

Impact	Mitigation Measures	Monitoring and Reporting Procedure	Timing	Verification
Geology, Soils and Seismicity				
<p>B.1: In the event of a major earthquake in the region, seismic groundshaking could potentially injure persons at the project site due to resulting structural damage, structural collapse or falling of the existing facility structures. Groundshaking could potentially expose persons and property to seismic-related hazards, including localized liquefaction, related ground failure and seismically-induced settlement. (Significant)</p>	<p>The proposed construction under the project shall comply with site-specific recommendations and standards for seismic design as provided by the project geotechnical engineer; the seismic design requirements of the California Code of Regulations, Title 24; and as recommended by the CSU Seismic Review Board.</p>	<p>Incorporate measure as part of construction specifications; inspect construction site at regular intervals during construction to verify compliance with measures.</p>	<p>During construction</p>	<p>Campus Planning, Design & Construction CSU Seismic Review Board</p>
<p>B.2: Proposed construction under the project could be subjected to the geologic hazards related to expansive soils, differential settlement and corrosivity. (Significant)</p>	<p>The proposed construction under the project shall comply with site-specific recommendations and standards for soils and foundation engineering as provided by the project geotechnical engineer; the California Code of Regulations, Title 24; and as recommended by the CSU Seismic Review Board.</p>	<p>Incorporate measure as part of construction specifications; inspect construction site at regular intervals during construction to verify compliance with measures.</p>	<p>During construction</p>	<p>Campus Planning, Design & Construction CSU Seismic Review Board</p>
Hydrology and Water Quality				
<p>C.1: The proposed project would increase stormflows to Copeland Creek, increasing the potential for flooding of the natural channel portion of Copeland Creek during a 100-year event. (Significant)</p>	<p>a: The project shall include a suitable drainage infrastructure system in the northern acquisition area, in conformance with the Sonoma County Water Agency drainage design criteria, that will discharge storm water runoff from this area by gravity to Copeland Creek.</p> <p>b: The project drainage system shall include an on-site detention system, in conformance with the Sonoma County</p>	<p>Implement a subsoil drainage system, if required.</p>	<p>Prior to design approvals</p>	<p>Campus Planning, Design & Construction</p>

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C.2: The project would introduce new development, including proposed University housing, within a designated 100-year flood zone. (Significant)	<p>Water Agency drainage design criteria, that will limit the 100-year peak flow into Copeland Creek.</p> <p>The northern acquisition area, in particular the western portion proposed for University housing, shall be designed with grades and landforms sufficient to prevent stormwater breakout from a 100-year flood flow.</p> <p>On-site storm drain infrastructure for the main campus shall be upgraded per the recommendations specified in the University's 1995 Utility System Master Plan.</p> <p>a: New drainage structures, curb inlets and drop inlets shall be equipped with filters that have the ability to separate out oil and grease from storm water runoff prior to its entering the drainage system. Periodic maintenance of these filters would be incorporated into the maintenance routine normally associated with the University facilities.</p> <p>b: The University would expand its pesticide and fertilizer management plans and practices to include the proposed landscaped areas.</p> <p>c: To help minimize the amount of runoff containing nonpoint source pollutants, project roadways and parking areas should be frequently cleaned using street sweeping equipment and the collected material properly disposed.</p>	Upgrade storm-drain infrastructure, if required.	Prior to design approvals	Campus Planning, Design & Construction

