |            | 26,517             | 13,259 | 13,259 |

Notes: 1) Based on Peak Hour of Adjacent Street Traffic, 7 to 9 AM and 4 to 6 PM.
Source: *Trip Generation*, Sixth Edition, Institute of Transportation Engineers (ITE).

Trip Assignment – Existing Conditions

*Existing Conditions.* This analysis addresses existing conditions. CSUS is an established entity and its existing traffic demands are already reflected in the existing traffic patterns. This analysis attempts to isolate that portion of existing demands which are attributable to the University. Existing project-specific conditions were modeled for the 2004 CSUS campus population based on trip generation and distribution information that has been developed. The road system geometry and intersections controls are as identified earlier on Exhibit 1.

Table 5

Parking Lot Trip Attraction Rates

<table>
<thead>
<tr>
<th>Parking Lot Number</th>
<th>Parking Spaces</th>
<th>Percent Attracted</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot 1</td>
<td>22</td>
<td>0.00 %</td>
</tr>
<tr>
<td>Lot 2</td>
<td>262</td>
<td>10.52 %</td>
</tr>
<tr>
<td>Lot 3</td>
<td>307</td>
<td>12.32 %</td>
</tr>
<tr>
<td>Lot 4</td>
<td>507</td>
<td>20.35 %</td>
</tr>
<tr>
<td>Lot 5</td>
<td>277</td>
<td>11.12 %</td>
</tr>
<tr>
<td>Lot</td>
<td>76</td>
<td>3.05 %</td>
</tr>
<tr>
<td>-------</td>
<td>-----</td>
<td>--------</td>
</tr>
<tr>
<td>Lot 7</td>
<td>309</td>
<td>12.40 %</td>
</tr>
<tr>
<td>Lot 8</td>
<td>290</td>
<td>11.64 %</td>
</tr>
<tr>
<td>Lot 11</td>
<td>463</td>
<td>18.59 %</td>
</tr>
<tr>
<td></td>
<td>2,513</td>
<td></td>
</tr>
</tbody>
</table>

Notes:
1) 7.5 percent were assigned to roam Lot 3 and 17.5 percent were assigned to roam Lot 4.
2) 3.75 percent were assigned to roam Lot 3 and 1.25 percent were assigned to roam Lot 4.

The combination of a student body largely oriented to State Highway 99 and the majority of current parking spaces being located on the western side of the campus is reflected in the average daily traffic (ADT) levels that can be attributed to the University along Monte Vista Avenue, Crowell Road and Christoffersen Parkway. These and other vicinity roadways are discussed below:

- **Monte Vista Avenue** west of Crowell Road is estimated to have the highest University related ADT at about 11,600 vehicles per day. University related ADT along Monte Vista Avenue to the east declines after each campus entrance/exit to about 2,700 vehicles per day in the vicinity of Geer Road. Based upon the City of Turlock's threshold level of service standard - LOS C, existing University related traffic is using about 40 percent of available ADT west of Crowell Road and 9 percent of available ADT near Geer Road. The remaining roadway segments between these points fall within this range. The City has also determined that LOS D is an acceptable standard on Monte Vista Avenue east of Walnut Road. If that reduced level of service were extended eastward to include sections of Monte Vista Avenue serving the CSUS campus, existing University related traffic would be using about 36 percent of available ADT west of Crowell Road and 8 percent of available ADT near Geer Road. In comparison to existing ADT levels as reported in City reports University related traffic on Monte Vista Avenue constitutes about 55 percent of current traffic just west of Crowell Road, and 12 percent just west of Geer Road.

- **Crowell Road** provides primary access to the west-side campus parking lots and ADT levels attributable to the University are estimated to be about 6,900 vehicles per day. This is estimated to be 2.4 times higher than the 2,900 ADT levels suggested in City traffic reports, in large part because the level of existing University trip making that is used in these studies is half of that suggested by ITE criteria. At LOS C, the University traffic on Crowell Road is using about 77 percent of the available ADT.

- **Christoffersen Parkway** is a relatively new through street in the vicinity of the CSUS campus and most of the City’s traffic reports reflect ADT levels for the former two-lane disconnected roadway. Now that Christoffersen Parkway has been significantly improved and with a new traffic signal at Crowell Road, this roadway is estimated to attract about 7,600 University related vehicles per day. At LOS C, University traffic is using about 26 percent of available ADT. Further east, in the vicinity of Geer Road, University related ADT was estimated to be 2,200 vehicles per day, about 8 percent of available ADT at LOS C.
• **Geer Road** serves the east side parking lots and has the lowest University related ADT levels of roads surrounding the campus. University related ADT levels along Geer Road vary from about 1,570 just north of Monte Vista Avenue to 3,010 just north of Christoffersen Parkway. At LOS C, University related traffic is using between 5 and 10 percent of available ADT. City of Turlock documents report existing ADT levels along Geer Road in a range between 13,100 to 14,600 vehicles per day. Based on these reported ADT levels, University related traffic on Geer Road constitutes between 11 percent and 22 percent of current ADT between Monte Vista Avenue and Christoffersen Parkway.

Existing intersection levels of service were reported earlier in Table 3. The intersection of Monte Vista Avenue and Geer Road, operating at LOS D in the PM Peak Hour, is the only vicinity intersection reported below the LOS C threshold. Existing CSUS travel patterns suggest that this intersection is the least impacted by University related traffic.

**References**


2. Harris, Dr. Randall, "Strategic Planning for 2010", A presentation by Dr. Randall Harris, Department of Management, Operations and Marketing, California State University at Stanislaus. September 2004.

3. Institute of Transportation Engineers (ITE). "Trip Generation" (Sixth Edition). Washington, D.C.


Attachment “C”

Draft Final Student Recreation Complex
Facility Operational Plan
California State University, Stanislaus  
Student Recreation Complex  
Operational Plan

The following description anticipates the operational standards to be implemented upon opening the Student Recreation Complex at CSU, Stanislaus. Adjustments will be made to this plan throughout the construction process and during operation to respond to University and community feedback. For specific questions or comments about this plan, please call the office of the Vice President for Student Affairs at 209-667-3177 or email avpsa@csustan.edu.

**Hours of Operation**

Fitness Center: Expected minimum hours are 10:00 am to 6:00 pm, 7 days a week. Extended hours may increase to 24 hours per day, 7 days a week.

Stadium: The track and field will be available for scheduled activity Monday through Sunday; activity may occur from 6:00 am to 10:00 pm. Events will be scheduled to end at 10:00 p.m. On occasion an event may last beyond this time limit. Should this occur the following mitigating measures will be implemented: The Public Address (PA) system volume will be reduced and all unnecessary PA use will come to a halt. Auxiliary generators used for concessions or other support services will be shut off. Bands that might be present during events like team sports will be instructed to refrain from playing. Any special effects creating light and/or sound will not be used. Field lighting will be reduced as soon as possible at the conclusion of the event and after allowing for safe pedestrian egress and other safety considerations.

