

PROJECT DESCRIPTION

The proposed project would involve the renovation of the existing and unused Freeman Stadium, which was constructed 70 years ago, at CSUMB to meet USL and NCAA requirements. Historically, the Freeman Stadium was the home of the Fort Ord Warriors, a semi-professional football team comprising service members stationed at the former Fort Ord army base. The existing Field House is approximately 5,700 square feet (SF). Renovations to the existing Field House would require the demolition and disturbance of 2,000 SF of the facility's interior. Proposed improvements to the stadium facility would include renovations to the existing athletic track and field, stadium seating, east-end goal area, northeast entryway, and parking areas (**Figures 3 and 4**). Renovations would comply with the American Disabilities Act (ADA) and be designed to a minimum Leadership in Energy and Environmental Design (LEED) Silver equivalent. All project components will be consistent with the campus's 2007 Master Plan Guidelines and Environmental Impact Report Project Design Features.

The proposed stadium renovation would provide for:

- Hosting the USL team MBFC, consisting of:
 - Approximately 20 full-time MBFC staff using the Field House from 9:00 am-5:00 pm, Monday-Friday as office and training preparation space,
 - Approximately 10 months of training (practice) in the Field House and on the adjacent existing soccer fields, 4-5 days per week for 3-4 hours each day, with an estimated 32 players, coaches, and staff at each practice, and
 - Approximately 18 home matches per year, on Friday nights from 7:00 pm-11:00 pm and/or Saturdays during the day or in the early evening, with an estimated 210 part-time match-related personnel (i.e., staff, coaches, players) and 6,000 ticketed fan capacity.
- MBFC related camps and off-season activities (an anticipated six activities per year),
- Continued campus use with shared use of the Field House,
- New use of renovated playing field for academic courses and athletics programs when not in conflict with the MBFC schedule, and
- Campus-sponsored or invited community events, such as Spring Commencement, concerts, or other events.

MITIGATION MEASURES

Mitigation Measures – Biological Resources

- BIO-1** Occurrences of Monterey spineflower shall be avoided to the greatest extent feasible. CSUMB will coordinate with the applicant to determine if it is feasible to design the detention basin to avoid Monterey spineflower. Individuals or populations that will not be impacted by the project shall be protected prior to and during construction to the maximum possible through the use of exclusionary fencing and/or flagging. Prior to ground-disturbing activities (e.g., vegetation removal, grading, excavation), a biological monitor will supervise the installation of protective fencing/flagging by the contractor

and monitor at least once per week until construction is complete to ensure that the protective fencing/flagging remains intact.

If avoidance of the Monterey spineflower occurrences is not feasible, the impacted area shall be quantified during final design and Monterey spineflower shall be replaced at a 1:1 ratio for the acreage or individuals impacted and a Restoration Plan shall be prepared by a qualified biologist and implemented. The plan shall include, but is not limited to, the following:

- A description of the baseline conditions of the habitats within the impacted area, including the presence of Monterey spineflower, its location, and density.
- A detailed description of on-site and/or off-site restoration areas, salvage of seed and/or soil bank and/or plant salvage, seeding and planting specifications, which may include but is not limited to, an increased planting ratio to ensure the 1:1 ratio.
- Procedures to control and/or eliminate non-native invasive species within the restoration area(s); and
- A monitoring program that describes annual monitoring efforts which incorporate success criteria and contingency plans if success criteria are not met.