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<p>C.5: Construction of the proposed project buildings and parking areas could result in increased erosion and sedimentation, with subsequent impacts to water quality during construction. Additionally, release of fuels or other hazardous materials associated with construction equipment could reduce water quality. (Significant)</p>	<p>The University would develop and implement a Storm water Pollution Prevention Plan (SWPPP), as required by the State Water Resources Control Board, for areas to be disturbed by construction activities of five acres or more.</p> <p>Implement Mitigation Measure C. 1 through C.5.</p> <p>a: Prior to project buildout, at the intersection of Rohnert Park Expressway/Snyder Lane, add an additional through lane in the northbound and southbound directions, and change the existing north-south split-phase signal operation to protected left-turn phasing.</p>	<p>Develop and implement SWPPP.</p> <p>Construct operational improvements as specified.</p>	<p>Prior to design approvals</p>	<p>Campus Planning, Design & Construction</p> <p>State Water Resources Control Board</p>
<p>Transportation, Parking and Circulation</p>				
<p>D.1: Project-generated vehicle trips would contribute to delays at study intersections during the a.m. and p.m. peak hours under Cumulative (Future With Project) conditions. (Significant)</p>	<p>a: Prior to project buildout, at the intersection of Rohnert Park Expressway/Snyder Lane, add an additional through lane in the northbound and southbound directions, and change the existing north-south split-phase signal operation to protected left-turn phasing.</p> <p>b: Prior to project buildout, at the intersection of Rohnert Park Expressway/Future University North Entrance, install either a traffic signal or a single-lane modern roundabout.</p> <p>c: Prior to project buildout, at the intersection of Rohnert Park Expressway/Petaluma Hill Road, add an additional through lane in both the</p>	<p>Construct operational improvements as specified.</p>	<p>Prior to design approvals</p>	<p>Campus Planning, Design & Construction</p>

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	<p>northbound and southbound directions on Petaluma Hill Road, install separate right and left turn lanes on the eastbound approach of Rohnert Park Expressway, and</p> <p>change phasing to include a right turn overlap between the northbound left turn and eastbound right turn.</p> <p>d: Prior to project buildout, at the intersection of East Cotati Avenue/Petaluma Hill Road, install an additional through lane in the northbound and southbound directions on Petaluma Hill Road, and install separate right and left turn lanes on the eastbound approach of East Cotati Avenue.</p> <p>e: Prior to project buildout, at the intersection of East Cotati Avenue/Sequoia Way, install either a traffic signal or single-lane modern roundabout.</p>			
<p>D.3: The project could exacerbate existing safety concerns related to off-site parked vehicles on Petaluma Hill Road and East Cotati Avenue adjacent to the campus. (Significant)</p>	<p>a: Prohibit parking on Petaluma Hill Road. There is sufficient capacity on campus to accommodate the parking demand.</p> <p>b: Either prohibit parking on East Cotati Avenue or provide frontage improvements that buffer the parking from pedestrian and bicycle activity while still providing appropriate traffic operation along the road.</p>	<p>Implement parking prohibitions.</p>	<p>After construction</p>	<p>Campus Planning, Design & Construction</p>
<p>D.4: Special events at the proposed Center for the Musical Arts would generate surges of traffic prior to</p>	<p>a: Events proposed on weekdays at the Center for the Musical Arts that are projected to draw more than 400</p>	<p>Implement and monitor parking controls</p>	<p>After construction</p>	<p>Campus Planning, Design & Construction</p>

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<p>and/or following the events, resulting in traffic delays at one or more campus entrance intersections before and/or following the event. For events of between 400 and 1,300 attendees, an average delay of five to 15 minutes would occur for vehicles exiting the campus at the intersection of Rohnert Park Expressway/proposed University north entrance following the event. For the occasional events of between 1,300 and 3,000 attendees, an average delay of ten to 20 minutes would occur for vehicles exiting the campus at the intersection of Rohnert Park Expressway/proposed University north entrance following the event. For the occasional summer festivals of between 3,000 and 10,000 attendees, instances of delays over 20 minutes could occur for vehicles exiting the campus at the intersections of Rohnert Park Expressway/proposed University north entrance, East Cotati Avenue/Sequoia Way, and East Cotati Avenue/Cypress Drive. (Significant)</p>	<p>attendees should start no earlier than 7:00 p.m.</p> <p>b: For events at the Center for the Musical Arts that are projected to draw between 400 to 1,300 attendees, provide adequate traffic control personnel at the north entrance during the conclusion of the event to facilitate demand-responsive traffic control.</p> <p>c: For events at the Center for the Musical Arts that are projected to draw between 1,300 to 3,000 attendees, provide adequate traffic control personnel at the north entrance prior to the start of the event and following conclusion of the event to facilitate demand-responsive traffic control.</p> <p>d: For events at the Center for the Musical Arts that are projected to draw more than 1,300 attendees, if there is a median present on Rohnert Park Expressway at the proposed secondary driveway west of the primary north entrance, it should be constructed with a removable barrier to allow for left turns with traffic control personnel assistance.</p> <p>e: For events at the Center for the Musical Arts that are projected to draw more than 3,000 attendees, provide adequate traffic control personnel along Rohnert Park Expressway and along East Cotati Avenue before, during and after events to facilitate demand-responsive traffic control and the movement of traffic and access to parking.</p>			