**Parking and Traffic Access**

Fitness Center: Parking is expected adjacent to the facility for short term use by students. Additional parking is available near Warrior Arena. A new parking area is being planned south of the facility.

Stadium: A bus drop off and parking area will be adjacent to the stadium on the internal campus roadway. Additional bus parking will be available in parking lots 7, 8 and 11. Signage will be posted at the facility directing users NOT to park in the adjoining residential neighborhoods.

Primary automobile access will be through the existing entrance on Geer Road directly on to the campus.

The University Scheduling Officer shall not schedule any event at the Student Recreation Complex that exceeds the existing intensity or level of use at the existing athletic facilities at this area of the campus until a traffic impact study is completed. The environmental impact report that will accompany the Physical Master Plan Update will identify needed traffic and street improvement mitigation measures that will need to be incorporated into both university and city plans for growth.
CSU, Stanislaus shall require that any event with the potential to attract 3,000 or more people shall file a traffic management plan with the City of Turlock and contract with the City for traffic management services, if determined necessary by the city, when the event would be held during peak hour traffic conditions. The University Scheduling Officer shall not provide final approval for any event that meets this criteria until the traffic management plan is submitted to and approved by the city and a copy of an executed contract between the event sponsor and the city of Turlock for traffic management services is submitted to the university.

**Sound Standards**

For all stadium events, noise and sound standards will be consistent with the City of Turlock regulations. Student sponsored events will abide by the additional sound guidelines as maintained by the Vice President for Student Affairs office and the Associated Students, Inc.

The University Scheduling Officer shall require sponsors of non-university sponsored events at the track and soccer field facility to contract for acoustic analyses to be performed during the events to ensure that City noise standards are being strictly adhered to. The event sponsor shall reduce noise levels to City standards should it be determined by the acoustical analysis that noise is exceeding standards established by the City of Turlock.

**Track and Soccer Field and Intramural Field Lighting**

Lighting for the track and soccer field and the intramural field shall be designed, constructed, and maintained so as to ensure that spillover light from the lights does not exceed 0.2 footcandle at any off-campus residential properties.

**Event Management**

Use of the stadium for events will be scheduled through the University Scheduling Office. All stadium events must have an events manager designated and present. The name and contact information is to be provided to the University at the time of reservation. The University will review all stadium events prior to scheduling in accordance with existing policies and practices and may require additional security or insurance, as well as changes in the event itself, such as setting decibel level limits below the City regulations and limitations on hours of operation, depending on the event.

**Emergency and Incident Response**

The primary responder to incidents is the CSU Stanislaus Police.

**Complaints**

Complaints regarding operation of the stadium, noise, traffic, parking, etc will be reviewed by the office of the Vice President for Student Affairs, campus police, and the University
Scheduling Office. Calls about specific problems may be directed to the campus police at 209-667-3114.

Event Planning and Neighbor Relations

The University will make efforts to notify neighbors north and east of the stadium of student sponsored events with amplified sound that are predicted to continue after 8:00 p.m. on any weekday or at any time on the weekend. This will most likely be accomplished through the sponsoring student organization. Any communication to neighbors will be reviewed in advance by the University.

Alcohol and Tobacco

The use of alcoholic beverages in the stadium complex will comply with the campus alcohol use policy. Exceptions to this policy will be approved only by the President. Tobacco products (including smokeless products) are prohibited at the stadium complex. Use of tobacco products is permitted outside the perimeter of the stadium only in compliance with the campus secondhand smoke policy.

Vendors

The stadium complex will allow for vended operations for food, sports-related goods and other items consistent with the event. The University reserves the right to limit sale or display of particular products based on health, safety, maintenance, and security concerns. The University has right of first refusal to provide any food vending services.

Minors

It is expected that minors will be permitted to attend events at the stadium as part of school, camp or University-sponsored programs, as well as the general public for open community events. Liability for minors is the responsibility of parents and/or guardians and the sponsoring organization, not the University.

Advertising and Sponsors

The University will actively seek sponsors and advertisers to support intercollegiate athletics and University programs. Consistent with California State University policy, sponsorship and advertising by alcohol and tobacco companies is subject to specific limitations.

Advertising may be visible from the street, on scoreboards and other areas of the venue, such as stadium seating, fencing or open areas.
Public Access

Subject to Student Recreation Oversight Committee approval, the track, field and fitness center may be open to the public, conditions to be determined. Upon opening, it is anticipated that facilities will be closed to general public use until student usage is evaluated.

Facility Oversight

Use, budget review, operational consultation and policy matters are overseen by a Student Recreation Oversight Committee (SROC). Scheduling of the track and field is coordinated by the University's Scheduling Office in consultation with Intercollegiate Athletics and SROC. Scheduling of the fitness center will be per SROC oversight.
Appendix "A"

Proof of Publication of
Notice of Intent
Affidavit of Publication

STATE OF CALIFORNIA
County of Stanislaus

Deondra M. Rodrigues

of the said County, being duly sworn, deposes and says:

THAT she is and at all times herein mentioned was a citizen of the United States, over the age of twenty-one years, and that she is not a party to, nor interested in the above entitled matter; that she is the Legal Clerk of the Turlock Daily Journal, a newspaper of general circulation, printed and published in the City of Turlock, County of Stanislaus, and which newspaper is published for the dissemination of local news and intelligence of a general character, and which newspaper at all times herein mentioned had and still has a bona fide subscription list of paying subscribers, and which newspaper has been established and published at regular intervals in the said City of Turlock, County of Stanislaus, for a period exceeding one year next preceding the date of publication of the notice hereinafter referred to; and which newspaper is not devoted to nor published for the interests, entertainment, or instruction of a particular class, profession, trade, calling, race or denomination, or any number of same; that the notice, of which the annexed is a printed copy and which is hereby made a part of this affidavit, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following date, to-wit:

August 5, 2006

I certify (or declare) under penalty of perjury that the foregoing is true and correct. 5th day of August 2006.