BIO-2

The following best management practices will be implemented during all identified phases of construction (i.e., pre-, during, and post-) to reduce impacts to special-status plant species:

- A qualified biologist will conduct an Employee Education Program for the construction crew prior to the initiation of any construction activities. The qualified biologist will meet with the construction crew at the onset of construction at the project site to educate the construction crew on the following: 1) the appropriate access route(s) in and out of the construction area and review project boundaries; 2) how a biological monitor will examine the area and agree upon a method which will ensure the safety of the monitor during such activities, 3) the special-status species that may be present; 4) the specific mitigation measures that will be incorporated into the construction effort; 5) the general provisions and protections afforded by the USFWS and CDFW; and 6) the proper procedures if a special-status species is encountered within the project site.
- Protective fencing shall be placed prior to and during construction to keep construction equipment and personnel from impacting vegetation outside of work limits. A biological monitor shall supervise the installation of protective fencing and monitor at least once per week until construction is complete to ensure that the protective fencing remains intact.
- Trees and vegetation not planned for removal or trimming shall be protected prior to and during construction to the maximum extent possible through the use of exclusionary fencing, such as hay bales for herbaceous and shrubby vegetation, and protective wood barriers for trees. Only certified weed-free straw shall be used, to avoid the introduction of non-native, invasive species. A biological monitor shall supervise the installation of protective fencing and monitor at least once per week until construction is complete to ensure that the protective fencing remains intact.

- Grading, excavating, and other activities that involve substantial soil disturbance will be planned and implemented in consultation with a qualified hydrologist, engineer, or erosion control specialist, and will utilize standard erosion control techniques to minimize erosion and sedimentation to native vegetation adjacent to the project site (pre-, during, and post-construction).
- Following construction, disturbed areas will be restored to pre-project contours to the maximum extent possible and revegetated using locally occurring native species and native erosion control seed mix, per the recommendations of a qualified biologist.
- To protect against spills and fluids leaking from equipment, the project proponent shall require that the construction contractor maintains an on-site spill plan and on-site spill containment measures that can be easily accessed.
- No firearms will be allowed on the project site at any time.
- All food-related and other trash will be disposed of in closed containers and removed from the project area at least once a week during the construction period, or more often if trash is attracting avian or mammalian predators. Construction personnel will not feed or otherwise attract wildlife to the area.

BIO-3 Activities that may directly affect (e.g., tree removal) or indirectly affect (e.g., noise/ground disturbance) nesting raptors or other protected avian species shall be timed to avoid the breeding season. Specifically, any grading and excavation with heavy machinery and vegetation removal within 300 feet of suitable nesting habitat (i.e., trees within and adjacent to the project site) shall be scheduled during the non-breeding season (September 16 through January 31).

If avoidance of the non-breeding season is not possible, a qualified biologist shall conduct a pre-construction survey for nesting raptors or other protected avian species within 300 feet of the proposed construction activities. The survey shall be conducted no more than 14 days prior to the initiation of construction and submitted to CSUMB's Facilities Management Department. If raptor or other bird nests are identified within or immediately adjacent to the project site during the pre-construction surveys, the qualified biologist shall notify the project applicant and/or contractor and an appropriate no-disturbance buffer shall be imposed within which no construction activities or disturbance shall take place (generally 300 feet in all directions for raptors; other avian species may have species-specific requirements) until the young of the year have fledged and are no longer reliant upon the nest or parental care for survival, as determined by a qualified biologist.

BIO-4 In accordance with CSUMB's Tree Restoration Program, a minimum of six coast live oak trees (2:1 ratio for the three trees proposed for removal) shall be replanted within the identified campus restoration area. The replanting specifications shall be identified in final project plans.

Mitigation Measures – Cultural and Tribal Resources

CR-1 Prior to the initiation of ground-disturbing activities, the contractor and/or project applicant shall inform all supervisory personnel and all contractors whose activities may have subsurface soil impacts of the potential for discovering archaeological resources.

If any prehistoric or historic subsurface cultural resources are discovered during ground-disturbing activities, all work within 50 feet of the resource(s) shall be halted and the project applicant shall immediately notify the CSUMB Facilities Management Department of the discovery. A qualified archaeologist shall be consulted to assess the significance of the find(s) according to CEQA Guidelines Section 15064.5. If any find is determined to be significant, representatives from the County and the archaeologist shall meet to determine the appropriate avoidance measures or other appropriate mitigation. All significant cultural materials recovered at the site shall be, as necessary and at the discretion of the consulting archaeologist, subject to scientific analysis, professional museum curation, and documentation according to current professional standards. Appropriate mitigation may include no action, avoidance of the resource, and/or potential data recovery. Ground disturbance in the zone of suspended activity shall not commence without authorization from the archaeologist. Work may proceed on other parts of the site outside the 50-foot area while mitigation is being carried out.