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<p>D.5: Parking demand for special events of greater than 7,400 attendees at the proposed Center for the Musical Arts may exceed the University's interim on-site parking supply (until the planned University parking Lot F expansion is completed), thereby creating an off-site parking demand, and causing potential traffic safety impacts in the surrounding area. (Significant)</p>	<p>a: For special events at the proposed Center for the Musical Arts of greater than 3,500 attendees, provide on-site shuttle service between parking Lots "F" and "J" and the Center.</p> <p>b: For special events at the proposed Center for the Musical Arts of greater than 7,400 attendees that occur prior to the ultimate "F" lot expansion, provide off-site parking locations and shuttle service between these off-site locations and the Center for the Musical Arts.</p> <p>c: Provide proper advance notification to alert non-event related University traffic of potential alternate on-campus parking lots to use during the times the special events at the Center for the Musical Arts are proposed.</p> <p>d: Prohibit parking on Rohnert Park Expressway along the campus frontage.</p>	<p>Implement and monitor parking controls</p>	<p>After construction</p>	<p>Campus Planning, Design & Construction</p>
<p>D.7: The project would accommodate an increase in vehicular traffic, bicyclists and pedestrians within the campus roadways over existing conditions, which would increase the potential for conflicts between these travel modes. (Significant)</p>	<p>a: Install pedestrian crossing improvements at locations on Redwood Circle where heavy pedestrian volumes would occur (e.g., along Redwood Circle adjacent to the student housing complexes, at the northern side of the "J" parking lot, the Redwood Circle/Sequoia Way intersection, and the northern periphery of the large "F" parking lots) in order to enhance pedestrian safety.</p> <p>b: Construct pedestrian paths within the campus with an adequate width to accommodate the high pedestrian volumes present between classes,</p>	<p>Construct operational improvements as specified.</p>	<p>Prior to design approvals</p>	<p>Campus Planning, Design & Construction</p>

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	<p>particularly in areas adjacent to Darwin, Stevenson, and Salazar Halls.</p> <p>c: Monitor pedestrian and bicycle interaction in high volume areas as enrollment increases, and if necessary, prohibit bicyclists from riding in heavy traffic areas within the campus.</p> <p>d: Install a single-lane roundabout at the intersection of Redwood Circle/Sequoia Way to maximize pedestrian and vehicular safety at this location.</p>			
Air Quality				
<p>E.1: Construction activities under the project would generate substantial amounts of dust, which would result in potential health and visibility impacts in the immediate vicinity of construction sites. (Significant)</p>	<p>a: The University should determine whether asbestos was used in the construction of the Ruben Salazar Building and, if applicable, shall comply with the requirements of BAAQMD Regulation 11, Rule 2 in connection with renovation of that building and should demonstrate compliance in the form of documentation of its consultation with the BAAQMD.</p> <p>b: The University should require construction contractors to implement a dust abatement program</p>	<p>Monitor construction site, perform testing, and implement safety procedures, as necessary.</p>	<p>Prior to final design approval and during project construction</p>	<p>Campus Planning, Design & Construction</p>
<p>E.2: Development under the project would increase criteria air pollutant emissions associated with the University relative to existing conditions. (Significant)</p>	<p>a: The University should select the mixed use or higher-density housing scenarios in the northwest acquisition area.</p> <p>b: The University should offset expected increases in emissions from vehicular traffic by increasing the energy efficiency of future buildings. The following measures that are proposed as part of the project or that are identified in this</p>	<p>Implement measure to reduce criteria pollutant emissions as specified, to achieve performance standards.</p> <p>Implement transit incentives and monitor transit services</p>	<p>During operation; ongoing documentation and review</p>	<p>Campus Planning, Design & Construction</p>