AFFIDAVIT OF PUBLICATION
Public Notice of Notice of Availability
Notice of Intent to Adopt a Mitigated Negative Declaration

PRINCIPAL CLERK OF THE PRINTER
Notice of Availability

Notice of Intent to Adopt a Mitigated Negative Declaration

Notice is hereby given that the Board of Trustees of California State University Intend to adopt a Mitigated Negative Declaration pursuant to the California Environmental Quality Act for the following project: Construction of a student recreation complex at the California State University, Stanislaus campus in Turlock, California including a 1,500 seat soccer field with seating capacity of 2,500; two adjacent structures such as a scoreboard, press box, and dugouts; concessions and shower facilities as well as a 3,600 sq. ft. lighted student plaza, a 21,000 sq. ft. student recreation center with fitness, court, locker, and shower facilities, an unlighted facility for field events, a lighted Intramural field, and a practice field. The project would also involve the construction of a 72-space parking lot. The stadium would be available for community events including high school football, track and soccer events, and other community based activities. The field would be accessed via a driveway off of existing Maricopa Way within the campus itself. The facilities would be located at the northeast corner of the campus at the intersection of Chabot/3rds Park and Geer Road. A university identification monument-type sign as well as two electronic carry-over boards on either side of the monument sign (all signs not exceeding seven feet in height) would be located at this corner. The project site is not designated as a hazardous waste facility or disposal site as defined under Government Code Section 65362.5. The Initial Study document prepared for the project contains a determination that the project will result in the creation of Significant Adverse Environmental Impacts and mitigation measures are proposed to reduce these potentially significant impacts to less than significant levels. The potentially significant environmental impacts requiring mitigation to reduce impacts to less than significant levels relate to the issues of lighting and noise. The public review/comment period for the Initial Study/Mitigated Negative Declaration is 30 days. The review period begins on August 3, 2008 and closes on September 5, 2008. The document is available for review at California State University, Stanislaus campus at the address below. It will be posted on the University’s website by August 15, 2008. The website address is www.csustan.edu. Click on the “What’s New” link to access the document. Comments regarding this Initial Study and proposed Mitigated Negative Declaration can be sent to:

California State University Stanislaus
Department of Facilities Services
Attn: Robert Gafgenes
801 W. Monte Vista Ave.
Turlock, CA 95382
Phone: 209-667-3623
FAX: 209-667-3303

All comments on the environmental documentation must be received on or before September 5, 2008.
Appendix “B”

Initial Study Comments and Response to Comments
August 16, 2006

California State University Stanislaus
Department of Facilities Services
Attn: Robert Gallegos
801 W. Monte Vista Avenue
Turlock, CA 95382

RE: Notice of Intent to Adopt a Mitigated Negative Declaration
Student Recreation Complex on the CSUS Campus

Dear Mr. Gallegos:

The Engineering Department of the Turlock Irrigation District (District) acknowledges the opportunity to review and comment on the referenced project. District standards require development occurring within the District’s boundary, that impacts irrigation and electric facilities, to meet the District’s requirements.

A review of District maps and records indicate that there are no known irrigation facilities located within the project area. If facilities are found during construction, please contact the District at the number below.

A 13-foot Public Utility Easement must be dedicated along all street frontages.

Electric utility maps show an existing 12KV overhead distribution line running east to west within area of the proposed project. The owner/developer must apply for a facility change for any pole or electrical facility relocation. Facility changes are performed at developer’s expense.

If you have any questions concerning irrigation system requirements or electric utility requirements, please contact me at (209) 883-8384 or Paul Rodriguez at (209) 883-8438 respectively.

Sincerely,

Arie W. Vander Pol
Engineering Technician, Civil
CF: 2006108
STANISLAUS COUNTY ENVIRONMENTAL REVIEW COMMITTEE

August 25, 2006

Robert Gallegos
California State University Stanislaus
Department of Facilities Services
801 W. Monte Vista Avenue
Turlock, CA 95382

SUBJECT: ENVIRONMENTAL REFERRAL – CALIFORNIA STATE UNIVERSITY STANISLAUS
NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION AND
AVAILABILITY OF DOCUMENTS FOR STUDENT RECREATION COMPLEX ON THE
CALIFORNIA STATE UNIVERSITY STANISLAUS (CSUS) CAMPUS

Mr. Gallegos:

The Stanislaus County Environmental Review Committee (ERC) has reviewed the subject project and has the following comment(s):

- Applicant shall determine, to the satisfaction of the Department of Environmental Resources (DER), that a site containing (or formerly containing) residences or farm buildings, or structures, has been fully investigated (via Phase I and Phase II studies) prior to the issuance of a grading permit. Any discovery of underground storage tanks, former underground storage tank locations, buried chemicals, buried refuse, or contaminated soil shall be brought to the immediate attention of the DER.

- Parking and traffic circulation need to be adequately addressed.

The ERC appreciates the opportunity to comment on this project.

Sincerely,

Raul Mendez, Senior Management Consultant
Environmental Review Committee

cc: ERC Members
STANISLAUS COUNTY ENVIRONMENTAL REVIEW COMMITTEE

September 28, 2006

Robert Gallegos
California State University Stanislaus
Department of Facilities Services
801 W. Monte Vista Ave.
Turlock, CA 95382

SUBJECT: ENVIRONMENTAL REFERRAL – NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION AND AVAILABILITY OF ENVIRONMENTAL DOCUMENTS

Mr. Gallegos:

The Stanislaus County Environmental Review Committee (ERC) has reviewed the subject project and has no comments at this time.

The ERC appreciates the opportunity to comment on this project.

Sincerely,

[Signature]
Raul Mendez, Senior Management Consultant
Environmental Review Committee

cc: ERC Members
August 31, 2006

California State University Stanislaus
Department of Facilities Services
Attn: Robert Gallegos
801 W. Monte Vista Avenue
Turlock, California 95382

SUBJECT: STUDENT RECREATION COMPLEX ON THE CALIFORNIA STATE UNIVERSITY STANISLAUS CAMPUS

Dear Mr. Gallegos:

Thank you for providing the City of Turlock the opportunity to comment on the initial Study and Mitigated Negative Declaration for this project.

The City of Turlock recognizes the importance of providing recreational opportunities for the community. We appreciate the efforts of the University to develop an Operation Plan consistent with the standards established by the City of Turlock. Utilization of the City's adopted noise and lighting standards will help reduce potential impacts on adjacent homeowners and businesses. We urge the University to identify the strategies included in the Operation Plan as mitigation measures in the Mitigated Negative Declaration and develop a Mitigation Monitoring Program to ensure compliance with these measures. In addition to the measures outlined in the environmental document, the University should consider including periodic noise and light field measurements in the Mitigation Monitoring Program to confirm compliance with the proposed mitigation measures.

Staff has also reviewed the project's traffic study (see attachment). Traffic studies required for new development projects within the City of Turlock are required to assess near-term and long-term impacts. Long-term impacts are assessed based upon the cumulative traffic projected to the year 2030. Staff can assist you in arranging a long-term traffic study through the City's traffic engineer (Omni Means).

The City has also adopted community design guidelines and standards for landscaping and signage. These guidelines are available for download from our website at:


(Landscaping and signage standards are listed under Chapter 9-2 of the Zoning Ordinance.)
The Operation Plan is currently under independent review by the various City Departments – Police, Fire, Engineering, and Planning. Separate comments may be forwarded to the University by the City Departments as part of that independent review.

Staff is available to meet with you and your staff to review these comments in more detail and assist you in designing a project that will be a positive addition to the community. If you have any questions or would like to arrange a meeting, please contact me at (209) 668-5542 x2218.