CR-2 Procedures of conduct following the discovery of human remains have been mandated by Health and Safety Code Section 7050.5, PRC Section 5097398, and CEQA Guidelines Section 15064.5(e). According to the provisions of CEQA, if human remains are encountered at the site, all work in the immediate vicinity of the discovery shall cease and necessary steps to ensure the integrity of the immediate area shall be taken. The Monterey County Coroner shall be notified immediately. The coroner shall then determine whether the remains are Native American. If the Coroner determines the remains are Native American, the Coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours, who will, in turn, notify the person the NAHC identifies as the Most Likely Descendent (MLD) of any human remains. Further actions shall be determined, in part, by the desires of the MLD. The MLD has 48 hours to make recommendations regarding the disposition of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 48 hours, the owner shall, with appropriate dignity, reinter the remains in an area of the site secure from further disturbance. Alternatively, if the owner does not accept the MLD's recommendations, the owner of the descendant may request mediation by the NAHC.

TRC-1 Implement **Mitigation Measures CR-1** and **CR-2**.

Mitigation Measures – Geology and Soils

GEO-1 The contractor shall be required to implement the recommendations from the Geotechnical Investigation and incorporate the recommendations into the final plans and specification prior to the start of construction.

Mitigation Measures – Transportation

TR-1 CSUMB campus shall develop and implement a Transportation Management Plan (TMP) with a Transportation Demand Management (TDM) Program component prior to opening day of the MBFC season. The TMP shall provide a management and operating plan for minimizing undesirable transportation-related effects at Freeman Stadium and adjacent developments during events, while providing safe and convenient access for employees and spectators to the project.

While the TDM program shall provide a plan to reduce the amount of vehicle traffic generated by the MBFC and CSUMB special event activities by shifting employees, team personnel, match spectators, and CSUMB visitors from driving alone to using transit, carpooling, cycling, and walking modes.

The TMP with TDM Program shall manage and monitor MBFC and CSUMB special event spectator attendance (i.e., the 18 home games and the CSUMB-Community event) for the first year to assess achievement of the following performance standard objectives:

- A daily project generated VMT per service population of 23.91 or less
- The following annual travel supporting performance standards:
 - Fewer than 61,185 annual vehicle trips.
 - Less than 872,715 annual project-generated VMT.

TR-2 To evaluate the effectiveness of the TDM program, event monitoring shall observe the event-specific supporting performance measures of mode share, average vehicle occupancy and average vehicle distance of MBFC and CSUMB-Community special events (i.e., the 18 home games and the CSUMB-Community event). These event-specific performance measures are necessary to determine the effectiveness of the TDM program and help identify additional VMT reduction measures.

- The TDM program shall be implemented for the lifetime of the project.
- The TDM program may specify a phased implementation approach that provides initially for implementation of the existing CSUMB TDM program measures that are targeted to reducing CSUMB student, faculty, and staff vehicle travel. To ensure the VMT threshold is not exceeded, CSUMB shall develop an expansive TDM Program to ensure the average vehicle occupancy assumptions provided in this IS/MND are not exceeded. CSUMB shall modify measures as needed during the life of the project to ensure the TDM achieves the overall vehicle miles traveled reduction objective.

TR-3 **TMP Objectives.** The TMP with a TDM program shall address the following objectives for the MBFC and CSUMB special events:

- Reduce the overall number of automobile trips to and from the stadium and required parking supply.
 - Annual travel supporting performance standard to monitor: Achieving fewer than 61,185 annual vehicle trips.