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	<p>report would reduce emissions associated with energy consumption under the project:</p> <ol style="list-style-type: none"> 1. All new buildings shall be developed in accordance with the CSU Design Standards (Proposed as Part of the Project). These standards are intended to achieve greater energy-efficiency than required under Title 24 (i.e., California Energy Code). As such, the CSU Design Standards would reduce the possibility of wasteful energy use with respect to building heating, cooling, and lighting. 2. To avoid unnecessary consumption of energy during construction phases of individual building projects, the University should direct construction contractors to minimize idling of construction equipment when not in use (unless turning the equipment off would result in damage to the equipment) (Identified in This Report). 3. The University should review and revise its policies regarding the purchase of electricity to maximize the extent to which electricity consumed at the University is derived from renewable energy resources. 4. The University should use high-albedo (reflective) roofing and road surface materials where feasible for such projects as new buildings, new parking lots and roadways, and resurfaced roadways. This measure would implement one of the control measures identified in the 1997 Clean Air Plan. 			

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	<p>c: The University should implement the following measures to facilitate transit use:</p> <ol style="list-style-type: none"> 1. Coordinate with the Sonoma County Transit (SCT) to provide for a potential public transit stop, including a transit shelter along the north entrance, adjacent to the proposed Center for the Musical Arts, and potential additional queuing space at the existing transit stop at the southern campus entrance 2. Encourage the continuance of SCT's free transit ride program to the University's students, faculty and staff. 3. Additional transit use could also be realized upon establishment of light rail service on the Northwestern Pacific railroad. Should the proposed train service begin operation, it is recommended that a University-sponsored shuttle service be established between campus and the nearest light rail station, which would be on East Cotati Avenue. It should be noted that the City of Cotati is currently developing a Specific Plan for the area surrounding the future rail station on East Cotati Avenue. 			
<p>E.4: The project would contribute to cumulative increases in regional emissions of criteria air pollutants. (Significant)</p>	<p>Implement Mitigation Measures E.2a-c</p>	<p>Implement measure to reduce criteria pollutant emissions as specified, to achieve performance standards.</p>	<p>During operation; ongoing documentation and review</p>	<p>Campus Planning, Design & Construction</p>

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Noise				
F.1: Development under the project would result in temporary and localized noise impacts during individual construction projects. (Significant)	<p>a: Construction activities should be limited to a schedule that minimizes disruption as much as possible to noise-sensitive uses on the University and in the vicinity.</p> <p>b: To reduce daytime noise impacts due to construction, the University should require that construction contractors muffle or otherwise control noise from construction equipment through implementation of the following measures:</p> <ol style="list-style-type: none"> 1. Equipment and trucks used for construction should utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds, wherever feasible and necessary). 2. Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for construction should be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used where feasible, and this 	<p>Include measure in contract specifications; inspect construction site to verify measure is implemented.</p>	<p>During construction</p>	<p>Campus Planning, Design & Construction</p>