Sincerely,

Debra A. Whitmore
Planning Manager

Attachment: Letter from City Engineer dated August 31, 2006
August 31, 2006

California State University Stanislaus
Department of Facilities Services
Attn: Robert Gallegos
801 W. Monte Vista Avenue
Turlock, California 95382

SUBJECT: STUDENT RECREATION COMPLEX ON THE CALIFORNIA
STATE UNIVERSITY STANISLAUS CAMPUS

Dear Mr. Gallegos:

Thank you for providing the City of Turlock Engineering Division the opportunity to comment on the Initial Study and Mitigated Negative Declaration for this project. My office reviewed the traffic study and we have the following comments:

1. The traffic study document shows a different configuration from previous published documents. Specifically, the original document showed a driveway just south of the stadium in the alignment of Fullerton Drive. If the addition of a driveway at Fullerton Drive is proposed, the study will need to assess that intersection.

2. The traffic study needs to include actual existing traffic counts for all CSUS and City Street intersections that were studied. We need actual existing data so that there is a strong basis for our 2030 projected traffic volumes.

3. The traffic study only assessed existing intersection Level of Service (LOS). The City of Turlock requires that all new development traffic studies be completed to a 25 year city wide general plan build out. We will need to see the LOS for the following:
   a. Existing intersection LOS;
   b. Existing plus project (CSUS Student Recreation Complex) intersection LOS;
   c. Cumulative, (YR 2030) plus project, intersection LOS.
Item 3 above, requires a traffic engineer to model the city and your proposed
development to YR 2030. I would recommend the use of the City's traffic engineer
(Omni Means) for a full and comprehensive traffic study. They have a model already
constructed and could modify the model to include the CSUS Student Recreation
Complex. If CSUS would like to work with Omni Means, please let me know and I will
have them provide a proposal.

If you have any questions please call me at 668-5599 ext 4430.

Sincerely,

Mike Pitcock, PE
City Engineer
FACSIMILE TRANSMITTAL SHEET

TO:  Robert Gallegos

FROM: Timothy and Linda Fish

COMPANY: CSUS

DATE: 09/04/06

FAX NUMBER: 209-667-3303

TOTAL NO. OF PAGES INCLUDING COVER: 3

PHONE NUMBER: 

RE: Student Recreation Complex

□ URGENT  □ FOR REVIEW  □ PLEASE COMMENT  □ PLEASE REPLY  □ PLEASE RECYCLE

NOTES/COMMENTS:

Here is our response to the Initial Study / Proposed Mitigated Negative Declaration for the proposed Student Recreation Complex. We will mail a copy to you as well (which will be late because of the Labor Day holiday).
August 3, 2006

California State University Stanislaus
Department of Facilities Services
Attn: Robert Gallegos
801 W. Monte Vista Ave.
Turlock, CA 95382

Dear Mr. Gallegos,

We are writing this letter in response to the Initial Study / Mitigated Negative Declaration for the proposed Student Recreation Complex. There are four areas of concern we would like to address.

First, page 6 of the document states that "the university held two informational meetings for neighboring property owners." Our concern is that we, as well as all of our neighbors, were not notified of these meetings. Only a very small number of households were notified. We brought up this issue during the first of the community meetings and we were told that the center point of the radius used for notification was the corner of Geer Road and Christofferson Parkway. This radius included many acres of undeveloped commercial land, but excluded all the homes west of Piccadilly that will be greatly impacted by this project.

Our second area of concern regards the siting of the project. CSUS land is available for the entire length of Geer Road from Christofferson Parkway to Monte Vista Avenue. By locating it on the corner of Geer and Christofferson, it insures that the existing neighborhoods will have the most impact possible for this project.

We are also very concerned about the noise this project will generate. We have a peaceful neighborhood, with very few noise issues. We would never have moved to an area near a high school stadium or other noise-generating venue. The study acknowledges this issue: the PA system and cheering crowds will cause a significant impact to existing neighboring residents.

The proposed mitigation on page 33 is the development and implementation of a facilities operation plan. We believe this mitigation is unsatisfactory for the following reasons. First, the facilities operation plan states that the hours of operation are to end at 10:00 p.m. Are we expected to tolerate hearing crowds, even at a bit of a distance, at these hours? Most households in our neighborhood have young children who are in bed by 8:00. Are we to shut their windows, turn on the air conditioning, and hope they sleep? Most people would tolerate these types of events at these hours a couple of times a year. But weekly -- or even a couple times a week would be very difficult to tolerate. We should be able to open our windows in the evening and not have the noise of sporting events intruding into our home.
This mitigation is also unsatisfactory because it puts the existing residents into a powerless position. The facilities operation plan states that neighbors may call the University Police with their complaints. However, when we called the University Police last year to complain about the noise, foul language, and late hours (my call was around 9:30 on a Sunday night) of a concert at the amphitheater, we were told there was nothing they could do about it. Timothy Fish even went to the event to ask the University Police to turn the noise down, and was told again that there was nothing they could do about it. What are residents to do? And in the case of a sporting event, like at the proposed Student Recreation Complex, even if the University Police were willing to turn down the PA system, how could they possibly quiet the crowds?

Our final concern regards the initial study's assessment of the parking situation. Page 38 of the Initial Study states parking is a less than significant impact. The Study concludes that the campus has enough parking to accommodate the additional vehicles for events at the proposed complex. We do not doubt this. What we do doubt, however, is the public's willingness to use those spaces. Our experience has shown that people would rather park for free close to their destination instead of paying to park far away from their destination. The siting of this complex will be giving people that choice for every event.

We were told at the community meeting that there will likely be parking added to the south of the project in the future, which will be convenient for visitors. Currently, the northernmost parking lot is almost always full, because it serves the residents at the dorms. In the afternoons and evenings, when most complex events will likely be scheduled, there are plenty of parking spaces near Crowell. But no one will use those spaces for a complex event, because most people are unwilling or unable to walk that far. If they have to pay for parking as well, that will make them even more in favor of parking in the convenient neighborhood to the north.

Over the last two years we have had problems with the baseball team parking in our neighborhood every day for practice. When we have asked them why they park here, they tell us it’s because the parking lot adjacent to the baseball fields is full—and it is. Nearly all of the team’s cars have parking permits. These men are all athletes. And yet they are unwilling to walk from the parking lots on the other side of the campus. Why would the general public (with no parking permits, young children, aching hips, and who knows what other hindrances) do any differently?

It is our sincere hope that you reconsider these issues regarding the proposed Student Recreation Complex. As existing residents, we are very concerned as to how this project will impact our quality of life. We are fearful that our precious hours at home will be loud and unpleasant—where because of the noise we will not be able to tolerate sitting on our front porch after work, or will have our streets full of cars on the weekend. Thank you for your consideration.

Sincerely,

Timothy Fish

Linda Fish
September 5, 2006

California State University Stanislaus
Department of Facilities Services
Attn: Robert Gallegos
801 W. Monte Vista Avenue
Turlock, CA  95382

Dear Mr. Gallegos:

I am responding to the letter I received from you last month. I was not able to go to the meetings to express my concern with the future plans for the Student Recreation Complex. I would like to see the complex to be built closer to the country. There would be more room to grow and expand and ample parking.