- Reduce automobile dependency for project employees and spectators through education, assistance, and incentives.
 - Event specific supporting performance standard to monitor: Achieving a 75% vehicle mode share for the MBFC match spectators, and for the CSUMB Campus and Community Event; 58% and 77% vehicle mode share for the CSUMB students and community members, respectively.
 - Event specific supporting performance standard to monitor: Achieving an average vehicle occupancy of 3.91 persons per vehicle (or greater) for the MBFC match spectators, and CSUMB students and community members for the CSUMB Campus and Community Event.
- Identify the paths of vehicular circulation to and from the stadium for the various vehicle types that would need access to the site, including passenger vehicles, service and delivery vehicles, garbage/recycling trucks, taxis, buses, and emergency vehicles.
 - Primary performance standard to monitor: Achieving less than 23.91 project generated VMT per service population.
 - Annual travel supporting performance standard to monitor: Achieving less than 872,715 annual project generated VMT.
 - Event specific supporting performance standard to monitor: Achieving an average vehicle occupancy of 3.91 persons per vehicle (or greater) for the MBFC match spectators, and CSUMB students and community members for the CSUMB Campus and Community Event.
 - Event specific supporting performance standard to monitor: Achieving an average vehicle distance of approximately 16 miles (or less) for MBFC match spectators, off-season participants, and community guests to the CSUMB Campus and Community Event. And an average vehicle distance of 19 miles (or less) for CSUMB students for the CSUMB Campus and Community Event.
- Develop and describe pre- and post-event operational procedures for the management of pedestrians, passenger vehicle, and special vehicle flows arriving and departing the project site.
- Identify the special event signage, including Changeable Message Signs (CMS), blank-out signs, and flashing beacons, that would be required, including wayfinding signage.
- Identify best locations for provision of bicycle parking spaces for visitor or employee use during event and non-event operations.
- Identify placement of enforcement personnel required for event conditions.
- Identify need for barricades, parking control, and street closures during events.
- Coordinate with CSUMB staff regarding the provision of paratransit and transportation network company (e.g., Uber and Lyft) pick-up/drop-off.
- Identify sidewalk and crosswalk improvements near the project site.

TR-4

TDM Program. To the extent possible and effective, the TDM program shall rely on the existing CSUMB TDM program to reduce CSUMB student, faculty, and staff vehicle

travel. At a minimum, the following measures shall be in place upon opening prior to opening day of the MBFC season and thereafter.

- Otter Cycle Center – on-campus bicycle repair shop that also offers bicycle rentals and other services to facilitate bicycle ridership.
- Bicycle Storage and Amenities – several hundred bicycle racks have been installed on campus outside of residence halls and popular academic, recreation and administrative buildings. Additionally, a secure bicycle bunker storage room have been installed, as well as three ‘fix-it’ stations that provide 24/7 access to bicycle repair tools and air pumps. Bicycle registration is also available through the University Police Department to simplify that process. Three skateboard storage racks also have been installed in the popular destinations on campus.
- Paid Parking – to discourage non-CSUMB related trips and parking on campus, as well as manage the vehicles allowed on campus, a fee structure is in place that is based upon user type. The fees have increased several times over the last two decades to more accurately match the true cost of providing managed parking.
- Monterey Salinas Transit (MST) – the campus has entered into an annual agreement with MST that provides universal access on the MST bus network for all active CSUMB ID card holders, three supplemental campus-serving and subsidized bus routes, and funding for a shared transit marketing student intern.
- Main Campus Shuttle – the campus has secured funding and has begun the procurement process to initiate a shuttle program provider to run frequent circulating shuttle service around the Main Campus, connecting all major parking areas to academic, administrative, and co-curricular campus destinations.
- Emergency Ride Home Program – campus community members can sign up for a program run by the Transportation Agency for Monterey County (TAMC) that reimburses taxi or ridesharing trips home in emergency situations for commuters who use alternative means of transportation.
- Carsharing and Ridesharing – CSUMB hosts four cars for carsharing. These are cars stationed on the campus available to be used by carshare members in the campus. CSUMB students, faculty and staff can use Go831 a regional ride share program.
- Transportation Services Website – information for most of the TDM strategies listed above is included on a campus website to facilitate information dissemination.
- Delivery Vehicle Limitations – to discourage delivery vehicle trips, frequent delivery services to campus, such as office supplies, have been instructed to reduce their deliveries to campus to no more than three days per week.
- Bicyclist/Pedestrian Malls – to encourage pedestrian and bicycle use, a section of Divarty Street and a section of Sixth Avenue are closed to regular vehicular traffic and encourage pedestrians and bicyclists to use the entire roadway.
- Traffic Calming – to discourage auto use (and improve safety), speed humps and flashing beacon crosswalk devices have been installed on several campus roadways to encourage lower vehicle speeds, particularly near high traffic pedestrian crosswalks.