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	<p>could achieve a reduction of 5 dBA. Quieter procedures should be used such as drilling rather than impact equipment whenever feasible.</p> <p>3. Stationary noise sources should be located as far from sensitive receptors as possible. If they must be located near sensitive receptors, they should be muffled to the extent feasible and enclosed within temporary sheds.</p> <p>c.: The University should require that construction contractors schedule loading and unloading so as to minimize disruptions to on-campus activities, where feasible.</p>			
<p>F.2: Growth and development under the project would result in a long-term increase in noise levels. (Significant)</p>	<p>a: The University should ensure that mechanical equipment noise associated with new buildings would not conflict with adjacent uses.</p> <p>b: The University should orient sound amplification systems at the new soccer stadium to the north.</p> <p>c: The University should not allow special events at the soccer stadium to extend past 10:00 p.m. on weekdays (Sunday through Thursday) or 11 :00 p.m. on Friday or Saturday if such events prove to be clearly audible at the nearest noise-sensitive uses.</p>	<p>Provide documentation related to expected stationary source noise; incorporate acoustical treatments, as necessary.</p> <p>Implement special event timing restrictions</p>	<p>Prior to final project approval and during operations</p>	<p>Campus Planning, Design & Construction</p>
<p>F.3: The project would introduce new noise-sensitive uses into an area where noise levels exceed 60 DNL. (Significant)</p>	<p>The University should extend Title 24 Noise Insulation Standards to all new residential development under the project.</p>	<p>Provide documentation related to expected stationary source noise; incorporate acoustical treatments, as necessary.</p>	<p>Prior to final project approval and during operations</p>	<p>Campus Planning, Design & Construction</p>

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F.4: Outdoor sound amplification systems at the Center for the Musical Arts could result in nuisance-type impacts if residential uses were to be developed north of Rohnert Park. (Significant)	The University should not allow special events at the Center for the Musical Arts to extend past 10:00 p.m. on weekdays (Sunday through Thursday) or 11:00 p.m. on Friday or Saturday if such events prove to be clearly audible at the nearest noise-sensitive uses.	Implement special event timing restrictions		
F.5: The increase in traffic due to University and area-wide growth and development would result in cumulative increases in roadside noise levels. (Significant)	a: Implement Mitigation Measure E.2c in Section IV.E., Air Quality, of this EIR. b: The University should encourage the City of Rohnert Park to address future cumulative noise levels along Rohnert Park Expressway during annexation and subsequent development.	Implement transit incentives and monitor transit services Coordinate with the City	During operation; ongoing documentation and review	Campus Planning, Design & Construction
Biological Resources				
H.1: Development of the project could result in impacts to potentially jurisdictional wetlands/waters of the U.S. and stream beds under the jurisdiction of the Corps of Engineers and the California Department of Fish and Game. (Significant)	a: A verified wetland delineation for the portion of the project site north of Copeland Creek will be completed and made available prior to any site planning and construction of facilities within or adjacent to potential jurisdictional wetlands, which includes seasonal ponding areas, permanent ponded areas, drainage ditches, and relict streams and creeks. b: Facilities will be planned and sited to avoid wetland and waters of the U.S. to the extent possible. c: Where impacts to wetlands and waters of the U.S. cannot be avoided, such losses will be compensated for, on-site if feasible, according to ratios established	Perform wetland delineation	Prior to design approvals	Campus Planning, Design & Construction

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H.2: Development of facilities under the project could result in the loss of natural communities, such as riparian forest and wetland/marsh habitat. (Significant)	<p>by the U.S. Army Corps of Engineers for the project.</p> <p>a: Avoid any temporary or permanent impact to the wetland/marsh habitat, and, as much as possible, avoid impacts to Copeland Creek. Where bridges are proposed to be constructed across Copeland Creek, minimize the extent of construction impacts within the Copeland Creek protection area.</p> <p>b: All proposed utilities crossing Copeland Creek shall either be supported by bridge structures or constructed using directional bore methods to avoid disturbance of Copeland Creek.</p>	Avoid impacts to Copeland Creek	Prior to design approvals	Campus Planning, Design & Construction
H.3: Development of project facilities could adversely impact habitat for sensitive animal species. (Significant)	Carry out preconstruction surveys in areas of suitable habitat to ascertain the presence or absence of sensitive species, and either relocate them out of the construction zone (amphibians, reptiles and insects) or delay construction until nesting activity is completed (i.e., construct during the period July through February).	Conduct preconstruction surveys	Prior to construction	Campus Planning, Design & Construction
H.4: Construction within the project area may reduce potential upland refugia for adult and breeding pools for tadpoles of foothill r yellow-legged frog (FHLYF), a state and federal species of concern. (Less than Significant)	<p>a: To reduce impacts to the FHLYF, complete avoidance of the freshwater marsh/meadow shall be implemented. (Identified By This Report)</p> <p>b: Construction activity within the Copeland Creek Protection Area shall be minimized, and will be carried out to minimize potential impact to the FHLYF. If avoidance of impact to Copeland Creek is infeasible, the following mitigation</p>	<p>Minimize impacts to Copeland Creek Protection Area</p> <p>Conduct preconstruction surveys and construction monitoring</p>	Prior to construction	Campus Planning, Design & Construction