My concerns are varied. I am a widow living alone and I am concerned with several things 1) the influx of people to this area, but also higher crime and vandalism this would bring to the community, and to my own safety. 2) A higher volume of noise to this area of town. I purchased my home in this area of Turlock because of the quality of neighborhood, safety, and it is a quiet neighborhood. 3) Also because of some health problems I am experiencing. And 4) there is a lack of Turlock City Police Officers to adequately do the job of policing the city.

Thank you for your concern and efforts to keep the City of Turlock and the citizens who live here informed and safe. And thank you for listening to my concerns.

Very truly yours,

Ms. Terry Harbin

RECEIVED
SEP 11 2006
FACILITY SERVICES
Response to Comments

Response to comments received on the Initial Study/Proposed Mitigated Negative Declaration for the Student Recreation Complex project at California State University, Stanislaus

Prepared by RB Associates, environmental consultant to CSU, Stanislaus

1. Comments from Turlock Irrigation District in letter dated August 16, 2006

The district commented that there are no known irrigation facilities located within the project area and that a 13-foot Public Utility Easement must be dedicated along all street frontages. There is an existing 12KV overhead distribution line running east to west within the area of the proposed project. If lines are to be relocated the university must apply for a facility change for any pole or electrical facility relocation at its expense.

Response:
Final engineering and improvement plans prepared by CSU Stanislaus for the Student Recreation Complex will show a public utility easement for Turlock Irrigation District’s (TID) electrical facility and will comply with all TID requirements regarding relocation of facilities.

2. Comments from the Stanislaus County Environmental Review Committee in letter dated August 25, 2006

The applicant shall determine to the satisfaction of the Department of Environmental Resources (DER) that a site containing (or formerly containing) residences or farm buildings, or structures, has been fully investigated (via Phase I and Phase II studies) prior to the issuance of a grading permit. Any discovery of underground tanks, former underground storage tank locations, buried chemicals, buried refuse, or contaminated soil shall be brought to the immediate attention of the DER.

Response:
The university shall comply with all state, local, or county requirements regarding the potential for the construction area to contain any item of a hazardous nature.

The issue of Hazards and Hazardous Materials is discussed on pages 25-27 of the Final Initial Study/Mitigated Negative Declaration.
Response to Comments

(Note: The Stanislaus County Environmental Review Committee also submitted a letter dated September 28, 2006 stating that the Committee has received the subject project and has no comments at this time. This comment is noted.)

3. Comments from the City of Turlock Community Development Services Department in letter dated August 31, 2006

Comment 1:
The department states that the city recognizes the importance of providing recreational opportunities for the community and that they appreciate the efforts of the university to develop an Operational Plan consistent with the standards established by the city, including adopted noise and lighting standards, which will help reduce potential impacts on adjacent homeowners and businesses. The department urges the university to identify the strategies included in the Operational Plan as mitigation measures in the Mitigated Negative Declaration and develop a mitigation monitoring program to ensure compliance with these measures, and consider including periodic noise and light field measurements in the monitoring program to confirm compliance with the proposed measures.

Response:
The Student Recreation Complex Operational Plan contains standards regarding hours of operation, parking and traffic access, sound standards, event management, emergency and incident response, handling of complaints, event planning and neighbor relations, alcohol and tobacco, vendors, minors, advertising and sponsors, public access, and facility oversight.

The Initial Study/Mitigated Negative Declaration addresses the issue of light impacts. The study found field lighting impacts to be potentially significant requiring mitigation to reduce the impacts to less than significant levels. This mitigation states:

1. Lighting for the track and soccer field and the intramural field shall be so designed, constructed and maintained so as to ensure that spillover light from the lights does not exceed 0.2 footcandle at any off-campus residential properties. This standard shall be made part of all design and construction contracts CSU Stanislaus enters into with any contractor.

2. A facility operational plan will be developed and implemented by the CSU campus administration that will contain standards for the use of the lighted track and field facility and the maintenance of the facility lighting system so that it does not create a source of light that interferes with the normal operations of Christoffersen Parkway and Geer Road or become a nuisance to adjacent residential and commercial properties. This facility operational plan shall be available to the public upon completion. The university shall provide notice of the availability of the document in the city’s largest newspaper of general circulation upon completion.

The university shall include these standards within the Operational Plan for the facility and Mitigation Measure 1. shall be made part of the engineered design for the facility. The Plan currently states that “Any special effects creating light and/or
sound will not be used. Field lighting will be reduced as soon as possible at the conclusion of the event and after allowing for safe pedestrian egress and other safety concerns.”

Lighting impact issues are discussed on pages 16-18 of the Final Initial Study/Mitigated Negative Declaration.

The Initial Study/Mitigated Negative Declaration found that noise impacts on adjacent properties are potentially significant requiring mitigation to reduce these impacts to less than significant levels. The Operational Plan contains standards for hours of operation, sound levels, the handling of complaints, and event planning and neighbor relations, which calls for the university to make efforts to notify neighbors north and east of the stadium of student sponsored events with amplified sound that are projected to continue after 8:00 p.m. on any weekday or at any time on the weekend.

Under the section on sound standards the Operational Plan states that for all stadium events, noise/sound standards will be consistent with the city of Turlock’s zoning regulations. Noise standards for the city of Turlock are contained in Article 3, Noise Standards, Title 9, Zoning Ordinance for the city. This standard is consistent with the mitigation for the issue contained within the Initial Study/Mitigated Negative Declaration. The mitigation states that noise standards are to be implemented by the Operational Plan. Student sponsored events will abide by the additional sound guidelines as maintained by the Vice President for Student Affairs office and the Associated Students, Inc.

A mitigation measure shall be added to the final Initial Study/Mitigated Negative Declaration and language added to the facility Operational Plan stating that the facility Scheduling Officer shall require non-university sponsored event sponsors to contract for acoustic monitoring during the events to ensure that city noise standards are being met at adjacent sensitive uses such as residential neighborhoods. The event sponsor shall reduce noise levels to city standards should it be determined that noise is exceeding standards established by the city of Turlock.

It should be noted that the track/soccer field will have seating for 2,500 persons and is designed for athletic-related activities. It is not designed to be used for music concerts or similar events. These types of events are held at other campus facilities, such as the amphitheater located at the west/central area of the campus.

Noise impact issues are discussed on pages 32-35 of the Final Initial Study/Mitigated Negative Declaration.

Comment 2:
Upon review of the traffic study contained in the initial study, the department states that traffic studies required for new development projects within the city of Turlock are required to assess near-term and long-term impacts. Long term impacts are assessed based upon the cumulative traffic projects to the year 2030. Staff can assist
Response to Comments

the university in arranging a long-term traffic study through the city's traffic engineer (Omni Means).