- E-Scooter Share – The has entered into a multi-year agreement with an electric scooter share program provider. Students, faculty, staff, and campus visitors can use the app-based program to ride a scooter across campus instead of driving or walking.

TR-5 TDM Monitoring. During the first year of operations, each game and campus-community event shall be monitored by CSUMB to ensure that activities meet the anticipated primary performance standard (project generated VMT per service population), annual travel supporting performance standards (annual project generated VMT, and annual vehicle trips) and event specific supporting performance standards (mode share, average vehicle occupancy and average vehicle distance). An annual monitoring memorandum shall be submitted to CSUMB staff. If the MBFC and CSUMB-Community special events are found not to follow the mitigation measure, then additional travel reducing measures from the TMP and TDM Program will be implemented to achieve the performance standard. CSUMB may propose new strategies that develop over time to further reduce annual project generated VMT per service population if substantial evidence is provided to support the efficacy of the strategy.

TR-6 Alternative Monitoring Approach. CSUMB may develop a regionwide VMT monitoring program to allow global monitoring of the stadium VMT, which may provide cost efficiencies and be a more effective way to track VMT generation for each event. This monitoring program may make use of emerging technologies including location-based services on cell phones and in vehicles to track trip lengths, along with traditional technologies such as driveway traffic counts. If such a program is developed, CSUMB shall ensure the project is monitored and achieves the required performance with respect to the project's VMT target.

TR-7 Remedial Action and Trigger for Subsequent Environmental Review

- **Trigger for Modification of TMP with TDM Program.** If the TMP with TDM program monitoring results show that the trip reduction target assumed in this IS/MND is not being met, the TDM program shall be updated to identify replacement and/or additional feasible TDM measures to be implemented as follows:
 - The updated TDM program shall identify other TDM measures that were considered but determined to be infeasible or ineffective. This shall include the enhanced CSUMB TDM Program that would address travel by MBFC spectators and complement other multimodal infrastructure investments, vehicle restrictions, pick-up/drop-off charges, transit mobility, and active mode (bicycle and pedestrian) mobility.
 - CSUMB staff shall oversee and coordinate the implementation of the feasible additional TDM program measures and continue to explore methods of making other potential TDM measures feasible.
 - The updated TDM program shall be submitted to the CSUMB and approved.
 - Following implementation of replacement and/or additional feasible TDM measures per this mitigation measure, additional monitoring shall be conducted for a second year to assess the effectiveness of the updated TDM program and achievement of the rep VMT performance standard objectives set forth in Mitigation Measure TR-1.

- If, at the end of the second year of monitoring, the performance standard objectives set forth in Mitigation Measure TR-1 have not yet been achieved based on monitoring results (allowing for uncertainty in available observed and forecasted VMT data), CSUMB in consultation with the CSU Office of the Chancellor shall evaluate whether additional/further environmental review is necessary, and if so, what level of review is appropriate to appropriately address VMT impacts. That pushes the requirement for additional CEQA review out another year to allow refinement of the TDM program.
- CSUMB may elect to undertake additional/subsequent CEQA review to address VMT impacts before the end of the second year of monitoring following implementation of the revised TDM program if monitoring results warrant.