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	<p>guidelines prior to and during construction will reduce impacts to both species.</p> <ol style="list-style-type: none"> 1. Within the Copeland Creek Protection Area, the construction boundary will be fenced with silt fencing to prohibit the movement of animals into the construction area and control siltation and disturbance to wetland habitat. Following installation of fencing, its proper location will be verified by a biologist. The monitor will ensure that at no time during construction is vegetation removed outside of the fenced area. If variance in construction requires removal of vegetation outside the fence, the monitor will determine if additional mitigation is warranted. The permitting agencies will also be contacted in the event of any significant deviation from permitting conditions. 2. Pre-construction surveys within the construction zone will be conducted by a qualified biologist. If no animals are detected during these surveys then construction related activities will proceed. If adult special-status animals are found within the construction disturbance zone they will immediately be moved passively, or captured and moved, to suitable upstream sites by the project biologist. 3. All construction adjacent to wetland vegetation will be regularly monitored to ensure that impacts do not exceed those included in the project description. Work 			

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	<p>within 100 feet of wetlands during ponding will be monitored by qualified staff who will document pre-project and post-project conditions to ensure adequate restoration of disturbed aquatic habitat.</p> <p>4. During construction, a biological monitor will be on site at all times when construction takes place in aquatic habitat. Any activity within ordinary high water will be photo-documented by the site monitor. In addition, a biologist with the appropriate permits to relocate animals will be available for consultation as needed. The monitor and biologist will provide an environmental protection workshop for workers prior to construction activities.</p> <p>5. Vehicles will be confined to existing roads and areas that do not provide upland aestivation habitat, when possible.</p>			
<p>H.5: The proposed project may result in the removal of, or root damage to significant trees (i.e., trees greater than 12-inch diameter at breast height). (Significant)</p>	<p>The University will avoid all significant trees within the proposed project area to the extent feasible. If infeasible, placing new buildings or sidewalks outside the drip-line and away from tree roots would reduce or avoid damage to significant trees within the proposed project area. (Identified By This Report)</p> <p>The University will adhere to the following limitations for construction within and around significant trees (i.e., trees greater than 12-inch diameter at breast height):</p>	<p>Avoid significant trees and adhere to construction limitations</p>	<p>During construction</p>	<p>Campus Planning, Design & Construction</p>

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	<p>1. For all development that will encroach into the feeder root zone (drip-line) or a twelve foot radius from the trunk whichever is greater of any significant tree, special construction techniques to allow roots to breathe and obtain water shall be required: use hand equipment for trenching, protect natural resources with highly visible protective fencing, allow only one pass through an area with protected or heritage trees.</p> <p>2. The existing ground surface within the drip-line of any significant tree will not be cut, filled or compacted. Excavation adjacent to such trees, when permitted, will be in such a manner that will cause only minimal root damage.</p> <p>3. There shall be no parking or storing vehicles, equipment, machinery or construction materials, construction trailers, mechanical excavation, construction of buildings, dumping of oils or chemicals within the drip-lines of any significant trees.</p> <p>4. Prior to the start of any clearing, stockpiling, trenching, grading, compaction, paving or change in ground elevation on a site with significant trees, install fencing at the drip-line.</p> <p>Tree removal shall not occur during March through June without a bird survey to determine that the tree is unused during the breeding season by avian species that are protected under California Fish and Game Codes 3503, 3503.5 and 3511.</p>			