Response:
(Please see Response below to the department's comment regarding preparation of a traffic study.) Transportation and traffic impact issues are discussed on pages 40-42 of the Final Initial Study/Mitigated Negative Declaration. The university will choose the consultant to prepare the long-term traffic study.

Comment 3:
The city has also adopted community design guidelines and standards for landscaping and signage and the department provided the website link to these standards. The department states that the Operational Plan is currently under review by various city departments.

Response:
This comment is noted.

4. Comments from the City of Turlock Municipal Services – Engineering Division in letter dated August 31, 2006

The division stated that the traffic study document shows a different configuration from previous published documents. Specifically, the original document showed a driveway just south of the stadium in the alignment of Fullerton Drive. If the addition of a driveway at Fullerton Drive is proposed, the study will need to assess that intersection. The traffic study needs to include actual existing traffic counts for all CSUS and city street intersections that were studied. The division needs actual existing data so that there is a strong basis for its 2030 projected traffic volumes.

The traffic study only assessed existing intersection Level of Service (LOS). The city requires that all new development traffic studies be completed to a 25-year city-wide general plan build out and LOS for the following:

a. Existing intersection LOS;
b. Existing plus project (CSUS Student Recreation Complex) intersection LOS;
c. Cumulative, (Year 2030) plus project, intersection LOS.

A traffic engineer is needed to model the city and the proposed development to Year 2030, and the division recommends that the university use Omni-Means, the city's traffic engineer to prepare a full and comprehensive traffic study. Omni-Means has a traffic model already constructed and could modify the model to include the CSUS Student Recreation Complex.

Response:
University staff met with representatives of the City of Turlock Development Services and Municipal Services departments on September 7, 2006 to discuss their departments' comments regarding preparation of a traffic study. Overall it was
Response to Comments

agreed that further traffic studies need to be conducted to identify possible solutions to use of this expanded facility.

It was agreed that the comprehensive traffic study described in the comment letter would be prepared but such a study needed to be linked to the completion of the Campus Master Plan now in process. Location of other new and expanded campus facilities need to be identified before such a study is undertaken that examines year 2030 traffic levels.

With respect to the Student Recreation Complex, a focused traffic study would be prepared, and study recommendations implemented, before the current level of activity in the area can be expanded.

It was noted that the northeast area of the campus currently contains athletic facilities, such as an area for track and field events, soccer and practice fields, a baseball diamond/stadium, grassy general recreation areas, tennis courts, etc., and the Student Recreation Complex is an expansion and improvement of these facilities. Additionally, these facilities are used by the university as part of its athletic programs but are also made available to local community sponsored events. Two such community events have in the past accommodated approximately 4,000 participants which far exceeds normal campus related activities. It was recognized that these events create traffic management concerns, but also that the university’s facilities are a major community resource supporting the city of Turlock’s community activities. It is anticipated that the new expanded facilities would be utilized for community service events and fund raising programs.

In light of existing conditions and need, it was determined that the expanded sports complex should be constructed as planned, but the level and intensity of use must remain at the existing level until a traffic study is completed. The study will be part of the EIR that will accompany the Physical Master Plan Update, and will identify needed traffic and street improvement mitigation measures that will need to be incorporated into both university and city plans for growth.

The requirement that a traffic study be completed and mitigation for traffic impacts implemented prior to expansion of existing levels and intensity of use in this area of the campus has been made a mitigation measure within the Transportation and Traffic section of the Final Initial Study/Mitigated Negative Declaration. This will also be made part of the Operational Plan for the Student Recreation Complex. The Plan shall specifically state that the Scheduling Officer shall not schedule any event at the Student Recreation Complex that exceeds existing intensity or level of use until the traffic study process is completed and mitigation measures are incorporated into growth plans.

A measure shall be added to the facility Operational Plan stating that the university shall require that any event with the potential of attracting 3,000 or more people shall file a traffic management plan with the City of Turlock and contract with the City for traffic management services, if determined necessary by the city, during peak traffic periods.
Response to Comments

Possible long-term Recreation Complex traffic mitigation could include an additional campus entrance point off of Christoffersen Parkway; right-only ingress and egress lanes at the Calaveras/Geer Road intersection and possible barriers limiting left turn access onto Calaveras Way. A traffic signal may be needed at this intersection but such determination would be dependent upon a full Campus-wide traffic study based on the updated Campus Master Plan.

Transportation and traffic impact issues are discussed on pages 40-42 of the Final Initial Study/Mitigated Negative Declaration.

5. Comments from Mr. Timothy Fish and Mrs. Linda Fish, area residents, in letter dated August 3, 2006

Comment 1:
These neighbors of the project commented that they were not notified of the two informational meetings that were held by the university prior to the release of the initial study. They state that the center point used for this notification was the corner of Geer Road and Christoffersen Parkway. This included many acres of undeveloped commercial land, but excluded all the homes west of Piccadilly that will be greatly impacted by this project.

Response:
All efforts were made to ensure that affected property owners were notified of the meetings that were held. The mailing list for property owner notification is available for review. The notice for the two informational community meetings that were held on June 15, 2006 and June 21, 2006 was mailed to 142 neighboring property owners. The meeting on June 15, 2006 was attended by nine neighboring property owners and the meeting on June 21, 2006 was attended by three property owners. The property owner notification list was expanded following comment received at the community meetings and the notice of availability of the Initial Study/Mitigated Negative Declaration was mailed to 231 property owners.

Comment 2:
There is available land elsewhere on the campus for the project and placing it at the intersection of Geer Road and Christoffersen Parkway insures that existing neighborhoods will have the most impact possible from this project.

Response:
From the earliest Campus Master Plan in 1962, the northeast corner of the campus site has been set aside for campus sports and sports related activities. Facility development in this area is presently extensive and proposed expansion of these facilities continue a program that was begun over forty years ago when the surrounding areas were in agricultural use. To relocate these facilities at this time would be cost prohibitive and impractical due to other established campus uses.
Response to Comments

The Initial Study/Mitigated Negative Declaration addresses potentially significant impacts on adjacent property owners and mitigation is proposed to reduce these potentially significant impacts to less than significant levels. As a result of community meetings held regarding this facility expansion, numerous operation and management changes have been instituted by the campus to reduce existing conflicts (parking and noise) and additional operational and management changes are proposed as part of the facility expansion plan.

Comment 3:
The Fish’s also state that the residential neighborhood is peaceful and that noise is a concern with the project. They would never have moved near a high school stadium or other noise-generating venue. The initial study acknowledges this in that it states that the public address system and cheering crowds will cause a significant impact to existing neighborhood residents.

Response:
As noted above, the site is presently developed with a baseball complex and several playing fields used for organized sports activities. These facilities were established and in operation prior to development of the land adjacent to the Campus. The Campus Master Plan is available for public review.

(Please see Response to Comment 1 under letter no. 3 on page 3 for a discussion of the issue of noise impacts.)

Comment 4:
The proposed mitigation on page 33, requiring the development and implementation of a facilities operational plan, is unsatisfactory because the hours of operation are to end at 10:00 p.m. and neighbors, most of whom have young children, shouldn’t have to endure noise at this hour. They ask if they are to shut their windows, turn on the air conditioning, and hope the children sleep? Most people would tolerate these types of events at these hours a couple of times a year. But weekly – or even a couple of times a week – would be very difficult to tolerate. Noise from the facility should not intrude into homes.

Response:
The hour of 10:00 p.m. was established as the end time for events at the facility because this is a general standard used by municipalities in determining when noise becomes a nuisance. It should be noted that this standard is reinforced by the City of Turlock general noise standard for noise generation adjacent to noise sensitive uses.

(Please see Response to Comment 1 under letter no. 3 on page 3 for a discussion of the issue of noise impacts.)

Comment 5:
The mitigation is also unsatisfactory because the operational plan states neighbors may call the university police with complaints, but the police do not respond to after hours noise complaints as evidenced by the lack of action on a complaint about noise
Response to Comments

from a concert at the campus amphitheater. Even if the university police would force the public address volume to be turned down, how can they quiet the crowds?

Response:
The Operational Plan establishes a policy for addressing complaints regarding operation of the stadium, noise, traffic, parking, etc. All complaints are to be addressed by the office of the Vice President for Student Affairs, campus police, and the University Scheduling Office. A phone number where complaints may be directed is listed in the Operational Plan.

Comment 6:
These neighbors commented on the initial study’s conclusion that the campus has enough parking to accommodate the additional vehicles for events at the proposed complex. They do not doubt this conclusion, but are concerned about the public’s willingness to use on-campus parking when there is closer and free parking in adjacent residential neighborhoods. Adjacent residential neighborhoods have had trouble with members of the baseball team parking in their areas during practice because they are near the university’s baseball field. When they ask the team members why they park in their neighborhood, they state that the lot nearest the baseball field is full. They ask, If athletes are not willing to walk a distance to get to the baseball field, why would the general public be expected to choose to walk to the complex from distant campus parking lots when there is closer parking in the residential neighborhoods?

Response:
The Operational Plan addresses parking and traffic access for the stadium, which is the facility most likely to bring vehicles into the residential areas. The Plan states that a bus drop off and parking area will be adjacent to the stadium on the internal campus roadway. Additional bus parking will be available in parking lots 7, 8, and 11. Signage will be posted at the facility directing users to NOT park in adjoining residential neighborhoods. Primary automobile access for the facility will be through the existing campus entrance on Geer Road. As noted in responses above, the Student Recreation Complex shall not be used beyond the existing intensity and level of use until such time as a traffic study is prepared and any improvements designed to address potential traffic impacts are implemented.

Transportation and traffic impact issues are discussed on pages 40-42 of the Final Initial Study/Mitigated Negative Declaration.

Comment 7:
They urge the university to reconsider these issues regarding the project. They are concerned how the Student Recreation Complex will impact their quality of life. Hours at home will be loud and unpleasant and there will be cars on the streets on the weekend.

Response:
During the community meetings that were held prior to the release of the Initial Study/Mitigated Negative Declaration, the university administration was made aware
of past events or practices that have had traffic and noise impact on residential neighborhoods immediately north of the campus. These included noise at the concert at the amphitheater and the baseball team members parking in the residential neighborhood.

As the community has grown up around the campus, conflicts such as those mentioned have arisen between university uses and neighboring property owners. The university has begun the process of implementing policies that will address the concerns of its new neighbors.

It was stated by several people at the community meetings that they purchased homes adjacent to the CSU, Stanislaus campus because they saw it is an asset with its cultural amenities and its aesthetically attractive park-like setting with large grassy areas trees and ponds. They were not supportive of any design solutions that limited their access to the campus even though such access limitation would have reduced off-campus impacts to surrounding neighborhoods.

Community members were told by university staff that the university has as its goal to be a good neighbor and is committed to addressing and avoiding conflicts with adjacent development. The operational plan of Student Recreation Complex is being developed to assist in meeting this goal.

6. Comments from Ms. Terry Harbin in letter dated September 5, 2006

Comment 1:
This letter expressed concern with the future plans for the Student Recreation Complex and that it should be located closer to the country. There would be room to grow and expand and ample parking.

Response:
(Please refer to response to Comment 2 for letter no. 5 on pages 6 and 7 as to why the Student Recreation Complex is proposed for the northeast portion of the campus.)

Comment 2:
The letter states that she is concerned about several things including the influx of people to the area but also higher crime and vandalism this would bring to the community, and to her own safety.

Response:
With respect to the influx of people to the area, the impacts of this issue are addressed in the Initial Study/Mitigated Negative Declaration prepared for the project, including proposed mitigation measures, or through the provisions of the Operational Plan. It would be difficult to respond to the comment regarding increased crime and vandalism. Law enforcement on the campus and in the city is provided by the University Police and the City of Turlock Police Department, respectively. The city’s police department did not provide comment on the Initial Study/Mitigated Negative Declaration or the project itself.
Response to Comments

Comment 3:
Ms. Harbin is also concerned about a higher volume of noise to this area of town. She purchased her home in this area of Turlock because of the quality of the neighborhood, safety, and it is a quiet neighborhood also because of some health problems she is experiencing.

Response:
The issue of noise is addressed in Response to Comment 1 on page 3 under letter no. 3 and Response to Comment 3 on page 7 under letter no. 5.

Comment 4:
There is a lack of Turlock city police officers to adequately do the job of policing the city.

Response:
(Please see Response to Comment 1 above.)
Appendix "C"

Draft Notice of Determination and Related Documents
DATE

California State Clearinghouse
Office of Planning and Research
P.O. Box 3044
1400 Tenth Street, Room 121
Sacramento, California 95814

Dear Sir/Madam:

Student Recreation Complex
California State University, Stanislaus
State Clearinghouse No. 2006082009

Enclosed for your review is the Notice of Determination prepared for the above-named California State University campus project in which a Mitigated Negative Declaration was prepared for the respective project at the above-mentioned CSU campus. Also enclosed is the required Department of Fish and Game Fee Exemption Notice.

Sincerely,

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

By

David A. Rosso
Chief, Land Use Planning & Environmental Review
Capital Planning, Design and Construction

ESJ:DAR:pf

Enclosures

cc: Robert Gallegos
Insert CPDC Facility Planner Name Here
The Trustees of the California State University  
401 Golden Shore – Long Beach, California 90802-4210  
(562) 951-4120

CEQA – NOTICE OF DETERMINATION
This Notice is being filed in compliance with Section 21108 and 21152 of the Public Resources Code.