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Hazards and Hazardous Materials				
I.I: Disturbance of any remaining contaminated areas during building demolition, site grading and construction on the undeveloped University property north of the campus could inadvertently expose construction workers or the environment to residual hazardous waste or health and safety concerns. (Significant)	As identified in the Phase II investigation, prior to construction, remove petroleum-impacted soils on APN 047-131-08, APN 047-131-20 and APN 047-131-23.	Remove petroleum-impacted soils	Prior to construction	Campus Planning, Design & Construction
L.2: Under the Master Plan revision, development and expansion of on-campus facilities will necessitate an increase in the quantities of hazardous chemicals used, stored and disposed by University facility operations. Additionally, the student population proposed under the revision will increase the number of persons potentially exposed to hazards related to the inadvertent release, upset, or improper use of hazardous materials. (Less than Significant)	As recommended in the Phase II investigation work, the "dug" groundwater well on APN 047-131-20 should be investigated further and abandoned.	Investigate and abandon groundwater well	Prior to construction	Campus Planning, Design & Construction
Utilities and Service Systems				
K.1: The proposed project would increase potable water demands that would exceed the University's existing potable water storage capacity. (Significant)	Add additional potable water storage capacity of at least 305,800 gallons.	Construct additional potable water storage	Prior to construction	Campus Planning, Design & Construction

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<p>K.4: With the proposed project, the University would increase its exceedance of its current wastewater treatment allocation, and could exceed its future wastewater treatment allocation designated by the subregional wastewater treatment system, unless an increase in treatment capacity is received. (Significant)</p>	<p>a: The University shall arrange with the City of Rohnert Park to be included in its application for its share of the increase in treatment capacity provided by the Brown Pond Expansion project and Geysers Pipeline projects</p> <p>b: The University shall arrange with other members of the subregional system to temporarily borrow capacity equivalent to the projected Average Dry Weather Flows in excess of its designated allocation until such time as an increase in allocation directly to the University becomes available.</p>	<p>Coordinate with the City and other members of the subregional water system</p>	<p>Prior to construction</p>	<p>Campus Planning, Design & Construction</p>
Energy				
<p>L.2: Development under the project would increase peak demands on the electricity and natural gas infrastructure. (Significant)</p>	<p>The University shall coordinate with PG&E for all required infrastructure improvements.</p>	<p>Coordinate with PG&E</p>	<p>Prior to design approvals</p>	<p>Campus Planning, Design & Construction</p>
Cultural Resources				
<p>M.I: Project construction could affect previously undiscovered historic or archaeological resources. (Significant)</p>	<p>a: For any project construction on the project site either 1) within 300 feet of Copeland Creek, or 2) on the site of the four buildings in the northern acquisition area or the building on the main campus indicated in historical maps: A qualified archaeologist will be on-site during earthwork activities (i.e., grading, excavating and trenching). In the event that an undiscovered historic or prehistoric materials are encountered during monitoring, the archaeologist will be authorized to direct construction to other</p>	<p>Retain qualified archaeologist, implement construction monitoring</p>	<p>During construction</p>	<p>Campus Planning, Design & Construction</p>

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	<p>areas, away from the find, until an assessment of the situation is made. If it is determined to be significant by the qualified archaeologist, then representatives of the University and the qualified archaeologist shall meet to determine the appropriate course of action.</p> <p>b: For any project construction outside of the area identified in Mitigation Measure M. la: During construction, should any undiscovered evidence of historic or prehistoric materials be encountered, construction in the vicinity of the find be halted, and the University shall consult a qualified archaeologist to assess the significance of the find. If it is determined to be significant by the qualified archaeologist, then representatives of the University and the qualified archaeologist shall meet to determine the appropriate course of action.</p> <p>For any project construction on project site: If human remains are encountered during project construction, the Sonoma County Coroner will be notified immediately. The coroner will determine if the remains are those of a Native American, and if they are, will notify the Native American Heritage Commission. The Native American Heritage Commission will make a determination regarding the individual's "most likely descendant" who will then make recommendations for the disposal of the remains.</p>			