Project Title
California State University, Stanislaus – Student Recreation Complex

State Clearinghouse Number
2006082009

Lead Agency Contact Person – Robert Gallegos, Assistant Vice President  
CSU, Stanislaus Facilities Services, 801 W. Monte Vista Ave., Turlock, CA 95382

Project Location – City of Turlock  
County of Stanislaus
Specific Campus – California State University, Stanislaus

Project Description:
The project entails the construction of a student recreation complex at the California State University Stanislaus campus in Turlock, California. The project includes a lighted track-soccer field with seating capacity of 2,500; appurtenant structures such as scoreboard, press box, restrooms, concessions and shower facilities as well as a 3,500 sq. ft. lighted student plaza, a 21,000 sq. ft. student recreation center with fitness, court, locker, and shower facilities, an unlighted facility for field events, a lighted intramural field, and a practice field. The project would also involve the construction of a 71-space parking lot.

This is to advise that the Trustees as the lead agency approved the above-described project on ____________ and have made the following determinations regarding the above-described project:

1. The project: ___ will have a significant effect on the environment.  
   X will not have a significant effect on the environment.

2. ___ A Final and Supplemental Environmental Impact Report (EIR) was prepared for this project pursuant to the provisions of CEQA.  
   X A Mitigated Negative Declaration (ND) was prepared for this project pursuant to the provisions of CEQA.

3. Mitigation Measures: ___ were made a condition of approval of the project.  
   ___ were not made a condition of approval of the project.

4. A statement of Overriding Consideration: ___ was adopted for this project.  
   X was not adopted for this project.

This is to certify that the final Mitigation Negative Declaration with comments and responses and record of project approval is available to the General Public at: California State University, Stanislaus, 801 W. Monte Vista Ave., Turlock, CA 95382, and CSU Chancellor’s Office, Capital Planning, Design and Construction, 401 Golden Shore, Long Beach, CA 90802-4210

Signature – David A. Rosso  
Date

Chief, Land Use Planning and Environmental Review  
Title
The Trustees of the California State University
401 Golden Shore – Long Beach, California 90802-4210
(562) 951-4120

California Department of Fish and Game
Certificate of Fee Exemption

De Minimis Impact Filing

Project Title/Location:
California State University, Stanislaus. Student Recreation Complex on the CSU, Stanislaus campus in Stanislaus County.

Project Description:
The project entails the construction of a student recreation complex at the California State University Stanislaus campus in Turlock, California. The project includes a lighted track-soccer field with seating capacity of 2,500; appurtenant structures such as scoreboard, press box, restrooms, concessions and shower facilities as well as a 3,500 sq. ft. lighted student plaza, a 21,000 sq. ft. student recreation center with fitness, court, locker, and shower facilities, an unlighted facility for field events, a lighted intramural field, and a practice field. The project would also involve the construction of a 71-space parking lot.

Findings of Exemption:
The findings of the Trustees of the California State University are based on the conclusions of the Initial Study prepared for the subject project. Within this document it was concluded that the project does not have the potential to impact biological resources. The Study stated that all development is proposed to be located in an area that has been modified from its original natural habitat by many years of agricultural, urban, campus and development activity. The site of the proposed Student Recreation complex is currently developed with athletic facilities and large grassy areas.

Certification:
I hereby certify that the Trustees of the California State University, as lead agency, have made the above finding and that the project will not individually or cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.

Signature – David A. Rosso
Chief, Land Use Planning and Environmental Review
Title
Appendix "D"

Mitigation Monitoring Program
MITIGATION MONITORING PROGRAM
For The
STUDENT RECREATION COMPLEX PROJECT
At
CALIFORNIA STATE UNIVERSITY, STANISLAUS

Issue:
Aesthetics (Lighting)

Proposed Mitigation:
1. Lighting for the track and soccer field and the intramural field shall be designed, constructed and maintained so as to ensure that spillover light from the lights does not exceed 0.2 footcandle at any off-campus residential properties. This standard shall be made part of all design and construction contracts CSU Stanislaus enters into with any contractor.
2. A facility operational plan implemented by the CSU campus administration shall contain standards for the use of the lighted track and field facility and the maintenance of the facility lighting system so that it does not create a source of light that interferes with the normal operations of Christoffersen Parkway and Geer Road or become a nuisance to adjacent residential and commercial properties. This facility operational plan shall be available to the public upon completion. The university shall provide notice of the availability of the final document in the city’s largest newspaper of general circulation upon completion.

Mitigation Monitoring:
1. This mitigation measure will be monitored by CSU Stanislaus through the design and construction process.
2. This mitigation measure will be monitored by CSU Stanislaus through the implementation of the Student Recreation Complex facility operational plan. The general public will have access to this plan.

Mitigation Effectiveness
Implementation of these measures will reduce potentially significant impacts associated with the lighted fields on other uses in the area to a less than significant level.

Issue:
Noise

1. A facility operational plan implemented by the CSU Campus Administration shall contain standards for the use of the facility and the operation and maintenance of the facility public address system so that it does not create a source of noise that becomes a nuisance to adjacent residential and commercial properties.
2. The University Scheduling Officer shall require sponsors of non-university sponsored events at the track/soccer field facility to contract for acoustic analyses to be performed during the events to ensure that city of Turlock noise standards are
being met. The event sponsor shall reduce noise levels to city standards should it be determined by the acoustical analysis that noise is exceeding standards established by the city of Turlock.

**Mitigation Monitoring:**
1. This mitigation measure will be monitored by CSUS campus administration prior to and during the use of the proposed track and soccer field.
2. This mitigation measure will be monitored by the CSUS University Scheduling Officer.

**Mitigation Effectiveness**
1. Implementation of this measure will reduce potentially significant impacts associated with noise on other uses in the area to a less than significant level.
2. Implementation of this measure will ensure that the city of Turlock noise standards are met during the use of the track/soccer field by non-student or university-sponsored events and will reduce potentially significant impacts associated with noise to a less than significant level.

**Issue:**

**Transportation and Circulation**

1. The University Scheduling Officer shall not schedule any event at the Student Recreation Complex that exceeds the existing intensity or level of use at the existing athletic facilities at this area of the campus until a traffic impact study is completed. The environmental impact report that will accompany the Physical Master Plan Update will identify needed traffic and street improvement mitigation measures that will need to be incorporated into both university and city plans for growth.
2. CSU, Stanislaus shall require that any event with the potential to attract 3,000 or more people shall file a traffic management plan with the City of Turlock and contract with the city for traffic management services, if determined necessary by the city, when the event would be held during peak hour traffic conditions. The University Scheduling Officer shall not provide final approval for any event that meets this criteria until the traffic management plan is submitted to and approved by the city and a copy of an executed contract between the event sponsor and the city of Turlock for traffic management services is submitted to the university.

**Mitigation Monitoring**
1. This measure will be monitored by the University Scheduling Officer.
2. This measure will be monitored by the University Scheduling Officer.

**Mitigation Effectiveness**
Implementation of these measures will ensure that any traffic and circulation impacts associated with the operation of the Student Recreation Complex are reduced to less than significant levels.